



Community Profiles for West Coast and North Pacific Fisheries

Washington, Oregon, California, and other U.S. States



November 2007

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Executive Summary

This document profiles 125 fishing communities in Washington, Oregon, California, and two other U.S. states with basic social and economic characteristics. Various federal statutes, including the Magnuson-Stevens Fishery Conservation and Management Act of 1976 as amended and the National Environmental Policy Act of 1969 as amended, among others, require federal agencies to examine the social and economic impacts of policies and regulations. These profiles can serve as a consolidated source of baseline information for assessing community impacts in these states.

The profiles are provided in a narrative format with four sections: 1) People and Place, 2) Infrastructure, 3) Involvement in West Coast Fisheries, and 4) Involvement in North Pacific Fisheries. Census place-level geographies were used where possible to define communities, yielding 125 individual profiles.

“People and Place” includes information on location, demographics (including age and gender structure of the population, racial, and ethnic make up), education, housing, and local history.

“Infrastructure” covers current economic activity, governance (including city classification, taxation, and proximity to fisheries management and immigration offices), and facilities (transportation options and connectivity, water and waste water, solid waste, electricity, schools, police, public accommodations, and ports).

“Involvement in West Coast Fisheries” and “Involvement in North Pacific Fisheries” detail community activities in commercial (processing, permit holdings, and aid receipts), recreational, and subsistence fishing.

The community selection process assessed involvement in commercial fisheries using quantitative data from the year 2000, in order to coordinate with 2000 U.S. Census data. Quantitative indicators looked at communities with commercial fisheries landings (weight and value of landings, number of unique vessels delivering fish to a community) and communities home to documented participants in the fisheries (state and federal permit holders and vessel owners). Indicators were assessed in two ways, as a ratio to the community’s population and as a ratio of involvement within a particular fishery. The ranked lists generated by these two processes were combined and communities with scores one standard deviation above the mean were selected for profiling.

The Washington communities selected and profiled in this document are Aberdeen, Anacortes, Bay Center, Bellingham, Blaine, Bothell, Cathlamet, Chinook, Edmonds, Everett, Ferndale, Fox Island, Friday Harbor, Gig Harbor, Grayland, Ilwaco, La Conner, La Push, Lakewood, Long Beach, Lopez Island, Mount Vernon, Naselle, Neah Bay, Olympia, Port Angeles, Port Townsend, Raymond, Seattle, Seaview, Sedro-Woolley, Sequim, Shelton, Silvana, South Bend, Stanwood, Tacoma, Tokeland, Westport, and Woodinville.

The Oregon communities are Astoria, Bandon, Beaver, Brookings, Charleston, Clatskanie, Cloverdale, Coos Bay, Depoe Bay, Florence, Garibaldi, Gold Beach, Hammond, Harbor, Logsdon, Monument, Newport, North Bend, Pacific City, Port Orford, Reedsport, Rockaway Beach, Roseburg, Seaside, Siletz, Sisters, South Beach, Tillamook, Toledo, Warrenton, and Winchester Bay.

The California communities are Albion, Arroyo Grande, Atascadero, Avila Beach, Bodega Bay, Corte Madera, Costa Mesa, Crescent City, Culver City, Dana Point, Dillon Beach, El Granada, El Sobrante, Eureka, Fields Landing, Fort Bragg, Half Moon Bay, Kneeland, Lafayette, Long Beach, Los Angeles, Los Osos, Marina, McKinleyville, Monterey, Morro Bay, Moss Landing, Novato, Oxnard, Pebble Beach, Point Arena, Port Hueneme, Princeton, San Diego, San Francisco, San Jose, San Pedro, Santa Ana, Santa Barbara, Santa Cruz, Santa Rosa, Sausalito, Seaside, Sebastopol, Sunset Beach, Tarzana, Terminal Island, Torrance, Trinidad, Ukiah, Valley Ford, and Ventura.

Two of the selected communities are in other states: Pleasantville, New Jersey, and Seaford, Virginia.

Acknowledgments

This project could not have been completed without the generous assistance of a number of people and institutions. The Northwest Fisheries Science Center, Alaska Fisheries Science Center (AFSC), and Southwest Fisheries Science Center provided funding, staff time, and support services for this project. The Pacific States Marine Fisheries Commission provided personnel and administrative support under a cooperative agreement with AFSC. The National Marine Fisheries Service Northwest Regional Office, the National Oceanic and Atmospheric Administration's Alaska Region RAM (Restricted Access Management) Division, and Pacific Coast Fisheries Information Network provided data and advice. The Washington Department of Fish and Wildlife, the Oregon Department of Fish and Wildlife, the California Department of Fish and Game, the Alaska Department of Fish and Game, and the Alaska Commercial Fisheries Entry Commission provided an extensive amount of data through online sources and by filling special requests including advice and clarification when needed.

Terry Hiatt and Patrick Marchman were instrumental in examining and organizing the data for analytical purposes, and Ron Felthoven spearheaded the Data Envelopment Analysis ultimately used in the community selection process. The University of Washington's program in Environmental Anthropology and its School of Marine Affairs provided personnel and access to university resources. Additional personnel joined the project from anthropology departments at the University of Georgia and Oregon State University.

In addition, the team wishes to acknowledge the following people who provided advice or assistance to the project: Susan Abbott-Jamieson, Mark Blaisdell, Merrick Burden, Courtney Carothers, Dave Colpo, William Daspit, Jane DiCosimo, Toni Fratzke, Peter Fricke, James Hastie, Nicole Kimball, Kevin Kinnan, Steve Koplin, Jennifer Langdon-Pollock, Peggy Murphy, Joe Terry, and Sherrie Wennberg. These individuals helped inform and improve this work.

Abbreviations and Acronyms

ADF&G	Alaska Department of Fish and Game
AFA	American Fisheries Act
AFSC	Alaska Fisheries Science Center
AKFIN	Alaska Fisheries Information Network
AKRO	Alaska Regional Office
BSAI	Bering Sea and Aleutian Islands
CDFG	California Department of Fish and Game
CDP	Census-Designated Place
CFEC	(Alaska) Commercial Fisheries Entry Commission
CPI	Consumer Price Index
DEA	Data Envelopment Analysis
EA	Environmental Assessment
EEZ	Exclusive Economic Zone
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FFP	Federal Fisheries Permit
FMP	Fisheries Management Plan
GIS	Geographic Information Systems
GOA	Gulf of Alaska
HMSP	Highly Migratory Species
IFQ	Individual Fishing Quota
LLP	License Limitation Program
MARFIN	Marine Fisheries Initiative
MFCMA	Magnuson Fishery Conservation and Management Act of 1976
MRC	Marine Resource Committee
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
NEPA	National Environmental Policy Act of 1969
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
NMFS HQ	National Marine Fisheries Service Headquarters
NP	North Pacific
NPFMC	North Pacific Fishery Management Council
NWFSC	Northwest Fisheries Science Center
ODFW	Oregon Department of Fish and Wildlife
OMB	Office of Management and Budget
PacFIN	Pacific Coast Fisheries Information Network
PPI	Producer Price Index
PFMC	Pacific Fishery Management Council
PSMFC	Pacific States Marine Fisheries Commission
RAM	Restricted Access Management
RFA	Regulatory Flexibility Act
SD	standard deviation
SWFSC	Southwest Fisheries Science Center
USCIS	United States Citizenship and Immigration Services
USCG	United States Coast Guard
WC	West Coast
WDFW	Washington Department of Fish and Wildlife
ZCTA	Zip Code Tabulation Area

1.0 Introduction

1.1 Overview

This document profiles 125 communities significantly involved in commercial fisheries in the marine environments of Alaska, Washington, Oregon, and California, including state and federally managed waters along their coastlines. For the purposes of this project, these latter areas are collectively referred to as the West Coast, indicative of the Pacific coastlines of Washington, Oregon, and California. The North Pacific refers to the marine environs surrounding Alaska. In terms of fisheries management, the West Coast fisheries areas herein referred are under the authority of the U.S. Pacific Fishery Management Council (PFMC). The U.S. North Pacific Fishery Management Council (NPFMC) manages North Pacific areas.

To distinguish marine fishing areas of the West Coast from terrestrial coastal and inland areas of the communities, inland areas are referred to as the Western States. Many residents of Western State communities profiled participate in fisheries of the West Coast and the North Pacific, namely, the Bering Sea, the Aleutian Islands, and the Gulf of Alaska. The community profiles contained within this document reflect this reality. This volume is preceded by a document¹ that profiles Alaska communities involved in North Pacific fisheries.

1.1.1 Fishing Communities in Law and Policy

Several federal laws make clear the imperative for the National Marine Fisheries Service (NMFS) to consider the human communities involved in fisheries.

National Standard 8 of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) states:

Conservation and management measures shall, consistent with the conservation requirements of this Act (including the prevention of overfishing and rebuilding of overfished stocks), take into account the importance of fishery resources to fishing communities in order to (A) provide for the sustained participation of such communities, and (B) to the extent practicable, minimize adverse economic impacts on such communities.

In addition, the National Environmental Policy Act requires that agencies assess impacts of major federal actions on the environment, including the human environment. Typically, Environmental Assessments and Environmental Impact Statements include a description of the social environment and an assessment of the impacts of alternative policy choices on that environment.

Other laws and policies mandating attention to impacts on human communities include Executive Order 12898 on Environmental Justice, which directs agencies to assess impacts that may disproportionately affect low income and minority populations; Executive Order 12866 on Regulatory Planning and Review, which requires agencies to assess the costs and benefits of proposed regulations and alternatives; and the Regulatory Flexibility Act (RFA) of 1980, which requires agencies to assess impacts of proposed policies on regulated small entities, such as small businesses, organizations, and governmental jurisdictions as defined in the RFA and the Small Business Act.²

In order to facilitate implementation of these laws and improve available information on affected communities, NMFS engaged in a nationwide effort to profile fishing communities. Analyses of social impacts often use a geographic scale larger than the community, such as county or region, to analyze the data. These decisions are generally due to the greater availability of data at these geographic levels, and because the resources are not available to conduct analyses with finer geographical resolutions. Detailed analysis at the community level usually focuses on those communities most likely to experience the most significant impacts—an approach that is appropriate given the limited time allotted to most impact assessments. Thus there are dozens of communities that may be impacted by policy matters that cannot be analyzed on an individual basis.

For the North Pacific, in addition to regional economic profiles³ and detailed profiles of a subset of communities most heavily involved in federal fisheries,⁴ 136 Alaska communities involved in North Pacific fisheries have been described at the community level.⁵ For western states communities involved in fisheries, only county level

profiles are available,⁶ and only West Coast (non-North Pacific) fishing is documented in those profiles. The profiles given here may be particularly useful in providing basic information on fishing communities not included in existing reports.

1.1.2 Fishing Community Profiles

The profiles of western states fishing communities in this document are part of the national endeavor, and form the first phase of the Northwest Fisheries Science Center's (NWFSC) efforts and the Alaska Fisheries Science Center's (AFSC) continuing efforts. The AFSC has already compiled 130 profiles including 136 Alaskan fishing communities. Selected information from these profiles will be entered into the national database, along with information from communities across the nation profiled by other NMFS fisheries science centers, which will be updated on a regular basis.

Fisheries considered in these profiles include state and federal fisheries in commercial, recreational, and subsistence sectors. In part this is because, from the perspective of a community dependent on or engaged in fishing, whether a particular fishery is under state or federal jurisdiction is of less importance to the health and resilience of the community than the strength and sustainability of the fishery itself. Furthermore it can be challenging to use available databases to identify whether a documented fish delivery was taken under a state or federal fishery. This occurs particularly where there are parallel seasons for the same species and gear types, and where much of the available information concerning involvement in fisheries is not fishery-specific. This combined state and federal approach is the recommended method for the national profiling project. NWFSC and AFSC profiles comply with the larger effort.

The communities profiled were selected by a quantitative assessment method. This method was based on commercial fisheries data because this is what was available in a usable and relatively consistent form. Recreational and subsistence fishing may be of great importance socially, culturally, and economically to a community; therefore, the profiles also include information on these fishing activities. In future efforts, indicators of recreational and subsistence fisheries will be quantified and included in the selection process and maintained in the narrative where practicable. Sportfishing selection criteria may include the number of sportfish charter boats operating or making landings in a community and the number of sportfishing licenses sold in the community or held by residents. Subsistence fishing selection criteria may include the percentage of local households participating in subsistence fishing, making subsistence fishery landings, or using subsistence fishery resources.

1.1.3 Joint AFSC/NWFSC Community Profiles Justification

This document represents the outcome of a joint project between NWFSC and AFSC. All communities profiled in this document are involved in either West Coast or North Pacific fisheries, and the majority is involved in both. Because many communities involved in North Pacific fisheries are not located in Alaska, they were not included in the AFSC's earlier work to profile 136 Alaska fishing communities.

Similarly, *Faces of the Fisheries*, produced in 1994 by NPFMC, profiled communities in Alaska, Washington, and Oregon and characterized their involvement in North Pacific commercial fisheries. *Faces of the Fisheries* did not discuss the involvement of these communities, notably those in Oregon and Washington, in the adjacent marine fisheries of the West Coast.

Therefore, this document includes communities outside Alaska, which were involved in the West Coast and North Pacific fisheries, and represents communities in Washington (40 communities), Oregon (31), California (52), New Jersey (1), and Virginia (1).

Taken together, AFSC's *Community Profiles for North Pacific Fisheries—Alaska*⁷ and this document present an enhanced update of *Faces of the Fisheries*. The two documents describe the links between Alaskan communities and North Pacific fisheries, as well as western states communities and their involvement in both North Pacific and West Coast fisheries.

1.2 Related Projects

Other NMFS regional offices and science centers are also in the process of profiling communities involved in commercial fisheries. Nationally, NMFS has begun an effort to develop a model or set of statistical methodologies that will aid in analyzing community data for profiling in all fisheries regions.

The profiling of communities involved in fishing is related to but not necessarily the same as the designation of fishing communities according to MSFCMA definitions. NMFS social science staff are drafting the process for designating MSFCMA fishing communities. It will likely bear similarities to the process used in this project to decide which communities to profile, but will have differences. The results of the MSFCMA fishing communities designation process may have an effect on which communities are selected for profiling when this document is updated.

Finally, management councils, commissions, and other fisheries management and information groups have undertaken a number of projects that involve narrative profiling of fishing communities. These include the 2004 *West Coast Marine Fishing Communities*, completed at the county level by Jennifer Langdon-Pollock of the Pacific States Marine Fisheries Commission (funded by NMFS and the PFMC); the 2001 *New England's Fishing Communities* by Madeleine Hall-Arber et al. at the Massachusetts Institute of Technology Sea Grant Program, funded by the Marine Fisheries Initiative (MARFIN) of NMFS; the 2004 *Mid-Atlantic Fishing Communities* by Bonnie McCay et al.; the *Faces of the Fisheries* produced by the NPFMC; and 2005's *Comprehensive Baseline Commercial Fishing Community Profiles: Unalaska, Akutan, King Cove and Kodiak, Alaska*, authored by EDAW and Northern Economics Inc.

Notes

1. J.A. Sepez, B.D. Tilt, C.L. Package, H.M. Lazrus, I. Vaccaro. 2005. Community profiles for North Pacific fisheries-Alaska. U.S. Dept. Commer., NOAA Tech. Memo. NMFS-AFSC-160.

2. Small businesses are defined in section 3 of the Small Business Act, 15 U.S.C. 632, and in the SBA's regulations at 13 C.F.R. 121.201 (2002), 5 U.S.C. 601(3). Small organizations are any nonprofit enterprises independently owned and operated and not dominant in their fields (for example, private hospitals and educational institutions), 5 U.S.C. 601(4). Small governmental jurisdictions are governments of cities, counties, towns, townships, villages, school districts, or special districts with a population of less than 50,000. The size standard used by the Small Business Administration to define small businesses varies by industry; however, the SBA uses a cutoff of fewer than 500 employees when making an across-the-board classification. Quoted from the U.S. Equal Employment Opportunity Commission Regulatory Flexibility Act Procedures online at <http://www.eeoc.gov/policy/regflexibilityact.html> [accessed 30 April 2007].

3. Northern Economics Inc. and EDAW Inc. 2002. Sector and regional profiles of the North Pacific groundfish fisheries-2001. North Pacific Fishery Management Council, Anchorage, AK. Online at http://www.fakr.noaa.gov/npfmc/misc_pub/misc_pub.htm [accessed 17 April 2007].

4. Community level profiles are included in the Social Impact Assessment sections of various NMFS Environmental Impact Statements. NOAA 2004 offers an example profile. See the NMFS Alaska Groundfish Fisheries Revised DRAFT Programmatic Supplemental Environmental Impact Statement (September 2003) online at <http://www.fakr.noaa.gov/sustainablefisheries/seis/intro.htm> [accessed 17 April 2007] for an example profile.

5. See note 1.

6. J. Langdon-Pollock. 2004. West Coast marine fishing community descriptions. Online at http://www.psmfc.org/efin/docs/communities_2004/communities_entirereport.pdf [accessed 26 February 2007].

7. See note 1.

2.0 Methods

The task of compiling a document about the communities involved in West Coast and North Pacific fisheries, areas of vast scale and diversity, presented several methodological challenges. The complexity of describing communities that may be active in these two regions, as well as in state and federally managed fisheries, is reflected in the research methods used. In compiling profiles of communities, the goal has been to bring together data from disparate sources in order to produce a document that can serve as baseline data for policy analysts, stakeholders, and decision-makers, and a starting point for social scientists conducting more complex analytical research.

In this section the research methods, including the community selection process, data sources, and how the data was treated, are explained in detail. In many cases, online data sources available to any researcher were used, and these are cited in this section as endnotes or in the profiles themselves. In other cases, specific data requests were made to management agencies in order to obtain the necessary information. Unless otherwise stated, all data pertains to the year 2000, which is also the year for which U.S. Census socioeconomic information is available. This section also discusses some of the methodological challenges confronted during the course of the project, and explains how they were resolved.

2.1 Determining Fishing Dependence and Engagement

The joint Northwest Fisheries Science Center (NWFS) and Alaska Fisheries Science Center (AFSC) project is an effort to profile communities significantly involved in commercial fisheries in the marine environs of Alaska, Washington, Oregon, and California, including state and federally managed waters along the coastlines of these states.

As well as being selected on the basis of involvement in two different management regions, communities were selected by two different measurements of fishery participation. These measurements are indicative of: 1) the community's dependence on fishing, and 2) the community's engagement in a specific fishery. The selection process represents both the AFSC and the NWFS experimental approach towards quantifying fishing involvement; however, it is not the only way of estimating participation nor is it the singular approach sanctioned by National Oceanic and Atmospheric Administration (NOAA) Fisheries. In effect, the project described here presents a means of quantifying the legal language spelled out in the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA):

The term "fishing community" means a community substantially dependent on or substantially engaged in the harvest or processing of fishery resources to meet social and economic needs, and includes fishing vessel owners, operators, and crew and United States fish processors that are based in such community. 16 U.S.C. 1802 §3 (16).

In this project, the terms "dependence" and "engagement" are quantitatively defined, and then used in the community selection process for profile production. A community's dependence on fishing is "a measure of the level of participation in a fishery relative to other community activities, and relative to all other communities linked to fishing in some way." A community's engagement in fishing is "a measure of the level of participation relative to the overall level of participation in a fishery."

Two approaches were used to measure levels of involvement in the region: 1) dependence on commercial fisheries and 2) engagement in commercial fisheries. This definitional and methodological approach to "dependence" and "engagement" was presented to social scientists from other National Marine Fisheries Service (NMFS) science centers at a national meeting in New Orleans, Louisiana, in October 2004. In this study, dependence has been determined through a comparison of community involvement in fishing to community population. Engagement is determined by comparing indicators that measure a community's participation in a fishery or fisheries relative to the aggregate participation in a fishery or fisheries. Engagement refers to community participation by specific fishery, which required the separation of data by fishery for each data element (e.g., weight or value of landings). In this case, all landings made in a community are broken down by fishery, and the community's relative involvement in a specific fishery is measured.

The specific fisheries used to indicate engagement are different for the North Pacific and West Coast fisheries, reflecting the diversity of the regions. For the North Pacific, the categories represent the major fisheries management plan (FMP) categories of the North Pacific Fishery Management Council (NPFMC) (crab, Bering Sea and Aleutian Islands [BSAI] groundfish, Gulf of Alaska [GOA] groundfish, scallops), other major fisheries in Alaska

(halibut, herring, salmon), and all remaining fisheries in Alaska divided between finfish and shellfish (other finfish, other shellfish). For the West Coast, the conventions followed are those used in the Pacific Fisheries Information Network (PacFIN) database, the primary data source for commercial fishing data. PacFIN uses Federal Management Groups to sort species into eight species categories: coastal pelagic, crab, groundfish, highly migratory species, salmon, shellfish, shrimp, and other species. These categories are further broken down by state to specify state management of each species. Data related to the federally managed groundfish fishery was included as a separate category as well.

Determining fishing dependence and engagement involves considering multiple dimensions of fishing history, infrastructure, specialization, social institutions, gentrification trends, and economic characteristics. Due to the limitations of available data, the quantitative measurements of dependence and engagement have been based only on data about commercial fish landings, permit holdings, and vessel ownership for the West Coast and North Pacific fisheries. However, recognizing that such indicators only provide a partial picture of fishing involvement, historical, demographic, and other qualitative information have been included in the narrative profiles. Importantly, while each community profile is intended to stand alone, fishing communities are not economic or social isolates but contributors to regional (and often international) networks of labor pools, marine services, fisheries knowledge, and other socioeconomic phenomena.¹

2.2 Selection of Communities for Profiling

Hundreds of communities in U.S. western states and other areas participate in commercial fishing off the coasts of Washington, Oregon, California, and Alaska, and would be worthy of profiles reflecting their involvement. Nevertheless, in any large scale analysis, time and budgets are inevitably constrained. The profiles presented here required a defensible methodological approach to limiting their numbers.

Use of a quantitative selection process reduced the communities to be profiled to a more manageable number. The profiled communities are those that demonstrated the highest involvement in commercial fisheries relative to the others. An array of quantitative indicators based on permit and landings data from the year 2000 were used to measure a variety of types of involvement in West Coast and North Pacific fisheries.

According to the MSFCMA, a fishing community is a place-based community “substantially dependent on or substantially engaged in the harvest or processing of fishery resources to meet social and economic needs, and includes fishing vessel owners, operators, and crew and United States fish processors.”² While this definition includes commercial, recreational, and subsistence fishing, data on recreational and subsistence fishing were not consistently available for all states and therefore could not be incorporated in the community selection process. Communities were selected on the basis of their involvement with commercial fishing only. Information on recreational and subsistence fisheries was added to the community narratives wherever possible given the availability of relevant data. In the selection process, however, the indicators referred entirely to dependence and engagement in commercial fishing.

The community selection process used up to 92 quantitative indicators of commercial fishing involvement in the West Coast and the North Pacific. The 92 indicators include information specific to state and federally managed commercial fisheries, across various species and different types of involvement in those fisheries, for Alaska, Washington, Oregon, and California. The indicators showed communities that have landings in different commercial fisheries and communities that are home to vessel owners as well as state and federal permit holders. Additional data, which could not be included in the selection process for a variety of reasons, were included in the community profiles themselves (detailed in subsection 2.4).

Datasets were selected on the basis of availability and informational value. The community selection process used indicators chosen from all available datasets to best indicate a high level of involvement in commercial fisheries. One of the difficult aspects of interpreting the huge amount of data obtained was analyzing all the indicator values simultaneously. Analyzing one indicator at a time make ranking simple; greater values imply greater involvement. However, when considering multiple indicators, determinations must be made on how to weight and aggregate the level of involvement across all the indicators to gauge total involvement. Although this is a daunting and complex task, it was important to consider the full range of involvement in fisheries simultaneously. By doing so, communities

that do not stand out in any one particular area (indicator value) but are actively engaged in a broad range of fishing activities were not overlooked.

For this reason, a quantitative selection process based on Data Envelopment Analysis (DEA) was developed. DEA is a mathematical programming technique that allows the comparison of multivariate data from several entities (here, communities) and ranking of each entity relative to one another. In this context, the ranking was based on involvement in fisheries, which was represented by the various indicators already compiled. Two separate DEA models were constructed to rank communities according to two different set of indicators. The first model ranked communities according to dependence; the second model generated rankings based on engagement (as explained in more detail in subsection 2.3).

The results of each model included a score for each community in the analysis.³ The scores ranged between zero and one, with one being the highest possible score (indicating higher dependency on or engagement in fishing), and zero being the lowest possible score (indicating lower dependency on or engagement in fishing). The communities were then ranked in descending order to generate a list of communities that were dependent or engaged in commercial fishing to varying degrees.

The second step in the selection process determined the break point for the most dependent or engaged communities, which would subsequently be profiled. The first step was to compute the mean and standard deviation for each set of model results (scores). All communities whose score was one standard deviation (SD) or more above the mean were selected for profiling. This threshold was selected not for theoretical reasons, but for practical purposes. It produced a list of communities of manageable size which, given the time and budget limitations of the project, had been estimated at between 100 and 150 communities.

The process identified 125 communities outside of Alaska. Alaska communities were not considered because they had already been selected and profiled by the AFSC.⁴ Policy needs of the Southwest Fisheries Science Center (SWFSC) dictated certain centers of fisheries landings be included in the West Coast analysis. These communities were: Chinook, Ilwaco, and Westport in Washington; Monterey, Moss Landing, Port Hueneme, San Pedro, Santa Barbara, Terminal Island, and Ventura in California; and Astoria in Oregon. Nevertheless, all community profiles specifically requested by the SWFSC appeared in the DEA model, and had scores equal to or greater than one standard deviation above the mean. This meant these communities would have been selected in any event, given the approach to analysis ultimately used.

2.2.1 Census Place-level Communities and Noncensus Place-level Communities

The place based, community level focus of this project makes it unique among comprehensive documents on fishing participation along the West Coast; however, it is not always clear what qualifies as a community and what are a community's boundaries. Generating a list of eligible communities generally started with those localities listed as such in the various databases supplied to us by commercial fisheries data sources, including Alaska Department of Fish and Game (ADF&G), Alaska Commercial Fisheries Entry Commission (CFEC), NMFS Alaska Regional Office, NMFS AFSC, NMFS Headquarters, PacFIN and the various state agencies which supply PacFIN with its data, including the Washington Department of Fish and Wildlife (WDFW), the Oregon Department of Fish and Wildlife (ODFW), and the California Department of Fish and Game (CDFG).

For profiling purposes, any location that the 2000 U.S. Census treats as a "place"⁵ was generally treated as a community. A place was either an incorporated community, or a "census-designated place" (CDP) for unincorporated areas recognized as place level communities by the U.S. Census. Twenty-two profiled communities (18%) are exceptions to this rule; these communities are noted in Table 1. The communities were included for a variety of reasons which pertained to their level of involvement in fishing.

Profiling a community not described as a "place" by the U.S. Census proved to be a somewhat difficult task. There are numerous reasons a community was included despite a lack of "place" recognition by the U.S. Census. Including these communities required different approaches to obtain demographic information. Communities profiled were either simply excluded as places by the U.S. Census or because they existed as communities within larger CDPs. These communities were termed "nested, place-based communities" and the organization of their demographic information was on an ad hoc basis. Most of the details of that process are described in Appendix B: Place-based Communities.

Table 1. Non-CDP communities.

Non-CDPs	State	Basis for profile
Albion	CA	High dependence score
Avila Beach	CA	High dependence score
Fields Landing	CA	High dependence score
Kneeland	CA	High dependence score
Los Osos	CA	High combined engagement score
Pebble Beach	CA	High combined engagement score
Princeton	CA	High dependence score
San Pedro	CA	High dependence score
Sunset Beach	CA	High combined engagement score
Tarzana	CA	High combined engagement score
Terminal Island	CA	High dependence score
Valley Ford	CA	High dependence score
Charleston	OR	High combined engagement score
Hammond	OR	High dependence score
Logsdon	OR	High dependence score
South Beach	OR	High dependence score
La Push	WA	High dependence score
Lopez Island	WA	High combined engagement score
Seaview	WA	High dependence score
Sedro-Woolley	WA	High combined engagement score
South Bend	WA	High combined engagement score
Seaford	VA	High combined engagement score

2.2.2 Port Group Communities

It is important to note many communities in this document are very intertwined socially and economically with neighboring communities. It is also the case that community boundaries are defined and recognized differently by different agencies and in different situations. Two of the most important data sources, the U.S. Census and PacFIN, did not always correspond in their treatment of intertwined communities. In some instances, the U.S. Census gives place level information for a community that PacFIN has associated to a port group. PacFIN uses the aggregate level of port group for reporting data from clusters of small communities (see Table 2). By aggregating landings data, information can be reported that would otherwise remain confidential because of the few numbers recorded for each community.

Some indicator data, however, involved self-reported information or data obtained directly from state management agencies (e.g., WDFW, ODFW, and CDFG) and linked fishing activities to specific communities within PacFIN's port groups. For example, the value of fish landings for the community of South Bend, Washington, actually included the value of all landings in the Willapa Bay port group, including the communities of Bay Center, Nahcotta, Naselle, Raymond, and Tokeland, and were reported as such and subsequently used in this aggregate form. Nevertheless, data was also used on the residences of fishing vessel owners, 21 of whom listed their home addresses in South Bend (see the South Bend community profile). For this reason, many communities for which landings are reported in aggregate form still appear as individual communities in other indicator categories.

2.2.3 Community Locations

A distinguishing feature of the joint project between the NWFSC and the AFSC is the multiregional approach. Accounting for participation in both the West Coast and North Pacific marine regions illustrated how interconnected these fishery management zones are for western communities. The research jurisdictions of three fisheries science centers are encompassed by the project: AFSC, NWFSC, and SWFSC. Communities in each region may be involved in fishing in other regions. For example, many vessels that fish in the North Pacific are owned by residents of Washington, Oregon, and California. Likewise, many fishermen and crew members living in these states hold North Pacific permits. This multiregionalism is an important part of the fishing strategy for many western

Table 2. Port groups and communities. Italics indicate a community was selected for profiling as a place named in the data by the method described above.

Port group (identifier)	Communities
Other North Puget Sound ports (ONP)	Coupeville, Deer Harbor, Point Roberts, Stanwood, West Beach, Whidbey Island
Grays Harbor ports (GRH)	<i>Aberdeen</i> , Bay City, Hoquiam, Oakville,
Willapa Bay ports (WLB)	<i>Bay Center</i> , Nahcotta, <i>Naselle</i> , <i>Raymond</i> , <i>South Bend</i> , <i>Tokeland</i>
Other Washington Coastal ports (OWC)	<i>Grayland</i> , Grayland Beach, Hoh, Kalaloch, <i>Long Beach</i> , Moclips, Queets, Quillayute, Taholah,
Ilwaco/Chinook (LWC)	<i>Chinook</i> , <i>Ilwaco</i> , Skamokawa
Other Columbia River ports (OCR)	Altoona, Brookfield, Camas, Carrolls, Cathlamet, The Dalles, Frankfort, Gray's Bay, Kalama, Kelso, Longview, Megler, Pacific County, Pillar Rock, Puget Island, Ridgefield, Skamania, Stella, Vancouver, Washougal, Woody Island
Tillamook/Garibaldi (TLL)	<i>Garibaldi</i> , <i>Tillamook</i>
Charleston/Coos Bay (COS)	<i>Charleston</i> , <i>Coos Bay</i>
Other Humboldt County ports (OHB)	Arcata, Blue Lake, Carlotta, Crannel, Ferndale, Fortuna, Garberville, Honeydew, Humboldt, King Salmon, Loleta, <i>McKinleyville</i> , Miranda, Moonstone Beach, Orick, Petrolia, Ruth, Scotia, Shelter Cove, Weott
Other Mendicino County ports (OMD)	Almanor, Anchor Bay, Caspa, Elk, Little River, Medocino, <i>Ukiah</i> , Westport, Willits
Other Sonoma and Marin County Outer Coast ports (OSM)	Bolinas, Cloverdale, <i>Corte Madera</i> , <i>Dillon Beach</i> , Drakes Bay, Forest Knolls, Greenbrae, Guerneville, Hamlet, Healdsburg, Inverness, Jenner, Kentfield, Marconi, Marshall, Mill Valley, Millerton, Muir Beach, Nicasio, <i>Novato</i> , Occidental, Petaluma, Rohnert Park, San Quentin, San Rafael, <i>Santa Rosa</i> , <i>Sebastopol</i> , Sonoma, Stewarts Point, Stinson Beach, Tiburon, Windsor
Other San Francisco Bay and San Mateo County ports (OSF)	Alamo, Albany, Alviso, Antioch Bridge, Antioch, Benicia, Bird Landing, Brentwood, Burlingame, Campbell, China Camp, Collinsville, Concord, Crockett, Daly City, Danville, El Cerrito, <i>El Sobrante</i> , Emeryville, Fairfield, Farallone Island, Foster City, Fremont, Glen Cove, Hayward, <i>Lafayette</i> , Livermore, Los Altos, Los Gatos, Martinez, Martins Beach, McNears Point, Moss Beach, Mountain View, Napa, Newark, Oakley, Pacifica, Palo Alto, Pescadero, Pigeon Point, Pinole, Pittsburg, Pleasant Hill, Pleasanton, Point Montara, Point San Pedro, Port Costa, Redwood City, Rio Vista, Rockaway Beach, Rodeo, San Bruno, San Carlos, San Francisco area, <i>San Jose</i> , San Leandro, San Mateo, South San Francisco, Suisun City, Sunnyvale, Vacaville, Vallejo, Walnut Creek, Yountville
Princeton/Half Moon Bay (PRN)	<i>Half Moon Bay</i> , <i>Princeton</i>
Other Santa Cruz and Monterey County ports (OCM)	Aptos, Big Sur, Capitola, Carmel, Davenport, Felton, Fort Ord, Freedom, Gilroy, Hollister, Lucia, <i>Marina</i> , Mill Creek, <i>Monterey</i> , Morgan Hill, Pacific Grove, <i>Pebble Beach</i> , Point Lobos, Salinas, San Juan Bautista, <i>Seaside</i> , Soquel, Watsonville, Willow Creek
Other San Luis Obispo County ports (OSL)	<i>Arroyo Grande</i> , <i>Atascadero</i> , Baywood Park, Cambria, Cayucos, Grover City, Nipomo, Oceano, Paso Robles, Pismo Beach, San Luis Obispo, San Miguel, San Simeon, Shell Beach
Other Los Angeles and Orange County ports (OLA)	Alhambra, Anaheim, Avalon, Balboa, Beaumont, Bell Gardens, Bloomington, Capistrano, Carson, Catalina Island, Chatsworth, Corona Del Mar, <i>Costa Mesa</i> , Covina, El Segundo, Elsinore, Fountain Valley, Fullerton, Gardena, Glendale, Granada Hills, Harbor City, Hawaiian Gardens, Hermosa Beach, Huntington Beach, Inglewood, Irvine, La Canada, Laguna, Lancaster, Los Alamitos, Los Angeles Area, Los Angeles, Lynwood, Malibu, Manhattan Beach, Mission Viejo, Newhall, Norco, Norwalk, Ocean Park, Ontario, Orange, Pacific Palisades, Paramount, Pasadena, Playa Del Ray, Point Dume, Rancho Palos Verdes, Redondo Beach, Reseda, Riverside, San Bernardino, San Clemente, <i>Santa Ana</i> , Santa Monica, Seal Beach, South Gate, <i>Sunset Beach</i> , Topanga Canyon, <i>Torrance</i> , Upland, Venice, Vernon, Walnut, West Los Angeles, Westminster, Whittier

communities. However, it is not strongly bidirectional. In other words, while residents of many West Coast communities fish both the West Coast and North Pacific, few residents of Alaska communities fish the West Coast.

The vast majority of fishing communities involved in West Coast and North Pacific commercial fisheries are located in the coastal states contiguous to the waters that support the fisheries. However, residents of non-Western, non-Alaska communities also participate in West Coast and North Pacific fisheries, and these communities were considered in the selection analysis. For two of these communities, Seaford, Virginia, and Pleasantville, New Jersey, their engagement in a particular fishery was significant enough to trigger selection through the DEA model.

2.3 Indicators, DEA, and the Community Selection Process

The first step in profiling communities was to assemble a comprehensive list of communities which were, through indicator data, linked to the commercial fisheries of the North Pacific and the West Coast. A community could be home, for example, to just one individual who held a West Coast salmon permit during the year 2000, and the community would therefore appear in the initial analysis. Since communities located in Alaska had previously been analyzed and profiled by the AFSC document, they were excluded. The initial analysis produced a list of 1,560 communities.

Once the community list was assembled, an appropriate methodology was used to rank order the 1,560 communities based on a level of involvement in West Coast and North Pacific fisheries. One important consideration in model selection was a desire to simultaneously consider a wide range of indicators of fishery participation. These indicators had been selected on the basis of availability, informational value, and consistency across all states.⁶ The result was 92 different indicators of participation in commercial West Coast and North Pacific fisheries. One framework that would accommodate the large number of variables and generate the rank-ordering results desired was Data Envelopment Analysis. DEA is an established analytical method that easily handles a broad range of variables simultaneously.

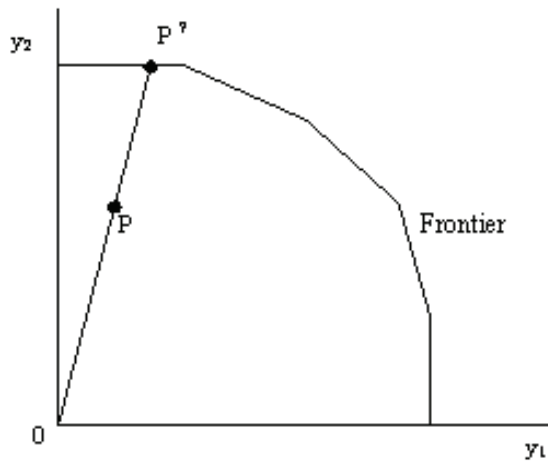
DEA is a nonparametric approach used to compare entities in various ways. Entities being compared are assumed to use “inputs” (in this application, the community population) to create “outputs” (fishery involvement). Fortunately this method does not require that the nature of the structural relationship between inputs and outputs be specified, which allows for flexibility in the estimation of a frontier of fisheries participation. This frontier represents the greatest level of outputs (highest levels of the fishing involvement) from the set of communities.

DEA produces an efficient frontier based on multiple quantitative indicators; proximity to that frontier presents a means of comparing each community to the most heavily involved community (based on the full set of indicators) (See figure on next page and Table 3). Communities that lie along or close to the frontier have demonstrated strong participation according to the 92 indicators. Regardless of a community’s score either for dependence or engagement in West Coast or North Pacific fisheries, the amount of attention devoted to profiling the particular community was not affected. All communities, once selected through the rank ordering of their DEA scores, were given the same treatment in the narrative profiles.

The distance of each community to the frontier is represented by an efficiency score that is calculated by the model, and that score ranges from zero to one. The score is calculated for each community by weighting each of their fishing involvement indicators in a way that maximizes their efficiency score. Thus the analysis generates a score for each community by putting the most weight on those indicators that are favorable for each community (i.e., indicator values for which each community has a relative advantage). This aspect of the model helps us avoid making subjective decisions regarding the relative importance of different types of involvement that may increase one community’s score but lower another’s.

2.3.1 Dependence Model

Given the interest in considering fishing engagement and dependence separately, two separate runs of the DEA model were implemented, of which both were output oriented. The single input specified in the dependence model was the population⁷ of each community, and the outputs were given by counts within each indicator category. For example, for the community of Cathlamet, Washington, the input was a population of 565, and outputs were counts in the number of West Coast fisheries permits held, number of fishing vessels owned by Cathlamet



Graphic representation of the DEA fisheries involvement frontier. The value P, with a relatively low DEA score, therefore appears distant from the frontier for all data. The point P prime appears on the same line, but directly on the frontier, indicating that it scored highly for a single indicator or combination of indicators.

Table 3. Place classification schemes used in Washington, Oregon, and California.

State	Place classification scheme
Washington	<p>a) A first class city has a population of 10,000 or more at the time of organization or reorganization that has adopted a charter or home rule (10 in the state).</p> <p>b) A second class city has a population more than 1,500 at the time of organization or reorganization that does not have a city charter and does not operate as a code city under the optional municipal code (15 in the state).</p> <p>c) A town has a population of less than 1,500 at the time of its organization and does not operate under the optional municipal code (75 in the state).</p> <p>d) The Optional Municipal Code (Title 35A RCW) was created in 1967 and provides an alternative to the basic statutory classification system of municipal government. It was designed to provide broad statutory home rule authority in matters of local concern. Any unincorporated area having a population of at least 1,500 may incorporate as an optional municipal code or “code city,” and any city or town may reorganize as a code city. Optional municipal code cities with populations more than 10,000 may also adopt a charter (180 code cities in the state).</p>
Oregon	Communities are designated as either incorporated or unincorporated, with no distinctions between types of incorporated cities. Throughout the state there are 240 incorporated cities, of which 2 are officially designated as ghost towns. Most of incorporated cities are “full service” municipalities, offering a full range of municipal services. A few may not have police or fire services, for example, and these are provided by special arrangements with the county or neighboring towns.
California	<p>There are two kinds of cities: charter cities and general law cities (105 of California’s 477 total cities are charter cities). General law cities and jurisdictions are also known as the “home rule” option; both cities and counties have this option.</p> <p>Charter cities are governed by the provisions of their own adopted charter unless the state has stated specifically that its laws take precedence. General law cities are governed under the California Government Code. San Francisco is an exception as it is both a county and city government because the city comprises the entire county. It is also possible for communities and areas to be unincorporated.</p>

residents, number of North Pacific fishing permits held by Cathlamet residents, and the number of North Pacific fishing vessel owners residing in Cathlamet. All of these outputs put Cathlamet up at the frontier of the model, giving it a DEA score in terms of fishing dependence of 1.000.

More specifically, in determining dependence, aggregated tallies of activity in all species categories were used and indicators were not broken down by specific fishery. Sixteen indicators representing fishing dependence were run through the DEA model to create an output list of 1,560 communities in multiple states. For each of the following five data types, two (or in the case of permit data, more than two) indicators represent participation in West Coast and North Pacific fisheries, resulting in the total of 16 indicators of fishery dependence (as specified in each of the 16 statements under the five data categories below):

1. Pounds of fish landed in the community. Equivalent weight of landings in metric tons of West Coast fish landed in the community. Metric tons of North Pacific fish landed in the community.
2. Value of fish landed in the community. Value in U.S. dollars of West Coast fish landed in the community. Value in U.S. dollars of North Pacific fish landed in the community.
3. Vessels delivering to the community. Number of unique vessels that made deliveries to the community as their primary port for landings and were involved in West Coast fisheries. Number of unique vessels that made deliveries to the community as their primary port for landings and were involved in North Pacific fisheries.
4. Permits by community. Number of permits for West Coast fisheries registered to individuals residing in the community. Number of permits for North Pacific fisheries registered to individuals residing in the community. Number of individuals who hold federal permits for West Coast fisheries. Number of individuals who hold federal permits for North Pacific fisheries. Number of North Pacific halibut individual fishing quotas (IFQs) registered to individuals residing in the community. Number of North Pacific sablefish IFQs registered to individuals residing in the community. Number of individuals who hold state permits for West Coast fisheries. Number of individuals who hold state permits for North Pacific fisheries.
5. Number of fishing vessels owned by residents of the community. Number of vessels owned by individuals residing in the community that were involved in West Coast fisheries. Number of vessels owned by individuals residing in the community that were involved in North Pacific fisheries.

2.3.2 Engagement Model

In the engagement model, per capita comparisons were not desired so all input values for each community were normalized to one. In addition, rather than specifying the participation of communities in various categories in counts, each community's share of each indicator value (e.g., the share of landings in the salmon fisheries comprised by residents of a given community) using catch and permit data for the West Coast and North Pacific fisheries was examined.

Specifically, each data element was broken down by specific fishery to illustrate the importance of a particular community's participation in that fishery relative to the participation of other communities. The 92 indicators representing fishing engagement were run through the DEA model to create an output list of 1,764 communities in multiple states. For each of the following three data types, several indicators from the West Coast and North Pacific represent participation in the regions' fisheries resulting in the 92 indicators of fishery engagement (as specified below):

1. Total value of fish landed in the community by fishery. West Coast fisheries: coastal pelagic, crab, groundfish, highly migratory, salmon, shellfish, shrimp, and other species. North Pacific fisheries: crab, BSAI groundfish, GOA groundfish, halibut, herring, salmon, shellfish, and other finfish.
2. Permits by fishery. Number of permits held for West Coast fisheries by community and fishery: federal groundfish, Oregon coastal pelagic, Oregon crab, Oregon groundfish, Oregon highly migratory species, Oregon salmon, Oregon shellfish, Oregon shrimp, Oregon other species, Washington coastal pelagic, Washington crab, Washington groundfish, Washington salmon, Washington shellfish, Washington shrimp, Washington other species, California coastal pelagic, California crab, California groundfish, California highly migratory, California salmon, California shrimp, and California other species.

Number of permits or quota shares held for North Pacific fisheries by community and fishery: American Fisheries Act (AFA) catcher/processor permits, AFA catcher vessel permits, high seas fishing compliance act permits, crab License Limitation Program (LLP) permits, federal fisheries permits (FFPs), groundfish LLP permits, scallop LLP permits, halibut IFQ quota shares, sablefish IFQ quota shares, Commercial Fisheries Entry Commission (CFEC) crab permits, CFEC other finfish permits, CFEC Gulf of Alaska (GOA) groundfish permits, CFEC BSAI groundfish permits, CFEC halibut permits, CFEC herring permits, CFEC salmon permits, CFEC scallop permits, and CFEC shellfish permits.

Number of individuals holding North Pacific permits or quota shares by community and fishery: number of owners of North Pacific AFA catcher/processor permits who reside in the community, number of owners of North Pacific AFA catcher vessel permits who reside in the community, number of holders of North Pacific high-seas fishing compliance act permits who reside in the community, number of holders of North Pacific FFPs or crab or groundfish LLPs who reside in the community, number of holders of North Pacific halibut IFQ quota shares who reside in the community, number of holders of North Pacific sablefish IFQ quota shares who reside in the community, and number of holders of North Pacific scallop LLPs who reside in the community.

3. Total number of fishing vessels owned by community and fishery. Vessels participating in West Coast fisheries by vessel owner residence and fishery: federal groundfish, Oregon coastal pelagic, Oregon crab, Oregon groundfish, Oregon highly migratory species, Oregon other species, Oregon salmon, Oregon shellfish, Oregon shrimp, Washington coastal pelagic, Washington crab, Washington groundfish, Washington other species, Washington salmon, California coastal pelagic, California crab, California other species, California salmon, and California shrimp. Vessels participating in North Pacific fisheries by vessel owner residence and fishery: crab, BSAI groundfish, finfish, GOA groundfish, halibut, herring, salmon, shellfish, and scallops.

The most striking examples to emerge from the model were Seaford, Virginia, and Pleasantville, New Jersey. While it may be surprising to consider East Coast coastal communities as worthy of profiles in a document aimed at the fisheries of the North Pacific and West Coast, these communities appear due to the means by which engagement in Pacific fisheries was methodologically conceptualized. In terms of connections to the North Pacific and West Coast fisheries, these communities are exclusively linked to the North Pacific scallop fishery. Because this fishery is small in terms of the numbers of people involved, and because it is relatively tightly controlled, the reach of its value is particularly apparent in these two Eastern seaboard communities. While they are not dependent on the North Pacific scallop fishery for the bulk of their livelihoods, as their profiles attest, the scallop fishery may in fact be dependent upon the engagement of these two communities for its existence as a fishery as opposed to simply an unutilized population of shellfish. As social scientists have observed, a fishery is as much defined by the human beings who are engaged in it as it is by the fish.⁸

2.3.3 DEA Results

The engagement and dependence models yielded a ranked list of 1,764 communities with multiple scores for West Coast fishery dependence, North Pacific fishery dependence, combined West Coast and North Pacific dependence, and engagement for each fishery region independently as well as engagement for both regions combined. Scores generated from the model ranged from 0.0016 to 1.0000. The communities were located in 48 states (except Alabama and North Dakota). The mean score of all communities was 0.0870 for the dependence based DEA model with a SD of 0.1948, reflecting combined dependence on West Coast and North Pacific fisheries.

In the engagement based version of the DEA model, two sets of results were considered. The first was engagement in the combined fisheries of the West Coast and North Pacific, while the second was West Coast only. The results for engagement in the combined fisheries of the West Coast and North Pacific presented a mean score of 0.0699, and a SD equal to 0.1652. A second run of the model resulted in a DEA mean score for West Coast-only fisheries engagement of 0.0853, and a SD of 0.1809. Engagement results solely for North Pacific fisheries were not considered, since these communities were likely covered in the excluded Alaska profiles.

The 125 selected communities (those above mean +1 SD) included 18 communities with scores of 1.000. There were six Washington communities (Bellingham, Blaine, Cathlamet, Seattle, Tokeland, and Westport), three Oregon communities (Astoria, Newport, and Port Orford), and nine California communities (Bodega Bay, Crescent

City, Fields Landing, Fort Bragg, Moss Landing, San Diego, San Pedro, Santa Barbara, and Terminal Island). The median score of selected communities was 0.4065, and the lowest was 0.2353. The mean was 0.5442.

2.4 Site Visits

The predecessor and template for this document is the AFSC document *Community Profiles for North Pacific Fisheries—Alaska*.⁹ In both the Alaska and Western states profiling process, small and large communities were selected for short-term research site visits by research team members. In selecting the communities, the joint AFSC/NWFSC research team used state boundaries as regional partitions. Site visit selections were based on regional and community size considerations and to represent as much diversity as possible among visited communities. Additional selection parameters included fisheries involvement, accessibility, and size diversity.¹⁰ Communities from each of the three major West Coast states were selected for site visits: Chinook, Friday Harbor, Ilwaco, and Seattle for Washington; Astoria, Coos Bay, Port Orford, and Warrenton for Oregon; and San Diego, Moss Landing, and San Pedro for California.

The regional approach employed in site visits for Alaska communities and western state communities is beneficial in that it divides broad study areas into manageable pieces.¹¹ Selected communities, however, are not intended to be representative of other, neighboring communities. As noted in a site selection discussion in a recent academic article by AFSC and NWFSC staff, “such case studies are thus limited to being an example rather than being exemplary of other communities in the state or region.”¹² In future efforts to research the communities profiled herein, established methodologies could be employed in selecting representative communities for more intensive field visits.¹³

2.5 Profile Structure and Sources

Each community profile contains four sections: 1) People and Place, 2) Infrastructure, 3) Involvement in West Coast Fisheries, and 4) Involvement in North Pacific Fisheries. In general, People and Place describes the location, history, and basic demographic structure of the community. Infrastructure provides a view of the current economic situation, governance structure, and community facilities. Involvement in West Coast Fisheries and Involvement in North Pacific Fisheries detail the nature and level of community involvement in commercial and sportfishing for both regions separately. Subsistence fishing information, where available, is described in the Involvement in West Coast Fisheries subsection.

What follows is a description of how data was compiled and used to assemble narrative socioeconomic profiles for the 125 selected fishing communities. Several data elements pertaining to fisheries common to all communities involved in West Coast and North Pacific fisheries were used as fishing indicators in the quantitative community selection process. Fishing data and other information came from Alaska, Washington, Oregon, and California agencies, PacFIN, NMFS, other agencies and organizations, and from site visits to a limited number of communities. For each data element used to describe community involvement in West Coast and North Pacific fisheries, the following provides a definition, description of the data availability and sources, and an explanation of the purpose and usefulness. Also discussed are some of the methodological challenges encountered and how they were resolved.

2.5.1 People and Place

The intent was to situate each community in time and space by providing information on the current condition of the community and on its historical development. Each community is first described in terms of geographic location¹⁴ and demographics, followed by a brief account of local history. Data came from the U.S. Census Bureau¹⁵ and official city Web sites, as well as scholarly and popular works.

The depth of existing information at the community level was highly variable. Much information is available, for example, about urban centers and most towns, while information about smaller and more remote communities is scarcer. This is reflected in the level of detail provided in the history and development of each community. For insight into the demographic composition of the communities, all profiles report the population, a

short demographic evolution when possible, the gender structure, median age, educational attainment, racial and ethnic composition, and how many residents were foreign-born. Some profiles have additional information if it helped illustrate the character of the community, such as age structure, percentage of individuals living in family households,¹⁶ and ancestry.

To compile brief accounts of local history, information was taken from relevant Web sites and print material, and cross checked for verification between multiple sources. Where available, full accounts of the development and evolution of the local fishing industry is supplied and regional characteristics are noted. Where there was a lack of historical information, the best possible illustration of a community's origins was given but may not adequately portray its past. In a few cases community history has been reported at the county level because of a lack of more detailed local information.

2.5.2 Infrastructure

The infrastructure section is an overview of the economic, governmental, and physical infrastructure that supports the community. The description of the current economy is useful for understanding where fishing stands in relation to other economic opportunities in a community, and predicting how a community might be affected by a change in fishing patterns. Physical infrastructure—as the foundation for supporting economic and social activities—is also indicative of how a community may respond to economic, regulatory, or environmental change.

Economic information includes major businesses and employers in the community, the employment structure, information about community members' reliance on subsistence, per capita income, median household income, percent of the population below poverty level, and the number of housing units¹⁷ and the percentage which are unoccupied for various reasons as well as which are owner versus renter occupied. The U.S. Census Bureau and other publicly available resources provided data on current economic conditions in each community. Several dimensions of community employment structure were included: employment status, employment in agriculture, fishing, and hunting, and employment with government affiliation. Employment status is illustrated by three different values: unemployed community residents, percent employed, and percent not in the labor force.¹⁸

Unemployment calculations report community residents who are in the labor force but are unemployed. This is in an attempt to differentiate it from the indicator which references all residents, even those who are not in the labor force. However, the graphical representations of employment structure do not make this distinction in order to have all three measures as proportions of the total community population 16 years of age and older. The number reported for a community's employment in fishing is most likely an underestimate of the total number of fishermen in the community. The U.S. Census may not accurately capture this demographic because many fishermen are self employed, a category not distinguished on U.S. Census forms.

There is some variation between governance structures throughout Washington, Oregon, and California. For an explanation of place classification in the three states see Table 3. In all three states, nested fishing communities are under the governance of larger jurisdictions and, as a result, are subject to the governing systems of these jurisdictions. For example, the community of San Pedro is under the governance of Los Angeles. While the political importance of these larger governmental structures cannot be denied, nested communities often have important formal and informal systems of governance. Other community organizations are therefore also noted, such as neighborhood and fishermen's associations. For example, in San Pedro, California, and Astoria, Oregon, the local fishermen's associations play an important role in uniting and representing fishermen's concerns.¹⁹

These systems of governance and civil society may serve as vehicles for empowerment, political representation, and collaboration, and may act to preserve and validate identity.²⁰ The potential significance of systems of governance required their inclusion in the profiles. As community governance structures and non-governmental organizations give voice to some, they may disempower others by not representing their concerns. It is important to note the narratives are not intended to be definitive representations of communities, but are instead informational sketches offering data and insights on local realities.

Descriptions of physical and even social infrastructure may have a tendency to treat communities in isolation; however, the ways in which a community is connected to other places is a critical element of how it functions. Connectivity or isolation can affect language, culture, trade, tourism, health, opportunity, and quality of life; though it is not always possible to say in what manner. Connectivity or isolation can also be difficult to measure, as actual

travel is more than a matter of mere distances. Cost, for example, may be more prohibitive of travel than distance. Weather patterns and landing or docking facilities may also affect connectivity and isolation.

In many cases, the primary rationale for offering descriptions of facilities is to show the accessibility of the outside world to community members, particularly with regard to communication and travel. This is especially significant given the emphasis on stakeholder participation in fisheries management, wherein frequent fishery management council meetings are held in differing locations in each management region. Facilities descriptions also offer insight into a community's investment and dependence in the industry and the relative importance of particular assets. A community, for example, with one fish processing plant may be especially vulnerable to any fish allocation decisions in its associated region. In addition, information about schools, healthcare, utilities, and public safety facilities are important because such amenities factor into people's decisions about where to live. Marine facilities are described to illustrate the physical infrastructure supporting the local fishing industry in its commercial and recreational dimensions. This information has been primarily sourced from the Web sites of harbors and marinas and when possible or necessary supplemented by telephone communication with harbor staff.

Extensive information about taxes on fisheries-related activities particular to each state has been included in the Overview section. Tax types include those levied on personal property (including commercial fishing vessels, charter boats, and oceanographic research vessels), fish landings (based on weight and species), ballast water management and other marine services, commercial fish licenses and permits, and fuel. Washington has additional enhanced food, fish, and shellfish taxes paid by the commercial processor of food fish and shellfish at different rates assigned to various species. In 1950 the Federal Aid in Sport Fish Restoration Act, commonly known as the Dingell-Johnson Act, created a program to assist in the management, conservation, and restoration of fishery resources. The Sport Fish Restoration Program is funded through a 10 percent excise tax on fishing equipment, a 3 percent tax on electric motors and sonar fish finders, taxes on motorboat and small engine fuels, and import duties on fishing tackle and pleasure boats.²¹ The 1984 Wallop-Breaux Amendment added new provisions to the act by extending the excise tax to previously untaxed sport fishing equipment.²²

In addition to distance and travel information to larger cities, the location of the nearest offices of several governmental organizations important to the fishing industry are provided: NOAA Fisheries,²³ the relevant state agency in charge of managing fish,²⁴ and the U.S. Citizenship and Immigration Services (USCIS),²⁵ formerly known as U.S. Immigration and Naturalization Service, and the location of the nearest possible North Pacific or Pacific fishery management council meeting venue. As key bodies regulating fisheries, access to NOAA and state departments can help with the flow and clarification of information as well as influencing a community's enfranchisement in a regulatory system. In addition, the location of a USCIS office can affect the labor practices of industry, particularly the seafood processing sector, through level and intensity of monitoring, and may also affect use of local services by undocumented residents.

2.5.3 Involvement in West Coast Fisheries

The section on fishing involvement in West Coast fisheries contains information on dependence and engagement in the fisheries and in most cases is the most in-depth and detailed section of the community profiles. The fishing sections seek to provide the most comprehensive picture of commercial, recreational, and subsistence fishing practice and patterns possible given available data. Fisheries characterization is in terms of the nature and degree of involvement. The commercial fishing section contains information on landings (weight, value, and vessels making deliveries), permits (number of permits held by residents of a community and number of residents holding permits), and vessel owners as well as information on participatory groups and processing activities.

PacFIN provided much of this information as well as state management agencies. Each data element is discussed below, including its availability, how it was treated, and any associated caveats. Some landings data, permit information, and details about vessel owners were used in the community selection process described above (see subsection 2.3) and are more thoroughly explained here.

Commercial fishing—All data associated with commercial fish landings in Washington, Oregon, and California came from PacFIN and pertain to the year 2000. Data elements extracted from this dataset include weight and value of landings, number of vessels delivering, and vessels by participatory group. Federally specified management groups (coastal pelagic, crab, groundfish, highly migratory species, salmon, shellfish, shrimp, and other

species)²⁶ were used to provide fishery-specific information. Landings data are associated to the principal port community for the vessel making the landings. Landings data provide information about community members' involvement in commercial fisheries, and is comparable between different communities.

PacFIN provides the following information about the data it collects, manages, and supplies to researchers and policy makers. Landings are reported in pounds of round (live) weight for all species or groups except univalve and bivalve mollusks such as clams, mussels, oysters and scallops, which are reported as pounds of meat (excludes shell weight). The dollar values of landings are reported as nominal (current at the time of reporting) values. Users can use the Consumer Price Index or the Producer Price Index to convert these nominal values into real (deflated) values. In reporting PacFIN data, all figures were rounded to whole numbers, unless that meant a figure was rounded to zero in which case two decimal places were reported. PacFIN data was obtained from fish tickets and information reported to it by other agencies including state fisheries management offices and the U.S. Coast Guard.

Federal statutes prohibit public disclosure of landings (or other information) that would allow identification of the data contributors and possibly put them at a competitive disadvantage. To comply with confidentiality measures, the word "confidential" substitutes for compromising figures in the narrative descriptions of fishing involvement.

Landings by weight are reported for each commercial West Coast fishery in equivalent round weight of landings in metric tons. Landings are reported for each commercial West Coast fishery in U.S. dollars. The number of unique vessels delivering landings in each commercial West Coast fishery are also reported.

PacFIN data identifies vessels participating in tribal commercial, commercial, personal use, or aquaculture groups. The number of vessels participating in each is reported. For aquaculture, its presence in the community is only noted and not quantified for reasons of confidentiality.

The number of vessels that were part of the voluntary groundfish fishing capacity reduction program is reported. The Groundfish Vessel Buyback Program involved the federal buyback of vessels participating in the groundfish fishery and was implemented in 2003 by NMFS. The purpose of the program was to reduce the number of vessels and permits endorsed for operation of groundfish trawl gear in order to increase productivity in the groundfish fishery, help financially stabilize the fishery, and conserve and manage fish. The program also involved fishing capacity reduction in the Washington, Oregon, and California Dungeness crab and pink shrimp fisheries.²⁷

Total number of fishing vessels owned by community residents by fishery is reported. Unique vessel identifiers were matched to permit data to determine participation in specific fisheries, and vessel owner residence was used to link vessels to a community. WDFW, ODFW, CDFG, and PacFIN supplied the vessel and permit data.

Some problems were encountered in processing this data element. Two California fisheries, groundfish and highly migratory species, were partially or completely open access fisheries in 2000, therefore, no permit data exists to indicate participation in these efforts. To overcome this problem as best as possible, vessels were matched to landings data as well as permit data to match them to a fishery. Additionally, the data did not provide matches between permits and vessels for the California shellfish and Washington shellfish and shrimp fisheries. Discrepancies and data problems occurred due to the open access nature of some fisheries in 2000, or because fisheries were too small to be adequately represented. The research team dealt with these problems by denoting these fisheries with NA to indicate data was not available for the listed reasons. The NA notation signifies there may have been participation in the fishery, but it is undocumented in the data sources. Where other supplementary information on these and other fisheries could be found through background research, that information was included in the profiles.

Permit data were supplied by WDFW (Washington fisheries), ODFW (Oregon fisheries), and PacFIN (for California and the federally managed groundfish fisheries) and pertain to the year 2000. Some open access fisheries, such as albacore in Oregon, and several California fisheries are not illustrated by the permit data. In such cases the research team attempted to include information from other sources on these fisheries, such as qualitative or anecdotal information from a wide variety of sources. As occurred in the application of permit data to determine participation of vessels in specific fisheries, the permit data did not yield information pertaining to the California shellfish fishery.

Records for the year 2000 for two other California fisheries also caused discrepancies in our data. These are the groundfish fishery and the highly migratory species (HMSP) fishery that were largely unpermitted at the time. This means the permit data do not accurately reflect the level of participation in these two significant fisheries. Groundfish was an open access fishery in 2000. HMSP fishermen would have had high seas permits if they fished at

certain offshore depths, but these are not associated with the actual species. Only the drift gillnet fishery targeting swordfish and thresher shark would have required permits in 2000. In terms of the California HMSP fishery, 99% of the target species in 2000 would have been: 1) tuna, 2) swordfish, and 3) shark (thresher and mako). However, by 2005 measures were in place to have all the HMSP fisheries permitted.²⁸

Data for total number of state and federal permits held by community residents by fishery describes how many permits community members held, but does not specify how permits are distributed among individuals. For example, one person could hold five permits associated to a community, or each of five permits could be held by a separate individual.

Data for the number of community residents holding state and federal permits by fishery describes how many community members held permits.

Baseline information about the number of fish processors operating in a community (the company itself may be based elsewhere), the average number of employees, and the species the facility processed, all for the year 2000, were obtained from the Processed Products Survey.²⁹ This survey also detailed the weight and value of fish processed by the facilities in 2000. This level of detail was reported in the narrative profiles only when confidentiality stipulations allowed. Further information was taken from online resources and site visits and was included in the narrative profiles where it added relevant material.

Tribal participation in commercial fisheries is a significant aspect of several West Coast fisheries. Where possible, the team included information on any such involvement; however, data pertaining to tribal participation in commercial fisheries at the community level is difficult to obtain in some cases. For this reason, relevant information was taken from online sources and site visits and included in the profiles where possible, depending on data reliability and availability.

Sportfishing—Information about community involvement in sportfishing reflects another form of participation in fisheries not captured when commercial information alone is reported. At the time of compiling the profiles, sportfishing data was not readily or consistently available for all states. For this reason relevant data was used wherever possible, and sometimes reported data for years other than 2000 to include useful information rather than excluding data that did not fit the predetermined timeframe. When data was not available from the year 2000, data from the most recent year available was used.

Information about the number of sportfishing operators (charter businesses) in the community was supplied by WDFW, ODFW, and CDFG. Unless otherwise stated, listing the charter businesses in a community profile indicates the location of the business office. Information also is included on where charter vessels are homeported, and distinctions are made between the business owner's city of residence versus the city of operation when these are different and data is available. Where the data distinguishes between business operator licenses for salmon (which additionally includes sturgeon and bottomfish species) and nonsalmon (all other species) species, the distinction is reported.

Information about the number of sportfish license vendors in the community was supplied by WDFW, ODFW, and CDFG, where available, and taken from online resources. The figures reported represent active sportfishing license agents.

Information about the number and value of sportfishing licenses³⁰ sold in the community was supplied by WDFW, ODFW, and CDFG, where available, and taken from online resources managed by these state agencies.

Information about sportfish landings and species fished was supplied by WDFW, ODFW, and CDFG, where available, and taken from online resources. In almost all cases, the data has been recorded and reported at aggregate levels, and often correspond to beach or management areas which are not directly associated with specific communities. Where possible, this is mentioned in the profiles and noted that recreational landings data are for contiguous areas.

2.5.4 Involvement in North Pacific Fisheries

This section contains information on dependence and engagement in the fisheries off the coast of Alaska. All data are for the year 2000. Characterization of fisheries is in terms of the nature and degree of involvement. The commercial fishing section contains information on landings (weight, value, and vessels owned by community

members making deliveries), permits (number of permits held by residents of a community and number of residents holding permits), IFQ shares (number of halibut and sablefish IFQ shares held by residents of the community), vessel owners (number of vessel owners in the community that fish North Pacific fisheries), and crew members (number of Alaska commercial fishing crew member licenses held by community members). The sportfishing section includes sportfishing businesses (number of sportfishing businesses in the community which are involved in fishing Alaska waters) and sportfishing licenses (number of Alaska sportfishing licenses sold to individuals in the community).

The data sources for the elements included in the section Involvement in the North Pacific Fisheries include ADF&G, CFEC, NMFS Alaska Regional Office (AKRO), NMFS AFSC, and NMFS Headquarters. Each data element is discussed below. Some landings data, permit and IFQ information, and details about vessel owners were also used in the community selection process described above (see subsection 2.3), and are more thoroughly explained here.

Commercial fishing—Data on the number of vessels owned by community members that fish in the North Pacific came from Alaska CFEC Commercial Vessel License lists and NMFS AKRO Federal Fisheries Permit (FFP) lists.

Data on weight and value of landings and the number of vessels making those landings by vessels owned by community members is included for the following fisheries: crab, other finfish, GOA groundfish, BSAI groundfish, halibut, herring, salmon, scallop, and shellfish. The data shown in the profiles represents landings in metric tons/ value of landings/number of vessels landing.

The count of vessels owned by residents by fishery data were extracted from NMFS AKRO blend catch estimates and FFP lists, Alaska CFEC fish tickets, and commercial vessel license lists. The landings in tons and dollars by owner residence by fishery was extracted from NMFS AKRO blend catch estimates and FFP lists, NMFS AFSC ex-vessel prices from Table 18 of the SAFE Economic Status Report,³¹ ADF&G fish tickets, and Alaska CFEC commercial vessel license lists. The fisheries were defined by landed species.

Data on the number of community members that held crew member licenses for commercial fishing in the North Pacific, issued by the ADF&G, were provided by ADF&G and totals by community were tabulated.

Data on the number of state and federal permits include Alaska and federal North Pacific fishery permits registered to community members summed. The data were extracted from NMFS AKRO: Restricted Access Management Division License Limitation Program permit lists, AFA permit lists, and FFP lists; NMFS HQ High Seas Fisheries Compliance Act permit lists, and Alaska CFEC commercial fishing permit lists.

Data on individuals holding federal permits include the number of individuals in the community who held federal permits to fish the North Pacific. The data were extracted from NMFS AKRO: Restricted Access Management Division License Limitation Programs permit lists, FFP lists, AFA permit lists, IFQ share lists, and from NMFS HQ High Seas Fisheries Compliance Act lists.

Data on individuals holding state permits include the number of individuals in the community that held state permits to fish in Alaska. The data were extracted from Alaska CFEC commercial fishing permit lists.

Data on the number of permits held by community residents by type and fishery include the number of permits registered to community residents for North Pacific fisheries by type and fishery.

Sportfishing—Information about community involvement in sportfishing reflects another form of participation in fisheries not captured when commercial information alone is reported.

The number of sportfishing operators (charter businesses) in the community that are involved in fishing Alaskan waters is given. Also provided is the number of Alaska sportfishing licenses sold to individuals in the community.

2.6 Demographic Figures

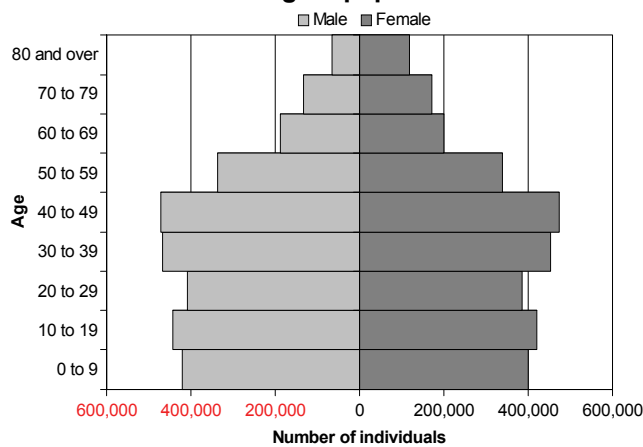
In addition to the narrative community profiles, each community has an associated set of graphical displays of demographic data. There are four graphs per community, each displaying data discussed in the narrative section. The four graphs in each community are for the following social indicators: population structure, race, ethnicity, and

employment structure. All data for the graphs come from the 2000 U.S. Census. The following is a brief description of the types of information conveyed in each graph, along with a graph with the information for Washington, Oregon, California, and the United States. These may be referred to later to provide context for the individual community graphs.

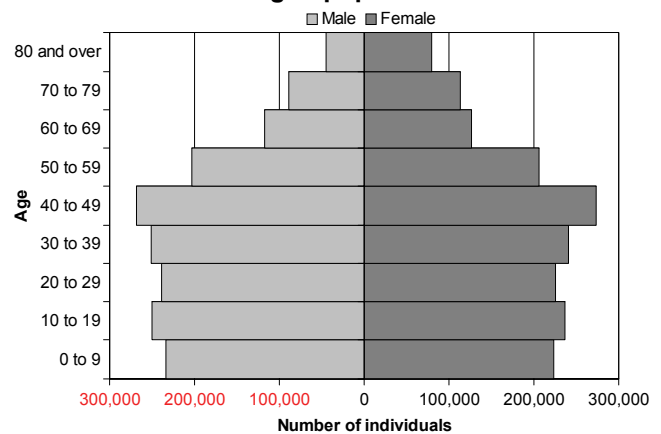
2.6.1 Population Structure

A “population pyramid” is a bidirectional bar chart that indicates both age (in 10 year intervals) and gender (male: left bars; female: right bars) of the population. Many population pyramids in fishing communities show a distinct bulge of working age males that is unusual when compared to more typical population pyramids. For comparison of general shapes, the population pyramids for Washington, Oregon, California, and the United States are reproduced below. The state and national structures are included because they provide relevant geographic units against which a particular community may be compared. Ten-year intervals were used to create smoother diagrams for each community.

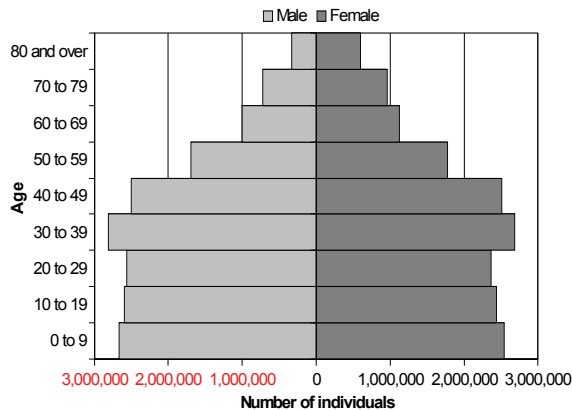
2000 Washington population structure



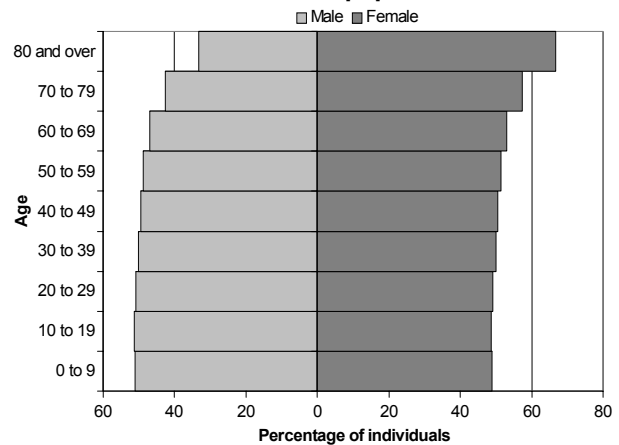
2000 Oregon population structure



2000 California population structure



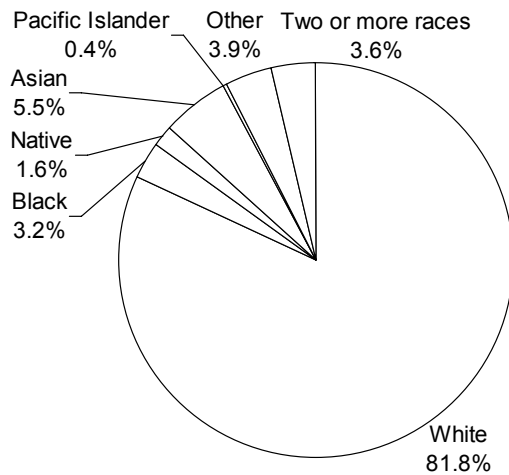
2000 United States population structure



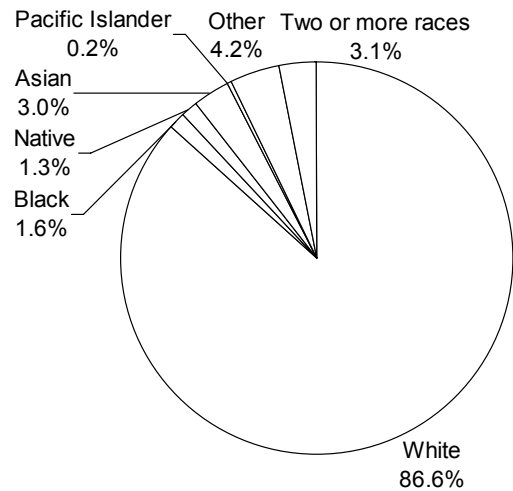
2.6.2 Race

Graphed data are taken from U.S. Census, using the mandated minimum five categories: American Indian or Alaska Native, Asian, Black or African American, Native Hawaiian or Other Pacific Islander, and White. For space reasons in the graphs, we shorten three of the terms as follows: Native (for American Indian or Alaska Native), Black (for Black or African American), and Pacific Islander (for Hawaiian or Other Pacific Islander). Graphs are produced for Washington, Oregon, California, and the United States.

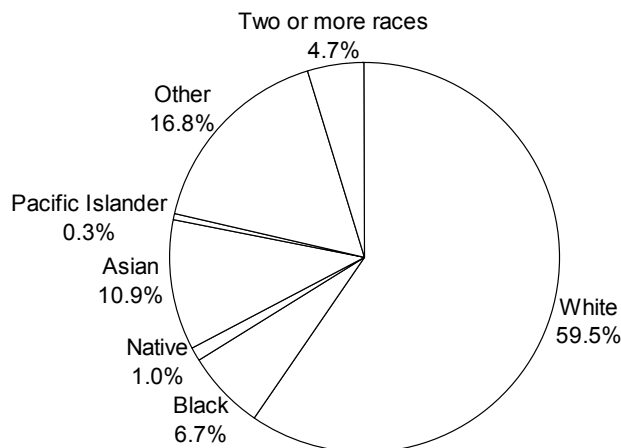
2000 Washington racial structure



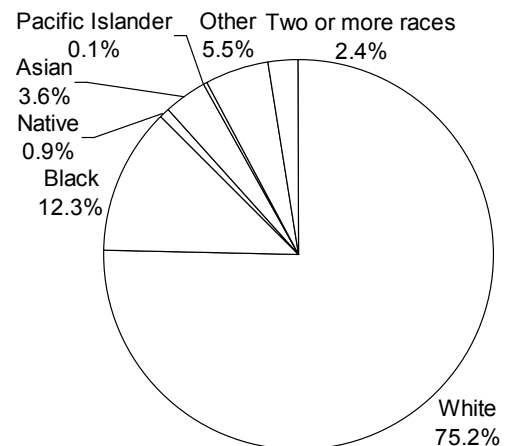
2000 Oregon racial structure



2000 California racial structure



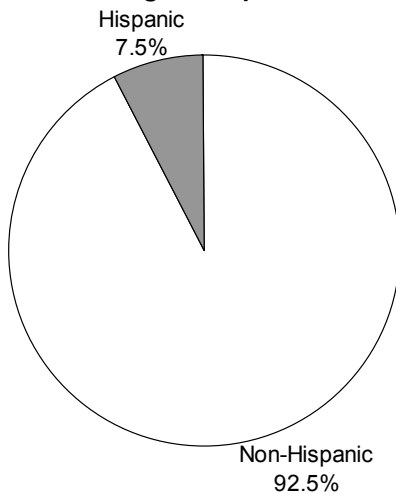
2000 United States racial structure



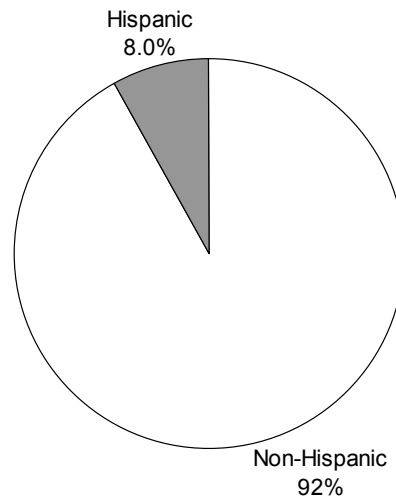
2.6.3 Ethnicity

The Office of Management and Budget, under the Executive Office of the President, issued Race and Ethnic Standards Policy Directive No. 15 in 1977. This directive set the standard for decennial censuses, population surveys, and data collections necessary for meeting statutory requirements associated with civil rights monitoring and enforcement, and for other administrative program reporting.³² Therefore, the U.S. Census Bureau designates Hispanic or Latino identity as an ethnic rather than a racial category. Federal agencies are required to comply with U.S. Census standards in reporting this information.³³ Thus, the two possible ethnicities, shortened for space reasons in the charts to Hispanic and non-Hispanic, are reported in a pie-chart format separate from race. Hispanics and Latinos may be of any race. Graphs are produced for Washington, Oregon, California, and the United States.

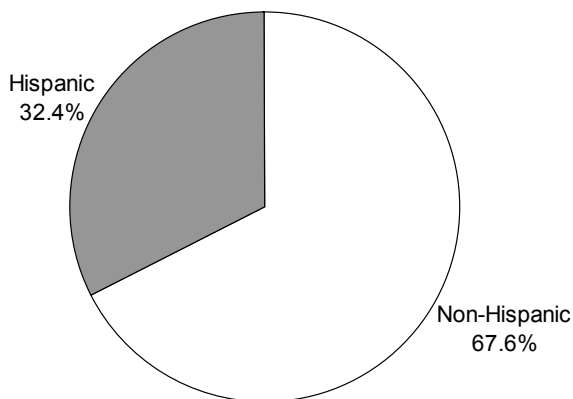
2000 Washington Hispanic ethnicity



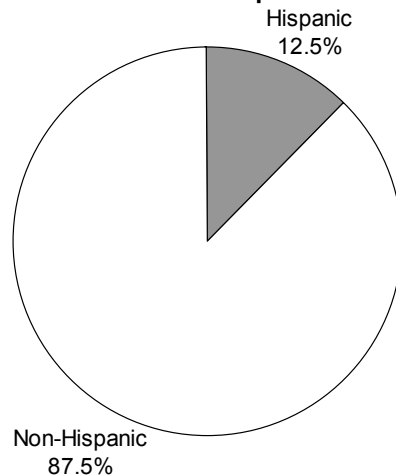
2000 Oregon Hispanic ethnicity



2000 California Hispanic ethnicity



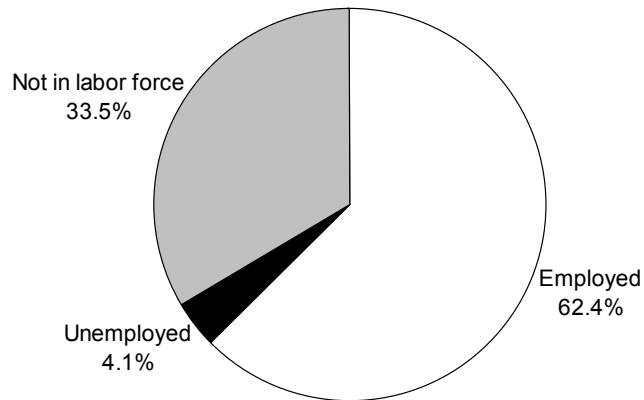
2000 United States Hispanic ethnicity



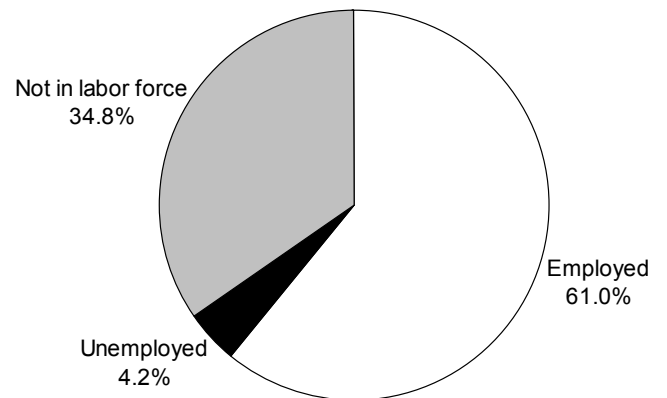
2.6.4 Employment Structure

Graphs displaying information about employment, including percentages for employed, unemployed, and persons not seeking employment, are produced for Washington, Oregon, California and the United States.³⁴

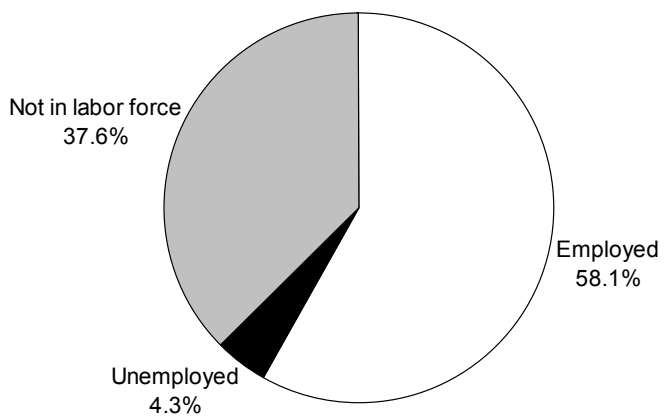
2000 Washington employment structure



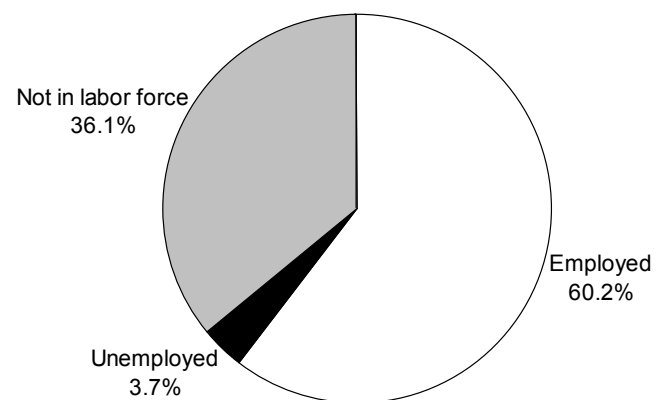
2000 Oregon employment structure



2000 California employment structure



2000 United States employment structure



Notes

1. J. Sepez, K. Norman, A. Poole, and B. Tilt. 2006. Fish scale: Scales and method in social science research for North Pacific and West Coast fishing communities. *Hum. Organ.* 65:280-293.
2. U.S. Federal Register. No date. 16 U.S.C. 1802 §3 (16).
3. A score for some communities in each of the two models could not be computed. In some cases this occurred because there were no data for the specific indicators used in the DEA model (although the community may have been involved in fisheries in other ways). In other instances the necessary data were available, but computational issues developed related to the particular indicator mix and the scale of the different indicators relative to other communities. These communities were removed from the analysis after analyzing each in a more qualitative manner. For a list of the communities that were removed and the reason for their removal, see Appendix A: Communities removed due to DEA non-convergence.
4. J.A. Sepez, B.D. Tilt, C.L. Package, H.M. Lazrus, I. Vaccaro. 2005. Community profiles for North Pacific fisheries—Alaska. U.S. Dept. Commer., NOAA Tech. Memo. NMFS-AFSC-160.
5. Place refers to one of the geographies used by the U.S. Census Bureau. Census geographies also include geographic designations that are larger than “place” such as states and counties, as well as geographic designations that are generally smaller than “place,” such as the area encompassed by a zip code or a block group.
6. The lack of similar data in one or more states would allow for a state-based bias to develop, reflecting a preponderance of communities from data-rich states. Such indicators were disqualified.
7. U.S. Census data SF 1 population counts of all persons were used. These counts sometimes differ from SF 3 population estimates, which come from the population and housing long-form collected by the U.S. Census from a one-in-six sample and weighted to represent the total population U.S. Census Bureau. The U.S. Census is available at www.census.gov.
8. S. Russell. 2003. An inquiry into the use of social sciences in the federal management of U.S. marine fisheries. Thesis. University of Washington, School of Marine Affairs, Seattle.
9. See note 4.
10. See note 4.
11. See note 4.
12. See note 4.
13. See note 4.
14. Latitude and longitude provided by USGS National Mapping Information Web site for populated place: http://geonames.usgs.gov/pls/gns/web_ury.gns_web_query_form; distance to major cities determined by MapQwest city-to-city: <http://www.mapquest.com/directions/main.adap?bCTsettings=1>.
15. U.S. Census data for the year 2000 available at the U.S. Census Bureau’s American FactFinder Web site. No date. Online at <http://factfinder.census.gov/home/saff/main.html> [accessed 17 April 2007].
16. The U.S. Census Bureau provides this definition of household: “A household includes all of the people who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room occupied (or if vacant, intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live separately from any other people in the building and that have direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated people who share living quarters.”
17. The U.S. Census Bureau provides this definition of housing unit: “A house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible.”
18. This information was sourced from the 2000 U.S. Census, has been calculated as follows: 1) unemployed residents equals total unemployed divided by total in labor force; 2) percent employed equals total civilian employed plus total armed forces divided by total community population 16 years and above; 3) percent not in labor force equals total not in labor force divided by total community population 16 years of age and older.
19. Municipal Research and Services Center of Washington. Online at <http://www.mrsc.org/subjects/governance/locgov31.aspx> [accessed 17 April 2007]. Oregon Economic and Community Development Department. On line at <http://www.oregon.gov/ECDD/index.shtml> [accessed 17 April 2007]. California Institute for Local Government. On line at <http://www.ilsg.org/index.jsp?displaytype=§ion=about&zone=ilsg> [accessed 17 April 2007].
20. See note 4.
21. More information on the U.S. Fish and Wildlife Service’s federal aid in sport fish restoration is online at <http://federalaid.fws.gov/sfr/fasfr.html> [accessed 17 April 2007].
22. More information on the Environment, Energy, and Transportation Program is online at <http://www.ncsl.org/programs/natres/FISHHUNTWILD.htm> [accessed 17 April 2007].
23. The NOAA Fisheries’ contacts page provides a list of all branch offices in the country. Online at <http://www.nmfs.noaa.gov/contact.htm> [accessed 30 April 2007].
24. Alaska Department of Fish and Game. No date. Online at <http://www.adfg.state.ak.us/> [accessed 17 April 2007]. Washington Department of Fish and Wildlife. No date. Online at <http://wdfw.wa.gov/> [accessed 17 April 2007]. Oregon Department of Fish and Wildlife. No date. Online at <http://www.dfw.state.or.us/> [accessed 17 April 2007]. California Department of Fish and Game. No date. Online at <http://www.dfg.ca.gov/> [accessed 17 April 2007].

25. More information on the U.S. Citizenship and Immigration Services, formerly Immigration and Naturalization Service, is online at <http://uscis.gov/graphics/aboutus/thisisimm/index.htm> [accessed 12 September 2007].

26. In order to separate fishing participation into specific fisheries, the research team used federally specified management groups, however, state agencies do not necessarily collect and manage data according to the same system. Open access sectors increased the imprecision of this approach but, in the absence of a more exact system, it was followed consistently throughout the project. The largest problem encountered in this respect was in matching vessels to fisheries through permit information. Where complete vessel lists were available, this was more accurate. However, California has fisheries that limited the accuracy of this approach, such as open access, state-managed prawn trawl, and cucumber trawl.

27. More information on the Groundfish Vessel Buyback Program is online at <http://www.pcouncil.org/groundfish/gfbuy.html> [accessed 17 April 2007].

28. More information on highly migratory species is online at <http://www.pcouncil.org/hms/hmsback.html> [accessed 17 April 2007].

29. Response to the 2000 Fishery Products Report: U.S. Processors-Annual Survey, which is mailed out on an annual basis, is voluntary. There are many different ways of defining processors and the output products. In this dataset the definitions are based on the actual transformation of the product. For instance, a processor is a company where fish is canned, cured, cut, or reduced for meal oil etc., not simply frozen. Similarly, a processed product has been canned, cured, cut, reduced etc., not simply frozen.

30. More information on sportfishing license vendors from the Washington Department of Fish and Wildlife's Licensing Sales Reporting System is online at <http://wdfw.wa.gov/lic/vendors/vendors.htm> [accessed 17 April 2007].

31. T. Hiatt, R. Felthoven, and J. Terry. 2001. Stock assessment and fishery evaluation report for the groundfish fisheries of the Gulf of Alaska and Bering Sea/Aleutian Island area: Economic status of the groundfish fisheries off Alaska. Alaska Fisheries Science Center, Resource Ecology and Fisheries Management Division. Online at http://www.afsc.noaa.gov/refm/stocks/Historic_Assess.htm [accessed 17 April 2007].

32. Additional information about the Race and Ethnic Standards Policy Directive No.15 is online at <http://www.whitehouse.gov/omb/> [accessed 17 April 2007].

33. An explanation of these categories and standards is online at <http://www.census.gov/population/www/socdemo/race/racefactcb.html> [accessed 17 April 2007].

34. The graphic representation of employment structure varies slightly from the description of employment status in the narrative text of the community profiles. The difference is in the percentage of population that is unemployed. In the narratives, this has been calculated by dividing the unemployed population by the population actually in the workforce. This gives an indication of the number of people who are unemployed, yet may be seeking employment. In the graph, the percentage of the population that is unemployed has been calculated by dividing the unemployed population by the total community population 16 years of age and older to render this indicator comparable to the other two indicators of percent employed and percent in the labor force.

3.0 Overview

This project aimed to identify and profile communities across the United States involved in West Coast and North Pacific fisheries in the year 2000. Analyses of quantitative data identified 125 communities from Washington, Oregon, California, New Jersey, and Virginia that were dependent on or engaged in West Coast and North Pacific fisheries (as defined in Methods, section 2.0). The process identified 1,764 U.S. communities from 49 states (excluding North Dakota) and ranked them using fishery participation data (i.e., fisheries landings, vessel, and permit data); 1,529 were located in states outside of Alaska. This study profiles approximately 7.1% of the communities (8.2% of those outside of Alaska) involved in West Coast or North Pacific fisheries.

The majority of fishing communities involved in West Coast and North Pacific commercial fisheries are located in coastal states contiguous to the waters that support the fisheries. However, the Data Envelopment Analysis (DEA) model selected two nonwestern, non-Alaska communities (Seaford, Virginia, and Pleasantville, New Jersey) due to their residents' heightened participation in West Coast or North Pacific fisheries. Additionally, three New Jersey communities and eight communities in Virginia appeared in the list ultimately ranked by the DEA model. Of the ranked communities along the U.S. West Coast, 14.3% of Washington communities (40 of 279), 15.9% of Oregon communities (31 of 195), and 9% of California communities (52 of 579) were selected for profiling in this study.

The U.S. Census reports 522 "places" or "census-designated places" (CDPs) in Washington, 309 in Oregon, 1,081 in California, 505 in New Jersey, and 371 in Virginia. These are cities, towns, boroughs, and population centers otherwise defined as "places" by the U.S. Census. The 2000 U.S. Census recognized a majority of the communities (83.2%, 104 of 125) profiled in this project as "places" or CDPs, with the exception of 21 communities, including 3 in Washington (La Push, Lopez Island, and Seaview), 4 in Oregon (Charleston, Hammond, Logsden, and South Beach), 13 in California (Albion, Avila Beach, Fields Landing, Kneeland, Los Osos, Pebble Beach, Princeton, San Pedro, Sunset Beach, Tarzana, Terminal Island, Valley Ford, and Ventura), and 1 in Virginia (Seaford).

Data on fisheries involvement for all states reveal several points about the nature of community involvement in commercial fishing in West Coast and North Pacific waters. First, the geographic distribution of the communities shows the highest level of community participation in states contiguous to the West Coast where dependence on marine resources might be expected to be high, drops off slightly in the Midwest (with the exception of several Great Lakes states), and rises slightly in East Coast states. Second, it is evident from the number of communities associated with West Coast or North Pacific fisheries, specifically in Washington, Oregon, and California, that fishery-related activity has important social and economic significance to numerous community members and their communities.

This overview section of the profile document provides aggregate information for the communities selected for this project, the states where they are located, and a context in which to interpret the information.

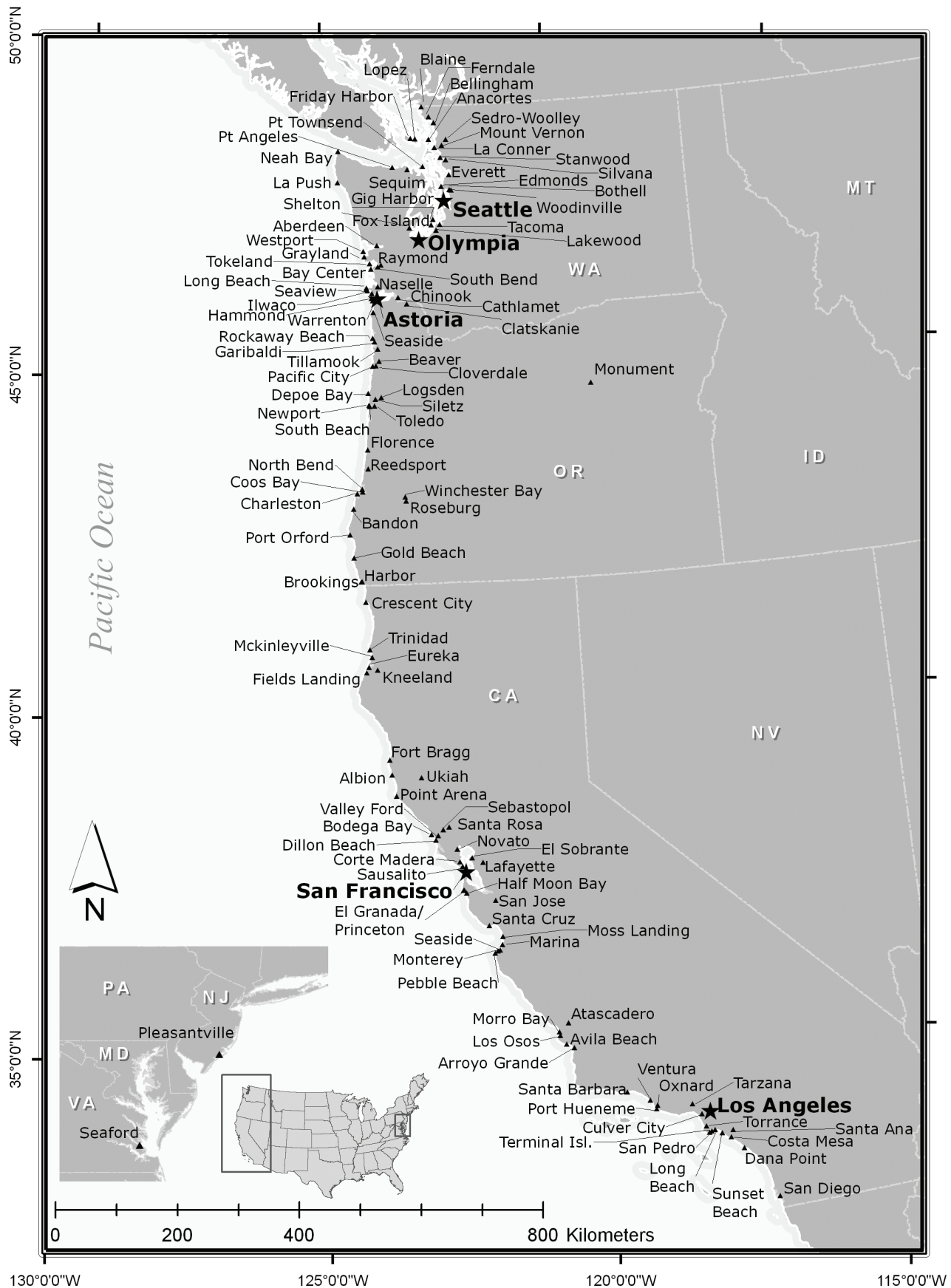
3.1 People and Place

3.1.1 Location

The majority of the profiled communities are located in Washington, Oregon, and California. From southern California to northern Washington, these coastal states vary significantly in geography, demography, economy, and ecology. Pleasantville, New Jersey, and Seaford, Virginia, are on the East Coast and participate primarily in East Coast fisheries. These communities are included in this document because in 2000, residents of Pleasantville and Seaford were involved in North Pacific fisheries, specifically the commercial scallop fishery and Alaska sportfishing.

The map on page 28 shows the location of the 125 communities selected for profiling. The majority of the profiled communities participate in fisheries in waters adjacent to the southern U.S. West Coast, in the North Pacific, and in Alaska. *Community Profiles for North Pacific Fisheries—Alaska*¹ provides information on the geography and ecology of Alaska communities and associated fisheries.

Washington, bordered by the Pacific Ocean on the west and the Columbia River on the south, has considerable variation in its ecological zones. The coast is characterized by a maritime climate, the Olympic Peninsula has temperate rainforest conditions, and the areas east of the Cascade Mountains are semiarid. The state's



Communities profiled for West Coast and North Pacific fisheries.

marine and freshwater environments sustain several species of salmon, rockfish, shellfish, and other marine fishes as well as various marine mammal populations including harbor seals, orcas, and gray whales.

In the 2000 U.S. Census, Washington ranked fourteenth in total population, generating a population density of 88.6 people per square mile of land. Washington ranked twenty-fifth for density. There are 29 federally recognized Indian tribes or nations in Washington. Tribal communities play an important cultural and political role.

Historically Washington's economy was heavily dependent on natural resources: forests, fisheries, and agriculture. While residents still participate in livelihoods dependent on natural resources, the state also supports thriving computer software developers (e.g., the Microsoft Corporation), aircraft design and manufacturing companies (e.g., The Boeing Company), and a growing tourism industry. The Strait of Juan de Fuca connects Puget Sound to the Pacific Ocean. The sound extends from Admiralty Inlet in the north to Olympia in the south. There are 14 prominent islands in Puget Sound: Anderson, Bainbridge, Blake, Camano, Fidalgo, Fox, Harstine, Indian, Marrowstone, Maury, McNeil, Squaxin, Vashon, and Whidbey.

The three major cities on Puget Sound are Olympia, Tacoma, and Seattle. The waterway also supports extensive commercial shipping and recreational boating, and many Washington communities host waterfront festivals, salmon celebration events, and annual tributes to the fishing fleets. The Washington coast has no major metropolitan cities.

Oregon is bordered by the Pacific Ocean on the west, the Columbia River on the north, and the Snake River on the northern portion of its eastern boundary. The fertile Willamette Valley is located between the Pacific Coast and Cascade mountain ranges that run north and south along the West Coast. The Willamette River flows through the valley, creating an important agricultural region that contributes berries, vegetables, greenhouse and nursery stock, and wine to Oregon's economy. Coastal and freshwater areas in Oregon support numerous species of fish and shellfish.

Ranked twenty-eighth in the nation in total population, according to the 2000 U.S. Census, Oregon has a population density of 35.6 persons per square mile of land. Oregon ranked thirty-ninth for density. Oregon has 10 federally recognized Indian tribes. Oregon's physical geography is diverse, ranging from semideserts in southeastern Oregon to dense forests and accessible coastlines in the west. The Oregon coast has no major metropolitan cities.

Industries dependent on natural resources include commercial fishing, ranching, timber, and agriculture. Several Oregon communities host festivals or special days commemorating salmon, signifying the important role of the species in the lives of residents and local economies.

California spans 770 miles north to south. According to the U.S. Census, California ranks first in total population with more than 33 million residents. California has a population density of 217.2 persons per square mile of land, ranking it twelfth in the nation. California's cultural, economic, and ecological landscapes are rich and diverse. There are several major metropolitan cities on the California coast, including San Diego, Los Angeles, San Jose, and San Francisco, all home to ethnically diverse populations.

According to the 2000 U.S. Census, 32.4% of California's population identified as Hispanic and 10.9% as Asian. Nearly half (47.4%) of the population identified as non-Hispanic/white. Historically home to large Native American populations, California had tribes such as the Chumash, Miwok, and Pomo that relied heavily on the area's natural resources. At present California has 11 federally recognized tribes and numerous unrecognized tribes. Reservations and rancherias are found throughout the state.

Agriculture is California's primary industry. Regions such as California's Central Valley and the northern wine country are major producers and exporters of dairy, vegetables, nuts, fruit, and wine. The state is also recognized for its thriving entertainment industry and Silicon Valley, the heart of California's computer technology industry. The state has hundreds of miles of scenic shoreline, arid deserts, volcanic mountain ranges, and large central valleys.

3.1.2 Demographic Profile

The communities selected for profiling share a common involvement in fishery-related activities and represent a wide range of demographic, socioeconomic, and historical conditions. In terms of population, size, and geographic area, some cities like Los Angeles, San Diego, San Francisco, and Seattle are large municipalities that

serve as regional economic centers, while other communities have only a few hundred residents, are relatively isolated, and have very limited economic opportunities.

Washington's community classification system includes first class and second class cities and towns. Additionally, the Optional Municipal Code (Title 35A RCW), created in 1967, provides an alternative framework to the basic statutory classification system of municipal government. The municipal code system was designed to provide broad statutory home rule authority in matters of local concern. Communities with more than 1,500 residents may incorporate or reorganize as an optional municipal code or "code city." First class cities have populations of 10,000 or more at the time of organization or reorganization and have adopted a charter or home rule. If a community has a population more than 1,500 at the time of organization or reorganization but does not have a charter or operate as a code city under the optional municipal code, the community is classified as a second class city. Washington also has unincorporated communities that are recognized as CDPs (see Table 4). As of 2003 the Municipal Research and Service Center of Washington identified 10 first class cities, 15 second class cities, 72 towns, and 213 code cities in Washington.²

Oregon designates communities as either incorporated or unincorporated, with no distinctions between types of incorporated cities. Oregon has 240 incorporated cities, of which two are officially designated as ghost towns. Most of the other cities are "full service" municipalities, meaning they offer a wide range of services. Some communities may not have police or fire services, for example, and often these are provided through special arrangements made with neighboring communities or the county (see Table 4). As of 2005 the Population Research Center at Portland State University identified 243 incorporated cities.

There are two types of cities in California, charter cities and general law cities. Charter cities are governed by the provisions of their own adopted charter unless the state has stated specifically that its laws apply. General law cities are also known as the "home rule" option and are governed under the framework of the California Government Code. There is one exception. San Francisco is both a city and a county government because the city comprises the entire county. California also has several unincorporated areas or communities (see Table 4). In 2005 the League of California Cities identified 108 charter cities and 370 general law cities in California.³

According to the 2000 U.S. Census, the population of Washington was 5,894,121, Oregon 3,421,399, California 33,871,648, New Jersey 8,414,350, and Virginia 7,078,515. Of the profiled communities, the top 10 in population were: Los Angeles, San Diego, San Jose, San Francisco, Seattle, Long Beach, Santa Ana, Tacoma, Oxnard, and Santa Rosa. All are in California except Seattle and Tacoma, Washington.

Table 4. Types and numbers of profiled communities by states.

State and community type	Number of communities
Washington	
First class city	5
Second class city	1
Optional "code" city	20
Town	3
Unincorporated	7
Not a census-designated place (NCDP)	3
Governed by tribe	1
Oregon	
Incorporated	23
Unincorporated	4
NCDP	4
California	
Charter city	14
General law/ Home rule	20
CDP	6
NCDP	12

In Washington 55% (22) of the 40 profiled communities have fewer than 5,000 residents, with 15% (6 communities) having fewer than 500 residents. By comparison, in Washington approximately 67.7% of the 537 CDPs have fewer than 5,000 residents with 21.6% (116) having fewer than 500 residents (see Table 5).

Of the 31 profiled communities in Oregon, 71% (22 communities) have fewer than 5,000 residents, and 16.1% (5 communities) have fewer than 500 residents. By comparison, in Oregon approximately 71.2% (240) of the 337 CDPs have fewer than 5,000 residents and 34.4% (116) have fewer than 500 residents (see Table 5).

In California a total of 26.9% (14 communities) of the 52 profiled communities have fewer than 5,000 residents, and 15.4% (8 communities) have fewer than 500 residents. By comparison, in California approximately 44.6% (486) of the 1,089 CDPs have fewer than 5,000 residents and 10% (109) have fewer than 500 residents (see Table 5). The populations of Pleasantville, New Jersey, and Seaford, Virginia, comprise roughly 0.23% and 0.05% of each state's population respectively.

To achieve a snapshot of the nation's population as revealed in the decennial U.S. Census, the population is segmented into racial categories (white, black, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, some other race, and two or more races) as well as ethnic categories (Hispanic and non-Hispanic). The community profiles supply this snapshot for each selected community, which is followed by an historical account of the community to help explain and contextualize the contemporary composition of the specific communities' populations.

In 2000 about 75.1% of the United States were white, according to the U.S. Census. By comparison, about 81.2% of the population of Washington were white, 86.8% of Oregon, 60.9% of California, 69.9% of New Jersey, and 71.1% of Virginia. For the communities profiled in this document, the average percentage of white residents was 81.9%, with a range from 11.3% to 97.5% (see Table 6). Approximately 89% (111) of the profiled communities had a population that was more than 50% white in 2000. Many profiled communities with high percentages of white residents are located in areas where there are low numbers of Native Americans, Asian Americans, and Hispanics, the three racial or ethnic groups that tend to play more prominent roles in other communities due to the location of tribal reservations or large influxes of immigrant populations.

The United States consisted of 12.3% black residents in 2000. By comparison, the black populations in the five states involved in this project were 3.3% in Washington, 1.6% in Oregon, 6.1% in California, 13.3% in New Jersey, and 19.1% in Virginia. On average, those communities selected for profiling were approximately 2% black, with a range from 0% to 48.2% (see Table 7). A total of 92 (74%) of the profiled communities include residents who identified themselves as black.

In 2000 the United States was about 0.9% American Indian and Alaska Native, whereas Washington was about 1.6%, Oregon 1.3%, California 1.0%, New Jersey 0.9%, and Virginia 0.3%. Of the profiled communities, the average composition was about 3.5% American Indian and Alaska Native. The communities ranged from 0.1% American Indian and Alaska Native to 82.8% (see Table 8). The vast majority (96%) of the profiled communities included some percentage of American Indian and Alaska Natives.⁴ La Push and Neah Bay, Washington, located on the Quileute and Makah Indian reservations respectively, both indicated greater than 75% American Indian and Alaska Native populations.

In 2000 about 3.6% of the population of the United States was Asian. Washington State's population was approximately 5.5% Asian, Oregon's was 3.0%, California's was 10.9%, New Jersey's was 5.7%, and Virginia's was 3.7%. Of the profiled communities, Asians accounted for 3.8% of the population on average, with a range from 0% to 30.8% (see Table 9). The communities with the largest percentages of Asian residents are primarily in California.

In 2000 about 0.1% of the population of the United States was comprised of Native Hawaiian and Other Pacific Islanders. By comparison, Native Hawaiians and Other Pacific Islanders made up about 0.4% Washington's population, 0.2% in Oregon, 0.3% in California, 0% in New Jersey, and 0.1% in Virginia. The average percentage of the profiled communities was 0.2%, with a range from 0% to 2.1% (see Table 10). About 66% of the profiled communities include Native Hawaiians and Other Pacific Islanders, but only 3% of the communities include a Native Hawaiian and Other Pacific Islander population that is greater than 1% of the total community population.

In 2000 about 12.5% of the population of the United States identified as Hispanic. Hispanics comprised 7.5% of Washington's population, 8% of Oregon's, 32.4% of California's, 13.3% of New Jersey's, and 4.7% of Virginia's. On average, communities selected for profiling were 10% Hispanic, with a range of 0% to 76% (see Table 11).

Table 5. Profiled communities and all CDPs in Washington, Oregon, and California.

Population	Profiled communities	Total CDPs
Washington		
500	6 (15%)	116 (21.6%)
501-5,000	16 (40%)	248 (46.2%)
5,001-25,000	9 (22.5%)	130 (24.2%)
>25,000	9 (22.5%)	48 (8.9%)
Number of communities	40	537
Oregon		
500	5 (16%)	90 (26.7%)
501-5,000	17 (54.8%)	150 (44.5%)
5,001-25,000	8 (25.8%)	76 (22.6%)
>25,000	0 (0 %)	21 (6.2%)
Number of communities	31 ^a	337
California^b		
500	8 (15.4%)	109 (10%)
501-5,000	6 (11.5%)	377 (34.6%)
5,001-25,000	14 (26.9%)	331 (30.4%)
>25,000	22 (42.3%)	266 (24.4%)
Number of communities	52 ^c	1,089

^a One Oregon community, Charleston, does not contain detailed demographic information.

^b Two California communities, San Pedro and Terminal Island, do not contribute population data for this table, therefore, the percentages for California do not equal 100%.

^c Two California communities are included in the Los Angeles profile, San Pedro and Terminal Island.

Table 6. Top profiled communities by white percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% White
Cloverdale	OR	242	97.5
Chinook	WA	457	96.5
Winchester Bay	OR	488	96.1
Florence	OR	7,263	95.9
Kneeland	CA	244	95.9
Sisters	OR	959	95.8
Rockaway Beach	OR	1267	95.8
Port Orford	OR	1153	95.4
Monument	OR	151	95.3
Lopez Island	WA	2,179	95.1
Grayland	WA	1,002	95.1
Avila Beach	CA	797	95.1

Table 7. Top profiled communities by black percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% Black
Pleasantville	NJ	19,012	57.7
Long Beach	CA	461,522	14.9
Marina	CA	25,101	14.4
Seaside	CA	31,696	12.6
Lakewood	WA	58,211	12.3
El Sobrante	CA	12,260	12.2
Culver City	CA	38,816	12.0
Los Angeles	CA	3,694,820	11.2
Tacoma	WA	193,556	11.2
Seattle	WA	563,374	8.4

Table 8. Top profiled communities by American Indian and Alaska Native percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% Native
La Push	WA	371	82.8
Neah Bay	WA	794	78.2
Siletz	OR	1,133	21.0
Bay Center	WA	174	14.4
Logsdon	OR	251	9.6
Crescent City	CA	4,006	6.1
Tokeland	WA	194	5.7
Princeton	CA	489	4.9
McKinleyville	CA	13,599	4.6
Eureka	CA	26,128	4.2
Fields Landing	CA	213	4.2

Table 9. Top profiled communities by Asian percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% Asian
San Francisco	CA	776,733	30.8
Torrance	CA	137,946	28.6
San Jose	CA	894,943	26.9
Marina	CA	25,101	16.3
San Diego	CA	1,223,400	13.6
Seattle	WA	563,374	13.1
El Sobrante	CA	12,260	12.5
Long Beach	CA	461,522	12.0
Culver City	CA	38,816	12.0
Seaside	CA	31,696	10.1

Table 10. Top profiled communities by Native Hawaiian or Other Pacific Islander percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% Native Hawaiian or Other Pacific Islander
Marina	CA	25,101	2.1
Lakewood	WA	58,211	1.8
Seaside	CA	31,696	1.3
Long Beach	CA	461,522	1.2
Tacoma	WA	193,556	0.9
Blaine	WA	3,770	0.7
Shelton	WA	8,442	0.7
Costa Mesa	CA	108,724	0.6
Seattle	WA	563,374	0.5
Fields Landing	CA	213	0.5
Port Hueneme	CA	21,845	0.5
San Diego	CA	1,223,400	0.5
San Francisco	CA	776,733	0.5

Table 11. Top profiled communities by Hispanic percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% Hispanic
Santa Ana	CA	337,977	76.1
Oxnard	CA	170,358	66.2
Los Angeles	CA	3,694,820	46.5
Port Hueneme	CA	21,845	41.0
Long Beach	CA	461,522	35.8
Valley Ford	CA	60	35.0
Santa Barbara	CA	92,325	35.0
Seaside	CA	31,696	34.5
Costa Mesa	CA	108,724	31.8
San Jose	CA	894,943	30.2

Much like the states of Washington, Oregon, California, New Jersey, and Virginia, the majority of profiled communities have a fairly even ratio of men to women (see Table 12). Males comprise the following percentage of the population in each state: Washington 49.8%, Oregon 49.6%, California 49.8%, New Jersey 48.5%, and Virginia 49%. By comparison, the world's population is 50.4% male and the United States is 49.1% male. The percentage of profiled communities in each state (WA, OR, CA, NJ, VA) that had male populations greater than the state average were 22.5%, 26%, 40%, 0%, and 100% respectively.

A total of 85 communities (68%) selected for profiling have more females than males (see Table 13). Similar to the states in which these communities are found, the ratio of women to men in the majority of profiled communities is relatively balanced. Females comprise the following percentage of the population in each state: Washington, 50.2%; Oregon, 50.4%; California, 50.2%; New Jersey, 51.5%; and Virginia, 51%. Overall the United States has slightly more females (50.9%). The percentage of profiled communities in each state (WA, OR, CA, NJ, VA) that had female populations greater than the state averages were 77%, 50%, 50%, 100%, and 0% respectively.

Many communities that have the highest ratio of women to men are in Washington (see Table 13). Communities in which the economy is increasingly comprised of tourist and retirement enterprises also tend to be those where the male/female balance skews toward female. This may be due to the fact that tourist sector jobs are service-oriented jobs that have historically been held by women, and because the demographics of elderly and

Table 12. Top profiled communities by male percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% Male
Marina	CA	25,101	57.2
La Push	WA	371	57.1
Neah Bay	WA	794	55.3
Sunset Beach	CA	1,097	54.6
Monument	OR	151	54.3
Moss Landing	CA	300	54.0
Winchester Bay	OR	488	53.9
Valley Ford	CA	60	53.3
Fields Landing	CA	213	53.1
Half Moon Bay	CA	11,842	53.0

Table 13. Top profiled communities by female percentage of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	% Female
Sequim	WA	4,334	57.7
Sebastapol	CA	7,774	55.2
Cathlamet	WA	565	55.2
Long Beach	WA	1,283	55.2
Bandon	OR	2,833	55.0
La Conner	WA	761	54.8
Gig Harbor	WA	6,465	54.5
Friday Harbor	WA	1,989	54.3
Florence	OR	7,263	54.1
Port Townsend	WA	8,334	53.9

retirement communities often reflect the greater life expectancies of females. The Washington communities of Sequim, for example (with its tourist-orientation, lavender production, and weather-related retirement draw) and La Conner (the center of Washington's tulip industry and the site of a large retirement home) are in the top 10 in terms of an imbalance of women over men. Similarly, Bandon, Oregon, recognized as an idyllic coastal town for many retirees, also appears in the top 10 of predominantly female communities.

The average age of residents of communities selected for profiling is 40 years, somewhat older than the U.S. average of 35.3 years. Approximately 26.4% of the communities profiled in this document have a lower median age than the U.S. average (see Table 14). Approximately 73.6% of the communities profiled in this document have a higher median age than the U.S. average (see Table 15). Median ages could not be ascertained for three of the communities (San Pedro and Terminal Island, California, and Charleston, Oregon). The average age of the profiled communities in each state was 39.7 in Washington, 43.2 in Oregon, 38.2 in California, 32.7 in New Jersey, and 41.2 in Virginia. The average age of residents in profiled communities varied greatly between states and communities. Several contain large populations of middle-aged individuals with families while others were retirement communities with few younger persons. Communities with tertiary education institutions often contained larger numbers of young to middle-aged individuals.

Table 14. Top 10 profiled communities by lowest age median of population (source: 2000 U.S. Census).

Community	State	2000 population	Age median
Santa Ana	CA	337,977	26.5
La Push	WA	371	27.5
Neah Bay	WA	794	28.9
Oxnard	CA	170,358	28.9
Seaside	CA	31,696	29.5
Fields Landing	CA	213	29.8
Bay Center	WA	174	30.0
Port Hueneme	CA	21,845	30.3
Bellingham	WA	67,171	30.4
Valley Ford	CA	60	30.7

Table 15. Top 10 profiled communities by highest age median of population in descending order (source: 2000 U.S. Census).

Community	State	2000 population	Age median
Harbor	OR	2,622	59.5
Sequim	WA	4,334	59.3
Avila Beach	CA	797	58.9
Pebble Beach	CA	4,590	57.2
Florence	OR	7263	55.8
Pacific City	OR	1,027	53.2
Rockaway Beach	OR	1,267	52.5
Dillon Beach	CA	319	51.5
Bodega Bay	CA	1,423	50.9
Port Orford	OR	1,153	50.5

3.1.3 History

Washington, Oregon, and California share some historical commonalities due to their contiguous positions along the West Coast. Most anthropologists agree the first North Americans descended from Siberian hunters who entered North America near the end of the Pleistocene Era over the Bering land bridge that linked the Asian and North American continents. As these populations migrated south and new migration waves occurred, distinct communities developed along the West Coast. Similarities between distinct cultural groups of the Northwest are evident in linguistic systems and lifestyles, particularly within geographic regions. Linked by man-made (trails, roads) and natural (coastal waters, mountain passes) features, the West Coast states were once home to large Indian populations that traveled throughout their ecological footprint and seasonally utilized local natural resources.

In 1803 the Louisiana Purchase initiated U.S. interest in exploration of the west. President Thomas Jefferson arranged for the Lewis and Clark Expedition to explore the newly acquired territory. Gradually the U.S. population spread west. The growth of the frontier and ensuing development of transportation systems (railways, roads, air, and water systems) have physically united residents across the nation.

Now individuals from around the United States participate in West Coast and North Pacific fisheries. The histories of Washington, Oregon, and California are discussed in this subsection. The histories of Pleasantville, New Jersey, and Seaford, Virginia, are contained in their individual community profiles.

Washington history—At one time the Northwest had as many as 125 distinct tribes and 50 distinct languages. Prominent productive activities among all local Native Americans included salmon fishing. For the outer coast tribes, ocean fishing (e.g., halibut) and marine mammal hunting were more important. Cedar trees also played an important role in the lives of local tribes and were used to construct longhouses and large canoes.

In 1775 the first regional contact between Indians and Europeans occurred with the arrival of the Spanish Captain Don Bruno de Heceta aboard the vessel *Santiago*, and Juan Francisco de la Bodega y Quadra aboard the *Sonora*. Three years later British explorer Captain James Cook sighted Cape Flattery. The Strait of Juan de Fuca was explored in 1779 by Captain Charles W. Barkley. Other expeditions followed, notably Captain George Vancouver's 1792 explorations, and there was a short-lived Spanish fort at Neah Bay, also in 1792. In 1790 an agreement between Spain and Great Britain opened the northwest to trappers and explorers, primarily from Britain and the United States. Around this same time, Captain Robert Gray discovered and named the Columbia River and in 1805 the Lewis and Clark Expedition entered Washington State. The Oregon Trail facilitated overland migration into the area known today as Puget Sound. Washington Territory was formed from a portion of Oregon Territory in 1853 after the first settlement of New Market (Tumwater) was established in 1846.

Agriculture and timber industries developed in the mid to late nineteenth century. Eastern Washington and the San Juan Islands were known for their apple orchards while Western Washington's dense forests supplied timber (primarily Douglas fir) to shipping yards located on Puget Sound. In the 1850s California investors built the first lumber mills on the Kitsap Peninsula to meet demand created by the gold rush economy in California. The Northern Pacific Railroad, completed in the early 1880s, facilitated development of new markets to the east for lumber and agricultural products and dramatically affected economic opportunities for these important Washington products. Fishing, mining, and salmon canning also expanded.

In 1889 Washington became the forty-second state. At the time Seattle, Aberdeen, and Tacoma had already gained recognition as community centers. Seattle, a commercial location from the beginning, had a significant boat building industry and was an appropriate location to become a primary port for trade with Alaska, other areas of the country, and overseas. Aberdeen, the industrial center of Grays Harbor County, has been historically dependent upon the timber industry and was once known for excessive gambling and violence. The economy of Tacoma, south of Seattle, surged in the late 1800s when the Northern Pacific Railroad chose the area as its westernmost terminus. Tacoma was well known for its smelters, which produced gold and copper.

In 1937, coinciding with America's Great Depression, the Bonneville Lock and Dam were completed on the Columbia River. The dam provided employment opportunities and hydroelectric power to plants in the area and enabled travel more than 150 miles upstream on the Columbia. Since the construction of the Bonneville Dam, several others have been built on the Columbia, providing irrigation, hydroelectric power, recreation opportunities, and jobs on both the Washington and Oregon sides of the river. Today the Columbia River basin has more hydroelectric development than any other river system in the world with 14 dams. These include three in British Columbia, seven in Washington and four along the Oregon-Washington border. Agriculture benefits greatly from irrigation. Dams, however, create obstructions for salmon migration. As a result, fish ladders were built on many of the Columbia River dams to facilitate the movement of diadromous fish and provide access to upstream spawning locations.

Many residents still practice livelihoods dependent on natural resources such as fishing, primarily in communities along the coast and many of the state's rivers. Native Americans also play a prominent role in natural resource use in Washington State. A *U.S. vs. Washington* court decision in 1974, commonly known as the Boldt Decision, reaffirmed the treaty tribes' reserved rights to fish in usual and accustomed locations. Similar harvest privileges have since been extended to other natural resources including shellfish. Some communities profiled in this document consist primarily of Indian tribal members; these communities have governing laws and unique socioeconomic structures distinct from other, predominantly non-Native communities.

According to the 2000 U.S. Census, Washington has about 5.9 million people. While some residents participate in the fishing, agriculture, and timber industries, more predominant businesses include computer software development, electronics, aircraft design and manufacturing, aluminum production, and tourism.

The Washington State Board of Education regulates Washington's public education. Major areas of authority include accountability, basic education assistance, high school graduation requirements, home school testing and school approval, and accreditation. Institutes of higher education include the University of Washington, Washington State University, Eastern Washington University, Central Washington University, Western Washington University and Evergreen State College. Further information on Washington schools can be researched through the Board of Education Web site (<http://www.sbe.wa.gov>). There also are a number of private higher education institutions.

Oregon history—The Chinook, Nez Perce, Klamath, and Coos were among the first Indian tribes to reside in the Oregon area, subsisting off the region's rich natural resources, particularly salmon, nuts, and berries. Several expeditions brought Native Americans into contact with Euro-Americans, most notably explorations by Captain James Cook in 1778 and Lewis and Clark in 1805–1806. Oregon Country was dominated by fur companies throughout the first half of the 1800s. Functioning as a de facto government prior to large-scale settlement, the Hudson's Bay Company dominated the fur trade throughout much of British-controlled North America. In the early 1840s settlers began to arrive in the Northwest using the Oregon Trail. In 1848 following the decision to define the U.S.-Canadian border at the 49th parallel, the Oregon Territory was organized. In 1859 Oregon became a state.

The latter half of the nineteenth century was characterized by the forced relocation of Indian populations to reservations, coupled with Euro-American settlement. Railroads entering the region in the 1880s allowed Oregon residents to market agricultural and timber products, encouraging development of cities. During the Industrial Revolution, the railway served to centralize populations in urban areas and encourage the development of small communities throughout Oregon's countryside. During this time Chinese and Japanese immigrant populations increased dramatically.

Oregon's economy is characterized by timber, agriculture, and most recently technology, service, and tourism. The Willamette Valley provides many agricultural products including dairy, potatoes, cattle, fruits, and hazelnuts. One of four major growing regions in the world, Oregon produces approximately 95% of the domestic hazelnuts. The state is also a leading U.S. producer of softwood lumber. The Portland metropolitan area has several large technology companies and retail business headquarters for multinational corporations such as Nike, with headquarters in nearby Beaverton.

The Oregon Department of Education administers public education. Priorities have been set to develop sustainable funding sources to address the achievement gap for minorities and disadvantaged students, support family and community involvement in public education, and improve efficiency in education management. There are seven public campuses in Oregon: Eastern Oregon University, Western Oregon University, Oregon Institute of Technology, Oregon State University, Portland State University, Southern Oregon University, and the University of Oregon. There are also many private higher education institutions. Further information on Oregon schools is available at the Department of Education Web site (<http://www.ode.state.or.us>).

California history—California's 1,200 miles of coastal shoreline features natural harbors and plentiful beaches. The physical terrain of California is diverse with elevations ranging from the peak of 14,495 foot Mount Whitney to Death Valley, 282 feet below sea level. The Coast Range Mountains dominate the landscape from California's northern border with Oregon south to Marin County, where the Peninsular and Transverse mountain ranges begin and continue along the Pacific. The Klamath and Cascade mountains, as well as the Modoc Plateau are on the state's northern border. South of these are the Sacramento and San Joaquin river valleys. These valleys extend 400 miles and are bounded by the Coastal Mountains and the Sierra Nevadas, the state's largest mountain range. The arid Mojave Desert and the Salton Trough are east of the Sierra Nevadas in Southern California. Climatic conditions in California are also varied, with heavy snows in the high mountain ranges, mild temperatures along the coast, and dry conditions in the desert.

Native Americans populated the region long before European explorers arrived during the sixteenth century. Large Indian populations lived along the West Coast and hunted sea mammals, fished for salmon, and gathered shellfish, nuts, and berries. California's Indian communities were diverse in their political organization with large nations such as the Chumash, Miwok, and Pomo and smaller bands and tribes occupying the resource rich coastal environments.

In 1769 Spain colonized the coastal areas. In 1821 California became part of the Mexican Republic following the Mexican War of Independence. Approximately 20 years later California was taken by the United States during the Mexican-American War of 1846–1848. The Treaty of Guadalupe Hidalgo ended the war, and Mexico ceded California to the U.S. in exchange for \$15 million. The California Gold Rush followed on the heels of the war and brought about 90,000 additional U.S. immigrants into the state. California became a state in 1850.

California's complex geophysical landscape has helped shape its contemporary geographies and economies. Migration into California accelerated during the twentieth century due to completion of major transcontinental railroads and highways. California immigrants quickly recognized the region's agricultural capacity and began

irrigating during the summer months to facilitate production, particularly fruit. Today California's predominant industry is agriculture, including fruit, nuts, vegetables, dairy, and wine.

California's coastal waters supported subsistence, recreational, and commercial fisheries for centuries. Chinese fishermen played a major role in the early development of abalone and squid fisheries in the Monterey area around 1850. In San Francisco, and later in San Diego and also Monterey, Italian fishermen established themselves in the rock cod, sardine, halibut, and tuna fisheries.

Farming and fishing contributed prominently to California's history and continue to employ many California residents.

There are several large urban centers in California, many of them on the coast, including San Diego, Los Angeles, San Jose, and San Francisco. Significant iconic economic resources are also affiliated with these cities, including the Hollywood entertainment industry, Silicon Valley's computer and technology products and services, and the celebrated wine producing areas of Santa Barbara and Northern California. Important seaports are the Port of Oakland, the Port of Los Angeles, and the Port of Long Beach. The ports of Long Beach and Los Angeles form the largest port complex in the nation, managing approximately a quarter of all container and break-bulk cargo traffic in the United States.

A state constitutional mandate requires 40% of the state's revenue be spent on public education. California has two major collegiate education structures. The University of California system consists of nine general campuses and several federal laboratories, and is the state's leading research institution. The California State University system consists of 23 campuses. In addition, California has numerous private, religious, and special-purpose schools at the elementary, secondary, and collegiate levels.

3.2 Infrastructure

3.2.1 Current Economy

In 2000 the U.S. Census Bureau conducted an Economic Census that profiled American businesses from national to local levels. Conducted every five years, the Economic Census uses the North American Industrial Classification System (NAICS), which breaks industries down into 20 economic sectors. These sectors are: 1) agriculture, forestry, fishing, and hunting; 2) mining, quarrying, and oil and gas extraction; 3) utilities, 4) construction, 5) manufacturing, 6) wholesale trade, 7) retail trade, 8) transportation and warehousing, 9) information, 10) finance and insurance, 11) real estate and rental and leasing, 12) professional, scientific, and technical services; 13) management of companies and enterprises, 14) administrative and support and waste management and remediation services, 15) education services, 16) health care and social assistance, 17) arts, entertainment, and recreation; 18) accommodation and food services, 19) other services (except public administration), and 20) public administration. Employment data on "agriculture, forestry, fishing, and hunting" and "public administration" are available through the 2000 U.S. Census in Summary File 3 (SF3), which presents detailed population and housing data.

The NAICS, developed in cooperation with Canada and Mexico, is based on a production-oriented conceptual framework that groups establishments into industries based on the activity in which they are primarily engaged. The U.S. Department of Labor's Bureau of Labor Statistics defines an industry as a group of establishments primarily engaged in producing or handling the same product or group of products or in rendering the same services. See Table 16 for the top five industries in Washington, Oregon, and California.

One way of analyzing the importance of a given economic sector to the state's economy is to compare the value or sale of products and payroll and employment levels across industry groups (see Table 17 through Table 19). Data collected during the 2002 Economic Census enumerates establishments, product values, annual payroll, and paid employees. Definitions for data categories vary across sectors because each has unique operating practices and organizational structures. See the U.S. Census Bureau Web site (www.census.gov) for additional information on the economies of Washington, Oregon, and California.

Employment data on the industrial sector of agriculture, forestry, fishing, hunting, and mining were captured in a sample of the population (generally one-in-six) who participated in the 2000 U.S. Census. According to the

Table 16. Top five industries by number of establishments in Washington, Oregon, and California. These data rankings do not consider “public administration” and “agriculture, forestry, fishing, and hunting” (source: <http://www.census.gov/econ/census02/guide/geosumm.htm>).

Top five industries	Number of establishments
Washington	
Retail trade	22,564
Construction	21,701
Professional, scientific and technical services	16,963
Health care and social assistance	16,493
Accommodation and food services	13,699
Oregon	
Retail trade	14,277
Construction	11,854
Professional, scientific and technical services	10,141
Health care and social assistance	9,975
Accommodation and food services	8,816
California	
Retail trade	108,941
Professional, scientific and technical services	100,284
Health care and social assistance	88,249
Construction	69,023
Accommodation and food services	66,568

sample, the percentages of the employed civilian population 16 years of age and older employed in farming, fishing, or forestry occupations in Washington, Oregon, and California were 1.6%, 1.7%, and 1.3% respectively. On a national scale, 0.7% of the population was employed in farming, fishing, or forestry occupations.

There are two important reasons why data on employment in farming, fishing, and forestry might be artificially low. The first reason concerns why fishing may be missed in occupational census data, even when demographic data on fishermen are otherwise included in the census. The second reason indicates the means by which the census may miss fishermen altogether. A more thorough investigation of the analysis of these occupations may be warranted in order to fully explain the complexities.

1. The Census “reference week” method of counting employment based on job activities undertaken in the one week before completing census forms. Many commercial fishing occupations are not permanent or full time and the individual may identify with one or more other occupations when completing the census.
2. In general fishermen might be unavailable for long periods of time, including those periods during which the U.S. Census is conducted. Some research suggests fishermen, particularly crew, are a highly mobile and therefore marginalized population. Without long-term stable residences, some fishermen may be missed in census counts.⁵

According to the 2000 U.S. Census, the percentages of the potential labor force employed in Washington, Oregon, and California were 66.2%, 65.1%, and 65.2% respectively. The unemployment rates for Washington, Oregon, and California in 2000 were 8.3%, 8.1%, and 7.6% respectively. The national averages for the percent of population in the labor force, percent employed, and unemployment rate were 65.9%, 60.8%, and 7.2% respectively. The 2000 U.S. Census reports 10.6%, 11.6%, and 14.2% of the respective populations in Washington, Oregon, and California lived below the poverty level in 1999. The national average was 12.4%. The median household incomes in 1999 in Washington, Oregon, and California were \$45,776, \$40,916, and \$47,493 respectively. The per capita income in these three states in the same year was \$22,973, \$20,940, and \$22,711. The national averages for median household income and per capita income in 1999 were \$41,994 and \$21,587 respectively.

Table 17. Top five industries by production value^a (\$1,000)/measurement in Washington, Oregon, and California. These data rankings do not consider “public administration” and “agriculture, forestry, fishing, and hunting” (source: <http://www.census.gov/econ/census02/guide/geosumm.htm>).

Top five industries	Production value ^b (\$1,000) measurement
Washington	
Wholesale trade	84,634,499/ Sales
Manufacturing	79,313,884/ Value of shipments
Retail trade	65,262,333/ Sales
Construction	27,916,123/ Dollar value of work completed
Health care and social assistance	24,707,761/ Receipts
Oregon	
Wholesale trade	56,585,958/ Sales
Manufacturing	45,864,552/ Value of shipments
Retail trade	37,896,022/ Sales
Health care and social assistance	13,860,847/ Receipts
Construction	13,772,785/ Dollar value of work completed
California	
Wholesale trade	655,954,708/ Sales
Manufacturing	378,661,141/ Value of shipments
Retail trade	359,120,365/ Sales
Construction	150,527,556/ Dollar value of work completed
Health care and social assistance	136,397,384/ Receipts

^a Production value varies in response to each industry sector’s measure of productivity. Examples: in construction the production value equals the dollar value of the work completed; in wholesale trade the production value equals the total sales; in professional, scientific and technical services the production value equals the receipts from clients. Production value categories are further explained according to each industry report.

^b For California, there is no “production value” information available for the categories of information, finance and insurance, or utilities.

The following statistical information on housing units comes from the Census 2000 Summary File 1 (SF1) and can be found on the U.S. Census Web site (www.census.gov). In 2000 Washington had 2,451,075 housing units, Oregon 1,452,709, and California 12,214,549. Total housing units in the United States were 115,904,641. Of all occupied housing units, 64.6%, 64.3%, and 56.9% were by owner and 35.4%, 35.7%, and 43.1% were by renter in Washington, Oregon, and California. These figures compare to the national percentage of 66.2% by owner and 33.8% by renter.

In Washington, Oregon, and California about 7.3%, 8.2%, and 5.8% of the housing units were vacant, of which 2.5%, 2.5%, and 1.9% were vacant due to seasonal, recreational, or occasional use. On a national level, 5.8% of the housing units were vacant, and 1.9% of these vacancies were due to seasonal, recreational, or occasional use as defined by the U.S. Census.

3.2.2 Governance

West Coast communities generate revenue in a variety of ways depending on a community’s municipal structure within the state and the regulations applicable to each state. Washington has first class and second class cities, and optional “code” cities and towns. Oregon communities are either incorporated or unincorporated. California cities are either charter cities or general law cities. Section 3.1.2 provides more detail on the systems of community structure particular to each state. The community profiles provide a more detailed description of each community’s governance. Individual profiles also contain information on the sales and lodging taxes levied by each.

Table 18. Top five industries by annual payroll (\$1,000) in Washington, Oregon, and California. These data rankings do not consider “public administration” and “agriculture, forestry, fishing, and hunting” (source: <http://www.census.gov/econ/census02/guide/geosumm.htm>).

Top five industries	Annual payroll (\$1,000)
Washington	
Construction	27,916,123
Manufacturing	11,163,873
Health and social assistance	10,328,590
Information	10,262,455
Professional, scientific and technical services	7,566,562
Oregon	
Manufacturing	7,173,223
Health and social assistance	5,561,201
Retail trade	3,998,810
Professional, scientific and technical services	3,594,757
Construction	3,103,299
California	
Manufacturing	66,468,561
Professional, scientific and technical services	61,995,937
Health and social assistance	51,786,504
Finance and insurance	42,647,825
Wholesale trade	39,060,893

Table 19. Top five industries by paid employees in Washington, Oregon, and California. These data rankings do not consider “public administration” and “agriculture, forestry, fishing, and hunting” (source: <http://www.census.gov/econ/census02/guide/geosumm.htm>).

Top five industries	Number of paid employees
Washington	
Health and social assistance	301,315
Retail trade	296,507
Manufacturing	265,010
Accommodation and food services	199,652
Construction	167,874
Oregon	
Manufacturing	184,151
Wholesale trade	183,706
Health and social assistance	165,787
Accommodation and food services	130,010
Construction	87,977
California	
Manufacturing	1,616,504
Wholesale trade	1,525,113
Health and social assistance	1,434,479
Professional, scientific and technical services	1,164,306
Accommodation and food services	1,145,536

Washington tax information—Several taxes directly impact commercial and recreational fishermen. Commercial fishermen operating in Washington waters are subject to the state's Business and Occupation Tax under the "extraction" classification (0.48%); those fishing outside of Washington waters but selling fish within Washington are subject to the tax under either the wholesaling or retailing classifications (0.48% and 0.47% respectively), unless the fish are sold in interstate or foreign commerce.⁶ Those who both catch and sell fish in Washington are eligible for a Multiple Activities Tax Credit.⁷

Washington levies a Food, Fish, and Shellfish Tax, paid by the first commercial processor of food fish or shellfish, including Chinook, coho, and chum salmon or eggs (5.62%); sea urchins/cucumbers (4.92%); sockeye and pink salmon or eggs (3.37%); shellfish and other food fish or eggs (2.25%); and oysters (0.09%). Tuna, mackerel, and jackfish are exempt from this tax. Additionally, an Enhanced Food Fish Tax applies to the first possession of enhanced food fish by an owner in Washington state and is based on the value of the enhanced food fish at the point of landing.⁸ The rate of the tax depends upon the species of fish or shellfish.

Vessels used part-time for commercial fishing purposes are subject to an annual Washington Watercraft Excise Tax levied at 0.5% of the boat's fair market value. Vessels used for commercial fishing purposes full-time are subject to personal property taxes at a base rate levied by the state. Washington also levies a 10% excise tax on fishing equipment, a 3% tax on electric motors and sonar fish finders, and import duties on tackle and pleasure boats to fund sportfish restoration programs.⁹ The state levies a motor vehicle fuel tax of \$0.28 per gallon. Since most of this tax is used to maintain roads, Washington boaters are entitled to a refund of about \$0.17 per gallon. The difference includes state sales tax and a penny per gallon contribution to the Coastal Protection Fund. Most diesel fuel sold at docks is already free of this tax.¹⁰

Income from participation in treaty fishing rights is not subject to Washington taxes. This benefit is limited to fishing businesses exclusively owned and operated by Indians or tribes who have treaty fishing rights.

Washington has no state income tax, relying primarily on a statewide sales tax for general revenue. Further Washington tax information can be researched through the Washington Department of Revenue (<http://dor.wa.gov/>).

Oregon tax information—Oregon has no general sales tax, relying primarily on a state income tax for general revenue. A 1% overnight lodging tax funds the Oregon Tourism Commission. Property tax is determined by a permanent rate set for the taxing district. The rate ranges from \$7 to \$15 per \$1,000 of real market value. Assessed values are limited to a 3% annual growth rate.

Fishing businesses in Oregon, or deriving income from Oregon resources, pay a corporate excise or income tax totaling 6% of their net Oregon income. Wholesale fish dealers, cannerys, and bait dealers pay a landing fee determined on a percentage of the value of the food fish purchased from commercial harvesters. Salmon and Steelhead Restoration and Enhancement landing fees are \$0.05 per pound for round, \$0.0575 per pound for dressed, and \$0.0605 per pound for dressed with heads off. Other regular landing fees are based on value; salmon and steelhead are at 3.15% of value (including eggs and parts). All other fish and shellfish are at 1.09% of value, and near-shore species are at 5% of value.

Vessel owners pay registration and title fees and marine fuel taxes that support boating facilities, marine law enforcement, and boating safety education. Fishing boats and equipment may be taxed as personal property if they are valued at less than \$1 million. If their value exceeds this amount, they are taxed as industrial property. In 2004 title transfer fees were \$30 and registration fees were \$3 per foot based on center length of vessel. Oregon levies a fuel tax of \$0.24 per gallon. The Oregon Department of Agriculture administers four commodity commissions, Oregon Albacore Commission, Oregon Dungeness Crab Commission, Oregon Salmon Commission, and Oregon Trawl Commission. Fishermen pay fees to these commissions for marketing and lobbying on behalf of fishermen involved in the specific fisheries.

Income from participation in treaty fishing rights related activity is exempt from state or federal taxes.

Individuals seeking to operate a shellfish operation on state-owned tidal lands can apply for a lease to cultivate clams or mussels. If the application is approved, the Oregon Department of Agriculture collects cultivation fees and use taxes.

Further Oregon tax information can be researched through the Oregon Department of Revenue (<http://www.oregon.gov/DOR/>).

California tax information—California assesses commercial vessels, charter boats, and oceanographic research vessels at 4% of their full cash value.¹¹ Vessels registered with the Department of Motor Vehicles or the U.S. Coast Guard are assessed property taxes by the county where it is moored.¹² Some commercial vessels are also subject to a Ballast Water Management Fee of about \$500 per voyage.¹³ California levies a fuel tax of \$0.18 per gallon, of which a portion goes to marine safety and education programs and boating facility administration and development.¹⁴

California levies landing taxes paid by fishermen and fish processors involved in the retail sale of fish products. These taxes vary by species and range between \$.0013 and \$.0125 per pound.¹⁵ The California Department of Agriculture administers two commodity commissions, the California Salmon Council and the California Sea Urchin Commission, which charge fees for marketing and lobbying on behalf of fishermen involved in the fisheries.¹⁶

In some cases fishing services employers in California are responsible for reporting wages paid to their employees and paying Unemployment Insurance and an Employment Training Tax. The Employment Development Department defines wages as remuneration for services performed, including cash payments, commissions, share of the boat's or boats' catch, bonuses, and the reasonable cash value of nonmonetary payments such as meals, sleeping quarters, and employee benefits.¹⁷

California levies a statewide sales and use tax and a state income tax. Most California counties levy a tax on overnight lodging that ranges from 4% to 12%.¹⁸

3.2.3 Facilities

Roads—The communities profiled in this document vary in accessibility. Major road systems that connect Washington, Oregon and California include U.S. Highway 101 (also known as the Pacific Coast highway) and Interstate Highway 5, which runs about 1,376 miles from San Diego, California, to Blaine, Washington. Washington State is also the westernmost terminus for Interstate Highway 90 that crosses 13 states from Seattle, Washington, to Boston, Massachusetts. Each state also has its own highway system.

Seaports—Major port facilities and operations include activity in marine cargo and shipping, commercial fishing, passenger vessels (such as ferries), and recreational and transient vessels (i.e., sail boats, sport crafts). The largest West Coast fishing ports (in consideration of value and quantity of fish landings) include: Westport, Ilwaco-Chinook, and Bellingham in Washington; Astoria, Newport, and Coos Bay-Charleston in Oregon; and Los Angeles, Port Hueneme-Oxnard-Ventura, and Moss Landing in California.

Major international airports include: Los Angeles (LAX), San Francisco (SFO), Portland (PDX), and Seattle/Tacoma (SEA). Many other communities have smaller airport facilities.

Rail systems—Historically significant, railroad transport for passengers and cargo is available between Washington, Oregon, and California. Several cities provide public railways as an important component of metro transport systems. Notable examples include the San Diego trolley system, the Los Angeles rail system, San Francisco's Bay Area Rapid Transit (BART) and Caltrain, and Portland's Metropolitan Area Express (MAX).

Utility systems and fire/medical systems—Because the range of communities in the Washington, Oregon, and California coastal regions is diverse, utility, fire, and medical facilities are difficult to generalize. Most communities have access to basic utilities such as electricity, water and wastewater services, and telephone coverage. More advanced utility features such as cable networks, cellular phone service providers, and high speed or wireless internet are also common. Smaller communities without water and wastewater services that match services of more urban areas are subject to growth limitations. Though medical facilities or educational institutions may also be more limited in the smaller coastal towns, transportation systems and communication networks generally allow the public access to necessary services within a reasonable time frame. The environmental setting of the western states, however, is such that geologic features (such as mountains and earthquake zones) and dynamic weather (rain, snow, high winds) may make it difficult to assume completely consistent utility features along the Pacific coast.

Tourism—Tourists are drawn to coastal communities in Washington, Oregon, and California to explore diverse outdoor environments. Attractions include marine reserve sites, ecotourism developments, historical ports, lighthouses, mission sites, art galleries, shopping, fishing, and local seafood. Many West Coast communities boast of their maritime and commercial fishing history to help attract visitors. For example Monterrey, California, touts itself

as the setting for John Steinbeck's literary classic *Cannery Row* and the home of the Monterey Bay Aquarium. Elephant seals of San Simeon and sea lions in San Francisco are advertised as tourist attractions. Astoria, Oregon, holds an annual "Fisher Poet's Gathering" to bring together writers with creative descriptions about the local fishing industry. Washington's San Juan Islands are well-known as home to the southern resident killer whales. The community of Port Townsend promotes itself as a Victorian seaport with historic homes converted into vacation bed and breakfast locations and maritime themed restaurants and art galleries.

3.3 Involvement in West Coast Fisheries

3.3.1 Commercial Fishing

Federal and state fisheries are conducted in the marine waters of the U.S. West Coast. The National Oceanic and Atmospheric Administration (NOAA) Fisheries Service oversees federal fisheries management. The Pacific Fishery Management Council (PFMC) manages fisheries in the West Coast region. It is one of eight regional councils established by the 1976 Magnuson Fishery Conservation and Management Act (reauthorized 12 January 2007). This agency creates management plans for fisheries in the exclusive federal economic zone (3 to 200 miles offshore). Major fisheries include coastal pelagic species, highly migratory species (HMSP), ground fish, and salmon. Fourteen representatives from Washington, Oregon, California and Idaho comprise the PFMC.

State agencies manage fisheries inside 3 nautical miles and include the Washington Department of Fish and Wildlife, Oregon Department of Fish and Wildlife, and the California Department of Fish and Game. The Alaska Department of Fish and Game also contributes information relevant to West Coast fishermen, who also fish in Alaska.

Several tribal coalitions are organized for fisheries issues, including the Klamath River Intertribal Fish and Water Commission (Klamath Basin, Northern California), the Columbia River Intertribal Fish Commission (Portland, Oregon) and the Northwest Indian Fisheries Commission (Olympia, Washington).

Other major fishery research agencies include Pacific States Marine Fisheries Commission (Portland), National Sea Grant Program (at universities in California, Oregon, and Washington), the North Pacific Marine Science Organization (PICES) (Sydney, British Columbia), the Pacific Salmon Commission (Vancouver, British Columbia), and the International Pacific Halibut Commission (Seattle, Washington).

Federally managed coastal pelagic species—Coastal pelagic species include northern anchovy, market squid, Pacific bonito, Pacific saury, Pacific herring, Pacific sardine, Pacific (chub or blue) mackerel, and jack (Spanish) mackerel.

Pacific sardines caught in the California region accounted for 23% of the 2004 landings by volume on the West Coast. In 2005 the top three California ports for sardine landings were Los Angeles, Santa Barbara, and Monterey. Sardines are also landed in Astoria, Oregon.

Historically the Pacific sardine fishery grew as a food fishery during World War I and peaked in 1936. The California agricultural sector also expanded rapidly at this time and though the use of sardines for fish meal fertilizer (rather than a human food fishery) was controversial, there were many ways that processing plants developed the fish meal sector.

In the 1930s and 1940s sardines were the largest fishery in the Western Hemisphere. From the 1940s to the 1960s, the fishery gradually declined, culminating in a legislative emergency moratorium in 1967 which developed into a complete moratorium in 1974. The moratorium was lifted in 1986 and the fishery is now considered fully recovered. The product is generally used for fishmeal, oil, live and frozen bait, or canned for human consumption.

Sardine seine fishing in Washington currently operates under a trial basis, and the Makah tribe informed the PFMC in 2006 of its intent to enter the fishery.

Market squid are discussed in more detail in the state-managed fishery subsection.

Most coastal pelagic species live in large schools relatively close to the surface. They are targeted with round-haul gear such as dip nets, purse seines, drum seines, lampara gear (a semicircle surrounding net with the lead-line shorter than the float-line, hauled by a single vessel). Many nets are regulated by mesh size and/or fathom restrictions. The southern California fleet is commonly known as the wetfish fleet.

Incidental catch or bycatch of coastal pelagic species can occur with mid-water trawls, pelagic trawls, gill nets, trammel nets (gill nets that are set at or near the ocean floor), trolls, pots, hook-and-line, and jigs.

Coastal pelagic species often exist in dynamic boom or bust biomass cycles and can complicate fisheries management due to extreme annual variation. Research suggests sardines and anchovies vary in abundance by oceanic temperature regimes with anchovies favoring cold water cycles and sardines favoring warm water cycles. Squid populations also vary widely due to water temperature.

Highly migratory species—These species include tuna, sharks, bill fish, sword fish and others. Though managed by PFMC, a large portion of these fish are landed outside the continental United States. For example in 1999, 78% of tuna landings for the U.S. purse seine fleet went to American Samoa.¹⁹

Albacore tuna is the primary species harvested in this category and in 1903 was a popular canned species in San Pedro Bay, California. Direct fishing efforts gradually caught on in Northern California, Oregon, and Washington and eventually extended farther west into the central Pacific Ocean.

Common gear used to harvest HMSP include troll, drift gill net (most commonly used for swordfish and shark), harpoon, long line, and seine. Gear selection depends on the species.

Highly migratory species require international monitoring and cooperative management efforts. Only a very small portion of the fishing actually occurs inside U.S. waters within 200 miles of the West Coast. The PFMC works with the Western Pacific Fishery Management Council to create appropriate management plans. Other treaties, agreements and organizations include the Inter-American Tropical Tuna Commission and the United Nation's Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks. Major contemporary concerns include overfishing of bigeye tuna, incidental take of sea turtles and dolphins, and the vulnerability of sharks to the illegal activity of "shark finning."

Major research institutes such as Stanford University's Tuna Research and Conservation Center in Monterey Bay work to bring together academics, fishermen, scientists, and volunteers to advance the understanding of some of these issues.

Groundfish—PFMC manages more than 82 species of ground fish, grouped into five categories: rockfish, flatfish, roundfish, sharks and skates, and "other." The majority of the commercial groundfish fisheries occurs along the Pacific shelf and slope area.

Pacific whiting/hake is a high-volume, low-value roundfish that accounts for 24% of fishery landings by weight on the West Coast. The fishery has three sectors: the catcher-processor fleet processes fish on-board, mother ship processors take deliveries from catcher vessels at sea, and some catcher vessels deliver fish to shoreside processing plants. Major ports for Pacific whiting delivery are Eureka, California, and Astoria and Newport in Oregon.

Hake has been commercially pursued since before 1900, however, in the early 1900s hake was primarily an incidental catch. In 1964 the industry expanded with mid-water trawl telemetry techniques. Much like the walleye pollock industry in Alaska, the hake fishery attracted foreign trawlers from Japan and Korea until the Magnuson Fishery Conservation and Management Act of 1976, which initiated a period of rapid expansion in the domestic fleet.

In the 1980s and 1990s, the shore-based delivery of Pacific whiting increased significantly. At the time, the primary ports of delivery were Eureka and Crescent City, California. In 1996 the Makah Tribe in Washington requested and later received an allocation to fulfill tribal entitlements defined in *U.S. vs. Washington* (Boldt Decision).

Rockfish species are managed by the location where they are most often caught. Location categories include nearshore, shelf and slope. The offshore environment is considered relatively stable while the nearshore area is more subject to pollution and habitat alteration.

Groundfish are primarily caught using trawl gear. Trawling began on the Pacific coast in 1876 when nets were towed between sail vessels. Steam power replaced sails and diesel engines replaced steam in the 1920s. Washington trawlers historically fished as far north as Queen Charlotte Sound in British Columbia until Canada closed these waters to U.S. fishermen in 1978.

The wide variety of species allows for a diversity of capture methods including troll, long line, pots, and gill nets. These gear types historically harvest sablefish, rockfish, and lingcod. Gill nets (including trammel nets set near the bottom) historically harvest halibut, flounder, rays, and skates.

In January 2000 the U.S. Secretary of Commerce declared the West Coast groundfish industry a disaster. In 1999 nine West Coast groundfish stocks were considered overfished: bocaccio, canary rockfish, cowcod, darkblotched rockfish, lingcod, Pacific ocean perch, Pacific whiting, widow rockfish, and yelloweye rockfish.²⁰ Pacific whiting, generally a very productive species and commercially important, has since recovered and is no longer considered an overfished stock.²¹

In 2003 NOAA implemented a fisheries capacity reduction program (buyback) which removed 91 trawl vessels from the West Coast groundfish fisheries. These vessels had endorsements for several other fisheries in the West Coast and Alaska region.

The PPMC is considering alternatives to develop a Trawl Individual Quota program. This is intended to improve management of the Pacific whiting fishery. Complexities of the program include determination of appropriate eligibility, processor shares, permit leasing and permit stacking, and further analysis of privatization of the resource.

Salmon—State, federal, and tribal entities jointly manage salmon. The PPMC fishery management plan (FMP) is designed to attain optimum yield of commercial salmon in Washington, Oregon, and California that can be caught in the council's exclusive economic zone (EEZ) jurisdiction. Salmon species managed by the council are Chinook, coho and odd-year pink salmon. Other salmon species (even-year pink, sockeye, chum, steelhead, and sea-run cutthroat) are not included in the FMP.

The council coordinates with international and local agencies in order to effectively approach the wide range of issues and concerns related to successful and sustainable salmon management in Pacific coastal areas. A salmon advisory subpanel comprised of several stakeholder groups (tribes, processors, sport/charter interests, commercial gear groups) and a salmon technical team advise the council on annual salmon related decisions.

Salmon are typically harvested by troll (hook-and-line gear suspended from poles), seine (a net capture method which draws fish into a "purse" or "bag") or drift net (webbing entangles the salmon directly). Some tribal subsistence fisheries use dip nets. Salmon seasons vary depending on species and location.

Due to urban expansion and correlated habitat reduction in the Pacific Northwest, Pacific salmon have declined to only 5% of their historic abundance. Fifteen different groups of Pacific salmon and steelhead are now listed under the Endangered Species Act, which requires implementation of salmon recovery areas. In the Pacific Northwest recovery areas include Puget Sound, Upper Columbia, Middle Columbia, Snake River, Oregon Coast, Lower Columbia/Willamette River, southwest Washington, southern Oregon, and northern Oregon Coast.

In August 2005 Oregon and California salmon fisheries were declared commercial failures. For several years prior to the declaration, drought conditions in the Klamath Basin of northern California seriously degraded critical salmon habitat and contributed to fatal parasitic conditions and high mortality rates.

Market conditions for wild salmon have been affected by competition from farmed salmon. Industry growth has occurred on a domestic and international scale.

State-managed crab fisheries—Dungeness crab is named for the small community of Dungeness, Washington, located on the Strait of Juan de Fuca. This was the first known commercial fishing location for the species and is said to be the oldest known shellfish fishery of the North Pacific coast. A small fishery began in 1848 and grew through the late 1800s. It is the only commercially important crab within Washington's territorial waters.²²

In 1997 a congressional decision gave authority to Washington, Oregon, and California to manage Dungeness crab in state waters (0–3 nautical miles offshore) and federal waters (3–200 nautical miles offshore). This species accounts for 28% of the value of all species landed in West Coast ports. Under the Pacific States Marine Fisheries Commission, the three states have developed a consultation agreement called the Dungeness Crab Tri-State Process to reduce effort shifting.

In all three states, the basic management strategy is referred to as 3-S, which stands for sex, size, and season. The 3-S rule stipulates only male crabs of a certain size in an appropriate season can be commercially harvested. All others must be returned to the sea.

Crab is caught with pot gear from December until March, though the Puget Sound fishery occasionally starts earlier. Puget Sound fishermen generally use smaller boats and lighter pots than those who work on the outer coast. Crab pots are set in places where they can easily target the appropriate species; there is very little bycatch in this fishery.

State-managed shellfish—Shellfish (i.e., oysters, Pacific geoduck, and Manila clams) are valuable state-managed species.

Washington is the primary West Coast oyster producer. Harvested species include Olympia, Pacific, Eastern, and Kumamoto oysters. Olympia oysters are native to the area and are generally quite small. In the early 1900s California also contributed to the national oyster industry, especially in San Francisco Bay and Morro Bay. Eventually these locations became unsuitable due to increased population and industrial pollution. Today Humboldt Bay grows oysters suitable for market.

Washington law authorizes specific tidal tracts for the harvest of geoduck clams in the Willapa Bay area. The Manila clam was accidentally introduced to Washington State in oyster seed shipments from Japan. The animal quickly acclimated to West Coast waters and is now found from British Columbia to northern California.²³

Shellfish can be cultivated on natural tidal flats or in holding tanks. Shellfish are filter feeders. Due to concentrations of chemicals, bacteria, viruses, or marine bio-toxins, commercial shellfish can only be grown or harvested in certified harvest sites and licensed facilities. Attention to these issues provides secondary benefits to human health and the environment in places where commercial shellfish operations occur. However, shellfish are also susceptible to disease, and the U.S. Food and Drug administration frequently issues warnings regarding closure areas or contaminated stocks. Oysters are of particular concern because they are typically consumed raw.

Nearshore fisheries (and other marine species harvest)—Herring fisheries in Washington historically occur inside Puget Sound and include a sport bait fishery and a spawn-on-kelp fishery. Oregon herring are extremely sparse with only one commercial fishery that occurs in Yaquina Bay on the north coast. Herring fisheries are pursued in four districts in California: San Francisco Bay, Tomales Bay, Humboldt Bay, and the Crescent City Harbor area.

Salmon, though generally harvested in nearshore areas, are jointly managed by the state and federal government. Salmon fisheries are described in greater detail in the federal overview.

Squid (pelagic invertebrates) are commercially targeted by seine vessels during the summer spawning season in depths of 50–150 feet. They are primarily harvested in near shore areas where eggs are deposited over sandy ocean floor. The fishery typically occurs at night with the use of bright lights that attract the squid to the surface. The use of lights has a controversial history. They were banned in the Monterey area from 1959 to 1988 due to the occurrence of light use on piers and to collect squid with dip nets.²⁴ Major squid fisheries occur in central California near Monterey and southern California near the Channel Islands and San Diego County. California market squid are used for calamari and bait.

Pacific kelp is one of the top 10 marine products by weight processed in the West Coast region. It is the only plant species that appears on Table 20. Kelp is generally harvested from kelp forests in the Monterey area or Southern California. Kelp is a source of algin, a thickening and gelling agent used in foods as well as pharmaceutical and cosmetic products. In the early 1900s kelp was harvested as a source of acetone and potash and used to manufacture explosives during World War I.²⁵

Commercial fishing summary—In 2004 fish landings in Washington, Oregon, and California totaled 86,581.4 metric tons, 133,698.7 metric tons and 171,793 metric tons respectively. The combined fish landings in Washington, Oregon, and California amounted to 392,073.1 metric tons. A few key species contribute the majority of this harvest. Hake/Pacific whiting and Pacific sardine are especially significant (see Table 20). By the same token, key species such as Dungeness crab and Pacific oyster contribute the most value to landings (see Table 21).

Table 20. Top 10 species by landings (weight) in Washington, Oregon, and California combined.*

Rank	State	Species	Landings (metric tons)	% of total landings (all species)
1	OR	Hake/Pacific whiting	59,076	15.0%
2	CA	Pacific sardine	44,218	11.3%
3	CA	California market squid	39,964	10.2%
4	OR	Pacific sardine	36,111	9.2%
5	CA	Seaweed/kelp	33,724	8.6%
6	WA	Hake/Pacific whiting	31,351	8.0%
7	OR	Dungeness crab	12,370	3.0%
8	CA	Dungeness crab	11,285	2.9%
9	WA	Pacific sardine	8,934	2.3%
10	WA	Albacore tuna	8,185	2.0%
Top 10 species combined			285,218	72.5%
Total landings (all species)			392,073	100%

* Source: NOAA annual commercial landings statistics, 2004. Online at http://www.st.nmfs.gov/st1/commercial/landings/annual_landings.html.

Table 21. Top 10 species by landings (value) in Washington, Oregon, and California combined.*

Rank	State	Species	Value	% of total value (all species)
1	OR	Dungeness crab	\$42,957,084	10.6%
2	CA	Dungeness crab	\$40,625,137	10.0%
3	WA	Dungeness crab	\$29,023,544	7.0%
4	WA	Pacific oyster	\$29,016,179	7.0%
5	WA	Pacific geoduck clam	\$25,582,794	6.3%
6	CA	California market squid	\$19,723,439	4.9%
7	CA	Chinook salmon	\$17,746,439	4.4%
8	WA	Albacore tuna	\$15,657,327	3.9%
9	WA	Manila clam	\$15,395,568	3.8%
10	OR	Chinook salmon	\$12,237,372	3.0%
Top 10 species combined			\$247,964,883	60.9%
Total value of landings (all species)			\$404,656,280	100%

* Source: NOAA annual commercial landings statistics, 2004. Online at http://www.st.nmfs.gov/st1/commercial/landings/annual_landings.html.

3.3.2 Fish Processing, Landings and Value

Processing companies—The majority of West Coast processing firms are multispecies, multimarket plants that annually modify their plans in accordance with regional trends and projected catch rates. Some fish are iced whole for direct fresh markets, some are filleted and frozen, and some are frozen for additional processing later. Other products, such as crab and shrimp, are generally cooked before they are sold in public markets. In addition to primary production tasks, secondary processes include carcass reduction, disposal, and sales.

Large scale processing requires navigational channels (or potential for future development), docks, moorage and unloading facilities; cold-storage, and access to transportation. Waste management is also an important consideration. Appropriate facilities must be available for wastewater and byproduct disposal.²⁶

Fifteen West Coast processing companies have more than \$10 million in annual sales (see Table 22). Several companies have branches in more than one state. Seven have branches in Washington, 8 have branches in Oregon and 10 have branches in California. Two companies also have branches in Alaska (see Table 23).

Table 22. West Coast processing companies with more than \$10 million in annual sales (source: Pacific States Marine Fisheries Commission, 2000).

Company	Location
Bornstein Seafoods of Oregon	WA, OR
Caito Fisheries Inc.	CA
California Shellfish Company	OR, CA
Crystal Ocean/Sea Products	WA, OR, CA
Del Mar Seafoods Inc.	OR, CA
Depoe Bay Fish Company-Tyson	AK, OR
Eureka Fisheries	OR, CA
Merino's Seafoods Inc.	WA
Monterey Fish Company Inc.	CA
Ocean Beauty	AK, WA, OR
Olympic Fish Company	WA
Pacific Choice Group	AK, WA, OR, CA
Sea K Fish Company Inc.	WA, CA
State Fish Company Inc.	CA
Tri Marine Canning LLC	CA

Table 23. West Coast processing companies with plants in more than one state (source: Pacific States Marine Fisheries Commission, 2000).

Company	Location
Pacific Choice Seafood	AK, WA, OR, CA
California Shellfish Company	OR, CA
Eureka Fish	OR, CA
Crystal Ocean/Sea Products	WA, OR, CA
Sea-K Fish Company	WA, CA
Ocean Beauty	AK, WA, OR
Depoe Bay Fish Company-Tyson	AK, OR
Bornstein Seafood	WA, OR
East Point Seafood Company	AK, WA
Icicle Seafoods Company	AK, WA
Dory Seafoods Inc.	AK, WA
Jessie's Ilwaco Fish Company	WA, OR
Bell Buoy Crab Company	WA, OR
Kingfisher Trading Company	WA, OR
Trident	AK, OR
Delmar Seafoods	OR, CA
Fishhawk Fisheries	AK, OR
Spencer	OR, CA

Fishery landings and value—Table 24 and Table 25 list the top 10 West Coast fishing communities by weight and value of landings.

In Washington Shelton demonstrates an interesting feature regarding the value of fish landed. The top landings in this port were salmon (502 tons) valued at \$647,094, and shellfish (245 tons) valued at \$1,878,716. The shellfish contribute to a specialized local industry not found in other places. Bellingham is another community that stands out. The fish landings that contribute to Bellingham's relatively high rank include Dungeness crab and groundfish (both of which contributed several million dollars in 2000) as well as salmon and shellfish (also worth at least \$1 million in 2000).

In Oregon Astoria is the top-ranked community for largest ex-vessel ship weight. This is primarily the result of 79.1 million pounds of Pacific sardine landings. Newport is slightly behind Astoria in total weight, but the fish landed in Newport in 2004 were \$10 million more valuable than those in Astoria. The products that explain this value difference include Dungeness crab, Albacore tuna, and sablefish. Both ports also had high quantities of hake landings in 2004.

Table 24. West Coast (WC) and U.S. rankings of top 10 communities by 2004 landings (ex-vessel weight) for Washington, Oregon, and California combined (source: http://www.st.nmfs.gov/pls/webpls/mf_lport_yearp.results).

Rank		Community	State	Landings (millions of lbs)
WC	U.S.			
1	9	Astoria	OR	135.8
2	11	Newport	OR	111.2
3	16	Los Angeles	CA	92.1
4	17	Westport	WA	91.2
5	18	Port Hueneme-Oxnard-Ventura	CA	70.1
6	21	Moss Landing	CA	55.5
7	31	Ilwaco-Chinook	WA	31.1
8	33	Coos Bay-Charleston	OR	29.8
9	36	Bellingham	WA	23.5
10	38	Eureka	CA	19.4
Combined landings				659.7

Table 25. West Coast (WC) and U.S. rankings of top 10 communities by 2004 landings (ex-vessel value) for Washington, Oregon, and California combined (source: http://www.st.nmfs.gov/pls/webpls/mflport_year.results).

Rank		Community	State	Value (millions of \$)
WC	U.S.			
1	22	Newport	OR	29.6
2	26	Shelton	WA	27.3
3	30	Coos Bay-Charleston	OR	25.2
4	32	Bellingham	WA	21.9
5	37	Westport	WA	20.5
6	39	Crescent City	CA	20.1
7	40	Astoria	OR	19.9
8	43	Port Hueneme-Oxnard-Ventura	CA	17.7
9	47	Los Angeles	CA	16.3
10	9	Bay Center-South Bend	WA	15.2
Combined landings				213.7

Several Oregon ports have buying stations, where fish can be delivered but are then transported to larger regional facilities. A 2003 Oregon Department of Fish and Wildlife report suggests a consolidation of processors is occurring as a result of changing marine resources and market impacts.²⁷

In California the key species for quantity and value differ significantly from the Washington and Oregon ports. Los Angeles and Port Hueneme-Oxnard-Ventura (the southernmost California ports) rely on anchovy, mackerel, sardines, tuna, and squid. Moss Landing (in Monterey Bay, central California) has significant landings of anchovy, several varieties of rockfish, sardine, sablefish, tuna, squid, and Chinook salmon. Eureka (Humboldt Bay, northern California) is heavily reliant on Dungeness crab but also has significant landings of sablefish, several varieties of rockfish, flat fish (such as sole), and whiting/hake, though considerably less than the hake delivered to Oregon ports.

Employment and licensing—The fishing industry provides a variety of employment opportunities including fishing, processing, transportation, dock, and harbor work. Shellfish farming and marketing also offer employment opportunities. For those employed on commercial vessels, the species available at different times of the year result in fishing vessels and crew members shifting from one location to another depending on seasons and alternatives.

West Coast states have varying license requirements to participate in commercial fishing in state-managed waters. In addition, distinctions are made depending on position category: captains (many of who are vessel owners or limited entry permit holders) and crew members.

Though fishermen generally have a home base, both the continual transfer of labor across state borders and the fact that fishermen are often self-employed make it difficult to formally identify laborers and the state where they reside.

In Washington the Washington Department of Fish and Wildlife regulates the licensing process for commercial fishing. Some fisheries in Washington have a restricted number of permit holders. This is called limited entry. Limited entry fisheries include salmon, herring, crab, shrimp, sea cucumber, sea urchin, and whiting. Fish buyers and dealers must also acquire appropriate licenses to operate in Washington.

In Oregon the Oregon Department of Fish and Wildlife publishes information for vessel owners and crew explaining how to obtain commercial fishing licenses. General regulations mandate anyone on board a commercial fishing vessel who participates in the harvest of fish must have a valid commercial harvest license and a vessel cannot carry illegal fishing gear. Furthermore, commercial harvesters must sell their fish to licensed Oregon fish buyers, cannot retain fish for private use without first selling it to a licensed buyer, cannot kill marine mammals except in protection of human life, and cannot wantonly waste and destroy any fish or shellfish.

The cost of a commercial fishing license is \$50 for residents and \$100 for nonresidents. A commercial crew license is \$85. In addition to individual licenses for fishermen and crew, vessels intended for commercial fishing must be registered. The fee for a resident-owned vessel is \$200 and \$400 for a nonresident.

In California the permit and license system is complex. In addition to standard crew license requirements, some fisheries require that crew members hold a particular stamp or license endorsement. The general requirement for crew members states anyone 16 years of age or older who uses, operates, or assists in using or operating any boat, aircraft, net, trap, line, or other means to take fish for commercial purposes or who contributes materially to the activities on board a commercial fishing vessel must obtain a crew member license. The license fee is \$101.50 for residents and \$304 for nonresidents.

California has variations in fisheries business licenses as well. These include multifunction fish business, fish importer's license, fish receiver's license, and the fisherman's retail license, among others. More information is available from the California Department of Fish and Game.

Employment summary—Data collected by the U.S. Census may underestimate employment statistics of individuals in the fishing industry. Despite the reliance on census data for profiles contained in this document, employment data on fishing was not reported in the profiles because of its deficiencies. Possible reasons for the artificially low estimates include the aforementioned: the census reference week methodology, the undisclosed nature of self-employment, and fishermen absent from their homeport at the time the census is conducted.

3.3.3 Sportfishing

Sportfishing is commonly referred to as recreational fishing. People participate in sportfishing for entertainment, trophy fishing, or personal consumption. Each state publishes a lengthy and informative handbook of current sportfishing regulations, of which many are variable depending on target species and location.

Washington is developing a new, updated sportfishing plan. The plan is especially concerned with the sustainable sport harvest of salmon and steelhead. General information in the pamphlet includes information related to wire tagged species, safe boating, private property rights, and invasive species. Washington anglers are required to comply with fish and game data collection efforts upon request.

Oregon offers one free fishing weekend per year when sport fishermen can introduce friends and family to this pastime. Many regulations still apply during this free weekend, for example, salmon, steelhead, sturgeon, and halibut must be recorded immediately on a permit tag.

In California the Department of Fish and Game publishes a document with all sportfishing regulations. Regulations are specific to the intended harvest species. California offers free public pier fishing in designated locations. Bag and size limits still apply. Like Oregon, California has two days per year when anyone can fish without a license.

Sportfishing summary—Sport fishing is an important part of West Coast recreational culture and contributes to the tourism economy in many locations. Opportunities for recreational fishing vary widely by region. With the expanse of Puget Sound, Washington offers an array of inner coastal waters as well as opportunities to fish in the Pacific Ocean. Oregon and California both offer coastal opportunities and marine species such as salmon can be caught in river and stream locations.

Although revenues generated from sport fishing license sales and guide and charter businesses are important, they are by no means the only forms of community development that stem from the sport fishing industry. Communities with a reputation for good fishing also tend to be linked to the tourism industry in general, with more tourism infrastructure such as lodging accommodations, restaurants, and other amenities. Sportfishing in many cases is but one component of a growing tourism industry.

3.3.4 Subsistence Fishing

Subsistence fishing rights and opportunities in the West Coast region vary by state and are rarely documented clearly.

In Washington the 1974 Boldt Decision granted 50% of Washington fishery resources to tribal entities and generated the establishment of resource comanagement between the tribes and the state and federal governments. This arrangement facilitates and ensures tribal access to fisheries for subsistence, cultural, or market purposes. The tribes created the North West Intertribal Fish Commission to provide more standardized and uniform management of tribal fisheries in the Washington.

In Oregon the Columbia River Intertribal Fish Commission was implemented so tribes on the Columbia River could focus their interest and awareness through renewed salmon management authority. According to the Columbia River System Treaty Indian Fishery,²⁸ as described by the Oregon Department of Fish and Wildlife, subsistence fishing on the Columbia River is permitted for Indian personal use or for trade with other treaty Indians. Fish taken for subsistence purposes can not be traded or sold to nontreaty Indians.

California has approximately 100 recognized tribes but tribal land use and resource rights are minimal. Currently the California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch but fish for pleasure or for personal consumption. Information on subsistence fishing in California is captured within the broader scope of sportfishing data.

In northern California tribal entities that once relied on salmon resources from the Klamath River have been involved in efforts to improve federal regulations and management of water rights on the river. Community attempts to improve Klamath water policies have been largely unsuccessful, and Klamath fisheries are currently in a declared state of disaster.

Subsistence fishing summary—At one time tribes along the West Coast relied on natural resources as a source of food, nutrients, and trading commodities. Over time the opportunity to engage in traditional use fisheries has been dramatically limited by political forces and population expansion. Native American natural resource initiatives along the West Coast have resulted in an array of contemporary outcomes. In the Pacific Northwest the sometimes controversial Boldt Decision represents one such outcome.

3.4 Involvement in North Pacific Fisheries

3.4.1 Commercial Fishing

There are federal and state-managed fisheries in the marine waters of the U.S. North Pacific region. NOAA Fisheries Service oversees federal fisheries management. The Alaska Fisheries Science Center (AFSC) is in Seattle, Washington, and the Alaska Regional Office is in Juneau, Alaska.

Fisheries management in the North Pacific region is supervised by the North Pacific Fishery Management Council (NPFMC), one of eight regional councils established by the Magnuson Fishery Conservation and Management Act of 1976. Alaska's two federal fisheries regions are the BSAI and the GOA. Together these areas form a 900,000 square mile EEZ.

The NPFMC is primarily responsible for groundfish management (walleye pollock, Pacific cod/grey cod, Atka mackerel, various species of rockfish, and flatfish), crab, scallops, and high seas salmon. The Alaska Department of Fish and Game (ADF&G) supervises in-season crab management for the council, and the council works in conjunction with the International Pacific Halibut Commission (IPHC) to manage halibut and sablefish/black cod. The NPFMC has 11 voting members: 6 from Alaska, 3 from Washington, 1 from Oregon, and 1 federal representative. ADF&G is the agency with oversight and management responsibilities in marine regions of Alaska.

Academic institutions that focus on Alaska fisheries include the University of Washington's College of Fisheries and Ocean Sciences, the University of Alaska Fairbanks (the state's designated Sea Grant institution), which has fisheries programs in both Fairbanks and Juneau, and the University of Alaska Anchorage's Institute of Social and Economic Research. The North Pacific Research Board (NPRB) is a congressionally funded marine science institute whose mission is to enhance understanding of the North Pacific, Bering Sea, and Arctic Ocean ecosystems and fisheries. Many individuals who sit on the NPRB board are also affiliated with NPFMC, AFSC, and other related research agencies.

Introduction—Due to the large number of West Coast residents who participate in North Pacific fisheries as vessel owners, license holders, seafood company managers, and crew, there are several labor and industry organizations in the Pacific Northwest with specific involvement in the Alaska fishing industry. Examples include the Deep Sea Fisherman's Union, the Alaska Crab Coalition, At-Sea Processors Association, Groundfish Forum, United Catcher Boats, and the North Pacific Fishing Vessel Owner's Association—all based in Seattle—and the Seafood Producers Cooperative, based in Bellingham.

A 2000 report by CFEC states onshore processing plants employed 2,282 Alaska residents and 6,494 nonresidents, and the offshore processing sector employed 187 Alaska residents and 3,465 nonresidents.

Offshore processing labor is primarily recruited through company offices in the Seattle region and the labor force is often comprised of multinational workers. Under federal regulations, a potential employee must be: a) a citizen of the United States, or b) a permanent legal immigrant (green card holder), or c) able to provide legal documentation allowing work in the United States.²⁹ If labor is conducted onboard a vessel that fishes, all members of the crew are required to hold a valid crew license. At sea processing workers who work on processing platforms or barges that process but do not catch fish are not considered to be commercial fishing vessel crew members and do not need an Alaska crew member license.

In 2005 Alaska issued 7,979 nonresident and 9,877 Alaska resident crew licenses, a reduction in the annual number of licenses sold in recent years. The 2006 total of 17,856 crew licenses was down from the 28,752 licenses purchased in 1996. In 2005 Alaska residents held 16,883 active gear operator permits (permit to fish in a particular fishery) and nonresidents held 4,960 permits. This also represents a reduction since 1996, from 27,569 to 21,843.

Information provided on crew licenses are public records and a full database can be purchased from ADF&G for \$350. Information on licenses includes full name, mailing address, age, gender, citizenship, time of Alaska residency (if applicable), license class (sport/commercial/hunting or fishing), date of issue, and whether or not the license is a duplicate. Crew member licenses are good for all Alaska fisheries, and the database does not contain information on the specific fisheries in which license holders participated. Alaska gear operator permit holders are not required to have a crew member license to serve as crew on other fishing vessels and in other Alaska fisheries. Information on gear operator permits is available on the CFEC Web site (www.cfec.state.ak.us/).

Vessel ownership and number of license holders for each state are described in more detail below.

In Washington Seattle is a hub for North Pacific fisheries vessels and companies, especially for the very large vessels. Approximately 490 Washington residents own federal fishing permits for either of the two North Pacific marine regions: BSAI or GOA. The top five communities are: Seattle 211 permits, Bellingham 28 permits, Edmonds 20 permits, Shoreline 17 permits, and Anacortes 16 permits.

In Oregon 82 residents own federal fishing permits for Alaska. The permits are not concentrated in one particular area. Newport (15 permits) and Woodburn (10 permits) have the largest number of permits. Woodburn is inland near Portland.

In California there are few North Pacific fishing licenses registered to individuals with California addresses. NOAA's Restricted Access Management Database lists 23 licenses with no notably congregated location.

Summary of commercial involvement in North Pacific fisheries—Alaska and the marine regions that surround it are very large and geographic proximity does not necessarily dictate involvement in fisheries. Fishing companies with large factory vessels are often willing to send their vessels substantial distances to participate in lucrative fisheries. Even some smaller vessels are willing to do this.

The fishery resources available in the Gulf of Alaska and the Bering Sea face few of the industrial, urban, and agricultural activities and general population pressures that contribute to habitat degradation, fish mortality, disease, and reduced reproductive success on the West Coast.

3.4.2 Sportfishing

Many Alaska communities boast sportfishing opportunities as key tourist attractions, and it is often a vital part of the local economy in coastal communities accessible to visitors by boat, aircraft, or vehicle. In 2005 nonresidents purchased 57% of the 335,327 sportfishing licenses sold that year. Many came from Washington, Oregon, and California. ADF&G runs a comprehensive and informative Web site with many links to various fisheries of interest to sport anglers. Regulatory information, choice locations and species and other sportfishing information are clearly outlined. Typical saltwater species of interest include salmon, halibut, and rockfish. Shellfish can also be harvested with sport licenses on beaches in Alaska.

3.4.3 Subsistence Fishing

In Alaska subsistence rights include customary uses of fish and game. There are no legal requirements that define eligibility based on Native or non-Native heritage, except as specified under certain federal laws such as the Marine Mammal Protection Act and the ESA. The current rural subsistence harvest in Alaska is about 354 pounds of food per person per year.³⁰ About 65% of the subsistence harvest is fish, including salmon, halibut, herring, whitefish, cod, and Arctic char. Subsistence hunters also take marine animals such as seal, sea lion, sea otter, walrus, polar bear, and whale. These animals may be used for products other than food such as clothing, home goods, ceremonial products, and arts and crafts. Subsistence products are important features of Alaska Native culture. Further information about Alaska community participation in local subsistence activities is not included in this document, but may be found in the *Community Profiles for North Pacific Fisheries—Alaska*.³¹

Notes

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4.0 Community Profiles

4.1 Washington

4.2 Oregon

4.3 California

4.4 Other States

4.1 Washington

Aberdeen
Anacortes
Bay Center
Bellingham
Blaine
Bothell
Cathlamet
Chinook
Edmonds
Everett
Ferndale
Fox Island
Friday Harbor
Gig Harbor
Grayland
Ilwaco
La Conner
Lakewood
La Push
Long Beach
Lopez Island
Mount Vernon
Naselle
Neah Bay
Olympia
Port Angeles
Port Townsend
Raymond
Seattle
Seaview
Sedro-Woolley
Sequim
Shelton
Silvana
South Bend
Stanwood
Tacoma
Tokeland
Westport
Woodinville

Aberdeen

People and Place

Location

Aberdeen, known as the “Gateway to the Olympic Peninsula,” is on the southern shore of the Olympic Peninsula, where the Wishkah and Chehalis rivers converge. Situated in Grays Harbor County, the city encompasses 12.2 square miles of land and 1.6 square miles of water. The nearest major U.S. city is Seattle, a 109-mile drive to the northeast. Aberdeen’s geographic coordinates are lat 46°58’32”N, long 123°48’52”W.

Demographic Profile

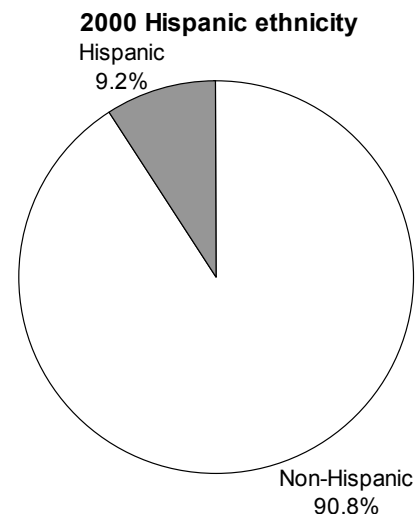
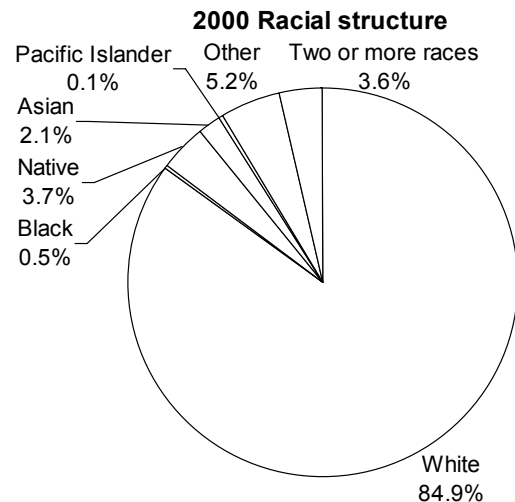
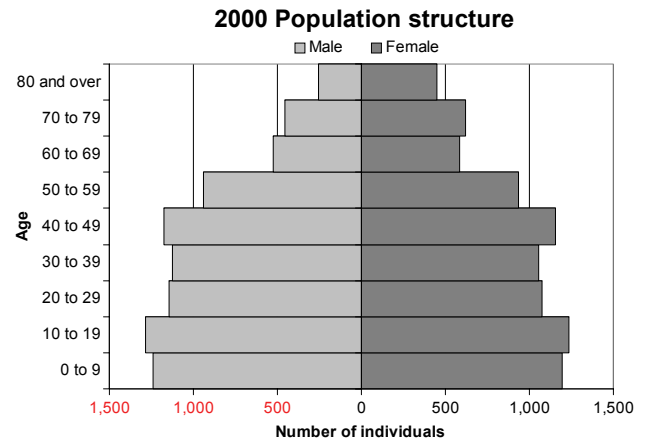
According to the 2000 U.S. Census, Aberdeen’s population was 16,461 and has remained stable since the 1990 count of 16,565 residents. The gender composition was 50.5% female and 49.5% male. The median age of 34.9 was similar to the national median of 35.3. Aberdeen’s age structure demonstrated a significant population drop between the ages of 18 and 24, typical for a community without a major tertiary education provider. Of the population 18 years of age and older, 90.0% had a high school education (including equivalency) or higher, 10.3% had earned a bachelor’s degree or higher, and 2.6% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Aberdeen’s racial structure recorded by the 2000 U.S. Census was white (84.9%), followed by people who identified with another race (5.2%), American Indian and Alaska Native (3.7%), people who identified with two or more races (3.6%), Asian (2.1%), black (0.5%), and Pacific Islander (0.1%). Ethnicity data indicate that 9.2% identified as Hispanic. In 2000 7% were foreign-born, with the majority from the Americas (outside of the United States) and Asia.

History

Coastal Salish-speaking Indians have inhabited this region since before European contact. The Lower Chehalis people inhabited the area of present-day Grays Harbor and relied heavily on marine resources, including fish, seals, clams, and other shellfish. They traded up and down well-established trade routes throughout the coastal Pacific Northwest.¹

Aberdeen obtained its name (which means “confluence of two rivers”) from early Scottish immigrants who settled in the area and named it in honor of Aberdeen, Scotland. The town grew up around a saw



mill that was established in 1884. Only a few decades earlier the area was a stopping-off point for miners headed to Canada. The few European American families that settled in Aberdeen during the early years were dependent on neighboring Chehalis Indians for resources and transport. By the first decade of the 1900s, a significant infrastructure had developed and dozens of lumber and shingle mills lined the harbor as the timber industry grew to dominate the economy of the settlement. With the construction of a salmon cannery at the mouth of the Wishkah River, fishing became the other economic leg supporting the town.²

The historical Aberdeen shipyard is home to the flagship of Washington State, the sailing vessel (SV) *Lady Washington*. Built in Aberdeen, it is an historic reproduction of the ship Captain Robert Gray sailed on his first northwest voyage. Gray was the first European American to discover Grays Harbor and the first American to circumnavigate the world. Grays Harbor Historical Seaport contains exhibits about shipbuilding and a replica of the SV *Columbia Rediviva* Gray commanded as he explored the Northwest coast and established the U.S. claim to the Oregon country in 1792. Today Aberdeen is a community that depends heavily on natural resource industries, including timber and fishing. Because of its location on U.S. Highway 101, Aberdeen also receives a great deal of traffic from tourists on their way to the scenic Olympic Peninsula.

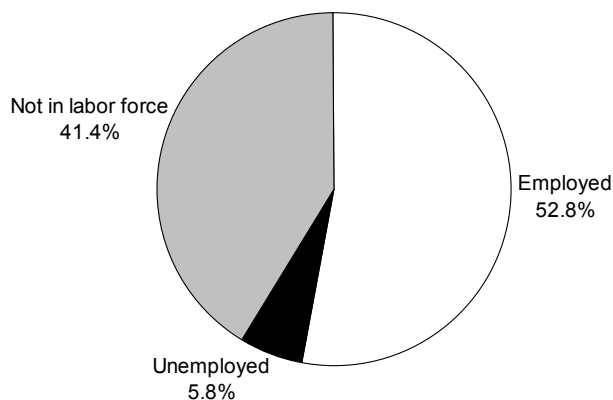
Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 52.8% of Aberdeen's potential labor force 16 years of age and older were employed, 5.8% were unemployed, and the unemployment rate was 9.9% (calculated by dividing the unemployed population by the labor force). In addition, 41.4% were not in the labor force, compared to the national average of 36.1%. The largest employment sectors were sales and office occupations (25.4%), management, professional, and related occupations (21.9%), and local, state, and federal governments (15%).

Aberdeen's economy also relies on commercial and charter fishing, shellfish harvesting, seafood processing, tourism, and wood processing. Natural resource jobs including agriculture, forestry, fishing, hunting, and mining employed 7% of the population 16 years of age and older in 2000, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. The Weyerhaeuser Company mill in Aberdeen is Grays Harbor County's largest employer, employing and contracting more than 2,000 workers.³

2000 Employment structure



According to the 2000 U.S. Census, the per capita income in 1999 was \$16,092 and the median household income was \$30,683. In 1999 22.2% lived below the poverty line, much higher than the national average of 12.4%. In 2000 there were 7,536 housing units in Aberdeen, with 58.4% owner occupied and 41.6% renter occupied. The housing unit vacancy rate was 13.5%, with 3.5% vacant due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1890, the City of Aberdeen is one of four municipalities in Grays Harbor County.⁴ The city operates under a mayor-council form of government, with a mayor and a 12-member city council. Grays Harbor County levies an 8.3% sales tax and a 3% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 11 miles east in Montesano. The U.S. Coast Guard (USCG) Station Grays Harbor is in Westport (22 miles west) at the entrance to Grays Harbor and oversees Grays Harbor bar, one of the most hazardous in the Pacific Northwest. The USCG station has four vessels and is responsible for marine safety between Queets River and Ocean Park and from Preacher's Slough to 50 nautical miles offshore.

Facilities

Aberdeen is accessible by land, sea, and air. U.S. Highway 12 (east-west) connects Aberdeen to the

Interstate 5 corridor (north-south). U.S. Highway 101 (north-south), which circumscribes the Olympic Peninsula, runs through Aberdeen. The Grays Harbor County Airport, available for public use, has one runway and is located immediately adjacent to the harbor, 1 mile north of Aberdeen. The Seattle-Tacoma International Airport, located 88 miles to the northeast, is the closest airport offering international service.

Aberdeen School District No. 5 has six public elementary schools, two middle schools, and two high schools, plus one school that offers instruction to students grades K–12.⁵ There is also one private elementary school and one two-year accredited college. Grays Harbor Public Utility District administers electricity for city residents. The City of Aberdeen's Sewer Plant and Water Department provides residents and businesses with sewer and water services. The Aberdeen Police Department, with assistance from the Grays Harbor County Sheriff's Department, provides public safety. The Aberdeen Fire Department provides fire protection and emergency services. Grays Harbor Community Hospital in Aberdeen offers major medical services. The tourism industry in Aberdeen is well developed with more than 10 hotels and motels located within the city.

Aberdeen's waterfront facilities are part of the Port of Grays Harbor complex. This facility is the largest coastal marina in the Pacific Northwest and is home to Washington State's largest charter fishing fleet.⁶ With a 650 vessel moorage capacity (for vessels up to 200 feet), the Westport Marina offers boat manufacturing and repair services, refrigerated shoreside processing facilities, and vessel supplies.

There are several nonprofit organizations based in Aberdeen that focus on fishery-related issues, including Friends of Grays Harbor, a volunteer citizen's group made up of crabbers, fishermen, oyster growers, and citizens dedicated to fostering and promoting the economic, biological, and social uniqueness of a healthy Grays Harbor estuary.⁷

Involvement in West Coast Fisheries

Commercial Fishing

There were at least two fish processors operating in Aberdeen in 2000, Associated Seafoods Company and Brady's Oysters Inc.

Of the 44 unique vessels that delivered landings to the Port of Grays Harbor in 2000, 37 were commercial vessels and the remaining were for tribal commercial, personal use, and aquaculture. Landings data for Aberdeen were recorded as part of the Grays Harbor Port

Group that includes the nearby communities of Bay City, Oakville, and Hoquiam. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/2; crab 186.5 t/\$925,167/18; salmon 1.6 t/\$4,340/4; and shellfish confidential/confidential/1.

Aberdeen residents owned 55 vessels in 2000 that participated in West Coast fisheries, including 31 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Aberdeen residents that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/0, crab 21/0/0, groundfish 6/0/NA, highly migratory species NA/0/NA, salmon 24/10/2, shellfish NA/0/NA, shrimp NA/1/0, and other species 8/0/0.⁸

Seven Aberdeen residents held six federally managed groundfish fishery permits in 2000. The number of Aberdeen residents holding permits in each said fishery by state (WA/OR/CA) was: crab 19/0/0, groundfish 1/0/0, highly migratory species NA/0/0, salmon 33/9/0, shellfish 4/0/2, shrimp 7/1/0, and other species 3/0/0.⁹

Available data indicate that 115 state and six federal permits were registered to Aberdeen residents in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: crab 32/0/0, groundfish 3/0/0, highly migratory species NA/0/0, salmon 52/8/3, shellfish 4/1/NA, shrimp 8/0/0, and other species 4/0/0.¹⁰

Though several tribes along the West Coast participate in commercial fishing, little data exist on tribal commercial fishing in the Aberdeen area. Pacific Coast treaty Indians includes the Hoh Tribe, the Makah Nation, the Quileute Tribe, and the Quinault Indian Nation. The closest treaty Indian nation to Aberdeen is the Quinault, with a tribal center located approximately 45 miles north in Taholah in Grays Harbor County. According to the Boldt Decision,¹¹ the Quinault's usual and customary fishing area includes the Clearwater, Queets, Quinault, Raft, Moclips, and Copalis rivers, and Salmon and Joe creeks. Ocean fisheries are utilized in the waters adjacent to their territory, between Destruction Island and Point Chehalis.¹² The closest nontreaty Indian tribe is the Shoalwater Bay Tribe, located 32 miles south in Tokeland on the north end of Willapa Bay. To help pay for tribal natural resource management programs, tribes collect taxes from tribal members who sell fish and shellfish. The Shoalwater Bay Tribe and the Quinault Indian Nation most likely compete for similar fishery resources as nontribal fishermen fishing out of Aberdeen.

Sportfishing

Sport fishermen in Aberdeen are involved in the West Coast and Alaskan fisheries. In 2000 five salmonid charter fishing operators serviced sport fishermen and tourists. Four Aberdeen residents operated three charter vessels in Aberdeen and one in Long Beach. One Long Beach resident operated a vessel out of Aberdeen. There are four licensed agents selling fishing permits in Aberdeen. In 2003 there were 12,108 sportfishing license transactions valued at \$181,398 in Aberdeen.

In Catch Record Card Area 2-2 (Grays Harbor) the 2000–2001 sport catch, based on catch record cards, was 2,736 fish including 842 Chinook salmon, 1,554 coho salmon, and 349 jack salmon (immature males). In the same year 105 sturgeons were caught in the coastal river systems.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Today members of the Quinault Indian Nation, the Shoalwater Bay Tribe, and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Aberdeen. While tribal and nontribal individuals participate in subsistence fishing, tribal catches are reserved for tribal use only. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Aberdeen residents owned 17 vessels in 2000 that were involved in North Pacific fisheries. In the same year community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/1, Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska groundfish confidential/confidential/3, halibut confidential/confidential/1, herring confidential/confidential/1, salmon 243 t/\$415,660/11, shellfish confidential/confidential/1, and other finfish confidential/confidential/2.

In 2000 25 residents held 40 registered permits, including 25 state permits and 15 federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held three groundfish North Pacific License Limitation Program permits. Residents also held 1 crab, 4 BSAI groundfish, 1 halibut, 2 herring, 13 salmon, and 9 shellfish Commercial Fisheries Entry Commission permits. Residents held

130,519 halibut and 377,352 sablefish individual fishing quota shares in 2000.

In 2000 43 Aberdeen residents held crew member licenses for North Pacific fisheries.

Sportfishing

Aberdeen community members purchased 109 Alaska sportfishing licenses in 2000. No Aberdeen sportfishing businesses participated in the Alaskan fisheries in 2000.

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10. See note 8.
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Anacortes

People and Place

Location

Anacortes, the gateway to the San Juan Islands, is on the northern shore of Fidalgo Island. Situated in Skagit County, the city encompasses more than 12 miles of saltwater shoreline and encompasses 10.6 square miles of land and 2.4 square miles of surface water. The nearest major U.S. city is Seattle, a 90-mile drive south, while Bellingham is a 40-mile drive northeast. Anacortes' geographic coordinates are lat 48°30'46"N, long 122°36'41"W.

Demographic Profile

According to the 2000 U.S. Census, Anacortes' population was 14,557, an increase of 27.1% from 1990. The gender composition was 51.7% female and 48.3% male. The median age of 42.6 was higher than the national median of 35.3. The population had an even age distribution. Of the population 18 years of age and older 87.4% had received a high school education (including equivalency) or higher, 25.7% had earned a bachelor's degree or higher, and 7.4% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

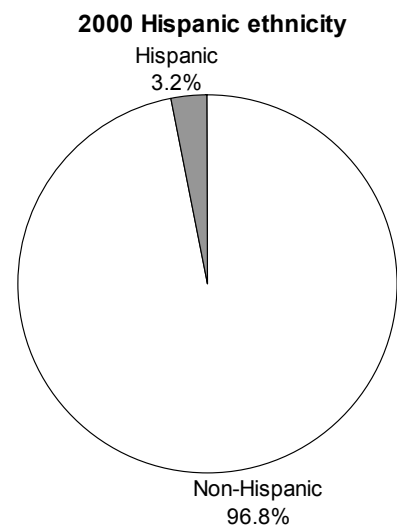
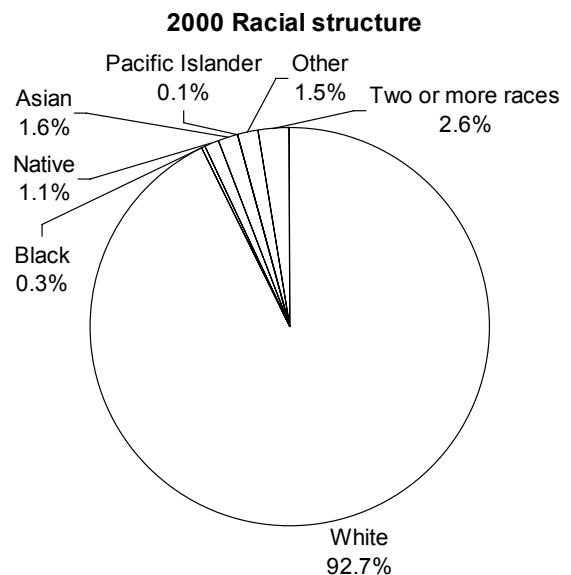
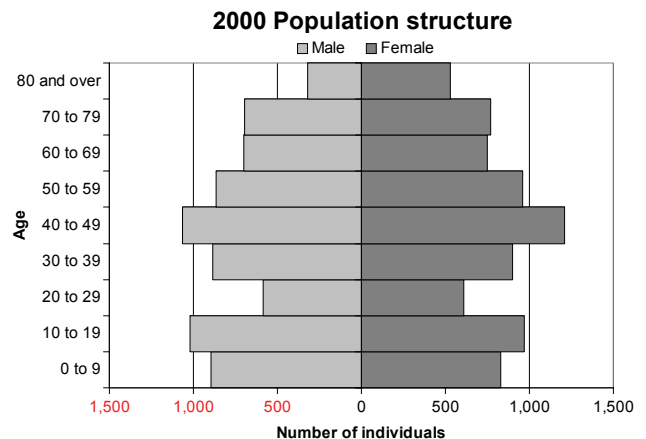
The vast majority of Anacortes' racial structure recorded in the 2000 U.S. Census was white (92.7%), followed by people who identified with two or more races (2.6%), Asian (1.6%), people who identified with another race (1.5%), American Indian and Alaska Native (1.1%), black (0.3%), and Native Hawaiian and other Pacific Islander (0.1%). Ethnicity data indicate that 3.2% identified as Hispanic. In 2000 5% were foreign-born, with 26.8% from Canada, 12.1% from Mexico, and 9.1% from the Philippines.

In 2000 83.2% of Anacortes' population lived in family households.

History

Skagit County was created in 1883 from the southern portion Whatcom County. The county derived its name from the Indian tribe that lived along the river known by the same name, the largest watercourse in the north Cascade Mountains.

For more than 10,000 years people have lived in the Fidalgo Island and Guemes Island areas. Native people belonging to the Samish Indian Nation and Swinomish Tribe were signatories to the 1855 Point Elliot Treaty. The treaty gave Western Washington tribes the right to



self-governance and set aside several reservations, including one for the Swinomish Indian Tribal Community on southeastern Fidalgo Island, home to 2,664 Swinomish tribal members (2000 U.S. Census) and a smaller reservation located beyond Sedro-Woolley, home to about 238 Upper Skagit tribal members.

In the 1700s Spanish, British, and Russian explorers and fur traders were the first nonnatives to enter the Skagit region. The first nonnative settlers, Richard and Shadrack Wooten, arrived in present-day Anacortes in 1865 and established claims along the western shoreline of Fidalgo Bay. The Cap Sante area, then called The Portage, was home to a few homestead families around 1870. Others lived along Guemes Channel, now known as Ship Harbor. In 1877 Amos and Anna Bowman, residents of Ship Harbor, established a post office and named it Anacortes, derived from Anna Curtis, Anna's maiden name.¹

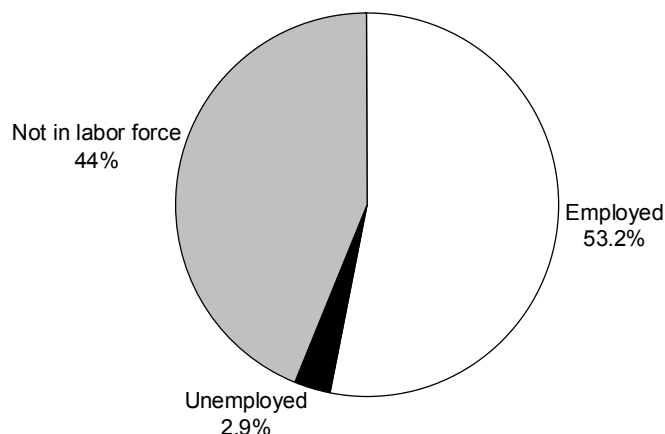
Fishing and logging industries began to dominate the town during its incorporation in 1891. Over the next several years salmon canning and codfish curing industries became established. By the early 1900s hundreds of Anacortes residents were employed in about a dozen fish processing plants in town. In 1925 the Anacortes Pulp Mill began operation and remained in production until 1978. Fieldwork indicates that the lumber industry is less prominent in the community today; the Port of Anacortes has ceased logging operations and only one log export yard remains.² Over the past 50 years the Anacortes economy has changed. Shell and Texaco built oil refineries on March Point in the 1950s. By the 1960s most of the fish processing plants had closed; only three processors remain in operation today. Large housing developments were built in the 1960s to meet the needs of people coming to the area, some of whom were retirees. The tourism industry in Anacortes also has grown, providing lodging, restaurants, shops, and marinas to incoming visitors. Several festivals attract visitors to the area including the Anacortes Arts Festival in August, the Waterfront Festival, and the annual "Oyster Run," which draws thousands of motorcycle enthusiasts.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 53.2% of Anacortes' potential labor force 16 years of age and older were employed, 2.9% were unemployed, and the unemployment rate was 5.1% (calculated by dividing the unemployed population by the labor force). In addition, 44% were not in the labor force, compared to the national

2000 Employment structure



average of 36.1%. The largest employment sectors were management, professional, and related occupations (33.1%), sales and office occupations (23.9%), and local, state, and federal governments (18.5%).

Industries dependent upon natural resources, particularly commercial fishing, in Anacortes have employed the lowest number of workers but have paid some of the areas highest salaries. In 2000 the annual average wage for commercial fishermen in the county was \$57,810.³ Finfish was the major fishery, employing 53 workers making \$83,016 annual average pay.⁴ And in the same year, only 91 Skagit County residents identified themselves as commercial fishermen.⁵ The economy of Anacortes today relies less on fishing and logging than it did throughout the 1900s. Natural resource jobs including agriculture, forestry, fishing, and hunting employed 2.3% of the population 16 years and older in 2000, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The top employers in the Anacortes area were (number of employees) Puget Sound Refining Company (378), Tesoro Northwest Company (375), the Anacortes School District (240), Swinomish Casino and Bingo (218), Island Hospital (200), and Trident Seafoods (200). Sugiyo USA Inc. (100) and SeaBear Inc. (50) were included among the top 15 employers.⁶ Boat building, repair, and service industries also are quite large in Anacortes, with more than 40 businesses operating in the community.

According to 2000 U.S. Census, the per capita income was \$22,297 in 1999 and the median household income was \$41,930. In 1999 7.7% lived below the poverty level, lower than the national average of 12.4%. In 2000 there were 6,551 housing units in Anacortes, with 68.8% owner occupied and 31.2% renter occupied.

The housing unit vacancy rate was 7.1%, with 25.2% vacant due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1891, the City of Anacortes has a council-mayor form of government, with a mayor and a seven-member city council. Skagit County levies an 8% sales tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The closest Washington Department of Fish and Wildlife Regional Office is 60 miles southeast in Mill Creek. Anacortes falls within the U.S. Coast Guard (USCG) Station Bellingham's area of responsibility, which includes the San Juan Islands north to the Canada border and south to Admiralty Inlet. The USCG station was established in 1947 and has six vessels.

Facilities

Anacortes is accessible by ground, water, and air. Anacortes is located approximately 15 miles west of the Interstate 5 corridor (north-south). The western terminus of Washington Highway 20 (east-west) runs through Anacortes. There is a Greyhound bus terminal located in Mount Vernon (20 miles east). Skagit Transit provides public transportation between the cities of Mount Vernon, Burlington, Sedro-Woolley and Anacortes, and upriver through Concrete. Washington State Ferries run from Anacortes to the San Juan Islands and Vancouver Island, British Columbia. Amtrak's Cascade Corridor Service, stopping in Mount Vernon, provides national and international rail transport. The Anacortes Municipal Airport and the Skagit Regional Airport in Burlington (17 miles east) offer flights between Anacortes and the San Juan Islands, Bellingham, and Victoria, British Columbia, among others. The nearest airport certified for commercial carriers is located 40 miles northeast in Bellingham. The Seattle-Tacoma International Airport is the nearest facility offering national and international flights other than to Canada.

The Anacortes School District has four elementary schools, one middle school, and one high school. Puget Sound Energy administers electricity. A city owned and operated regional water treatment plant on the east bank of the Skagit River near Mount Vernon provides drinking water. The Anacortes Wastewater Treatment Plant

provides wastewater treatment. Cascade Natural Gas offers services to residents of Skagit County. The Anacortes Police and Fire departments administer public safety. Island Hospital in Anacortes serves Skagit County, North Whidbey Island, and the San Juan Islands.

The City of Anacortes has several community services and organizations including the Anacortes Public Library, the Anacortes History Museum, a senior citizen center, and more than 3,000 acres of city-owned forestlands and parks, including the 220-acre Washington Park. The city holds several activities including the Waterfront Festival in May and the Anacortes Arts Festival in August. The tourism industry in Anacortes is well developed with more than 10 hotels.

The Port of Anacortes was established in 1926 and serves as the primary public cargo port in Skagit County. The port is located approximately 93 nautical miles eastward of the Pacific Ocean and 30 nautical miles south of the U.S.-Canada border. The port operates three marine terminals, covered storage warehouses, and serves as an offloading site for commercial fishermen. Curtis Wharf, primarily used for commercial boat and ships, provides temporary vessel moorage to a range of users. Several maritime companies including Dakota Creek Industries, Inc., a major shipbuilder and repair company, operate from the Port of Anacortes.⁷

Cap Sante Boat Haven, established in the 1950s, contains 1,050 slips, a fueling dock, boatyard, boathouses, and a small craft float. The Boat Haven has two docks, or 100 slips, dedicated to commercial vessels (i.e., fishing vessels, tugs, etc.) and 100–120 commercial fishing vessels moor at the Haven each year.⁸ Fieldwork revealed that community members foresee the need for bigger slips and deeper waterways to accommodate larger vessels, as insufficient accommodations for the working fleet will only have a negative impact on commerce.⁹ Several facilities exist for commercial fishermen at the Boat Haven including a loading or unloading dock, a forklift, two storage buildings (56 individual lockers), and an upland storage facility. The Boat Haven does not provide cold storage facilities or ice. Cap Sante Marine, Ltd., is located onsite and provides full-service boat construction, maintenance, and repair services.

There are only three large seafood processors in the Anacortes area today; however local fishermen sell seafood to several smaller companies including Thibert's Crab Market, Knudson's Crab Market, Wild Ocean Seafood, and Strom's Shrimp. For 42 years Thibert's has been buying crab, salmon, clams, and oysters from local fishermen. Thibert's sells their products retail and wholesale, and travels around Washington State providing Dungeness crab for local crab bakes.

Fieldwork indicates that Thibert's is the only business in the community that provides cold storage facilities for a small fee, allowing fishermen to store bait (e.g., clams, squid, and herring).¹⁰

Two aquaculture facilities are currently operating in the Anacortes area. Northwest Sea Farms LLC and Cypress Island Inc. are owned by Pan Fish USA Ltd., based in Campbell River, British Columbia. Pan Fish USA operates two hatcheries and six saltwater sites in Puget Sound and remains the only commercial salmon farming company in Washington State providing Atlantic salmon to the American market.¹¹

The Skagit County Marine Resource Committee (MRC), a Northwest Straits Marine Conservation Initiative, alternates monthly meetings between Anacortes and Mount Vernon. The purpose of the MRC is to bring a scientific and grassroots approach to protecting and restoring marine resources in the area. Serving on the MRC are representatives from the scientific community, local and tribal governments, and economic, recreational, and conservation interests. Other community organizations include the Fidalgo Chapter of the Puget Sound Anglers, and several Seattle-based groups such as Puget Sound Vessel Owners Association, Puget Sound Gillnetters Association, and Puget Sound Crabbers Association.

Involvement in West Coast Fisheries

Commercial Fishing

Anacortes had at least three processor plants (Trident Seafoods, Sugiyo USA Inc., and SeaBear Inc.) that employed on average 107 people in 2000. That year the top three processed products were pollock, salmon, and yellowfin tuna, however the estimated total weight processed and value is confidential. Currently the same three processors are in Anacortes. Trident Seafoods built a secondary processing facility in the area in 1989 and boasts a large cold storage operation. The Anacortes plant, with roughly 225 employees, can produce 60 million pounds of finished product per year.¹²

In 2000 the total West Coast fisheries landings in Anacortes were 924,000 metric tons valued at \$3,655,818.

Of the 284 unique vessels that delivered landings to Anacortes, 163 were tribal commercial vessels and 114 were commercial vessels. The remaining vessels were personal and aquaculture vessels. Reported landings in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 612 t/\$2,923,899/205; highly migratory species confidential/

confidential/2; salmon 104 t/\$192,040/91; shellfish 4 t/\$66,159/7; shrimp 30 t/\$95,460/14; and other species 89 t/\$209,502/37).

Anacortes residents owned 100 vessels in 2000 including 39 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Anacortes residents participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/3, crab 26/0/0, groundfish 9/0/NA, highly migratory species NA/0/NA, salmon 31/0/1, shellfish NA/0/NA, shrimp NA/0/0, and other species 16/0/0.¹³

One Anacortes resident held a single federally managed groundfish fishery permit in 2000. The number of Anacortes residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/5, crab 34/0/1, groundfish 1/0/0, highly migratory species NA/0/0, salmon 59/0/1, shellfish 0/0/NA, shrimp 5/0/0, and other species 7/0/4.¹⁴

Available data indicate 177 state and federal permits were registered to Anacortes residents in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was as follows: coastal pelagic 1/0/8, crab 76/0/1, groundfish 0/3/0, highly migratory species NA/0/0, salmon 65/0/1, shellfish 0/0/NA, shrimp 7/0/0, and other species 9/0/5.¹⁵

Many seafood processors operating in the area have closed, including Shannon Point Seafoods, Whitney Fidalgo, and Nelbro Packing Company. However several seafood companies from Western Washington come to Cap Sante Boat Haven to purchase product from local fishermen, including Best Fish (Seattle), Blaine Crab (Ferndale), Brant Island Seafood (Bellingham), Camco Seafood (Seattle), McDonald Fish (La Conner), Orient Seafood (Fife), Pacific Urchin Product (Tacoma), Trilogy Crab (Bellingham), Shannon Point Seafood (La Conner), New Day Fisheries (Port Townsend), and the Waterfront Fish Company (Everett).¹⁶ Fieldwork indicates that many fishermen have "broken down and purchased wholesale licenses" in order to sell fresh product from their vessels at Cap Sante Boat Haven. Boat Haven personnel view this as a positive trend due to the educational benefits the experience of buying "fresh seafood directly from the boat" affords the consumer.¹⁷

The tribal commercial fishery also plays a significant role in the local industry. According to the Boldt Decision,¹⁸ the usual and accustomed fishing areas of the Swinomish Tribal Community include the Skagit River and its tributaries, the Samish River and its tributaries and the marine areas of northern Puget Sound from the Fraser River in British Columbia south to and including Whidbey, Camano, Fidalgo, Guemes, Samish, Cypress, and the San Juan Islands, and including

Bellingham Bay and Hale Passage adjacent to Lummi Island.

Sportfishing

In 2000 four salmonid charter fishing business operated in Anacortes. At least five salmonid and one nonsalmonid charter fishing businesses operated in Anacortes in 2003. Internet fishing guide sources indicate that there are at least 10 charter boat companies in the Anacortes area offering fishing, whale watching, and ecotourism excursions; however fieldwork indicates that only five companies are directly involved in sportfishing in the area: Anacortes Highliner Charters, Catchmore Charters, Salmonater, Sea Hawk Salmon Charters, and R&R Charters.¹⁹ There are two licensed agents selling sportfishing permits in Anacortes. In 2003 there were 8,704 sportfishing license transactions valued at \$121,250 in Anacortes.

In Catch Record Card Area 7 (San Juan Islands) the 2000 sport catch, based on catch record cards, was 7,178 fish including 4,495 Chinook salmon, 2644 coho salmon, 21 chum salmon, and 18 sockeye salmon. Marine anglers made 30,627 trips in the sport salmon fishery. In 2000 boat-based anglers in Area 7 caught 75,897. The recreational harvest of clams (lbs) and oysters (#) for Area 7 was estimated to be 115,273 and 0 respectively; harvest occurred over an estimated 19,752 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Swinomish Tribe and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Anacortes. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Anacortes residents owned 109 vessels in 2000 involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/ value of said landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish 62,234 t/ \$16,043,900/4; other finfish 21 t/\$31,950/11; Gulf of Alaska (GOA) groundfish 2166 t/\$2,141,830/18; halibut 499 t/\$2,852,150/15; herring 728 t/\$233,080/4; salmon

3180 t/\$3,510,960/60; and shellfish confidential/confidential/1.

In 2000 Anacortes residents held 204 registered state and federal permits, including 98 individuals who state permits and 64 individuals who held federal permits (note: it is possible for individuals to hold more than one permit simultaneously). Anacortes residents held 1 crab and 25 groundfish License Limitation Program permits in 2000. Residents also held 6 crab, 1 finfish, 22 halibut, 28 BSAI groundfish, 2 GOA groundfish, 3 shellfish, and 76 salmon Commercial Fisheries Entry Commission permits. Anacortes residents held 4,734,015 halibut and 5,728,263 sablefish individual fishing quota shares.

In 2000 164 Anacortes residents held crew member licenses for North Pacific fisheries.

Sportfishing

Anacortes residents purchased 192 Alaska sportfishing licenses in 2000.

Notes

1. Port of Anacortes. No date. Anacortes comprehensive plan. Online at http://www.portofanacortes.com/pdf/pdfemailed_102201/Introduction%20I-1.pdf [accessed 30 January 2007].
2. Field notes, Port of Anacortes, Anacortes, WA, 12 October 2004.
3. Skagit County. 2002. Skagit County profile. Online at <http://www.wa.gov/esd/lmea/pubs/profiles/skagit.pdf> [accessed 30 January 2007].
4. See note 3.
5. See note 3.
6. Anacortes. No date. Major employers and manufacturers. Online at <http://www.anacortes.org/demographics.cfm?menuid=3&pagedemo=4#> [accessed 30 January 2007].
7. See note 1.
8. Field notes, Cap Sante Boat Haven, Anacortes, WA, 20 October 2004.
9. See note 8.
10. Field notes, Thibert's Crab Market, Anacortes, WA, 21 October 2004.
11. Pan Fish USA. 2003. Annual report 2003. Online at <http://www.panfish.no/static/2003eng/2003-Report.pdf> [accessed 30 January 2007].
12. Trident Seafoods. 2001. Northwest plants. Online at <http://www.tridentseafoods.com/navigate.asp?SecVar=b&SubSecVar=b7&SubSec2Var=b7b> [accessed 30 January 2007].
13. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
14. See note 12.
15. See note 12.
16. See note 8.
17. See note 8.
18. Ninth Circuit Court. 2000. Muckleshoot Indian Tribe v. Lummi Indian Nation. Online at <http://www.ce9.uscourts.gov/web/newopinions.nsf/0/9909aaf534e2be87882569b40066c5ec?OpenDocument> [accessed 30 January 2007].
19. Field notes, R&R Charters, Anacortes, WA, 21 October 2004.

Bay Center

People and Place

Location

Bay Center is in southwestern Washington on Goose Point Peninsula near the center of the eastern edge of Willapa Bay at the mouth of the Palix River. In recent geologic history, the mouth of the Columbia River was in Willapa Bay, but the river has since migrated southward. Sandy sediments deposited by the Columbia River along its former course formed Long Beach Peninsula, the western border of the bay, and Goose Point Peninsula.¹ Situated in Pacific County, Bay Center encompasses 0.39 square miles. The nearest major U.S. city is Portland, Oregon, a 126-mile drive to the southeast, while Seattle is a 144-mile drive northeast. Bay Center's geographic coordinates are lat 46°37'54"N, long 123°57'13"W.

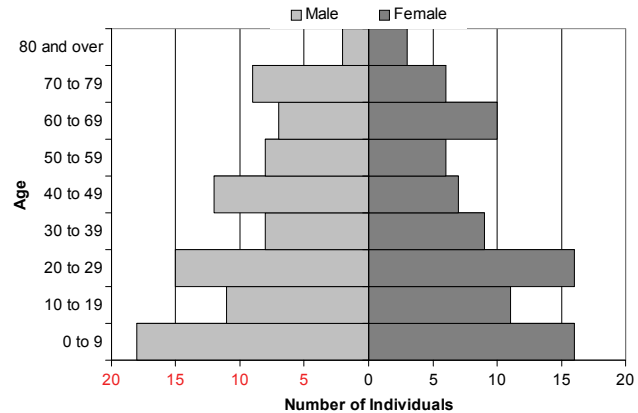
Demographic Profile

According to the 2000 U.S. Census, Bay Center's population was 174. Because Bay Center was not recognized as a place during the 1990 U.S. Census, data indicating patterns of demographic evolution were not available. The gender composition in 2000 was 51.7% male and 48.3% female. The median age of 30 was more than 5 years younger than the national median of 35.3. Of the population 18 years of age and older, approximately 80% had a high school education (including equivalency) or higher, 19.1% had earned a bachelor's degree or higher, and 13% had completed a graduate or professional degree. The highest level of educational attainment for 37.4% was a high school degree. In 2000 the high school graduation rate for Bay Center was comparable to the national rate of 79.7% in 2000, but the rate of college graduation was less than the national rate of 22.3%. The proportion of the population with a graduate or professional degree in Bay Center was significantly larger than the national proportion of 7.8%.

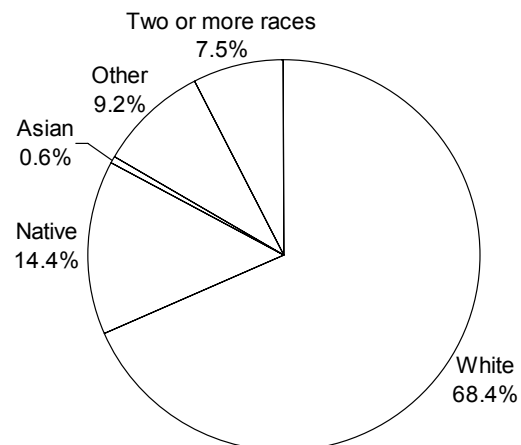
The vast majority of Bay Center's racial structure recorded by the 2000 U.S. Census was white (68.4%), followed by American Indian and Alaska Native (14.4%), people who identified with another race (9.2%), people who identified with two or more races (7.5%), and Asian (0.6%). Ethnicity data indicate that 10.3% identified as Hispanic. In 2000 1.7% were foreign-born, with all from Columbia.

Bay Center's population in 2000 lived in 70 households, with 82.8% in family households.

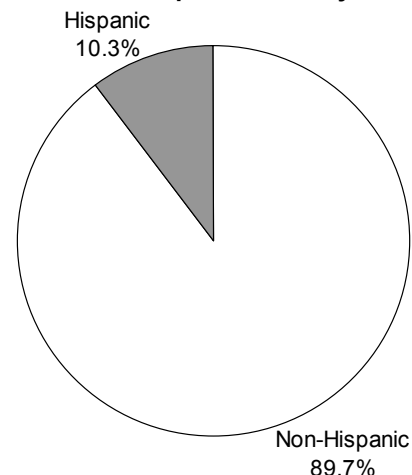
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity

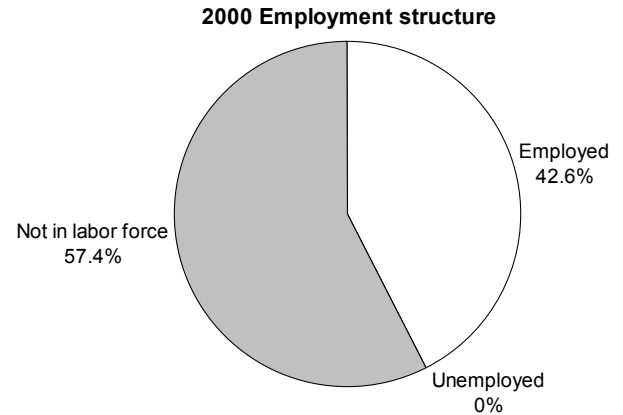


History

North Pacific County historically has been home to native peoples from the Chehalis, Chinook, and Willapa language groups.² Goose Point Peninsula was inhabited predominately by the Chinook, whose overall territory included the region bordering the Columbia River and much of the area surrounding Willapa Bay.³ Chinook groups depended heavily on fishing and coastal resources and developed extensive trade networks within the region. They harvested native oyster species in Willapa Bay and fished for salmon and sturgeon in the Columbia River and other area rivers. Starting in the 1850s native populations throughout the region were devastated by introduced diseases and conflicts with European American settlers. While native populations in other areas were decimated or removed to reservations, the Chinook community in Bay Center remained comparatively large.

In the summers of 1890 and 1891, anthropologist Franz Boas conducted linguistic research in Bay Center, reportedly the only location where he was able find elders with knowledge of the lower Chinook dialect.⁴ Today native residents comprise 14.4% of the Bay Center population, and the contemporary Chinook Nation, a tribal organization that represents individuals descended from several Chinook groups, holds a summer gathering in the town each year.⁵ Some members of the Shoalwater Bay Tribe, a federally recognized Chinookan Tribe with a reservation across Willapa Bay in Tokeland, (41 miles via land) also reside in Bay Center, where the tribe operates a small oyster farm.⁶ Other native residents may have membership in the Quinault Indian Nation, which controls reservation land on the southwestern portion of the Olympic Peninsula.

At low tide half of Willapa Bay is exposed, creating 40,000 intertidal acres that provide ideal habitat for native oysters.⁷ In 1849 a schooner searching for oyster beds entered Willapa Bay and made contact with native residents who supplied oysters in exchange for trade goods. News of the abundant oyster beds and timber resources in the area soon spread, attracting the area's first white settlers. With the California Gold Rush in full swing, entrepreneurs streamed into the bay and began harvesting oysters at a feverish pace for the lucrative California market. The first permanent white settler on Goose Point Peninsula established residence in 1853. Others soon followed and these settlers temporarily adopted the native name Palix, meaning "slough covered with trees," for the community. In 1875, following a community-wide contest to choose a new name for the town, Palix became Bay Center, a reference to the town's



central position within Willapa Bay.⁸ By 1900 residents of many faiths had constructed so many churches that the town was locally known as "New Jerusalem" or "Saints Rest."⁹

Bay Center continued to grow throughout the nineteenth century, and entrepreneurs established many successful oyster harvesting and processing companies. A short-lived salmon cannery operated from 1886–1889, employing a substantial number of Chinese laborers whose descendants have since left the area. Before the construction of roads connecting Goose Point Peninsula to other bay communities, Bay Center residents traveled mainly by boat. As a result, the city's pier functioned as the community's "main street" and the center of social and commercial activity. When native oyster populations declined significantly in the late 1800s, Bay Center residents established oyster farms in an attempt to revive the industry. In 1891 the Washington State Legislature allowed oyster growers to purchase or lease areas of the bay that they had been farming, creating the system of private ownership that structures the Willapa Bay oyster industry today. Attempts to farm native oysters were not highly successful, but the industry was fully revitalized in the late 1920s, when farmers began raising the Pacific oyster, a native of Japan.

Oyster farming remains a driving force behind the contemporary Willapa Bay economy, and Bay Center hosts a number of seafood farming operations and processors that produce oysters for the international market. At least one of these companies, Goose Point Oysters (Nisbet Oyster Company), operates a technologically advanced, highly automated processing facility with cold pasteurization equipment and a machine that preshucks oysters using intense, directed pressure. Oysters processed using this equipment maintain a shelf life of up to 17 days and can be shipped on the half shell to markets as far away as China.¹⁰

Commercial fishing and processing of Dungeness crab, Pacific salmon, and Manila clams also are important activities in contemporary Bay Center.¹¹

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 42.6% of Bay Center's potential labor force 16 years of age and older were employed, and the unemployment rate was a remarkable 0%. In addition, 57.4% did not participate in the labor force, compared to the national average of 36.1%. The largest employment sectors were retail trade (26.5%), wholesale trade (24.5%), manufacturing (12.2%), education, health, and social services (8.2%), local, state, or federal governments (6.1%), and accommodation and food services (4.1%). Natural resources jobs including agriculture, forestry, fishing, and hunting employed (10.2%), but this percentage may be artificially low given that many fishermen and seafood farmers are self-employed and not represented in these data.

Bay Center supports a number of aquaculture and seafood processing operations that employ local residents and form the foundation of the local economy. The majority of these operations specialize in harvesting and processing oysters. Employers in the seafood and fishing industry include Goose Point Oysters (Nisbet Oyster Company), Ekone Oysters, and Bay Center Farms (Bay Center Mariculture). The Shoalwater Bay Oyster Company, which is owned by the Shoalwater Bay Tribe, employs eight tribal members.¹² Some Bay Center residents also may commute to the many farms and processors located in neighboring communities. The Bay Center Marina and the Bay Center Campgrounds of America (KOA), as well as a number of small bait shops, employ residents and provide services for fishermen and tourists. Weyerhaeuser and a number of other mills and logging companies active in the Willapa Bay region are a potential source of employment for Bay Center residents.

According to the 2000 U.S. Census, the per capita income was \$19,325 in 1999 and the median household income was \$38,409. In 1999 13.4% lived below the poverty level, slightly higher than the national average of 12.4%. In 2000 there were 92 housing units in Bay Center with 64.3% owner occupied and 35.7% renter occupied. The housing unit vacancy rate was 23.9%, with 68.1% vacant due to seasonal, recreational, or occasional use.

Governance

Under Washington State law, an area cannot be incorporated as a city unless it houses a minimum of 1,500 residents. Bay Center is therefore classified as an unincorporated area governed by Pacific County. Bay Center has neither a city council nor its own separate municipal tax structure. Residents elect county officials, whose offices are located in the county seat of South Bend, 15 miles northeast on U.S. Highway 101. Pacific County, organized in 1851, has a 7.8% sales tax and a 9.8% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife office is 45 miles northeast in Montesano. The nearest U.S. Coast Guard (USCG) Group/Air Station Astoria is in Warrenton, Oregon (51 miles south), and the USCG operates the National Motor Lifeboat School in Ilwaco (32 miles south).¹³

Facilities

Bay Center is just west of U.S. Highway 101 (north-south). Residents must travel to nearby South Bend or Raymond (19 miles north) to access major retail stores and other amenities. The Willapa Harbor Airport in Raymond provides an unattended paved runway that is open to the public. The Portland (Oregon) International Airport is the nearest facility offering service.¹⁴ A KOA campground is located just outside of Bay Center, but the nearest hotels and motels are located in South Bend and Raymond.

Bay Center is in the South Bend School District, but there are no public schools located in the community itself.¹⁵ The district has an elementary school, a middle school, and a high school, and students travel by bus to schools in South Bend. Public Utility District No. 2 of Pacific County administers electricity for community residents. Residents and businesses within Section 8 and 17 of Township 13 North, Range 10 West, which consists of 21 commercial customers and 176 residential customers, are served by the Bay Center Water System through Public Utility District No. 2. Residents located outside of this area rely on private wells. Bay Center is not served by a sewer district and residents rely on private septic systems. Public safety is administered by

the Pacific County Sheriff's Office and the Pacific County Fire District #6 (located in Bay Center). The Willapa Harbor Hospital in South Bend and Ocean Beach Hospital in Ilwaco are the two nearest medical facilities.

The Bay Center Marina, which is considered part of the larger Port of Willapa complex, provides mooring space for 20 vessels. The marina hosts only commercial vessels at a rate of \$20 per month and space is granted on a first-come, first-serve basis (no reservations available). The facility is regularly dredged to a depth of 10 feet below mean low tide. Construction on new steel pilings, aluminum gangways, and 6-foot wood-planked mooring floats was completed in the fall of 2002.¹⁶

Involvement in West Coast Fisheries

Commercial Fishing

There were at least two oyster processors operating in Bay Center in 2000, the Nisbet Oyster Company Inc. and the Ekone Oyster Company. The estimated total weight and value of their processed products in 2000 is confidential.

The Nisbet Oyster Company was founded in 1975 by David Nisbet. Today Goose Point Oysters is the registered trademark owned by Nisbet Oyster Company. The company has grown from its original 10 acres to more than 500 acres of tideland on Willapa Bay with a 15,000 square foot oyster processing plant. The company is able to shuck about 80,000 gallons of Pacific oysters and ship approximately 1.2 million pounds of in-shell product annually. Internet resources indicate that the company has 45 full-time employees.¹⁷

The Ekone Oyster Company was founded in 1982 as a small smokehouse and has grown to employ approximately 50 people. Ekone is still known for its smoked oysters and farms on more than 350 acres of Willapa Bay tideland.

In available records, vessel types and landings data for the Bay Center Marina are aggregated with data for the larger Port of Willapa Bay. Of the 276 unique vessels that delivered landings at Willapa Bay, 209 were commercial, 18 were tribal commercial, 6 were aquaculture, and 43 were personal vessels. Reported landings in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab 444.9 t/\$1,941,008/44; groundfish 4.6 t/\$3,889/6; salmon 122.5 t/\$178,084/71; shellfish 26.8 t/\$73,534/63; shrimp 399.9 t/\$397,143/8; and other species 13.1 t/\$31,242/51.

Bay Center residents owned 19 vessels in 2000 that participated in West Coast fisheries, including six that

participated in the federally managed groundfish fishery. The number of vessels owned by Bay Center residents that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 3/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 4/1/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.¹⁸

No individuals living in Bay Center in 2000 held federal groundfish fishery permits. The number of Bay Center residents holding permits in each said fishery by state (WA/OR/CA) was: crab 6/0/0, highly migratory species NA/0/0, salmon 4/1/0, shellfish 6/0/NA, shrimp 2/0/0, and other 1/0/0.¹⁹

Available data indicate that 21 state permits were registered to Bay Center residents in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: crab 8/0/0, highly migratory species NA/0/0, salmon 4/0/0, shellfish 6/0/NA, shrimp 2/0/0, and other species 1/0/0.²⁰

Sportfishing

Because the Bay Center Marina provides moorage space only for commercial vessels, tourists and nonlocal sport fishermen may choose larger nearby marinas and ports on Willapa Bay. Many visitors choose Bay Center, however, as a place to recreationally harvest oysters and clams. Rhodesia Beach, just outside of Bay Center, is a popular site for sport fishermen interested in digging Pacific oysters, Eastern softshell clams, and Manila clams. In addition, many local Bay Center residents engage in sportfishing within the Willapa Bay area and along the Pacific Coast. According to the WDFW, there are no sportfish license vendors operating in Bay Center. In 2003 and 2004 no Bay Center residents owned or operated charter boats in Washington State.

In Catch Record Card Area 2-1 (Willapa Bay) the 2000–2001 sport catch, based on catch record cards, was 870 fish including 468 Chinook salmon, 354 coho salmon, and 48 jack salmon (immature males). The total catch is down from 2,137 salmon recorded in the 1999–2000 season. The number of marine angler trips in the 2000 sport salmon fishery is not available. The 2000–2001 sport sturgeon catch was 96 fish.

Subsistence Fishing

Members of the Chinook Nation remain heavily involved in subsistence fishing in the area. However, because the tribe does not have federal recognition, members have no formal fishing rights within the region. In the past, military intervention has been used to stop native fishermen from using traditional fishing grounds without permits. No specific data on native subsistence

fishing is available because of its controversial nature, but tribal members maintain that fishing remains central to Chinook identities and livelihoods. The restoration of traditional fishing rights is one of the driving forces behind continuing efforts to establish federal recognition for the tribe.²¹

Although the Chinook Nation is the prominent tribe on the lower Columbia River and Willapa Bay, the Shoalwater Bay Tribe traditionally extracts fish and shellfish resources from Willapa Bay. The Shoalwater Bay Tribe, located in Tokeland, resides on the north end of Willapa Bay in Pacific County. The tribe has 237 enrolled members and a resident service population of 1,148.²² Subsistence fishing and shellfish harvesting by the Shoalwater Bay Tribe is not discussed in great detail in this community profile due to the lack of available data. Many Shoalwater tribal members, by accepting 80-acre allotments on the larger Quinault reservation, have attained the privilege of Quinault treaty rights,²³ however specific data on Quinault participation in resource harvesting in Willapa Bay is not available.

Involvement in North Pacific Fisheries

Commercial Fishing

Five Bay Center residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Bay Center residents purchased three Alaska sportfishing licenses in 2000.

Notes

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4. F. Boas. 1894. Chinook texts. Smithsonian Institution, Washington, DC.

5. Chinook Nation. 2004. Home page. Online at <http://www.chinooknation.org> [accessed 30 January 2007].

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16. Port of Willapa Harbor. No date. Bay Center Marina. Online at http://www.portofwillapaharbor.com/pages/fac_baycenter.html [accessed 30 January 2007].

17. Nisbet Oyster Company, Inc. 2002. About us. Online at <http://www.goosepoint.com/aboutNisbet.html> [accessed 30 January 2007].

18. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

19. See note 18.

20. See note 18.

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22. Shoalwater Bay Tribe. No date. The Shoalwater Bay Tribe. Online at <http://www2.ihs.gov/PortlandAO/about/shoalwater.asp> [accessed 30 January 2007].

23. See note 22.

Bellingham

People and Place

Location

Bellingham is on Bellingham Bay in north Puget Sound, protected by Lummi Island, Portage Island, and the Lummi Peninsula. Situated in Whatcom County, the city encompasses 25.6 square miles of land and 6.1 square miles of surface water. The nearest major U.S. city is Seattle, a 90-mile drive south, while Vancouver, British Columbia, is a 54-mile drive north. Bellingham's geographic coordinates are lat 48°45'01"N, long 122°28'30"W.

Demographic Profile

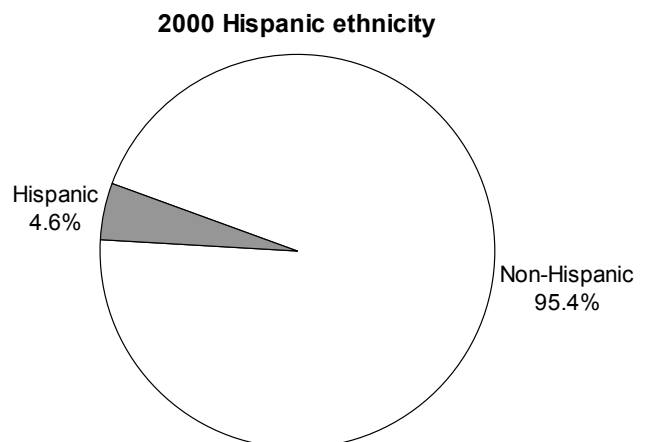
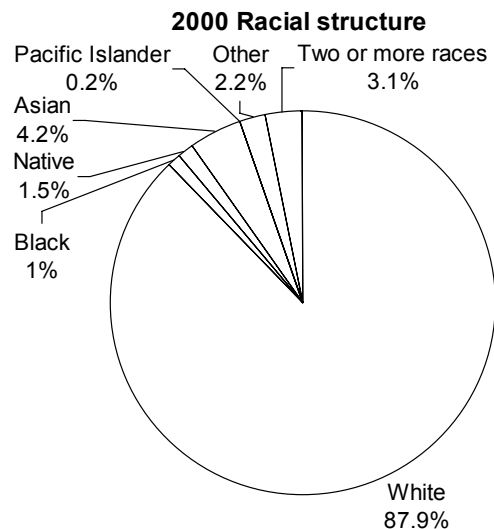
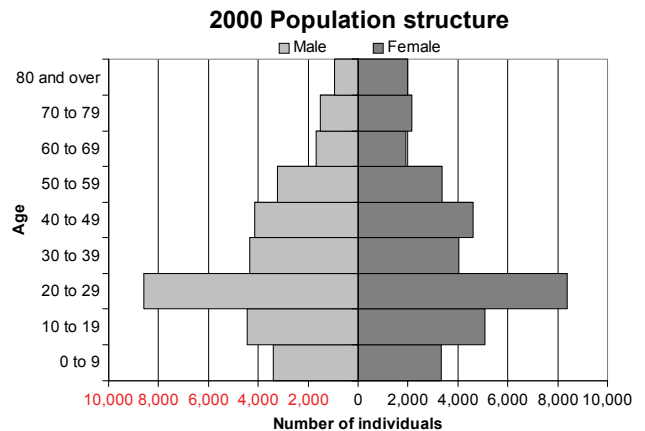
According to the 2000 U.S. Census, Bellingham's population was 67,171, an increase of 28.7% from 1990. The gender composition was 51.4% female and 48.6% male. The median age of 30.4 was lower than the national median of 35.3. Approximately 67.1% were between the ages of 18 and 60. Of the population 18 years of age and older, 90.0% had a high school education (including equivalency) or higher, 25.1% had earned a bachelor's degree or higher, and 8% had obtained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Bellingham's racial structure recorded by the 2000 U.S. Census was white (87.9%), followed by Asian (4.2%), people who identified with two or more races (3.1%), people who identified with another race (2.2%), American Indian and Alaska Native (1.5%), black (1.0%), and Pacific Islander (0.2%). Ethnicity data indicate that 4.6% identified as Hispanic. In 2000 9.1% were foreign-born, with 38.1% from the Americas outside of the United States, 34.6% from Asian countries, and 25.7% from Europe.

In 2000 61.1% of Bellingham's population lived in family households.

History

At the time of the first European settlement, thousands of native people lived in Whatcom County, utilizing forest and marine resources to make their living. Whatcom (meaning "noisy waters") County, derived its name from the sound of a waterfall at the mouth of Nooksack Creek. The tribal population around Bellingham was quite diverse when Europeans first arrived. In 1857 Edmund Fitzhugh, the first Indian agent of Washington Territory, reported a population of 510 Lummis, 450 Neuk-sacks, 150 Samish, and about 200 Sticks or Neukwers and Sia-man-nas.¹

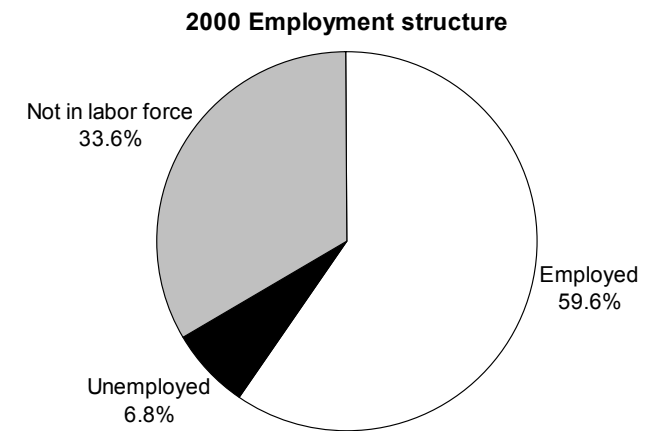


The Lummi Peninsula, located on the northwest side of Bellingham Bay, was once home to the Lummi people, while the Nooksacks lived upstream on Nooksack River. The Lummi were instrumental in the development of the bay's first European settlement, transporting the Europeans to Bellingham Bay by canoe, helping construct the first buildings, and providing food resources to the early settlers;² however conflict between the native peoples and settlers did exist. In 1898 European Americans drove several native reefnetters from the shores of the Frazier River in British Columbia where the Lummi caught and dried fish.³ Judicial decisions made in favor of nontribal individuals further frustrated traditional Lummi fishing practices in the area.⁴

The English explorer Captain George Vancouver discovered Bellingham Bay in 1792. In 1853, a year after landing at the foot of Whatcom Falls, Russell Peabody built the first mill house and post office in what is now Bellingham. Four separate towns (Whatcom, Sehome, Bellingham, and Fairhaven) were settled, platted, and in most cases incorporated on Bellingham Bay before they finally came together to be known as the City of Bellingham in 1903.

The first town, Whatcom, boomed during the 1858 gold rush on the Fraser River in British Columbia as thousands awaited the completion of trails north into Canada and the gold fields. Whatcom residents built long wharves and dredged waterways to navigate mudflats and gain access to Bellingham Bay. The area that was Whatcom is now called Old Town. In the mid-1800s the second town, Sehome, was dominated by a company from San Francisco that built a coal mine, which facilitated the bay's economy. Later the company provided funds for a local railroad to explore additional coal resources. Today what was Sehome is Bellingham's downtown. The third community, Fairhaven, located just south of Bellingham, experienced periods of economic success and adversity. Today the name Fairhaven is used for the commercial and suburban area on Bellingham's south side. In the early 1860s the Union Coal Company developed on Bellingham Bay and the surrounding community was called Unionville. Over the next two decades other enterprises failed. In 1888 a Fairhaven developer purchased several empty lots on the bay and the area became part of Fairhaven on its incorporation in 1890. When the four towns decided to consolidate in 1903, the City of Bellingham had a population of 22,000 which grew to over 30,000 during the next decade.⁵

The Lummi Tribe continues to have a strong presence in the Bellingham area. The tribal offices are



located in Bellingham, as are centers of fitness, family services, employment and training, a police station, and an extensive Natural Resources Department. According to 2000 U.S. Census data, 4,193 tribal members lived on the Lummi reservation 7 miles northwest of Bellingham. The Nooksack tribal offices are in Deming 15 miles northeast.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 59.6% of Bellingham's potential labor force 16 years of age and older were employed, 6.8% were unemployed, and the unemployment rate was 10.3% (calculated by dividing the unemployed population by the labor force). In addition, 33.6% were not in the labor force, compared to the national average of 36.1%. The largest employment sectors were management, professional, and related occupations (33.3%), sales and office occupations (28.4%), and local, state, and federal governments (16.8%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.9%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The top employers in the City of Bellingham are St. Joseph Hospital (1,775) and Western Washington University (1,570).⁶ Bellingham's economy today relies less on mining, salmon canneries, and lumber than it did throughout the majority of the 1990s, and is more oriented toward tourism, retail, and the burgeoning academic population surrounding Western Washington University.⁷ Lumber and fishing are still important economic activities in Bellingham, but the scale and method of production has evolved; mass production has slowed to meet specialized consumer demand and

mediate environmental concerns. During World War I Bellingham enjoyed a growth of shipbuilding and repair businesses and the industry has remained an important part of Bellingham's economic base. The shipbuilding industry is focused on metal fabrication, commercial and governmental shipbuilding and repair, and the construction of aluminum boats.

According to the 2000 U.S. Census, the per capita income in 1999 was \$19,483 and the median household income was \$32,530. In 1999 20.6% lived below the poverty level, compared to the national average of 12.4%. In 2000 there were 29,474 housing units in Bellingham, with 48.2% owner occupied and 51.8% renter occupied. The housing unit vacancy rate was 5%, with 9.1% vacant due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1903, the City of Bellingham has a council-mayor form of government. The mayor is elected to four-year terms as the city's chief executive and administrative officer. Whatcom County levies an 8.3% sales tax and a 4% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 70 miles south in Mill Creek. The U.S. Coast Guard Station (USCG) Bellingham's area of responsibility includes the San Juan Islands north to the Canada border and south to Admiralty Inlet. The USCG station works in close partnership with the Canadian Coast Guard and is occasionally involved in international search and rescue, and law enforcement operations. It was established in 1947 and maintains six vessels.

Facilities

Bellingham is accessible by ground, sea, and air. Bellingham is located on the Interstate 5 (north-south) corridor. The major east-west highways are Interstate 90 in Seattle and Canadian National 1, approximately 50 miles north in Vancouver, British Columbia. Amtrak's Cascade Corridor Service, stopping in Bellingham, provides national and international rail passenger service. Bellingham International Airport is 3 miles northwest of the city and is served by United Express, West Isle Air, and Alaska Airlines. The Vancouver (British Columbia)

International Airport and Seattle-Tacoma International Airport are the nearest major facilities. Bellingham serves as a departing point for northbound travelers aboard the Alaska Marine Highway's ferries, operating year round to numerous ports throughout Alaska. Additional foot ferry services and charter vessels run from the Port of Bellingham's Cruise Terminal to Victoria, British Columbia, and the San Juan Islands in Washington.

The Bellingham School District has 13 elementary schools, 4 middle schools, and 10 high schools. There are 12 private schools in the Bellingham area and the Whatcom Home School Association provides assistance for families involved in home-school efforts. There are several universities and colleges in Bellingham, including Western Washington University, Whatcom Community College, Bellingham Technical College, and the Northwest Indian College.

Puget Sound Energy administers electricity for city residents. The City of Bellingham supplies water, with Lake Whatcom, located east of Bellingham, the major source. The City of Bellingham's Wastewater Division within the Department of Public Works provides wastewater treatment. Cascade Natural Gas offers service to Bellingham and surrounding communities. The Bellingham Police and Fire departments administer public safety. St. Joseph's Hospital in Bellingham is the only major medical facility in Whatcom County and provides a full range of inpatient and outpatient services.

The City of Bellingham has numerous community services and organizations, including the Whatcom Museum of History and Art, the Bellingham Public Library Main Library and Fairhaven Branch, nearly 100 parks, and a civic stadium. The tourism industry in Bellingham is well developed with more than 100 hotels and motels in the area. The city is also home to Bellingham's Maritime Heritage Center, an urban park where you can fish for salmon and steelhead on Whatcom Creek and learn about the Whatcom Creek Hatchery operation. Sport fishermen return to the creek every year during salmon season 1 August–31 December.

The Port of Bellingham's facilities include a bulk and break-bulk shipping terminal (channel depth 32 feet; berthing space 1,360 feet), the Bellingham cruise terminal, and two harbors. The Port of Bellingham's Squalicum and Blaine harbors provide moorage for commercial and pleasure boats in the Bellingham area. At Squalicum Harbor, the port is developing a fishermen's wharf facility for direct marketing of spot prawns, salmon, and Dungeness crab. Blaine Harbor, located at the U.S.-Canada border, is homeport to more than 600 commercial and pleasure boats and has more than 700 feet of visitor moorage. Bellingham Cold

Storage is a full-service public refrigerated warehouse located on the waterfront providing services for a variety of food and seafood products in addition to freezing, boxing, ice sales, ship loading and unloading, and cargo pooling.

A number of aquaculture and hatchery organizations, facilities, and their associated supply businesses are located in Bellingham, including the Washington Farmed Salmon Commission, Lummi Shellfish Hatchery, Whatcom Falls Trout Hatchery, and Whatcom Creek Hatchery. The Lummi Shellfish Hatchery specializes in the culture of geoduck clams, Manila clams, and oysters. The Whatcom Creek Hatchery, established in 1978, works to enhance local salmon runs. The Whatcom Creek Hatchery at the Maritime Heritage Center in Bellingham is operated by students in the fisheries technology program at Bellingham Technical College; the program prepares students for employment in a variety of fishery-related occupations with an emphasis on aquaculture. The facility has the capacity to raise around 6 million fish annually and donates more than 2 million eggs to other enhancement groups.

There are several nonprofit organizations working in Bellingham that focus on fishery-related issues. The local marine resource committee (MRC), part of the Northwest Straits Marine Conservation Initiative, brings a scientific and grassroots approach to protecting and restoring marine resources works in the Bellingham area. Serving on the MRC are representatives from the scientific community, local and tribal governments, and economic, recreational, and conservation interests. Other community organizations include the Nooksack Salmon Enhancement Association and the Nooksack Recovery Team, working to restore fish habitat in the Nooksack watershed. The Puget Sound Action Team, based in Olympia, has several ongoing watershed, public involvement, and education projects in the Bellingham area.

Involvement in West Coast Fisheries

Commercial Fishing

Bellingham had at least nine seafood processors in 2000: Arrowac Fisheries Inc., Bornstein Seafoods Inc., Cascade Seafoods, Icicle Seafoods Inc., New West Fisheries Inc., San Juan Seafoods Inc., Trans-Ocean Products, Trident Seafoods, and Trilogy Pacific Inc. These processors had 676 employees in 2000. Many of those employed by processors in the area are Hispanic.⁸ In 2000 an estimated 59,412,691 pounds of fish were processed and valued at \$98,844,938. In 2000 the top three processed products in the community in terms of

pounds and revenue earned were: pollock 39,519,145 lbs/\$44,844,078; salmon 6,520,820 lbs/\$14,533,181; and halibut 5,751,304 lbs/\$19,820,649. Bornstein Seafoods, historically a groundfish processing and distribution company, is expanding to process and distribute Oregon seafood products. In the 1990s the company invested in a processing plant in Astoria, Oregon, specializing in bait sardine processing, and purchased an Ocean Beauty plant in Newport, Oregon. New West also has invested in facilities to process sardines.⁹ Seafood Producer's Cooperative, a large and successful fishermen's cooperative, is based in Bellingham; members produce, process, and market troll salmon and longline fish. Wildcatch Seafood, a business dedicated to improving the lives of independent fishermen in Alaska, markets wild salmon to co-ops, natural food stores, and other high-end retailers.

Landings data for Bellingham includes records from the nearby community of Marietta. Of the 1,268 unique vessels that delivered landings to Bellingham and Marietta in 2000, 735 were tribal commercial vessels, 375 were commercial vessels, 157 were for personal use, and 1 was for aquaculture. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab 1,300 t/\$6,000,290/368; groundfish 5,461 t/\$4,699,501/77; salmon 1,117 t/\$2,373,443/669; shellfish 276 t/\$1,447,756/234; shrimp 27 t/\$302,812/53; and other species 621 t/\$3,998,297/82.

Bellingham residents owned 224 vessels in 2000, including 97 vessels that participated in the federally managed groundfish fishery (10 vessels became part of the Groundfish Vessel Buyback Program in 2003). The number of vessels that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 7/11/6, crab 58/2/0, groundfish 23/0/NA, highly migratory species NA/0/NA, salmon 83/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 30/0/0.¹⁰

Three Bellingham residents held three federally managed groundfish fishery permits in 2000. The number of Bellingham residents that held permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 16/14/63, crab 50/1/0, groundfish 8/0/0, highly migratory species NA/0/0, salmon 208/1/0, shellfish 0/0/NA, shrimp 3/0/0, and other species 22/0/1.¹¹

Available data indicate that 551 state and federal permits were registered to Bellingham residents in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 17/14/141, crab 89/0/0, groundfish 21/0/0, highly migratory species NA/0/0, salmon 236/0/0, shellfish 0/0/NA, shrimp 3/0/0, and other species 26/0/1.¹²

The tribal commercial fishery plays a significant role in local fishing industry. The Lummi Natural Resource Department has offices in Bellingham encompassing several divisions, including Natural Resource Harvest Management, Shellfish Operations, and Water Resources. Shellfish Operations provides a sustainable shellfish program through the sale of oyster and clam products using the shellfish hatchery, Lummi Island Sea Pond, and tribal tidelands.

According to the Boldt Decision,¹³ in addition to several reef-net locations (i.e., Orcas, San Juan, Lummi, and Fidalgo islands, and near Point Roberts and Sandy Point), the usual and accustomed fishing grounds of the Lummi Indians at treaty times included the marine areas of northern Puget Sound from the Fraser River in British Columbia south to the northern outskirts of Seattle (as they existed in 1974), and particularly Bellingham Bay. Freshwater fisheries included the river drainage systems, especially the Nooksack River, emptying into the bays from Boundary Bay south to Fidalgo Bay.

Sportfishing

In 2000 there were at least one salmonid and one nonsalmonid charter fishing operators in Bellingham. In 2003 at least two salmonid charter fishing businesses operated in Bellingham. There were nine licensed agents selling fishing permits in Bellingham. In 2003 there were 20,090 sportfishing license transactions valued at \$339,527.

In Catch Record Card Area 7 (San Juan Islands) the 2000 sport catch, based on catch record cards, was 7,178 fish, including 4,495 Chinook salmon, 2,644 coho salmon, 21 chum salmon, and 18 sockeye salmon. Marine angler made 30,627 trips in the sport salmon fishery in 2000. Boat-based anglers caught 5,897 bottomfish in Area 7. The recreational harvest of clams (lbs) and oysters (#) for Area 7 in 2000 was estimated to be 115,273 and 0 respectively; harvest occurred over an estimated 19,752 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Lummi Tribe and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Bellingham. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Bellingham residents owned 220 vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/3; Bering Sea and Aleutian Islands (BSAI) groundfish 7,312.7 t/\$2,970,760/6; other finfish 1.2 t/\$610/5; Gulf of Alaska (GOA) groundfish 1,487.6 t/\$1,230,280/17; halibut 171.5 t/\$985,480/10; herring 1,878.6 t/\$614,360/38; salmon 8,386.3 t/\$7,416,500/136; shellfish 36.6 t/\$154,710/9; and scallops confidential/confidential/1.

In 2000 Bellingham residents held 357 state and federal registered permits, including 201 individuals who held state permits and 85 who held registered federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 9 crab, 27 groundfish, and 1 scallop License Limitation Program permits in 2000. Residents held 2 crab, 33 BSAI groundfish, 18 halibut, 66 herring, 165 salmon, 1 scallop, and 16 shellfish Commercial Fisheries Entry Commission permits in 2000. Bellingham residents held 3,380,256 halibut and 1,678,178 sablefish individual fishing quota shares in 2000.

Bellingham residents held 367 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Bellingham community members purchased 521 Alaska sportfishing licenses in 2000. That year six Bellingham sportfishing businesses participated in Alaskan fisheries.

Notes

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3. T. Schlosser. 1978. Washington's resistance to treaty Indian commercial fishing: The need for judicial apportionment. Online at <http://www.msaj.com/papers/commfish.htm> [accessed 31 January 2007].
4. See note 3.
5. See note 2.
6. Johnson Real Estate Team. No date. Top employers. Online at http://www.johnsonrealestate.com/relo_topemployers.cfm [accessed 31 January 2007].
7. Bellingham Herald. 2002. Bellingham. Online at <http://cityguide.bellinghamherald.com/fe/communities/profile.asp?businessid=1042> [accessed 31 January 2007].

8. H. J. Brown. 2002. Processing is entry into fishing industry. The Bellingham Herald, Bellingham, WA, 3 March 2002, S4.

9. ODFW (Oregon Department of Fish and Wildlife). 2003. Oregon's commercial fishing industry: Review of years 2000 and 2001, preliminary estimates for 2002, outlook for 2003. Online at http://www.dfw.state.or.us/odfwhtml/commercial/commercial_fishing_report.pdf [accessed 27 January 2007].

10. NA refers to data that were available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

11. See note 8.

12. See note 8.

13. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].

Blaine

People and Place

Location

Blaine is on Drayton Harbor at the northernmost edge of the Puget Sound, just south of the U.S.-Canada border. Situated in Whatcom County, the city encompasses 5.5 square miles of land and 3.0 square miles of water. The nearest major U.S. city is Seattle, a 111-mile drive south. Blaine's geographic coordinates are lat 48°59'38"N, long 122°44'45"W.

Demographic Profile

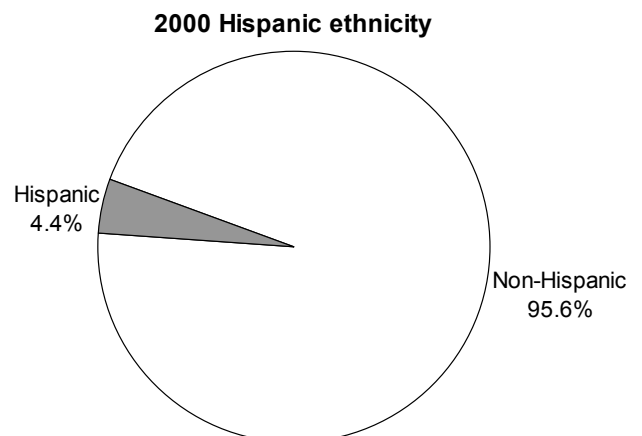
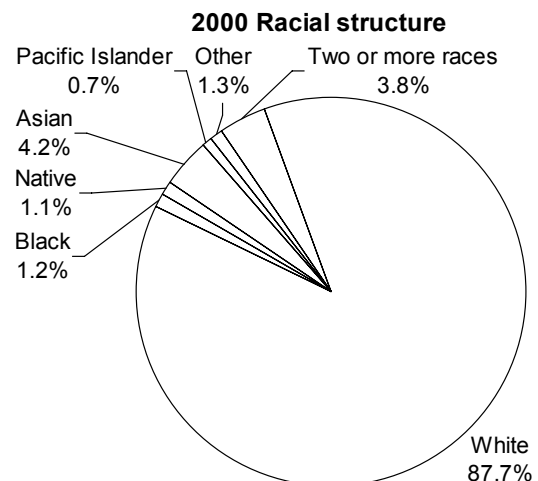
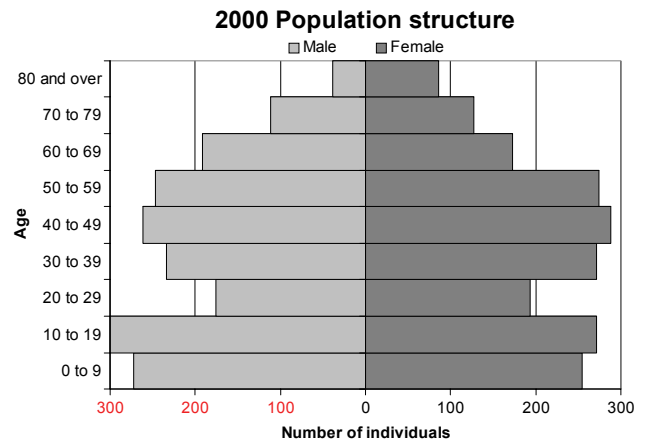
According to the 2000 U.S. Census, Blaine's population was 3,770, a significant increase from 2,489 in 1990. The gender composition was 51.4% female and 48.6% male. The median age of 38.6 years was above the national average of 35.3. The age structure in Blaine demonstrated usual population trends for a community without a major tertiary education provider. Of the population 18 years of age and older, 80.6% had a high school education (including equivalency) or higher, 20.7% had earned a bachelor's degree or higher, and 8.2% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. For 28.2% a high school degree or equivalent was the highest level of educational attainment.

The vast majority of Blaine's racial structure recorded by the 2000 U.S. Census was white (87.7%), followed by Asian (4.2%), people who identified with two or more races (3.8%), people who identified with another race (1.3%), black (1.2%), American Indian and Alaska Native (1.1%), and Native Hawaiian and other Pacific Islander (0.7%). Ethnicity data indicate that 4.4% identified as Hispanic. In 2000 19.3% were foreign-born, with the majority from the Americas outside of the United States, followed by people from Europe. Of the people identifying ancestry, most were German, English, or Irish.

In 2000 84% of Blaine's population lived in family households.

History

At the time of the first European settlement, more than 1,000 native people lived in Whatcom County utilizing forest and marine resources. Whatcom (meaning "noisy waters") County, derived its name from the sound of a waterfall at the mouth of Nooksack Creek. Initially known as Semiahmoo, Blaine was already an



ambitious settlement by 1858, although it was not incorporated until 1890. The initial name came from the tribe of Salish Indians who inhabited the Semiahmoo Bay area at a time when commercial interests attracted proprietors and European American settlers. Blaine was officially settled in 1856, corresponding with the U.S. Boundary Survey Commission's survey of the 49th parallel. During the falls and winters of 1857–1859, soldiers were stationed in the area to complete the construction of the boundary line. Within a few years, the town had begun to prosper significantly from outfitting gold miners heading north to the Fraser River in British Columbia. Blaine was the site of Whatcom County's first salmon cannery, built in 1881, which later became the Alaska Packers Association. Reaching a productive peak in the 1950s, the cannery eventually was sold and, indicating the economic changes at the turn of the century, is now the current location of a four-star resort.¹

Prior to this recent stage of the immediate area's history, the Semiahmoo people dominated the region from Boundary Bay to the north and Birch Bay to the south. A 328-acre reservation now runs along the international border. During the mid-1800s, Snokomish people who survived the devastating smallpox epidemics joined the Semiahmoo, subsequently making the Semiahmoo heirs to the Snokomish territory.² The Semiahmoo belong to a group of tribes called the Straight Salish, a division of the Coast Salish. The Straight Salish are distinguished from their neighbors through their unique language and their most important subsistence practice, reef-net fishing during annual salmon runs. Distinct from smaller mobile nets and traps used for stream fishing by their neighbors to the north and south, the elaborate reef nets were used by the Semiahmoo in saltwater channels off the southern shore of Vancouver Island in British Columbia and the San Juan Islands.

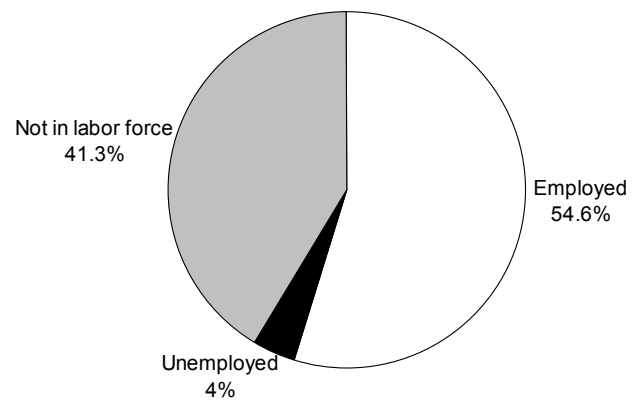
Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 54.6% of Blaine's potential labor force 16 years of age and older were employed, 4% were unemployed, and the unemployment rate was 6.9% (calculated by dividing the unemployed population by the labor force). In addition, 41.3% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were education, health, and social services (15.2%), local, state, and federal governments (14.4), retail (14.3%), and manufacturing (11.3%).

Blaine's economy was historically based on natural resource extraction industries. While the agriculture,

2000 Employment structure



fishing, and timber sectors have declined in the latter part of the twentieth century, they remain strong elements of the county's contemporary economy. Although the annual average income in agriculture, forestry, and fishing industry combined is lower than the statewide salary average, the fishing, hunting, and trapping industry has typically offered the highest average salaries in the county. However in 2000 only 77 people participated in that industry.³

Since 1970 the number of jobs in the county has increased by 275% compared to a statewide increase of 245%, although this trend shows signs of reversing in recent years. The largest proportion of new jobs has been in trade and services, due largely to periods of particularly favorable rates of exchange between U.S. and Canada currencies.⁴

According to the 2000 U.S. Census, the per capita income in 1999 was \$20,333 and the median household income was \$36,900. In 1999 15.5% lived below the poverty level, higher than the national average of 12.4%. In 2000 there were 1,737 housing units in Blaine, with 57% owner occupied and 43% renter occupied. The housing unit vacancy rate was 14%, with 45.6% vacant due to seasonal, recreational, or occasional use.

Governance

The City of Blaine has a council-manager form of government. There are seven elected city council members who appoint a city manager. The city manager is responsible for the efficient administration of all city government, including appointing the heads of the city departments. Whatcom County, including Blaine, levies an 8.3% sales tax and a 4% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 93 miles south in Mill Creek. Blaine falls within the U.S. Coast Guard (USCG) Station Bellingham's area of responsibility, which includes the San Juan Islands north to the Canada border and south to Admiralty Inlet. The USCG works in close partnership with the Canadian Coast Guard and is occasionally involved in international search and rescue and law enforcement operations. The Bellingham station (21 miles south) was established in 1947 and maintains six vessels.

Facilities

Blaine is accessible by ground, sea, and air. Blaine is located on the Interstate 5 corridor (north-south). The nearest major east-west highways are Interstate 90 (in Seattle) and Canadian National 1, approximately 50 miles north in Vancouver, British Columbia. Amtrak's Cascade Corridor Service provides national and international rail passenger service. The Blaine Municipal Airport, a small airport with self-service facilities such as fueling and tie-down, is nearby. The Bellingham Airport is the nearest facility offering passenger service. Vancouver (British Columbia) International Airport and Seattle-Tacoma International Airport are the nearest major facilities.

The Blaine School District has two primary schools, one elementary school, one middle school, and one high school. The City of Blaine provides water, sewer, storm water, and electrical services. The Blaine Police and Fire departments administer public safety. St. Joseph's Hospital, Whatcom County's only major medical facility, is in Bellingham. The tourism industry in Blaine is well developed with numerous hotels and motels.

Blaine Harbor, managed by the Port of Bellingham, serves as a U.S. port of entry. The newly renovated harbor has nearly 600 state-of-the-art boat slips for commercial and pleasure boats. The harbor provides year-round permanent moorage, more than 700 feet of visitor moorage, and several marine service facilities including marine supply stores, a fueling dock, portable pump-out stations, and new concrete floats. The harbor also offers a public meeting room, waterfront trails, restaurants and a complimentary shuttle service into town, free parking, and 24-hour onsite staff.

Involvement in West Coast Fisheries

Commercial Fishing

There were at least two seafood processors operating in Blaine in 2000, Boundary Fish Company and Sea K. Fish Company. Of the 471 unique vessels that delivered landings to Blaine, 236 were commercial vessels, 165 were tribal commercial vessels, and 70 were for personal use. Reported landings were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 581 t/\$2,637,349/192; groundfish 2,026 t/\$1,301,259/26; highly migratory species confidential/confidential/1; salmon 375 t/\$898,579/177; shellfish 2 t/\$6734/9; shrimp 2 t/\$15,790/9; and other species 174 t/\$462,062/39.

Blaine residents owned 41 vessels in 2000, including 22 that participated in the federally managed groundfish fishery. The number of vessels owned by Blaine residents in 2000 participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 4/1/0, crab 23/2/0, groundfish 26/0/NA, highly migratory species NA/0/NA, salmon 30/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 14/0/0.⁵

Five Blaine residents held four federally managed groundfish fishery permits in 2000. The number holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 3/1/6, crab 24/0/0, groundfish 7/0/1, highly migratory species NA/0/0, salmon 46/0/0, shellfish 0/0/NA, shrimp 2/0/0, and other species 2/0/0.⁶

Available data indicate that 271 state and federal permits were registered to Blaine residents in 2000. The number in each said fishery by state (WA/OR/CA) was: coastal pelagic 3/1/141, crab 38/0/0, groundfish 27/0/0, highly migratory species NA/0/0, salmon 52/0/0, shellfish 0/0/NA, shrimp 2/0/0, and other species 2/0/1.⁷

The tribal commercial fishery also plays a significant role in the local fishing industry. The Lummi Natural Resource Department has offices in nearby Bellingham encompassing several divisions including Natural Resource Harvest Management, Shellfish Operations, and Water Resources. The Shellfish Operation provides a sustainable shellfish program through the sale of oyster and clam products using the shellfish hatchery, Lummi Island Sea Pond, and tribal tidelands.

According to the Boldt Decision,⁸ in addition to several reef-net locations (i.e., Orcas, San Juan, Lummi, and Fidalgo islands, and near Point Roberts and Sandy Point), the usual and accustomed fishing places of the Lummi Tribe at treaty times included the marine areas of northern Puget Sound from the Fraser River in British

Columbia south to the northern outskirts of Seattle (as they existed in 1974), and particularly Bellingham Bay. Freshwater fisheries included the river drainage systems, especially the Nooksack River, emptying into the bays from Boundary Bay south to Fidalgo Bay.

Sportfishing

In 2000 there was at least one salmonid charter fishing operator in Blaine. As of May 2005, two licensed agents were selling fishing permits in Blaine. In 2003 there were 5,332 sportfishing license transactions in Blaine valued at \$66,342.58.

In Catch Record Card Area 7 (San Juan Islands) the 2000 sport catch, based on catch record cards, was 7,178 fish, including 4,495 Chinook salmon, 2,644 coho salmon, 21 chum salmon, and 18 sockeye salmon. Marine anglers made 30,627 trips to the sport salmon fishery. Boat-based anglers caught 5,897 bottomfish in Area 7. The recreational harvest of clams (lbs) and oysters (#) for Area 7 in 2000 was estimated to be 115,273 and 0 respectively; harvest occurred over an estimated 19,752 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Lummi Tribe and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Blaine. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Blaine residents owned 22 vessels involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/ number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1; other finfish confidential/confidential/2; Gulf of Alaska (GOA) groundfish 2,513 mt/\$898,440/4; halibut confidential/confidential/2; herring confidential/confidential/1; salmon 3,621 mt/\$1,709,500/18; and shellfish confidential/confidential/2.

In 2000 Blaine residents held 50 state and federal registered permits, including 12 individuals who held state permits and 30 who held federal permits (note: it is possible for individuals to hold more than one permit

simultaneously). Blaine residents held five groundfish License Limitation Program permits. Community members held 6 BSAI groundfish, 4 halibut, 5 herring, 26 salmon, and 2 shellfish Commercial Fisheries Entry Commission permits. Residents held 273,967 halibut individual fishing quota shares.

Blaine residents held 64 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Blaine residents purchased 54 Alaska sportfishing licenses in 2000. That year there was one sportfishing business in Blaine that participated in Alaskan fisheries.

Notes

1. History of Blaine. No date. City of Blaine. Online at <http://www.ci.blaine.wa.us/> [accessed 31 January 2007].
2. The Territory of the Semiahmoo People. No date. The territory of the Semiahmoo. Online at <http://members.shaw.ca/j.a.brown/Territory.html> [accessed 31 January 2007].
3. Whatcom County Profile. 2001. Whatcom County profile. Online at <http://www.wa.gov/esd/lmea/pubs/profiles/whatcom.pdf> [accessed 31 January 2007].
4. See note 3.
5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
6. See note 5.
7. See note 5.
8. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].

Bothell

People and Place

Location

Bothell is on the Sammamish River northeast of Lake Washington in the central Puget Sound region. Situated in King and Snohomish counties, the city encompasses 12.1 square miles of land. The nearest major U.S. city is Seattle, a 20-mile drive southwest. Bothell's geographic coordinates are lat 47°45'45"N, long 122°12'15"W.

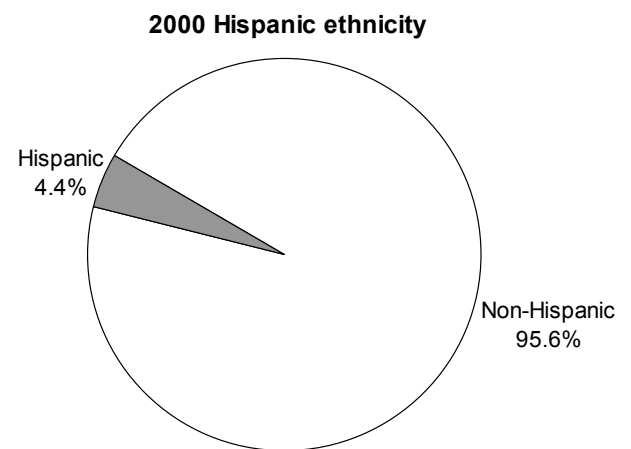
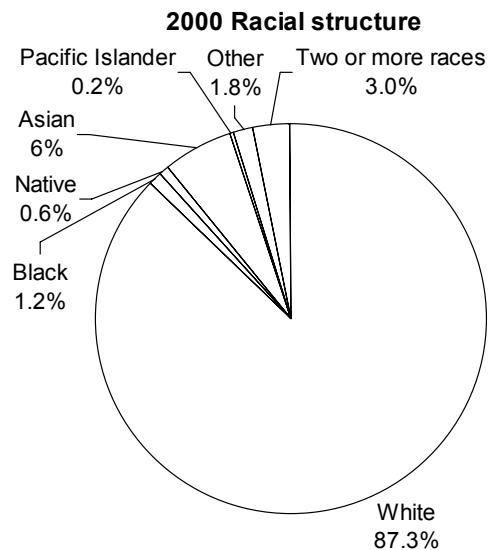
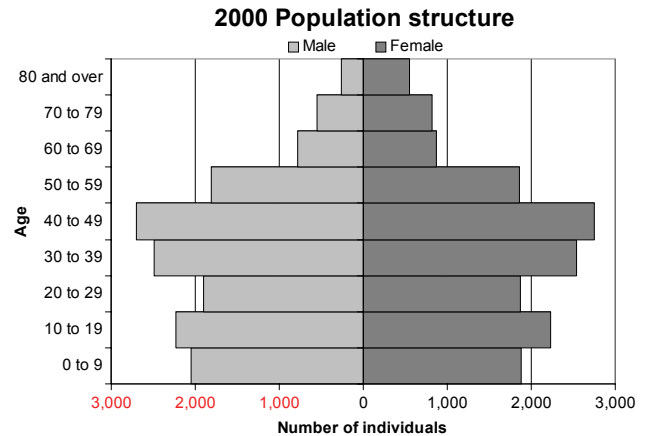
Demographic Profile

According to the 2000 U.S. Census, Bothell's population was 30,150, an increase of 244% from 12,345 in 1990. This particularly large increase in population size was due to the annexation of Canyon Park and Thrasher's Corner, virtually doubling Bothell's population.¹ The gender composition was 51% female and 49% male. The median age of 36 was comparable to the national median age of 35.3. Of the population 18 years of age and older, 91.7% had a high school education (including equivalency) or higher, 35.8% had earned a bachelor's degree or higher, and 8.4% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Bothell's racial structure recorded by the 2000 U.S. Census was white (87.3%), followed by Asian (6.0%), people who identified as two or more races (3%), people who identified as another race (1.8%), black (1.2%), American Indian and Alaska Native (0.6%), and Native Hawaiian or other Pacific Islander (0.2%). Ethnicity data indicate that 4.4% identified as Hispanic. In 2000 11.2% were foreign-born, with 44.3% from Asia (20.9% east Asia, 16.1% southeast Asia, and 5.7% south-central Asia), 28% from the Americas outside of the United States, and 24.4% from Europe. The highest percentage of people denoting ancestry was German (15.6%), followed by English (11.2%), Irish (9.5%), and Norwegian (7.4%).

History

Prior to the arrival of white settlers, the area historically was inhabited by the Simump Tribe of the Duwamish; the Simump referred to the region as the "Squak," meaning a swampy lowland for the heavily forested, swampy nature of the area. White settlers came to the area in the 1870s and the community of Bothell began its transformation into a logging camp and popular steamboat stop on the Squak Slough, now known



as the Sammamish River or the Sammamish Slough. In 1884 the first merchant set up a business in the community and other businesses soon followed.² The first school was built in 1885 and a church was established shortly thereafter.³ In 1889 David C. and Mary Ann Bothell filed the first plat of what today is called Bothell. In 1903 a newspaper was founded and five years later the first community bank opened. In 1908 a major fire in the community destroyed five buildings.⁴

In 1909 Bothell was incorporated with a population of about 600 people. It is reported that the first postmaster said: "There are so many Bothells in town, let's call it Bothell." The first mayor and elected council were Bothell family members; George Bothell and A. F. Bothell, respectively. In 1911 another fire occurred in the community, destroying all 11 of the buildings on Main Street. The early days in Bothell were fed by the production of lumber and shingles; the Bothell Company mill produced 125,000 shingles per day in its height.⁵ Various other mills were located in the area, but as the timber was harvested the lumbermen gradually were replaced by farmers. By 1950 the population was 1,000.⁶ Since then Bothell has developed into a "suburban bedroom community and, within the last decade, a regional employment center."⁷

Infrastructure

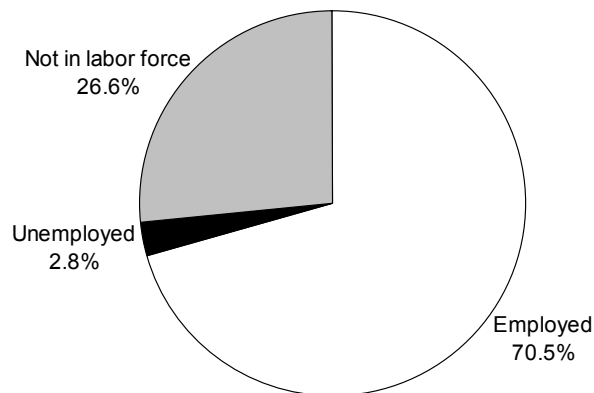
Current Economy

At the time of the 2000 U.S. Census, 70.5% of Bothell's potential labor force 16 years of age and older were employed, 2.8% were unemployed, and the unemployment rate was 3.9% (calculated by dividing the unemployed population by the labor force). In addition, 26.6% were not in the labor force, compared to the national average of 36.1%. The largest employment sectors were educational, health, and social services (16.7%), local, state, and federal governments (16%), manufacturing (13.2%), retail trade (11.7%), and professional, scientific, and technical services (9%). Natural resources jobs including agriculture, forestry, fishing, and hunting employed 0.4%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The top employers in Bothell in 2002 were AT&T Wireless (2,562), ATL Ultrasound (1,290), Washington Mutual (960), Matsushita (480), Seattle Times (447), ICOS (429), Puget Sound Energy (366), Allstate (337), Philips Electric (312), and Home Depot #4712 (285).⁸

According to the 2000 U.S. Census, the per capita income in 1999 was \$26,483 and the median household income was \$59,264. In 1999 5.1% lived below the

2000 Employment structure



poverty level, much lower than the national average of 12.4%. In 2000 there were 12,303 housing units in Bothell, with 68% owner occupied and 32% renter occupied. The housing unit vacancy rate was 3.1%.

Governance

The City of Bothell has a council-manager form of government, with a seven-member city council comprised of a mayor, a deputy mayor, and five council members. The council hires a city manager who runs the city's daily operations. The council-manager government has an optional municipal code. Because the City of Bothell is situated in two counties, there are two separate sales tax rates; the sales and use tax rates levied by King and Snohomish counties are 8.8% and 8.9% respectively. Additionally, a lodging tax is levied by King (1%) and Snohomish (2%) counties. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 7 miles north in Mill Creek. The 13th U.S. Coast Guard District headquarters are in Seattle.

Facilities

Bothell is accessible by ground and air. It is located off U.S. Highway 405, Washington Highway 522, and Washington Highway 527, the Bothell-Everett Highway. Seattle-Tacoma International Airport is the nearest major facility.

Bothell is in the Northshore School and the Everett School districts. There are 23 public schools listed in the

community, including 15 elementary schools, 6 secondary schools, and 2 alternative schools. In addition there are five private schools located in the city. Bothell is home to four colleges or universities: Cascadia Community College, ITT Technical Institute, the Mars Hill Graduate School, and the University of Washington Bothell Campus.

The Snohomish County Public Utility District Number 1 and Puget Sound Energy (PSE), administer electrical service in the area. PSE also provides natural gas for customers in both counties. Alderwood Water District, Woodinville Sewer and Water District, the City of Bothell Sewer, and the Northshore Utility District supply water and sewer utility services to Bothell residents, depending on their location. The City of Bothell Police and Fire departments and Emergency Medical Services administer public safety. Evergreen Hospital and Medical Center, in Kirkland, 4 miles south, is the nearest hospital. There are at least seven hotels, motels, or inns serving the tourism industry within the community.⁹

Historically the Sammamish River has played an important role in marine transportation. However currently there are no marine facilities located in Bothell. Today the Sammamish River is well known for its parks and the Sammamish River Trail.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 recorded data indicate that there were zero landings delivered to Bothell and there were no known processors operating in the community. In 2000 Bothell residents owned six vessels, including one that participated in the federally managed groundfish fishery. The number that participated in each said fishery by state (WA/OR/CA) was: crab 1/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 3/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.¹⁰

In 2000 the number of Bothell residents holding permits in each said fishery by state (WA/OR/CA) was: crab 2/0/0, highly migratory species NA/0/0, salmon 8/0/0, and shellfish 0/0/WA.¹¹

Bothell residents held nine registered state permits in 2000. The number in each said fishery by state (WA/OR/CA) was: crab 1/0/0, highly migratory species NA/0/0, salmon 8/0/0, and shellfish 0/0/NA.¹²

Sportfishing

In 2000 there was at least one salmonid charter fishing business located in Bothell. There were two

licensed vendors selling fishing permits. In 2003 there were 5,215 sportfishing license transactions in Bothell valued at \$9,014.

The closest Catch Record Card Area to Bothell is Area 10, Seattle-Bremerton (south from the Apple Cove Point-Edwards Point line to a line projected true east-west through the north tip of Vashon Island). The 2000 sport catch, based on catch record cards in Area 10, was 15,681 fish, including 4,042 Chinook salmon, 11,568 coho salmon, 58 chum salmon, and 13 sockeye salmon. Marine anglers made 49,865 trips in the sport salmon fishery. Boat-based anglers caught 7,022 bottomfish in Area 10. The recreational harvest of clams (lbs) and oysters (#) in Area 10 was estimated to be 6,936 and 26,200 respectively; harvest occurred over an estimated 2,745 user trips in 2000.

The Sammamish River provides a link between Lake Sammamish and Lake Washington for anadromous fish such as salmon and steelhead.¹³ The river also offers fishing for trout and other game fish.

Subsistence

Tribal and nontribal community members may be engaged in subsistence fishing in the area. Subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Bothell residents owned nine vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): herring confidential/confidential/1 and salmon 225 t/ \$280,480/7.

In 2000 Bothell residents held 73 permits, including 13 residents who held federal commercial fishing permits and 28 who held state permits (note: it is possible for individuals to hold more than one permit at a time). Community members held two crab and five groundfish License Limitation Program permits. Residents held 22 crab, 1 Gulf of Alaska groundfish, 20 Bering Sea and Aleutian Islands groundfish, 2 halibut, 2 herring, and 11 salmon Commercial Fisheries Entry Commission permits. Residents also held 46,010 halibut and 280,751 sablefish individual fishing quota shares.

In 2000 Bothell residents held 49 crew member licenses for North Pacific fisheries.

Sportfishing

Bothell residents purchased 390 Alaskan sportfishing licenses in 2000. There was one sportfishing business in Bothell involved in Alaskan fisheries that year.

Notes

1. City of Bothell. No date. Welcome to Bothell. Online at <http://search.ci.bothell.wa.us/documents/cm/visitorguide/2.pdf> [accessed 31 January 2007].
2. City of Bothell. No date. Landmark preservation. Online at <http://www.ci.bothell.wa.us/html/about/History/historytimeline.html> [accessed 31 January 2007].
3. See note 1.
4. See note 2.
5. See note 2.
6. See note 2.
7. See note 2.
8. City of Bothell. 2002. Statistics and demographics. Online at <http://www.ci.bothell.wa.us/html/demographics.html> [accessed 31 January 2007].
9. City of Bothell. No date. Hotels. Online at <http://search.ci.bothell.wa.us/documents/cm/visitorguide/5.pdf> [accessed 31 January 2007].
10. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of the fishery in 2000.
11. See note 10.
12. See note 10.
13. Trails.com. No date. Sammamish River. Online at http://www.trails.com/tcatalog_trail.asp?trailid=CGW027-021 [accessed 31 January 2007].

Cathlamet

People and Place

Location

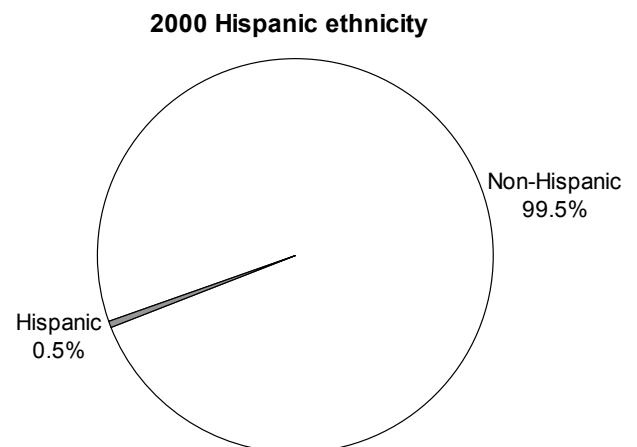
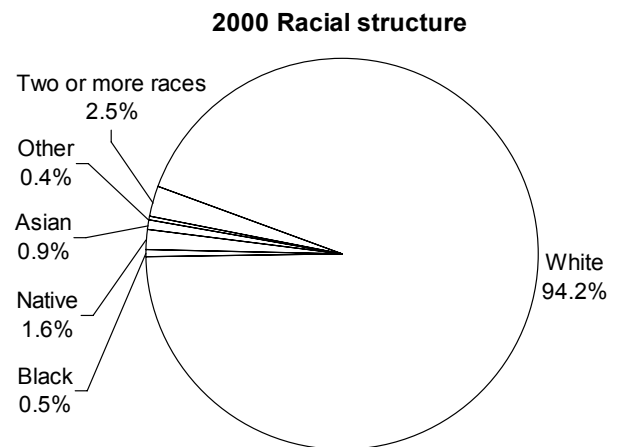
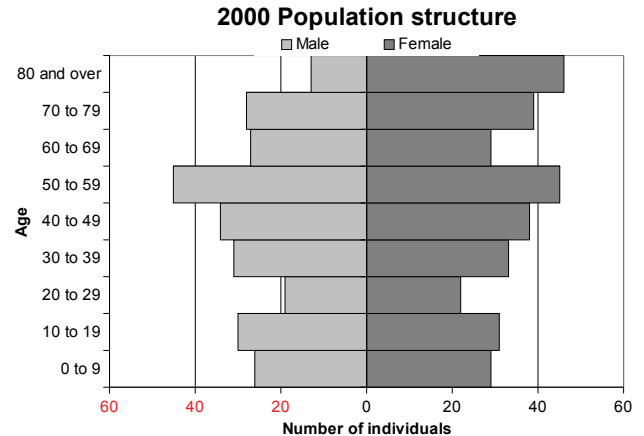
Cathlamet is on the north bank of Cathlamet Channel on the Columbia River in southwestern Washington. Situated in Wahkiakum County, the town encompasses 0.4 square miles of land. The nearest major U.S. city is Portland, Oregon, a 74-mile drive southeast. Cathlamet's geographic coordinates are lat 46°12'12"N, long 123°22'55"W.

Demographic Profile

According to the 2000 U.S. Census, Cathlamet's population was 565, an increase of 11.2% from 508 in 1990. The gender composition was 55.2% female and 44.8% male. Women 75 years of age and older (52.1%) significantly outnumbered men (47.9%). Residents 75 years of age and older represented 18% of the population in Cathlamet, compared to 5% of the national population. The community's skewed age structure may be related to the census count of individuals living in the Columbia View Nursing Home, an elder care facility with 53 beds. In 2000 the median age of 48.8 was almost 14 years older than the national median age of 35.3. Of the population 18 years of age and older, 83.5% had a high school education (including equivalency) or higher, 17.9% had earned a bachelor's degree or higher, and 7.7% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. For 25.8% a high school degree was the highest level of education.

The vast majority of Cathlamet's racial structure recorded by the 2000 U.S. Census was white (94.2%), followed by people who identified as two or more races (2.5%), American Indian or Alaskan Native (1.6%), Asian (0.9%), black (0.5%), and people who identified as another race (0.4%). Ethnicity data indicate 0.5% identified as Hispanic. In 2000 2.5% were foreign-born, with 78.6% from Europe (Great Britain, Ireland, and Austria) and 21.4% from Mexico.

In 2000 there were 236 households in Cathlamet, with 68% living in family households. Due to the Columbia View Nursing Home and another assisted living facility located within the community, 10.3% (57 residents) lived in institutionalized group quarters.



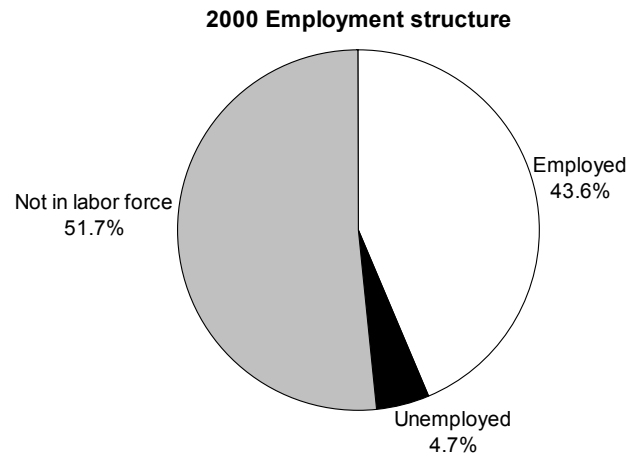
History

Cathlamet derives its name from a band of Chinook Indians living along the stretch of the Columbia River from Tongue Point to Puget Island. The Cathlamet band inhabited a large village in the vicinity of the modern town of Cathlamet and participated heavily in the salmon trade on the Columbia River. They spoke a distinct dialect of the Chinook language. When Lewis and Clark visited the area in 1806, they estimated the native population of Cathlamet at 300. As European exploration and settlement escalated, the Cathlamet band was largely displaced and incorporated into neighboring Chinook groups. Many descendants of these native groups remain in the region today.

In 1846 James Birnie, a Scottish immigrant and a member of the Hudson's Bay Company, established a small trading post at the site of contemporary Cathlamet. He named the post Birnie's Retreat and made his reputation facilitating trade between native residents, European settlers, and entrepreneurs traveling along the Columbia River. Birnie's Retreat grew and was eventually renamed Cathlamet as settlers arrived in the region to take advantage of opportunities for logging, fishing, and farming. Cathlamet became the Wahkiakum county seat in 1854 and was officially incorporated in 1907.¹

Logging and fishing dominated the economic and social life of Cathlamet until the latter part of the twentieth century. Beginning in the 1840s a number of successful lumber mills in the Cathlamet vicinity harvested and processed softwoods (mainly cedar and fir) and furniture-grade maple and alder for export. Prominent lumber, pulp, and paper companies, such as Crown-Zellerbach and Weyerhaeuser, remained major employers within the region until the onset of the timber industry's steep decline in the 1980s. At its Cathlamet mill, Crown-Zellerbach annually employed approximately 260 workers from 1961 until 1981, when it initiated its first substantial wave of layoffs.² Today several smaller logging companies operate near Cathlamet and self-employed contractors continue to log on land owned by Weyerhaeuser and other major forest product manufacturers. Some neighboring communities still support paper and pulp mills, but the scale of these logging enterprises has diminished greatly.

Like the logging industry, commercial and recreational fishing in Cathlamet have undergone dramatic transformations over the past 100 years. Native populations and early European settlers depended heavily on the abundance of salmon in the Columbia River. The early salmon trade in Cathlamet focused on salting and exporting fish purchased from native fisherman. In the 1860s entrepreneurs constructed numerous salmon



canning facilities throughout the region. These canneries quickly became significant employers. Operations such as the Warren and Waterford canneries in Cathlamet initially owned boats and equipment and employed fisherman to harvest salmon. As the cost of fishing technology rose, canneries began contracting with self-employed fisherman but continued to advance fisherman the cost of gear until the 1970s. Area fishermen mainly harvested salmon via gillnetting, but traps and seines also were popular technologies. During the height of the salmon boom, Wahkiakum County canneries processed 85% of the salmon pack on the Columbia River.³

The salmon industry crashed throughout the Cathlamet region in the latter part of the twentieth century, and the last cannery operating in Wahkiakum County closed in 1994. Despite the decline of the salmon industry, commercial fishing remains an important industry in Cathlamet. Salmon gill-net fishing continues, but decreased fishing effort in the area has made it more difficult to fund channel maintenance necessary to prevent damage to nets.⁴ To supplement income earned by fishing on the Columbia River, some commercial fishermen based in Cathlamet travel to Alaska seasonally or fish in nearby Willapa Bay, Grays Harbor, or Puget Sound. Some also engage in albacore tuna trolling on the coast. In 1971 the Town of Cathlamet constructed the Elochoman Slough Marina, which is used heavily by sport fishermen seeking sturgeon on the Elochoman River or salmon on the Columbia River.⁵ Sportfishing plays an increasing role as a revenue generator for the town. The Cathlamet Town Council also constructed a public dock on the Columbia River in the 1980s to attract fishermen, kayakers, and other river travelers.

Today Cathlamet maintains a working commercial waterfront and symbolic links to its history as a logging community, but the town also is increasingly reliant on its status as a destination for tourists and other

recreational visitors. Many homes and public buildings in Cathlamet are more than a century old, making the town a popular site for film crews; the community has been featured in at least two major motion pictures.⁶ Several events are held throughout the year, including Bald Eagle Days, celebrating local history and honoring the contributions of groups and individuals to community service. The Cathlamet Wooden Boat Festival & Salmon Barbeque, held each year at the Elochoman Marina, celebrates the community's economic and cultural dependence on the Columbia River and the Pacific Ocean. Educational and entertaining festival activities include a wooden boat-building contest, a U.S. Coast Guard (USCG) fly-over and mock water rescue, a nautical swap meet, and blindfolded dinghy races.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 43.6% of Cathlamet's potential labor force 16 years of age and older were employed, 4.7% were unemployed, and the unemployment rate was 9.7% (calculated by dividing the unemployed population by the labor force). In addition, 51.7% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were education health, and social services (29.7%, with the majority [77.6%] in health care and social assistance), local, state, and federal governments (24.4%), public administration (11.3%), manufacturing (10.8%), and arts, entertainment, and food services (10.3%). Natural resource jobs, including agriculture, forestry, fishing, and hunting employed 11.3%, but this number may be artificially low because it does not include fisherman, loggers, and other contractors classified as self-employed.

The contemporary economy in Cathlamet relies heavily on jobs in health care, education, public administration, and businesses related to the longtime regional staples of tourism, fishing, and logging. Major employers include the Columbia View Nursing Home, regional hospitals in Longview (25 miles southeast) and Astoria, Oregon (31 miles west), the Cathlamet Town and Wahkiakum County governments, Wahkiakum School District 200, the nearby Judith Butler Hansen National Wildlife Refuge, and the Elochoman Slough Marina. Some Cathlamet residents work for local logging contractors and others commute to manufacturing jobs in nearby communities, such as the Longview Fiber Company's pulp and paper mill. Although its importance has decreased some over the years, the Columbia River still generates considerable economic activity. Brusco Tug & Barge, a tow outfit

based in Longview, operates a maintenance facility in Cathlamet, and local commercial fishermen seine, trap, and engage in gill netting for salmon and other marketable species in the area. A substantial number of Cathlamet fishermen now fish seasonally in Alaska, where they may be able to earn more income than by fishing regionally.

According to the 2000 U.S. Census, the per capita income in 1999 was \$18,588 and the median household income was \$33,409. In 1999 15.1% lived below the poverty level, slightly higher than the national average of 12.4%. There were 278 housing units in 2000, with 56.9% owner occupied and 43.1% renter occupied. The housing unit vacancy rate was 11.5%, with 34.3% due to seasonal, recreational, or occasional use.

Governance

Because its population falls well under the 1,500 needed to incorporate as a city under Washington State law, Cathlamet is designated as a town. The Town of Cathlamet was incorporated in 1907 and is governed by a mayor and a five-member town council. As the Wahkiakum County seat, Cathlamet houses the main office and services associated with the county government. Wahkiakum County and the Town of Cathlamet levy a 7.5% sales tax and no additional lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Northwest Regional Office is in Seattle. The nearest U.S. Citizenship and Immigration Services District Office and the nearest meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are in Portland. The Washington Department of Fish and Wildlife (WDFW) Southwest Regional Office is in Vancouver (65 miles). The nearest USCG Group/Air Station Astoria is in Warrenton, Oregon (37 miles west), and the USCG operates the National Motor Lifeboat School in Ilwaco (51 miles west).⁷

Facilities

Cathlamet is accessible by land and water. Washington Highway 20, the Ocean Beach Highway, is on the north edge of town and runs east-west along the Columbia River. Cathlamet residents must use it to reach the nearest airports, hospitals, and other amenities. Interstate 5 is the nearest major highway north-south and is reachable via Washington Highway 20 through Longview. Portland International Airport is the nearest major airport. The Kelso-Longview Regional Airport (26 miles) in Kelso provides an unattended paved runway

that is open to the public. The Astoria Regional Airport provides certified carrier operations.

The Wahkiakum School District 200 serves all residents countywide. Both of the schools —Wahkiakum High School and J. Wendt Elementary/Wahkiakum Middle School, a combined K-8 facility—are in Cathlamet. The Wahkiakum Public Utilities District, headquartered in Cathlamet, administers electric services.⁸ The Cathlamet Water and Sewer Plants provide drinking water and sewer services. The Wahkiakum County Sheriff's Office and the Cathlamet Fire Department administer public safety.⁹ The Hospice Care Center Hospital and Peacehealth St. John Medical Center in Longview and Columbia Memorial Hospital in Astoria are the nearest medical facilities.

The Elochoman Slough Marina is located within walking distance of downtown Cathlamet at the mouth of the Elochoman River. The marina is in a secluded, protected harbor and features a boat launch, spaces for yachts and fishing boats to moor overnight, and sites for recreational vehicles and tent camping. The marina charges \$5 per boat for use of the launch and \$10 per night for overnight mooring. The marina is used heavily during salmon and sturgeon seasons on the Elochoman and the lower Columbia rivers.¹⁰ The town also maintains a public dock and float on the Columbia River that draws fisherman and river tourists businesses. There are several bed and breakfasts located in Cathlamet, but the nearest major chain hotels are in Longview.

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Cathlamet were recorded as part of the Other Columbia River Port Group that includes the Washington communities of Altoona, Brookfield, Camas, Carrolls, Kalama, Longview, Pillar Rock, Skamania, Washougal, Vancouver, Stella, Ridgefield, Puget Island, Megler, Kelso and Frankfort, and the Oregon communities of Gray's Bay, Woody Island, and The Dalles. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing) was: salmon 354 t/\$481,947/355; shellfish confidential/confidential/1; and other species 34 t/\$127,830/119. Commercial fishing remains a lucrative sector of Cathlamet's economy, but the community's involvement in local West Coast fisheries has waned since the crash of the area's salmon industry. Because there are no longer any processors or canneries located in the community, fish caught by

fishermen living in Cathlamet are most likely landed and processed elsewhere.

In 2000 Cathlamet fisherman involved in the West Coast fisheries owned 37 vessels, including 15 that participated in the federally managed groundfish fishery. The number that participated in each said fishery by state (WA/OR/CA) was: crab 2/2/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 12/14/1, shellfish NA/0/NA, shrimp NA/0/0, and other species 6/0/0.¹¹

No individuals living in Cathlamet in 2000 held federal groundfish fishery permits. The number in each said fishery by state (WA/OR/CA) was: crab 4/1/0, highly migratory species NA/0/0, other species 7/0/0, salmon 25/14/1, shellfish 6/0/NA, and shrimp 2/0/0.¹²

Available data indicate 47 state permits were registered to Cathlamet residents in 2000. The number in each said fishery by state (WA/OR/CA) was: crab 5/0/0, highly migratory species NA/0/0, salmon 32/0/2, shellfish 0/0/NA, and other species 8/0/0.¹³

Sportfishing

Cathlamet is a popular destination for sport fishermen because of its proximity to the Elochoman and Columbia rivers. According to the WDFW, there are two official sport license vendors in Cathlamet. In 2000 no Cathlamet residents owned or operated charter boats in Washington State.

A number of Cathlamet residents engage in sportfishing along the Columbia River and the nearby Pacific Coast. Numerous charter vessels operate out of the Port of Cathlamet, such as motor vessel *Lucky Dog*, owned by Sea Breeze Charters in Ilwaco.¹⁴ Cathlamet is also a popular boat-launching site for local anglers fishing for trout, salmon, and steelhead on the Columbia River.

The closest Catch Record Card areas to Cathlamet are Area 1 (Ilwaco) and 1A (Ilwaco—Buoy 10). Area 1 includes the marine zone west of the Buoy 10 line at the mouth of the Columbia River, extending north to Leadbetter Point. Area 1 is subdivided and includes Area 1A. Area 1A is the freshwater region east of Buoy 10, continuing west along the Columbia River to the Rocky Point-Tongue Point line. The 2000–2001 sport catch, based on creel survey estimates in these areas, was 27,889 (1) and 16,335 (1A). This data (1/1A) include Chinook salmon (1,630/2,972) and coho salmon (26,259/13,363). Marine anglers made 16,243 trips in Area 1 and 42,061 trips in Area 1A. Sport fishermen caught 106 steelhead in Area 1A. The coastal bottomfish catch was 8,388 for Area 1 and 631 for the Ilwaco Jetty.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Chinook Tribe and other nontribal subsistence fishermen may obtain fishery resources from waters of the Columbia and nearby tributaries near Cathlamet. However, subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Since the crash of the local salmon fishery, many commercial fishermen based in Cathlamet have become increasingly involved in North Pacific fisheries. In 2000 Cathlamet fishermen owned 38 vessels active in North Pacific fisheries. In the same year community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/1; finfish confidential/confidential/1; Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1; Gulf of Alaska (GOA) groundfish 49.5 t/\$479,390/4; halibut confidential/confidential/1; herring confidential/confidential/2; and salmon 725.7 t/\$784,650/26.

In 2000 65 Cathlamet residents held state and federal permits, with 10 individuals holding federal permits and 47 holding state permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 2 crab and 2 groundfish License Limitation program permits and 3 crab, 6 BSAI groundfish, 2 halibut, 3 herring, and 44 salmon Commercial Fisheries Entry Commission permits. Cathlamet residents held 1,644,188 halibut and 1,952,810 sablefish individual fishing quota shares.

In 2000 55 Cathlamet residents held crew member licenses for North Pacific fisheries.

Sportfishing

Cathlamet residents purchased 53 Alaska sportfishing licenses in 2000.

Notes

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2. See note 1.
3. See note 1.
4. See note 1.

5. Wahkiakum Merchants Association. 2004. Things to see and do in Wahkiakum County. Online at <http://www.welcometowahkiakum.com/thingstodo.html> [accessed 31 January 2007].

6. Wahkiakum County Visitor Information. No date. Movies filmed in Wahkiakum County. Online at http://wahkiakumchamber.com/visitor_information.htm [accessed 31 January 2001].

7. U.S. Coast Guard. 2004. Pacific Northwest unit list. Online at http://www.uscg.mil/d13/publicaffairs/pacific_northwest_unit_alpha.htm [accessed 31 January 2007].

8. Wahkiakum County Government. 2004. Welcome to Wahkiakum County. Online at <http://www.co.wahkiakum.wa.us/> [accessed 31 January 2007].

9. Town of Cathlamet. 2004. Town of Cathlamet home page. Online at <http://www.cwcog.org/cathlamet.htm> [accessed August 2004, site under construction 31 January 2007].

10. Wahkiakum County Visitor Information. No date. Boating—Elochoman Slough Marina. Online at http://wahkiakumchamber.com/visitor_information.htm [accessed 31 January 2007]. See also endnote 5.

11. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

12. See note 11.

13. See note 11.

14. Sea Breeze Charters. 2005. Fishing trips. Online at <http://www.seabreezecharters.net/html/trips.html> [accessed 31 January 2007].

Chinook

People and Place

Location

Chinook is in southwestern Washington on Baker Bay on the north shore of the Columbia River. Baker Bay, which covers an area about 15 square miles, is separated from the river by a low-lying sand bar known as Sand Island. Nearby Cape Disappointment forms the northern portion of the mouth of the Columbia River as it flows into the Pacific Ocean. Situated in Pacific County, Chinook encompasses 1.02 square miles of land. Chinook shares Baker Bay with the larger city of Ilwaco, 7 miles to the northwest. Astoria, Oregon, is 10 miles southeast on the opposite side of the Columbia. The nearest major cities are Seattle (72 miles northeast) and Portland, Oregon (100-miles southeast). Chinook's geographic coordinates are lat 46°16'23"N, long 123°56'39"W.

Demographic Profile

According to the 2000 U.S. Census, Chinook's population was 457. The gender composition was 51% female and 49% male. The median age was 47.6, more than 12 years older than the national median of 35.3. Of the population 18 years of age and older, 74.6% had a high school education or higher, 19.1% had a bachelor's degree or higher, and 10% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

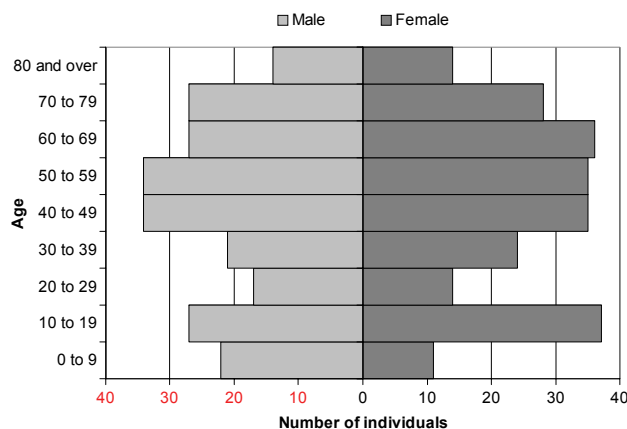
The majority of Chinook's racial structure was white (96.5%), followed by people who identified with two or more races (1.8%), American Indian or Alaskan Native (0.9%), Asian (0.7%), and people who identified with another race (0.2%). Ethnicity data indicate 2% identified as Hispanic. In 2000 5.3% were foreign born, with 77.3% of those from Canada and 22.7% from France.

In 2000 82.7% of the population lived in family households.

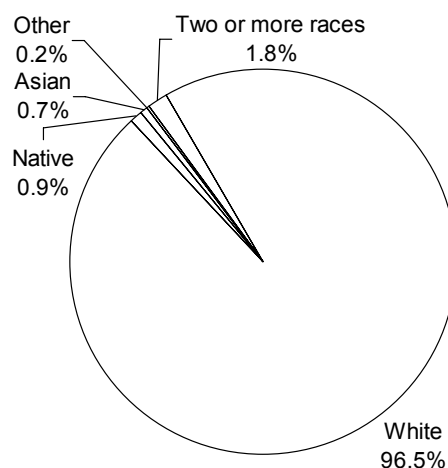
History

Chinook derives its name from native peoples inhabiting the area near the mouth of the Columbia River. The Chinook Indians were historically a group of linguistically related people whose territory included the lower Columbia River in Washington and Oregon west of The Dalles, Oregon.¹ They depended heavily on fishing and coastal resources and developed extensive trade networks within the region. The Lower Chinook,

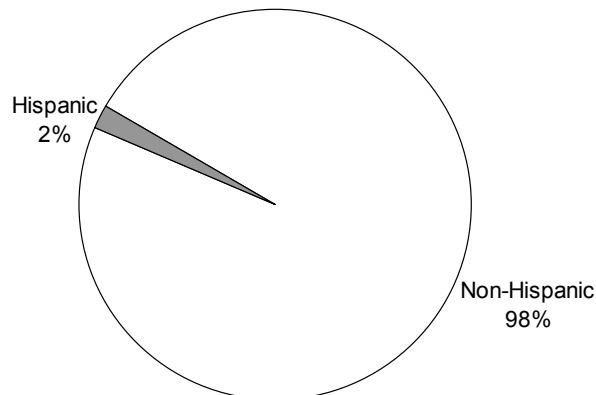
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



who dominated the vicinity of today's community of Chinook, traded frequently with British and American companies and hosted Lewis and Clark in 1805 when the explorers neared the Pacific Ocean. Lewis and Clark estimated the local population of Chinook Indians at about 400 in 1805. Disease and rapid European settlement soon devastated the native population in the area.

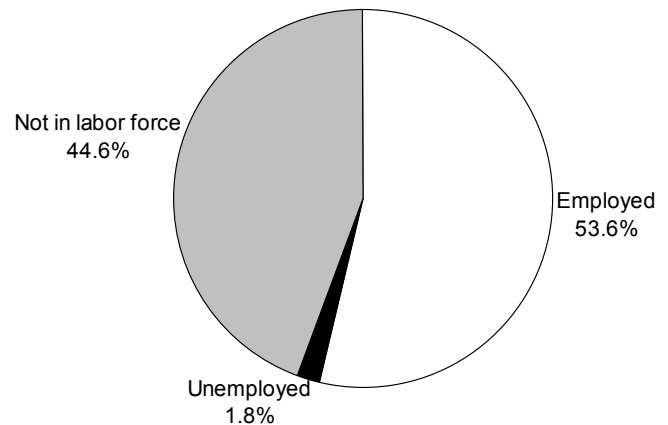
In the 1850s the town of Chinookville was established at the site of a long-standing Chinook Indian village on the Columbia River by nonnative settlers interested in the prospects for trade and fishing. Chinookville was the county seat of Pacific County from 1852 to 1854 and the county's first salmon cannery was established there in 1870. During the 1880s erosion along the Columbia River marked the beginning of the end for Chinookville as homes and businesses were destroyed in large numbers. The community soon became a ghost town and disappeared completely due to continued erosion during the nineteenth century.²

As Chinookville eroded into obscurity, the contemporary community of Chinook was established to the southwest along Baker Bay, a location that drew residents interested in the region's lucrative fishing industry. Land claims in the area were purchased in the 1860s, but the community did not flourish until the 1880s when the first fish traps were sunk in Baker Bay. According to legend the salmon fishing boom that followed temporarily made Chinook the richest town per capita in the United States.³ Many of the community's buildings and homes were built near the turn of the century with wealth derived from this initial boom. Baker Bay is also dotted with rotting pilings that are the remains of now-abandoned salmon traps from this earlier period.

Although salmon fishing no longer generates the wealth it once did, Chinook still relies heavily on fishing and community members clearly identify with the industry. Each June the community hosts the Chinook Sturgeon Derby and most local jobs are linked to fishing. The Port of Chinook, the smallest of three ports in the area, provides 300 boat slips and a crab processing plant operated by Bell Buoy Crab Company.

Chinook residents often struggle to maintain the economic viability of the local fishing industry as nearby towns compete to attract sport and commercial fishing revenue and related businesses. In 2003 the community faced a potential economic disaster when the Port of Chinook was designated as a low-use port for which dredging would no longer be provided.^{4, 5} The port suffered from severe silt build up, such that fisherman could only access it at very high tides. Depths were as low as 4 feet in some areas. Local businesses and

2000 Employment structure



fishermen lobbied legislators to reverse the decision not to dredge, and eventually won support and funding within the U.S. Congress. In September 2004 about 80,000 cubic yards of material were removed from the Columbia River between Chinook and the head of Sand Island.

Chinook is also the site of a different sort of political struggle. The contemporary Chinook Nation, a tribal organization that represents individuals descended from the historic family of Chinook groups, maintains its primary office there. In 2001 the tribe was tentatively granted federal recognition after 20 years of appeals. The Bureau of Indian Affairs rescinded federal recognition in 2002 on the grounds that the tribe did not satisfy the mandated criteria for recognition. The tribe has appealed and, at the time of this writing, state and federal documents still noted that federal recognition is pending.^{6, 7, 8} Chinook tribal members argue federal recognition is needed to help restore and safeguard the traditional fishing and land rights needed to maintain native identities and sustain tribal members economically.⁹

Infrastructure

Current Economy

According to the 2000 U.S. Census, 53.6% of Chinook's potential labor force 16 years of age and older were employed, 1.8% were unemployed, and the unemployment rate was 3.3% (calculated by dividing the unemployed population by the labor force). In addition, 44.6% were not in the labor force, compared to the national average of 36.1%. The top employment sectors were education, health, and social services (25.1%), retail trade (15.6%), construction (13.8%), and local, state, or federal governments (9.6%). Roughly 3.3% were employed by the military. Natural resource jobs

including agriculture, forestry, fishing, and hunting employed 3.6%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Chinook continues to rely heavily on commercial fishing and tourism associated with sportfishing, coastal recreation, and nearby Fort Columbia State Park, now recognized as Lewis and Clark National Park. The Fort Columbia park was established at the site of a military installation built in 1896 to defend the mouth of the Columbia River. Bell Buoy Crab Company, with total annual sales of \$7 million on 2 million pounds of crab, is a major employer and the second largest crab processor in Washington. It is estimated the decision to dredge the Port of Chinook prevented the loss of 50 full-time and 100 seasonal jobs at the Bell Buoy Crab Company, 350 jobs associated with businesses that rely on the port, and \$2.9 million in direct economic impact from the average 10,000 annual boat trips into the port.¹⁰

Chinook's per capita income was \$17,198 in 1999, compared to the national per capita income of \$21,587. The median household income was \$30,417, compared to the national median household income of \$41,994. In 2000 18.2% lived below the poverty level, higher than the national average of 12.4%.

In 2000 there were 263 housing units in Chinook, of which 79.8% were occupied and 20.2% were vacant. Of the occupied units, 77.1% were by owner and 22.9% were by renter. Of the vacant units, 81.1% were due to seasonal, recreational, or occasional use.

Governance

Chinook is an unincorporated area governed by Pacific County, which was organized in 1851. The county seat is South Bend, 44 miles north on U.S. Highway 101. Pacific County has a 7.8% sales tax and a 9.8% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest office of the National Marine Fisheries Service is in Seattle. The nearest district office of the U.S. Citizenship and Immigration Services is in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are also held in Portland. The Washington Department of Fish and Wildlife (WDFW) Southwest Regional Office is in Vancouver and the nearest U.S. Coast Guard (USCG) Group and Air Station is in Warrenton, Oregon (13 miles south). The USCG also operates the National Motor Lifeboat School in Ilwaco.¹¹

Facilities

Chinook is accessible by land, sea, and air, and is located on U.S. Highway 101. Residents travel to Ilwaco or Long Beach (9 miles north) and to Astoria to access major retail stores and other amenities. The Port of Ilwaco Airport is an unattended paved runway that is open to the public. Portland International Airport is the nearest major airport. There are several campgrounds and recreational vehicle parks in Chinook, but the nearest hotels and motels are in Ilwaco and Long Beach.

Chinook is in the Ocean Beach School District, but there are no public schools in the community.¹² Students travel by bus to schools in Ilwaco and Long Beach. In addition to traditional elementary, middle, and high schools, the district also offers a small alternative high school in Long Beach. Pacific County's Public Utility District No. 2 supplies electricity. The Chinook Water District draws the water supply from a reservoir created by a 26-foot earthen dam on a portion of the Columbia River.¹³ Residents rely on septic systems because Chinook is not served by a sewer district. The Pacific County Sheriff's Office and the Pacific County Fire District No. 2, Chinook Valley (located in Chinook) administer public safety. Ocean Beach Hospital in Ilwaco, Columbia Memorial Hospital in Astoria, and Willapa Harbor Hospital in South Bend are the nearest medical facilities.

The Port of Chinook has 300 boat slips, a boat launch ramp, and a boat hoist, which can accommodate vessels from 16 to 60 feet long.¹⁴ The port also has a fueling facility and power and water hook-ups on some docks. The Port of Ilwaco supports a larger number of boats and is used more heavily.

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Chinook were recorded as part of the Ilwaco/Chinook Port Group, which includes the communities of Skamokawa and Ilwaco. Most vessels based in Chinook participate in West Coast fisheries. In 2000 338 vessels, including 40 personal vessels and 298 commercial vessels, delivered landings to Ilwaco. Reported landings in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic confidential/confidential/2; crab 861.9 t/\$3,864,427/104; groundfish 2,350.7 t/\$634,261/35; highly migratory species 1,907.1 t/\$3,595,659/119; salmon 184.7 t/\$468,717/98; shrimp confidential/confidential/2; and other species 1,907.1 t/\$183,071/81.

See the Ilwaco community profile for additional information.

According to the Port of Chinook, it supports 35 commercial vessels and harbors 265 sport vessels during the fishing season. In 2003 more than 4,000 recreational vehicles used the port's boat ramp.¹⁵ Major commercial species landed at the port include crab, tuna, and salmon, but no landings data specific to this port are available.

Chinook residents owned 29 vessels in 2000 that participated in West Coast fisheries, including 14 that participated in the federally managed groundfish fishery. The number of vessels owned by Chinook residents that landed fish in each fishery by state (WA/OR/CA) was: crab 12/3/0, groundfish 1/0/NA, highly migratory species NA/0/NA, salmon 13/3/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 3/0/0.¹⁶

One Chinook resident held a federal groundfish fishery permit in 2000. The number of Chinook residents that held permits in each state fishery by state (WA/OR/CA) was: crab 11/4/0, highly migratory species NA/0/0, salmon 13/3/1, shellfish 6/0/NA, shrimp 0/2/0, and other species 3/0/0.¹⁷

Chinook fisherman involved in West Coast fisheries held 41 permits in 2000, including 39 state and 2 federal permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: crab 18/0/0, highly migratory species NA/0/0, salmon 15/0/2, shellfish 0/0/NA, and other species 4/0/0.¹⁸

The Bell Buoy Crab Company operates a crab processing plant in Chinook, providing 50 full-time and 100 seasonal jobs.¹⁹ The company also receives tuna, but these fish are processed elsewhere.²⁰

Sportfishing

Two sportfishing license vendors operate in Chinook. In 2003 more than 4,000 recreational boaters used the ramp at the Port of Chinook and an estimated 295 sportfishing vessels use the port each fishing season.²¹ According to state records, no Chinook residents owned or operated charter boats in Washington in 2003 or 2004.

The closest Catch Record Card areas to Chinook are Area 1 (Ilwaco) and 1A (Ilwaco–Buoy 10). The 2000–2001 sport catch was 27,889 (1) and 16,335 (1A). Area 1/1A includes Chinook salmon (1,630 in 2000 and 2,972 in 2001) and coho salmon (26,259 and 13,363). Marine anglers made approximately 16,243 and 42,061 trips in areas 1 and 1A respectively in the sport salmon fishery. Sport fishermen caught 106 steelhead in Area 1 (Columbia River–Leadbetter Point). In 2000 the coastal

bottomfish catch was 8,388 for Area 1 (Ilwaco) and 631 for the Ilwaco Jetty.

Subsistence

Members of the Chinook Nation are heavily involved in subsistence fishing, but because the tribe does not have federal recognition, members have no formal fishing rights within the region. In the past military intervention has been used to stop Native fishermen from using traditional fishing grounds without permits. No specific data on native subsistence fishing is available because of its controversial nature, but tribal members maintain fishing remains central to their identities and livelihood. The restoration of traditional fishing rights is one of the major forces behind continuing efforts to establish federal recognition.²²

Involvement in North Pacific Fisheries

Commercial Fishing

Thirteen vessels based in Chinook participated in North Pacific fisheries in 2000. Residents landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of landings/number of vessel landings): other finfish confidential/confidential/1, herring confidential/confidential/3, and salmon 238.3 t/\$357,610/11.

Chinook fishermen held 17 North Pacific permits. Six held federal permits and 13 held state permits, including 3 groundfish License Limitation Program permits, 3 Commercial Fisheries Entry Commission (CFEC) herring and 11 CFEC salmon permits. Under Alaska's individual fishing quota system, Chinook fishermen were allotted 1,390,684 halibut shares and 1,208,136 sablefish shares.

In 2000 Chinook residents held 16 crew member licenses for North Pacific fisheries.

Sportfishing

Chinook residents purchased 10 sportfishing licenses for Alaska fisheries in 2000.

Notes

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17. See note 16.
18. See note 16.
19. See note 6.
20. See note 15.
21. See note 15.
22. See note 9.

Edmonds

People and Place

Location

Edmonds is on the east shore of north-central Puget Sound. Situated in Snohomish County, the city encompasses 8.9 square miles of land and 9.5 square miles of water. The nearest major U.S. city is Seattle, a 14-mile drive south. Edmonds' geographic coordinates are lat 47°48'39"N, long 122°22'34"W.

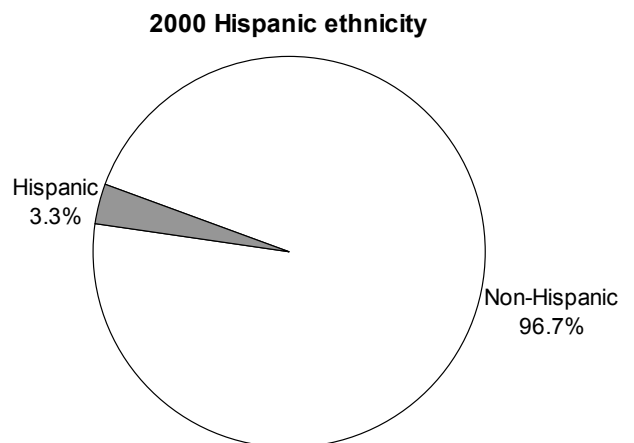
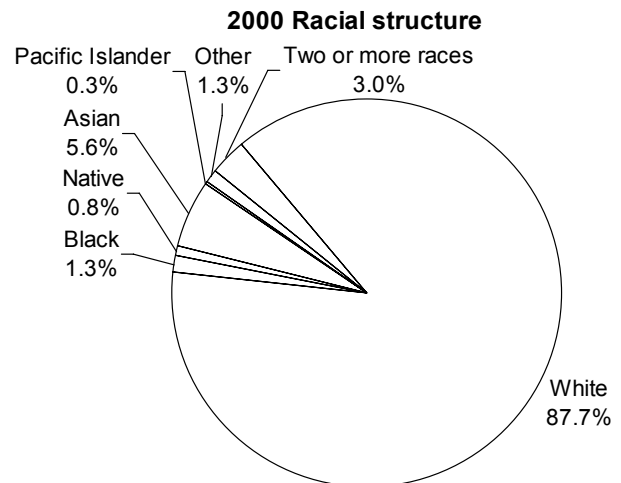
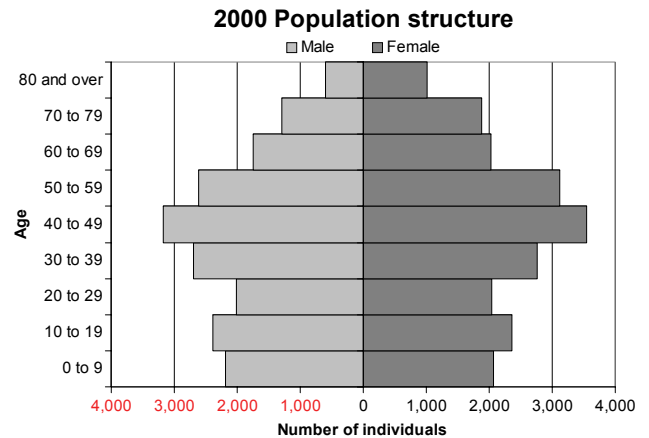
Demographic Profile

According to the 2000 U.S. Census, Edmonds' population was 39,515, an increase of 22.2% since 1990. The gender composition was 52.7% female and 47.3% male. The median age of 42 was higher than the national median age of 35.3. Of the population age 18 years of age and older, 92.3% had a high school education (including equivalency) or higher, 33.8% had received a bachelor's degree or higher, and 11% had attained a graduate or professional degree. This was ahead of the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Edmonds' racial structure recorded by the 2000 U.S. Census was white (87.7%), followed by Asian (5.6%), people who identified as two or more races (3.0%), black (1.3%), people who identified as another race (1.3%), American Indian and Alaska Native (0.8%), and Native Hawaiian or other Pacific Islander (0.3%). Ethnicity data indicate that 3.3% identified as Hispanic. In 2000 11% were foreign-born, with 38.8% from Asia, 31.1% from Europe, and 25.1% from the Americas. The highest percentage of those reporting ancestry was German (12.6%), followed by English (11%), Irish (7.8%), and Norwegian (7.7%).

History

The shoreline of Edmonds once served as a fishing ground to the Snohomish Tribe, which harvested fish, clams and oysters.¹ The community, settled more than 100 years ago as a logging camp, was home to numerous shingle mills and a popular destination for steamships carrying timber.² In 1876 George Brackett started a logging operation in what later became the City of Edmonds.³ Edmonds was incorporated in 1890 and Brackett became the community's first mayor.⁴ In 1891 the Great Northern Railroad began service in Edmonds and brought further growth to the community.⁵ The timber industry remained an important component of the local economy until the 1950s, when the last shingle mill



in Edmonds closed.⁶ Today Edmonds is known for its designated marine sanctuaries and an underwater park at Brackett's Landing that attracts divers from around the country.⁷

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 62.1% of Edmond's potential labor force 16 years of age and older were employed, 2.3% were unemployed, and the unemployment rate was 3.6% (calculated by dividing the unemployed population by the labor force). In addition, 35.6% were not in the labor force, comparable to the national average of 36.1%. The major employment sectors were educational, health, and social services (20.5%), local, state, and federal governments (15.5%), retail trade (13.5%), professional, scientific, management, administrative, and waste management services (11.4%), manufacturing (9.8%), professional, scientific, and technical services (7.6%), and construction (7.5%). Agriculture, forestry, fishing, and hunting employed 0.7% but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

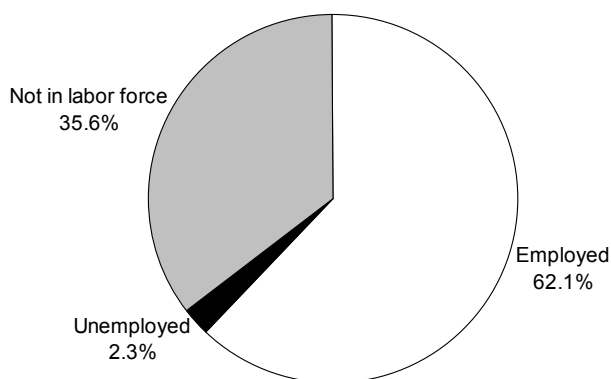
According to the 2000 U.S. Census, the per capita income in 1999 was \$30,076 and the median household income was \$53,522. In 1999 4.6% lived below the poverty level, much lower than the national average of 12.4%. In 2000 there were 17,508 housing units, with 68.1% owner occupied and 31.9% renter occupied. The housing unit vacancy rate was 3.4%.

Governance

The City of Edmonds, incorporated in 1890, is the oldest city in Snohomish County. The community operates under a mayor-council form of government, comprised of an elected mayor and seven city council members. Edmonds levies an 8.9% sales and use tax. In addition Snohomish County levies a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is in Mill Creek (11 miles north). The 13th U.S. Coast Guard District headquarters are in Seattle.

2000 Employment structure



Facilities

Edmonds is accessible by ground, air, and sea. The community is located along the Interstate 5 corridor (north-south). The nearest major east-west highway is Interstate 90 to Seattle. Amtrak provides national and international rail service. The Washington State Ferries system links Edmonds to Kingston, directly west across Puget Sound on the Kitsap Peninsula. The Seattle-Tacoma International Airport is the nearest major facility.

The Edmonds School District serves the Washington communities of Edmonds, Brier, Lynnwood, Mountlake Terrace, and Woodway. The district has 35 schools, including: 20 elementary schools, 1 home school program, 1 highly capable program, 4 K-8 schools, 4 middle schools, and 5 high schools. There are three private schools located in Edmonds. The Snohomish County Public Utilities District administers electricity. The City of Edmonds provides sewer and water services. The Edmonds Police and Fire departments administer public safety. Stevens Hospital is in Edmonds, and three additional hospitals are located within 10 miles of the community. Visitors to Edmonds can choose between two bed and breakfast establishments and three hotels.

The Port of Edmonds operates the largest covered moorage facility on the West Coast and provides wet or dry storage for 1,200 boats up to 55 feet. Additional services include a public sling launch, fueling facilities, a live bait shop, and overnight moorage.⁸ Until recently Edmonds was home to the largest charter fishing fleet in Puget Sound.⁹ The port also operates a boat repair facility, permitting vessel owners to work on their vessels or to utilize local vendors.¹⁰

Involvement in West Coast Fisheries

Commercial Fishing

Recorded data indicates that there were no landings delivered to Edmonds in 2000. There were no known processors operating in the community. In 2000 Edmonds residents owned 24 vessels, including 9 that participated in the federally managed groundfish fishery. The number that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/1, crab 5/1/0, groundfish 2/0/NA, highly migratory species NA/0/NA, salmon 11/2/2, shellfish NA/0/NA, shrimp NA/0/0, and other species 8/0/0.¹¹

In 2000 two Edmonds residents held two federal groundfish fishery permits. The number in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/4, crab 4/1/0, highly migratory species NA/0/0, salmon 21/3/1, shellfish 0/0/NA, and other species 8/0/0.¹²

Available data indicate that Edmonds residents held 52 registered permits in 2000. The number in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/5, crab 5/1/0, highly migratory species NA/0/0, salmon 24/3/2, shellfish 0/0/NA, and other species 11/0/0.¹³

Sportfishing

In 2000 there was at least one salmonid charter fishing business operating in Edmonds. The public saltwater fishing pier in Edmonds is open all year and provides marine sportfishing for residents without watercraft. The closest Catch Record Card Area to Edmonds is Area 9 (Admiralty Inlet: all waters inside and south of the Partridge Point–Point Wilson line, south and west of a line from Possession Point 110° true to shipwreck, north of the Hood Canal Bridge, and north of the Apple Cove Point–Edwards Point line). In Area 9 the 2000 sport catch, based on catch record cards, was 12,608 fish, including 4,351 Chinook salmon, 8,253 coho salmon, and 4 chum salmon. Marine anglers made 43,629 trips in the sport salmon fishery. In Area 9 boat-based anglers caught 1,745 bottomfish. The recreational harvest of clams (lbs) and oysters (#) for Area 9 was estimated to be 84,233 and 6,091 respectively; harvest occurred over an estimated 14,151 user trips in 2000. Sport fishermen caught 18 sturgeon during 2000–2001.

Subsistence

Tribal and nontribal community members may be engaged in subsistence fishing in the area. Subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Edmonds residents owned 97 vessels involved in North Pacific fisheries. In the same year community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 800 t/\$5,077,160/8; Bering Sea and Aleutian Islands (BSAI) groundfish 53,249 t/\$18,357,830/12; other finfish 0.9 t/\$240/6; Gulf of Alaska (GOA) groundfish 455 t/\$808,650/5; halibut 203 t/\$1,134,430/4; herring 447 t/\$125,760/6; and salmon 3,853 t/\$2,825,440/46.

Edmonds residents held 224 commercial fishing permits in 2000, including 77 individuals who held federal and 80 who held state permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 26 crab and 44 groundfish License Limitation Program permits in 2000. Edmonds residents held 19 crab, 1 GOA groundfish, 29 BSAI groundfish, 9 halibut, 12 herring, 49 salmon, and 1 shellfish Commercial Fisheries Entry Commission permits. Community members held 5,113,740 halibut and 6,581,698 sablefish individual fishing quota shares.

Edmonds residents held 134 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Edmonds residents purchased 422 Alaskan sportfishing licenses in 2000.

Notes

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6. Edmonds-South Snohomish County Historical Society. No date. About the Edmonds Historical Museum. Online at <http://www.historicedmonds.org/museum/about.html> [accessed 31 January 2007].
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9. See note 8.
10. See note 8.

11. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of the fishery in 2000.

12. See note 11.

13. See note 11.

Everett

People and Place

Location

Everett is on the eastern shore of Puget Sound. Situated in Snohomish County, the city encompasses 32.5 square miles of land and 15.2 square miles of surface water. The nearest major U.S. city is Seattle, a 29-mile drive south. Everett's geographic coordinates are lat 47°58'45"N, long 122°13'33"W.

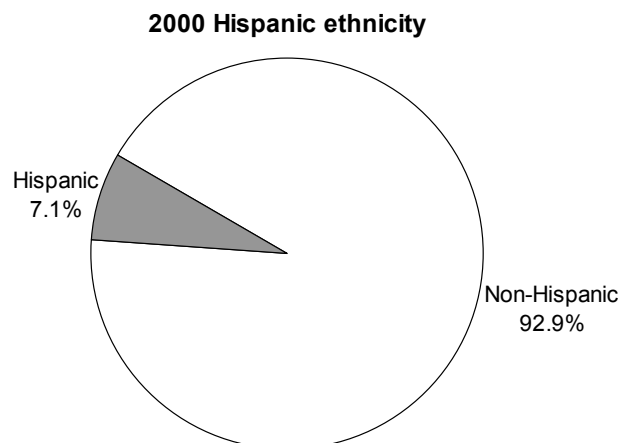
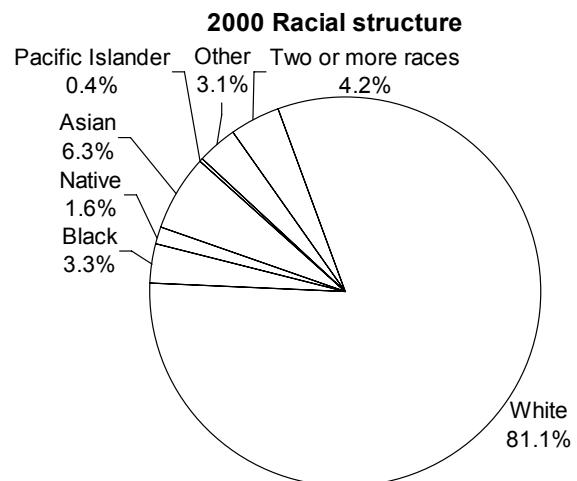
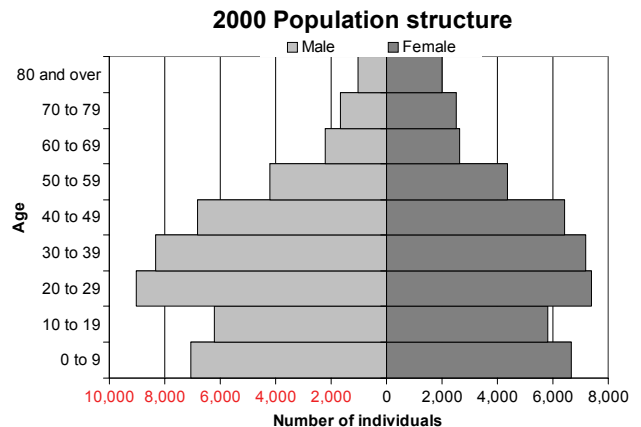
Demographic Profile

According to the 2000 U.S. Census, Everett's population was 91,488, a 30.8% increase since 1990. The gender composition was 50.9% male and 49.1% female. The median age of 32.2 was slightly lower than the national median of 35.3. In 2000 there was an even age distribution between males and females. Of the population 18 years of age and older, 82.6% had a high school education (including equivalency) or higher, 15.8% had received a bachelor's degree or higher, and 4.6% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Everett's racial structure recorded by the 2000 U.S. Census was white (81.1%), followed by Asian (6.3%), people who identified as two or more races (4.2%), black (3.3%), people who identified as another race (3.1%), American Indian and Alaska Native (1.6%), and Pacific Islander (0.4%). Ethnicity data indicate that 7.1% identified as Hispanic. In 2000 12.4% were foreign-born, with 41.8% from Asian countries and 18.5% from Mexico.

History

The area known as Port Gardner Bay was once home to members of the Snohomish Tribe. Following the Indian Wars in the 1850s, the Snohomish and other local tribes, restructured as the confederation known as Tulalip, were moved to a reservation established at Tulalip Bay.¹ European settlers arrived on homestead grants lured by the economic opportunities provided by local natural resources, particularly timber and ore. Wealthy East Coast and regional investors, believing the area was a West Coast terminal for the Great Northern Railroad, began clearing the land in the 1890s to support the industrial town. Lumber and shingle mills, along with a nail factory, a paper mill, and a barge works began operations in the late 1890s.



In 1893 Everett was incorporated and named after the son of an investor, Charles Colby. Designers set aside Everett's waterfront for industrial purposes that by the 1900s included shipbuilders, fisheries, and canneries alongside the lumber companies. The city's population tripled over the next decade and reached 24,000 in 1910.² During the next two decades Everett's economy was dominated by the lumber-shingle trade and by the 1920s the city's importance as a regional and international port was established. Everett was known as the "Lumber Capital of the World" in the early 1900s due to the Weyerhaeuser mill that employed more than 1,500 workers.³

Snohomish County and the City of Everett welcomed the arrival of The Boeing Company in the 1960s. Over the next 40 years Everett's economy diversified to include telecommunications, computer technology, electronics, health care, education, and tourism. Local residents and tourists enjoy several community events that are associated with the maritime industry, including Salty Sea Days and Jetty Island Days. Today Everett's working waterfront shares the shoreline with a Navy homeport, established during the 1990s.

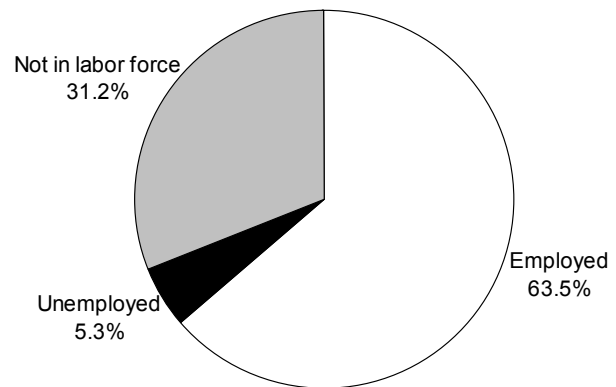
Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 63.5% of Everett's potential labor force 16 years of age and older were employed, 5.3% were unemployed, and the unemployment rate was 7.7% (calculated by dividing the unemployed population by the labor force). In addition, 31.2% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were management, professional, and related occupations (27.2%), sales and office occupations (25.9%), production, transportation, and material moving occupations (17%), and local, state, and federal governments (11.8%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.5% in 2000, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. Everett's economy also relies on its deepwater port, naval station, and tourism sector.⁴

The city's top employers in 2001 were The Boeing Company (23,700), Providence Hospital (2,500), Snohomish County (2,478), and Verizon (1,659).⁵ Several shipbuilding and repair companies are located in Everett, including Everett Shipyard, Hansen Boat Company, Nexus Marine Corporation, The Corner Boat Shop, and The Fishermen's Boat Shop Inc.

2000 Employment structure



According to the 2000 U.S. Census, the per capita income in 1999 was \$20,577 and the median household income was \$40,100. In 2000 12.9% lived below the poverty level, comparable to the national average of 12.4%. There were 38,512 housing units in Everett in 2000, 46% owner occupied and 54% renter occupied. The housing unit vacancy rate was 56.8%, with 3.4% due to seasonal, recreational, or occasional use.

Governance

The City of Everett was incorporated in 1893 and has a mayor-city council form of government. The mayor is elected and heads the Office of Administration. Six additional individuals serve in the Office of Administration, providing support and guidance to the city council. The city council has seven members and provides policy direction to the administrative branch of the city government. Snohomish County levies an 8.9% sales tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 12 miles south in Mill Creek. The U.S. Coast Guard (USCG) maintains the motor vessel *Henry Blake* and 28 active personnel in Everett, charged with ensuring the waterways are safe and that navigational instruments are functional. In addition they perform search and rescue operations, maritime law enforcement, and marine environmental protection. The USCG Bellingham Station, home to six vessels, also is responsible for the Everett area. The

Bellingham Station's area of responsibility includes the San Juan Islands north to the Canada border and south to Admiralty Inlet.

Facilities

Everett is accessible by ground, air, and water. Interstate 5 (north-south) runs through the city. Interstate 90 in Seattle is the nearest major east-west thoroughfare. The city provides local bus transportation to nearby towns, the Seattle area, and Vancouver, British Columbia. Commuter rail service operates daily between Everett and Seattle, and there is an Amtrak station in Everett that provides national and international connections. The Snohomish County Airport Paine Field in Everett is certified for carrier operations. The Seattle-Tacoma International Airport is the closest major airport.

The Everett Public School District has 16 elementary schools, 5 middle schools, and 4 high schools. Everett Community College serves more than 8,000 students. Everett's Public Works Department provides electricity, water, wastewater, and solid waste services to city residents. The Everett Police and Fire departments administer public safety. The Providence Everett Medical Center is the only hospital in Everett. The tourism industry is fairly developed with more than 20 hotels located in the city. Community businesses include the Everett Public Library, the Everett Center for the Arts, the Snohomish County Museum, the Children's Museum, and several places of worship.

The Port of Everett, situated on Port Gardner Bay at the mouth of the Snohomish River, was created in 1918. The Everett Port District has jurisdiction over a large portion of western Snohomish County, including the City of Everett and half of the City of Mukilteo, 7 miles southwest of Everett. The port currently operates eight berths, a 4,000-ton refrigerated warehouse, and additional cold storage space. The Port of Everett Marina is a full-service marina, providing moorage space for approximately 2,050 vessels. The marina predominantly serves recreational vessels; however there is moorage space available for commercial fishing vessels ranging from 32 to 65 feet. The commercial fishing vessel rate is \$4.49 per foot per month. There are numerous amenities at the port including restaurants, showers, laundry, and a fuel dock. The port is also home to stores that sell fishing licenses, bait, tackle, charts, and ice. The Port of Everett boatyard, located within the marina, offers haul-out services, and local boat businesses can provide mechanical, electrical, and structural repair assistance. The port is served by the Burlington Northern/Santa Fe Railroad.

There are several fishery-related organizations in the area including the Everett Steelhead and Salmon Club

and the Snohomish Sportsmen's Club. The Snohomish Sportsmen's Club sponsors the Annual Everett Coho Derby on the waters of north-central Puget Sound in September. These clubs plus the Mukilteo Saltwater Anglers also are active in youth programs such as The Salmon and Plants for Kids Program that encourages school-aged children to plant and monitor native vegetation along salmon streams.

Several Everett residents serve on the Snohomish County Marine Resources Committee (MRC), an 11-member group of citizen volunteers established in 1999 to address local issues related to marine resource management and advise county officials. Of the Northwest Straits counties, Snohomish County is the most populous and has the largest amount of modified shoreline (99 of 133 miles), which is mainly because of the railroad bed that has existed for more than a century. The Snohomish MRC has been involved in several activities, including juvenile crab habitat projects, a Dungeness crab stewardship plan, nearshore restoration projects, as well as numerous public involvement and education activities.⁶

Involvement in West Coast Fisheries

Commercial Fishing

Fishing has been an important activity for Everett residents, dating back to the early 1900s. Although fishing is not as economically significant to the economy as in the past, residents still participate in crabbing and fishing for bottomfish, salmon, and other species.⁷

In 2000 394 vessels delivered landings to Everett, including 160 commercial, 157 tribal commercial, and 77 personal-use vessels. Landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 185 t/\$915,210/98; groundfish confidential/confidential/2; salmon 494 t/\$795,325/313; shellfish confidential/confidential/2; shrimp 21 t/\$70,585/8; and other species 59 t/\$333,197/7.

Everett residents owned 32 vessels in 2000, including 17 that participated in the federally managed groundfish fishery. The number in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/2, crab 4/0/0, groundfish 5/0/NA, highly migratory species NA/0/NA, salmon 19/1/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 6/0/0.⁸

In 2000 recorded data indicate that the number of Everett residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/1/3, crab 6/0/0, groundfish 1/0/0, highly migratory species NA/0/0, salmon 35/1/1, shellfish 0/0/NA, and other species 2/0/1.⁹

According to available data, 58 state permits were registered to Everett residents in 2000. The number in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/1/3, crab 8/0/0, groundfish 3/0/0, highly migratory species NA/0/0, salmon 38/0/2, shellfish 0/0/NA, and other species 2/0/1.¹⁰

There was at least one seafood processor operating in Everett in 2000. Quality Seafood Services LLC, was started in 1998 and now serves as a processor and cold storage plant for seafood products primarily from Puget Sound and Alaskan fisheries. During halibut and salmon season the company packs primarily fresh fish, but it also specializes in filleting, vacuum-packing, and freezing salmon, halibut, black cod, and crab.¹¹ Located at the Port of Everett, Quality Seafood Services provides off-loading services for local vessels. Additionally there are several businesses in the community engaged in seafood retail such as the Waterfront Fish Company, located at the Port of Everett.

The tribal commercial fishery plays a significant role in the Everett fishing industry. Tulalip tribal members living on the Tulalip Reservation, bordered to the east by the City of Marysville and to the south by Snohomish River, are engaged in commercial and subsistence fishing in the Everett area. See the Marysville community profile (page 43) for more information on the Tulalip's natural resources.

Sportfishing

Everett is home to nine licensed agents selling fishing permits. In 2003 47,481 sportfishing license transactions were made valued at \$474,413. In Catch Record Card Area 8-2 (Port Susan and Gardner) the 2000 sport catch, based on catch record cards, was 12,798 fish, including 3,208 Chinook salmon, 9,574 coho salmon, 4 chum salmon, and 12 pink salmon. Marine anglers made 33,536 trips in the sport salmon fishery. Sport fishermen caught 70 sturgeon in Area 8-2. In 2000 boat-based anglers caught 1,449 bottomfish in Area 8-1 (Deception Pass, Hope Island, and Skagit Bay) and Area 8-2. There was no recreational harvest estimate of clams and oysters for Area 8-2 in 2000. In 2000 and 2003 there was at least one salmonid charter fishing operator in Everett.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Tulalip Tribes members are highly engaged in subsistence fishing for finfish and shellfish, however specific data is unavailable.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Everett residents owned 109 vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1; other finfish confidential/confidential/3; Gulf of Alaska (GOA) groundfish confidential/confidential/2; halibut 135 t/\$754,640/4; herring 263 t/\$61,820/9; salmon 1787 t/\$1,985,640/40; and shellfish confidential/confidential/2.

Everett residents held 131 state and federal permits in 2000, including 67 individuals who held state permits and 37 who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held one crab and eight groundfish License Limitation Program permits. Residents held 12 crab, 16 BSAI groundfish, 11 halibut, 18 herring, 55 salmon, and 2 shellfish Commercial Fisheries Entry Commission permits in 2000. Everett residents were allotted 2,476,296 halibut and 4,966,915 sablefish individual quota shares.

Everett residents held 134 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Everett residents purchased 487 Alaska sportfishing licenses in 2000.

Notes

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6. Snohomish County Marine Resource Committee. 2003. The role of the Snohomish County Marine Resources Advisory Committee in the Northwest Straits Marine Conservation Initiative. Online at http://www.psat.wa.gov/Publications/03_proceedings/PAPERS/ORAL/10b_johns.pdf [accessed 31 January 2007].
7. See note 3.
8. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
9. See note 8.

10. See note 8.

11. Field notes, Quality Seafood Services, Everett, WA., 22 September 2004.

Ferndale

People and Place

Location

Ferndale is in the rain shadow of the Olympic Mountain range on the shore of northeastern Puget Sound. Situated in Whatcom County, the city encompasses 6.2 square miles of land and 0.1 square miles of water. The nearest major U.S. city is Seattle, a 98-mile drive south, while Vancouver, British Columbia, is a 43-mile drive north. Ferndale's geographic coordinates are lat 48°50'48"N, long 122°35'23"W.

Demographic Profile

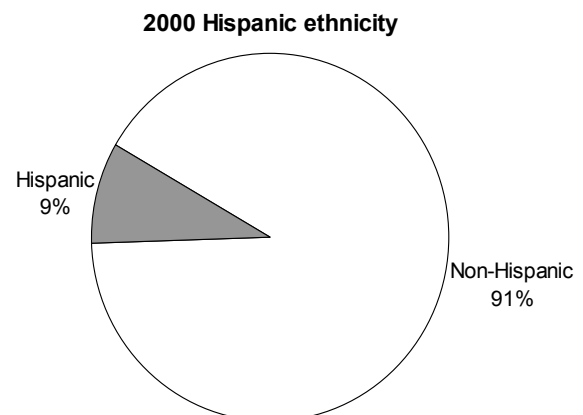
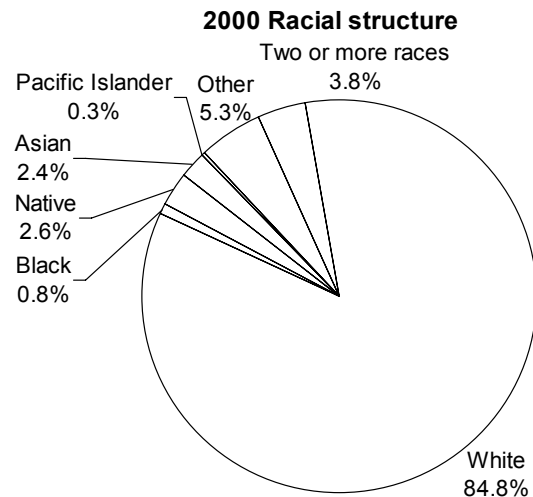
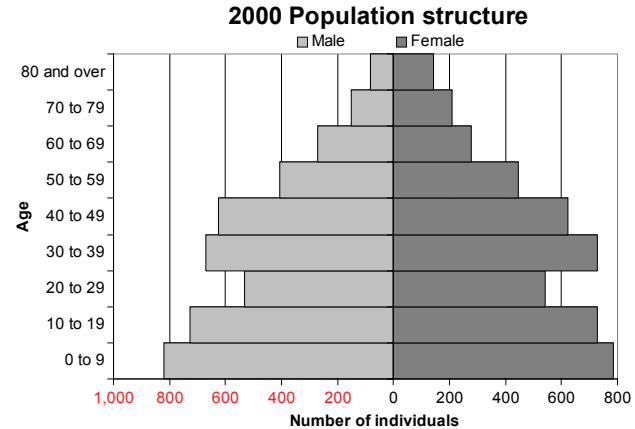
At the time of the 2000 U.S. Census, Ferndale's population was 8,758, an increase from 5,398 in 1990. The gender composition was 51.1% female and 48.9% male. The median age of 32 years was below the national average of 35.3. The age structure demonstrates usual population trends for a community without a major tertiary education provider. Of the population 18 years of age and older, 81.8% had a high school education (including equivalency) or higher, 16.4% had received a bachelor's degree or higher, and 5.2% had attained a graduate or professional degree; the national averages were 79.9%, 22.3%, and 7.8% respectively. For 37.2%, a high school degree or equivalent was the highest level of educational attainment.

The vast majority of Ferndale's racial structure recorded by the 2000 U.S. Census was white (84.8%), followed by people who identified with another race (5.3%), people who identified with two or more races (3.8%), American Indian and Alaska Native (2.6%), Asian (2.4%), black (0.8%), and Hawaiian or other Pacific Islander (0.3%). Ethnicity data indicate that 9% identified as Hispanic. In 2000 3.7% were foreign-born, with the majority from the Americas outside of the United States, followed by people from Europe. The largest numbers of people denoting ancestry were German, English, Irish, and Norwegian.

According to the 2000 U.S. Census, 87.6% lived in family households in 2000.

History

Ferndale is located close to the homes of the Lummi and Nooksack tribes, and the ancient history of the area involves the Coast Salish people who lived by hunting, fishing, gathering, and trading in the region. European explorations in the late 1700s followed by trappers, traders, and gold miners in the early 1800s were



harbingers of major changes to come. In 1855 the Lummi signed the Treaty of Point Elliot with the United States. The Nooksack never signed a treaty with the United States and in 1873 were ordered to move to the Lummi Reservation on the coast. However, because the Nooksack did not feel an affinity toward the Lummi, most returned upriver to their ancestral lands. In the 1970s, after receiving federal recognition as a tribe, the Nooksack established a small reservation at Deming.

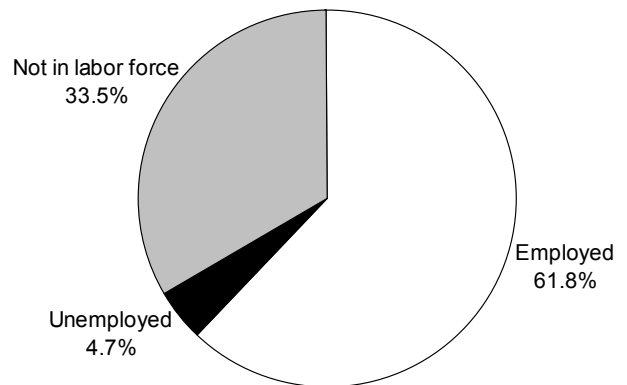
The history of Whatcom County is described in some detail in the Bellingham community profile. History specific to the location of Ferndale indicates a typical Western Washington pattern of agricultural and natural resource-based settlement by European Americans in the late 1800s, marked by a rivalry between towns for growth and regional supremacy.

Ferndale grew around the Nooksack River. According to some sources, about 15 families had settled in Ferndale by 1872.¹ Billy Clark, Cecelia Chanique, his Native American wife, and their children, who built a home in 1873, were the first pioneers to settle in the Ferndale area. Clark was from Texas, but had gone to Canada to work for the Hudson's Bay Company and became an English subject. Therefore, despite occupying the house on the Nooksack River for more than a decade, he was unable to file claim on it under the Homestead Act. Family friend Darius Rogers filed the claim and was technically the first nonnative property owner in the area.

The name Ferndale was adopted in 1876, having been coined by Alice Eldridge, the first teacher on the Nooksack River, to replace the informal name Jam, referring to the nearby logjam on the river. The Lummi called the area Te-tas-um. Ferndale's place as a center of commerce was challenged by upstart West Ferndale on the other side of the river, but eventually the east side prevailed. By 1882 Ferndale had two stores, two saloons, one hotel, and a post office, and was considered a contender for county seat (won by Fairhaven, now a part of Bellingham). By 1889 there were more stores, two schools, a church, a saw mill, and a telegraph office. In addition that year Ferndale had the county champion baseball team and a notable coronet band.² The Hovander Homestead built in 1903 is now a park. In recognition of Ferndale's pioneer heritage, the Hovander farmhouse, barn, and other buildings on the property have been restored and are open to the public.

As the land near Ferndale was cleared of timber, agricultural production increased. A bridge across the Nooksack River was built in the 1930s. Farming continued to be important to Ferndale as other industries developed. In the 1960s Interstate 5 was built along the West Coast, passing along the northeastern edge of

2000 Employment structure



Ferndale. In 2003 Ferndale's downtown received a major makeover that included putting overhead electrical wires underground and widening the bridge across the river.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 61.8% of Ferndale's potential labor force 16 years old and older were employed, 4.7% were unemployed, and the unemployment rate was 7% (calculated by dividing the unemployed population by the labor force). In addition, 33.5% were not in the labor force, compared to the national average of 36.1%. The largest employment sectors were education, health, and social services and manufacturing (20%) and local, state, and federal governments (12%).

Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 131 or 4% of 3,758 people 16 years of age and older in 2000, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

Ferndale refers to itself as "farm country"³ and has an important agricultural base in and around the city. Future Farmers of America and other agricultural programs are regular features of life. Whatcom County produces 65% of the raspberries grown in the United States.⁴ In addition to farming, oil and gas is an important industry. British Petroleum Cherry Point Refinery and Conoco Phillips Ferndale Refinery are major employers in Whatcom County, and are located in Ferndale. Aluminum producer Alcoa Intalco is the largest employer with 935 employees, with 20% residing in Ferndale.⁵

Ferndale has an important outdoor recreation industry. It is close to the Mount Baker-Snoqualmie National Forest and the Mount Baker National Recreation Area, which provides skiing, snowboarding, hiking, rafting, and camping recreations. To the west, the beaches of Birch Bay offer clam digging, swimming, and boating. Recreational fishing is available in salt water and in freshwater at the Lake Terrell Wildlife Refuge, 5 miles west of Ferndale. Duck hunting and bird watching also are popular in the refuge.

According to the 2000 U.S. Census, the per capita income in 1999 was \$15,982 and the median income was \$36,375. In 1999 13.2% lived below the poverty level, slightly above the national average of 12.4%. In 2000 there were 3,292 housing units in Ferndale, with 65.6% owner occupied and 34.4% renter occupied. The housing unit vacancy rate was 4.4%, with 5.5% due to seasonal, recreational, or occasional use.

Governance

The City of Ferndale is organized as a mayor-council form of government. The mayor has responsibility for exercising general supervision over the administrative affairs of the city, the responsibility for the appointment and removal of personnel, and the execution of the laws and policies as adopted by the city council. The city council has seven members with staggered terms. Whatcom County, including Ferndale, levies an 8.4% sales tax and a 4% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) office is 93 miles south in Mill Creek. The U.S. Coast Guard (USCG) Station Bellingham was established in 1947 and provides six vessels. Its area of responsibility includes the San Juan Islands north to the Canada border and south to Admiralty Inlet. The USCG often works in close partnership with the Canada Coast Guard and is occasionally involved in international search and rescue and law enforcement operations.

Facilities

Ferndale is accessible by ground, sea, and air. The city is located on the Interstate 5 corridor (north-south). The nearest major highways running east-west are Interstate 90, 100 miles south in Seattle and Canadian

National 1, approximately 43 miles north in Vancouver, British Columbia. Washington State Route 20, the North Cascades Highway, also runs eastward but is closed in the winter. The Bellingham/Fairhaven Station (15 miles south) offers Amtrak service. The Bellingham International Airport is the nearest facility. There is also a municipal airport in Blaine (14 miles north). The Seattle-Tacoma International Airport and the Vancouver (British Columbia) International Airport are the nearest major facilities. Ferndale does not have any marine facilities. The nearest marine facilities are located on nearby Lummi and Bellingham bays.

The Ferndale School District has six elementary schools, two middle schools, and two high schools, one of which is a “high tech” high school partially funded by grants from the Gates Foundation.⁶ There are no private schools in Ferndale, but there are 12 private schools in the Bellingham area. Colleges in Bellingham include Western Washington University, Whatcom Community College, Bellingham Technical College, and the Northwest Indian College.

Puget Sound Energy is the primary electricity provider, and Cascade Natural Gas in Bellingham services Ferndale. The City of Ferndale Department of Public Works provides water and sewer services to the community; treated drinking water comes from the Nooksack River, from which Ferndale takes 1.5 million gallons a day. A small portion of the town’s residents draw drinking water from groundwater by individual wells or the Ferndale Mobile Village water system. The Ferndale Police Department and the Whatcom County Fire District No. 7 administer public safety. St. Joseph’s Hospital in Bellingham is the nearest major medical facility that provides a full range of inpatient and outpatient services. There are two hotels located in Ferndale and 30 or more within 10 minutes in Bellingham.

Involvement in West Coast Fisheries

Commercial Fishing

There were zero unique vessels that delivered landings to Ferndale in 2000. That year Ferndale residents owned 25 vessels, including 18 that participated in the federally managed groundfish fishery. The number of vessels owned by Ferndale residents participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/1, crab 8/0/0, groundfish 5/0/NA, highly migratory species NA/0/NA, salmon 12/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 4/0/0.⁷

Two Ferndale residents held two federal groundfish fishery permits in 2000. The number of Ferndale

residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 10/0/0, groundfish 2/0/0, highly migratory species NA/0/0, salmon 25/0/0, and shellfish 0/0/NA.⁸

According to available data, 77 state and federal permits were registered to Ferndale residents in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/14, crab 21/0/0, groundfish 8/0/0, highly migratory species NA/0/0, salmon 30/0/0, and shellfish 0/0/NA.⁹

In 2000 there was at least one seafood processor operating in Ferndale, Barlean's Fishery Inc. Barlean's owns and operates its own reefnet boat in an attempt to provide a higher quality product and a more consistent supply of wild salmon. Barlean's, open year round to buy and sell seafood, also offers halibut, Dungeness crab, spot prawns, wild sturgeon, clams, mussels, and Pacific oysters.¹⁰

Ferndale is near the Lummi and Nooksack tribal fisheries. Information about Lummi fisheries can be found in the Blaine and Bellingham community profiles. The Nooksack Tribe manages tribal fisheries for salmon, crab, shrimp, sea cucumber, and sea urchin. The Nooksack Natural Resources Department distributes salmon carcasses in the Nooksack River in an effort to restore nutrients to the water and rehabilitate declining salmon runs.

Sportfishing

In 2000 there were no registered charter fishing operators in Ferndale. In 2003 there were 1,851 sportfishing license transactions valued at \$29,388. In 2005 there was one license dealer in the city registered with the WDFW. In Catch Record Card Area 7 (San Juan Islands), the 2000 sport catch, based on catch record cards, was 7,178 fish, including 4,495 Chinook salmon, 2,644 coho salmon, 21 chum salmon, and 18 sockeye salmon. In 2000 marine anglers made 30,627 trips in the sport salmon fishery. Boat-based anglers caught 5,897 bottomfish in Area 7. The recreational harvest of clams (lbs) and oysters (#) for Area 7 in 2000 was estimated to be 115,273 and 0 respectively; harvest occurred over an estimated 19,752 user trips.

Subsistence

Local tribes (e.g., Lummi, Nooksack) fish in the lower Nooksack River in a ceremonial and subsistence fishery that is timed to minimize the potential catch of Endangered Species Act-listed Chinook salmon. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Ferndale residents owned 26 unique vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): other finfish confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/confidential/1, halibut confidential/confidential/2, herring confidential/confidential/3, and salmon 1,001t/\$882,210/19.

Ferndale residents held 50 state and federal permits in 2000, including 27 individuals who held state permits and 5 individuals who held registered federal permits. Residents held three crab License Limitation Program permits. Community members held 1 crab, 2 GOA groundfish, 6 Bering Sea and Aleutian Islands groundfish, 5 halibut, 9 herring, 21 salmon, and 1 shellfish Commercial Fisheries Entry Commission permits. Residents held 86,876 halibut individual fishing quota shares; however residents held no sablefish quota shares.

Ferndale residents held 54 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Ferndale residents purchased 113 Alaska sportfishing licenses in 2000.

Notes

1. WA GenWeb. No date. Geographic background of Whatcom County. Online at <http://www.rootsweb.com/~wawhatco/geog.htm> [accessed 31 January 2007].
2. Blaine Journal. 1889. Whatcom County settlements. Blaine Journal, Blaine, WA. 31 October 1889. Online at <http://www.rootsweb.com/~wawhatco/towns.htm> [accessed 31 January 2007].
3. Ferndale.net. 2002. Tour Ferndale's friendly farms. Online at http://www.ferndale.net/mod.php?mod=userpage&menu=1103&page_id=24 [accessed 31 January 2007].
4. Ferndale.net. 2002. Welcome to Ferndale, Washington. Online at <http://www.ferndale.net/index.php?menu=1> [accessed 31 January 2007].
5. Field notes, community member, Ferndale, WA, 25 May 2006.
6. See note 5.
7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
8. See note 7.
9. See note 7.
10. Barlean's Fishery Inc. No date. About Barlean's Fishery. Online at <http://www.barleansfishery.com/PageID/141/default.aspx> [accessed 31 January 2007].

Fox Island

People and Place

Location

Fox Island is in the south Puget Sound region, north of McNeil Island and west of Tacoma. Situated in Pierce County, Fox Island encompasses 5.2 square miles of land and 1.2 square miles of water. The nearest major U.S. city is Seattle, a 50-mile drive northeast. Fox Island's geographic coordinates are lat 47°15'06"N, long 122°37'40"W.

Demographic Profile

According to the 2000 U.S. Census, Fox Island's population was 2,803, an increase of approximately 39% from 2,017 in 1990. The gender composition was 50.2% male and 49.8% female. The median age of 41.5 years was significantly higher than the national median age of 35.3. Of the population age 18 years and older, 93.8% had a high school education (including equivalency) or higher, 38.1% had received a bachelor's degree or higher, and 14% had attained a graduate or professional degree. All categories were higher than the national averages of 79.7%, 22.3%, and 7.8% respectively.

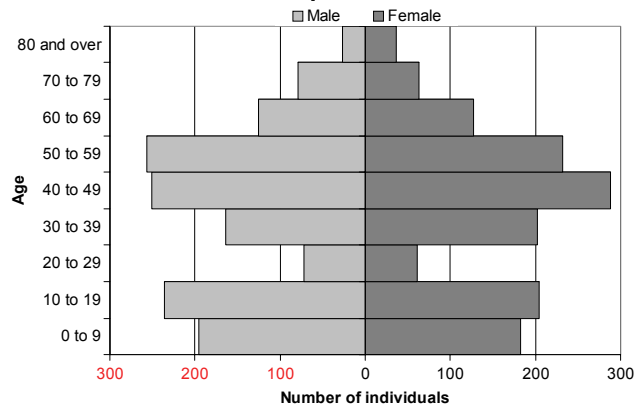
The vast majority of Fox Island's racial structure recorded by the 2000 U.S. Census was white (94.1%), followed people who identified as two or more races (2.4%), Asian (1.6%), American Indian and Alaska Native (0.7%), black (0.6%), people who identified as another race (0.4%), and Native Hawaiian or other Pacific Islander (0.1%). Ethnicity data indicate that 1.9% identified as Hispanic. In 2000 0.9% were foreign-born, with all from European countries. The highest percentage of those reporting ancestry were German (20%), followed by English (12.1%), Norwegian (10.9%), and Irish (9.7%).

History

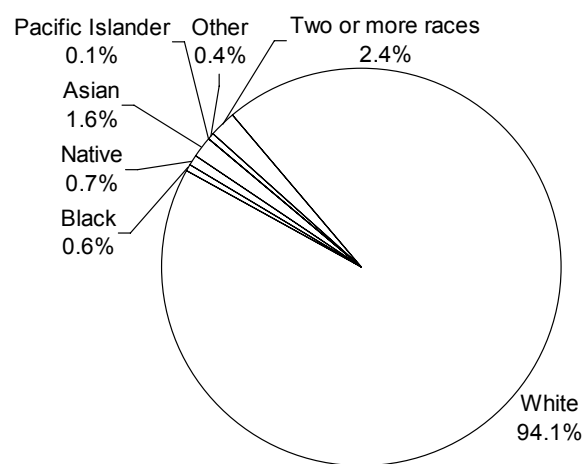
The 1838 George Wilkes Expedition, the first government-sponsored maritime expedition, consisted of six sailing vessels that began their expedition in Norfolk, Virginia. Wilkes named many islands, straits, and passages after his crew, including Fox Island after Lt. John L. Fox, the assistant surgeon on the expedition.¹ The island is also known as Rosario on current British Admiralty charts. It is believed that local Native Americans historically referred to the island as "Batil Merman."²

Between 1855 and 1856, Fox Island briefly served as an internment camp, keeping friendly Indians away

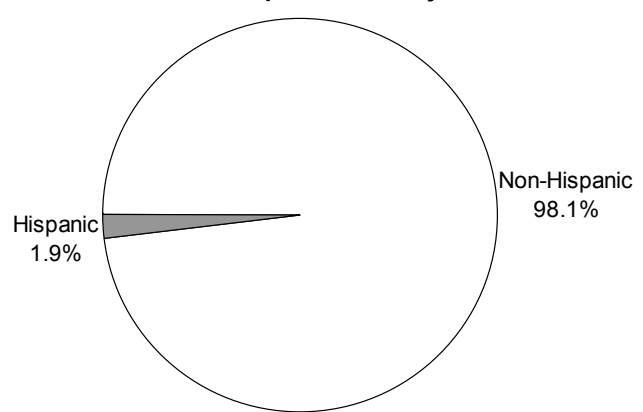
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



from warring factions of other Puget Sound groups. In 1889 the Miller pioneer family traveled to the island and became the first European American settlers.

The Millers were religious and formed what later became the United Church of Christ. Today the old chapel is community property; located directly on the waterfront, the church is a popular spot for weddings.³ The 1910 Fox Island Census reported the island's population at 233 persons belonging to 66 families.⁴

Tanglewood, the island next to Fox Island, once served as an Indian burial ground. Burials took place in canoes hung in trees, allowing birds to eat the remains; the bodies were later buried underground. Farming, particularly of strawberries, became a common activity among the island's early European American settlers. Two toll bridges, the Tacoma Narrows Bridge and the Fox Island Bridge, built in 1954, provided access to Fox Island. Nichols School served island residents until 1961, when students began to travel by bus to nearby Artondale Elementary. Today the island is home to one commercial enterprise, Fox Island Trading Post and Deli, and a post office.⁵

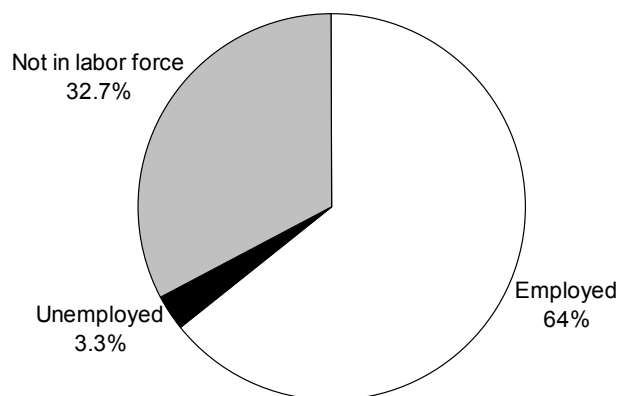
Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 64% of Fox Island's potential labor force 16 years of age and older were employed, 3.3% were unemployed, and the unemployment rate was 4.9% (calculated by dividing the unemployed population by the labor force). In addition, 32.7% were not in the labor force, compared to the national average of 36.1%. The top employment sectors were educational, health, and social services (24.3%), local, state, and federal governments (22.3%), professional, scientific, management, administrative, and waste management services (14.2%), finance, insurance, real estate, and rental and leasing (9.7%), manufacturing (8.1%), and retail trade (7.6%). Natural resources jobs including agriculture, forestry, fishing, and hunting employed 0.4%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The Fox Island Laboratory, conducting acoustic and performance measurements for the U.S. Navy and others for more than 40 years, operates in Carr Inlet. The facility's mission is to "provide a unique, shallow water, protected, ocean environment facility which operates and maintains an M241 barge, shore facilities, personnel and resources required to support research, development, testing and evaluation or military and commercial projects."⁶

2000 Employment structure



According to the 2000 U.S. Census, the per capita income in 1999 was \$32,533 and the median household income was \$69,135. In 1999 3.2% lived below the poverty level, compared to the national average of 12.4%. In 2000 there were 1,150 housing units, with 91.7% owner occupied and 8.3% renter occupied. The housing unit vacancy rate was 8.9%.

Governance

The unincorporated community of Fox Island is governed by the legislative branch of Pierce County. The legislative branch is made up of seven elected county council members including: a chairman, vice chairman, executive pro tempore, and four additional members. Pierce County levies an 8.2% sales and use tax in its unincorporated areas. There is a 2–5% lodging tax in effect on Fox Island, dependent upon the number of rooms or spaces in the establishment. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 82 miles southwest in Montesano. The 13th U.S. Coast Guard (USCG) District headquarters are in Seattle. There is a USCG office that serves as a Port Security Unit in Tacoma (18 miles northeast).

Facilities

Fox Island is accessible by ground and sea. It is reachable via the Tacoma Narrows Bridge on Washington Highway 16 and the Fox Island Bridge. The

Tacoma-Seattle International Airport is the nearest major facility. The Tacoma Narrows Airport, with one 5,000-foot paved runway, is a public-use facility in Gig Harbor (8 miles north).

Fox Island is in the Peninsula School District; however there are no schools on Fox Island. Students are bussed to elementary, middle, and high school in Gig Harbor. Peninsula Light administers electricity services. The Fox Island Mutual Water Association supplies water. There are no sewer services on the island; local residents use septic systems.⁷ The Pierce County Sheriff's Office and the volunteer-staffed Fox Island Fire Station administer public safety. Tacoma General Hospital and Saint Joseph's Medical Center in Tacoma and Saint Claire Hospital in Lakewood are the nearest medical centers.

The Fox Island Community and Recreation Association (FICRA), established in 1970, serves "to promote matters pertaining to the health and safety of Fox Island residents, to promote the welfare and development of Fox Island, and to provide recreation and social activities of a non-profit nature as a public service to the residents of the island."⁸ A FICRA community crime prevention committee has been developed to respond to the rise in crime and FICRA Crime Watch, a citizen's patrol and neighborhood watch, is in effect. In addition FICRA has developed a warning system, consisting of raised orange flags on Fox Island Bridge that alerts community members when crimes have occurred.⁹

There is one bed and breakfast on the Island, Beachside Bed & Breakfast; additional lodging is available in Tacoma and Gig Harbor. A public dock is located near Fox Island Bridge.¹⁰ The Fox Island Yacht Club on Cedrona Bay has various membership activities including the Commodores Ball and pancake breakfasts.¹¹

Involvement in West Coast Fisheries

Commercial Fishing

Recorded data indicates that there were zero landings delivered to Fox Island in 2000. There were also no known fish or shellfish processors operating in the community. In 2000 five vessels were owned by Fox Island residents, including three vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Fox Island residents in 2000 participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon (2/0/0), shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.¹²

Recorded data indicate that in 2000 the number of Fox Island residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, highly migratory species NA/0/0, salmon 2/0/0, shellfish 0/0/NA, and other species 1/0/0.¹³

Fox Island residents held five state permits in 2000. The number of permits held by Fox Island community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/0, highly migratory species NA/0/0, salmon 2/0/0, shellfish 0/0/NA, and other species 1/0/0.¹⁴

Sportfishing

The 2000 sport catch, based on catch record cards, in Catch Record Card Area 13 (South Puget Sound, all waters south of Tacoma Narrows Bridge) was 5,131 fish, including 1,649 Chinook salmon, 2,226 coho salmon, and 1,256 chum salmon. Marine anglers made 26,089 trips in the sport salmon fishery. Boat-based anglers caught 8,025 bottomfish in Area 13 in 2000.

Recreational use and harvest of clams (pounds) and oysters (number) in Area 13 was estimated at 30,147 and 65,007 respectively; harvest occurred over approximately 7,065 user trips. Fox Point Fishing Pier in the community is available to anglers.

Subsistence

Tribal and nontribal community members may be engaged in subsistence fishing. Subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Fox Island residents owned three vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): other finfish confidential/confidential/1, Gulf of Alaska groundfish confidential/confidential/2, halibut confidential/confidential/2, and salmon confidential/confidential/1.

Fox Island residents held 10 permits in 2000, including 5 individuals who held federal permits and 1 individual who held a state permit (note: it is possible for individuals to hold more than one permit at a time). Residents held three groundfish License Limitation Program permits in 2000. Residents held two Bering Sea and Aleutian Islands groundfish, one halibut, one herring, and one salmon Commercial Fisheries Entry Commission permit. Community members held

1,051,635 halibut and 82,610 sablefish individual fishing quota shares.

Five Fox Island residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

In 2000 Fox Island residents purchased 57 Alaska sportfishing licenses.

Notes

1. D. M. Buerge. 1987. The Wilkes expedition in the Pacific Northwest. Columbia Magazine 1(1):17, Online at <http://www.washingtonhistory.org/wshs/columbia/articles/0187-a1.htm> [accessed 31 January 2007].
2. Tacoma Public Library. 2005. Washington place names, Fox Island. Online at <http://search.tpl.lib.wa.us/wanames/placfulld.asp?1-8665> [accessed 31 January 2007].
3. Field notes, Fox Island Historical Society, Fox Island, WA, 21 January 2005.
4. FoxIsland.net. 2003. 1910 census. Online at <http://www.foxisland.net/1910Census.htm> [accessed 31 January 2007].
5. See note 3.
6. Fox Island Laboratory. No date. Our mission. Online at <http://www.dt.navy.mil/detpuget/frameset.html> [accessed 31 January 2007].
7. See note 3.
8. FoxIsland.net. 2004. FICRA. Online at <http://www.foxisland.net/ficra.htm> [accessed 31 January 2007].
9. FoxIsland.net. 2004. FICRA crime watch. Online at http://www.foxisland.net/crime_watch.asp [accessed 31 January 2007].
10. See note 3.
11. FoxIsland.net. 2004. Organizations. Online at <http://www.foxisland.net/organizations.asp> [accessed 31 January 2007].
12. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of the fishery in 2000.
13. See note 12.
14. See note 12.

Friday Harbor

People and Place

Location

Friday Harbor is on the southeastern side of San Juan Island, the geographic and commercial center of a chain of 172 islands spanning the U.S.-Canada border in the northern Puget Sound. Situated in San Juan County, the community encompasses 1.4 square miles of land and 0.1 square miles of water. The nearest major U.S. city is Seattle, a 105-mile drive southwest but also reachable by plane or a combination of boat and land transport. Friday Harbor's geographic coordinates are lat 48°32'04"N, long 123°00'57"W.

Demographic Profile

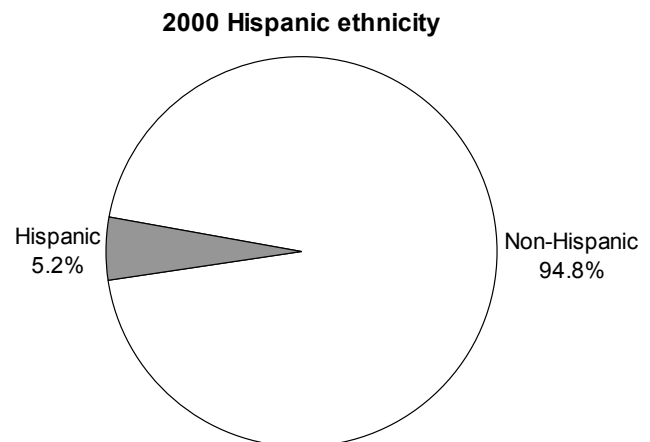
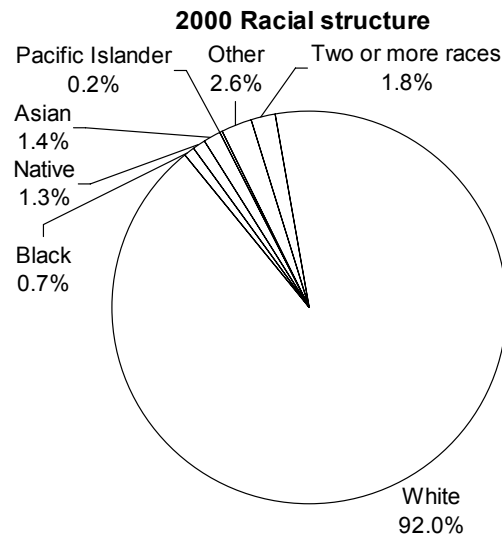
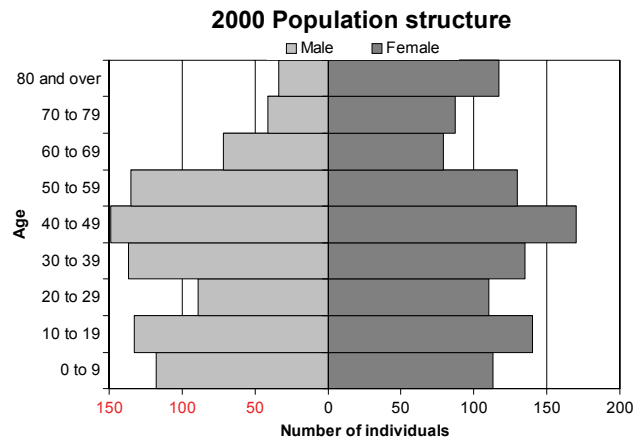
According to the 2000 U.S. Census, Friday Harbor's population was 1,989, an increase from 1,492 in 1990. The gender composition was 54% female and 46% male. The median age of 40.6 years was notably higher than the national average of 35.3. The age structure of Friday Harbor reflects that the town is a popular site for second homes among middle age professionals and retirees. Of the population 18 years of age and older, 88.1% had a high school education (including equivalency) or higher, 25.4% had earned a bachelor's degree or higher, and 7.7% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. For 33.2% a high school degree (including equivalency) was the highest level of educational attainment.

The vast majority of Friday Harbor's racial structure recorded by the 2000 U.S. Census was white (92%), followed by people who identified as another race (2.6%), people who identified as two or more races (1.8%), Asian (1.4%), American Indian and Alaska Native (1.3%), black (0.7%), and Native Hawaiian and other Pacific Islander (0.2%). Ethnicity data indicate that 5.2% identified as Hispanic. In 2000 7.3% of the Friday Harbor population was foreign-born. The majority of the foreign-born population was from the Americas outside of the United States, followed by people from Asia. The largest numbers of people denoting ancestry were German, English, and Irish.

In 2000 96% lived in family households.

History

The San Juan archipelago is part of the traditional area of the Central Coast Salish, collectively made up of five component language groups: Squamish,



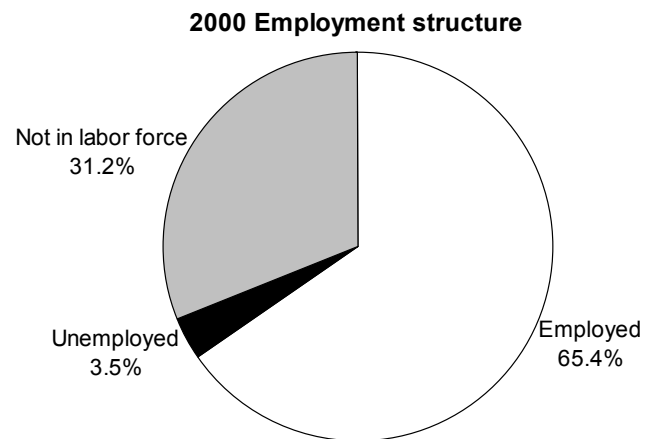
Halkomelem, Nooksack, Northern Straits, and Clallam. These five groups traditionally occupied the southern end of the Strait of Georgia, the lower Fraser Valley in British Columbia, and lands in and around the Strait of Juan de Fuca, including portions of the Olympic Peninsula and the entire San Juan archipelago. Within those five groups there are several different associated groups; the Songhees, Saanich, Lummi, and Samish had winter villages in the islands. Two other groups from the islands are believed to have joined the Lummi during the period of European settlement: the Klalakamish from the north end of San Juan Island and the Swallah from East Sound on Orcas Island. Long before the development of commercial fisheries or marine-oriented tourism in the area, salmon, other fin fish, and orca whales were central to the survival and worldview of local people. The principle tribe in the area, the Lummi, harvested salmon year-round and supplemented their diet with other finfish and shellfish as well as deer, elk, waterfowl, and roots and berries. Frequent trade between the tribes and with settlers was facilitated by cedar canoes.

In 1791 Spanish explorer Juan Francisco de Eliza was the first European to chart the San Juan Islands. During the era of European exploration Spanish, British, French, Russian, and later, Americans, entered the region, integrating it into extensive fur-trade networks. Europeans settled the area by the 1800s. However the national border between the United States and Canada was not defined until after a protracted territorial disagreement that lasted from 1845 to 1872 was resolved.¹ Subsequently the area became notorious for smugglers trafficking in illicit goods, including alcohol during prohibition, and facilitating the crossing of illegal aliens. Friday Harbor has been the commercial and social hub of the San Juan Islands since the 1890s.² By 1900 Friday Harbor was a busy seaport with a population of 300 or 400 and a large salmon cannery among other facilities. Eventually the economy stabilized and gradually declined; the local canning industry became obsolete when advances in processing, transportation, and refrigeration allowed it to be shifted to the mainland where costs were cheaper.³

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 65.4% of Friday Harbor's potential labor force 16 years of age and older were employed, 3.5% were unemployed, and the unemployment rate was 5% (calculated by dividing the unemployed population by the labor force). In addition, 31.2% were not in the labor force in 2000, compared to the national average of 36.1% for the same year. The



main employment sectors were construction and retail (each with 17%), arts, entertainment, recreation, and accommodations (15.5%), and local, state, and federal governments (12%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed only a very small percentage, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

Agriculture, limestone mining, fishing, and now tourism have each flourished at points during San Juan's economic history. Small sailing vessels fished the waters around the San Juan Islands for commercial purposes as early as 1850, delivering to larger vessels that would then transport salted and packed fish to the Hudson's Bay Company in Victoria, British Columbia. The local fishing industry grew alongside increasing technological and infrastructural capacities that supported a booming population. The dominant industry in San Juan County is now tourism and recreation, which continue to expand as tourism attracts people nationally as well as internationally to the Pacific Northwest.⁴ Friday Harbor is the tourism hub of the San Juan Islands and one of the premier visitor destinations in the Northwest.

According to the 2000 U.S. Census, the per capita income in 1999 was \$19,792 and the median household income was \$35,139. In 1999 12% lived below the poverty level, comparable to the national average of 12.4%. In 2000 there were 1,053 housing units in Friday Harbor, with 49.9% owner occupied and 50.1% renter occupied. The housing unit vacancy rate was 14.9%, with 43.9% due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1909, Friday Harbor is a fourth-class municipality or town. The Town of Friday Harbor is organized as a mayor-council form of government.

Under this system, the mayor and each council member are elected for 4-year terms. The mayor is the chief executive officer and presides over council proceedings. Friday Harbor is the only incorporated town in San Juan County. San Juan County, including Friday Harbor, levies a 7.7% retail sales tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife office is 87 miles southeast in Mill Creek. Friday Harbor is under the jurisdiction of the nearest U.S. Coast Guard (USCG) Station Bellingham, which was established in 1947 and has six vessels. The station's area of responsibility includes the San Juan Islands north to the Canada border and south to Admiralty Inlet. The USCG works in close partnership with the Canada Coast Guard and is occasionally involved in international search and rescue and law enforcement operations.

Facilities

Friday Harbor on San Juan Island is accessible by sea and air. Washington State Ferries provides access to Friday Harbor from Anacortes and passenger ferries are available from Seattle, Port Angeles, Port Townsend, Everett, Bellingham, and Anacortes. Ferry transportation is also available from Victoria, British Columbia. International seaplane facilities are available at Friday Harbor. A small airport with good but limited facilities provides passenger and freight service as well as connects San Juan Island to Anacortes, Bellingham, and Seattle with daily scheduled commuter services. The nearest major airports are the Vancouver International Airport in British Columbia and Seattle-Tacoma International Airport.

The San Juan Islands School District has one elementary school, one middle school, and one high school. The town provides residents with water, sewer, garbage, and storm-water services, while the county operates a solid-waste transfer station and a recycling facility. The San Juan County Sheriff and the Friday Harbor Fire Department administer public safety. St. Joseph's Hospital in Bellingham (65-mile drive and ferry trip northeast) offers a full range of inpatient and outpatient services, but usually requires helicopter emergency services. The tourism industry in Friday

Harbor is well developed with numerous options for accommodations across a range of prices.

The Friday Harbor marina has 500 boat slips for commercial and pleasure boats. There is space available for 150 visiting boats ranging in size from dinghies to 150-foot yachts. Southern breakwaters are reserved for vessels more than 45-feet long. The year-round, all weather marina services include charters and cruises, vessel repair, fuel dock, and a U.S. Port of Entry.

Involvement in West Coast Fisheries

Commercial Fishing

Of the 36 unique vessels that delivered nonconfidential landings to Friday Harbor, 18 were commercial vessels, 16 were tribal commercial vessels, and 2 were for personal use. Recorded data indicate landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 20 t/\$100,584/8; salmon 11 t/\$21,744/8; shrimp 5 t/\$41,282/7; and other species 29 t/\$73,686/13.

Friday Harbor residents owned 37 vessels in 2000, including 13 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Friday Harbor residents participating in each said fishery by state (WA/OR/CA) was: crab 4/0/0, groundfish 4/0/NA, highly migratory species NA/0/NA, salmon 12/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 19/0/0.⁵

No Friday Harbor residents owned federally managed groundfish fishery permits in 2000. The number of Friday Harbor residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 3/0/0, highly migratory species NA/0/0, salmon 22/0/0, shellfish 0/0/NA, shrimp 3/0/0, and other species 13/0/0.⁶

According to available data, 52 state permits were registered to Friday Harbor residents in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 4/0/0, highly migratory species NA/0/0, salmon 25/0/0, shellfish 0/0/NA, shrimp 3/0/0, and other species 19/0/0.⁷

There were no seafood processors operating in Friday Harbor in 2000. The tribal commercial fishery plays a significant role in the local industry. The Lummi Natural Resource Department has offices in nearby Bellingham encompassing several divisions including Natural Resource Harvest Management, Shellfish Operations, and Water Resources. The Shellfish Operation provides a sustainable shellfish program

through the sale of oyster and clam products using the shellfish hatchery, Lummi Island Sea Pond, and tribal tidelands.

According to the Boldt Decision,⁸ in addition to several reef-net locations (i.e., Orcas, San Juan, Lummi, and Fidalgo islands, and near Point Roberts and Sandy Point), the usual and accustomed fishing places of the Lummi Indians at treaty times included the marine areas of northern Puget Sound from the Fraser River in British Columbia south to the northern outskirts of Seattle (as they existed in 1974), and particularly Bellingham Bay. Freshwater fisheries included the river drainage systems, especially the Nooksack River, emptying into the bays from Boundary Bay south to Fidalgo Bay.

Sportfishing

Sportfishing is an important activity to residents and visitors in Friday Harbor. In 2000 there were at least five salmonid charter fishing operators in Friday Harbor. As of May 2005 there were three licensed agents selling fishing permits in Friday Harbor. In 2003 there were 6,014 sportfishing license transactions valued at \$77,915.16.

In Catch Record Card Area 7 (San Juan Islands) the 2000 sport catch, based on catch record cards, was 7,178 fish, including 4,495 Chinook salmon, 2,644 coho salmon, 21 chum salmon, and 18 sockeye salmon. In 2000 marine anglers made 30,627 trips in the sport salmon fishery. Boat-based anglers caught 5,897 bottomfish in Area 7. The recreational harvest of clams (pounds) and oysters (number) for Area 7 in 2000 was estimated to be 115,273 and 0 respectively; harvest occurred over an estimated 19,752 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Lummi Tribe and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Friday Harbor. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Friday Harbor residents owned 25 vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric

tons/value of said landings/number of vessels landing): crab confidential/confidential/2, Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, other finfish confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/confidential/2, halibut confidential/confidential/2, herring 79.49 t/\$17,970/4, salmon 1,047.06 t/\$927,650/19, and shellfish confidential/confidential/1.

Friday Harbor residents held 39 state and federal permits in 2000, including 24 individuals who held state permits and 13 individuals who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Friday Harbor residents held three groundfish License Limitation Program permits. In 2000 Friday Harbor residents held 2 BSAI groundfish, 2 halibut, 6 herring, 18 salmon, and 6 shellfish Commercial Fisheries Entry Commission permits. Community members held 703,178 halibut and 2,968,988 sablefish individual fishing quota shares.

In 2000 31 Friday Harbor residents held crew member licenses for North Pacific fisheries.

Sportfishing

Friday Harbor residents purchased 78 Alaska sportfishing licenses in 2000.

Notes

1. Friday Harbor. No date. History and stories. Online at <http://www.fridayharbor.com/ihistory.cfm> [accessed 31 January 2007].
2. National Park Service. No date. San Juan Island: Administrative history. Online at http://www.cr.nps.gov/history/online_books/sajh/adhi2.htm [accessed 31 January 2007].
3. Town of Friday Harbor. No date. History. Online at <http://www.fridayharbor.org/about%20the%20town/AboutTheTown1.htm> [accessed 31 January 2007].
4. Whatcom County Profile. 2001. Labor market and economic analysis branch, Employment Security Department. Online at <http://www.workforceexplorer.com/aspdotnet/search/adSearch.aspx?quickSearch=Whatcom County> [accessed 31 January 2007].
5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
6. See note 5.
7. See note 5.
8. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].

Gig Harbor

People and Place

Location

Gig Harbor is on the Key Peninsula on the west side of Puget Sound across from Tacoma. The city encompasses 4.4 square miles of land. The nearest major U.S. city is Seattle, a 45-mile drive north. Gig Harbor's geographic coordinates are lat 47°19'46"N, long 122°34'44"W.

Demographic Profile

According to the 2000 U.S. Census, Gig Harbor's population was 6,465, a 99.8% increase since 1990. The gender composition was 54.4% female and 45.5% male. The median age of 44.6 was slightly higher than the national median of 35.3. In 2000 20.3% were age 17 or younger, 47.1% were between 22 and 59, and 23.0% were 67 or older. Of the population 18 years of age and older, 87.8% had a high school education (including equivalency) or higher, 29.0% had received a bachelor's degree or higher, and 9.5% had attained a graduate or professional degree. All were higher than the national averages of 79.7%, 22.3%, and 7.8%. For 23.2% a high school diploma or equivalency was the highest level of education.

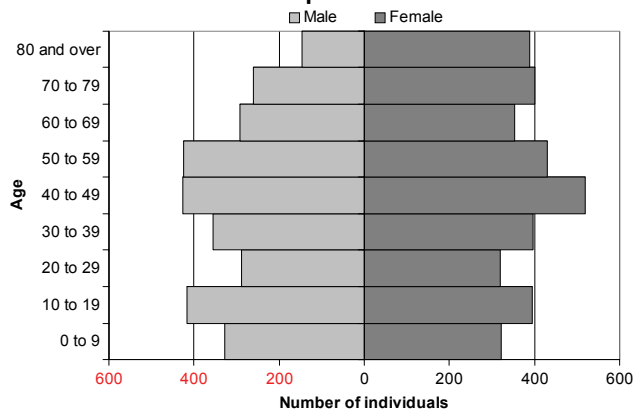
The vast majority of Gig Harbor's racial structure recorded by the 2000 U.S. Census was white (94.2%), followed by people identified as two or more races (1.8%), Asian (1.5%), black (1.1%), American Indian and Alaskan Native (0.6%), people identified as another race (0.5%), and Native Hawaiian and other Pacific Islander (0.2%). Ethnicity data indicate that 3.0% identified as Hispanic. In 2000 4.9% were foreign-born, with 21.5% from Canada, 16.8% from Malaysia, and 15.9% from Mexico.

In 2000, 76.2% lived in family households.

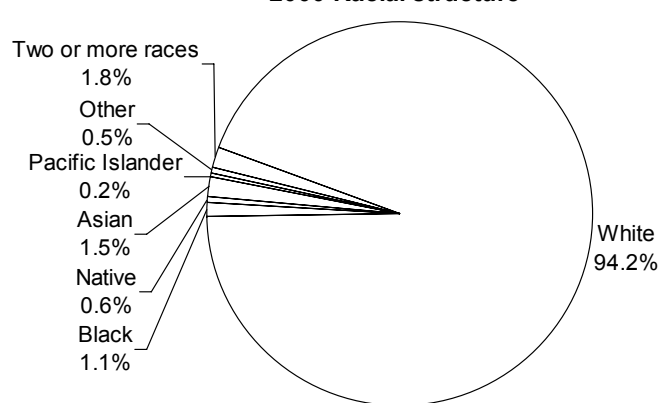
History

The Puyallup, Nisqually, and Steilacoom tribes, as well as smaller tribes, have historically inhabited the Tacoma Basin and southern reaches of Puget Sound. Prior to arrival of European American settlers, subsistence fishing was predominantly based on marine resources although it has since dwindled drastically. The Treaty of Medicine Creek was signed between the tribes and the United States in 1854, about 60 years after Lt. Peter Puget led the first recorded European tour of southern Puget Sound. The treaty implemented several social changes, including issues surrounding resource

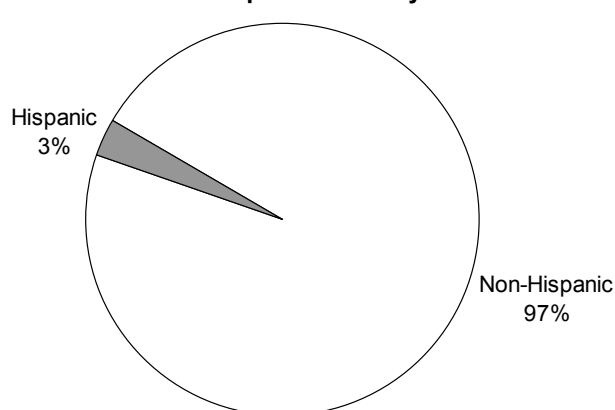
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



access and land ownership. The following year territorial wars broke out in response to a proposed Nisqually reservation and other issues with the treaty. Several tribal members were interned, while others became laborers.¹

Gig Harbor earned its name in 1841 during a U.S. exploration expedition of Puget Sound. Some explorers, which included the captain's gig (i.e., rowboat) and several longboats, sought shelter there for the winter. By the late 1860s settlers from Norway, Sweden, and Croatia made up a burgeoning population based on the growing fishing industry. With the arrival of the transcontinental railroad to Tacoma in 1887, the area became an industrial hub. For the next 100 years, commercial fishing and related industries such as boat building dominated the local economy. The harbor and wharves were developed to serve a group of freight steamers known as the "Mosquito Fleet." In the early 1900s the lumber industry also was significant.

As the economy and population of the area thrived, regional transport networks connected Gig Harbor to nearby industrial centers. Steamboats arrived in the 1880s and by 1971 ferries were available to transport automobiles between Gig Harbor and Tacoma. The existing Narrows Bridge, which directly links Gig Harbor to Tacoma, was opened in 1950 following an unsuccessful earlier attempt.² With easy access across the water the community evolved into a suburban residential area but retains an important level of economic involvement with the fishing industry.

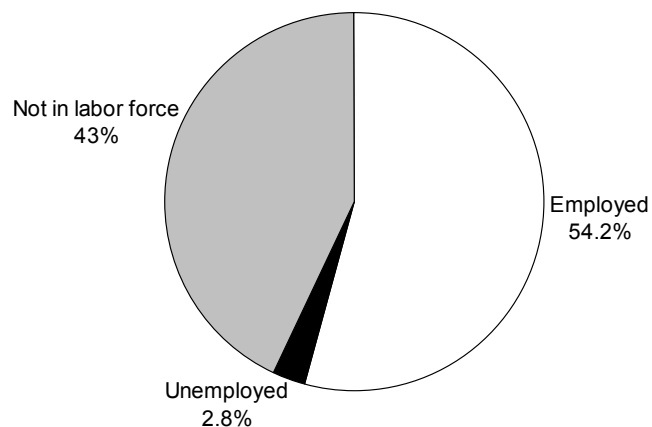
Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 54.2% of Gig Harbor's potential labor force 16 years of age and older were employed, 2.8% were unemployed, and the unemployment rate was 4.9% (calculated by dividing the unemployed population by the labor force). In addition, 43.0% were not in the labor force, compared to the national average of 36.1%. The main employment sectors were educational, health, and social services (25.9%), local, state, and federal governments (15.9%), manufacturing (8.4%), accommodation and food services (6.7%), and retail trade (0.3%). Natural resources jobs, including agriculture, forestry, fishing, and hunting, employed 2.6%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

According to the 2000 U.S. Census, the per capita income in 1999 was \$28,318 and the median household income was \$43,456. In 1999 9% lived below the poverty level, lower than the national average of 12.4%.

2000 Employment structure



In 2000 there were 3,085 housing units in Gig Harbor, with 58.9% owner occupied and 41.1% renter occupied. The housing unit vacancy rate was 6.6%, with 22.9% due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1946, the City of Gig Harbor has a mayor-council form of government. The city council is comprised of a mayor and seven council members. The mayor appoints a city administrator to oversee day-to-day operations and to carry out council policies. Gig Harbor levies an 8.4% sales and use tax and a variable lodging tax of 2-5%, depending upon the number of rooms in the establishment. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service office and the U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The closest Washington Department of Fish and Wildlife Regional Office is 76 miles southwest in Montesano. The 13th U.S. Coast Guard (USCG) District headquarters are in Seattle. There is a USCG office that serves as a Port Security Unit in Tacoma.

Facilities

Gig Harbor is accessible by land, air, and water. The city is on Washington Highway 16 west of the Tacoma Narrows Bridge that spans Puget Sound from Tacoma. The Tacoma Narrow Airport, with one 5,000-foot paved runway, is a public-use facility in Gig Harbor. The Tacoma-Seattle International Airport is the nearest major facility.

Gig Harbor is in the Peninsula School District, which has 15 schools and 9,200 students with an annual growth rate of 4–5%. Peninsula Light Company administers electricity service. The Washington Water Service Company, the City of Gig Harbor Water Department, and the Rainier View Water Company provide water. Puget Sound Energy provides natural gas service. The Gig Harbor Police Department and Pierce County Fire District No. 5 administer public safety. Tacoma General Hospital and Saint Joseph’s Medical Center in Tacoma and Saint Claire Hospital in Lakewood are the nearest medical centers. Several medical centers offering same-day appointments are based in Gig Harbor.

Despite the absence of port facilities within Gig Harbor itself, the city is closely tied to the Port of Tacoma, the West Coast’s second largest port behind Long Beach, California. Burlington Northern and Union Pacific provide rail service to the Port of Tacoma. The City of Tacoma operates the Beltline Railway that services industries in the port area. Eight small marinas in Gig Harbor supply a variety of boat services, including leasing, repair, surface ramp, pump-out station, equipment and sales, and charters.

Gig Harbor has several festivals and marine-related organizations. The Maritime Gig Festival runs for the first full weekend of June and is organized by the Gig Harbor Peninsula Area Chamber of Commerce, partnered with the City of Gig Harbor and the Gig Harbor Peninsula Historical Society and Museum. Gig Harbor has a local Fisherman’s Civic Club as well as several recreational associations. Gig Harbor is home to 14 bed and breakfast accommodations, 3 inns, and 2 family motels.³

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 there were no landings made in Gig Harbor. Residents owned 30 commercial vessels in 2000, including 23 that participated in the federally managed groundfish fishery. The number of vessels owned by Gig Harbor residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 4/1/6, crab 3/0/0, groundfish 1/0/NA, highly migratory species NA/0/NA, salmon 15/2/0, shellfish NA/0/NA, and other species 3/0/0.⁴

In 2000 one Gig Harbor resident held one federal groundfish permit. The number of Gig Harbor residents holding permits in the given fisheries by state (WA/OR/CA) was: coastal pelagic 7/1/9, groundfish 1/0/0, highly migratory species NA/0/0, salmon 36/2/0, shellfish 0/0/NA, and other species 6/0/2.⁵

According to available data, there were at least 87 commercial fishing permits registered to Gig Harbor residents in 2000, including 86 with registered state permits. The number of state permits held by Gig Harbor residents in the given fishery by state (WA/OR/CA) was: coastal pelagic 14/1/17, groundfish 3/0/0, highly migratory species NA/0/0, salmon 40/2/0, shellfish 0/0/NA, and other species 7/0/2.⁶

There was at least one seafood processor operating in Gig Harbor in 2000, primarily producing herring products. Specific data (estimated pounds of product/value of product) is confidential.

Sportfishing

There are two licensed vendors selling sportfishing permits in Gig Harbor. In 2003 Gig Harbor vendors made 6,329 sportfishing license transactions valued at \$110,257. The 2000–2001 sport catch in Catch Record Card Area 11 (Tacoma-Vashon Island), based on catch-card records, was 14,212 fish, including 8,108 Chinook salmon, 6,054 coho salmon, and 50 chum salmon. Marine anglers made 72,194 trips in the sports fishery. In Area 11 six steelhead were caught. Boat-based anglers caught 2,611 fish in Area 11.

Subsistence

Subsistence harvest for marine species may exist in the Gig Harbor area. However the extent of subsistence harvesting is difficult to quantify due to a scarcity of data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Gig Harbor residents owned 63 vessels that participated in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/3, Bering Sea Aleutian Islands (BSAI) groundfish confidential/confidential/2, other finfish confidential/confidential/3, Gulf of Alaska (GOA) groundfish 1166 t/\$1,513,830/6, halibut 187 t/\$1,070,680/4, herring 220 t/\$127,330/4, and salmon 2,845 t/\$2,105,660/33.

Gig Harbor residents held 89 commercial fishing permits for North Pacific fisheries in 2000, including 49 individuals who held state permits and 27 individuals who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Residents held 5 crab, 2 GOA groundfish, 12 BSAI groundfish, 5 halibut, 6 herring, 38 salmon, and 5

shellfish Commercial Fisheries Entry Commission permits. Residents held three crab and eight groundfish License Limitation Program permits. Residents held 2,129,377 halibut and 4,274,178 sablefish individual fishing quota shares.

Gig Harbor residents held 73 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Gig Harbor residents purchased 453 Alaskan sportfishing licenses in 2000.

Notes

1. The Steilacoom Tribe. No date. Recent history. Online at http://members.shaw.ca/nyjack/steilacoom/recent_history.htm [accessed 31 January 2007].
2. Gig Harbor Chamber of Commerce. No date. The Gig Harbor story. Online at <http://www.gigharborchamber.com/history2.html> [accessed 31 January 2007].
3. Gig Harbor Chamber of Commerce. 2005. Accommodations. Online at <http://www.gigharborchamber.com/accommodations.html> [accessed 31 January 2007].
4. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
5. See note 4.
6. See note 4.

Grayland

People and Place

Location

Grayland is in the South Beach area of Grays Harbor in southwest Washington. In Grays Harbor County, the community encompasses 6.8 square miles. The largest major U.S. city is Seattle, a 132-mile drive northeast. Grayland's geographic coordinates are lat 46°48'37"N, long 124°05'31"W.

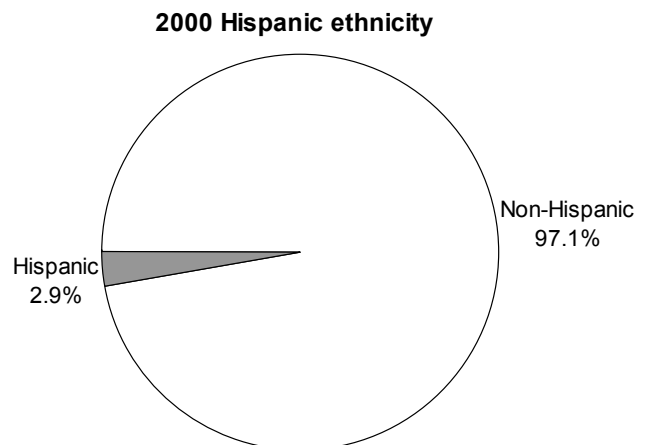
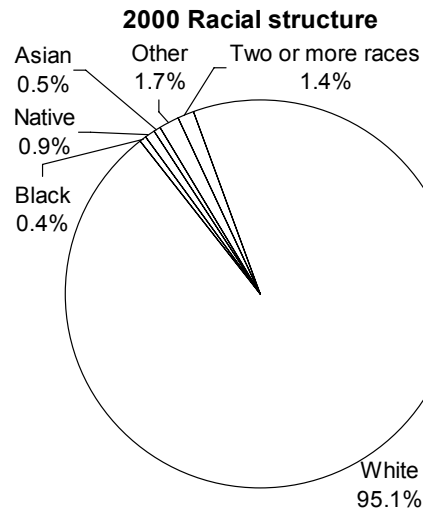
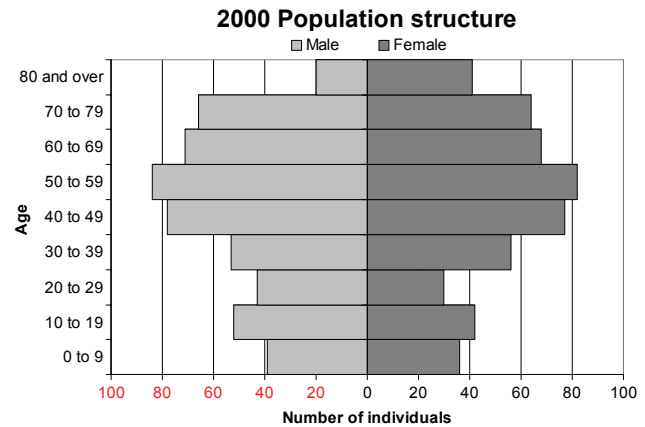
Demographic Profile

According to the 2000 U.S. Census, Grayland's population was 1,002. The gender composition was 50.5% male and 49.5% female. The median age of 49.6 was above the national average of 35.3. The age structure of Grayland also shows a marked aging trend with 33% older than 60 and only 19.9% younger than 25. This may reflect the absence of an institution of higher education in or near the community and a declining local economic outlook. Of the population 18 years of age and older, 80.7% had a high school education (including equivalency) or higher, 18.9% had earned a bachelor's degree or higher, and 4.6% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Grayland's racial structure recorded by the 2000 U.S. Census was white (95.1%), followed by people identified as another race (1.7%), people identified as two or more races (1.4%), American Indian and Alaska Native (0.9%), Asian (0.5%), and black (0.4%). Ethnicity data indicate that 2.9% identified as Hispanic. In 2000 4.6% were foreign-born, with the majority from the Americas outside of the United States, followed by Asia.

History

Coastal Salish-speaking Indians have inhabited this region since before European contact. The Lower Chehalis people inhabited the area of present-day Grays Harbor and relied heavily on marine resources, including fish, seals, clams, and other shellfish. They traded up and down well-established trade routes throughout the coastal Pacific Northwest, although their primary village was located on Chehalis Point, the sand spit on the south entrance to Grays Harbor.¹ In 1853 90% of the Chehalis Tribe, including much of its culture, history, and heritage, was lost to the "big sick" epidemic, a disease characterized by extreme fevers.²



Grayland was named after Captain Robert Gray, the first American to circumnavigate the world. He “discovered” Grays Harbor during an expedition to explore the Northwest coast and establish the U.S. claim to the Oregon Country in 1792. In the mid-1800s, Finnish farmers brought cranberries to the Grayland area, planting them in low-lying bogs. Today Grayland has more than 80 cranberry growers who cultivate more than 1,000 acres of the fruit, earning this area “The Cranberry Coast” title.

Much of Grayland’s recent history is connected to the growth of the tourism industry in nearby Westport (6 miles north). By the late 1870s the area was discovered to be a potential recreational area. Hotels were built, land was platted, and the harbor side was named Westport Beach. Because a Washington town in Lewis County had already claimed the name Chehalis City, Chehalis Point became known as Peterson’s Point in the 1870s and in 1890 was renamed Westport.³ Today Grayland, along with the nearby City of Westport, is a popular recreation destination, offering whale watching, sportfishing, camping, and other activities.

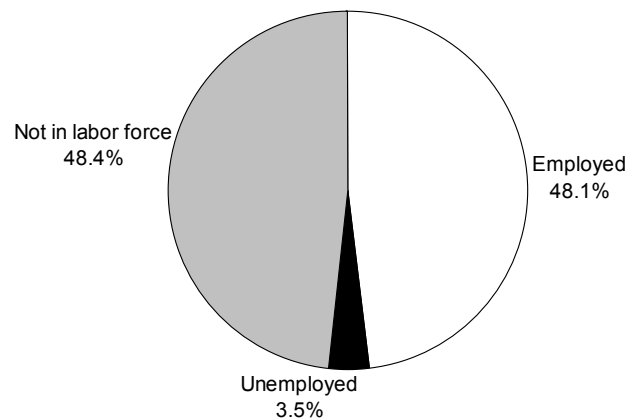
Infrastructure

Current Economy

At the time of 2000 U.S. Census, 48.1% of Grayland’s potential labor force 16 years of age and older were employed, 3.5% were unemployed, and the unemployment rate was 6.7% (calculated by dividing the unemployed population by the labor force). In addition, 48.4% of the potential work force was not in the labor force, compared to the national average of 36.1%. The main employment sectors were management, professional, and related occupations (27.8%), sales and office occupations (27%), and local, state and federal governments (16.3%). Natural resources jobs, including agriculture, fishing, and forestry, employed 13.6%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. The Weyerhaeuser Company mill in Aberdeen was Grays Harbor County’s largest employer, employing and contracting more than 2,000 workers.⁴

According to the 2000 U.S. Census, the per capita income in 1999 was \$21,723 and the median household income was \$25,776. In 1999 19.3% lived below the poverty level, compared to the national average of 12.4%. In 2000 there were 902 housing units in Grayland, with 72.5% owner occupied and 27.5% renter occupied. The housing unit vacancy rate was 44.3%, with 80% due to seasonal, recreational, or occasional use.

2000 Employment structure



Governance

Grayland is an unincorporated census-designated place in Grays Harbor County. The community relies on nearby Westport for many administrative and public works services. The Westport-Grayland Chamber of Commerce also plays an important role in developing and promoting local businesses in Grayland. Grays Harbor County levies an 8.3% sales tax and a 3% lodging tax. See the Overview subsection (page 43) in the Governance section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services District Office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 33 miles northeast in Montesano. The U.S. Coast Guard Station (USCG) Grays Harbor is in Aberdeen (23 miles northeast) at the entrance to Grays Harbor and oversees Grays Harbor bar, one of the most hazardous bars in the Pacific Northwest. The USCG station has four vessels and is responsible for marine safety between Queets River and Ocean Park and from Preacher’s Slough to 50 nautical miles offshore.

Facilities

Grayland is accessible by ground, sea, and air. The main roads connecting Grayland to neighboring communities include Washington Highway 105 east to Aberdeen and south to Raymond (28 miles southeast). Grayland does not have port or harbor facilities; for marine activities, residents of Grayland rely on the City of Westport. During the spring and summer months, a passenger-only ferry capable of holding 95 passengers

operates between Westport and Ocean Shores on the north side of Grays Harbor. The Seattle-Tacoma International Airport is the closest major facility.

Grayland is in the Ocosta School District, headquartered in Westport. The district has an elementary school and a junior-senior high school. Grays Harbor Community College is in Aberdeen. South Puget Sound Community College and Evergreen State College (both 80 miles east in Olympia) are the nearest colleges with more than 2,000 students. Grays Harbor Public Utility District is the primary electricity supplier for the city. The City of Westport's Wastewater Treatment Plant and Water Department provide sewer and water services. Grays Harbor County Sheriff's Office and the Grayland Fire Department administer public safety. Westport has a medical center, but Grays Harbor Community Hospital in Aberdeen is the nearest major facility. Four hotels and motels provide lodging in Grayland, and Westport offers a variety of lodging facilities. Just outside Grayland is Grayland Beach State Park, a 412-acre marine camping park with 7,449 feet of oceanfront land.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 there were zero fish processors operating in the community. Landings data for Grayland were recorded as part of the Other Washington Coastal Port (OWCP) Group that includes the communities of Grayland Beach, Long Beach, Quillayute, Taholah, Queets, Moclips, Hoh, and Kalaloch. Of the 68 unique vessels that delivered nonconfidential landings to the OWCP Group in 2000, 44 were commercial vessels, 11 were tribal commercial vessels, and 12 were for personal use. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/2; groundfish confidential/confidential/2; salmon 349 t/\$513,894/43; and other species 63 t/\$271,917/28.

Grayland residents owned 26 vessels in 2000 that participated in West Coast fisheries, including 10 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Grayland residents that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 16/1/1, groundfish 4/0/NA, highly migratory species NA/0/NA, salmon 12/2/0, shellfish NA/1/NA, shrimp NA/1/0, and other species 5/0/0.⁵

The number of Grayland residents holding permits in each said fishery by state (WA/OR/CA) was: coastal

pelagic 3/0/0, crab 11/1/1, highly migratory species NA/0/0, salmon 7/2/0, shellfish 9/0/NA, and shrimp 2/1/1.⁶

Grayland residents held 43 state permits in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 18/0/0, crab 0/1/1, highly migratory species NA/0/0, salmon 9/2/0, shellfish 9/0/NA, and shrimp 2/0/1.⁷

Several tribes along the West Coast participate in commercial fishing; however scant data exists on tribal commercial fishing in the Grayland area. Pacific Coast treaty Indian tribes include the Hoh, Makah, and Quileute Indian, and the Quinault Indian Nation. The closest treaty Indian nation to Grayland is the Quinault and its tribal center is approximately 70 miles north in Taholah. According to the Boldt Decision,⁸ the Quinault's usual and accustomed fishing area includes the following rivers and streams: Clearwater, Queets, Quinault, Raft, Moclips, and Copalis rivers and Salmon and Joe creeks. Ocean fisheries are utilized in the waters adjacent to their territory, between Destruction Island and Point Chehalis, 6 miles north of Grayland.⁹ The closest nontreaty Indian tribe is the Shoalwater Bay, located 11 miles south in Tokeland, on the north end of Willapa Bay in Pacific County. To help pay for tribal natural resource management programs, tribes collect taxes from tribal members who sell fish and shellfish. The nearby tribes of Shoalwater Bay and the Quinault Indian Nation most likely compete for similar fishery resources as nontribal fishermen fishing out of Grayland.

Sportfishing

Sport fishermen in Grayland are involved in the West Coast and Alaskan fisheries. In 2000 there were two salmonid charter licenses held by Grayland residents. In 2003 and 2004 two salmonid charter-fishing operators serviced sport fishermen and tourists out of Grayland. There are two licensed agents selling fishing permits in the community. In 2003 there were 2,083 sportfishing license transactions in Grayland valued at \$22,682.

In Catch Record Card Area 2 (Westport-Ocean Shores) the 2000–2001 sport catch, based on creel survey estimates, was 34,636 fish, including 6,254 Chinook salmon and 28,382 coho salmon. Marine anglers made 19,895 trips in the sport salmon fishery. Sport fishermen caught eight steelhead in Area 2. The coastal bottomfish catch for Area 2 was 152,675 and the Pacific halibut catch for Area 1-2 (Ilwaco-Grayland-Ocean Shores) was 2,341. In addition to halibut and salmon, sport fishermen in the Grayland area harvest rock and Dungeness crab, razor clams, sea bass, greenling, perch, lingcod, and a variety of freshwater species.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Today members of the Quinault Nation, the Shoalwater Bay Tribe, and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Grayland. While tribal and nontribal individuals participate in subsistence fishing, tribal catches are reserved for tribal use only. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Grayland residents owned seven vessels that were involved in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): salmon 126 t/\$101,900/4 and shellfish confidential/confidential/1.

Grayland residents held 10 state and federal registered permits in 2000, including 7 individuals who held state permits and 2 individuals who held federal permits. Residents held two groundfish License Limitation Program permits. Residents held two Bering Sea Aleutian Island groundfish, five salmon, and one shellfish Commercial Fisheries Entry Commission permits. Residents held zero halibut or sablefish individual fishing quota shares.

In 2000 21 Grayland residents held crew member licenses for North Pacific fisheries.

Sportfishing

Grayland community members purchased 26 Alaska sportfishing licenses in 2000.

Notes

1. Confederated Tribes of the Chehalis. No date. The Confederated Tribes of the Chehalis. Online at <http://www.chehalis-tribe.org/index.html> [accessed 31 January 2007].

2. R. McCausland. 1998. Washington's Grayland. The Donning Company Publishers, Virginia Beach, VA.

3. Chehalis River Council. 2004. Selective chronology of the Chehalis Basin. Online at <http://www.crcwater.org/issues2/chronicle.html> [accessed 31 January 2007].

4. Grays Harbor Economic Development Council. No date. Grays Harbor County manufacturing. Online at <http://www.ghedc.com/ghmanuf.html> [accessed 31 January 2007].

5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

6. See note 5.

7. See note 5.

8. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].

9. Pacific Fishery Management Council. 2004. Groundfish bycatch programmatic DEIS. Online at <http://www.pcouncil.org/groundfish/gfbdpeis/apdx.pdf> [accessed 31 January 2007].

Ilwaco

People and Place

Location

Ilwaco is on the Long Beach Peninsula in southwest Washington. Situated in Pacific County, the community encompasses 2.06 square miles of land and 0.31 square miles of water. The nearest major U.S. city is Portland, Oregon, a 110-mile drive southeast, while Seattle is a 170-mile drive northeast. Ilwaco's geographic coordinates are lat 46°18'33"N, long 124°02'31"W.

Demographic Profile

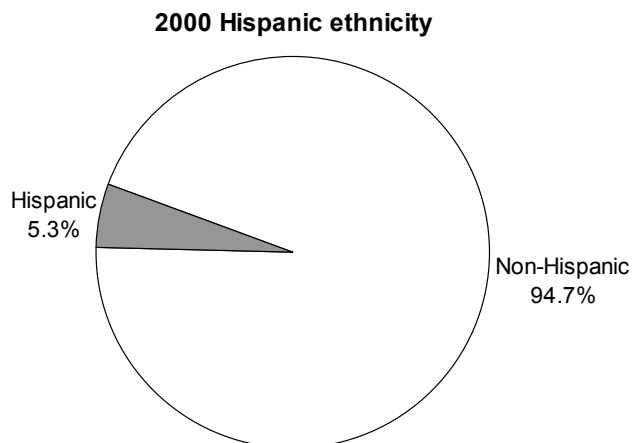
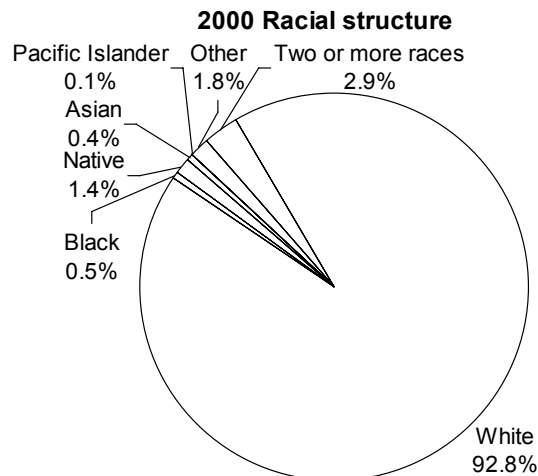
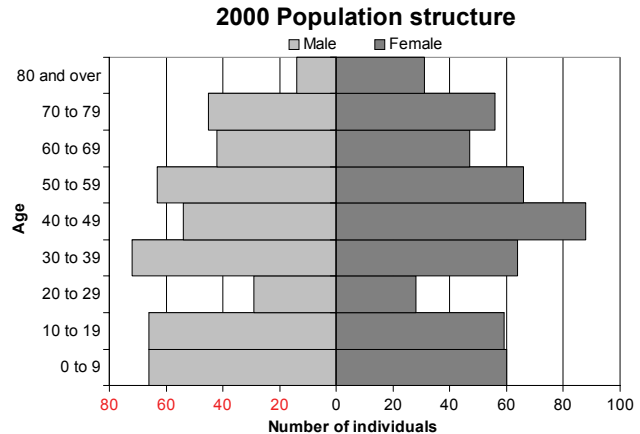
According to the 2000 U.S. Census, Ilwaco's population was 950, with a population density of 461.5 people per square mile. The gender composition was 52.5% female and 47.5% male. The median age of 43 was higher than the national median of 35.3. Of the population 18 years and older, 81.1% had a high school education (including equivalency) or higher, 19.3% had received at least a bachelor's degree, and 6.2% had attained a graduate degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast major of Ilwaco's racial structure recorded by the 2000 U.S. Census was white (92.8%), followed by people who identified as two or more races (2.9%), people who identified as another race (1.8%), American Indian and Native Alaskan (1.4%), black (0.5%), Asian (0.4%), and Native Hawaiian or other Pacific Islander (0.1%). Ethnicity data indicate that 5.3% identified as Hispanic. In 2000 7.8% were foreign-born, with 38.2% from Mexico, 25% from Guatemala, and 9.2% from Germany.

In 2000 81.5% of Ilwaco's population lived in family households.

History

The Ilwaco area was first inhabited by Native Americans, primarily the Chinook. The town was named after a local Native American, Elowahka Jim. English, Spanish, and French explorers seeking a "River to the West" or the "Northwest Passage" connecting the Atlantic and Pacific oceans were the first nonnatives to come to the area. Some of the earliest explorers included Captain James Cook around 1778, John Meares around 1788, Captain George Vancouver in 1792, Captain Robert Gray in 1792, and Meriwether Lewis and William Clark around 1805.¹



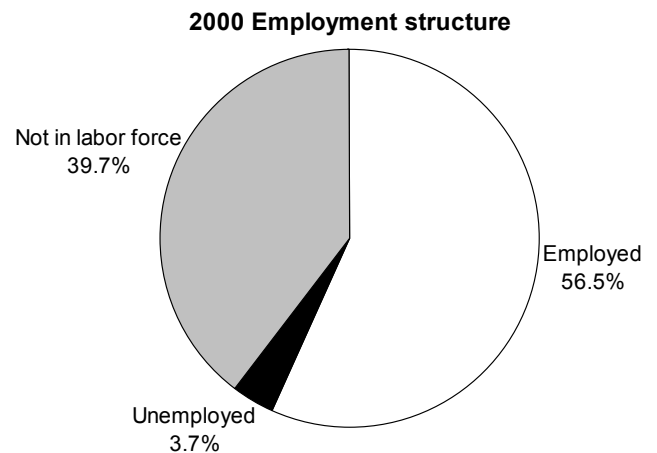
Reports from the Lewis and Clark expedition on the area drew interest from European American settlers. The first white settlers from the East Coast and Midwest, including foreign settlers primarily from Scandinavia, were drawn to the area for the lumber, land, ocean, hunting, and fur resources.² John Jacob Astor traveled through the area and eventually established the Pacific Fur Company across the Columbia River from Ilwaco in Astoria, Oregon, in 1811. Missionaries also were drawn to surrounding areas in the 1830s.

By 1849 Dr. Elijah White had founded a settlement in the Ilwaco area called Pacific City and it was envisioned to be a future port city at the mouth of the Columbia River. Pacific City had a county seat, post office, sawmill, and fine hotel, owned by J. D. Holman.³ Around 1852 the military overtook Pacific City after President Millard Fillmore ordered a military reservation to be developed. That site is now referred to as Cape Disappointment State Park. It took years for the military to build installations in the area, but the dreams for Pacific City vanished. Holman, however, established a donation land claim, including beach areas that eventually developed into a summer resort. The local school, built in 1853, was attributed to the Holman family.

During the later parts of the century from about 1884 to 1910, the area was consumed by disputes over fishing-ground rights, referred to as the gill-net wars. Gillnetters and trap fishermen fought with a vengeance over these rights. In 1888 the Ilwaco Railroad and Navigation Company, led by Lewis A. Loomis, started the construction of a railroad from Ilwaco to Nahcotta at the Ilwaco wharf.⁴ The rail served as transportation for mail and passenger business and freight, specifically sacks of oysters from Nahcotta. In 1900 Loomis retired and sold the railroad to the Oregon Railroad and Navigation Company; the railway functioned until 1930.

In 1889 the Ilwaco Beach Station, also known as the Klipsan Beach Life Saving Station, was established.⁵ This station was one of 19 life saving stations on the West Coast from the Golden Gate Bridge in San Francisco, California, to Nome, Alaska. The location of this station was chosen due to the high numbers of shipwrecks in the area at the mouth of the Columbia River, which is also known as the “Graveyard of the Pacific.” In 1915 the U.S. Coast Guard (USGC) created USCG Klipsan Station #309. While this station was eventually abandoned, the USCG still maintains a strong presence in the area.

Ilwaco and the closely surrounding area offer many tourism activities. Downtown Ilwaco hosts the Ilwaco Heritage Museum, various shopping opportunities including the Saturday Market at the harbor during the



late spring and summer months, charter boats for fishing and sightseeing, restaurants, and accommodations. Within a few miles of Ilwaco lies Fort Canby State Park, recently renamed Cape Disappointment State Park. The park offers camping, hiking, beaches, fishing, the Cape Disappointment and North Head Lighthouses, and the Lewis and Clark Interpretive Center. Festivals include the Annual Cranberrian Fair, the Wild Mushroom Festival, the Water Music Festival, Annual Loyalty Day Celebration, and the Blessing of the Fleet festivities.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 56.5% of Ilwaco’s potential workforce 16 years of age and older were employed, 3.7% were unemployed, and the unemployment rate was 6.2% (calculated by dividing the unemployed population by the labor force). In addition, 39.7% were not in the labor force, slightly higher than the national average of 36.1%. The top employment sectors were local, state and federal governments (27.8%), health care and social assistance (12.5%), retail trade (11.8%), educational services (10.8%) and the military (3.8%). Natural resources jobs, including agriculture, forestry, fishing, and hunting employed 3.7%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The per capita income in 1999 was \$16,138 and the median household income was \$29,632. In 1999 16.3% lived below the poverty line, slightly higher than the national average of 12.4%. In 2000 there were 524 housing units in Ilwaco, with 66.1% owner occupied and 33.9% renter occupied. The housing unit vacancy rate was 20.6%, with 49.1% due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1890, Ilwaco is a code city under Washington State law.⁶ It has a mayor-city council form of government, with a mayor, a five-member city council, city planner, clerk-treasurer, deputy clerk, city attorney, a five-member planning commission, and fire chief.⁷ Pacific County, organized in 1851, has a 7.8% sales tax and a 9.8% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The National Marine Fisheries Service, Point Adams Research Station, is located in Hammond, Oregon, approximately 22 miles south. The nearest U.S. Citizenship and Immigration Services District Office and the nearest meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are in Portland. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is 72 miles north in Montesano, and the WDFW maintains the Willapa Bay Field Station at Ocean Park, approximately 13 miles north.⁸ The USCG Station Cape Disappointment in Ilwaco is the largest USCG search and rescue station on the northwest coast. The station is under the USCG Group/Air Station Astoria⁹ and it operates the USCG National Motor Lifeboat School.

Facilities

Ilwaco is accessible by land, air, and sea. The community is on U.S. Highway 101 (north-south). The Port of Ilwaco Airport is open to the public and has an unattended paved runway. Portland International Airport is the nearest major airport. The Ilwaco Harbor supports recreational and commercial fisheries, along with tourism. As of June 2005 the harbor supported approximately 54 commercial fishing vessels and 610 pleasure craft, which includes charter vessels.¹⁰ The harbor includes a boatyard with hoist services, a fuel dock, boat launches, and guest moorage.¹¹

Ilwaco is in the Ocean Beach School District. Ilwaco Junior-Senior High School is for grades 7–12. Hilltop Elementary School in Ilwaco is for grades 4–6. Ilwaco children in grades below fourth attend school in neighboring Long Beach (3 miles north). Lower Columbia College in Longview (67 miles east), Grays Harbor College in Aberdeen (70 miles northeast), and Centralia College in Centralia (114 miles northeast) are the three closest two-year colleges in Washington. Evergreen State College in Olympia (110 miles northeast) is the closest four-year college.

Pacific County's Public Utility District administers electricity service in Ilwaco. The city owns and operates

water and sewer plants.¹² The City of Long Beach Police Department and the Ilwaco Volunteer Fire Department administer public safety. Ocean Beach Hospital is in Ilwaco. Other medical facilities nearby are the Willapa Harbor Hospital in South Bend (41 miles north) and Columbia Memorial Hospital in Astoria, Oregon (17 miles south). There are multiple hotels, motels, resorts, and bed and breakfast facilities in Ilwaco and the nearby Long Beach community, as well as various state and private campgrounds and recreational vehicle parks.

Involvement in West Coast Fisheries

Commercial Fishing

The 338 vessels that delivered landings to Ilwaco in 2000 all were commercially registered. Landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/2; crab 861.9 t/\$3,864,427/104; groundfish 2,350.7 t/\$634,261/35; highly migratory species 1,907.1 t/\$3,595,659/119; salmon 187.4 t/\$468,717/98; shrimp confidential/confidential/2; and other species 47.5 t/\$183,071/81.

Ilwaco residents owned 21 vessels in 2000 that participated in West Coast fisheries, including 17 that participated in the federally managed groundfish fishery. The number of vessels owned by Ilwaco residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 13/9/1, groundfish 3/0/NA, highly migratory species NA/0/NA, salmon 11/13/2, shellfish NA/0/NA, shrimp NA/2/0, and other species 8/0/0.¹³

Ilwaco residents held two federal groundfish fishery permits in 2000. The number of residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 8/0/1, highly migratory species NA/0/0, salmon 5/13/4, shellfish 0/0/NA, shrimp 1/2/0, and other species 4/0/0.¹⁴

Ilwaco resident held 46 registered state permits and 2 federal permits in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 12/0/1, highly migratory species NA/0/0, salmon 5/13/6, shellfish 0/0/NA, shrimp 1/2/0, and other species 5/0/0.¹⁵

There is currently only one processor in Ilwaco, Jessie's Ilwaco Fish Company. Jessie's has been in business in Ilwaco for more than 40 years. The company processes various species including but not limited to shrimp, crab, salmon, whiting, sardines, bottomfish, and tuna. Jessie's distributes worldwide, and its efforts are primarily in wholesale distribution accompanied by a

small retail effort. In 2005 Jessie's employed approximately 150 people.¹⁶

Sportfishing

Sport fishermen in Ilwaco are involved in West Coast and Alaskan fisheries. In 2000 14 salmonid charter fishing operators serviced sport fishermen and tourists. There was one licensed agent selling fishing permits in Ilwaco. In 2003 there were 1,580 sportfishing license transactions valued at \$24,978.

In Catch Record Card Area 1 (Ilwaco–ocean) the 2000 sport catch, based on creel survey estimates, was 27,889 fish and in Area 1A (Ilwaco–Buoy 10) it was 16,335 fish. This data include (1/1A) 1,630/2,972 Chinook salmon and 26,259/13,363 coho salmon. Marine anglers made (1/1A) 16,243/42,061 trips in the sport salmon fishery for a total of 58,304 in both areas. In Area 1, Columbia River to Leadbetter Point, fishermen caught 106 steelhead. In 2000 the coastal bottomfish catch for Area 1 (Ilwaco–Ilwaco Jetty) was 8,388/631 fish. The Pacific halibut catch for Area 1 and Area 2 (Ilwaco–Westport–Ocean Shores) was 2,341.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Both tribal and nontribal individuals participate in subsistence fishing, obtaining fishery resources from the waters surrounding Ilwaco. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Ilwaco residents owned five vessels that participated in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): other finfish confidential/confidential/1 and salmon 98.5 t/ \$178,940/5.

Ilwaco residents held six federal and state commercial fishing permits, with two individuals who held a federal permit and four who held a state permit (note: it is possible for individuals to hold more than one permit at a time). Residents held one groundfish License Limitation program permit and five Commercial Fisheries Entry Commission salmon permits. Ilwaco residents held 11,787 sablefish individual fishing quota shares.

Ilwaco residents held 12 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Ilwaco residents purchased five sportfishing licenses for Alaskan fisheries in 2000.

Notes

1. Microsoft Encarta Encyclopedia. 2005. Washington (state). Online at [http://encarta.msn.com/encyclopedia_761572009_10/Washington_\(state\).html#s85](http://encarta.msn.com/encyclopedia_761572009_10/Washington_(state).html#s85) [accessed 31 January 2007].
2. City of Ilwaco. 2005. Now & then. Online at <http://www.ilwacowashington.com/pages/history.html> [accessed 31 January 2007].
3. B. Bailey. 2001. Notes on early Pacific County. The Sou'wester, Pacific County Historical Society, South Bend, WA. Vol. 36, No. 2. Online at http://www.pacificcohistory.org/sw2001_2.htm#5 [accessed 31 January 2007].
4. Chinook Observer. 2004. Seaview and Clamshell Railroad. Online at <http://www.chinookobserver.info/Main.asp?SectionID=21&SubSectionID=88&ArticleID=8731> [accessed 31 January 2007].
5. L. Weathers. 2001. The lifesavers of Klipsan. The Sou'wester, Pacific County Historical Society, South Bend, WA. Vol. 36, No. 3. Online at http://www.pacificcohistory.org/sw2001_3.htm [accessed 31 January 2007].
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7. Pacific County. 2005. City of Ilwaco, Washington. Online at <http://www.co.pacific.wa.us/map%20and%20cities/ilwaco.htm> [accessed 31 January 2007].
8. Washington Department of Fish and Wildlife. 2005. Online at <http://wdfw.wa.gov/> [accessed 31 January 2007].
9. U.S. Coast Guard. 2005. Online at <http://www.uscg.mil/d13/units/gruastoria/cd.htm> [accessed 31 January 2007].
10. Field notes, Port of Ilwaco, WA. 6 June 2005.
11. Port of Ilwaco. 2005. Online at <http://www.portofilwaco.com/index.htm> [accessed 31 January 2007].
12. City of Ilwaco. 2005. Welcome to Ilwaco. Online at <http://www.ilwacowashington.com/index.html> [accessed 31 January 2007].
13. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
14. See note 13.
15. See note 13.
16. Field notes, Jessie's Ilwaco Fish Company, Ilwaco, WA. 20 June 2005.

La Conner

People and Place

Location

La Conner is on the southern end of the Swinomish Channel, north of Skagit Bay in the northern region of Puget Sound. Situated in Skagit County, it encompasses 0.4 square miles of land and 0.1 square miles of surface water. The nearest major U.S. city is Seattle, a 70-mile drive south. La Conner's geographic coordinates are lat 48°24'33"N, long 122°31'52"W.

Demographic Profile

According to the 2000 U. S. Census, La Conner's population was 761, an increase of 16% since 1990. The gender composition was 54.8% female and 45.2% male. The median age of 45.5 was higher than the national median of 35.3. The age distribution was almost even, with 51.1% of the population between 21 and 59 years old. Of the population 18 years of age and older, 91.2% had a high school education (including equivalency) or higher, 33.3% had received a bachelor's degree or higher, and 11.4% had attained a graduate or professional degree. These figures are well above the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of La Conner's racial structure recorded by the 2000 U.S. Census was white (90.8%), followed by people who identified as another race (3.8%), people who identified as two or more races (2.6%), American Indian and Alaska Native (1.7%), black (0.8%), and Asian (0.3%). There were zero Pacific Islanders living in La Conner in 2000. Ethnicity data indicate that 6.2% identified as Hispanic. In 2000 5.9% were foreign-born, with 60.9% from Canada.

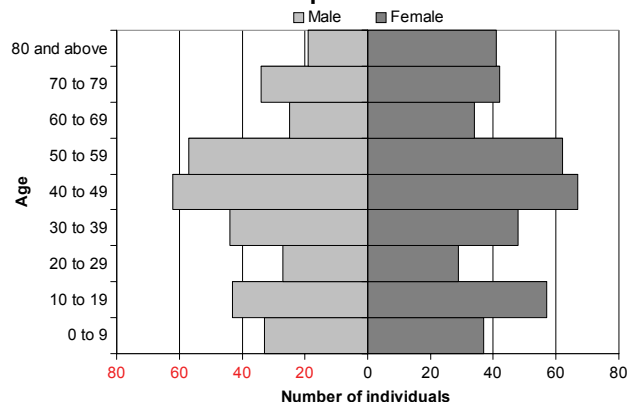
In 2000 73.9% of La Conner's population lived in family households.

History

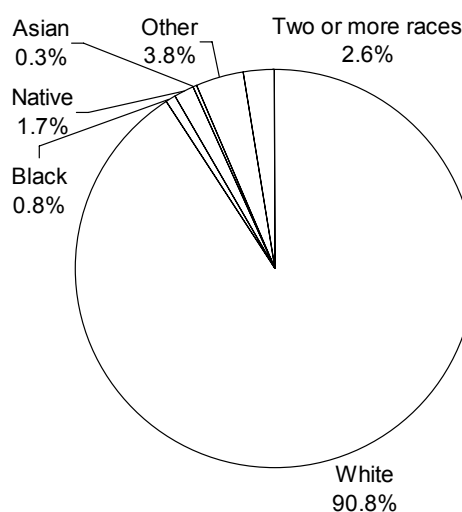
Skagit County was created in 1883 from the southern portion Whatcom County. The same year La Conner lost its status as county seat to Mount Vernon, which is 15 miles northwest. Skagit County derived its name from of the Indian tribe that lived along the river known by the same name. The Skagit River is the largest watershed in the north Cascades.

The La Conner area was home to the Swinomish Indians for many years. The Swinomish are descendants of the Kikiallus, Samish, and Lower Skagit tribes.¹ The Swinomish and three additional tribes—Samish, Sauk-Suiattle, and Upper Skagit—lived in the area now known

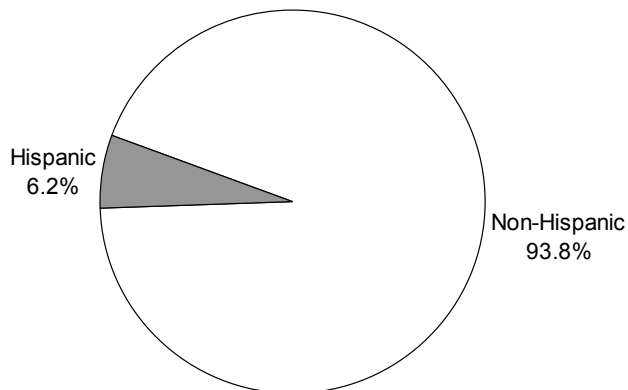
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



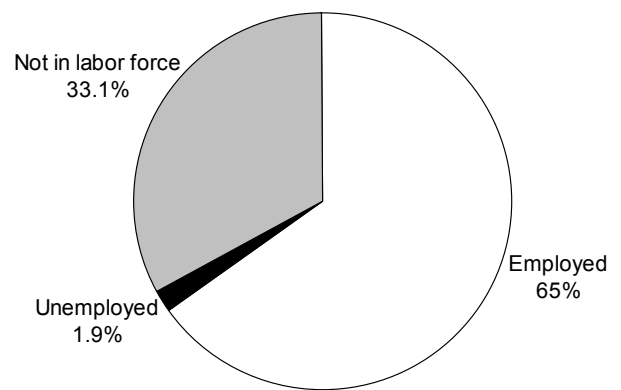
as Skagit County and were signatories to the 1855 Point Elliot Treaty. The treaty gave Western Washington tribes the right to self-governance and set aside several reservations, including one for the Swinomish Indian Tribal Community on Fidalgo Island, across the Swinomish Channel from the Town of La Conner. The Swinomish reservation was expanded to 7,448 acres in 1873 and tribal members in the area were forced to move onto the Lummi, Tulalip, or Swinomish reservations.

Skagit County is now home to two reservations, the Swinomish and the Upper Skagit, located near Sedro-Woolley. Swinomish tribal services include medical and dental health facilities, a senior center, library, youth services, adult education programs, and the Swinomish AmeriCorps. The tribe also continues to practice its native religion in the 200-foot long smokehouse (1,200 seats).² According to the 2000 U.S. Census, 2,664 tribal members lived on the Swinomish Reservation.

In the 1700s the Spanish, British, and Russian explorers and fur traders were the first non-Indians to enter the Skagit region. The first white settlers were primarily homesteaders, who arrived in the area in the mid-1850s. It was not until after the first dike was built on the La Conner flats in 1863 that farming took hold. Settlers in La Conner successfully planted and harvested a modest barley crop.³ Alonzo Low established the first Swinomish post office in 1867 on the land that would become La Conner. Low's family was among the original party that landed on Alki Point near Seattle, when Alonzo was 2 years old, and went on to found Seattle.⁴ Two years later J. S. Conner bought the existing trading post, established by John Hayes, another early settler. It was around the trading post that the Town of La Conner developed. At the time the local post office was called Swinomish. In 1869 the entire town and an additional 70 acres was deeded to John Conner for \$500. To honor his wife, Louise Ann (Siegfreid) Conner, he had the town's name changed to La Conner in 1870.⁵

Natural resource-related industries such as agriculture and fishing have been important segments in La Conner's historic and contemporary economies. In its early years the town became a popular farming community and hub for steamers carrying passengers and freight from Seattle.⁶ In the 1870s the commercial salmon and cod fishing industries began in Skagit County, primarily around the communities of Anacortes and La Conner. The associated industries of canning and packing were established shortly thereafter. La Conner was a successful town with its growing port and protected harbor, but in 1880 when the log jam that blocked the Skagit River at Mount Vernon was cleared, Mount Vernon was in a position to become a major city in the region.⁷

2000 Employment structure



La Conner prospered during the depression largely due to the logging and fishing industries. The dredging of the 11-mile long Swinomish Channel was completed in 1937 and turned La Conner into a working waterfront. Companies such as Dunlap Towing, specializing in a variety of ocean-towing markets, have been based in La Conner since 1925. But the town was not merely an industrial haven. The quiet and peaceful town, amplified by the decision of the railroad to bypass La Conner in favor of Burlington in 1889, became a popular destination for artists seeking inspiration from nature for their works. Famous artists and writers such as Morris Graves, Mark Tobey, Guy Anderson, Tom Robbins, and others have lived in and worked in the La Conner area during the past century.

Today La Conner blends together three different cultures: tourism, the arts, and fishing. La Conner is on the National Registry of Historic Places. The Civic Garden Club, located within the town, was the first courthouse north of Seattle. The famous Skagit Valley tulips are grown on floodplains that surround La Conner. The Swinomish Tribe maintains a successful partnership with La Conner and the town has declared the fourth Monday of September Native American Day. The day is recognized by tribes all across the country; however La Conner is unique in that it may be the only local, nontribal government that formally recognizes it as a holiday.

Infrastructure

Current Economy

At the time of 2000 U.S. Census, 65% of La Conner's potential labor force 16 years of age and older were employed, 1.9% were unemployed, and the unemployment rate was 2.8% (calculated by dividing the unemployed population by the labor force). In addition,

33.1% were not in the labor force, slightly lower than the national average of 36.1%. The top employment sectors were management, professional, and related occupations (38%), local, state, and federal governments (24.5%), and sales and office occupations (22.6%).

Today the town's economy has diversified to include tourism, health care, education, construction, and the arts. La Conner's current economy relies less on fishing and logging than it did throughout the early 1900s. However fishing remains an important part of the area's culture, particularly for the Swinomish community, which continues to fish for salmon, crab, clams, and sea urchins in the surrounding bays and waterways. Natural resource jobs, including agriculture, forestry, fishing, and hunting, employed only 3.1% of the population in 2000, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. Some local companies have felt pressure due to decreasing Puget Sound salmon fisheries. Moore-Clark, a hatchery fish-food processing plant and longtime industrial employer, closed in 1992.

In 2000 91 Skagit County residents identified themselves as commercial fishermen.⁸ Despite employing the lowest number of workers, industries dependent upon natural resources, particularly commercial fishing, have paid some of the area's highest salaries. Commercial fishermen in the county earned \$57,810 in annual average wages in 2000.⁹ Finfish was the major fishery, employing 53 workers making \$83,016 annual average pay.¹⁰

The per capita income in 1999 was \$24,308 and the median household income was \$42,344. In 1999 11.8% lived below the poverty level, slightly lower than the national average of 12.4%. In 2000 there were 434 housing units in La Conner, with 55.1% owner occupied and 44.9% renter occupied. The housing vacancy rate was 14.3%, with 22.6% vacant due to seasonal, recreational, or occasional use.

Governance

La Conner is classified as a town by Washington law because it has less than 1,500 residents. It has a mayor-council form of government. The mayor hires and oversees the town administrator and the town's six departments. Five La Conner residents serve on the town council. Skagit County levies an 8.0% sales tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of

the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 50 miles south in Mill Creek. La Conner is in the U.S. Coast Guard Station Bellingham's area of responsibility, which includes the San Juan Islands north to the Canada border and south to Admiralty Inlet. The station was established in 1947 and has six vessels.

Facilities

La Conner is accessible by ground, water, and air. Interstate 5 (north-south) is 15 miles southwest. U.S. Highway 20, located 4 miles north of La Conner, runs east-west through Skagit County, connecting most of the county's major cities. Mount Vernon, 12 miles northeast, is the nearest Greyhound bus terminal. Skagit Transit provides public transportation between La Conner and Mount Vernon, Burlington, Sedro-Woolley, Anacortes, and upriver through Concrete. The Washington State Ferries runs from Anacortes, 11 miles northwest, to the San Juan Islands and Vancouver Island, British Columbia. Amtrak's Cascade Corridor Service, which stops in Mount Vernon, provides national and international rail transport. Three public-use airports are within 15 miles of La Conner, but the nearest airport certified for commercial carriers is 40 miles north in Bellingham. The nearest major airport facilities are the Seattle-Tacoma International Airport and Vancouver International Airport in British Columbia, 87 miles north.

The La Conner School District has three public schools (one elementary, one middle school, and one high school). Skagit Valley College in Mount Vernon is the closest college, with an enrollment of more than 3,400 students. Puget Sound Energy administers electricity services. La Conner's water comes from the Skagit River near Avon and is purchased from the City of Anacortes. Cascade Natural Gas offers natural gas service. Water and Wastewater Services LLC operates La Conner's wastewater facilities, which serve the Swinomish Tribal Community, the Port of Skagit County, and the Skagit County Sewer District No. 1 (Hope Island Area). The Skagit County Sheriff's Office and the La Conner Fire Department administer public safety. The La Conner Medical Center is located in town and Island Hospital is 10 miles north in Anacortes.

The Town of La Conner has several community services and organizations including the Quilt Museum in Gaches Mansion, the La Conner Civic Garden Club, the Museum of Northwest Art, and Sylvan Pioneer Park. The tourism industry in La Conner is well developed with more than 110 lodging rooms in the town's 3 hotels, 2 inns, 2 bed and breakfasts, and 4 guest homes.

In the late 1960s the Port of Skagit County, 13 miles northwest in Burlington, purchased land in La Conner and began construction on the La Conner Marina. Completed in the 1970s, the 500-boat marina offers dry storage space and a boat launcher. There are no fish processors located at the marina. The marina is home primarily to recreational vessels, with only seven or eight commercial seiners (50–55-feet) that fish in Alaska during the summer months.¹¹ There are no tribal vessels moored in the La Conner Marina. The town provides boat moorage at three sites: Benton Street, Calhoun Street, and Washington Street end floats. There is a public boat ramp at Sherman Street end under the Rainbow Bridge. The Port of Anacortes is the primary public cargo port in Skagit County. There are at least 11 boat repair and service companies located in La Conner and three boat builders. There are at least five charter boat companies in the La Conner area offering fishing, whale watching, and ecotourism excursions.

The Skagit County Marine Resource Committee (MRC), a Northwest Straits Marine Conservation Initiative, alternates monthly meetings between Anacortes and Mount Vernon. The purpose of the MRC is to bring a scientific and grassroots approach to protecting and restoring marine resources in the area. Serving on the MRC are representatives from the scientific community, local and tribal governments, and economic, recreational, and conservation interests.

Involvement in West Coast Fisheries

Commercial Fishing

Of the 224 unique vessels that delivered landings to La Conner in 2000, 137 were tribal commercial vessels, 39 were commercial vessels, and 48 were personal use. Landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 190 t/\$971,526/94; groundfish confidential/confidential/1; salmon 182 t/\$253,799/101; shellfish 15 t/\$138,042/10; shrimp confidential/confidential/2; and other species 52 t/\$95,583/9.

La Conner residents owned five vessels in 2000 that participated in West Coast fisheries, including three that participated in the federally managed groundfish fishery. The number of vessels owned by La Conner residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 2/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 2/0/0.¹²

The number of La Conner residents holding permits in each said fishery by state (WA/OR/CA) was: coastal

pelagic 0/0/2, crab 1/0/0, groundfish 1/0/0, highly migratory species NA/0/0, salmon 5/0/0, shellfish 0/0/NA, and other species 1/0/0.¹³

La Conner residents held 14 state permits in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/4, crab 1/0/0, groundfish 3/0/0, highly migratory species NA/0/0, salmon 5/0/0, shellfish 0/0/NA, and other species 1/0/0.¹⁴

Several seafood processors are located in the La Conner area. Lone Tree Point Seafoods Inc., located on the Swinomish Reservation, began operations as a wholesale processor in 1996. The company is currently the leading cannery packer for 4-pound canned wild salmon and exports to Australia and Europe. It purchases treaty (Upper Skagit, Swinomish, Suquamish) and nontreaty fish, and imports salmon from Alaska. The company employs 45 permanent and 60 seasonal personnel and generates \$3 million annually in sales.¹⁵ Fieldwork indicates that the Wabi Fishing Company, specializing in smoked sockeye salmon, king salmon, coho salmon, and Alaskan black cod packed in glass jars, is in the process of relocating to nearby Bellingham. The Olympic Fish Company relocated to Pier 91 in Seattle.

The tribal commercial fishery plays a significant role in the La Conner commercial fishing industry. In 2004 there were 64 tribal commercial vessels listed with members fishing primarily for salmon, crab, and shrimp.¹⁶ Tribal members also were engaged in beach seining for species such as pink salmon and some tribal members smoke and sell salmon to the community.

According to the Boldt Decision,¹⁷ the usual and accustomed fishing areas of the Swinomish tribal community include the Skagit River and its tributaries, the Samish River and its tributaries, and the marine areas of northern Puget Sound from the Fraser River in British Columbia south to and including Whidbey, Camano, Fidalgo, Guemes, Samish, Cypress, and the San Juan islands, and including La Conner Bay and Hale Passage adjacent to Lummi Island.

Swinomish tribal officials also are involved in local environmental issues, such as the presence of Seattle City Light's hydroelectric dam on the upper Skagit River; Swinomish tribal fisheries depend upon salmon runs that utilize spawning grounds in the Upper Skagit River.¹⁸ The tribe has no aquaculture or hatchery facilities.

Sportfishing

There is at least one licensed agent selling fishing permits in La Conner. In La Conner in 2003 there were 1,234 sportfishing license transactions valued at \$14,868. In Catch Record Card Area 8-1 (Deception Pass, Hope

Island, and Skagit Bay), the 2000 sport catch, based on catch record cards, was 2,105 fish, including 969 Chinook salmon and 1,136 coho salmon. In 2000 marine anglers made 7,772 trips in the sport salmon fishery. Boat-based anglers caught 1,449 bottomfish in the Puget Sound within Catch Record Card areas 8-1 and 8-2 (Ports Susan and Gardner). The recreational harvest of clams (pounds) and oysters (numbers) for Area 8-1 in 2000 was estimated to be 113,325 and 0 respectively; harvest occurred over an estimated 18,847 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Swinomish Tribe and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding La Conner. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 La Conner residents owned 15 vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): other finfish confidential/confidential/1; herring confidential/confidential/1; and salmon 781 t/\$578,750/11.

La Conner residents held 11 state commercial permits (note: it is possible for individuals to hold more than one permit at a time). Residents held 1 herring and 10 salmon Commercial Fisheries Entry Commission permits.

La Conner residents held 26 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

La Conner residents purchased 64 Alaska sportfishing licenses in 2000.

Notes

1. N. Zaferatos. 1999. Tribal planning as strategic political action: A case study of the Swinomish Indian Tribal Community. Conference proceedings. American Planning Association National Conference. Online at <http://www.design.asu.edu/apa/proceedings99/ZAFERA/ZAFERA.HTM> [accessed 31 January 2007].

2. Skagit Pages. 2004. Skagit pages. Online at <http://www.skagitpages.com/B2C> [accessed 31 January 2007].

3. Skagit County Profile. 2002. Labor Market and Economic Analysis Branch, Employment Security Department. Online at <http://www.wa.gov/esd/lmea/pubs/profiles/skagit.pdf> [accessed 31 January 2007].

4. HistoryLink. 2004. La Conner: Thumbnail history. Online at http://www.historylink.org/essays/output.cfm?file_id=5655 [accessed 31 January 2007].

5. WA GenWeb. 1999. Welcome to Skagit County. Online at <http://www.rootsweb.com/~waskagit/placenames.html> [accessed 31 January 2007].

6. La Conner. 2004. La Conner, Washington: The town. Online at <http://www.laconner.net/thetown.cfm> [accessed 31 January 2007].

7. See note 4.

8. See note 3.

9. See note 3.

10. See note 3.

11. Field notes, marina personnel, La Conner, WA, 29 September 2004.

12. NA refers to data that were available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

13. See note 12.

14. See note 12.

15. Swinomish Tribal Community. No date. Community development: Lone Tree Point Seafoods Inc. Online at http://www.swinomish.org/planning/economic_development/businesses/lonetreeseafood.html [accessed 31 January 2007].

16. Field notes, Swinomish Tribe, La Conner, WA, 30 September 2004.

17. U. S. Court of Appeals for the Ninth Circuit. 2000. Muckleshoot Indian Tribe v. Lummi Indian Nation. Online at <http://www.ce9.uscourts.gov/web/newopinions.nsf/0/9909aaf534e2be87882569b40066c5ec?OpenDocument> [accessed 31 January 2007].

18. L. Kamb. 2004. Seattle, tribes sign accord on government -to-government relations. Seattle Post-Intelligencer, 21 July 2004. Online at http://seattlepi.nwsource.com/local/182983_citytribes21.html?searchpagefrom=1&searchdiff=196 [accessed 31 January 2007].

Lakewood

People and Place

Location

Lakewood is south of Tacoma on the eastern side of the central Puget Sound region. Situated in Pierce County, the city encompasses 17.1 square miles of land and 1.9 square miles of water. The nearest major U.S. city is Seattle, a 42-mile drive north. Lakewood's geographic coordinates are lat 47°10'19"N, long 122°31'02"W.

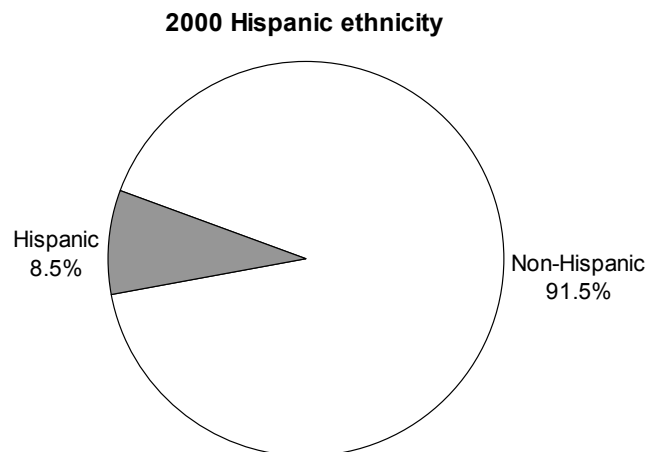
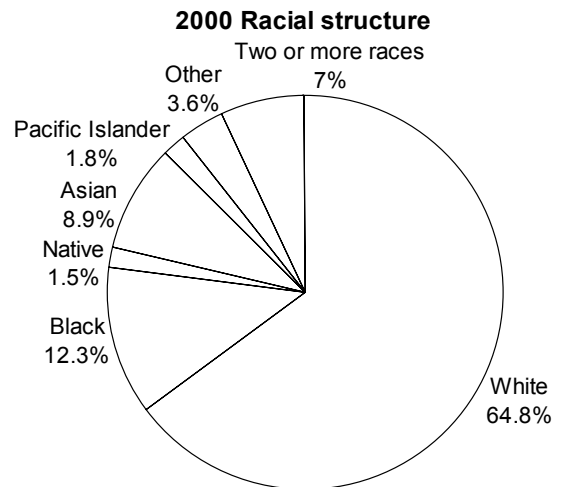
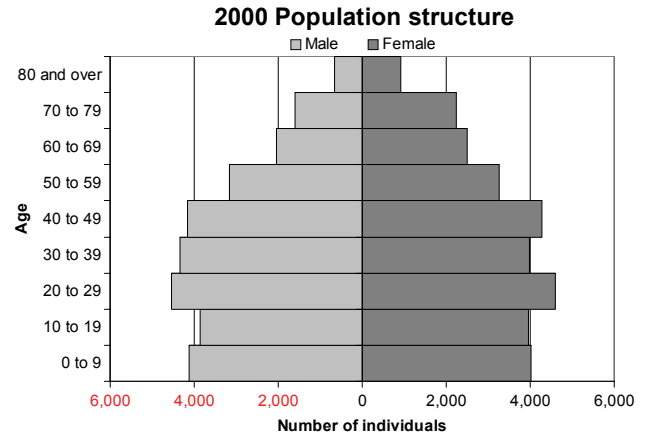
Demographic Profile

According to the 2000 U.S. Census, Lakewood's population was 58,211, down from 58,412 in 1990. The gender composition was 51.1% female and 48.9% male. The median age of 35.0 was slightly less than the national median of 35.3. Of the population age 18 years and older, 83.6% had a high school education (including equivalency) or higher, 19.1% had received a bachelor's degree or higher, and 7.2% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Lakewood's racial structure recorded by the 2000 U.S. Census was white (64.8%), followed by black (12.3%), Asian (8.9%), people who identified with two or more races (7%), people who identified with another race (3.6%), Native Hawaiian and Other Pacific Islander (1.8%), and American Indian and Alaska Native (1.5%). Ethnicity data indicate that 8.5% identified as Hispanic. In 2000 12.7% were foreign-born, with 25.9% from Korea, 13.6% from Mexico, and 12.3% from Germany. The highest percentage of those reporting ancestry were German (13.5%), followed by the Irish (6.9%) and English (6.7%).

History

The area today known as Lakewood was once referred to as the Prairie. It was "an expanse of land about 20 miles square, dotted with small lakes and occasional stands of oak and Douglas fir trees." The Steilacoom and Nisqually Native American groups conducted powwows in the Prairie.¹ The tribal histories of the two groups are distinct, due in part to their status and relationship with the federal government. Decisions made by European American settlers, particularly where to operate posts and settle, also influenced their histories. The Nisqually, a federally recognized tribe, were granted a reservation. The Steilacoom are still not recognized by the federal government and therefore have no reservation



land.² The Nisqually Tribe's reservation is located primarily east of the Nisqually River.³

Historically both tribal groups were involved heavily in fishing and were granted the right to continue to "hunt and fish in their traditional tribal areas, no matter if those areas were off reservation lands" by the Medicine Creek Treaty of 1854.⁴ The Medicine Creek Treaty rights were not honored in full for many years. However the Nisqually Tribe was instrumental, along with several other tribal groups, in reinstating those rights with the rendering of the Boldt Decision in 1974, which allocated 50% of the annual salmon catch to treaty tribes.

In 1833 the Prairie was selected by the British Hudson's Bay Company as a location for a new fur trading post. Fort Steilacoom, constructed after an Indian attack on Fort Nisqually and used to suppress Indian uprisings, was originally a farm. From 1850 to 1855 the first mills were constructed in the area. As Washington became a territory in 1853 more European American settlers began to arrive and in 1854 Steilacoom became the first incorporated town in the territory. In 1873 nearby Tacoma was selected as the site of the western terminus of the Northwest Pacific Railway, further boosting the area's economy. Other local area advancements include the construction of the Tacoma Speedway in the early 1900s, Camp Lewis in World War I, and McChord Air Force Base in 1938.⁵

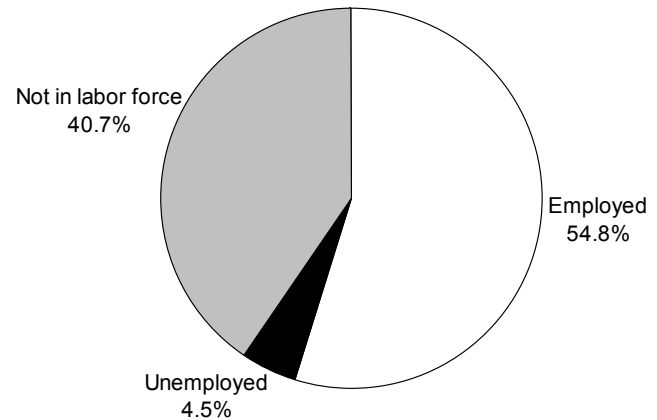
During the 1930s and 1940s the community of Lakewood started to gain its own identity and in 1937 the first piece of the Lakewood Colonial Shopping Center was built, one of the first suburban shopping centers in the nation. In 1942 a fire district was configured with a water district instituted a year later. In 1961 Lakewood General Hospital (now St. Claire) opened its doors. Several local amenities followed including a library and two colleges. Lakewood was incorporated in 1996 and is the eighth largest city in Washington State.⁶

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 54.8% of Lakewood's potential labor force 16 years of age and older were employed, 4.5% were unemployed, and the unemployment rate was 7.6% (calculated by dividing the unemployed population by the labor force). About 40.7% of the population age 16 years and older were not in the labor force, compared to the national average of 36.1%. The top employment sectors were educational, health, and social services (22.8%), local, state, and federal governments (22.6%), arts, entertainment, recreation, accommodation, and food services (9.2%), manufacturing (9.1%), professional, scientific,

2000 Employment structure



management, administrative, and waste management services (8.2%), public administration (7.9%), and the armed forces (7.4%). Natural resources jobs in 2000, agriculture, forestry, fishing, and hunting, employed 0.5%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The per capita income in 1999 was \$20,569 and the median household income was \$36,422. In 1999 15.8% lived below the poverty level. In 2000 there were 25,396 housing units in Lakewood, with 47.7% owner occupied and 52.3% renter occupied. The housing unit vacancy rate was 6.3%.

Governance

Incorporated in 1996, the City of Lakewood has a council-manager form of government, comprised of seven elected, nonpartisan part-time council members. The council elects one member to serve as the mayor and another to serve as a full-time professional city manager "to oversee the administrative functions of the city and to implement Council policy."⁷ Lakewood levies an 8.8% sales and use tax, a property tax of \$1.49 per \$1,000 assessed value, and a 5% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the North Pacific Fishery Management and Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 60 miles southwest in Montesano. The 13th U.S. Coast Guard (USCG) District Office is in Seattle. There is a USCG Port Security Unit in Tacoma.

Facilities

Lakewood is accessible by ground and air. The city is on Interstate 5 (north-south) and Washington Highway 512 (east-west). Nearby Tacoma offers national and international railroad service. The Tacoma Narrows Airport, accessible by the Tacoma Narrows Bridge across the Puget Sound, is the nearest public airport. The Seattle-Tacoma International Airport is the nearest major facility.

The Lakewood School District No. 306 has 25 public schools, including 13 elementary schools, 6 middle schools, and 6 high schools. In addition there are two private schools in the community. Lakewood is home to two colleges, Clover Park Technical College and Pierce College at Fort Steilacoom. Tacoma Power, a division of Tacoma Public Utilities, administers electricity, and the Lakewood Water District provides water services. Pierce County Sewer Utility provides sewer services. The Lakewood Police and Fire departments administer public safety. St. Claire Hospital in Lakewood offers full medical services. There are at least four hotels available for lodging in Lakewood and additional lodging is available in nearby communities. There are no marine facilities located in Lakewood. Information on port facilities in the area can be found in the Tacoma and Gig Harbor community profiles.

Involvement in West Coast Fisheries

Commercial Fishing

There were no landings delivered to Lakewood in 2000. Additionally there were no known processors operating in the community. Lakewood residents owned two vessels in 2000 and both vessels participated in the federally managed groundfish fishery. The number of vessels owned by Lakewood residents that participated in each said fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/0.⁸

The number of Lakewood residents holding permits in each said fishery by state (WA/OR/CA) in 2000 was: coastal pelagic 1/0/0, groundfish 1/0/0, highly migratory species NA/0/0, salmon 4/0/0, and shellfish 0/0/NA.⁹

Lakewood residents held nine state permits in 2000. The number of permits held by residents in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/0, groundfish 3/0/0, highly migratory species NA/0/0, salmon 4/0/0, and shellfish 0/0/NA.¹⁰

Sportfishing

There are two vendors in Lakewood licensed to sell fishing permits. In 2003 there were 3,936 sportfishing

license transactions valued at \$7,095. In Catch Record Card Area 13 (south Puget Sound, all waters south of Tacoma Narrows Bridge) the 2000 sport catch, based on catch record cards, was 5,131 fish, including 1,649 Chinook salmon, 2,226 coho salmon, and 1,256 chum salmon. Marine anglers made 26,089 trips in the sport salmon fishery. Boat-based anglers caught 8,025 bottomfish in Area 13. The recreational harvest of clams (lbs) and oysters (#) for Area 13 in 2000 was estimated to be 30,147 and 65,007 respectively; harvest occurred over an estimated 7,065 user trips.

Subsistence

Subsistence harvest for marine species may exist in the Lakewood area. However, the extent of subsistence harvesting is difficult to quantify due to a scarcity of data.

Involvement in North Pacific Fisheries

Commercial Fishing

Lakewood residents owned four vessels in 2000 that were involved in North Pacific fisheries. Residents landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): herring confidential/confidential/3 and salmon confidential/confidential/3.

Lakewood residents held eight permits in 2000, including two individuals who held federal commercial permits and five who held state permits (note: it is possible for individuals to hold more than one permit at a time). Community members held one scallop License Limitation Program permit and two herring and five salmon Commercial Fisheries Entry Commission permits. Residents also held 6,990 sablefish individual fishing quota shares.

Fifteen Lakewood residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Lakewood residents purchased 149 Alaskan sportfishing licenses in 2000.

Notes

1. V. Dumond. No date. History of Lakewood. Online at <http://www.ci.lakewood.wa.us/about.html> [accessed 31 January 2007].

2. Steilacoom Tribe. 2003. Steilacoom Tribe of Indians. Online at http://members.shaw.ca/nyjack/steilacoom/the_tribe_today.htm [accessed 31 January 2007].

3. Northwest Portland Area Indian Health Board. 2003. Nisqually Tribe. Online at <http://www.npaihb.org/profiles/>

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4. U-S-history.com. No date. Native Americans, Nisqually Indian Tribe, Washington. Online at <http://www.u-s-history.com/pages/h1561.html> [accessed 31 January 2007].

5. See note 1.

6. See note 1.

7. City of Lakewood. 2004. Lakewood City Council. Online at <http://www.ci.lakewood.wa.us/City%20Council/council.html> [accessed 31 January 2007].

8. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of the fishery in 2000.

9. See note 8.

10. See note 8.

La Push

People and Place

Location

La Push, the site of the Quileute Tribe's reservation, is on the Olympic Peninsula. Situated in Clallam County, the community encompasses nearly one square mile of land (594 acres). The nearest major U.S. city is Seattle, a 150-mile drive southeast. La Push's geographic coordinates are lat 47°54'32"N, long 124°38'07"W.

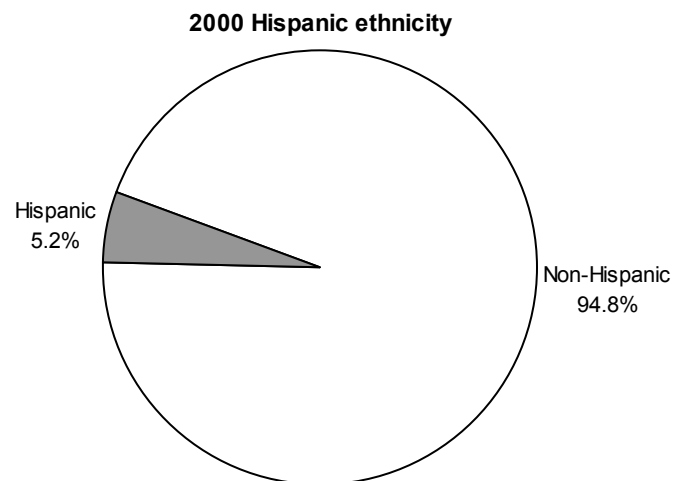
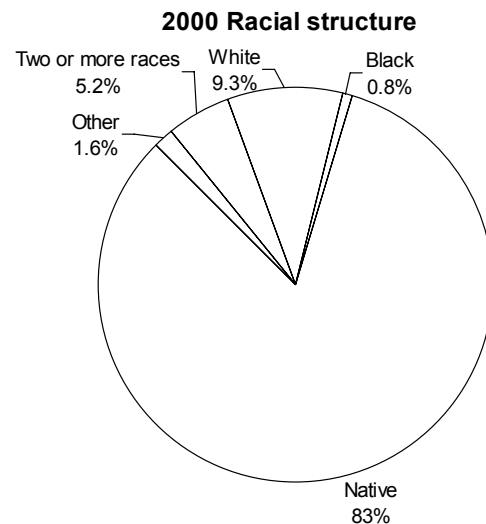
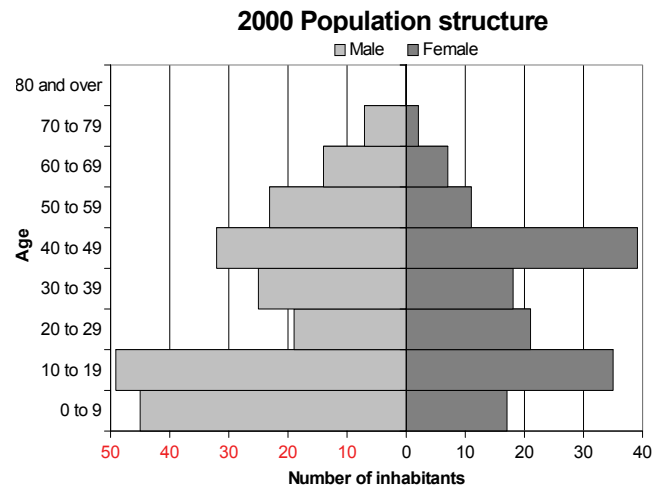
Demographic Profile

According to the 2000 U.S. Census, La Push's population was 371. The gender composition was 57.1% male and 42.9% female. The median age of 27.5 was significantly lower than the national median age of 35.3. Of the population age 18 years and older, 52.9% had a high school education (including equivalency) or higher, 4.2% had received a bachelor's degree or higher, and 1.7% had attained a graduate or professional degree. These figures are well below the national averages of 79.7%, 22.3%, and 7.8%, respectively.

The vast majority of La Push's racial structure recorded by the 2000 U.S. Census was American Indian and Alaska Native (83%), followed by white (9.3%), people who identified as two or more races (5.2%), people who identified as another race (1.6%), and black (0.8%). Ethnicity data indicate that 5.2% identified as Hispanic. In 2000 3.8% were foreign-born, with 42.9% from Mexico, 35.8% from Canada, and 21.4% from Australia.

History

The area of La Push has always been the center of activities for the traditional land of the Quileute Tribe, which extends throughout some 850 square miles of drainage basins in the treaty ceded area. The marine usual and accustomed area (U&A) extends from Ozette to the Quinault River and west at least 40 miles.¹ According to their creation story, the Quileute "were changed from wolves by a wandering Transformer" and their "only kindred, the Chimakum Tribe, were washed away by flood and deposited near present-day Port Townsend," eventually to be wiped out by the Suquamish Tribe in the 1860s. Historically the Quileute fished as well as hunted seals and whales, whaling in red cedar canoes as far as southeast Alaska and California.² On land they also hunted for a variety of large and small game. The Quileute were considered by many as



“second only to the Makah as whalers, and first among all the tribes as sealers.”³

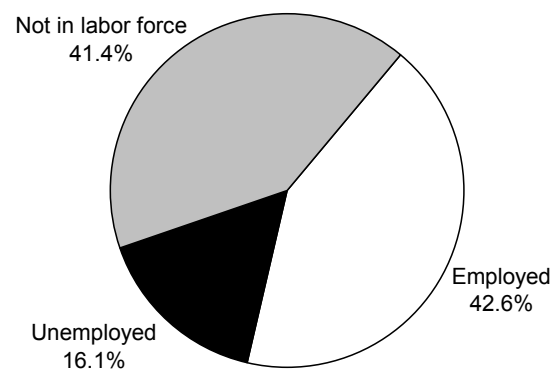
European traders first made contact with the Quileute as early as the 1700s. The Quileute’s first official contact with Americans occurred during the signing of the Treaty of Quinault River in 1855 (including the Quinault and Hoh tribes) with the members of the Washington Territory Governor Isaac Stevens’ staff representing the United States. In 1856 a delegation of Quileute and a number of new signatories as well as original ones signed the Treaty of Olympia, which reauthorized the original treaty and included some omitted parties. In both treaties signatories ceded most of their land to the United States (except for reservations).⁴ Although the treaties would have moved the Quileute onto a reservation, they were not forced to leave because of the remoteness of their traditional land and lack of pressure to settle that area.⁵ Schoolteacher A. W. Smith arrived in the village in 1882, assembled a school, and renamed Quileutes with names derived from the Bible, American history, and by anglicizing Quileute names.⁶

In 1889 a one square mile reservation was arranged at La Push by an Executive Order of President Grover Cleveland. At that time there were 252 persons inhabiting the reservation. In the same year all of the houses in the village were completely burned by a settler who was attempting to lay claim to the land. In 1893 a separate reservation was allotted for the 71 members of the Hoh River band of Quileutes. Through the treaties the Quileutes maintained the right to gather, hunt, and fish in their “usual and accustomed places” and to hunt and gather in “open and unclaimed lands” within the lands ceded under the treaty.

The name “La Push” originates from the use of the Chinook word for “river mouth” by traders, a distortion of the French “la bouche.” The 1936 Constitution and By-Laws of the Quileute Tribe and the 1937 Corporate Charter, issued by the Secretary of Interior, asserted the tribe’s sovereignty. During World War II the area was part of the 13th Naval District’s Coastal Lookout System with sites on James Island and in La Push. In 1997 evidence of earlier habitation of the village was found from an archeological exploration.⁷

Presently La Push contains the Quileute Headquarters, a K-12 school, a seafood firm, oceanfront resorts, a fish hatchery, a marina, a general store, a recreational vehicle park, a post office, and additional amenities.⁸ The Quileute Reservation covers 594 acres and is situated on the south bank of the Quillayute River and the Pacific Ocean.^{9, 10} The reservation also includes James Island and small islands between it and the mainland that are connected at lowest tides, and the entire

2000 Employment structure



width of the river bottom insofar as it is adjacent to the reservation.¹¹

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 42.6% of La Push’s potential labor force 16 years of age and older were employed, 16.1% were unemployed, and the unemployment rate was 27.4% (calculated by dividing the unemployed population by the labor force). In addition, 41.4% were not in the labor force, compared to the national average of 36.1%. The largest employment sectors in La Push were the local, state, or federal governments (54.7%), educational, health, and social services (23.6%), public administration (17.9%), arts, entertainment, and recreation (9.4%), and food services and accommodations and manufacturing (7.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 12.3%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The per capita income in 1999 was \$9,589 and the median household income was \$21,750. In 1999 34.5% lived below the poverty level, almost three times higher than the national average of 12.4%. In 2000 there were 128 housing units in La Push, with 87.1% owner occupied and 12.9% renter occupied. The housing unit vacancy rate was 9.4%. In La Push only the housing structures are owned by tribal members; the land is held in trust.¹²

Governance

La Push, home of the Quileute Tribe’s reservation, is governed by the Quileute Tribal Council. The council “exercises the powers to ... veto any sales, disposition,

lease, or other encumbrance of tribal lands; advise on and approve appropriations; levy and collect taxes and license fees from nonmembers doing business on the reservation; enforce ordinances dealing with visitors, trespassers, and tribal memberships; and operate a tribal court and to maintain law and order.”¹³

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services office are in Seattle. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is in Montesano, 134 miles southeast. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely in the Seattle-Tacoma area. The U.S. Coast Guard (USCG) Station Quillayute River is in La Push.

Facilities

La Push is accessible by ground and sea. La Push is located off U.S. Highway 101 via Washington Highway 110. The La Push Harbor is the home of the La Push fleet, nontribal commercial and recreational vessels, and the USCG. The harbor provides vessel moorage, a fuel dock, and a waste water pump. The William R. Fairchild International Airport in Port Angeles, 69 miles east, is the nearest public airport.¹⁴ The Seattle-Tacoma International Airport is the nearest major U.S. facility.

The Quileute Tribal School in La Push covers grades K-12. The tribe operates water, waste water, and sanitation services.¹⁵ The La Push Police Department and volunteer fire department administer public safety. The Quileute Tribal Clinic provides primary medical and dental care, behavioral health services, and family and addiction counseling and support.¹⁶ There are several oceanfront resorts situated in La Push.

The Quileute Tribe utilizes the WDFW’s Sol Duc Hatchery in Beaver, the Bogachiel Hatchery in Forks, and the Quileutes’ Lonesome Creek Hatchery in La Push to reach population recovery goals for local salmon runs.^{17, 18} The tribe, working under a cooperative agreement with the WDFW’s hatcheries, strives to enhance wild summer run Chinook salmon and winter steelhead populations.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 44 vessels, including 32 commercial and 12 tribal, delivered landings in La Push. Landings were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 334 t/\$1,594,592/31; groundfish 229 t/\$751,982/29; highly migratory species 21 t/

\$38,644/5; salmon 78 t/\$137,025/13; and other species confidential/confidential/1.

La Push residents owned three vessels in 2000, including one vessel that participated in the federally managed groundfish fishery. The number of vessels owned by La Push residents that participated in each said fishery by state (WA/OR/CA) was: groundfish 1/0/NA, highly migratory species NA/0/NA, salmon 1/1/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.¹⁹

Federal fishing permits are held by nontribal persons, because tribal treaty fishing does not require permits. Tribal members do, however, purchase state crab and salmon permits.²⁰ One nontribal community member held one federal groundfish fishery permit. The number of La Push residents holding permits in each said fishery by state (WA/OR/CA) was: crab 2/0/0, highly migratory species NA/0/0, salmon 1/1/0, shellfish 0/0/NA, and other species 1/0/0.²¹

La Push residents held at least six state commercial fishing permits in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: crab 3/0/0, highly migratory species NA/0/0, salmon 1/1/0, shellfish 0/0/NA, and other species 1/0/0.²²

At least one seafood company, High Tide Seafood, is located in La Push.

According to the 1974 Boldt Decision,²³ usual and accustomed fishing grounds of the Quileute (and Hoh) before, during, and after treaty times “included the Hoh River from the mouth to its uppermost reaches, its tributary creeks, the Quillayute River and its tributary creeks, Dickey River, Soleduck River, Bogachiel River, Calawah River, Lake Dickey, Pleasant Lake, Lake Ozette, and the adjacent tidewater and saltwater areas.” It is important to note that this decision was left open for future subproceedings to refine and amend treaty interpretation on fishing methods and areas, and some 70-plus decisions have been heard since the original one.²⁴ Members of the tribe fish within the U&A for shellfish, groundfish, flatfish, rockfish, lingcod, trout, steelhead, salmon, sablefish, Dungeness crab, and halibut.²⁵

Sportfishing

Sportfishing is gaining popularity in the La Push area. Today at least three charter companies operate there. Surf fishing also is readily available on the beaches of La Push. Local anglers fish for salmonids (Chinook salmon, coho salmon, and steelhead) and bottomfish (halibut, rockfish, and lingcod).²⁶

In Catch Record Card Area 3 (from the Queets River north to Cape Alava), the 2000 sport catch, based on catch record cards, was 11,652 fish, including 211 Chinook salmon, 2,298 coho salmon, and 10 pink salmon. In 2000 marine anglers made 2,205 trips to Area 3. Sport fishermen caught 17 steelhead and 10,994 coastal bottomfish.

Subsistence

Quileute Tribal members fish within their U&A for shellfish, groundfish, flatfish, rockfish, lingcod, trout, steelhead, salmon, sablefish, Dungeness crab, and halibut.²⁷

Involvement in North Pacific Fisheries

Commercial Fishing

Three La Push residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

One La Push resident purchased an Alaskan sportfishing license in 2000.

Notes

1. Field notes, Quileute Tribe, La Push, WA, 26 April 2006.
2. Quileute Natural Resources. No date. History. Online at <http://www.quileutetribe.org/7.html> [accessed 31 January 2007].
3. Indian Health Service. 2001. Quileute Tribe. Online at <http://www2.ihs.gov/PortlandAO/about/quileute.asp> [accessed 31 January 2007].
4. See note 1.
5. Quileute Natural Resources. No date. Treaty of Olympia. Online at <http://www.quileutetribe.org/8.html> [accessed 31 January 2007].
6. Online Highways. 2004. Quileute Tribe. Online at <http://www.ohwy.com/wa/q/quiltrib.htm> [accessed 31 January 2007].
7. See note 2.
8. Forks Forum. No date. Quileute Tribe. Online at <http://www.forks-web.com/fg/quileute.htm> [accessed 31 January 2007].
9. Northwest Portland Area Indian Health Board. 2003. Quileute Tribe. Online at http://www.npaihb.org/profiles/tribal_profiles/Washington/Quileute%20Tribal%20Profile.htm [accessed 31 January 2007].
10. K. Krueger, environmental attorney, Quileute Tribe, La Push, WA. Pers. commun., 26 April 2006.
11. See note 1.
12. See note 1.
13. See note 6.
14. See note 1.
15. See note 1.
16. See note 9.
17. Northwest Indian Fisheries Commission. 2004. Quileute Trib's Chinook spawning efforts provide more fish for all. Online at <http://www.nwifc.wa.gov/newsinfo/newsrelease.asp?ID=266> [accessed December 2005].
18. See note 10.

19. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

20. Field notes, Quileute Natural Resources, La Push, WA, 26 April 2006.

21. See note 20.

22. See note 20.

23. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].

24. See note 1.

25. National Marine Fisheries Service. 2004. Groundfish bycatch programmatic DEIS, Appendix D: Treaty tribes. Online at <http://www.pcouncil.org/groundfish/gfbdpeis/apdx.pdf> [accessed 31 January 2007].

26. G. Johnston, 2003. La Push boasts a new attitude and great fishing. *Seattle Post-Intelligencer*, 24 July 2003. Online at http://seattlepi.nwsource.com/getaways/132040_lapush24.html [accessed 31 January 2007].

27. See note 23.

Long Beach

People and Place

Location

Long Beach is on the Long Beach Peninsula on Washington's southwestern coast. Situated in Pacific County, the community encompasses 1.26 square miles of land. The nearest major U.S. city is Portland, Oregon, a 112-mile drive southeast, while Seattle is a 171-mile drive northeast. Long Beach's geographic coordinates are lat 46°21'09"N, long 124°03'11"W.

Demographic Profile

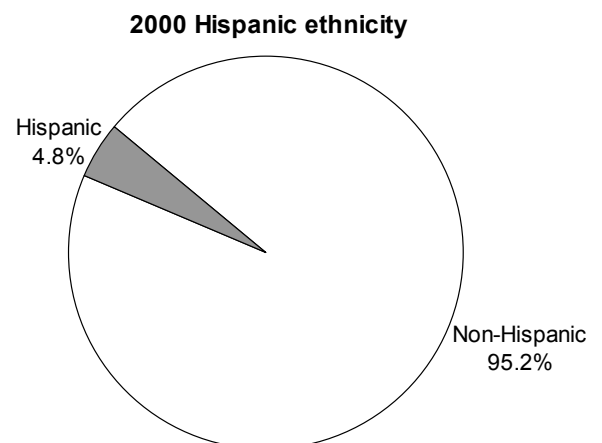
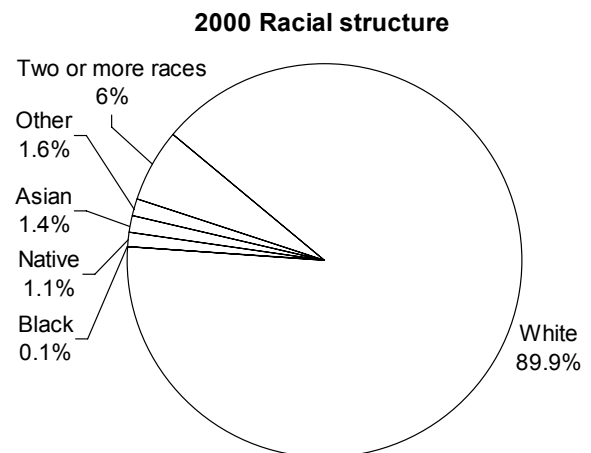
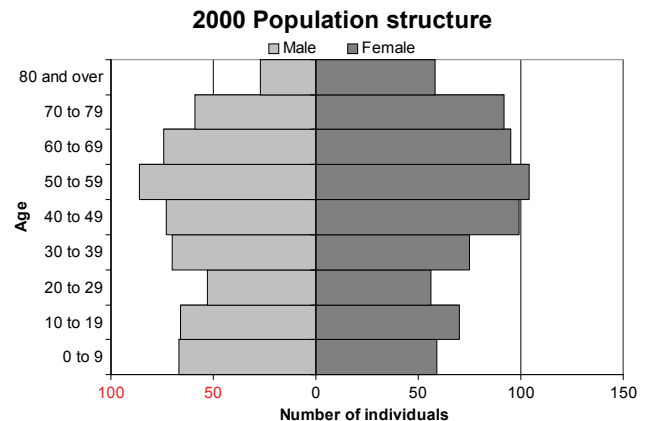
According to the 2000 U.S. Census, Long Beach's population was 1,283, with a population density of 1,018.7 people per square mile of land. The gender composition was 55.2% female and 44.8% male. The median age of 47.4 was higher than the national median of 35.3. Of the population 18 years of age and older, 80.4% had a high school education (including equivalency) or higher, 14.9% had received a bachelor's degree or higher, and 7.4% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Long Beach's racial structure recorded by the 2000 U.S. Census was white (89.9%), followed by people who identified with two or more races (6.0%), people who identified with another race (1.6%), Asian (1.4%), American Indian and Alaska native (1.1%), and black (0.1%). Ethnicity data indicate that 4.8% identified as Hispanic. In 2000 6.2% were foreign-born, with 1.9% from Mexico and 0.9% from China and Canada. The highest percentage of those reporting ancestry were German (14.8%), Irish (8.7%), and English (7.8%).

In 2000 66.6% of Long Beach's population lived in family households.

History

The area of Long Beach was first inhabited by Indians, primarily of the Chinook Tribe. The first nonnative people to come to the area were the English, Spanish, and French explorers seeking a "river to the West" or the "Northwest Passage" connecting the Atlantic and Pacific oceans. Some of the earliest explorers included Captain James Cook around 1778, John Meares around 1788, Captain George Vancouver in 1792, Captain Robert Gray in 1792, and Meriwether Lewis and William Clark around 1805.¹



European American settlers were attracted to the region due to reports from the Lewis and Clark expedition. The first white settlers were from the Midwest and the East Coast, including foreign settlers primarily from Scandinavia; these individuals were drawn to the area for the lumber, land, ocean, hunting, and fur resources.² John Jacob Astor traveled through the area and eventually established the Pacific Fur Company in Astoria, Oregon, across the Columbia River from Long Beach and Ilwaco in 1811. Missionaries also were drawn to surrounding areas during the 1830s.

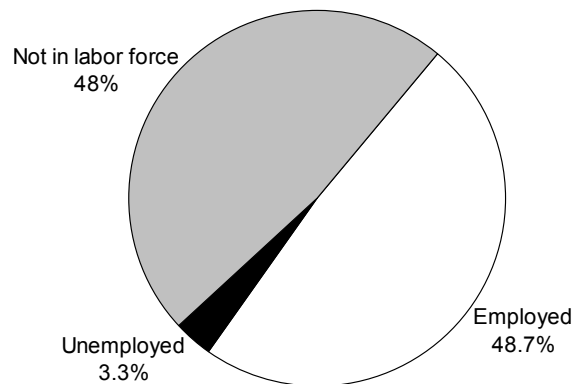
By 1849 the area south of Long Beach, near present-day Ilwaco, was founded by Dr. Elijah White. The settlement was called Pacific City and was envisioned to be a future port city at the mouth of the Columbia River. Pacific City had a county seat, post office, sawmill, and a fine hotel owned by J. D. Holman.³ By 1852 Pacific City was overtaken by the military when President Millard Fillmore ordered a military reservation to be developed, which is now referred to as Fort Canby. During this time J. D. Holman established a donation land claim that included beach areas and he eventually developed a summer resort. The local school built in 1853 also was attributed to the Holman Family.

In 1880 Henry Harrison Tinker purchased land in the Long Beach area, intending to develop a resort.⁴ Tinker soon attracted travelers to the area by filling swamp areas, naming streets, and by developing camping plots, cottages, and a hotel. Tinker advertised in Portland newspapers, which drew more visitors to the coast. The resort was commonly referred to as “Tinkerville” until a post office was established in the area; in 1887 the area became officially recognized as Long Beach. In the 1890s a railroad and station was built in a small subdivision at the north end of Long Beach. Over the next several years other small towns were established along the coasts, attracting visitors to the area with similar resort atmospheres.

In the 1940s the military demand for food resources during World War II impacted the Long Beach Peninsula’s production of cranberries. Increased research into developing more efficient harvesting methods and equipment, as well as breeding hardier cranberries, helped meet market demand and contributed to some of the modern day methods for cranberry harvesting.⁵ The area today is one of the nation’s largest producers of cranberries.

The Long Beach Peninsula offers many tourist attractions. Cape Disappointment State Park is located in the area of historical Fort Canby, with two lighthouses and several opportunities for hiking, biking, kayaking, fishing, beach combing, bird watching, horseback riding, and clam digging. Local museums include the Cranberry

2000 Employment structure



Museum and the World Kite Museum. The Washington State International Kite Festival, held in the late summer every year, draws participants from all over the world. In late April or early May, the Blessing of the Fleet is held in Ilwaco in conjunction with Loyalty Day Celebrations. The annual Northwest Garlic Festival takes place in June and the Annual SandSations sand sculpture contest is held in July. Salmon derbies also take place throughout the year.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 48.7% of Long Beach’s potential workforce 16 years of age and older were employed, 3.3% were unemployed, and the unemployment rate was 6.3% (calculated by dividing the unemployed population by the labor force). In addition, 48% were not in the labor force, significantly higher than the national average of 36.1%. The largest employment sectors were accommodation and food services (21.1%), health care and social assistance (20.3%), local, state, and federal governments (17.7%), retail trade (9.5%), and the armed forces (1.1%). Natural resources jobs including agriculture, forestry, fishing, and hunting employed 4.8%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The per capita income in 1999 was \$21,266 and the median household income was \$23,611. In 1999 18.7% lived below the poverty line, higher than the national average of 12.4%. In 2000 there were 1,155 housing units in Long Beach, with 53.9% owner occupied and 46.1% renter occupied. The housing unit vacancy rate was 42.9%, with 77.6% due to seasonal, recreational, or occasional use.

Governance

The City of Long Beach was incorporated in 1922 with a mayor-council form of government, including a mayor and five city council members.^{6,7} In addition to the council members, the city employs a municipal judge, a city attorney, and city administrator. Pacific County was organized in 1851 and levies a 7.8% sales tax and a 10.8% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office is in Seattle. The nearest U.S. Citizenship and Immigration Services office is in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in Portland. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is in Montesano, 73 miles northeast. The WDFW also maintains the Willapa Bay Field Station in Ocean Park, approximately 10 miles north of Long Beach. Long Beach is under the jurisdiction of the U.S. Coast Guard (USCG) Station Cape Disappointment in Ilwaco, 3 miles south. The Cape Disappointment Station is the largest USCG search and rescue station on the Northwest Coast and it also operates the USCG National Motor Lifeboat School.

Facilities

Long Beach is accessible by land, air, and sea. Long Beach is reached via U.S. Highway 101 and Washington Highway 303. The Port of Ilwaco Airport, approximately 6 miles south, is open to the public as an unattended paved runway. Portland International Airport is the nearest major facility. There is no seaport in Long Beach proper; the closest boat facilities are in the Ilwaco Harbor.

Long Beach is in the Ocean Beach School District, with schools in Long Beach and Ilwaco. The Long Beach Elementary School houses grades K–5. The Hilltop Middle School in Ilwaco is for grades 6–8. The Ilwaco Junior High School supports grades 7–8 and Ilwaco Senior High School houses grades 9–12. In addition, there is an alternative high school in Long Beach. The three closest two-year colleges include Lower Columbia College in Longview, 69 miles southeast, Grays Harbor College in Aberdeen, 72 miles north, and Centralia College in Centralia, 116 miles northeast. The closest four-year college is Evergreen State College in Olympia (112 miles northeast).

County Public Utility District #2 administers electricity and supplies water and sewer services. The

Long Beach Police and Fire departments administer public safety. Ocean Beach Hospital in Ilwaco is the nearest medical facility, with Willapa Harbor Hospital in South Bend, 43 miles north. There are multiple hotels, motels, resorts, and bed and breakfast facilities in Long Beach and Ilwaco, as well as various state and private campgrounds and recreational vehicle parks.

The Ilwaco Harbor just south of Long Beach supports recreational and commercial fisheries. As of June 2005, the harbor serviced approximately 54 commercial fishing vessels and 610 pleasure craft, which includes charter vessels.⁸ The harbor offers a boatyard with hoist services, a fuel dock, boat launches, and guest moorage.⁹

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, no vessels delivered landings to Long Beach in 2000 and there were no processors operating in the community. Long Beach residents owned 21 vessels in 2000 that participated in West Coast fisheries, including 14 that participated in the federally managed groundfish fishery. The number of vessels owned by Long Beach residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 9/4/0, groundfish 1/0/NA, highly migratory species NA/0/NA, salmon 4/7/1, shellfish NA/0/NA, shrimp NA/3/0, and other species 6/0/0.¹⁰

One Long Beach resident held a federal groundfish fishery permit in 2000. The number of Long Beach residents holding permits in each said fishery in 2000 by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 11/0/0, highly migratory species NA/0/0, salmon 2/6/1, shellfish 0/0/NA, shrimp 4/1/0, and other species 1/0/0.¹¹

Long Beach residents held 33 permits in 2000, including 32 registered state permits and 1 federal permit. The number of permits held in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 18/0/0, highly migratory species NA/0/0, salmon 3/0/2, shellfish 0/0/NA, shrimp 4/3/0, and other species 1/0/0.¹²

Sportfishing

Sport fishermen in Long Beach are involved in West Coast and Alaskan fisheries. According to the WDFW, there is one licensed agent selling fishing permits in Long Beach. In 2003 there were 5,044 sportfishing license transactions valued at \$70,171 in Long Beach. In 2000 one salmon charter fishing operator serviced sport fishermen and tourists in the area. See the Ilwaco

community profile for additional information about sportfishing in the area.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing, obtaining fishery resources from the waters surrounding Long Beach. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Long Beach residents owned four vessels in 2000 that participated in North Pacific fisheries.

In 2000 Long Beach residents held nine permits, with two individuals holding a federal permit and six individuals holding a state permit (note: it is possible for individuals to hold more than one permit at a time). Residents held one groundfish License Limitation program permit, one halibut, two salmon, and one shellfish Commercial Fisheries Entry Commission Bering Sea and Aleutian Island permits. Community members held 369,552 halibut individual fishing quota shares.

Nine residents held crew member licenses for North Pacific fisheries.

Sportfishing

Long Beach residents purchased 25 sportfishing licenses for North Pacific fisheries in 2000.

Notes

1. Microsoft Encarta Encyclopedia. 2005. Washington (state). Online at [http://encarta.msn.com/encyclopedia_761572009_10/Washington_\(state\).html#s85](http://encarta.msn.com/encyclopedia_761572009_10/Washington_(state).html#s85) [accessed 31 January 2007].

2. City of Ilwaco. 2005. Now & then. Online at <http://www.ilwacowashington.com/pages/history.html> [accessed 31 January 2007].

3. Pacific County Historical Society. 2001. Early days. Pacific History Museum, South Bend, WA. The So'wester, Vol. 36(2). Online at http://www.pacificcohistory.org/sw2001_2.htm [accessed 31 January 2007].

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5. Pacific County Historical Society. 2004. War effort calls for more productive, efficient cranberry picking equipment. Pacific History Museum, South Bend, WA. The Sou'wester, Vol. 39(1).

Online at http://www.pacificcohistory.org/sw2004_1.htm#6 [accessed 31 January 2007].

6. Pacific County. 2005. City of Long Beach, Washington. Online at <http://www.co.pacific.wa.us/map%20and%20cities/longbeach.htm> [accessed 31 January 2007].

7. See note 6.

8. Field notes, Port of Ilwaco, WA, 6 June 2005.

9. Port of Ilwaco. 2005. Online at <http://www.portofilwaco.com/index.htm> [accessed 31 January 2007].

10. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

11. See note 10.

12. See note 10.

Lopez Island

People and Place

Location

Lopez Island is among the San Juan Islands in the northwest corner of the state along the U.S.-Canada border. Situated in San Juan County, the island is 15 miles long and 8 miles wide. The nearest major U.S. city is Seattle, a 100-mile ferry ride and drive south, while Victoria, British Columbia, is a 52-mile ferry ride and drive northeast. Lopez Island's geographic coordinates are lat 48°28'44"N, long 122°53'30"W.

Demographic Profile

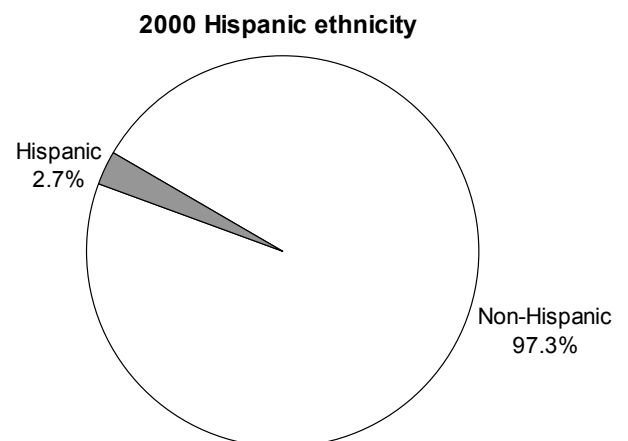
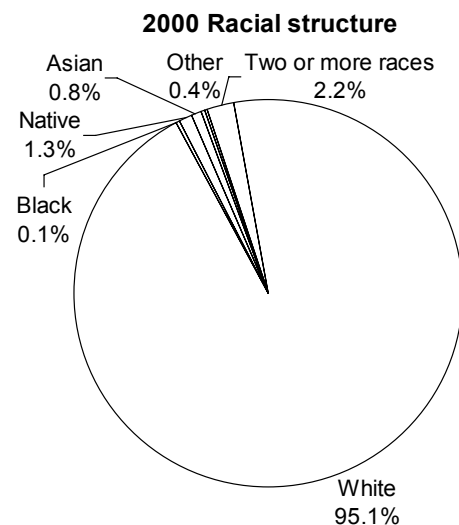
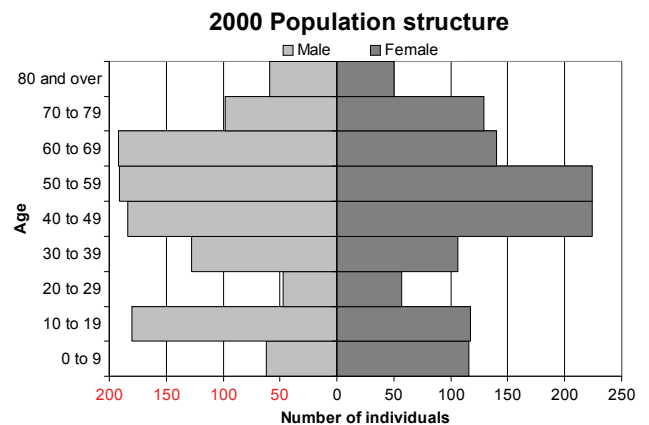
According to the 2000 U.S. Census, Lopez Island's population was 2,179. The gender composition was 50.1% male and 49.9% female. The median age of 48.9 was higher than the national median of 35.3. In 2000 30% were between the ages of 45 and 60. Of the population 18 years of age and older, 76.6% had a high school education (including equivalency) or higher, 37.2% had received a bachelor's degree or higher, and 14.3% had attained a graduate or professional degree. The national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Lopez Island's racial structure record by the 2000 U.S. Census was white (95.1%), followed by people who identified as two or more races (2.2%), American Indian and Alaska Native (1.3%), Asian (0.8%), people who identified as another race (0.4%), and black (0.1%). Only one individual identified as a Pacific Islander. Ethnicity data indicate that 2.7% identified as Hispanic. In 2000 6.2% were foreign-born, with 19% from Canada.

In 2000 80.4% of Lopez Island's population lived in family households.

History

The earliest inhabitants of the San Juan Islands were primarily Indians of the Lummi and Samish nations. British and Spanish explorers discovered the islands in the eighteenth century, but white settlers did not arrive until the 1850s. Lopez Island was named after Lopez Gonzales de Haro, the Spanish captain who discovered the area in the late 1700s. British sailors who jumped ship to stake claim to the agriculturally rich land were among the first white settlers in the area. The sailors typically married native women and settled down to farming and fishing.¹ Beginning in the mid-to-late nineteenth century the island also was settled by



Scandinavian fishermen, British trappers and shepherders, and Americans returning from gold explorations in Canada.² The island's gentle topography encouraged agriculture and, when white settlers began to arrive in the San Juan Islands in the 1850s, many chose to establish homes on Lopez Island. Historically the islands have been populated by hard-working farmers, fishermen, seafarers, and others.³

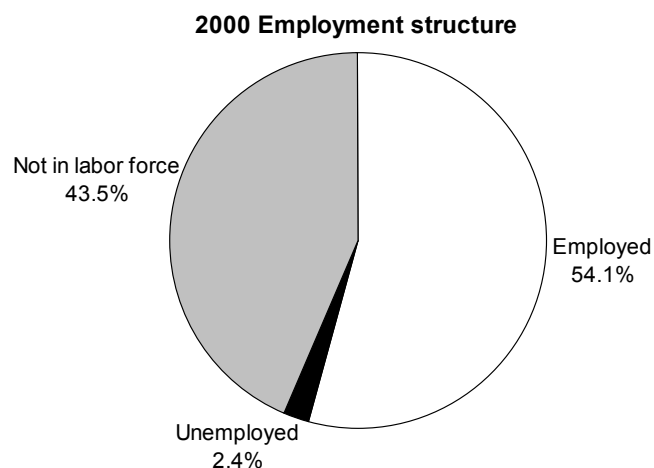
James and Amelia Davis were the first white couple to settle on Lopez Island. Their land was originally claimed under British patent by Samuel Clark Davis, James' older brother, around 1854. The land claim stretched from Richardson along Davis Bay almost to Shark Reef on the southwestern side of the island. James Earnest Davis, the son of James and Amelia, and his wife Maybell Troxell Davis built a large farmhouse in 1913. Family legend says it was paid for by a single successful season on a fish trap off the south end of the island. While many of James and Amelia's children went to sea, James Earnest worked the fish traps during the salmon runs on Lopez Island. John Troxell, James Earnest's brother-in-law, was the most famous of the local "fish trap men." Fish traps appeared on the islands in the 1890s and were the easiest and most popular method of taking salmon until they were banned by the state in 1934.⁴

The waters around the San Juan Islands are extremely popular with boaters from the United States and Canada. Also because of their strategic location, the islands have proven attractive to smugglers transporting illegal aliens, drugs, wool, liquor, and other commodities.⁵ However these traditional occupations became less profitable in the 1970s and the tourism industry began to prosper in the islands. Lopez Island, which is relatively flat compared to the other islands, is popular among bicyclists. The main village, located on the center of the western coast, has several shops, an inn, and other professional services. Unlike most of the other islands, Lopez Island still has several working farms.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 54.1% of the Lopez Island's potential labor force 16 years of age and older were employed, 2.4% were unemployed, and the unemployment rate was 4.2% (calculated by dividing the unemployed population by the labor force). In addition, 43.5% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were education, health, and social services (21.7%), local, state, and federal governments (18.0%), construction (16.8%), and arts, entertainment, recreation,



and accommodations (16.0%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 3.3%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The per capita income was \$26,789 in 1999 and the median household income was \$38,594. In 1999 10.2% lived below the poverty level. In 2000 there were 1,775 housing units on Lopez Island, with 79.1% owner occupied and 20.9% renter occupied. The housing unit vacancy rate was 42% percent, with 91.2% vacant due to seasonal, recreational, or occasional use.

Governance

Friday Harbor on San Juan Island is the only incorporated community in San Juan County. The county is governed by the San Juan County Council. Six district council members are elected for staggered four-year terms; Lopez Island is in District 6. San Juan County, including Lopez Island, levies a 7.7% sales tax and a 4% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 85 miles southeast in Mill Creek. Lopez Island falls within the U.S. Coast Guard Bellingham Station's area of responsibility, which includes the San Juan Islands north to the Canada border and south to Admiralty Inlet. The station was established in 1947 and has six vessels.

Facilities

Lopez Island is accessible by sea and air. Washington State Ferries (WSF) services Lopez Island with more than 10 ferries arriving from Anacortes daily. Additionally the WSF provides numerous daily trips between Lopez and the other islands in San Juan County. Friday Harbor, the San Juan Island county seat, is located a half hour from Lopez Island by ferry. Friday Harbor is accessible by air from Anacortes and Seattle via Kenmore Air and San Juan Airlines. Seattle-Tacoma International Airport is the nearest major facility.

The Lopez Island School District provides a K–12 education to island residents. The Lopez Children Center offers early learning and childcare to children 30 months to 6 years of age. Skagit Valley College's San Juan Center in Friday Harbor on San Juan Island offers Associate of Arts degrees. Orcas Power and Light Cooperative administer electricity. The county's Lopez Transfer Station is in charge of waste management. Groundwater provides most of the drinking water in the San Juan Islands, including productive sand and gravel aquifers on Lopez Island. The San Juan County Sheriff's Department administers public safety on Lopez Island. The Lopez Island Medical Clinic of Island Hospital offers medical care.

Lopez Island boasts numerous community events and services. The island holds the Lopez Fourth of July Parade, Salmon Barbeque, and Fireworks. A new tradition was started in 2003, the Lopez Winter Celebration, with community residents gathering in the village with food, caroling, and the lighting of the village lights.

Lopez Island organizations include the Lopez Artist Guild, the Lopez Center for Community and the Arts, the Lopez Community Land Trust, the Lopez Island Chamber of Commerce, the Lopez Island Family Resource Center, the Lopez Island Historical Museum, Lopez Island Hospice and Home Support, the Lopez Island Library, the Lopez Lions Club, the Lopez Senior Center, and the San Juan Preservation Trust. Tourism is important to the Lopez Island economy; the island boasts 4 bed and breakfasts, 12 private lodging establishments (i.e., cabins, cottages, etc.), 1 resort, and 3 camping facilities. The island is also home to 11 restaurants and the Lopez Island Vineyards and Winery.

Lopez Island is home to several marine facilities including two county docks, Hunter Bay and Mackaye Harbor. The island's Marine Center, a full service marina featuring 100 slips, provides a service and sales department and a chandlery. The Lopez Islander Resort and Marina also offers overnight guest and restaurant moorage. Other marine services include Tanbark Marine, offering full yacht management services.

Tanbark, located at Spencer's Landing Marina, has provided mechanical, electrical, and desalination systems installation and services for more than 20 years.

The San Juan County Marine Resource Committee (MRC), a Northwest Straits Marine Conservation Initiative, is currently working on three projects in the San Juan Islands: 1) Marine Stewardship Area, 2) Bottomfish Recovery Program, and 3) Forage Fish Habitat Restoration Community. The purpose of the MRC is to bring a scientific and grassroots approach to protecting and restoring marine resources in the area. Serving on the MRC are representatives from the scientific community, local and tribal governments, and economic, recreational, and conservation interests.

Involvement in West Coast Fisheries

Commercial Fishing

There were no seafood processors operating on Lopez Island in 2000. There were also no vessels making landings on Lopez Island. Lopez Island residents owned 11 vessels in 2000, including six that participated in the federally managed groundfish fishery. The number of vessels owned by Lopez Island residents participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/0, crab 2/0/1, groundfish 3/0/NA, highly migratory species NA/0/NA, salmon 4/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 4/0/0.⁶

Two Lopez Island residents held three federally managed groundfish fishery permits in 2000. The number of Lopez Island residents holding permits in each said fishery by state (WA/OR/CA) was: crab 1/1/1, groundfish 2/0/0, highly migratory species NA/0/0, salmon 16/0/0, shellfish 0/0/NA, and other species 6/0/0.⁷

Lopez Island residents held 35 state and federal permits in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: crab 3/0/1, groundfish 5/0/0, highly migratory species NA/0/0, salmon 16/0/0, shellfish 0/0/NA, and other species 7/0/0.⁸

Several tribal groups are active in commercial and subsistence fishing in waters surrounding the San Juan islands. Of the 28 federally recognized tribes in Washington State, eight of the Boldt case area tribes have usual and accustomed fishing areas that include part or all of San Juan County.⁹

Sportfishing

There were no charter fishing operators on Lopez Island in 2000. One licensed agent sold fishing permits on Lopez Island. In 2003 there were 1,643 sportfishing license transactions valued at \$22,103 on Lopez Island.

In Catch Record Card Area 7 (San Juan Islands) the 2000 sport catch, based on catch record cards, was 7,178 fish including 4,495 Chinook salmon, 2,644 coho salmon, 21 chum salmon, and 18 sockeye salmon. In 2000 marine anglers made 30,627 trips in the sport salmon fishery. Boat-based anglers caught 5,897 bottomfish in Puget Sound within Area 7. The recreational harvest of clams (pounds) and oysters (number) for Area 7 in 2000 was estimated to be 115,273 and 0 respectively; harvest occurred over an estimated 19,752 user trips.

Subsistence

Hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Today tribal members and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Lopez Island. While tribal and nontribal individuals participate in subsistence fishing, tribal catches are reserved for tribal use only. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Lopez Island residents owned eight vessels in 2000 that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data represent landings in metric tons/ value of said landings/number of vessels landing): other finfish confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/confidential/1, and salmon 352 t/ \$273,000/4.

Lopez Island residents held nine state and federal permits in 2000, including five individuals who held state permits and two individuals who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held two groundfish License Limitation Program permits. Lopez Island residents held one GOA groundfish, one Bering Sea and Aleutian Islands, and four salmon Commercial Fisheries Entry Commission permits in 2000. Lopez Island residents did not participate in the halibut or sablefish individual fishing quota system in 2000.

Lopez Island residents held 21 crew member permits for North Pacific fisheries in 2000.

Sportfishing

Even though the majority of the charter boats generally target West Coast fisheries, Lopez Island residents purchased 26 Alaska sportfishing licenses in 2000.

Notes

1. Kulshan.com. No date. Lopez Island Historical Museum. Online at http://sanjuanislands.kulshan.com/Washington/San_Juan/Lopez_Village/Attractions/Lopez_Island_Historical_Museum.htm [accessed 31 January 2007].
2. LopezIsland.net. No date. The history of the San Juan Islands. Online at <http://www.lopezisland.net/history-lopez.asp> [accessed 21 January 2007].
3. San Juans Island Guide. No date. Lopez Island history. Online at <http://www.sanjuanislandsguide.com/history/lopez.htm> [accessed 31 January 2007].
4. Lopez Island Historical Society and Museum. 2004. James Davis home. Online at <http://www.rockisland.com/~lopezmuseum/homes/davis.html> [accessed 30 January 2007].
5. See note 2.
6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.
9. San Juan Islander. 2005. Minutes from the November 21, 2001 meeting. Online at <http://www.sanjuanislander.com/county/mrc/11-21-01.html> [accessed 30 January 2007].

Mount Vernon

People and Place

Location

Mount Vernon is on the Skagit River in the northern Puget Sound region. Situated in Skagit County, the city encompasses 11.1 square miles of land and 0.3 square miles of surface water. The nearest major U.S. city is Seattle, a 60-mile drive south. Mount Vernon's geographic coordinates are lat 48°25'17"N, long 122°21'42"W.

Demographic Profile

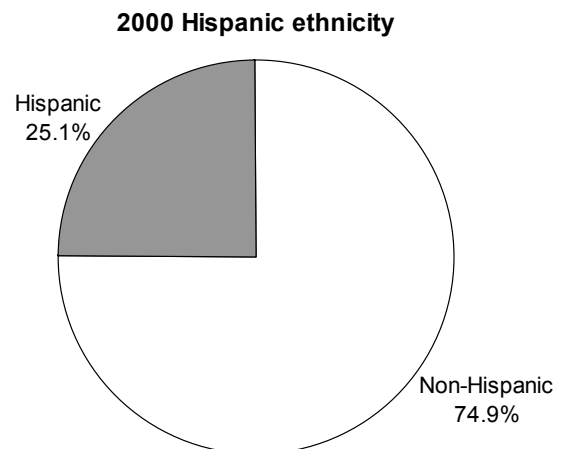
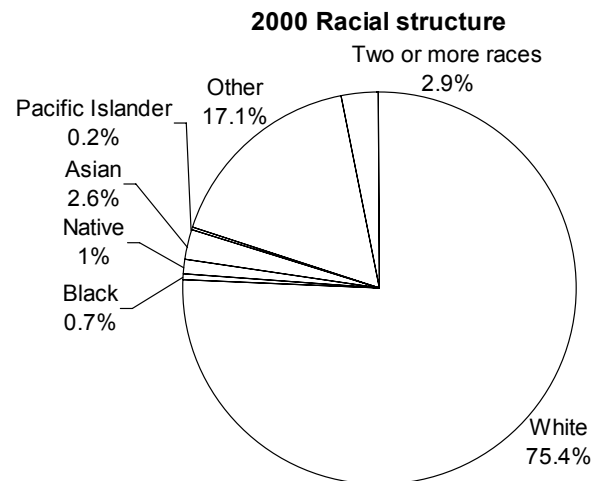
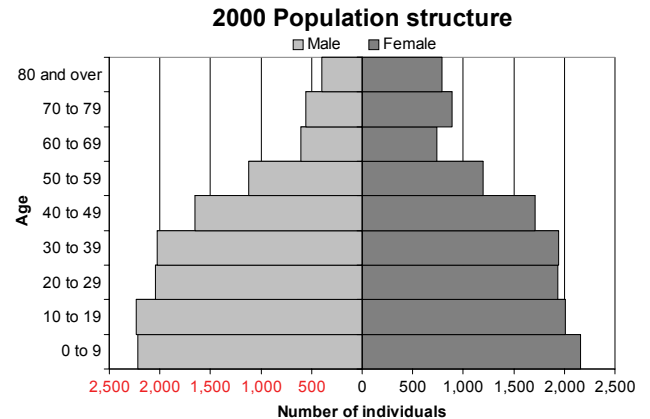
According to the 2000 U.S. Census, Mount Vernon's population was 26,232, an increase of 48.6% since 1990. The gender composition was 51% female and 49% male. The median age of 31.1 was lower than the national median of 35.3. The Mount Vernon population had an even age distribution. Of the population 18 years of age and older, 75.7% had a high school education (including equivalency) or higher, 16% had received a bachelor's degree or higher, and 5.4% had attained a graduate or professional degree. These figures are slightly lower than the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of the Mount Vernon's racial structure recorded by the 2000 U.S. Census was white (75.4%), followed by people who identified as another race (17.1%), people who identified as two or more races (2.9%), Asian (2.6%), American Indian and Alaska Native (1%), black (0.7%), and Pacific Islanders (0.2%). Ethnicity data indicate that 25.1% identified as Hispanic. In 2000 19.5% were foreign-born, with 70.9% from Mexico.

In 2000 approximately 82% of Mount Vernon's population lived in family households.

History

The Mount Vernon area has been home to native peoples for millennia. Members of the Upper Skagit Tribe, comprised of 11 bands of Native Americans, traditionally occupied lands between Mount Vernon and Newhalem. Three additional tribes—Swinomish, Samish, and Sauk-Suiattle—living in the area now known as Skagit County were signatories to the 1855 Point Elliot Treaty. The treaty gave Western Washington tribes the right to self-governance and set aside several reservations. Members of the remaining three tribes were forced to move onto the Lummi, Tulalip, or Swinomish reservations. Many Upper Skagit and Sauk-Suiattle



tribal members, accustomed to riverine lifestyles, held their ground and refused to move onto the reservations. Today many members of the Upper Skagit Tribe live on an 84-acre reservation located in central Skagit County along the Skagit River.¹ The U.S. Census showed 238 individuals living on the reservation in 2000.

In the 1700s Spanish, British, and Russian explorers and fur traders were the first non-Indians to enter the Skagit region. The first white settlers were primarily homesteaders, who arrived in the area in the mid-1850s. In 1877 Harrison Clothier and Edward English founded Mount Vernon.² Also in the 1870s the commercial salmon and cod fishing industries began in Skagit County, primarily around Anacortes and La Conner. The associated industries of canning and packing were established shortly thereafter. Skagit County was created in 1883 from the southern portion Whatcom County and Mount Vernon, incorporated in 1890, now serves as the county seat. Skagit County derived its name from the Indian tribe that lived along the river known by the same name, the largest watershed in the north Cascades.

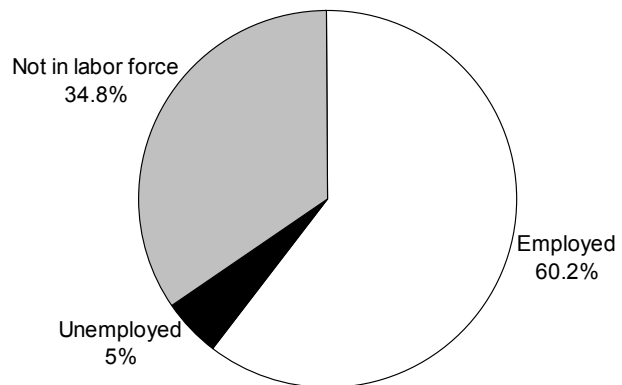
The county remained a rural area well into the twentieth century, with pockets of light industry in Mount Vernon and other towns.³ Farming became increasingly popular in the area during the early 1900s. In 1940 S. A. Moffet, the second vegetable freezing company in the nation, built a freezing plant in Mount Vernon. Farming has continued to remain an important aspect of the local economy, although the number of farms has declined by 12% since 1987.⁴ The Mount Vernon area also has been popular among local and traveling artists. In 1926 the historic Lincoln Theatre opened and due to the efforts of the community-based Lincoln Theatre Center Foundation, the theatre has been restored and continues to serve Mount Vernon residents as a local performing arts center.⁵ The past two decades have seen an increase in telecommunication and technology businesses in the area. The most popular event in the area is the Annual Skagit Valley Tulip Festival in the first two weeks of April. Today Mount Vernon, with its medical, educational, and professional services, serves as a hub for Skagit County residents.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 60.2% of Mount Vernon's potential labor force 16 years of age and older were employed, 5% were unemployed, and the unemployment rate was 7.6% (calculated by dividing the unemployed population by the labor force). In addition, 34.8% were not in the labor force in 2000, compared to the national average of 36.1%. The major employment

2000 Employment structure



sectors were sales and office occupations (26.1%), management, professional, and related occupations (25.4%), and local, state, and federal governments (13.9%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 7%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The per capita income was \$17,041 in 1999 and the median household income was \$37,999. In 1999 15.9% lived below the poverty level. In 2000 there were 9,686 housing units in Mount Vernon, with 57.3% owner occupied and 42.7% renter occupied. Of the housing units, 4.2% were vacant, with 8% vacant due to seasonal, recreational, or occasional use.

Governance

The City of Mount Vernon was incorporated in 1893 and has a council-mayor form of government. The mayor is elected for a four-year term. Seven members serve on the Mount Vernon City Council. Skagit County, including Mount Vernon, levies a 7.9% sales tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is 45 miles south in Mill Creek. A small WDFW field office is in La Conner. Mount Vernon falls within the U.S. Coast Guard (USCG) Station Bellingham's area of responsibility, which includes the San Juan Islands

north to the Canada border and south to Admiralty Inlet. The station was established in 1947 and has six vessels.

Facilities

Mount Vernon, accessible by ground and air, is on the Interstate 5 corridor (north-south). U.S. Highway 20, about 5 miles north of Mount Vernon, runs east-west through Skagit County connecting most of the county's major cities. A Greyhound bus terminal is in Mount Vernon. Skagit Transit provides public transportation between Mount Vernon and La Conner, Burlington, Sedro-Woolley, Anacortes, and upriver through Concrete. Washington State Ferries runs from Anacortes, 20 miles west, to the San Juan Islands and Vancouver Island, British Columbia. Amtrak's Cascade Corridor Service, which stops in Mount Vernon, provides national and international railroad service. The Skagit Regional Airport, 5 miles north in Burlington, is available for public use, but the nearest airport certified for commercial carriers is 30 miles north in Bellingham. Seattle-Tacoma International Airport is the nearest major facility.

The Mount Vernon School District has six public elementary schools, two middle schools, and one high school. The city also offers several alternative schools including Montessori, Headstart, and Christian schools. Skagit Valley College in Mount Vernon has an enrollment of more than 3,400. Western Washington University in Bellingham is the nearest four-year college.

Puget Sound Energy administers electricity service and Cascade Natural Gas service is available to the residents of Skagit County. The Public Utility District No. 1, based in Mount Vernon, supplies drinking water. The city's Department of Public Works provides wastewater services. The Mount Vernon Police and Fire departments administer public safety. The Skagit Valley Hospital in Mount Vernon offers a full range of inpatient and outpatient services.

The City of Mount Vernon has several community services and organizations including: the Mount Vernon City Library, a senior center, a symphony orchestra and historic theatre, and art galleries. Additionally the city holds several yearly festivals including the Skagit Valley Tulip Festival and the Highland Games and Scottish Faire. The tourism industry in Mount Vernon is well developed with more than 10 hotels.

Located on the Skagit River, Mount Vernon is home to several marine facilities. A dry stack marina is located about 10 miles west of Mount Vernon on the north end of the Swinomish Channel. The marina provides dry, protected, and secure storage for recreational boats up to 35 feet in length. Most charter companies in the area are located on the water in Anacortes and La Conner;

however a few charter guides offering fishing excursions on Puget Sound and the Skagit River are located in Mount Vernon. Sea Hawk Salmon Charters, offering salmon and bottomfish trips from February to late November, is one of the few saltwater charter companies in Mount Vernon. Founded in 1991, the company fishes for salmon and bottomfish in the San Juan Islands.⁶ There are several marine supply stores located in Mount Vernon that cater to recreational fishermen such as Checkered Flag Marine and Master Marine Services Inc.

The Skagit County marine resource committee (MRC), a Northwest Straits Marine Conservation Initiative, alternates monthly meetings between Anacortes and Mount Vernon. The purpose of the MRC is to bring a scientific and grassroots approach to protecting and restoring marine resources in the area. Serving on the MRC are representatives from the scientific community, local and tribal governments, and economic, recreational, and conservation interests. Two additional Mount Vernon-based organizations—the Skagit Land Trust and the Skagit Fisheries Enhancement Group—are active in environmental conservation in the area.

Involvement in West Coast Fisheries

Commercial Fishing

No West Coast landings were made in Mount Vernon in 2000, nor were any processors based in the community. Mount Vernon residents owned 33 vessels, including 15 that participated in the federally managed groundfish fishery. The number of vessels owned by Mount Vernon residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 8/0/0, groundfish 6/0/NA, highly migratory species NA/0/NA, salmon 15/1/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 8/0/0.⁷

Three Mount Vernon residents held three federal groundfish fishery permits in 2000. The number of Mount Vernon residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/9, crab 7/0/0, groundfish 1/0/0, highly migratory species NA/0/0, salmon 25/1/0, shellfish 0/0/NA, and shrimp 3/0/0.⁸

Mount Vernon residents held 65 state and federal permits in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/17, crab 10/0/0, groundfish 5/0/0, highly migratory species NA/0/0, salmon 26/0/0, shellfish 0/0/NA, and shrimp 3/0/0.⁹

According to the Boldt Decision,¹⁰ the usual and accustomed fishing areas of the Upper Skagit Tribe

extend from near Mount Vernon upstream to Gorge Dam. The extent to which members of the Upper Skagit Tribal are engaged in commercial fishing in the Skagit River near Mount Vernon is not discussed in this community profile due to the lack of available data.

Sportfishing

In 2000 there was at least one salmonid charter fishing operator located in Mount Vernon. In 2003 at least one salmonid and one nonsalmonid charter business operated out of the community. There were at least two licensed agents selling fishing permits in Mount Vernon. In Mount Vernon in 2003 there were 9,004 sportfishing license transactions valued at \$160,303. In Catch Record Card Area 8-1 (Deception Pass, Hope Island, and Skagit Bay) the 2000 sport catch, based on catch record cards, was 2,105 fish including 969 Chinook salmon and 1,136 coho salmon. Marine anglers made 7,772 trips in the sport salmon fishery. Boat-based anglers in Puget Sound within Catch Record Card areas 8-1 and 8-2 (Ports Susan and Gardner) caught 1,449 bottomfish. The recreational harvest of clams (pounds) and oysters (number) for Area 8-1 in 2000 was estimated to be 113,325 and 0 respectively; harvest occurred over an estimated 18,847 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Swinomish Tribe and other nontribal subsistence fishermen obtain fishery resources from waters near Mount Vernon. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Mount Vernon residents owned 61 vessels that were involved in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): other finfish confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/confidential/1, halibut confidential/confidential/1, herring 198 t/\$68,630/5, and salmon 2,732 t/\$2,244,300/42.

In 2000 Mount Vernon residents held 84 state and federal permits in 2000, including 60 individuals who held state permits and 14 individuals who held federal

permits (note: it is possible for individuals to hold more than one permit at a time). Mount Vernon residents held three groundfish License Limitation Program permits. In 2000 Mount Vernon residents held 12 crab, 16 Bering Sea Aleutian Islands groundfish, 11 halibut, 18 herring, 55 salmon, and 2 shellfish Commercial Fisheries Entry Commission permits. Community members held 368,514 halibut and 311,640 sablefish individual fishing quota shares.

Mount Vernon residents held 95 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Mount Vernon residents purchased 203 Alaska sportfishing licenses in 2000. There was at least one North Pacific sportfishing business operating in Mount Vernon.

Notes

1. U.S. Department of Health and Human Services. No date. Administration for children and families: Demographic information. Online at <http://www.nccic.org/tribal/effective/upperskagit/braidingccdf.html> [accessed 31 January 2007].
2. Skagit River Journal. No date. Mount Vernon record. Online at <http://www.stumpranchonline.com/skagitjournal/SkagitCtyRiv/Library/County/MVRecord18971007.html> [accessed 31 January 2007].
3. HistoryLink. 2004. Skagit County: Thumbnail history. Online at http://www.historylink.org/essays/output.cfm?file_id=5663 [accessed 31 January 2007].
4. See note 3.
5. HistoryLink. 2004. Mount Vernon's Lincoln Theatre opens in April 1926. Online at http://www.historylink.org/essays/output.cfm?file_id=5168 [accessed 31 January 2007].
6. Field notes, Sea Hawk Salmon Charters, Mount Vernon, WA, 4 October 2004.
7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
8. See note 7.
9. See note 7.
10. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].

Naselle

People and Place

Location

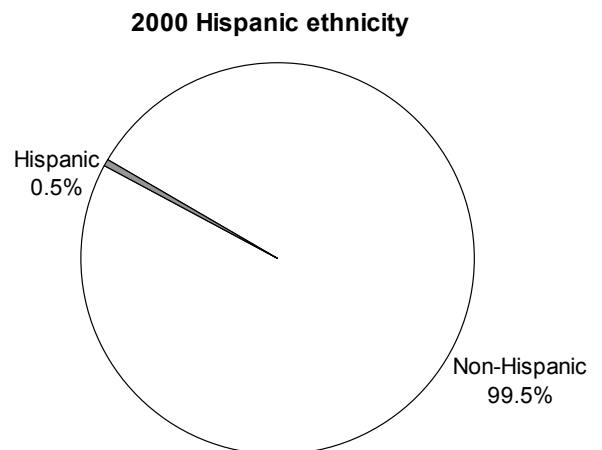
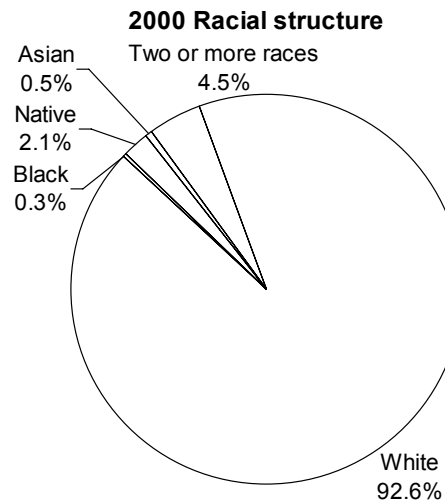
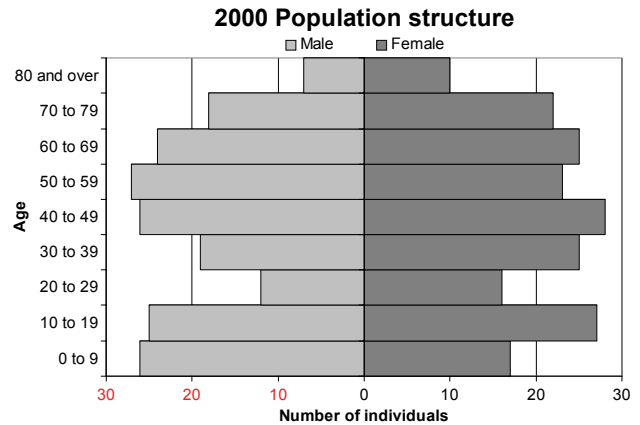
Naselle is in southwestern Washington at the confluence of the Naselle River and its south fork, midway between Willapa Bay to the north and the Columbia River to the south. Located in Pacific County, the community occupies 2.3 square miles of land. The nearest major U.S. city is Portland, Oregon, a 105-mile drive southeast, while Seattle is a 160-mile drive northeast. Naselle's geographic coordinates are lat 46°21'56"N, long 123°48'34"W.

Demographic Profile

According to the 2000 U.S. Census, Naselle's population was 377. Because Naselle was not recognized as a place on the 1990 U.S. Census, data indicating patterns of demographic evolution were not available. In 2000 the gender composition was 51.2% female and 48.8% male. The median age of 44.1 was almost 9 years older than the national median of 35.3. Naselle had an older population, with only 9.2% of its residents falling between the ages of 18 and 29, compared to 16.5% nationally. Of the population 18 years of age and older, 82.8% had a high school education (including equivalency) or higher, 15.1% had earned a bachelor's degree or higher, and 5% had attained a graduate or professional degree. The national averages were 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attainment for 34.4% of residents was a high school degree.

The vast majority of Naselle's racial structure recorded by the 2000 U.S. Census was white (92.6%), followed by people who identified themselves as two or more races (4.5%), American Indian or Alaskan Native (2.1%), Asian (0.5%), and black (0.3%). Ethnicity data indicate that 0.5% identified as Hispanic. In 2000 4.2% were foreign-born, with 33.3% from Canada, 20% from Japan, 20% from northern Europe, and 13.3% from the Philippines and Mexico. In 2000 77.6% reported their ancestry, with 25.8% Finnish, 7.8% German, and 6.1% Irish. These data are consistent with historical sources that document the presence of a large and thriving Finnish community in Naselle.

Naselle's population in 2000 lived in 160 households, with 84.1% of residents living in family households.



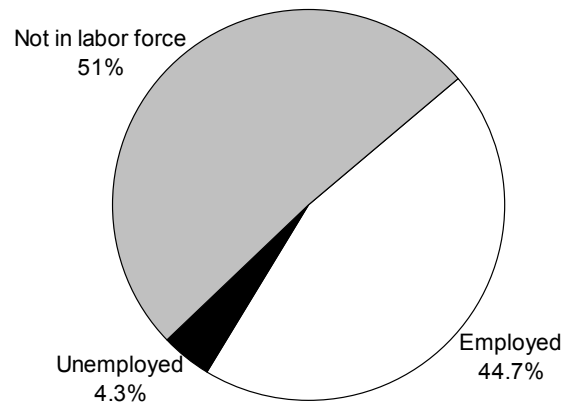
History

The community of Naselle derives its name from the Nisal band of Chinook Indians who dominated the area prior to European American settlement. The Chinook Indians were historically a group of linguistically related peoples whose territory included the lower Columbia River in Washington and Oregon and much of the area surrounding Willapa Bay.¹ These native groups depended heavily on fishing and coastal resources and developed extensive trade networks within the region. In the local Chinook dialect, Nisal meant “protected, sheltered, or hidden.” White settlers entered the area in the early 1850s and experimented with several variations on the original native name before permanently adopting the contemporary spelling in 1920.²

Naselle is unique among Pacific County towns because of its large population of Finnish immigrants and their descendants. In its early history the community became a popular destination for Finnish settlers who sought a forested landscape and employment similar to that in their native country. Many older residents continue to speak now-archaic dialects of Finnish and the community hosts a Finnish American Folk Festival that attracts more than 1,200 visitors biennially.

Throughout its history Naselle has remained a community rooted in three main industries: logging, farming, and fishing. Before the development of the local logging industry, many Finnish settlers worked in lumber mills in Astoria, Oregon, until they had earned enough to buy farmland in the Naselle vicinity.³ Weyerhaeuser operated a mill in Naselle until 1980, and today numerous smaller logging and construction companies are based in the area. Commercial and sport fishermen from Naselle have long been active in salmon gillnetting on Willapa Bay, and following the collapse of the local salmon industry, many Naselle fishermen now travel seasonally to Alaska. The Naselle Hatchery, which produces large numbers of Chinook salmon and coho salmon for Willapa Bay, also makes the community central to the regional fishing industry. Until the construction of the Astoria-Megler Bridge in 1966, Naselle remained relatively isolated, with the Naselle and Columbia rivers serving as main transportation corridors through the region. Today many travelers headed for the Pacific coast pass through Naselle, and the community attracts some tourists interested in its Finnish history and cultural heritage.

2000 Employment structure



Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 44.7% of Naselle’s potential workforce 16 years of age and older were employed, 4.3% were unemployed, and the unemployment rate was 8.8% (calculated by dividing the unemployed population by the labor force), which exceeded the national unemployment rate of 5.7%. In addition, 51% did not participate in the labor force, much higher than the national average of 36.1. The major employment sectors were local, state, and federal governments (39.3%), education, health, and social services (21.5%), arts, entertainment, recreation, accommodation, and food services (12.6%), retail and wholesale trade (10.4%), public administration (8.9%), construction (6.7%), and manufacturing (3%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 13.3%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The largest employer in the community is the Naselle Youth Camp, a juvenile detention and rehabilitation facility built in 1966. The youth camp provides jobs for 122.⁴ Support services for sport fishermen passing through Naselle to fish Willapa Bay or the Naselle River also provide jobs and revenue for the community. The Washington State Business Records database includes entries for several small logging and fisheries companies based in Naselle, some of which feature distinctive Finnish names. These include Monte Cristo Fisheries, Manke Seafoods, Blackheart Seafoods, Wirkkala Logging and Construction, Haataia Fishing, and Kipona Brothers Logging.⁵

The per capita income was \$17,714 in 1999 and the median household income was \$35,769. In 1999 4.7%

lived below the poverty level, which was much lower than the national average of 12.4%. There were 184 housing units in Naselle in 2000, with 71.9% owner occupied and 28.1% renter occupied. The housing unit vacancy rate was 13%, with 20.8% due to seasonal, recreational, or occasional use.

Governance

Under Washington State law an area cannot be incorporated as a city unless it houses a minimum of 1,500 residents. Naselle is therefore classified as an unincorporated area governed by Pacific County. Naselle has neither a city council nor its own separate municipal tax structure. Naselle residents elect county officials, whose offices are in the county seat of South Bend, approximately 31 miles north along U.S. Highway 101. Pacific County, which was organized in 1851, has a 7.8% sales tax and a 9.8% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service's Northwest Regional Office is in Seattle. The nearest U.S. Citizenship and Immigration Services office is Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in Portland. The Washington Department of Fish and Wildlife (WDFW) Southwest Regional Office is 97 miles southeast in Vancouver. The nearest U.S. Coast Guard (USCG) Group and Air Station is 20 miles east in Warrenton, Oregon. The USCG operates the National Motor Lifeboat School (NMLB) in Ilwaco (22 miles).⁶

Facilities

Naselle is accessible via land, air, and water. Naselle is on Washington Highway 401, which branches off from the Washington Highway 4 (the Ocean Beach Highway) and cuts inland directly across the southwestern portion of the state. Astoria Regional Airport is the nearest airport facility certified for carrier operations, and the Port of Ilwaco Airport (7 miles) provides an unattended paved runway that is open to the public. The Portland International Airport is the nearest major facility. There are a few small motels, campgrounds, and recreational vehicle parks located in the vicinity of Naselle, but neighboring communities of Ilwaco and Long Beach attract more overnight travelers. Public Utility District No. 2 administers electrical service. The Naselle Water District provides water. Because the community has no municipal sewer district, residents rely on septic tanks. The Naselle Youth Camp School operates a small wastewater treatment facility,

and electricity is supplied. The Pacific County Sheriff's Office and the Pacific County Fire Department #4 in Naselle administer public safety. Columbia Memorial Hospital in Astoria, Ocean Beach Hospital in Ilwaco, and Willapa Harbor Hospital in South Bend are the closest major health care facilities.

Naselle-Grays River Valley School District No. 155 operates Naselle Elementary School (grades K–6) and Naselle Junior Senior High School (grades 7–12). The Washington Department of Social and Health Services also operates a local juvenile rehabilitation facility, the Naselle Youth Camp School (grades 9–10). This state-run facility provides traditional classes, vocational training, and work programs for its 107 residents. The Naselle-Grays River Valley School District and the DSHS facility serve Naselle and other small communities throughout southeastern Pacific County and part of Wahkiakum County.⁷

The Naselle Ramp, a public boat launch just outside of town, provides parking and space for small boats to enter the Naselle River, which flows north into Willapa Bay. The Naselle Hatchery, operated by WDFW, is responsible for producing roughly half of the Chinook salmon and about a third of the coho salmon in Willapa Bay. These fish are crucial to the area's gillnet fishing industry. In 2003 the hatchery released more than 3 million Chinook salmon and roughly 550,000 coho salmon smolts.⁸ The facility also released 50,000 steelhead. In past years the hatchery has produced as many as 6.5 million young fish.⁹ This facility reportedly suffers from design flaws and lacks a weir to help collect returning fish, problems that have resulted in extremely poor return rates. Several interest groups are currently lobbying for additional funding to improve the hatchery, which is one of only three located on Willapa Bay tributaries. Another hatchery operated by the Naselle Youth Camp aquaculture program produces all of the rainbow trout for Pacific County's lakes and it averages about 20,000 fish each year.¹⁰

Involvement in West Coast Fisheries

Commercial Fishing

Fishermen living in Naselle are primarily involved in the West Coast salmon and crab fisheries. Landings data for Naselle were recorded as part of the Willapa Bay Port Group that includes the communities of Bay Center, Nahcotta, Tokeland, South Bend, and Raymond. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic (confidential/

confidential/1), crab 444.9 t/\$1,941,008/44; groundfish 4.6 t/\$3,889/6; salmon 122.5 t/\$178,084/71; shellfish 26.8 t/\$73,534/63; shrimp 399.9 t/\$397,143/8; and other species 13.1 t/\$31,242/51. See the Tokeland, South Bend, and Raymond community profiles for additional information.

In 2000 Naselle fisherman involved in the West Coast fisheries owned 15 vessels, including seven that participated in the federally managed groundfish fishery. The number of vessels owned by Naselle residents that participated in each said fishery by state (WA/OR/CA) was: crab 2/1/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 5/6/0, shellfish NA/0/NA, and shrimp NA/0/0.¹¹

No individuals living in Naselle in 2000 held federal groundfish fishery permits. In 2000 the number of Naselle residents holding permits in each said fishery by state (WA/OR/CA) was: crab 0/1/0, highly migratory species NA/0/0, salmon 11/3/1, shellfish 0/0/NA, and shrimp 1/0/0.¹²

Naselle residents held 19 state permits in 2000. The number of permits held in each said fishery by state (WA/OR/CA) was: crab 3/0/0, highly migratory species NA/0/0, salmon 13/0/2, shellfish 0/0/NA, and shrimp 1/0/0.¹³

Sportfishing

The boat launch located near Naselle is relatively small, but the facility attracts some recreational fishermen interested in salmon and sturgeon fishing on the Naselle River or less busy routes into Willapa Bay. According to the WDFW, there is one sportfishing license vendor operating in Naselle.

Catch Record Card Area 2-1 (Willapa Bay) is the closest area to Naselle. In Area 2-1 the 2000–2001 sport catch, based on catch record cards, was 870 fish, including 468 Chinook salmon, 354 coho salmon, and 48 jack salmon (immature males). The total catch is down from 2,137 salmon recorded in the 1999–2000 season. The number of marine angler trips in the sport salmon fishery is not available. In 2000–2001 96 sturgeon were caught.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Chinook Tribe and other nontribal subsistence fishermen may obtain fishery resources from waters near Naselle, particularly from the Naselle River, nearby tributaries, and Willapa Bay; however subsistence

fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Naselle residents owned 14 vessels that participated in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): other finfish confidential/confidential/1, herring confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/confidential/1, halibut confidential/confidential/1, herring 384.8 t/78,700/6, and salmon 243.8 t/\$372,24/7.

Naselle residents held 17 North Pacific permits, including 3 individuals who held federal permits and 10 individuals who held state permits (note: it is possible for individuals to hold more than one permit at a time). Naselle residents held two halibut, eight herring, and six salmon Commercial Fisheries Entry Commission permits. Naselle fishermen held 84,954 halibut and 0 sablefish individual fishing quota shares in 2000.

Three Naselle residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Naselle residents purchased 15 Alaska sportfishing licenses in 2000.

Notes

1. University of Oregon. 2004. Chinook Tribes. University of Oregon, Dept. Linguistics, Eugene. Online at <http://logos.uoregon.edu/explore/oregon/chtribes.html> [accessed 31 January 2007].
2. Tacoma Public Library. 2004. Washington State place names index. Online at <http://search.tpl.lib.wa.us/wanames/placfull.asp?1-5157> [accessed 31 January 2007].
3. T. Paulu. 2002. From start to Finnish. The Daily News, Longview, WA. 20 July 2002. Online at <http://www.tdn.com/articles/2002/07/21/news-101790.txt> [accessed 31 January 2007].
4. See note 3.
5. Washington State Department of Revenue. 2004. Washington State business records database. Online at <http://dor.wa.gov/content/home/BRD/default.aspx> [accessed 31 January 2007].
6. U. S. Coast Guard. 2004. Station Cape Disappointment. Online at <http://www.uscg.mil/d13/units/gruastoria/cd.htm> [accessed 21 January 2007].
7. Naselle-Grays River Valley School District. 2004. Home page. Online at <http://www.naselle.wednet.edu/default.html> [accessed 31 January 2007].
8. P. Drake. 2004. Partnerships may save hatchery from closure. The Daily Astorian, Astoria, OR, 6 April 2004. Online at <http://www.dailyastorian.com/main.asp?SectionID=2&subsectionID=398&articleID=15071&Q=61945.96> [accessed 31 January 2007].

9. E. Apalategui. 2004. Lawmakers ensure one more year for hatchery. The Daily News, Longview, WA, 10 April 2004. Online at http://www.tdn.com/articles/2004/04/10/area_news/news03.txt [accessed 31 January 2007].

10. See note 8.

11. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

12. See note 11.

13. See note 11.

Neah Bay

People and Place

Location

Neah Bay is at the northwestern-most point of the contiguous United States, across the Strait of Juan de Fuca from Vancouver Island, British Columbia. Situated in Clallam County, Neah Bay is the main settlement on the Makah Indian Reservation. The nearest major U.S. city is Seattle, a 165-mile drive and ferry ride southeast. Neah Bay's geographic coordinates are lat 48°22'06"N, long 124°37'25"W.

Demographic Profile

According to the 2000 U.S. Census, Neah Bay's population was 794, a 13.3% decrease from 916 in 1990. The gender composition was 55.3% male and 44.7% female. The median age of 28.9 was considerably lower than the national median age of 35.3. Of the population age 18 years of age and older, 77.8% had a high school education (including equivalency or higher), 7.1% had received a bachelor's degree or higher, and 1.8% had attained a graduate or professional degree. These figures are lower than the national averages of 79.7%, 22.3%, and 7.8% respectively.

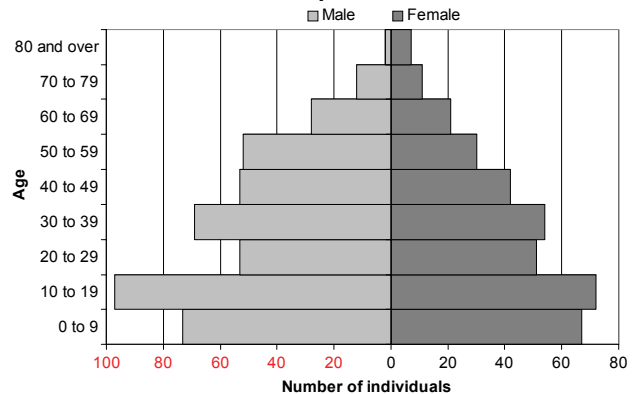
The vast majority of the Neah Bay's racial structure recorded by the 2000 U.S. Census was American Indian and Alaska Native (78.2%), followed by white (14.1%), people who identified with two or more races (5.9%), people who identified with another race (1.6%), and black (0.1%). Ethnicity data indicate that 5.4% identified as Hispanic. In 2000 0.8% were foreign, with 67% from Canada.

According to the Makah Tribe, tribal enrollment was about 2,300 in 2000 and 70% of enrolled members lived on the reservation. Not all reservation residents live in the settlement at Neah Bay.

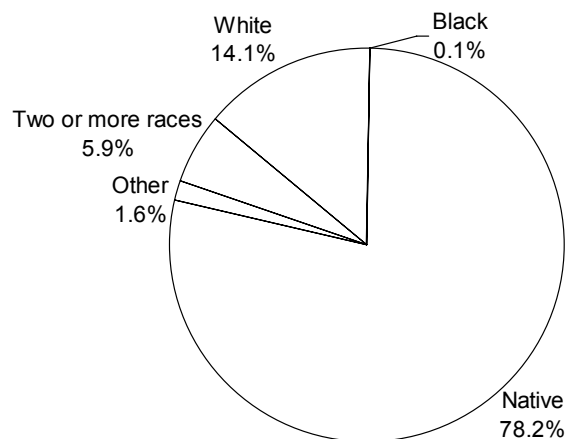
History

The Makah Tribe had an estimated precontact population of about 2,000–4,000^{1, 2} and inhabited five winter villages as well as many summer villages next to the Pacific Ocean and the Strait of Juan de Fuca. The Makah are most closely related to the Nuu-chah-nulth bands on the western side of Vancouver Island, with whom the tribe continues to share cultural, linguistic, and genealogical affinities. The tribe heavily utilizes marine resources, with whales (gray, humpback, and others), seals (especially fur seals prior to 1900, and harbor seals

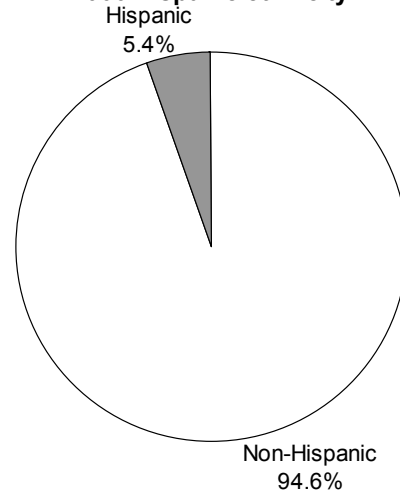
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



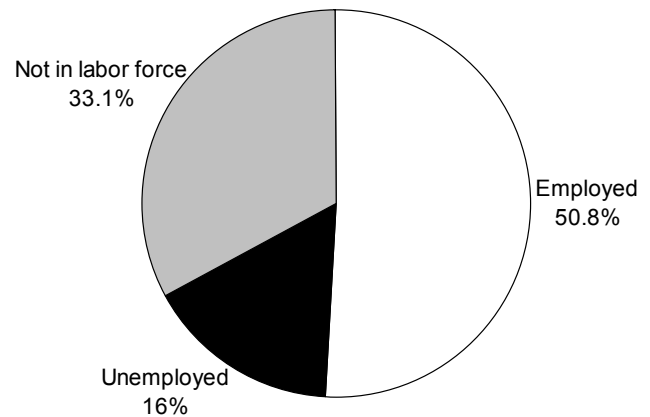
more recently), and marine fish such as halibut serving as staple foods.

Originally the tribe lived in five permanent villages: Diah't and Ba'adah along the Strait of Juan de Fuca, and Wa'atch, Tsooyes, and Ozette on the Pacific Ocean side.³ The first recorded contact with European explorers from the Spanish sailing vessel *Princesa Real* occurred in 1790, although there may have been contacts in 1775 and earlier. This was followed by a short-lived Spanish fort in Neah Bay (Nuñez Gaona) and years of regional struggle for power between Spanish, British, Russian, and later, American forces. The Makah Tribe is party to the 1855 Treaty of Neah Bay with the United States, which guarantees its right to continue hunting whale and seals, as well as to continue fishing and collecting shellfish at all "usual and accustomed grounds."⁴

Smallpox epidemics decimated the population in the 1800s, with only 654 Makahs surviving in 1861. In the late 1800s Makahs were extensively involved as crew in commercial fur seal hunting in Alaska, and later as boat owner/operators. This trade was very lucrative and kept many in the reservation population in excellent economic circumstances until they were prohibited from participating in the hunt at the turn of the century.⁵ Consolidation of the five traditional villages was forced in the early 1900s, when children were required to attend the school at Neah Bay, even if their parents lived in the other villages. The first road to Neah Bay was constructed in the 1930s, connecting the settlement, by a winding coastal highway subject to frequent landslides and washouts, with the major population and commercial centers of the Olympic Peninsula, including Port Angeles, a logging town 70 miles east. During World War II battle mounts were built into the ocean-facing cliffs west of Neah Bay. An Air Force Base (now closed) and U.S. Coast Guard (USCG) station brought many military personnel to the reservation. In 1997 a harbor breakwater and moorage facility was completed, protecting the local fishing fleet from powerful winter storms for the first time.

Whaling is an ancient tradition, with evidence from the archaeological site of Ozette village dating as far back as 2,000 years before the present, with whales consistently comprising the largest single category of resource remains over that time period. Although guaranteed by the 1855 treaty, whaling was halted in the 1920s because of a series of external factors including an attempt at acculturation of the Makah by the U.S. government, death of tribal members due to epidemics and subsequent loss of traditional knowledge, and a decline in the population of the whales due to commercial whaling by non-Indians.⁶ In 1995 following the removal of the eastern North Pacific gray whale from

2000 Employment structure



the list of endangered species, the Makah Tribe began preparations to resume ceremonial and subsistence whaling. The Makah successfully took a single gray whale in May 1999, under a tremendous amount of attention from the media and pressure from antiwhaling activists. Whether another whale is taken will depend on the final outcome of litigation, international negotiation, and public policy processes.

Unlike many other tribes in the United States, the Makah Tribe still holds title to a substantial portion of its ancestral land base, engendering "a high degree of continuity in both place-oriented identity and subsistence practice."⁷ Marine resources continue to be fundamental to the Makah. A recent tabulation in a 2001 Makah Tribal Council report indicated that "as many as 70 percent of the Makah Tribal population depends on fishing for its income or subsistence."⁸

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 50.8% of Neah Bay's potential labor force 16 years of age and older were employed, 16% were unemployed, and the unemployment rate was 24% (calculated by dividing the unemployed population by the labor force). Chronic widespread unemployment and underemployment have characterized the village for years, with the tribe estimating it to be above 50% most of the time. In addition, 33.1% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were local, state, and federal governments (60.4%), public administration (34.8%), educational, health, and social services (21.2%), and arts, entertainment, recreation, accommodation, and food services (8.1%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 17.9%, but this percentage may be artificially low given

that many fishermen are self-employed and are underrepresented in these data.

On the Makah Reservation, most of the full-time employment opportunities are with the Makah Tribal Council, which had 170 employees in 2001. Additional employment is available at the Indian Health Service Dental and Medical Clinic (22 employees) and with local businesses. A large percentage of the reservation population engages in seasonal employment, with as many as 300 people employed in commercial fisheries. Individuals also are engaged in timber harvesting, which is managed by the Makah Forestry Enterprise. Employment for a few residents is available off the reservation at the state prison in Clallam Bay.⁹

The per capita income in 1999 was \$11,338 and the median household income was \$21,635. In 1999 29.9% lived below the poverty level. In 2000 there were 322 housing units in Neah Bay, with 70.9% owner occupied and 29.1% renter occupied. The housing unit vacancy rate was 12.4%.

Governance

Neah Bay and the entire Makah Indian Reservation is governed by the Makah Tribal Council (MTC). Neah Bay has no separate incorporation or status. The MTC consists of five members who are elected at the Makah General Council by all voting tribal members. The chair is elected by the MTC. The Makah Tribe is a self-governing tribe under a program initiated by the Bureau of Indian Affairs in 1988, which gives greater power and autonomy to tribal governments. The MTC determines tribal policy and supplies the general manager, who subsequently watches over the enforcement of tribal policy, with direction. The tribal government is made up of five departments: Natural Resources, Administrative Service, Planning, Public Safety, and Social, Health, and Education. "A high degree of control over physical and economic development on the reservation" is maintained by the MTC, with many enterprises chartered by the MTC including the Makah Forestry Enterprises, the Neah Bay Port Authority, the Makah Housing Authority, and the Makah Cultural and Research Center; and with quasi-enterprises that are a part of the MTC including Makah Fuel, Makah Bingo, Makah Marina, Makah Smoke Shop, and Bay's Best Lodging.¹⁰

Treaty fish and shellfish taken by tribal members are not subject to state sales or use taxes, regardless of where the sale takes place. The tribe requires all nonresident motor vehicles entering the reservation to purchase a recreational use permit, proceeds of which are used to maintain trails and other tourist attractions.

The nearest National Marine Fisheries Service (NMFS) Regional Office and the U.S. Citizenship and

Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) Regional office is 159 miles east in Mill Creek. The U.S. Coast Guard Station Neah Bay is in town.

Facilities

Neah Bay is accessible by ground and sea. It is reachable by Washington Highway 112. The William R. Fairchild International Airport, 81 miles east in Port Angeles, is the nearest facility certified for carrier operations, offering international flights to Canada. The Seattle-Tacoma International Airport is the nearest major U.S. facility.

Neah Bay is in the Cape Flattery School District, which operates the Neah Bay Elementary School (grades K–6) and Neah Bay Junior/Senior High School (grades 7–12). The Clallam County Public Utility District administers electricity. Because of severe wind and storms, electricity to the reservation is usually disrupted several times each winter, sometimes for long periods of time (hours or even days). The Public Works Department, a department of the tribal government, supplies water from the Educk Creek Reservoir, two shallow groundwater wells, and an infiltration gallery in the Wa'atch River. The system serves approximately 1,350 people. Lack of additional water capacity has led to a moratorium on new buildings. The Public Works Department also provides sewer services. Two failing wastewater treatment facilities were combined and upgraded in 1997. The Makah Police Department, which runs the reservation jail, and Clallam County Fire District No. 5 administer public safety. The tribe runs a tribal court system, consisting of a permanent chief judge and associate judges who are called in as necessary. The Makah Tribe's Sophie Trettevick PHS Indian Health Center is in operation in Neah Bay and provides primary and dental health services. The tribe operates an alcohol and substance abuse program, a mental health program, and also has a community health field station.¹¹ Forks Community Hospital, 41 miles southeast, is the nearest major hospital. The tribe's senior center provides meals and other assistance to tribal elders. There are at least nine hotels, motels, or campgrounds available in Neah Bay for visitors to the area.

The Neah Bay Marina, completed in 1997, "safely harbors over 200 commercial and sportfishing vessels as well as pleasure craft."¹² The marina can moor vessels from 30- to 200-feet. Every slip is equipped with electrical service and running water; a wastewater pump-out station also is available.¹³ The Neah Bay harbor is

shielded by a small island and a breakwater. The marina also hosts two emergency oil spill response boats, National Oceanic and Atmospheric Administration boats, the state's emergency tugboat, and serves as a base for aquaculture development.¹⁴ Commercial Fishing

West Coast fisheries landings in Neah Bay in 2000 were delivered by 100 vessels, including 23 commercial, 70 tribal, and 7 personal use vessels. Landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/2; groundfish 1,489 t/\$1,941,780/65; salmon 94 t/\$204,055/65; and other species 62 t/\$273,369/37.

Neah Bay residents owned at least 10 vessels in 2000, including 8 that participated in the federally managed groundfish fishery. This number is questionable because of the noticeable difference between the number of tribal vessels delivering landings to the community in 2000 and because field observations indicate a larger participation by community members. According to recorded data the number of vessels owned by Neah Bay residents participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, groundfish 2/0/NA, highly migratory species NA/0/NA, salmon 2/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 3/0/0.¹⁵

Four community members held five federal groundfish fishery permits in 2000. The number of Neah Bay residents holding permits in each said fishery by state (WA/OR/CA) was: groundfish 3/0/0, highly migratory species NA/0/0, salmon 1/0/0, shellfish 0/0/NA, and other species 6/0/0.¹⁶

Neah Bay residents held at least 22 permits, including 5 federal groundfish permits and 17 state permits, in 2000. The number of permits held by residents in each said fishery by state (WA/OR/CA) was: groundfish 8/0/0, highly migratory species NA/0/0, salmon 1/0/0, shellfish 0/0/NA, and other species 8/0/0.¹⁷

No processor voluntarily reported processing information in Neah Bay in 2000, though at least 100 vessels offloaded fish in the community. An offloading dock and processing facility operate in town, though it has been marked by instability and changes in ownership in recent years.

The MTC engages in mussel aquaculture and has three rafts in operation. Every 18 months approximately 30,000 pounds of Mediterranean mussels are grown on the rafts, which are sold to the WDFW and Taylor Seafood.¹⁸ Tribal members own and participate in commercial dive operations for sea urchins, scallops, sea cucumbers, and other commercially viable shellfish species. Geoduck clams are present in the area, but

commercial operations await adequate tribal stock assessments.

According to the Boldt Decision,¹⁹ the usual and accustomed (U&A) fishing grounds of the Makah Tribe are "located off northern Washington in U.S. waters north of lat 48°02'15"N (at the Norwegian Memorial), east of long 125°44'00"W, and west of long 123°42'30"W (at Tongue Point just east of Crescent Bay in the Strait of Juan de Fuca). The Makah U&A is within the Olympic Coast National Marine Sanctuary in coastal waters" and "overlaps two of the National Wildlife Refuges (Flattery Rocks and Quillayute Needles) in northern Washington."²⁰ Tribal members fish commercially within their U&A for halibut, whiting, rockfish, lingcod, sablefish, flatfish, sturgeon, steelhead, salmon, shellfish, groundfish, and gray whales.²¹

Many tribal fishermen fish for salmon and steelhead in the Wa'atch and Tsooyes rivers with gill nets operated by hand or from a small skiff. The Makah Fisheries Department regulates fishing openings and the relative positions of the nets in the river. As with most tribal fishing, a portion of the catch is sold commercially and a portion is kept for subsistence purposes.

Sportfishing

Recreational fishing in the salt water near Neah Bay for salmon and bottomfish is among the best in the United States, outside of Alaska. Neah Bay is the state's most important location for charter halibut fishing. In addition, rainbow and cutthroat trout are available in nearby freshwater lakes and steelhead and salmon from the local rivers.²² It was reported that in 1995 approximately 85,000 visitors were brought to the Makah Reservation for sportfishing.²³ In 2000 there were at least three salmonid charter fishing businesses in Neah Bay. Many more charter boats operate out of Neah Bay during the sportfishing season, although none of these are operated by tribal members.²⁴ Many sport fishermen trailer their own boats to Neah Bay and use the public boat launch facilities. There are three vendors in Neah Bay licensed to sell fishing permits; however two of the vendors operate on a seasonal basis. In 2003 there were 1,751 sportfishing license transactions made in Neah Bay valued at \$3,409.

In Catch Record Card Area 4 (from Cape Alava north and inside the Strait of Juan de Fuca to the Seiku River) the 2000 sport catch, based on catch record cards, was 11,652 fish including 381 Chinook salmon, 11,258 coho salmon, 5 chum salmon, and 8 pink salmon. Marine anglers made 11,114 trips in Area 4. Eight steelhead and 87,682 coastal bottomfish were the recorded catch in 2000.

Subsistence

Members of the tribe fish within their U&A for halibut, whiting, rockfish, lingcod, sablefish, flatfish, sturgeon, steelhead, salmon, shellfish, groundfish, and gray whales.²⁵ Subsistence shellfish include clams, mussels, oysters, barnacles, urchins, octopus, and chitons. Tribal members also consume harbor seals incidentally caught in other fisheries, under a Memorandum of Understanding with NMFS. According to a survey conducted of Makah households in 1997–1998, “99 percent of all households participated in subsistence activities, either by directly harvesting and consuming local resources, or by receiving them from other households through tribal sharing networks.”²⁶ From the same survey it also was determined that residents consumed an annual 174 pounds per capita of subsistence resources including fish, shellfish, marine mammals, terrestrial mammals, and birds. This made up “approximately 65% of all solid animal protein in the contemporary diet.”²⁷

Involvement in North Pacific Fisheries

Commercial Fishing

There were no vessels owned by Neah Bay residents in 2000 involved in North Pacific fisheries. However in past years, several tribal whiting boats have been seasonally leased to participants in Alaska fisheries. Fourteen Neah Bay residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Neah Bay residents purchased three Alaskan sportfishing licenses in 2000.

Notes

1. J. Sepez. 2003. Makah. In S. Kutler (ed.), *Dictionary of American history*, 3rd edition. Charles Scribner's Sons, New York.
2. Makah Indian Tribe. No date. Culture. Online at <http://www.makah.com/culture.html> [accessed 31 January 2007].
3. Olympic Peninsula Web Sites. No date. The Makah Nation on Washington's Olympic Peninsula. Online at <http://www.northolympic.com/makah/> [accessed 31 January 2007].
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6. National Marine Fisheries Service. 2001. Environmental assessment on issuing a quota to the Makah Indian Tribe for a subsistence hunt on gray whales for the years 2001 and 2002. Draft. NOAA, NMFS, Silver Spring, MD. Online at <http://72.14.253.104/>

search?q=cache:rBIjD_HPdQ0J:purl.access.gpo.gov/GPO/LPS11633+Environmental+Assessment+on+Issuing+a+Quota+to+the+Makah+Indian&hl=en&gl=us&ct=clnk&cd=3 [accessed 31 January 2007].

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8. Forest Community Research. 2002. Assessment of the Northwest Economic Adjustment Initiative. Sierra Institute for Community and Environment, Taylorsville, CA. Online at <http://www.sierrainstitute.us/neai/NEAIindex.html#Anchor-Washington-14210> [accessed 31 January 2007].
9. See note 8.
10. See note 8.
11. Northwest Portland Area Indian Health Board. 2003. Makah Tribe. Online at http://www.npaihb.org/profiles/tribal_profiles/interface.htm [accessed 31 January 2007].
12. See note 3.
13. National Marine Fisheries Service. 2004. Appendix D: Social, economic and historical information regarding treaty tribes. Groundfish bycatch draft programmatic environmental impact statement. National Marine Fisheries Service, Northwest Regional Office, Seattle, WA. (Bob Lohn, Groundfish Fishery Management Office, 7600 Sand Point Way NE, Seattle, WA 98115).
14. See note 8.
15. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
16. See note 15.
17. See note 15.
18. See note 8.
19. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].
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Olympia

People and Place

Location

Olympia is along the southernmost tip of Puget Sound. Situated in Thurston County, the city covers 16.7 square miles of land and 1.8 square miles of water. The nearest major U.S. city is Seattle, a 60-mile drive north. Olympia's geographic coordinates are lat 47°02'17"N, long 122°53'58"W.

Demographic Profile

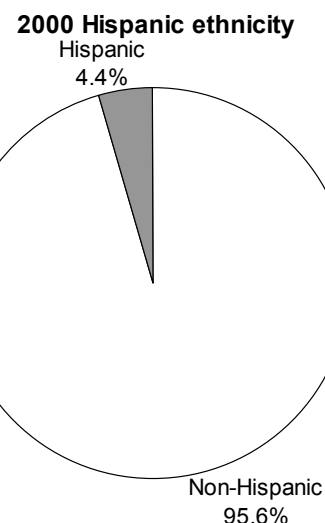
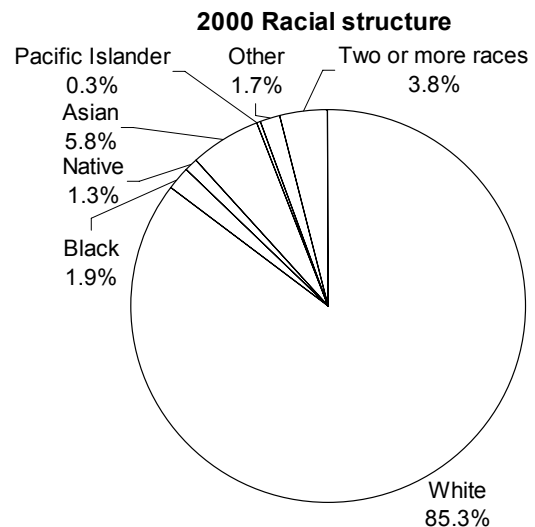
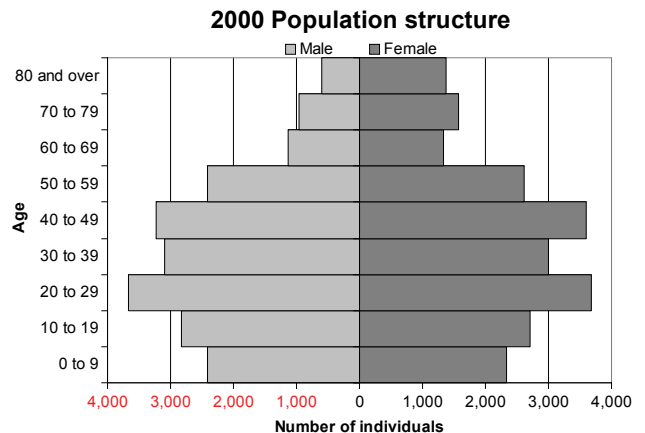
According to the 2000 U.S. Census, Olympia's population was 42,514, a 25.6% increase from the 1990. The gender composition was 52.2% female and 47.8% male. The median age of 36.0 was comparable to the national median of 35.3. Census data indicate that 17.4% of the population was 14 years of age or younger and 56.0% was between the ages of 22 and 59. In 2000 90.4% of the population 18 years of age and older had a high school education (including equivalency) or higher, 36.0% had earned a bachelor's degree or higher, and 12.8% had attained a graduate or professional degree, compared to the national averages of 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attainment was a high school diploma or equivalency for 32.0%.

The vast majority of Olympia's racial structure as recorded by the 2000 U.S. Census was white (85.3%), followed by Asian (5.8%), people who identified themselves with two or more races (3.8%), black (1.9%), people who identified with another race (1.7%), American Indian and Alaskan Native (1.3%), and Native Hawaiian and other Pacific Islanders (0.3%). Ethnicity data indicate that 4.4% identified as Hispanic. In 2000 6.6% were foreign-born, with 59.8% from Asian countries.

In 2000 96.9% lived in family households.

History

In 1846 the first European American settlers claimed the site of what would become Olympia. The town became the county seat of the new Thurston County in 1852. One year later the Washington Territory was formed and Olympia was named as the provisional territorial capital. By 1853 there were approximately 996 European American settlers in Olympia. By the mid-1850s Olympia had developed around the waterfront and was a hub of maritime commerce.¹ Overland travel was difficult at the time and required struggling through dense forests. This resulted in waterways being the



primary transportation routes for the region. In 1860 Sam Percival built the first dock in Olympia. Known as Percival's dock, it quickly became the hub of a thriving steamboat trade that serviced the area transporting passengers, cargo, and mail throughout Puget Sound. Percival Landing Park, a public boardwalk, stands on the site today and offers "fabulous harbor views, extensive public artwork, and historical markers that detail the city's maritime past."²

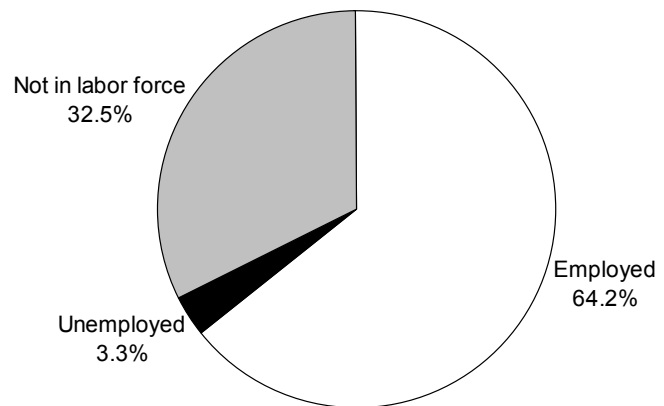
The shores of Budd Inlet near modern-day Olympia were a prime shellfish gathering site for Coastal Salish tribes such as the Duwamish, Squaxin, and Nisqually. The Deschutes River falls may have been a permanent Nisqually site for the harvesting of salmon and shellfish for more than 500 years before the arrival of European American settlers.³ The 1854 Treaty of Medicine Creek, signed by numerous Puget Sound tribes now known as "Treaty Tribes," ceded most of Puget Sound and the Olympic Peninsula to the U.S. government. The Nisqually Tribe was left with a 5,105-acre reservation in what is today Pierce County. In 1917 the U.S. military took 3,370 acres of this reservation for the Fort Lewis Military Reserve. The tribe adopted a constitution in 1946 and an elected tribal council carries out most of the tribe's governmental affairs.⁴ Today almost 300 Nisqually have returned to their reservation and begun to reestablish their community and culture. Total enrollment in the tribe is more than 500. The tribe is the primary caretaker of fisheries on the Nisqually River and maintains fish hatcheries on Kalama and Clear creeks. In addition as a "Treaty Tribe" the Nisqually tribal members are entitled to half of the harvestable fisheries resources from their "usual and accustomed" fishing grounds as stated in the 1974 Boldt Decision.⁵

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 64.2% of Olympia's potential labor force 16 years of age and older were employed, 3.3% were unemployed, and the unemployment rate was 4.9% (calculated by dividing the unemployed population by the labor force). In addition, 32.5% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were educational, health, and social services (23.4%), public administration (19.9%), local, state, and federal governments (15.1%), and retail trade (10.0%) Natural resources jobs including agriculture, forestry, fishing, and hunting employed 1.1%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

2000 Employment structure



The per capita income was \$22,590 in 1999 and the median household income was \$40,846. In 1999 12.1% lived below the poverty level, slightly lower than the national average of 12.4%. In 2000 there were 19,738 housing units in Olympia, with 50.3% owner occupied and 49.7% renter occupied. The housing unit vacancy rate was 5.4%.

Governance

The City of Olympia, incorporated in 1859, is the state capitol of Washington. Olympia is a code city with a council-manager form of government. The council is comprised of an elected mayor and six at-large representatives; council members serve staggered four-year terms. The council appoints a city manager to administer day-to-day operations and to carry out policies. Olympia levies an 8.4% sales and use tax rate and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the North Pacific Fishery Management and Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 39 miles west in Montesano. The 13th U.S. Coast Guard District headquarters are in Seattle.

Facilities

Olympia is available by land, sea, and air. The city is at the junction of U.S. Highway 101 (north-south along the west side of the Puget Sound) and Interstate 5 (north-south along the east side of the Puget Sound). The Olympia Airport and Aero Plaza Airport serve Olympia

and Thurston County. The Seattle-Tacoma International Airport is the nearest major facility.

The Olympic School District offers 11 elementary schools, 4 middle schools, and 3 high schools. The city also provides a number of private schools at all grade levels. Olympia is home to Evergreen State College and the South Puget Sound Community College. Puget Sound Energy administers electricity services. The City of Olympia offers water, sewer, and garbage service, as well as a curbside recycling program through the Public Works Department. The Olympia Police and Fire departments administer public safety. Providence St. Peter Hospital and Columbia Capital are the major medical facilities in the city. The tourism industry is well developed with dozens of hotels, motels, and bed and breakfasts.

The Port of Olympia has a 60-acre marine terminal consisting of three deepwater berths, a container yard, and various intermodal transport facilities. The port also oversees the Swantown Marina and Boatworks. Swantown has 656 permanent moorage berths and offers more than 50 slips for guest moorage. As south Puget Sound's premier recreational marine facility, Swantown Boatworks is a full-service facility with haul out and storage coupled with a variety of repair and retail services in the emerging marine business district.⁶

Involvement in West Coast Fisheries

Commercial Fishing

There were at least two seafood processors operating in Olympia in 2000. Oysters were the primary product of these processors, but specific details (landings in pounds/value of landings) are confidential.

There were 228 vessels that delivered landings to Olympia in 2000, including: 5 commercial vessels, 13 personal-use vessels, and 209 tribal commercial vessels. In 2000 landings in Olympia were made in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/1; salmon 13 t/\$23,581/24; shellfish 301 t/\$2,077,362/99; and other species confidential/confidential/2.

Olympia residents owned 32 commercial vessels in 2000, including 10 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Olympia residents that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 3/0/2, crab 23/0/0, groundfish 9/0/NA, highly migratory species NA/0/NA, salmon 30/2/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 21/0/0.⁷

In 2000 two community members held two federal groundfish permits. The number of Olympia residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/2, groundfish 1/0/0, highly migratory species NA/0/0, salmon 12/2/1, shellfish 1/0/NA, shrimp 1/0/0, and other species 14/0/0.⁸

Olympia residents held at least 72 commercial fishing permits registered in 2000, including 70 registered state permits. The number of state permits held by Olympia residents in each said fishery by state (WA/OR/CA) was: coastal pelagic 17/0/4, groundfish 3/0/0, highly migratory species NA/0/0, salmon 14/0/3, shellfish 1/0/NA, shrimp 1/0/0, and other species 27/0/0.⁹

Sportfishing

In 2000 at least three salmonid sportfishing charter businesses operated out of Olympia. There are eight vendors licensed to sell sportfishing permits in Olympia. In 2003 Olympia vendors made 9,362 sportfishing license transactions valued at \$156,637.

In Catch Record Card Area 13 (south Puget Sound) the 2000–2001 sports catch, based on catch record cards, was 5,131 fish including 1,649 Chinook salmon, 2,226 coho salmon, and 1,256 chum salmon. Marine anglers made 26,089 trips in the sport fishery. The bottomfish catch for Area 13 was 8,025 fish. In Area 13 the recreational clam harvest was estimated at 30,147 pounds (littleneck clams 45.6% and Manila clams 32.2%) and 65,007 oysters in 2000; harvest occurred over an estimated 7,065 user trips.

Subsistence

Subsistence harvest for marine species may exist in the Olympia area. However, the extent of subsistence harvesting is difficult to quantify due to a scarcity of data.

Involvement in North Pacific Fisheries

Commercial Fishing

Olympia residents owned 34 vessels in 2000 that participated in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab confidential/confidential/1, other finfish confidential/confidential/3, Gulf of Alaska (GOA) groundfish confidential/confidential/3, halibut confidential/confidential/3, salmon 841 t/\$763,500/13, and crab 50 t/\$183,810/5.

In 2000 Olympia residents held 79 commercial fishing permits, including 36 individuals who state permits

and 20 residents who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Olympia residents held 9 crab, 1 finfish, 11 Bering Sea and Aleutian Islands groundfish, 7 halibut, 23 salmon, and 13 shellfish Commercial Fisheries Entry Commission permits and 2 crab and 8 groundfish License Limitation Program permits. Olympia residents held 550,844 halibut and 700,093 sablefish individual fishing quota shares.

Olympia residents held 78 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

In 2000 at least one sportfishing business in Olympia was involved in Alaskan fisheries. Olympia residents purchased 844 Alaskan sportfishing licenses.

Notes

1. City of Olympia. No date. History of Olympia. Online at <http://www.olympiaonline.com/Community/history.php> [accessed 31 January 2007].

2. City of Olympia. No date. City of Olympia's historic places: Percival Landing. Online at <http://www.olympiawa.gov/cityservices/par/percivallanding/default.htm> [accessed 31 January 2007].

3. See note 1.

4. Northwest Portland Area Indian Health Board. 2003. Nisqually Tribe. Online at http://www.npaihb.org/profiles/tribal_profiles/Washington/Nisqually%20Tribal%20Profile.htm [accessed 31 January 2007].

5. Online Highways. 2004. Nisqually Indian Tribe. Online at <http://www.ohwy.com/wa/n/nisqintb.htm> [accessed 31 January 2007].

6. Port of Olympia. No date. Port of Olympia. Online at <http://www.portolympia.com/home.asp> [accessed 31 January 2007].

7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

8. See note 7.

9. See note 7.

Port Angeles

People and Place

Location

Port Angeles, the largest city on the north Olympic Peninsula, is on the Strait of Juan de Fuca. In the rain shadow of the Olympic Mountains, Port Angeles has a moderate climate with approximately 25 inches of rainfall yearly. Ediz Hook, a 2.5-mile-long sand spit that curves eastward around Port Angeles, creates one of the deepest harbors on the West Coast. Located in Clallam County, the city encompasses about 10 square miles of land and 53 square miles of surface water. The nearest major U.S. city is Seattle, an 81-mile ferry ride and drive southwest. Port Angeles' geographic coordinates are lat 48°07'06"N, long 123°25'46"W.

Demographic Profile

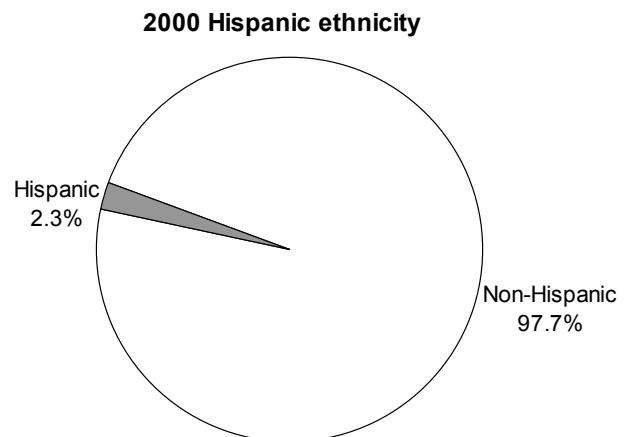
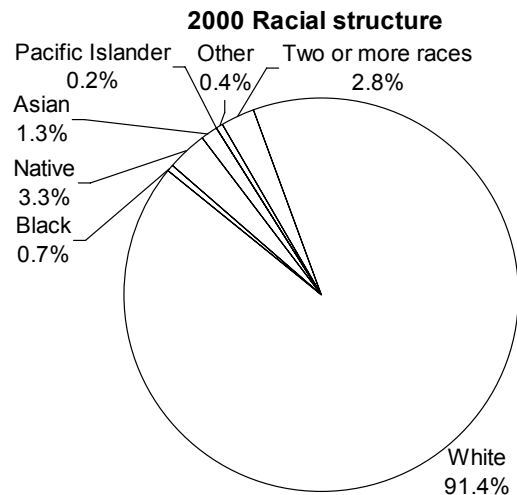
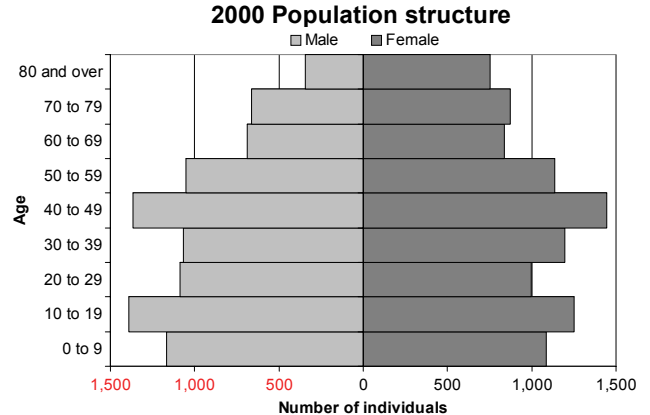
According to the 2000 U.S. Census, Port Angeles' population was 18,397, an increase of 3.9% since 1990. The gender composition was 52.1% female and 47.9% male. The median age of 39.9 was slightly higher than the national median of 35.3. In 2000 48% of the population was between 22 and 60 years of age. Of the population 18 years of age and older, 83.4% had a high school education (including equivalency) or higher, 16.9% had received a bachelor's degree or higher, and 6.7% had attained a graduate or professional degree, compared to the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Port Angeles' racial structure recorded by the 2000 U.S. Census was white (91.4%), followed by American Indian and Alaska Native (3.3%), people who identified with two or more races (2.8%), Asian (1.3%), black (0.7%), people who identified with another race (0.4%), and Pacific Islander (0.2%). Ethnicity data indicate that 2.3% identified as Hispanic. In 2000 3.4% were foreign-born, with 32.5% from Asian countries.

In 2000 77.1% of the Port Angeles population lived in family households.

History

Clallam County, from the Indian word Clallam, meaning "strong people," was created by the Washington Territorial Legislature in 1854. The City of Port Angeles has a long history prior to this date, when the Lower Elwha Klallam Tribe lived in a fishing village on what is now called Hollywood Beach. The city pier and waterfront trail can be found on the site today. Franz

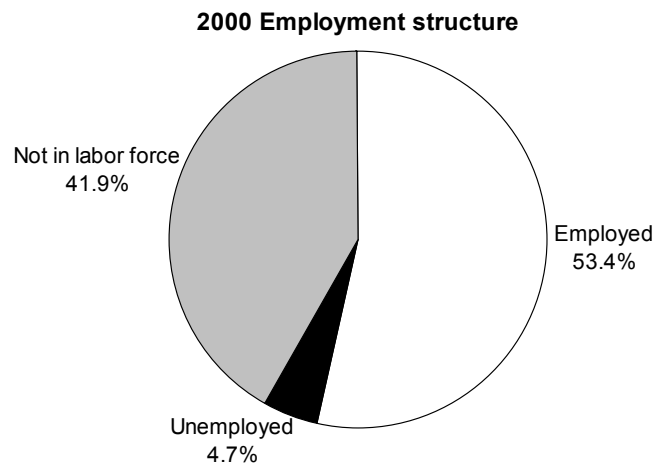


Boas, an anthropologist who studied Indian life on the Olympic Peninsula, estimated that in 1780 there were approximately 2,000 Clallam (along with their subtribes) in 17 villages from Discovery Bay to Clallam Bay.¹ The mouth of Ennis Creek was also a culturally significant site for the Lower Elwha Klallam Tribe. Y'innis, a large settlement located near the estuary, was home to the Lower Elwha Klallam Indians for thousand of years. "Y'innis," which means 'good beach,' was one of two Klallam villages located in what is today Port Angeles harbor."²

In 1936 approximately 30 Klallam families living on or near Ediz Hook were evicted by the city. Despite the 353 acres of land in the Lower Elwha River Valley that were purchased and put in trust for the tribal community in 1937, the reservation was not established until 1968. After entering into a self-governance compact with the federal government in 1992, tribal operations have expanded to include a police department, court system, health and social services, and several natural resource programs including fisheries. Today the federal government recognizes three politically distinct bands or villages of the Klallam people: the Elwha, Jamestown, and Port Gamble (i.e., Little Boston). There are roughly 708 members registered with the Lower Elwha Klallam Tribe, whose reservation, federal trust lands, and fee lands pending trust status comprise 609 acres located at the mouth of the Elwha River and the bluffs 8 miles west of Port Angeles.³

In 1885 the Lower Elwha Klallam Tribe signed the Treaty of Point No Point with the United States, retaining its right to fish the Elwha River in perpetuity. Today the tribal economy is based on its commercial fishery, although most fishing activities are subsistence oriented.⁴ Additionally, as one of three federally recognized tribes serving on the Point No Point Treaty Council, it is currently engaged in several projects to promote finfish and shellfish fisheries in the region and restore salmon habitat, particularly along the Elwha River. The Elwha and Glines Canyon dams, which effectively negated the tribe's treaty rights by blocking fish passage to more than 90% of the historic fish population, are scheduled to be removed in 2009. The federal government agreed to fund several projects associated with the dam removal including a water-treatment plant for the City of Port Angeles and a sewer system, fish hatchery, and levee for the tribe.⁵ The Lower Elwha Klallam Tribe maintains a membership with the Northwest Indian Fisheries Commission.

In 1791 Spanish Captain Don Francisco de Eliza discovered the deepwater harbor at Port Angeles. More than 50 years later in 1862, a customs inspector named Victor Smith stole the U.S. customs house from Port



Townsend and moved it to Port Angeles. Also in 1862 President Abraham Lincoln declared Port Angeles and Ediz Hook military reservations. Lincoln then declared Port Angeles the "Second National City" in 1890 for fear that Washington D.C. could fall to the Confederate Army. As a "National City" the government could use money from land sales to support war efforts.⁶ The U.S. military held on to its land ownership, due to its strategic location at the entry to the Strait of Juan de Fuca, until it decided to sell plots of land in 1894.⁷ Due to the lack of foresight, the city was built too close to the water and in 1914 the town was flooded at high tide. Instead of relocating the town "a plan was devised to use seawater to wash dirt from a nearby hillside into a series of dams that would trap dirt and raise the level of the town 14 to 16 feet."⁸ Today visitors can access underground tunnels and storefronts that were once at street level.

The forest and fishing industries played major roles in the development of the area's economy. In 1912 the city was home to the world's largest sawmill and in 1920 the Washington Pulp and Paper Company built a large pulp and paper mill. Today the mill is owned by Daishowa America. Taking advantage of the area's natural deepwater harbor, the Port of Port Angeles was formed in 1922. However today, with major shifts in the fishing and timber industries, the declining salmon runs, and the closing of the Rayonier pulp mill in 1997, the City of Port Angeles is turning its economy towards tourism. Tourism spending on recreation in Clallam County increased 56% between 1991 and 2002 and the county generated \$10.5 million in tax revenue from travel spending in 2002.⁹

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 53.4% of Port Angeles' potential labor force 16 years of age and older were employed, 4.7 were unemployed, and the unemployment rate was 8% (calculated by dividing the unemployed population by the labor force). In addition, 41.9% were not in the labor force in 2000, compared to the national average of 36. In 2000 the major employment sectors were production, transportation, and material moving (22.5 %), local, state, and federal governments (20.2%), and sales and office occupations (19.3 %). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 2.6%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The Port Angeles economy also relies on tourism, forest products, and sportfishing. The city's top two employers are the Olympic Medical Center and Peninsula College.¹⁰ Several shipbuilding and repair companies are located in Port Angeles, including Fletcher Boats Inc. and Armstrong Marine.

The per capita income was \$17,903 in 1999 and the median household income was \$33,130. In 1999 13.2% lived below the poverty level. In 2000 there were 8,682 housing units in Port Angeles, with 58.5% owner occupied and 41.5% renter occupied. The housing unit vacancy rate was 7.2%, with 11.8% vacant due to seasonal, recreational, or occasional use.

Governance

Port Angeles, incorporated in 1890, is one of three incorporated cities (including Sequim and Forks) in Clallam County. The city has a manager-council form of government. Seven city council members are elected by the public and serve four-year terms. The council elects a mayor and deputy mayor from the council to serve two-year terms. Clallam County levies an 8.3% sales and use tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 130 miles south in Montesano. The U.S. Coast Guard (USCG) Group/Air

Station in Port Angeles is home to several USCG cutters and a Dolphin Helicopter. The station is responsible for marine safety westward to Pillar Point on the Strait of Juan de Fuca, north to the Canada border, east to the western shore of Whidbey Island, and south through Admiralty Inlet to Olele Point.

Facilities

Port Angeles is accessible by ground, sea, and air. The city serves as a base for residents and visitors exploring the Olympic National Park and as a port for ferries crossing the Strait of Juan de Fuca to Victoria, British Columbia. U.S. Highway 101 east to Sequim and south to Shelton and Olympia is the main road connecting Port Angeles to neighboring communities. Throughout the year the Victoria Express provides ferry service to Victoria and Friday Harbor in the San Juan Islands. The Coho Ferry operated by Black Ball Transport Inc. also provides service between Port Angeles and Victoria. William R. Fairchild International Airport is in Port Angeles and is serviced by San Juan Airlines and Kenmore Air Express. The Seattle-Tacoma International Airport is the nearest major U.S. facility.

The Port Angeles School District offers six elementary schools, two middle schools, one public high school, and one alternative high school. Peninsula College in Port Angeles has an enrollment of more than 2,300 students. The city's Public Works and Utilities Department administers electricity, water, wastewater, and solid waste service. The Port Angeles Police and Fire departments administer public safety in Port Angeles. The Olympic Medical Center is in Port Angeles, but the nearest hospital is Jefferson General Hospital, 45 miles east in Port Townsend. The tourism industry in Port Angeles is fairly developed with more than 20 hotels. There are several community businesses including the Fiero Marine Life Center on the city pier, the Clallam Art Gallery, the Museum of the Clallam Historical Society, North Olympic Library System, and several places of worship.

Several nonprofit organizations work in Port Angeles that focus on fishery-related issues, including the Northwest Straits marine conservation initiative through which a local marine resource committee (MRC) was created to bring a scientific and grassroots approach to protecting and restoring marine resources in the area. Serving on the MRC are representatives from the scientific community, local and tribal governments, and economic, recreational, and conservation interests. The Clallam County MRC is actively working with several local groups including: the Dungeness River Management Team, the Elwha-Morse Management

Team, the Water Resource Inventory Area 19 Watershed Team, the Sequim-Dungeness Clean Water Work Group, and the Salmon Recovery Lead Entity Group.

The Port of Port Angeles owns and operates two deepwater terminals. The port offers a range of services including topside and voyage ship repair, cargo shipment and discharge, warehouse storage, and berthing for vessels up to 1,200-feet in length. Logs and lumber are the main cargo shipped through the Port of Port Angeles. The Port of Port Angeles Boathaven on the south side of the harbor has moorage available for more than 520 pleasure and commercial boats. Adjacent to the Boathaven, the Port Angeles Boatyard provides maintenance and repair for small vessels. The port also operates the John Wayne Marina on the western shore of Sequim Bay, providing more than 250 permanent and 22 transient moorage slips. Port Angeles also offers several retail stores specializing in marine and fishery supplies.

The aquaculture industry in Port Angeles is steadily increasing. Cypress Island Inc. has one lease in the Port Angeles harbor. The company owns the Scatter Creek hatchery and all the Atlantic salmon net pens in Puget Sound, producing 15 million pounds of Atlantic salmon a year.¹¹ Ocean Spar Technologies, a sea-cage manufacturing company, has one lease by Whiskey Creek near Port Angeles for research and development trials but currently it is not in use.¹² In 2004 the city was in the process of assessing the possibility of establishing a public cold storage facility and processing facilities to create a shellfish and groundfish marine aquaculture and fishery industry in the city.¹³ It is estimated that the proposed aquaculture operation would produce 120 jobs and a “supply chain management of 20 million pounds of farmed fish in 10 years.”¹⁴ Peninsula College also offers a hands-on aquaculture technician training program.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 525 vessels delivered landings to Port Angeles including 350 tribal commercial, 102 commercial, and 73 personal use vessels. Landings were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 18 t/\$84,232/15; groundfish 504 t/\$1,443,727/91; highly migratory species 46 t/\$86,725/4; salmon 353 t/\$769,044/225; shellfish 80 t/\$1,074,033/39; shrimp 2 t/\$7,568/5; and other species 99 t/\$404,611/66.

Port Angeles residents owned 29 vessels in 2000, including 11 vessels that participated in the federally managed groundfish fishery. The number of vessels

owned by Port Angeles residents participating in each said fishery by state (WA/OR/CA) was: crab 4/0/0, groundfish 12/0/NA, highly migratory species NA/0/NA, salmon 7/6/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 17/0/0.¹⁵

Seven Port Angeles residents held six groundfish fishery permits in 2000. The number of Port Angeles residents holding permits in each said fishery by state (WA/OR/CA) was: crab 4/0/0, groundfish 5/0/0, highly migratory species NA/0/0, salmon 11/5/1, shellfish 0/0/NA, and other species 17/0/0.¹⁶

In 2000 Port Angeles residents held 65 state and federal permits. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: crab 7/0/0, groundfish 16/0/0, highly migratory species NA/0/0, salmon 13/0/1, shellfish 0/0/NA, and other species 22/0/0.¹⁷

In 2000 there were at least four seafood processors operating in Port Angeles. In the same year approximately 63 individuals were employed by these processors. The estimated total weight of their processed products in 2000 was 5,283,535 pounds valued at \$12,077,976. In 2000 the top two processed products in the community in terms of pounds and revenue earned were salmon 4,278,932 lb/\$8,153,631 and sablefish confidential/confidential. In 2004, due to the downturn in the salmon fishery and the low prices for salmon, only one fish processing facility remained within the City of Port Angeles, High Tide Seafoods.¹⁸ The company, founded in 1976, currently employs approximately 40 individuals. High Tide Seafoods also has two buying stations located in Neah Bay and La Push, employing eight and six people respectively. High Tide purchases salmon, black cod, Dungeness crab, and halibut from tribal (80%) and nontribal (20%) commercial fishermen and distributes frozen and live product to distributors primarily within Washington State.¹⁹ Additionally there are several businesses in the community engaged in seafood retail and distribution.

The tribal commercial fishery plays a significant role in the Port Angeles commercial fishing industry. The usual and accustomed fishing grounds of the Lower Elwha Tribe extend from the Hoko River to Hood Canal.²⁰ The Lower Elwha Tribe is engaged in chum salmon, coho salmon, and steelhead aquaculture. Initially established as a chum facility in 1976, the Lower Elwha Fish Hatchery currently serves as the major production source of winter coho and winter steelhead for the Elwha River. The tribe’s Chum Enhancement Program is designed to assist in the recovery of chum salmon stocks in the Elwha River while minimizing adverse ecological effects upon listed Chinook salmon. The estimated annual release goals for winter coho

salmon, winter steelhead, and chum salmon are 750,000 and 120,000 yearling smolts and 75,000 eggs, respectively.²¹

Sportfishing

Sport fishermen in Port Angeles are involved in West Coast and Alaskan fisheries. In 2000 at least six salmonid charter fishing operators serviced sport fishermen and tourists, offering ocean, lake, and river fishing excursions. In 2002 there was at least one nonsalmonid charter fishing operator in Port Angeles. In 2003 at least six salmonid charter fishing businesses operated in Port Angeles. Crabbing for Dungeness crab is also popular among local anglers. The direct ferry link between Victoria and Port Angeles allows anglers to enjoy sportfishing in both Canadian and Washington waters.

There are three licensed agents selling fishing permits in Port Angeles. In 2003 a total of 11,685 sportfishing license transactions occurred in Port Angeles valued at \$186,516. In Catch Record Card Area 6 (East Juan de Fuca Strait) the 2000 sport catch, based on catch record cards, was 4,334 fish including 1,138 Chinook salmon and 3,196 coho salmon. In 2000 marine anglers made 26,777 trips in the sport salmon fishery. In Area 6 fishermen caught 9 steelhead and the coastal bottomfish catch was 5,340. The recreational harvest of clams (lb) and oysters (#) was estimated to be 23,015 and 24,993 respectively; harvest occurred over an estimated 3,996 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Lower Elwha Klallam tribal members are highly engaged in subsistence fishing for fin and shellfish. However subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Port Angeles residents owned 38 vessels that were involved in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): finfish 2 t/\$2,520/9, Gulf of Alaska (GOA) groundfish 33 t/\$155,740/8, halibut 74 t/\$429,910/7, salmon 354 t/\$628,550/20, and shellfish confidential/confidential/2.

In 2000 Port Angeles residents held 80 state and federal registered permits, including 36 individuals who held registered state permits and 47 who held registered federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 2 crab and 11 groundfish License Limitation Program permits. In 2000 Port Angeles residents held 2 crab, 1 finfish, 7 Bering Sea and Aleutian Islands groundfish, 12 halibut, 1 herring, 24 salmon, and 5 shellfish Commercial Fisheries Entry Commission permits. Residents held 1,847,479 halibut and 485,856 sablefish individual fishing quota shares.

Port Angeles residents held 51 crew member licenses for North Pacific fisheries.

Sportfishing

Port Angeles residents purchased 246 Alaskan sportfishing licenses in 2000. At least two sportfishing businesses in Port Angeles participated in Alaskan fisheries.

Notes

1. Clallam netWorks. No date. Native American tribes. Online at <http://www.clallam.org/communities/native-americans.html> [accessed 30 January 2007].
2. Northwest Indian Fisheries Commission. 2004. Lower Elwha Klallam Tribe, landowner helping to restore Ennis Creek. Online at <http://www.nwifc.wa.gov/newsinfo/newsreldet.asp?ID=233> [accessed August 2004].
3. A. Scrol. No date. The community dynamics of source water protection: The Lower Elwha Klallam Tribe. Online at <http://www.sfaa.net/eap/scrol/scrol.pdf> [accessed 31 January 2007].
4. See note 3.
5. Tribnet.com. 2004. Goodbye and good riddance to dams on the Elwha. Online at <http://www.tribnet.com/opinion/v-printer/story/5408597p-5344661c.html> [accessed August 2004].
6. J. Larsen. 2003. Short trips: Port Angeles is awash in history and marine life. *Seattle Post-Intelligencer*, Seattle, 4 September 2003. Online at <http://www.nwsourc.com/travel/> [accessed 31 January 2007].
7. Port Angeles Chamber of Commerce. No date. Port Angeles is "the center of it all" on the Olympic Peninsula. Online at <http://www.portangeles.org/54.html> [accessed 31 January 2007].
8. See note 6.
9. Clallam County Economic Development Council. 2003. 2003 state of the industry cluster report. Online at <http://www.clallam.org> [accessed 31 January 2007].
10. Clallam netWorks. No date. Major employers. Online at <http://www.clallam.org/industry-clusters/major-employers.html> [accessed 31 January 2007].
11. A. Chester. 2003. Salmon duel: Native fish face threat from escaped invaders. *The Olympian*, Olympia, WA, 10 August 2003, A1.
12. C. E. Nash (ed.). 2001. The net-pen salmon farming industry in the Pacific Northwest. U.S. Dept. Commer., NOAA Tech. Memo. NMFS-NWFSC-49.
13. Port of Longview. 2004. Port receives \$1 million CERB program low-interest loan. Online at <http://www.portoflongview.com/page.asp?view=2809> [accessed 31 January 2007].

14. Port Angeles Business Association. 2004. News release. Online at <http://www.paba.org/> [accessed 31 January 2007].
15. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
16. See note 15.
17. See note 15.
18. M. Jaffe. 2002. The lure of a harbor town. Online at <http://www.findarticles.com> [accessed 31 January 2007].
19. Field notes, High Tide Seafoods, Port Angeles, WA, 31 August 2004.
20. See note 3.
21. Lower Elwha Klallam Tribe. 2003. Hatchery and genetic management plan. Online at http://www.nwr.noaa.gov/Salmon-Harvest-Hatcheries/Hatcheries/upload/lowerelwha_chum.pdf [accessed 31 January 2007].

Port Townsend

People and Place

Location

Port Townsend is on the Olympic Peninsula and marks the passage between the Strait of Juan de Fuca and Puget Sound. Situated in Jefferson County, the city encompasses 7 square miles of land and 2.5 square miles of water. The nearest major U.S. city is Seattle, a 60-mile ferry ride and drive southeast. Port Townsend's geographic coordinates are lat 48°07'46"N, long 122°45'43"W.

Demographic Profile

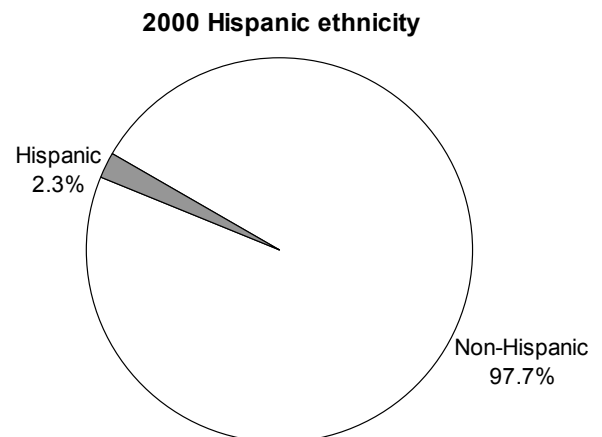
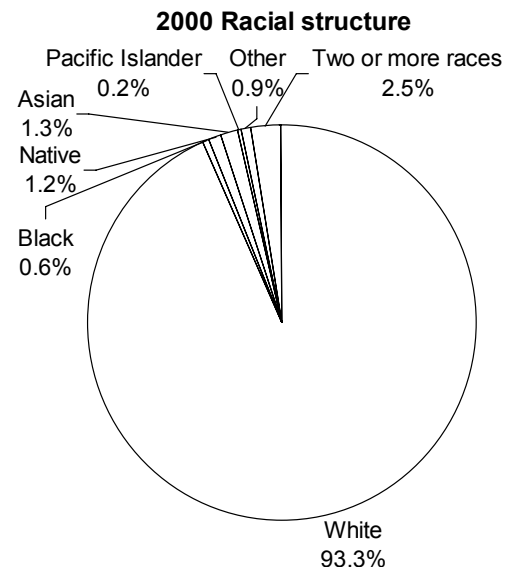
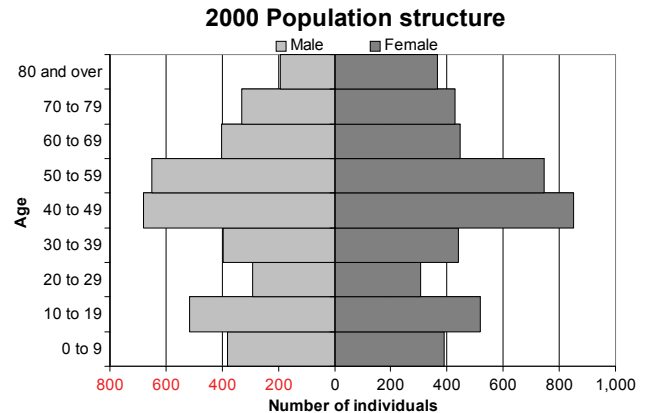
According to the 2000 U.S. Census, Port Townsend's population was 8,334, an increase of 1,333 from 1990. The gender composition was 53.9% female and 46.1% male. The median age of 46.6 was considerably higher than the national average of 35.3. The age structure of Port Townsend demonstrated usual population trends for a community without a major tertiary education provider and a large retiree community. Of Port Townsend's population 18 years of age and older in 2000, 90.6% had a high school education (including equivalency) or higher, 31.2% had earned a bachelor's degree or higher, and 11.7% had attained a graduate or professional degree, compared to the national averages of 79.7%, 22.3%, and 7.8% respectively. For 22.8% a high school degree or equivalency was the highest level of educational attainment.

The vast majority of the Port Townsend's racial structure recorded by the 2000 U.S. Census was white (93.3%), followed by people who identified with two or more races (2.5%), Asian (1.3%), American Indian and Alaska Native (1.2%), people who identified with another race (0.9%), black (0.6%), and Native Hawaiian and other Pacific Islander (0.2%). Ethnicity data indicate 2.3% identified as Hispanic. In 2000 3.9% were foreign-born, with the majority from Asia, followed by people from the Americas outside of the United States. The highest numbers reporting ancestry were German or English.

In 2000 98.5% lived in family households.

History

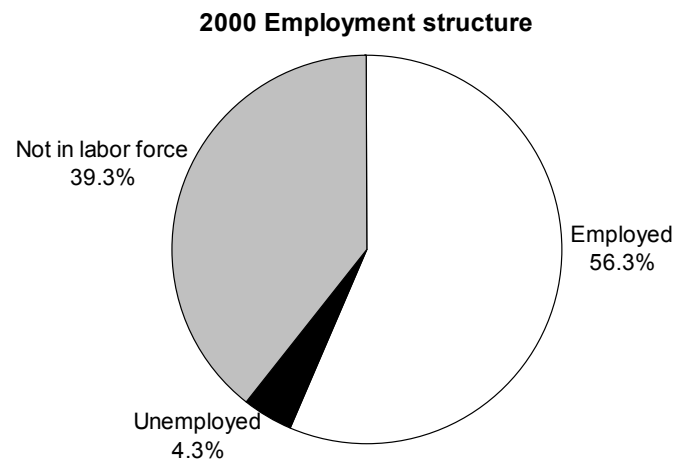
For centuries before the arrival of European Americans, several Indian tribes were located near Kahl-tai, present-day Port Townsend, including the Chemakum (or Chimacum), Klallam, and Twana (the Kilcid band, now referred to as Quilcene). Since the



headland had little running water, it is unlikely that any tribe used the area as a permanent village. Instead the Indians used Kah-Tai, meaning “to carry” or “pass through,” to haul their canoes from the Strait of Juan de Fuca to Port Townsend Bay, avoiding the rip tides off Point Wilson. The Klallams were the largest of the three tribes, their land extending from the Hoko River eastward 100 miles to Port Townsend. The Chemakums lived on land from Discovery Bay to the mouth of Hood Canal. The Twanas, or S’Kokomish, occupied both sides of Hood Canal.¹ During the winter these Salish-speaking people lived in permanent villages of plank and pole houses and participated in ceremonial and religious activities; during summer months they traveled to traditional hunting, fishing, and gathering sites, using rush mats and notched cedar poles for temporary shelter.²

In 1855 when the Point No Point Treaty was signed by the S’Klallam, Skokomish (Twanas), and Chemakum tribes, the S’Klallams were sharing territory at Port Townsend with the Chemakums. The treaty ceded approximately 750,000 acres of land to the federal government but reserved their aboriginal right to fish, hunt, and gather in the area. In 1853 lumber mill owners asked the S’Klallam Tribe at Port Gamble Bay to relocate across the bay to the spit at Point Julia. They called their community at Point Julia “Little Boston.”³ “Boston” was the Indian name for an American.⁴ At the time of the treaty the Skokomish reserved a small tract of land at the bend of Hood Canal and the S’Klallams were forcibly moved to the Skokomish reservation, which was small and far removed from their traditional fishing grounds. Consequently many S’Klallam purchased land around Point Julia. Unfortunately most of the land was lost to county tax foreclosures in the 1930s.⁵

In 1792 Captain George Vancouver sailed down the Strait of Juan de Fuca and named the area Port Townshend for his friend, the Marquis of Townshend. State records note that Port Townsend filed for city status in 1851, six months before Seattle and second after Olympia. When filing the “h” in Townsend was dropped. During the first half of the nineteenth century, fur traders occupied the area trading fur for iron tools, fabric, and ornaments.⁶ The years between 1880 and 1890 were a period of rapid growth for the city; the population of Washington Territory increased almost 500%, from 75,000 in 1880 to 375,000 in 1890. It was during this time period that many of the town’s Victorian homes and buildings were constructed. Port Townsend served as port of entry for the entire Puget Sound region from 1854 to 1913. However changes in marine technology, specifically the emergence of steam powered vessels, caused Port Townsend’s importance as a



maritime destination to decline, as ships were able to bypass the city when entering and leaving Puget Sound.⁷

Several forts were constructed in the late nineteenth century to defend Puget Sound cities and the naval shipyard at Bremerton from attacks by foreign vessels. In 1908 Fort Worden was designated the headquarters for the Harbor Defenses of Puget Sound. The Navy gave up use of the beach and dock areas in 1965 but retained use of the upper hills until the mid-1970s. Fort Worden is now on the National Register of Historic Places, as an Historic District. Centrum, a center for arts and creative education, also is located at the fort.⁸

The history of Jefferson County and Port Townsend is largely shaped by its location at the northwest end of Puget Sound. Port Townsend lies on a large, protected natural harbor, and is therefore a popular destination for commercial and recreational marine traffic. The combination of climate and terrain—nearly all of the 1,815 square miles of the county is hilly to mountainous—made logs and lumber the principal cash crop of the area.⁹ Today many of the city’s industries are still based in maritime trades, manufacturing, tourism, and timber. Although today Port Townsend is dominated by small and midsize businesses, Port Townsend Paper remains the largest employer in the area. The combination of the area’s history, natural beauty, and varied economy make Port Townsend a unique place to live and visit.¹⁰

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 56.3% of Port Townsend’s potential labor force 16 years of age and older were employed, 4.3% were unemployed, and the unemployment rate was 7.2% (calculated by dividing the unemployed population by the labor force). In addition,

39.3% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were management, professional, and related occupations (37.8%), sales (22.3%), service (19.5%), and local, state, and federal governments (17.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.4%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. The economy of Port Townsend relies heavily on small businesses. Several hundred small businesses involved in service, retail, and manufacturing have been started in the Jefferson County; today approximately 2,300 businesses exist in the county. Additionally there are three major industrial parks: the Port of Port Townsend's Marine Industrial Park, the private Port Townsend Business Park, and Glen Cove Industrial Area.

The per capita income in 1999 was \$22,395 and the median household income was \$34,536. In 1999 14% lived below the poverty level. In 2000 there were 4,250 housing units in Port Townsend, with 65.2% owner occupied and 34.8% renter occupied. The vacant housing unit rate was 7.8%, with 38.4% vacant due to seasonal, recreational, or occasional use.

Governance

Founded in 1851 Port Townsend is the largest and only incorporated community in Jefferson County. Port Townsend is the county seat and serves as the major commercial center. The city has a council-manager form of government. The city council consists of the mayor, deputy mayor, and five council members. Jefferson County levies an 8.4% sales and use tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 110 miles south in Montesano. The nearest U.S. Coast Guard (USCG) Group/Air Station is in Port Angeles, 47 miles northwest. The station is home to several USCG cutters and a Dolphin Helicopter. The station is responsible for marine safety westward to Pillar Point on the Strait of Juan de Fuca, north to the Canada border, east to the western shore of Whidbey Island, and south through Admiralty Inlet to Olele Point. Port Townsend is home to some USCG services including the USCG Cutter *Osprey*, one smaller vessel, and shoreside facilities.

Facilities

Port Townsend is accessible by ground, sea, and air. The city serves as a base for people exploring the Olympic National Park and as a port for the Washington State Ferries. Port Townsend is easily reached via Washington Highway 20, connecting to U.S. Highway 101 about 13 miles south of the city. Jefferson Transit provides regularly scheduled bus service throughout Port Townsend and the county. Links to public transit in Clallam and Kitsap counties provide service to Seattle and Port Angeles. Washington State Ferries provides service between Port Townsend and Keystone and Whidbey Island. The Jefferson County International Airport, open for public use, is 4 miles southeast of Port Townsend. The nearest airport certified for carrier operations is in Port Angeles. The Seattle-Tacoma International Airport is the closest major facility.

The Port Townsend School District has two elementary schools, one middle school, and one public high school. There are also three private schools, a parental-involvement program, and an active home-school program. Peninsula College in Port Angeles has an extension site in Port Townsend.

Port Townsend's Public Works Department administers electricity, water, wastewater, and solid waste services. The Port Townsend Police and Fire departments administer public safety. Jefferson General Hospital is in Port Townsend along with several smaller health-care clinics. The tourism industry in Port Townsend is fairly developed with more than 20 Victorian hotels, motels, and bed and breakfasts in the city. There are several community businesses including the Port Townsend Chamber of Commerce, rotary clubs, and several places of worship.

A number of nonprofit organizations working in Port Townsend focus on fishery-related issues, including the Northwest Straits Marine Conservation Initiative through which a local marine resource committee (MRC) was created to bring a scientific and grassroots approach to protecting and restoring marine resources in the area. Serving on the MRC are representatives from the scientific community, local and tribal governments, and economic, recreational, and conservation interests. Current MRC projects include: Discovery Bay Olympia Oyster Seeding, Tarboo/Dabob Bay Fish Assessment, and Anchor-free Eelgrass Protection; meetings are open to the public and held nearby in Port Hadlock. Additional water-related organizations include Adventuress (sea education), the Dungeness River Management Team and Natural History Center, the Menzies Project (boat tours), the Northwest Maritime Center, the Wooden Boat Foundation (history,

preservation, and boating education), and the Port Townsend Marine Science Center.

The Port of Port Townsend owns and operates several marine facilities including the Port Townsend Boat Haven, five boat launches, three marinas (Boat Haven, Point Hudson, and Quilcene), a shipyard, and the Jefferson County International Airport. The Boat Haven is a full-service marina that is home to 475 commercial and recreational vessels and 60 marine trade businesses. The Northwest School of Wooden Boatbuilding is located nearby in Port Hadlock. Point Hudson Marina and Resort, located at the northeast corner of the city's commercial district, has 45 slips, 800 feet of linear dock, a recreational vehicle park, and several marine businesses. The Quilcene Marina is on the west side of Quilcene Bay, opening to the Hood Canal south of Port Townsend. The marina offers 50 slips and takes reservations for transient moorage. Services include fuel, ice, showers, restrooms, and a pump-out station. Completed in 1997, the Port of Port Townsend Shipyard features a heavy boat haul-out facility, capable of lifting vessels up to 150-feet long and weighing 330 tons. The shipyard also offers numerous repair facilities, upland storage, and do-it-yourself space.

Involvement in West Coast Fisheries

Commercial Fishing

A total of 349 unique vessels delivered landings to Port Townsend in 2000 including 275 tribal commercial vessels, 63 commercial vessels, and 10 personal use vessels. The remaining vessel types are confidential. In 2000 there was at least one seafood processor operating in Port Townsend, New Day Fisheries Inc.

In 2000 landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab 67 t/\$318,825/31; groundfish confidential/confidential/3; highly migratory species confidential/confidential/3; salmon 116 t/\$172,223/53; shellfish 71 t/\$713,777/183; shrimp 319 t/\$331,823/8; and other species 89 t/\$208,118/24.

Port Townsend residents owned 24 vessels in 2000, including 10 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Port Townsend residents that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 5/0/0, groundfish 7/0/NA, highly migratory species NA/0/NA, salmon 9/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 14/0/0.¹¹

In 2000 recorded data indicate that the number of Port Townsend residents holding permits in each said

fishery by state (WA/OR/CA) was: crab 0/3/1, groundfish 2/0/0, highly migratory species NA/0/0, salmon 13/3/1, shellfish 0/0/NA, shrimp 2/0/0, and other species 11/0/0.¹²

Port Townsend residents held 53 state permits in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, crab 5/0/0, groundfish 8/0/0, highly migratory species NA/0/0, salmon 16/3/0, shellfish 0/0/NA, shrimp 4/0/2, and other species 13/0/0.¹³

Sportfishing

Sport fishermen in Port Townsend are involved in the West Coast and Alaskan fisheries. No salmonid charter fishing operators were based in Port Townsend. In 2003 at least one nonsalmonid charter fishing operator was based out of Port Townsend.

There is one licensed agent selling fishing permits in Port Townsend. In 2003 there were 6,352 sportfishing license transactions valued at \$96,496 in the community. In Catch Record Card Area 9 (Admiralty Inlet), the 2000 sport catch, based on sports catch cards, was 12,608 fish including 4,351 Chinook salmon, 8,253 coho salmon, and 4 chum salmon. Marine anglers made an estimated 43,629 trips in Area 9. In 2000 the bottomfish catch for Area 9 was 1,745. The recreational harvest of clams (pounds) and oysters (number) for the same area in 2000 was estimated to be 84,233 and 6,091 respectively; harvest occurred over an estimated 13,151 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Port Townsend residents owned 42 vessels that were involved in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): Bering Sea Aleutian Island (BSAI) groundfish confidential/confidential/1, other finfish 5 t/\$1,700/6, Gulf of Alaska (GOA) groundfish 2,144 t/\$1,295,170/7, halibut 229 t/\$1,282,100/9, and salmon 1,496 t/\$1,249,970/25.

In 2000 Port Townsend residents held 96 state and federal permits, including 42 individuals who held

registered state permits and 54 who held registered federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 15 groundfish License Limitation Program permits and 3 GOA, 14 BSAI groundfish, 15 halibut, 4 herring, and 30 salmon Commercial Fisheries Entry Commission permits. Community members held 4,603,280 halibut and 3,421,955 sablefish individual fishing quota shares.

Port Townsend residents held 60 crew member licenses for North Pacific fisheries.

Sportfishing

Port Townsend residents purchased 110 Alaskan sportfishing licenses in 2000. At least two sportfishing businesses in Port Townsend participated in Alaskan fisheries.

Notes

1. Fort Worden. No date. Fort Worden history. Online at <http://www.fortworden.org/history.html> [accessed 31 January 2007].
2. The Port Gamble S'Klallam Tribe. 2005. Culture and history. Online at http://www.pgst.nsn.us/content/culture_history/pride_heritage.htm [accessed 31 January 2007].
3. See note 2.
4. See note 2.
5. See note 2.
6. See note 1.
7. Port Townsend Film Festival. 2004. Port Townsend as a movie backdrop. Online at <http://www.fortworden.org/history.html> [accessed 31 January 2007].
8. See note 1.
9. Washington State USGenWEB Project. 2005. Jefferson County history. Online at <http://www.rootsweb.com/~wajeffer/history.html> [accessed 31 January 2007].
10. Port Townsend Guide. 2005. Port Townsend community. Online at <http://www.ptguide.com/community/index.htm> [accessed 31 January 2007].
11. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
12. See note 11.
13. See note 11.

Raymond

People and Place

Location

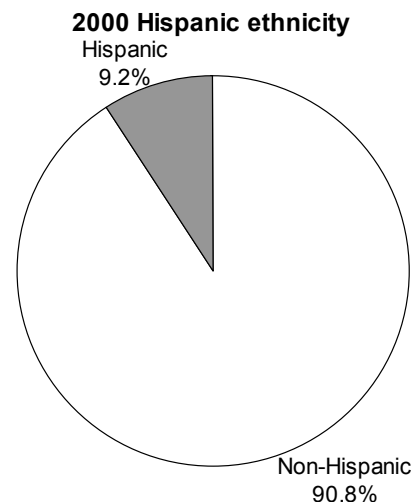
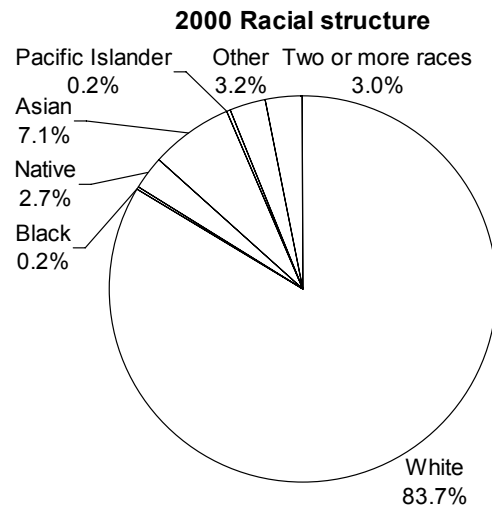
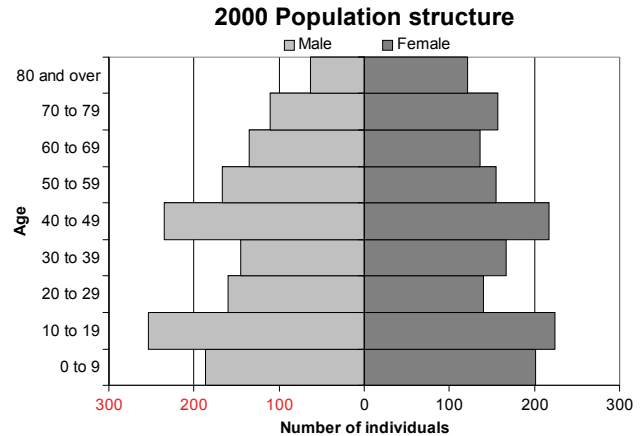
Raymond is in the southwestern corner of Washington on the Willapa River, which flows into Willapa Bay. Situated in Pacific County, the city encompasses 3.8 square miles of land and 0.6 square miles of water. The nearest major U.S. city is Seattle, a 125-mile drive northeast. Raymond's geographic coordinates are lat 46°41'12"N, long 123°43'54"W.

Demographic Profile

According to the 2000 U.S. Census, Raymond's population was 2,975, an increase of 2.6% from 2,901 residents in 1990. The gender composition was 51% female and 49% male. The median age of 40.2 was almost 5 years older than the national median age of 35.3. Of the population 18 years of age and older, 72.8% of Raymond's residents had a high school education (including equivalency) or higher, 11.6% had earned a bachelor's degree or higher, and 4.2% had attained a graduate or professional degree. The highest level of education attained for 35.9% of residents was a high school degree. These numbers fall below the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of the Raymond's racial structure recorded by the 2000 U.S. Census was white (83.7%), followed by Asian (7.1%), people who identified with another race (3.2%), people who identified with two or more races (3.0%), American Indian or Alaskan Native (2.7%), black (0.2%), and Native Hawaiian or other Pacific Islander (0.2%). Ethnicity data indicate that 9.2% identified as Hispanic. Raymond's ethnic composition also changed significantly from 1990 to 2000, with a 207% net increase in the city's Hispanic population. The larger Asian and Hispanic populations in particular set Raymond apart from other local communities in Pacific County. In 2000 in Pacific County, 2.1% were Asian, 5% were Hispanic, and 90.5% were white.

In 2000 12.4% were foreign-born, with 41% from Laos, 23.8% from Mexico, 18.5% from Europe (including the United Kingdom, Ireland, Austria, Germany, and the Netherlands), 4.3% from Thailand, and 3.3% from Canada. Many immigrant and minority residents may be attracted to Raymond because of numerous employment opportunities in local oyster processors and canneries and the growing local industry in nontimber forest resources (greens harvested in forests for use in decorative bouquets and other products).¹ Recent research suggests that these immigrants have



boosted the local economy by providing a significant portion of the labor for local industries and by opening small businesses in formerly vacant Raymond storefronts.²

In 2000 80.7% of Raymond's population lived in family households.

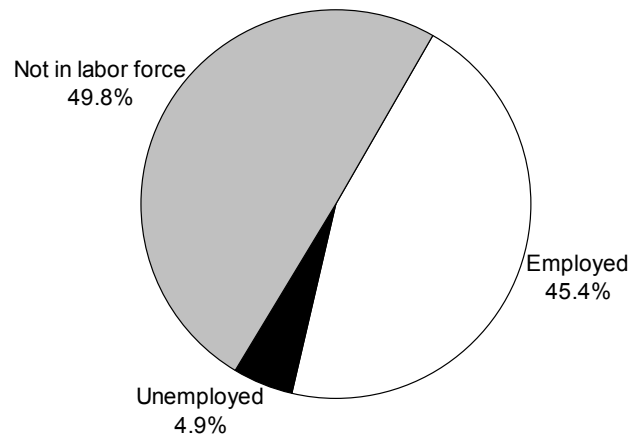
History

The northern portion of Pacific County has historically been home to native people from the Chehalis, Chinook, and Willapa language groups.³ The area near Raymond was inhabited predominately by the Chinook, whose overall territory included the region bordering the mouth of the Columbia River in Washington and Oregon and much of the area surrounding Willapa Bay.⁴ Native groups depended heavily on fishing and coastal resources and developed extensive trade networks within the region. They harvested native oyster species in Willapa Bay and fished for salmon and sturgeon in the Columbia, the Willapa, and other area rivers. In the 1850s native populations throughout the region were devastated by introduced diseases and conflicts with white settlers. However, a substantial native community still resides in the Raymond area. Some people of native descent living in or near Raymond have membership in the Quinault or Shoalwater Bay tribes, both of which have small reservations to the north, and others are members of the Chinook Nation, which is currently seeking federal recognition.

The contemporary community of Raymond began as a lumber town in the early 1900s. The city was located in the midst of thick stands of cedar, fir, hemlock, and spruce, but the swampy tidelands that dominated the area along the Willapa River delayed the development of a settlement at the site.⁵ In 1903 Leslie V. Raymond, the town's namesake, formed the Raymond Land and Improvement Company with the help of his wife and key investors.⁶ Raymond platted the town, worked diligently to attract new sawmills and industries to the area, and served as the community's first postmaster.

The business and residential portions of Raymond were initially built on five- and six-foot stilts above the marshy tidelands. Today the community is protected from high waters by dikes. By 1913 Raymond's population reached 6,000 and civic leaders began to market it as "The Empire City of Willapa Harbor." During the peak of Raymond's economic boom from 1912 to 1932, at least 20 sawmills and factories operated along the city's waterfront. A large sawmill operated by Weyerhaeuser dominates the contemporary Raymond waterfront, and although economic growth has slowed in

2000 Employment structure



the region, logging remains central to Raymond's history and contemporary economy.

The Port of Willapa was established in 1928, and Raymond remained a major shipping center for area lumber companies until the regional decline of the timber industry in the 1970s. Wood chips were still shipped from Raymond until the 1990s, when shifting shoals on the Willapa Bar made barge traffic into the port difficult. In 2000 a \$20 million reclamation project improved the channel between the Pacific Ocean and Willapa Bay but most traffic into the port today consists of local fishing boats.⁷ Commercial fishing has always contributed substantially to Raymond's economy.

In the early 1900s commercial fishing for salmon and sturgeon on local rivers and ocean fishing for finfish, shrimp, and crab provided a substantial number of jobs for area residents and supported numerous canneries. Today the port serves a greatly reduced number of gillnetters, shrimpers, and crab boats, and provides support facilities and services for the successful Willapa Bay oyster industry. Metal sculptures with fishing themes commissioned by the City of Raymond stand in prominent locations throughout the community and serve as symbols of the city's roots in the fishing industry.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 45.4% of Raymond's population 16 years of age and older were employed, 4.9% were unemployed, and the unemployment rate was 9.7% (calculated by dividing the unemployed population by the labor force). In addition, 49.8% did not participate in the labor force, considerably higher than the national average of 36.1%. The major employment sectors were local, state, and federal governments (22.7%), education, health, and social

services (17.7%), arts, accommodation, entertainment, and food services (17.4%), manufacturing (14.1%), wholesale and retail trade (11.1%), public administration (9.5%), information services (5.6%), and construction (4%). Natural resource job including agriculture, forestry, fishing, and hunting employed 9.7%, but this percentage may be artificially low given that many fishermen and lumber contractors are self-employed and are often underrepresented in these data.

Raymond's contemporary economy depends heavily on a large sawmill operated by the Weyerhaeuser Corporation, the community's largest employer. Other major employers include Willapa Bay Hardwoods, businesses and manufacturers located in the Port of Willapa Harbor Industrial Area, the Raymond School District, the City of Raymond, and numerous retail stores and restaurants that serve Raymond and South Bend. Raymond residents may also commute to jobs at the Willapa Harbor Hospital or the two major fish and oyster processors located in South Bend (5 miles west).

The per capita income was \$13,910 in 1999, and the median household income was \$25,759. In 1999 24.6% lived below the poverty level, almost double the national average of 12.4%. In 2000 there were 1,338 housing units in Raymond, with 64.3% owner occupied and 35.7% renter occupied. The housing unit vacancy rate was 10.9%, with 10.9% due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1907, Raymond has a mayor-city council form of government. There are seven city council members. Raymond is one of only four incorporated cities in Pacific County, which was organized in 1851. The City of Raymond levies a 7.8% sales and use tax and a 9.8% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is 23 miles northeast in Montesano. The nearest U.S. Coast Guard (USCG) Group/Air Station is located in Warrenton, Oregon, 55 miles south, and the USCG operates the National Motor Lifeboat School in Ilwaco, 46 miles south.⁸

Facilities

Raymond is accessible by land, air, and water. Raymond is on Highway 101, which runs north-south along Washington's coast. Astoria (Oregon) Regional Airport, 52 miles south, is the nearest airport facility certified for carrier operations, and the Willapa Harbor Airport in Raymond provides a paved runway that is open to the public. The Seattle-Tacoma International Airport is the nearest major facility.

The Raymond School District 116 offers an elementary school and a junior/senior high school.⁹ Public Utility District No. 2 of Pacific County administers electricity service. The City of Raymond provides water and sewer services. The Raymond Police Department, the Pacific County Sheriff's Office, the Raymond Fire Department and the Raymond Volunteer Fire Department administer public safety. Willapa Harbor Hospital in South Bend is the closest major health-care facility. There are a several motels, campgrounds, and recreational vehicle parks located in the Raymond area.

Boating facilities in Raymond include the Port of Willapa, which features a 600-foot high dock wharf, 750 feet of floats, electricity, fresh water, moorage space for smaller boats, and a 5,000-pound capacity dock crane. The port also includes an industrial area, with several large industrial buildings. In 2004 the tenants of the Port of Willapa industrial area included Airgas Nor-Pac Inc., Jackpot Industries (a maintenance facility for six commercial fishing vessels ranging from 80–110 feet and active in West Coast and Alaska fisheries), Pedigree Cats (a company specializing in the construction of fiberglass catamaran yachts), Tri-District Aquaculture (a regional technology classroom center operated by the Raymond, South Bend, and Valley School districts), and Vanson HaloSource (a company that extracts chitosan from shellfish for use in dietary supplements and other products).¹⁰

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 276 unique vessels, including 209 commercial vessels, 18 tribal commercial vessels, 6 aquaculture vessels, and 43 personal vessels, delivered landings in Willapa Bay. Landings data for Raymond were recorded as part of the Willapa Bay Port Group that includes the communities of Bay Center, Nahcotta, Naselle, South Bend, and Tokeland. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing):

coastal pelagic confidential/confidential/1; crab 444.9 t/\$1,941,008/44; groundfish 4.6 t/\$3,889/6; salmon 122.5 t/\$178,084/71; shellfish 26.8 t/\$73,534/63; shrimp 399.9 t/\$397,143/8; and other species 13.1 t/\$31,242/51. See the Naselle, South Bend, and Tokeland community profiles for additional information about these communities.

Raymond residents owned 32 vessels in 2000 that participated in West Coast fisheries, including nine that participated in the federally managed groundfish fishery. The number of vessels owned by Raymond residents that participated in each said fishery by state (WA/OR/CA) was: crab 6/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 6/2/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.¹¹

No individuals living in Raymond in 2000 held federal groundfish fishery permits. The number of Raymond residents holding permits in each said fishery by state (WA/OR/CA) was: crab 2/0/0, highly migratory species NA/0/0, salmon 13/2/0, shellfish 15/0/NA, shrimp 3/0/0, and other species 3/0/0.¹²

Raymond residents held 41 state permits in 2000. The number of permits held by these community members in each said state fishery by state (WA/OR/CA) was: crab 3/0/0, highly migratory species NA/0/0, salmon 16/0/0, shellfish 15/0/NA, shrimp 3/0/0, and other species 4/0/0.¹³

There are no major processors located in Raymond, but two processing facilities that receive landings delivered by Raymond residents are in South Bend. Hilton's Coast Seafoods operates an oyster processing facility and the Dungeness Development Corporation operates a facility that specializes in the processing of crab, shrimp, canned fish, and caviar. These processors employ several Raymond residents. The Port of Willapa industrial area also houses Vanson HaloSource.

Sportfishing

A number of Raymond residents engage in sportfishing or operate sportfishing businesses in Willapa Bay and along the nearby Pacific Coast. According to the WDFW, there is one sportfishing license vendor located in Raymond. In 2003 and 2004, no Raymond residents owned or operated charter boats in Washington State.

Catch Record Card Area 2-1 (Willapa Bay) is the closest marine area to Raymond. The 2000–2001 sport catch, based on catch record cards, was 870 fish including 468 Chinook salmon, 354 coho salmon, and 48 jack salmon (immature males). The total catch is down from 2,137 salmon recorded in the 1999–2000 season. The number of trips made by marine anglers in Area 2-1

is not available. The 2000–2001 sport sturgeon catch was 96 fish.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Chinook Tribe and other nontribal subsistence fishermen may obtain fishery resources from waters near Raymond, particularly from the Willapa River, nearby tributaries, and Willapa Bay; however subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Twelve vessels based in Raymond participated in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): herring confidential/confidential/1 and salmon 185.7 t/\$284,420/10.

In 2000 Raymond residents held 17 registered permits, including 13 individuals who held state permits and 3 who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 1 groundfish License Limitation Program permit and 2 Bering Sea and Aleutian Islands groundfish, 2 halibut, and 10 salmon Commercial Fisheries Entry Commission permits. Raymond residents held 107,842 halibut individual fishing quota shares in 2000.

Thirty Raymond residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Raymond residents purchased 45 Alaska sportfishing licenses in 2000.

Notes

1. Field notes, Pacific County Historical Society Museum, South Bend, WA, 4 September 2004.

2. C. McGann. 2002. Immigrants fill up local labor pool. *Seattle Post-Intelligencer*, Seattle, 10 December 2002. Online at http://seattlepi.nwsource.com/local/99233_immigrant10.shtml [accessed 31 January 2007].

3. Willapa Bay Organization. 2004. Communities in north Pacific County, Washington. Online at <http://www.visit.willapabay.org/pages/communities.html> [accessed 31 January 2007].

4. University of Oregon. 2004. Chinook Tribes. University of Oregon, Dept. Linguistics, Eugene. Online at <http://logos.uoregon.edu/explore/oregon/chtribes.html> [accessed 31 January 2007].

5. M. Nicholson. 2002. Raymond: Empire city of Willapa Harbor. The Sou'wester, Pacific County Historical Society, South Bend, WA., Vol. 37, Special edition, 7-47. Online at http://www.pacificcohistory.org/sw2002_1.htm#7 [accessed 31 January 2007].

6. L. J. Weathers. 1989. Place names of Pacific County. The Sou'wester, Pacific County Historical Society, South Bend, WA., Vol. 34, No. 4:19-68. Online at http://www.pacificcohistory.org/sw1989_4.htm#54 [accessed 31 January 2007].

7. Port of Willapa Harbor. No date. History. Online at <http://www.portofwillapaharbor.com/pages/history.html> [accessed 31 January 2007].

8. U.S. Coast Guard. 2005. U.S. Coast Guard. Online at <http://www.uscg.mil/d13/units/gruastoria/cd.htm> [accessed 31 January 2007].

9. Raymond School District. 2002. Home page. Online at <http://raymondschools.org/> [accessed 31 January 2007].

10. Port of Willapa Harbor. No date. Home page. Online at http://portofwillapaharbor.com/pages/fac_main.html [accessed 31 January 2007].

11. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

12. See note 11.

13. See note 11.

Seattle

People and Place

Location

Seattle is on the east side of the Puget Sound between Elliot Bay and Lake Washington. Situated in King County, the city encompasses approximately 84 square miles of land and 59 square miles of water. Seattle is a 113-mile drive south of the U.S.-Canada border. Seattle's geographic coordinates are lat 47°36'23"N, long 122°19'51"W.

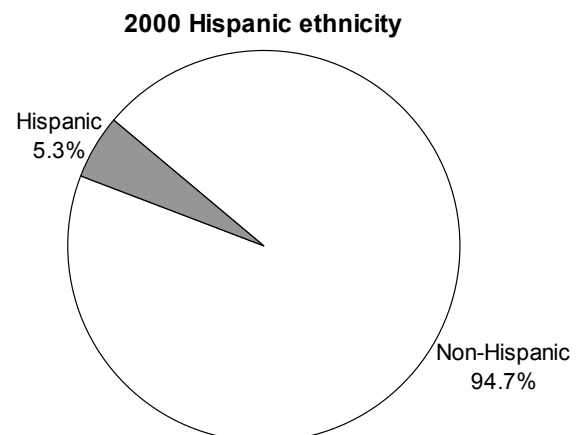
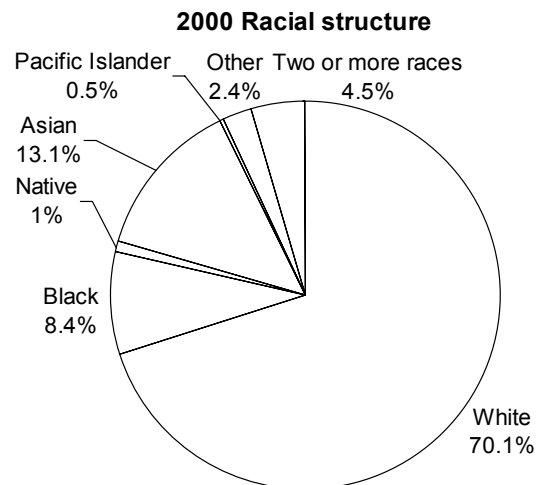
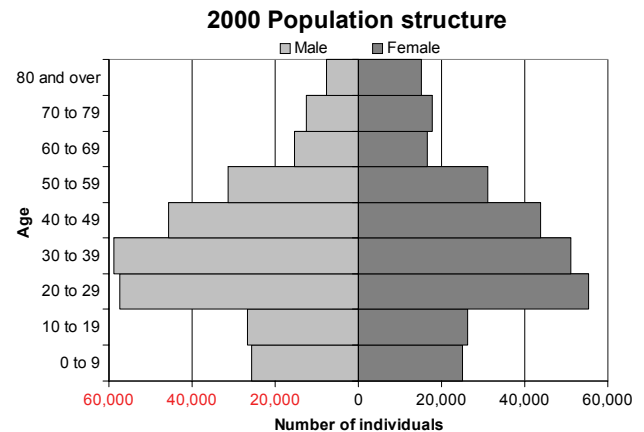
Demographic Profile

According to the 2000 U.S. Census, Seattle's population was 563,374, an increase of 8.4% since 1990. The larger metropolitan area (comprising all or parts of Snohomish, King, Pierce, Thurston, and Kitsap Counties) was home to 3,554,760 in 2000. The gender composition was 50.1% female and 49.9% male. The median age of 35.4 was almost identical to the national median age of 35.3. Of the population 18 years of age and older, 88% had a high school education (including equivalency) or higher, 41.8% had earned a bachelor's degree or higher, and 15% had attained a graduate or professional degree; these figures compare favorably to the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Seattle's racial structure recorded by the 2000 U.S. Census was white (70.1%), followed by Asian (13.1%), black (8.4%), people who identified with two or more races (4.5%), people who identified with another race (2.4%), American Indian and Alaska Native (1%), and Native Hawaiian and other Pacific Islander (0.5%). Ethnicity data indicate that 5.3% identified as Hispanic. In 2000 16.9% were foreign-born, with 55.8% from Asia, primarily southeastern Asia (32.1%), 18.8% from the Americas outside the United States, 16% from Europe, and 7.8% from Africa. The highest percentage of those reporting ancestry were German (11.3%), followed by Irish (9.1%), English (8.1%), and Norwegian (5%).

History

Prior to the arrival of European settlers, the Puget Sound area was home to the Duwamish and Suquamish Native American groups.¹ The arrival of European American explorers, traders, and settlers brought conflicts over natural resources and disease. In the 1770s a smallpox epidemic ravaged the Native American populations living along the northwest coast of North America. In 1856 the Duwamish were removed from



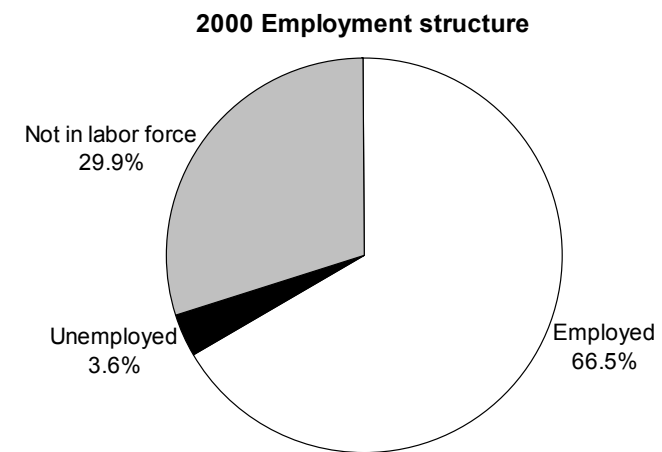
their central location, at the outlet of Lake Washington; the tribe was moved to Bainbridge Island and later taken to Holderness Point, on the west side of Elliot Bay, where the fishing grounds were more productive.² In 1862 another smallpox epidemic hit the area, killing 14,000 northwest coastal Indians.³ Chief Seattle (Sealth), leader of the Duwamish Tribe, died four years later, in 1866.

Following the smallpox epidemic of the 1770s, the area was explored by Captain George Vancouver, who gave Puget Sound its name in 1792. The first post in the area was established by the Hudson's Bay Company in 1833. Almost 20 years later, in November 1851, the Denny Party landed at Alki Beach; the following February the explorers claimed land at the site of present-day Seattle. The next year Henry Yesler and his party settled in Seattle and within a few years built a steam-powered sawmill, initiating Seattle's logging economy. King County was created shortly thereafter. In 1861 the Territorial University opened its door; the university later became the University of Washington. Three years later Asa Mercer arrived from New York with his first group of Mercer's Maidens, young women who would provide the largely Caucasian, male community with mates.⁴

In 1884 the Northern Railroad constructed a railroad spur from Tacoma to Seattle, following a battle won by Tacoma that designated the city as the railroad's western terminus. The railway linked Seattle to the rest of the United States. In 1891, despite a ravaging fire two years earlier that nearly destroyed Seattle, the size of Seattle doubled due to the annexation of communities north of downtown. In 1887 with the arrival of the Portland, a steamship carrying gold from the Klondike area of the Yukon, followed by the 1898 discovery of gold in Nome, Alaska, Seattle became a major jumping off point for those traveling north to Canada and Alaska to take part in the gold rush.^{5,6} In this same era, fishermen from the west coast began to explore opportunities for Pacific cod fisheries in the Bering Sea and Gulf of Alaska. Salmon canning operations affiliated with the large Bristol Bay salmon runs were growing rapidly at this time.

Today Seattle's participation in Alaska's commercial fishing reflects the relationships established in the late 1890s and 1900s, with many commercial fishermen traveling either from or through Seattle to reach fishing grounds in Alaska. Many seafood industry companies headquartered in Seattle are major participants in Alaskan fisheries.

In 1907 Seattle annexed six towns, including the town of Ballard.⁷ Ballard drew many Scandinavian immigrants to the area with the growing demand for salmon fishermen in the early 1900s. Scandinavians contributed considerably to the boat building industry, the success of which rested on Scandinavian designed



wooden vessels.⁸ In 1913 Fishermen's Terminal, located in the contemporary neighborhood of Interbay, across from Ballard, was founded by the Puget Sound Fisheries Association Committee, whose members were nearly all Norwegian.⁹ Today Ballard remains a hub for Seattle's commercial fishing industry and the newly developed recreational boating scene.

The Boeing Airplane Company, developed by William Boeing in 1917, has played a significant role in Seattle's economy. Shortly after the United States entered World War I, Boeing sold an order for 50 Model C training seaplanes to the U.S. Navy. By 1928, "with 800 employees, Boeing was one of the largest aircraft manufacturers in the country."¹⁰ The Boeing Company, a major employer in the Seattle area, has contributed a great deal toward the history of aircraft and space travel and the development of the City of Seattle. In 2001 the company announced the relocation of its headquarters to Chicago, Illinois. Today the economy of the Seattle area is dominated by international trade and technology firms such as Microsoft.¹¹

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 66.5% of Seattle's potential labor force 16 years of age and older were employed, 3.6% were unemployed, and the unemployment rate was 5.1% (calculated by dividing the unemployed population by the labor force). In addition, 29.9% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were education, health, and social services (21.6%), local, state, and federal governments (15.6%), professional, scientific, and technical services (12.3%), retail trade (11.1%), arts, entertainment, recreation, accommodation, and food services (9.9%), and

manufacturing (8.3%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.3%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

Major employers in Seattle include Macys, City of Seattle, Four Seasons Hotel, Harborview Hospital, Metro-King County Government, Nordstrom, Pike Place Market, Port of Seattle, Providence Hospital, Swedish Hospital, the Boeing Company, the Hilton Hotel, the Westin Hotel, and the University of Washington.¹² Microsoft, a major business in the greater Seattle area, employs numerous Seattle residents. The corporate headquarters are located in Redmond, with additional office locations in the neighboring communities of Bellevue and Issaquah.

The per capita income in 1999 was \$30,306 and the median household income was \$45,736. In 1999 11.8% lived below the poverty level, slightly lower than the national average of 12.4%. In 2000 there were 270,524 housing units in the community, with 48.4% owner occupied and 51.6% renter occupied. The housing unit vacancy rate was 4.4%.

Governance

Incorporated in 1869, City of Seattle is the oldest municipality in King County. The city has a charter form of government comprised of a mayor, a nine-member city council, and a city attorney. The municipal court is run by eight judges who are elected by the City of Seattle. Seattle levies an 8.8% sales and use tax and a 7% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The National Marine Fisheries Service Regional Office, NOAA's Northwest Fisheries Science Center and Alaska Fisheries Science Center, and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the North Pacific Fishery Management and Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is 22 miles north in Mill Creek. The 13th U.S. Coast Guard District headquarters are in Seattle.

Facilities

Seattle is accessible by ground, sea, and air. The city is located on Interstate 5, with Interstate 90 and Washington Highway 520 connecting to the city from the east. Seattle has an Amtrak train station offering national and international service. Seattle-Tacoma International Airport is 14 miles south of downtown. Washington

State Ferries offers service from Pier 50 and Pier 52 in Seattle to Bremerton, Bainbridge Island, and Vashon Island. There is international service to Victoria, British Columbia.

The Seattle School District has 106 schools, including 1 Headstart school, 61 elementary schools, 9 grades K–12 schools, 12 middle schools, and 23 high schools. In addition there are 93 private schools. The city is home to 26 colleges, with the largest being the University of Washington (32,742), Seattle University (4,743), Shoreline Community College (4,526), Seattle Community College-Central Campus (4,386), Seattle Community College-North Campus (3,489), Seattle Community College-South Campus (3,013), Seattle Pacific University (2,992), and the Art Institute of Seattle (2,313).

Seattle City Light administers electricity. Seattle Public Utilities provides water, drainage and wastewater, and solid waste services through three separate utilities. The Seattle Police and Fire departments administer public safety; Seattle has five police precincts and 33 fire stations. There are at least 12 hospitals and medical centers in the city. At least 59 hotels and motels are in downtown Seattle. In addition at least 20 accommodations are found in north Seattle and 44 in the south Seattle-SeaTac area near the airport.

The Port of Seattle is the fifth largest container facility in the United States and the 20th largest in the world; the port also ranks as the top U.S. port in container tonnage exports to Asia.¹³ Pier 90 and Pier 91 contain six berths each and provide moorage for barges and factory trawlers, in addition to the transportation of foodstuffs. Commercial moorage also is available at the Bell Street Pier, Maritime Industrial Center, Terminal 30, and Fishermen's Terminal. Fishermen's Terminal on the Lake Washington Ship Canal includes moorage for more than 700 workboats and commercial fishing vessels, lineal moorage of 2,500 feet, and 371 stalls. Fishermen's Terminal has historically been the home to a large portion of the North Pacific commercial fishing fleet. In 2002, amidst controversy, Fishermen's Terminal began allowing for the moorage of pleasure craft as well as fishing vessels. The Fishermen's Memorial sculpture, located at the terminal, is inscribed with the names of more than 500 individuals lost at sea; the sculpture stands as "a place of reverence, reflection, and healing for people in the fishing industry and their families."¹⁴ In addition, the Port of Seattle operates the Shilshole Bay Marina, which has berths for 1,500 recreational boats, a guest dock, and a fishing pier. The 400-foot Elliott Bay Fishing Pier is located in downtown Seattle.

Involvement in West Coast Fisheries

Commercial Fishing

There were at least seven fish processors in Seattle in 2000, including Independent Packers, Ocean Beauty Seafoods, Pacific Salmon Co. Inc., Sea Blends, Svendsen Brothers Fish Inc., Trident Seafoods Corp., and True World Foods International. Processors employed 717 people. Reported data indicate companies processed 43,336,155 pounds valued at approximately \$115,446,360 in 2000. Processed items included a variety of products such as, approximately: \$42,915,021 (7,104,500 lb) of crab including cooked claws, legs, sections, and cakes; \$19,635,046 (5,980,415 lb) of halibut including fillets, steaks, and batter coated portions; \$20,844,856 (18,185,900 lb) of pollock including blocks, breaded/cooked, fillets, and surimi; and \$15,260,736 (5,207,560 lb) of salmon including cured, salted, fillets, breaded cakes, steaks, and patties. Processed items also included catfish fillets; cod including fillets, portions, and nuggets; dolphin fillets; flounder fillets; haddock fillets; lobster tails; oysters breaded; rockfish fillets; sablefish salted; scallops shucked or breaded; shrimp breaded or peeled; swordfish steaks; and albacore tuna steaks.

In 2000 West Coast fisheries landings in Seattle were delivered by 909 unique vessels, including 253 commercial vessels, 498 tribal commercial vessels, and 158 personal use vessels. Recorded data indicate landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): crab 275 t/\$1,421,148/143; groundfish 109 t/\$489,914/9; highly migratory species 17 t/\$33,168/4; salmon 701 t/\$1,036,861/346; shellfish 264 t/\$3,198,531/387; shrimp (26 t/\$230,201/27; and other species 170.2 t/\$873,983/33.

Seattle residents owned 170 vessels in 2000, including 74 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Seattle residents in 2000 participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 9/1/4, crab 31/3/0, groundfish 27/0/NA, highly migratory species NA/0/NA, salmon 88/17/5, shellfish NA/0/NA, shrimp NA/1/0, and other species 61/0/0.¹⁵

Thirty-five Seattle residents held 36 federal groundfish fishery permits in 2000. The number of Seattle residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 6/2/6, crab 13/4/0, groundfish 7/0/0, highly migratory species NA/0/0, salmon 120/16/9, shellfish 0/0/NA, and other species 48/5/0.¹⁶

Seattle residents held 355 state and federal permits in 2000. The number of permits held by community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 9/2/7, crab 18/6/0, groundfish 19/0/0, highly migratory species NA/0/0, salmon 138/0/15, shellfish 0/0/NA, and other species 64/41/0.¹⁷

Sportfishing

In 2000 there were at least eight salmonid charter fishing businesses and one nonsalmonid charter fishing business in Seattle. There were 15 licensed vendors in Seattle selling fishing permits. In 2003 39,263 sportfishing license transactions valued at \$68,101 were made in the community.

In Catch Record Card Area 10 (south from the Apple Cove Point-Edwards Point line to a line projected true east-west through the north tip of Vashon Island) the 2000 sport catch, based on catch record cards, was 15,681 fish including 4,042 Chinook salmon, 11,568 coho salmon, 58 chum salmon, and 13 sockeye salmon. Marine angler made 49,865 trips in the sport salmon fishery. In Area 10 boat-based anglers caught 7,022 bottomfish in 2000. The recreational harvest of clams (pounds) and oysters (number) for the same area in 2000 was estimated to be 6,936 and 26,200 respectively; harvest occurred over an estimated 2,745 user trips.

Recreational fishing in Seattle occurs in saltwater and freshwater, along Seattle's shoreline and in numerous lakes, rivers, and streams. Many public fishing piers are also located in Seattle, including seven in north Seattle, six in central Seattle, and seven in south Seattle.

Subsistence

Tribal and nontribal community members may be engaged in subsistence fishing in the Seattle area, however little information is available. The Muckleshoot Tribe, located southeast of Seattle, in partnership with the WDFW is involved with a sockeye salmon counting program on Lake Washington.

Involvement in North Pacific Fisheries

Commercial Fishing

The Seattle area plays an important role in north Pacific commercial fisheries. Many vessels are owned by Seattle-based corporations or residents and the affiliated captains and crew are engaged in federal and state water fisheries off Alaska. In cases of corporate vessel ownership, the address of record for the headquarters of the corporation is considered equivalent to the home address of record for a noncorporate owner.

Major fish processing companies often hire processing workers through their Seattle-based administrative offices. Processing businesses include shore-based and offshore facilities as well as full ownership or partnerships in catcher-processor vessels. In the year 2000, about 90 catcher-processors operated in Alaska. The crew size on a catcher-processor can range from a small crew (15–20 people) to over 100. The number of processing workers engaged in North Pacific fisheries is not well documented due to the lack of a reliable standardized source of data. However, it is widely acknowledged that Seattle is an important source for North Pacific processing labor. Major Seattle-based seafood processing companies that are particularly dependent on North Pacific products include: Alaska Ocean Seafood, Ocean Beauty Seafoods, Trident Seafoods Corporation, Icicle Seafoods, American Seafoods Company, and Glacier Fish Company.

Other than a home port locality for many fishermen and processors who reside in the city, Seattle is a regional hub for fisheries support services such as harbors (e.g., Port of Seattle's Fisherman's Terminal), nautical supply facilities (e.g., Seattle Fisheries Supply and Captain's Nautical Supply Inc.), ship yards, boat building and repair companies (e.g., Foss Shipyard), cold storage plants (e.g., Seafreeze Cold Storage), and shipping companies especially organized to transport supplies on a regularly scheduled basis to rural Alaskan ports. These facilities provide important industry resources for people outside of Seattle's city boundaries. Many of these support businesses showcase their products and services annually at the Seattle Pacific Marine Expo. More specific information on fisheries resources located near Seattle can be found on the Marine Expo exhibitor list, online at <http://www.pacificmarineexpo.com>.

According to the Alaska Commercial Fishing Entry Commission, 1012 vessel owners (registered to participate in Alaska state water fisheries) identified Seattle as their home port in 2000. Of these owners, 415 indicate a Seattle mailing address; other vessel owners designated Seattle as a home port but had residential addresses in other communities in Washington as well as Alaska, California, Florida, Hawaii, Idaho, Minnesota, Montana, Nevada, Oregon, Pennsylvania, South Dakota, and Tennessee.

In the same year, Seattle residents owned vessels that landed fish (in Alaska) in the following North Pacific fisheries (data shown represents landing in metric tons/value of said landings/number of vessels landing): crab 8,324 t/\$46,176,490/110, Bering Sea and Aleutian Islands (BSAI) groundfish 1,145,213 t/\$337,750,710/177, other finfish 8 t/\$620/44, Gulf of Alaska (GOA) groundfish 38,626 t/\$29,028,360/100, halibut 1,906 t/

\$10,701,550/39, herring 610 t/\$211,760/18, salmon 12,347 t/\$9,704,170/169, shellfish 115 t/\$739,450/24, and scallops confidential/confidential/2.

In 2000 Seattle residents held 1,515 commercial fishing permits for the North Pacific region; this number includes federal and state permits. Community members also held 21,654,228 halibut and 71,771,911 sablefish individual fishing quota (IFQ) shares. It is possible for an individual to hold more than one permit at a time and not all permits are active at one time. Seattle community members held 206 crab and 379 groundfish federal License Limitation Program (LLP) permits. State of Alaska Commercial Fishing Entry Commission permits included: 90 crab, 3 finfish, 3 Gulf of Alaska groundfish, 156 Bering Sea Aleutian Islands groundfish, 44 halibut, 32 herring, 167 salmon, 1 scallop and 9 shellfish permits.

In 2000 758 Seattle residents held crew member licenses for North Pacific fisheries.

In recent years, there have been changes in vessel and permit ownership and current data is dissimilar from the 2000 data reported here. Updated information regarding Washington permit holders who participate in Alaska state fisheries can be accessed through the Alaska Commercial Fishing Entry Commission, online at <http://www.cfec.state.ak.us>. Permit holder information related to federal fisheries off Alaska can be accessed through the Restricted Access Management Program (RAM) at the Alaska National Marine Fisheries Service regional office, online at <http://www.fakr.noaa.gov/ram>.

Sportfishing

Seattle residents purchased 3,461 Alaskan sportfishing licenses in 2000. Seven Seattle sportfishing businesses participated in Alaskan fisheries in 2000.

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12. Economic Development Council of Seattle & King County.
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programs, fishermen's memorial. Online at [http://www.portseattle
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January 2007].

15. NA refers to data that were not available, for example, due to
few or no recorded permit numbers, or the partially permitted nature
of a fishery in 2000.

16. See note 15.

17. See note 15.

Seaview

People and Place

Location

Seaview is in southwest Washington on the southern end of Long Beach Peninsula, which separates Willapa Bay from the Pacific Ocean. Situated in Pacific County, the community encompasses 0.4 square miles of land. The nearest major U.S. city is Portland, Oregon, a 111-mile drive southeast, while Seattle is a 170-mile drive northeast. Seaview's geographic coordinates are lat 46°20'05"N, long 124°03'12"W.

Demographic Profile

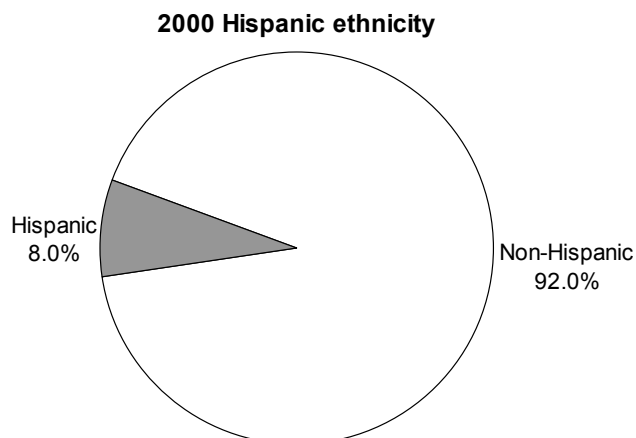
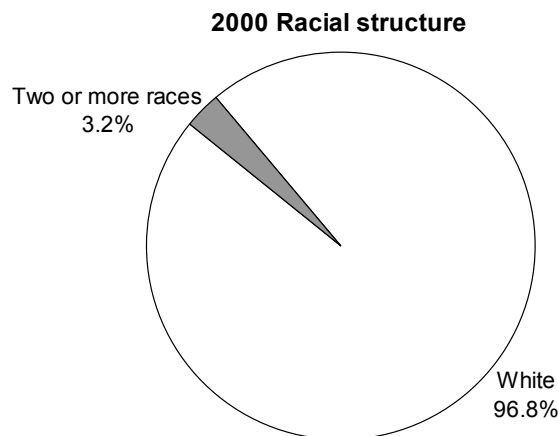
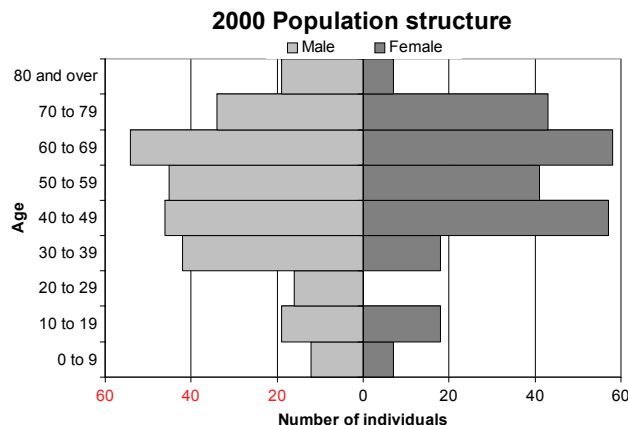
Seaview was not recognized as a place in the 2000 U.S. Census; however basic demographic data are available for Seaview at the zip code level. According to the 2000 U.S. Census, the Seaview zip code (98644) supported a population of 516. The gender composition was 52.1% female and 47.9% male. The median age of 46.4 was more than 11 years older than the national median age of 35.3. The age structure of Seaview in 2000 revealed an older population, with only 23% of residents falling under the age 25 compared to 35.3% nationally. Of the population 18 years of age and older, 75.4% had a high school education (including equivalency) or higher, 5% had earned a bachelor's degree or higher, and 2.6% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attainment for 34.9% was a high school degree.

The vast majority of Seaview's racial structure in the 2000 U.S. Census was white (96.8%), followed by people who identified with two or more races (3.2%). Ethnicity data indicate that 8.0% were Hispanic. In 2000 6.6 % were foreign-born, all from Mexico.

Seaview's population in 2000 lived in 253 households, with 72.4% of residents living in family households.

History

Seaview derives its name from its scenic location on Washington's Pacific Coast. The community was formerly founded in 1881 by Jonathan L. Stout, a local entrepreneur who also invested heavily in the development of Ilwaco. Stout purchased 153.5 acres of oceanfront property in 1880 and constructed Seaview as a summer resort for visitors made wealthy by the region's timber and fishing industry. In 1889 regular train service was extended to Stout's resort, and Seaview became one



of Long Beach Peninsula's most popular vacation spots. Stout ran a successful beachside hotel and quickly sold all of his Seaview lots for \$100 a piece to entrepreneurs interested in building businesses and vacation cottages. Stout's hotel burned to the ground in 1892 but his resort community continues to thrive.

Seaview residents remain heavily dependent on tourism, and the community serves as a popular summer retreat for visitors from Portland and other local cities.¹ Cranberry farming has also become an important activity on the Long Beach Peninsula, and numerous Seaview restaurants and tourist services advertise cranberry products and opportunities to tour nearby cranberry farms. Although Seaview does not operate a port or marina, its beach access attracts recreational visitors interested in clam digging and beach combing.

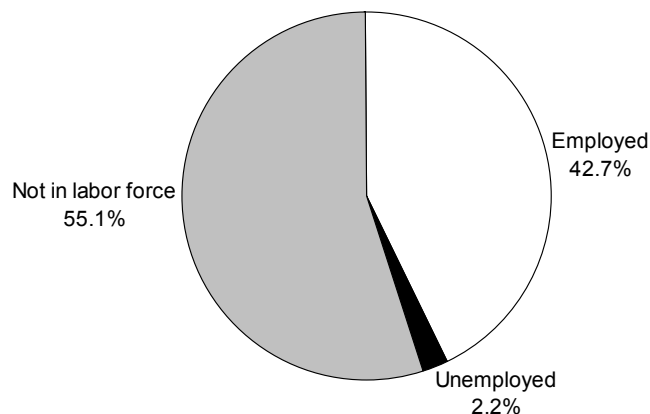
Infrastructure

Current Economy

Founded as a resort area, the contemporary community of Seaview continues to depend heavily on revenue and jobs generated by tourism. Jobs in accommodation and food services employ a substantial portion of the population. Seaview is home to Long Beach Peninsula Visitor's Bureau, which provides tourism information to travelers. The Sportsmen's Cannery, a fresh fish retailer located in Seaview, purchases some of its stock from local fishermen and attracts tourists and other recreational visitors traveling along U.S. Highway 101. The Washington State Business Database includes listings for several fly and bait shops, hotels and cottage inns, a logging contractor, marine services providers, and a number of small shops in Seaview. Residents may commute to manufacturing and fish processing jobs in nearby Ilwaco (2 miles) or other neighboring communities with ports or industrial facilities.

At the time of the 2000 U.S. Census, 42.7% of Seaview residents 16 years of age and older were employed, 2.2% were unemployed, and the unemployment rate was 4.8% (calculated by dividing the unemployed population by the labor force). In addition, 55.1% did not participate in the labor force (were not actively seeking work), compared to the national average of 36.1%. The largest employment sectors were manufacturing (25.9%), health care and social assistance (18.1%), local, state, and governments (13.4%), retail trade (12.5%), accommodation and food services and construction (11.1%), other services (9.3%), public administration (5.6%), information and transportation and warehousing (3.2%). No Seaview area residents worked in agriculture, forestry, fishing, and hunting, but

2000 Employment structure



these data may be somewhat misleading given that many fishermen are self-employed and are underrepresented in this tabulation.

The per capita income in 1999 was \$19,266 and the median household income was \$30,968. In 1999 13.6% lived below the poverty level, slightly higher than the national average of 12.4%. In 2000 there were 398 housing units in Seaview, with 66.4% owner occupied and 35.6% renter occupied. The housing unit vacancy rate was 36.4%, with 82.8% vacant due to seasonal, recreational, or occasional use.

Governance

Under Washington State law, an area cannot be incorporated as a city unless it houses a minimum of 1,500 residents. Seaview is therefore classified as an unincorporated area governed by Pacific County. Seaview has neither a city council nor its own separate municipal tax structure. Seaview residents elect county officials, whose offices are located in the county seat of South Bend, 31 miles north on U.S. Highway 101. Pacific County, which was organized in 1851, has a 7.8% sales tax and a 9.8% lodging tax.^{2,3} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office is in Seattle. The nearest U.S. Citizenship and Immigration Services office is in Portland. The nearest U.S. Citizenship and Immigration Services District Office and the nearest meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are in Portland. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is 72 miles northeast in Montesano. The nearest U.S. Coast Guard (USCG) facility is the USCG Group/Air Station Astoria in Warrenton, Oregon, 21

miles south. The USCG operates the National Motor Lifeboat School in Ilwaco, 3 miles south.

Facilities

Seaview is accessible by land, air, and water. The community is at the junction of U.S. Highway 101 (north-south) and Washington Highway 103, which runs north-south the length of Long Beach Peninsula. Astoria (Oregon) Regional Airport (18 miles south) is the nearest airport certified for carrier operations and the Port of Ilwaco Airport provides an unattended paved runway that is open to the public. Portland International Airport is the nearest major facility. There are several motels, bed and breakfast inns, campgrounds, and recreational vehicle parks located in Seaview.

Seaview is in the Ocean Beach School District, but there are no public schools located in the community.⁴ Students travel by bus to schools in Ilwaco, Ocean Park (11 miles north), and Long Beach (1 mile north). In addition to traditional elementary, middle, and high schools, the district also offers a small alternative high school in Long Beach. Public Utility District No. 2 of Pacific County administers electricity. The City of Long Beach supplies water. The Seaview Sewer District provides sewer service. The Pacific County Sheriff's Office and the Long Beach Fire Department administer public safety. The Ocean Beach Hospital in Ilwaco, the Columbia Memorial Hospital in Astoria, and Willapa Harbor Hospital in South Bend (41 miles north) are the nearest major medical facilities.

Seaview is located along the Pacific Ocean but does not support a marina, port, or other facilities for launching or storing boats. Seaview does offer seasonal beach access with restrooms, restaurants, fuel, and other services aimed at tourists and recreational visitors. The Seaview Beach can be accessed by automobile from Memorial Day to September 15.

Involvement in West Coast Fisheries

Commercial Fishing

Because there is no port located in the community, fish caught by Seaview residents are landed and processed elsewhere. No data concerning the weight or value of these landings are available. In 2000 Seaview fisherman involved in the West Coast fisheries owned 16 vessels, including 10 that participated in the federally managed groundfish fishery. The number of vessels owned by Seaview residents that participated in each said fishery by state (WA/OR/CA) was: crab 6/5/0, groundfish 0/0/NA, highly migratory species NA/0/NA,

salmon 6/3/0, shellfish NA/0/NA, shrimp NA/1/0, and other species 1/0/0.⁵

No individuals living in Seaview in 2000 held federal groundfish fishery permits. The number of Seaview residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 3/0/0, crab 5/4/0, highly migratory species NA/0/0, salmon 4/3/0, shellfish 0/0/NA, shrimp 0/1/0, and other species 1/0/0.⁶

Available data indicate that 15 state permits were registered to Seaview residents in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 7/4/0, highly migratory species NA/0/0, salmon 6/3/0, shellfish 0/0/NA, shrimp 0/4/0, and other species 1/0/0.⁷

Sportfishing

According to the WDFW, there is one sport license vendor operating in Seaview. No Seaview residents owned or operated charter boats in 2003 or 2004. The closest Catch Record Card areas to Seaview are Area 1 (Ilwaco) and 1A (Ilwaco–Buoy 10). The 2000–2001 sport catch in these areas was 27,889 (Area 1) and 16,335 (Area 1A). This data include (1/1A) Chinook salmon (1,630/2,972) and coho salmon (26,259/13,363). These figures are based on creel survey estimates. Marine angler made 16,243 (Area 1) and 42,061 (Area 1A) trips in the sport salmon fishery. Sport fishermen caught 106 steelhead in Area 1 (Columbia River–Leadbetter Point). In 2000 the coastal bottomfish catch was 8,388 for Area 1 (Ilwaco) and 631 for the Ilwaco Jetty.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing, obtaining fishery resources from the waters surrounding Seaview. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Seaview residents owned two vessels that participated in North Pacific fisheries. In the same year community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): salmon (confidential/confidential/1).

Seaview residents held seven permits for North Pacific fisheries, including two individuals who held

federal permits and two who held state permits (note: it is possible for individuals to hold more than one permit at a time). These community members held one groundfish License Limitation Program permit and three Bering Strait and Aleutian Islands groundfish, one halibut, one salmon, and one shellfish Commercial Fisheries Entry Commission permits. Seaview residents held 1,283 halibut and no sablefish individual fishing quota shares in 2000.

In 2000 seven Seaview residents held crew member licenses for North Pacific fisheries.

Sportfishing

Seaview residents purchased two Alaska sportfishing licenses in 2000.

Notes

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2. Washington State Dept. Revenue. 2004. Local sales and use tax rates and changes. Online at http://dor.wa.gov/Docs/forms/ExcsTx/LocSalUseTx/LocalSlsUseFlyer_Quarterly.pdf [accessed 31 January 2007].

3. Washington State Dept. Revenue. 2003. Lodging tax rates by location. Online at http://dor.wa.gov/docs/forms/excstx/locsalusetx/lodgingrates_03_a.pdf [accessed 31 January 2007].

4. Ocean Beach School District. 2003. Location of OSBD schools. Online at <http://www.ocean.k12.wa.us/location.htm> [accessed 31 January 2007].

5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

6. See note 5.

7. See note 5.

Sedro-Woolley

People and Place

Location

Sedro-Woolley is in northwest Washington on the east side of the Puget Sound. Situated in Skagit County, the city encompasses 3.4 square miles of land and 0.01 square miles of water. The nearest major U.S. city is Seattle, a 74-mile drive south. Sedro-Woolley's geographic coordinates are lat 48°30'14"N, long 122°14'10"W.

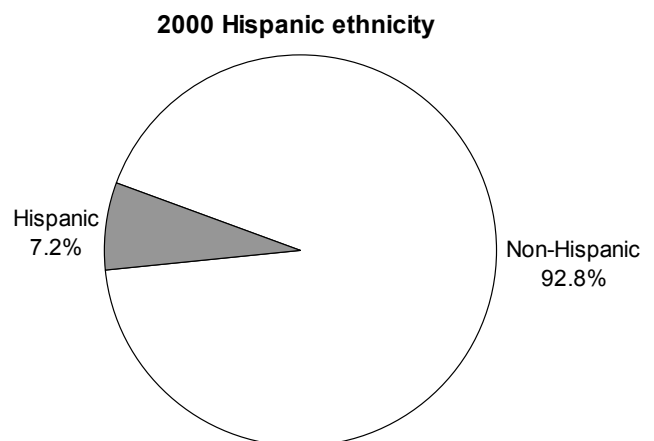
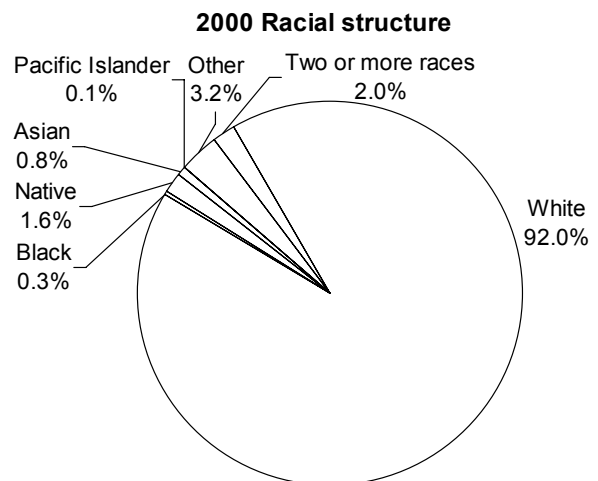
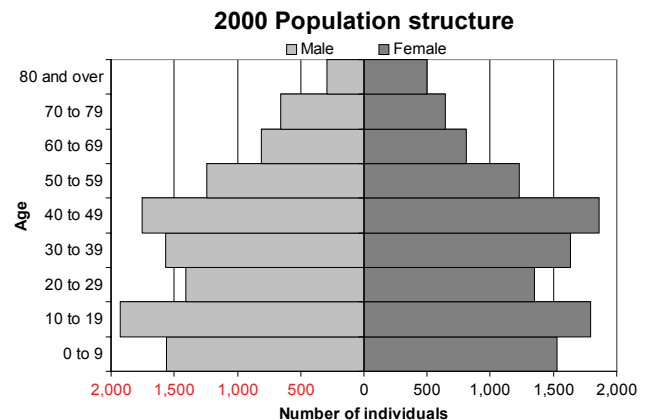
Demographic Profile

According to the 2000 U.S. Census, Sedro-Woolley's population was 8,658, an increase of 43.6% from 6,031 in 1990. The gender composition was 52.6% female and 47.4% male. The median age of 33.2 was younger than the national median age of 35.3. Of the population 18 years of age and older, 79.2% had a high school education (including equivalency) or higher, 8.3% had received a bachelor's degree or higher, and 1.9% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Sedro-Woolley's racial structure recorded by the 2000 U.S. Census was white (92.0%), followed by people who identified with another race (3.2%), people who identified with two or more races (2.0%), American Indian and Alaska Native (1.6%), Asian (0.8%), black (0.3%), and Native Hawaiian and other Pacific Islander (0.1%). Ethnicity data indicate that 7.2% identified as Hispanic. In 2000 3.7% were foreign-born, with 54.8% from Mexico. The largest numbers of people denoting ancestry were German (14.7%), followed by English (10.1%), Norwegian (9.1%), and Irish (8.8%).

History

Sedro-Woolley began its community existence as two separate settlements, Sedro and Woolley. Sedro was founded by Mortimer Cook who traveled to the area with his family in 1884 and purchased 34 acres of land, currently the site of Riverfront Park in modern day Sedro-Woolley. On his land Cook operated the general store, opened a shingle mill, and became the first postmaster of the town. Cook decided to name the community "Cedra," meaning cedar in Spanish, after learning the disappointing news that the Washington Territory already had another community with the name Cook. He also suggested the name "Bug" for the mosquitoes; however the name was not appreciated by



fellow occupants. Eventually “Cedra” was contorted into “Sedro,” the first half of its present-day name.

The community of Woolley was founded by Philip A. Woolley, who purchased 84 acres north of Cedra in 1890. The town began to thrive in the middle to late 1800s with the establishment of a coal processing plant employing 2,000 people as well as many additional businesses. Woolley also was chosen over the community of Cedra to be the site of the Northern Pacific Railroad depot; three railroads serviced the area and aided in the success of these communities. Woolley however had two considerable fires in 1891 and 1893 that slowed the town’s growth. Cook also was having economic troubles at the time and the two communities merged into one for obvious benefits, despite the rivalries that had previously developed. Neither community would give up its name; thus the town Sedro-Woolley was born. It was incorporated in 1898.¹

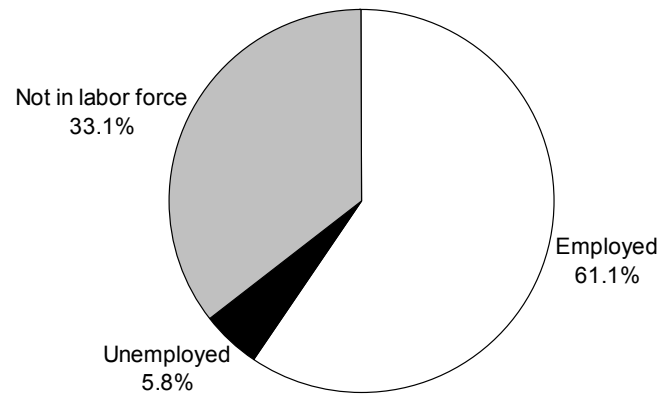
Today the Upper Skagit Tribe’s 84-acre reservation and tribal center of are about 5 miles east of Sedro-Woolley.² The Upper Skagit are descendents of a tribe that previously inhabited 10 villages on the Upper Skagit and Sauk rivers; archaeological studies reveal evidence of human habitation in the Upper Skagit River basin dating to 8,500 years ago. The Skagit River provided the tribe with abundant natural resources including salmon and shellfish; however dam construction on the river, beginning in 1923, altered the riverine ecosystem. In 1995 the tribe opened the Skagit Valley Casino Resort, halfway between Everett and Bellingham. The facility offers the members of the Upper Skagit Tribe an employment alternative to fishing and logging.³ Today the tribe is governed by a seven member tribal council, each member serving staggered 3-year terms.⁴

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 61.1% of Sedro-Woolley’s potential labor force 16 years and older were employed, 5.8% were unemployed, and the unemployment rate was 8.7% (calculated by dividing the unemployed population by the labor force). In addition, 33.1% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were educational, health, and social services (17.6%), local, state, and federal governments (16.5%), manufacturing (15.4%), retail trade (13.6%), arts, entertainment, recreation, accommodation, and food services (11.5%), construction (10.4%), and professional, scientific, management, administrative, and waste

2000 Employment structure



management services (8.2%). About 1.7% were in the armed forces. Natural resource jobs including agriculture, forestry, fishing, and hunting employed 3.1%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. The top Sedro-Woolley employers were Affiliated Health Services, Cascades Job Corps, Cascadian Farm Inc., City of Sedro-Woolley, NW Hardwoods, Sedro-Woolley School District, Life Care Center of Skagit Valley, and Snelson Companies Inc.⁵

The per capita income in 1999 was \$16,517 and the median household income was \$37,914. In 1999 11.3% lived below the poverty level. In 2000 there were 3,334 housing units in Sedro-Woolley, with 60.2% owner occupied and 39.8% renter occupied. The housing unit vacancy rate was 3.9%.

Governance

The City of Sedro-Woolley was incorporated in 1898 and is governed by a city council including a mayor, six wards, and one council at-large member. Sedro-Woolley levies a 7.9% sales and use tax a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 54 miles south in Mill Creek. The U.S. Coast Guard Station Bellingham is 30 miles north.

Facilities

Sedro-Woolley is accessible by ground via Washington State Highway 20 (east-west). The Bellingham International Airport is the nearest airport certified for carrier operations with international flights to Canada. The Seattle-Tacoma International Airport is the nearest major facility.

The Sedro-Woolley School District has four elementary schools, one middle school, two high schools, and one special programs school. Puget Sound Energy administers electricity. The City of Sedro-Woolley provides sewer, garbage, and recycling services. The Public Utility District provides water. The Cascade Natural Gas Corporation offers natural gas service. The Sedro-Woolley Police and Fire departments administer public safety. United General Hospital, offering inpatient and outpatient care, is located west of town and Affiliated Health Services is about 11 miles away in Mount Vernon. There are at least three hotels and motels located in the community that provide accommodations for visitors.

Sedro-Woolley is not on the water and therefore has no available marine facilities; however a major harbor is located nearby in Bellingham. Please see the Bellingham community profile for additional information about port facilities in the area.

Involvement in West Coast Fisheries

Commercial Fishing

Recorded data indicate that there were zero landings delivered to Sedro-Woolley in 2000. There were also no known processors operating in the community. In 2000 nine vessels were owned by residents of Sedro-Woolley, including five vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Sedro-Woolley residents in 2000 participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 2/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 2/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 2/0/0.⁶

In 2000 the number of Sedro-Woolley residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/5, crab 4/0/0, groundfish 2/0/0, highly migratory species NA/0/0, salmon 5/1/0, shellfish 0/0/NA, and other species 1/0/1.⁷

Available data indicate that 25 state permits were registered to Sedro-Woolley residents in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) in 2000 was: coastal pelagic 0/0/8, crab 5/0/0, groundfish 5/0/0, highly

migratory species NA/0/0, salmon 5/0/0, shellfish 0/0/NA, and other species 1/0/1.⁸

Sportfishing

In 2000 there was at least one salmonid charter fishing business in Sedro-Woolley. There are two licensed vendors in Sedro-Woolley that sell fishing permits. In 2003 there were 4,574 sportfishing license transactions made in the community valued at \$8,259.

Community members most likely travel to nearby Catch Record Card Area 7 (San Juan islands, all marine waters north of the Trial Island line described under Area 6 to the U.S.-Canada border) to engage in salmon sportfishing. The 2000 sport catch, based on catch record cards, in Area 7 was 7,178 fish including 4,495 Chinook salmon, 2,644 coho salmon, 21 chum salmon, and 18 sockeye salmon. Marine anglers made 30,627 trips in the sport salmon fishery. In Area 7 sport fishermen caught 84 steelhead in 2000–2001. Boat-based anglers caught 5,897 bottomfish in Area 7 in 2000. The recreational harvest of clams (lb) and oysters (#) for Area 7 in 2000 was estimated to be 115,273 and 0 respectively; harvest occurred over an estimated 19,752 user trips. Anglers on the Skagit River fish for salmon, steelhead, trout and sturgeon; in 2000–2001 anglers caught nine sturgeon on the Skagit River.

Subsistence

Tribal and nontribal community members may be engaged in subsistence fishing in the area. Subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Sedro-Woolley residents owned 15 vessels that were involved in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): crab confidential/confidential/1, Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska groundfish confidential/confidential/1, halibut confidential/confidential/1, herring confidential/confidential/2, and salmon 1,050 t/\$706,950/8.

In 2000 Sedro-Woolley residents held 27 permits, including six individuals who held federal permits and 16 who held state permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 1 crab and 1 groundfish License Limitation Program permits and 1 crab, 2 BSAI

groundfish, 1 halibut, 7 herring, and 12 salmon
Commercial Fisheries Entry Commission permits in
2000. Residents held 280,670 halibut and 988,862
sablefish individual fishing quota shares.

In 2000 53 Sedro-Woolley residents held crew
member licenses for North Pacific fisheries.

Sportfishing

Sedro-Woolley purchased 131 Alaskan sportfishing
licenses in 2000.

Notes

1. Sedro-Woolley Chamber of Commerce. No date. History.
Online at <http://www.Sedro-Woolley.com/history.html> [accessed 31
January 2007].
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employment.html](http://www.Sedro-Woolley.com/employment.html) [accessed 31 January 2007].
6. NA refers to data that were not available, for example, due to
few or no recorded permit numbers, or the partially permitted nature
of the fishery in 2000.
7. See note 6.
8. See note 6.

Sequim

People and Place

Location

Sequim is in the Dungeness River Valley about 3 miles inland from Sequim Bay, a 4-mile long stretch of protected water on the north shore of the Olympic Peninsula. Situated in Clallam County, the community encompasses 5.3 square miles of land. The nearest major U.S. city is Seattle, a 70-mile ferry ride and drive southeast. Sequim's geographic coordinates are lat 48°04'47"N, long 123°06'02"W.

Demographic Profile

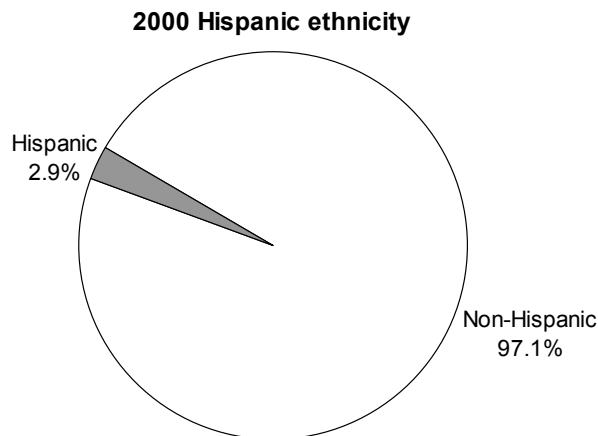
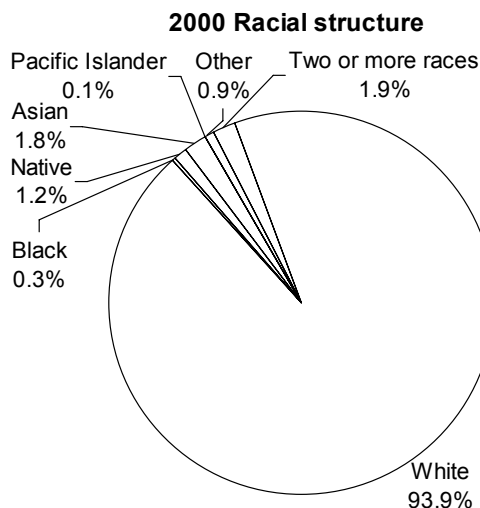
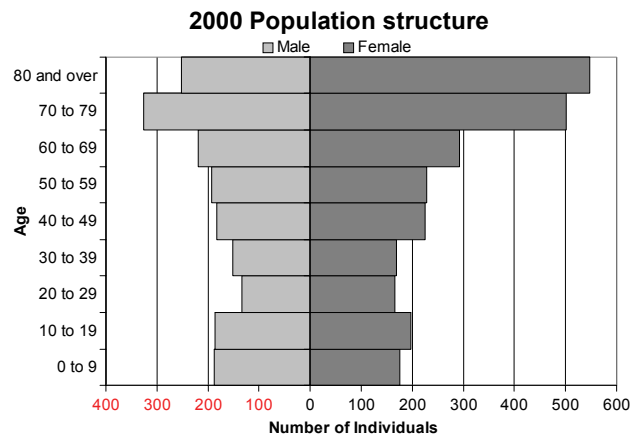
According to the 2000 U.S. Census, Sequim's population was 4,334, an increase of 19.9% since 1990. The gender composition was 57.7% female and 42.3% male. The median age of 59.3 was higher than the national median of 35.3. In 2000 45% of the population was older than 65 years of age and 29.9% were between 25 and 60. Of the population older than 18 years of age, 80.3% had a high school education (including equivalency) or higher, 17.9% had received a bachelor's degree or higher, and 7.9% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority Sequim's racial structure recorded by the 2000 U.S. Census was white (93.9%), followed by people who identified with two or more races (1.9%), Asian (1.8%), American Indian and Alaska Native (1.2%), people who identified with another race (0.9%), black (0.3%), and Pacific Islander (0.1%). Ethnicity data indicate that 2.9% identified as Hispanic. In 2000 3.9% were foreign-born, with 19.9% from Canada, 14.3% from the United Kingdom, 9.3% from Japan, and 9.3% from Australia.

In 2000 67.3% of the Sequim population lived in family households.

History

Clallam County, named after the Indian word Clallam, meaning "strong people," was created by the Washington Territorial Legislature in 1854. Prior to European American settlement, the S'Klallam Indians occupied the area from the Hoko River near the Pacific Ocean to Puget Sound. Today there are three surviving groups of the S'Klallam—the Elwha, the Jamestown, and the Port Gamble S'Klallam. Historically the S'Klallam belonged to the Salish speaking people who lived from the central British Columbia coast to northwestern



Oregon. The S’Klallam lived in at least 15 villages along the south shore of the Strait of Juan de Fuca. Their first contact with Europeans was in 1799 when English and Spanish explorers entered the Strait, followed by fur traders, missionaries, gold seekers, and settlers.¹ The Europeans brought with them smallpox, whooping cough, and measles that decimated the S’Klallam Tribe. It is estimated that the S’Klallam population dropped from approximately 2,400 in 1780 to 926 in 1855.²

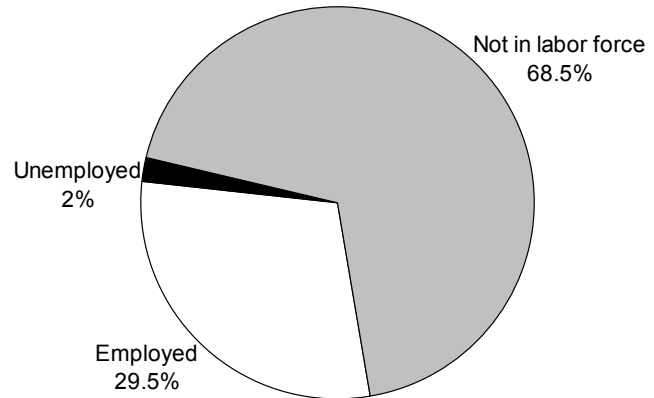
The Treaty of Point No Point, signed by the S’Klallam in 1855, secured the tribe’s right to fish at “usual and accustomed” grounds;³ however the S’Klallam were assigned to the Skokomish Reservation approximately 150 miles away from their traditional fishing areas. The S’Klallam refused to relocate, preferring to coexist with the new settlements at Port Angeles, Port Townsend, and Port Gamble.⁴ In 1874 the Klallam community pooled their funds and purchased 210 acres from a logging company. Upon federal recognition in 1981 the tribe gained 5 acres of trust land at Sequim Bay where the reservation is today.

Tribal membership now stands around 230, with 80 involved in fishing and the gathering of coastal resources.⁵ The Fisheries Division of the Jamestown S’Klallam Natural Resource Department is responsible for managing the tribe’s fisheries by negotiating treaty fish and shellfish harvest opportunities, establishing fishing regulations, and tracking legal proceedings affecting treaty rights. Tribal conservation and enforcement officers monitor fishing and hunting activities in the area.

The history of Sequim and the Dungeness River Valley is closely tied to the history of the Dungeness River, which originates in the mountains of the Olympics and flows northward to the Strait of Juan de Fuca. Ensign Manuel Quimper, exploring the Strait for Spain, sighted the Dungeness area in 1790. Two years later Captain George Vancouver sailed into the bay and named its sheltering sandspit New Dungeness, after its great resemblance to Dungeness in the British Channel. In the 1850s the first settlers came to the Dungeness area to harvest timber and float logs downriver, take up claims, and to clear land and plant crops. Today people remain attracted to the relatively dry climate of the area and several new businesses have taken root in the Sequim area. The city now boasts one of the largest Safeway grocery stores in Western Washington.

Today Sequim is known as the lavender capital of the world; purple flowers bloom and are available for U-pick from July to October. Sequim is also known for its strawberry and raspberry crops that are available from June to August. Visitors and residents enjoy the Sequim Open Air Market—open spring, summer, and fall—

2000 Employment structure



where vendors sell local crafts, flowers, and produce. The City of Sequim and Sequim Bay are popular among tourists visiting the Olympic Peninsula. Sailing, bird watching, kayaking, bicycling, and fishing are just a few of the activities tourists enjoy when visiting the area. Several festivals occur annually in Sequim such as the Lavender Festival in July, the Irrigation Festival in early May, the Dungeness River Festival, and local salmon bakes.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 29.5% of Sequim’s potential labor force 16 years of age and older were employed, 2% were unemployed, and the unemployment rate was 6.3% (calculated by dividing the unemployed population by the labor force). A seemingly high 68.5% were not in the labor force in 2000, compared to the national average of 36.1%. The major employment sectors were sales and office occupations (28.4%), service occupations (28.2%), management, professional, and related occupations (20.5%), and local, state, and federal governments (9.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 5.5%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The per capita income in 1999 was \$19,253 and the median household income in 1999 was \$27,880. In 1999 13.9% lived below the poverty level, compared to the national average of 12.4%. In 2000 there were 2,424 housing units in Sequim, with 59.9% owner occupied and 40.1% renter occupied. The housing unit vacancy rate was 10.8%, with 13% vacant due to seasonal, recreational, or occasional use.

Governance

The City of Sequim was incorporated in 1913 and it is one of three incorporated cities, including Port Angeles and Forks, in Clallam County. The city has a council-manager form of government. The city council, comprised of seven elected members, hires the city manager. The council elects a mayor and a mayor pro tem from the council. Clallam County levies an 8.3% sales and use tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview sections for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Service office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) Region Office is 120 miles south in Montesano. The U.S. Coast Guard (USCG) Group/Air Station in Port Angeles is home to several USCG cutters and a Dolphin helicopter. The station is responsible for marine safety westward to Pillar Point on the Strait of Juan de Fuca, north to the U.S.-Canada border, east to the western shore of Whidbey Island, and south through Admiralty Inlet to Olele Point.

Facilities

Sequim is accessible by ground, air, and water. The city is on U.S. Highway 101, 16 miles west off Port Angeles. Throughout the year the Victoria Express provides ferry service from Port Angeles to Victoria, British Columbia, and Friday Harbor in the San Juan Islands. The Coho Ferry, operated by Black Ball Transport Inc., also provides service between Port Angeles and Victoria. The William R. Fairchild International Airport in Port Angeles, 27 miles northwest, is the nearest airport certified for carrier operations. The Seattle-Tacoma International Airport is the closest major facility.

The Sequim School District has two elementary schools, one middle school, one public and one private high school, and one community school that offers special district and community programs for children, students, and adults. Peninsula College in Port Angeles has an enrollment of more than 2,300 students. The Public Utility District of Clallam County provides electricity and alternative energy systems. Sequim's Public Works Department supplies water, wastewater, and solid waste services. The Sequim Police Department administers public safety. The nearest hospital is Jefferson General Hospital, 31 miles east in Port

Townsend, while the Olympic Medical Center in Port Angeles is the closest medical facility. There are several community businesses including the Museum and Arts Center, the Rainshadow Natural Science Foundation, several wineries and farms, parks, and places of worship. The tourism industry is well developed in Sequim, with more than 40 hotels, bed and breakfasts, and vacation rentals.

The John Wayne Marina, operated by the Port of Port Angeles, is located on the western shore of Sequim Bay at Pitship Point. The marina, built on land donated by the film star in 1975, provides 280 permanent and 22 transient moorage slips. Facilities at the marina include water, electricity, fuel, sewage pump-out, and garbage and oil disposal services. A restaurant, marine supply store, public meeting rooms, and a charter boat service are in an on-site service building. Nontribal fishermen and members of the Jamestown and Elwha tribes utilize the marina, however, several crab and salmon fishermen trailer their boats to and from the fishing grounds, increasing their mobility and decreasing their costs.⁶

The construction of the John Wayne Marina resulted in the loss of Pacific sand lance spawning sites and nearshore eel grass habitat, but there is no evidence that the marina currently affects water quality in Sequim Bay. The Clallam County Marine Resource Committee (MRC) believes that the herring stock, prevalent in the bay in the mid-1970s, might now be extinct. Surf smelt spawning habitat has been documented in Sequim Bay.⁷

Several Sequim residents serve on the Clallam County Marine Resources Advisory Committee, a 14-member group of citizen volunteers established in 1998 to advise county officials and address local issues related to marine resource management. The Clallam MRC has been involved in several projects centered round shellfish harvest in Dungeness Bay, the assessment of forage fish habitat, and the recovery of bottomfish and salmon. The MRC also works closely with local groups such as the Dungeness River Management Team, the Elwha-Morse Management Team, and the Sequim-Dungeness Clean Water Work Group. Sequim Bay remains an MRC shellfish priority area due to concerns over diminished water quality.⁸

The Jamestown S'Klallam Tribe is involved in clam, oyster, and geoduck aquaculture in Sequim and Dungeness bays. However the Dungeness Bay beds are threatened by growing pollution, much of which is linked to increasing development in Dungeness Valley.⁹ The tribe operates the largest wild geoduck export operation on the Olympic Peninsula, selling approximately 150,000 to 200,000 pounds of geoducks to China and other Pacific Rim countries each year.¹⁰ The tribe also is involved in finfish aquaculture. The WDFW's Hurd

Creek Hatchery, located near Sequim, supports the Elwha River and Dungeness River fall Chinook salmon programs and provides support for wild-stock chum salmon and coho salmon recovery efforts.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 there were at least two seafood processors operating in Sequim, Alder Springs Smoked Salmon and Jamestown Seafood. Jamestown Seafood, farming and processing since 1990, serves as a processor, wholesaler, and distributor. Owned and operated by the Jamestown S’Klallam Tribe, Jamestown Seafood specializes in live geoduck, oysters, and Dungeness crab. Several seafood markets serve Sequim residents, including Jamestown Seafood Farm, the Crab Barn, and Macomber Seafood Specialties.

Of the 114 unique vessels that delivered landings to Sequim in 2000, 86 were tribal commercial, 17 were commercial, and 10 were personal use vessels. The remaining vessel types are confidential. Data indicate that landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): crab 105 t/\$503,632/53; groundfish confidential/confidential/2; salmon 4 t/\$5,656/9; shellfish 133 t/\$232,314/27; shrimp 4 t/\$25,765/8; and other species confidential/confidential/1.

Sequim residents owned 21 vessels in 2000, including 9 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Sequim residents that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 4/0/0, groundfish 5/0/NA, highly migratory species NA/0/NA, salmon 3/1/1, shellfish NA/0/NA, shrimp NA/0/0, and other species 6/0/0.¹¹

Four Sequim residents each held one federally managed groundfish fishery permit in 2000. The number of Sequim residents holding permits in each state fishery by state (WA/OR/CA) was: crab 7/0/0, groundfish 2/0/0, highly migratory species NA/0/0, salmon 5/1/3, shellfish 0/0/NA, shrimp 5/0/0, and other species 6/0/0.¹²

Sequim residents held 38 state and 4 federal registered permits in 2000. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: crab 10/0/0, groundfish 5/0/0, highly migratory species NA/0/0, salmon 5/0/4, shellfish 0/0/NA, shrimp 5/0/0, and other species 9/0/0.¹³

Sportfishing

Sport fishermen in Sequim are involved in West Coast and Alaskan fisheries. In 2000 at least one nonsalmonid charter fishing operator serviced sport fishermen and tourists in Sequim. At least three salmonid charter fishing businesses operated in Sequim in 2003.

There are five licensed vendors selling sportfishing permits in the community. A total of 6,858 sportfishing license transactions valued at \$99,023 were made in Sequim in 2003. In Catch Record Card Area 6 (east Juan de Fuca Strait) the 2000 sport salmon catch, based on catch record cards, was 4,334 fish including 1,138 Chinook salmon and 3,196 coho salmon. Marine anglers made 26,777 trips in the sport salmon fishery. Sport fishermen caught 9 steelhead and the 5,340 coastal bottomfish. The recreational harvest of clams (pounds) and oysters (number) for Area 6 in 2000 was estimated to be 23,015 and 24,993 respectively; harvest occurred over an estimated 3,996 user trips.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Jamestown S’Klallam tribal members are engaged in subsistence harvesting for butter, littleneck, horse, and Manila clams.¹⁴ Subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Sequim residents owned 21 vessels that were involved in North Pacific fisheries. In the same year community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/confidential/3, other finfish confidential/confidential/1, halibut confidential/confidential/2, herring 353 t/\$74,480/4, salmon 326 t/\$446,960/11, and shellfish confidential/confidential/1.

In 2000 Sequim residents held 45 state and federal permits, including 18 individuals who held registered state permits and 15 who held registered federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 6 groundfish License Limitation Program permits and 4 crab, 1 GOA groundfish, 6 BSAI groundfish, 4 halibut, 6

herring, 12 salmon, and 2 shellfish Commercial Fisheries Entry Commission permits. Residents held 491,300 halibut and 422 sablefish individual fishing quota share in 2000.

In 2000 30 Sequim residents held crew member licenses for North Pacific fisheries.

Sportfishing

Sequim residents purchased 223 Alaska sportfishing licenses in 2000. At least one sportfishing business in Sequim participated in Alaskan fisheries in 2000.

Notes

1. Port Gamble S'Klallam Tribe. No date. Culture and history. Online at http://www.pgst.nsn.us/content/culture_history/pride_heritage.htm [accessed 31 January 2007].

2. Hands on the land. No date. Olympic National Park, Elwha Valley. Online at http://www.handsontheland.org/classroom/2002serv_learn/olym/nativeamericans.htm [accessed 31 January 2007].

3. Point No Point Treaty Council. 2002. Treaty of Point No Point, 1855. Online at http://www.pnptc.org/treaty_of_point_no_point.htm [accessed 31 January 2007].

4. See note 1.

5. Discover Olympic. No date. Tribes of the Olympics, Jamestown S'Klallam Tribe. Online at <http://www.nps.gov/olym/edprehis.htm> [accessed 31 January 2007].

6. Field notes, Jamestown S'Klallam Tribe, Sequim, WA, 16 August 2004.

7. Clallam County Marine Resource Committee. No date. The MRC and what it does. Online at <http://www.clallammrc.org/CCMRC/allframes.html> [accessed 31 January 2007].

8. See note 7.

9. J. Chew. 2004. Peninsula: Geoduck aquaculture in area's future? Peninsula Daily News, Port Angeles, WA. 2 May 2004.

10. Northwest Fisheries Science Center and Washington Sea Grant. 2002. Red tides. Online at http://www.nwfsc.noaa.gov/hab/outreach/pdf_files/RedTides2002.pdf [accessed 31 January 2007].

11. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

12. See note 11.

13. See note 11.

14. See note 10.

Shelton

People and Place

Location

Shelton is on Oakland Bay, an inlet on the southwest side of Puget Sound. In Mason County, the city encompasses 5.6 square miles of land and 0.3 square miles of water. The nearest major U.S. city is Seattle, an 82-mile drive northeast. Shelton's geographic coordinates are lat 47°12'55"N, long 123°05'58"W.

Demographic Profile

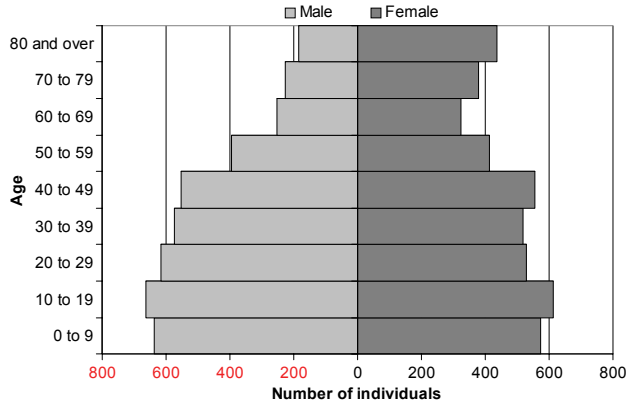
According to the 2000 U.S. Census, Shelton's population was 8,442, a 16.6% increase since 1990. The gender composition was 51.4% female and 48.6% male. The median age of 35.8 was comparable to the national median of 35.3. Shelton's age structure showed that 22% were 14 years of age or younger and 37.6% were between the ages of 25 and 54. Of the population 18 years of age and older, 75.6% had a high school education (including equivalency) or higher, 11.6% had earned a bachelor's degree or higher, and 3.0% had attained a graduate or professional degree, compared to the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Shelton's racial structure recorded by the 2000 U.S. Census was white (85.8%), followed by people who identified with another race (5.8%), people who identified with two or more races (3.4%), American Indian and Alaskan Native (2.7%), Asian (1.2%), Native Hawaiian and other Pacific Islander (0.7%), and black (0.4%). Ethnicity data indicate that 10.9% identified as Hispanic. In 2000 8.5% were foreign-born, with 72.4% from Latin America, including Mexico (43.5%) and Guatemala (28.9%).

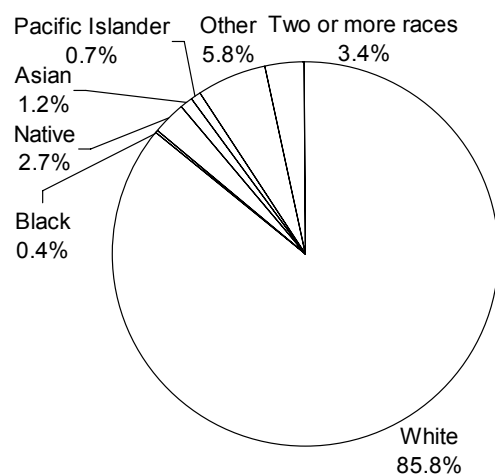
History

The first European exploration of what would become Mason County was completed by Lieutenant Charles Wilkes and his expeditionary team around 1839. The expedition encountered the Skokomish and Squaxin Island tribes, native inhabitants to the area. The diet of these tribes consisted mainly of salmon, berries, and roots. For a decade after its formation in 1854, Mason County was called Sahewamish County, named after one of the region's smaller tribes. The county was renamed in 1864 to honor Charles Mason, the first secretary to the Washington Territorial Legislature. The town of Oakland, now extinct but then roughly 2 miles north of present-day Shelton, was the original county seat. In 1888, allegedly due to the fact that Oakland residents

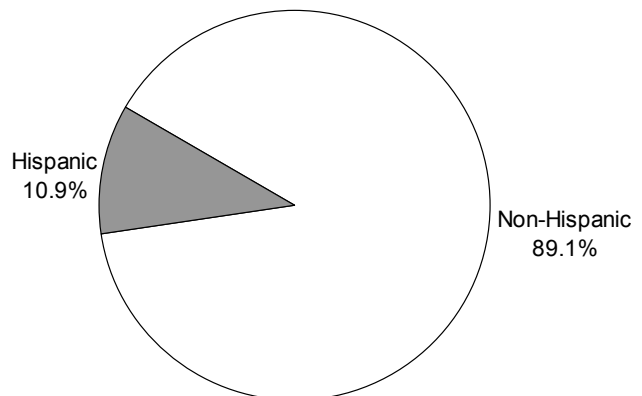
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



would not allow a saloon in town, Shelton, referred to as Sheltonville prior to 1888, was selected as the new county seat. Shelton quickly became the center of local commerce, particularly for timber interests.

Mason County's economic structure was largely built upon the logging industry. Lumber mills quickly followed as logging commenced. Adding to local prosperity were the miles of rail laid by the region's logging and lumber interests.¹ Three railroads operated out of the area by 1887, moving timber within the borders of Mason County. Farming, fishing, and the oyster industry also were beginning in other areas of the county at that time.² Oysters were a valuable local commodity, so much so that local oyster beds were all but depleted by 1887. This resulted in the creation of the Puget Sound Oyster Association. By 1902 hundreds of acres of Mason County waters were under cultivation, annually producing more than 25,000 sacks of oysters.

By 1888 Shelton had grown into a fair-sized city with a newspaper, schools, hotels, a funeral home, and railroads. Today forest products and aquaculture maintain prominence in the local economy.

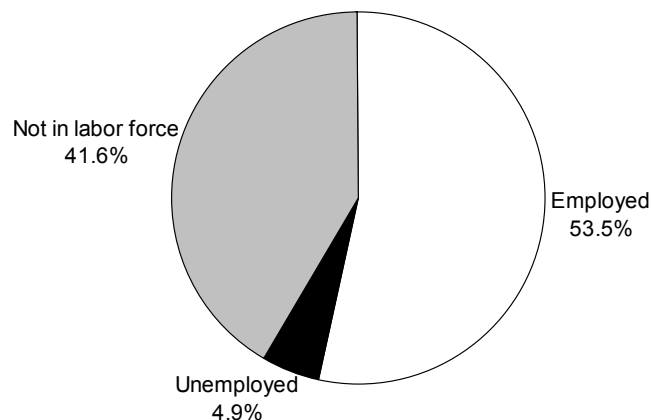
Squaxin Island Tribal members are direct descendants of the maritime people who lived and prospered along the shores and watersheds of South Puget Sound for centuries. Today the tribal headquarters are in Shelton. Squaxin Island Tribal Council, consisting of five persons elected to three-year terms by the general council, is the governing body. The tribe operates a health clinic providing primary care and dental services. Known as the "People of the Water," the tribe is comprised of seven bands that inhabited the headwaters of seven inlets. The Squaxin Island Tribe was one of the first Native American tribes to participate in the federal government's Self Governance Demonstration Project, moving to its reservation in modern-day Mason County in 1855. In addition to reservation lands on the mainland, the Squaxin Island Reservation occupies most of Squaxin Island, a small island north of Olympia. The tribe has sole access to the uninhabited island for fishing, hunting, camping, and recreational activities.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 53.5% of Shelton's potential labor force 16 years of age and older were employed, 4.9% were unemployed, and the unemployment rate was 8.5% (calculated by dividing the unemployed population by the labor force). In addition, 41.6% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were local, state, and federal government (25.6%,

2000 Employment structure



of which 3.5% were reported in agriculture, forestry, fishing, and hunting), educational, health, and social services (17.0%), retail trade (13.2%), public administration (12.9%), and manufacturing (10.8%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 5.9%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. The two major employers are Taylor Shellfish Farms and Green Diamond Lumber (formerly Simpson Lumber).

The per capita income in 1999 was \$16,303 and the median household income was \$32,500. In 1999 18.9% lived below the poverty level, slightly higher than the national average of 12.4%. In 2000, 78.3% lived in family households. There were 3,403 housing units in Shelton, with 60.1% owner occupied and 39.9% renter occupied. The housing unit vacancy rate was 6.2%.

Governance

The City of Shelton was incorporated in 1889. Shelton's commission style of government is unique in Washington State. The city is governed by a three-member commission, with members are elected to four-year terms as either the mayor, commissioner of public works, or commissioner of public safety. Shelton levies an 8.3% sales and use tax and a 10.3% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 35 miles west in Montesano. The 13th U.S. Coast Guard District Headquarters are in Seattle. The Squaxin Island

Tribe's Natural Resource and Public Safety offices are in Shelton. Public safety officers patrol the Squaxin Island Reservation and South Puget Sound waterways.³

Facilities

Shelton is accessible by land, sea, and air. The city is just east of U.S. Highway 101 that goes north from Olympia, around the Olympic Peninsula, and south along the coast. Sanderson Field Airport in Shelton is capable of handling business jet size aircraft. Seattle-Tacoma International Airport is the nearest major facility.

The Shelton School District has six elementary schools, four middle schools (including one alternative middle school), and two high schools. All but one middle school and one high school are in Shelton. Christian and Seventh Day Adventist schools provide private education for grades 1–12 and 1–8 respectively. Olympic College has a 27-acre branch campus in Shelton and provides a variety of programs including vocational and technical degrees. Mason County Public Utility District No. 3 administers electricity. Shelton offers city-owned and operated water, sewer, and garbage service, as well as a curbside recycling program. The City of Shelton's Police and Fire departments administer public safety. Mason General Hospital in Shelton provides full medical service. There are at least three motels located in the community.

The Port of Shelton consists of the airport, two industrial complexes, and a marina. The port is governed by a three-member commission. Commissioners are elected to six-year terms by county residents. The marina, located within Shelton city limits, is currently managed by the Shelton Yacht Club. The marina has 106 slips and offers visitor and permanent moorage with emergency haul-outs, a public boat ramp, gas dock, and berthing for Shelton-based watercraft up to 50 feet. There are numerous other marine facilities in Shelton. The Oakland Bay Marina will come under the supervision of the Port of Shelton in 2007, but it does not offer emergency haul-outs or a fuel dock. Jarrell's Cove on Harstine Island is privately owned and provides overnight and permanent moorage, a pump-out station, and a fuel dock. Jarrell's Cove State Park is on Harstine Island. This facility provides a moorage dock and buoys, a pump-out station, 20 tent sites, toilets, showers, picnic shelters, and group facilities. Hope Island State Park is a 106-acre marine camping park on a quiet, boat access only island with five buoys. Moorage fees are charged year-round for mooring at docks, floats, and buoys. Public launching with parking for vehicles and boat trailers is available at Arcadia Point, owned by the Squaxin Island Tribe.

Involvement in West Coast Fisheries

Commercial Fishing

There were at least three seafood processors operating in Shelton in 2000. Specific information (lb of product/value of product) is confidential. Oysters were the primary product in 2000.

Of the 449 vessels that delivered nonconfidential landings to Shelton in 2000, 6 were commercial vessels, 117 were personal use vessels, and 375 were tribal commercial vessels. Reported landings in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels making landings): crab 19 t/ \$87,042/ 22; salmon 502 t/ \$647,097/ 245; shellfish 245 t/ \$1,878,716/372; shrimp 1.9 t/ \$11,347/7; and other species 49 t/ \$42,740/ 6.

Shelton residents owned three vessels in 2000, all of which participated in the federally managed groundfish fishery. The number of vessels owned by Shelton residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: crab 1/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 3/1/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 3/0/0.⁴

One Shelton resident held one federal groundfish permit in 2000. The number of Shelton residents holding permits in each said fishery by state (WA/OR/CA) was: crab 1/0/0, highly migratory species NA/0/0, salmon 4/1/0, shellfish 1/0/NA, and other species 3/0/0.⁵

Shelton residents held 13 state commercial fishing permits in 2000. The number of state permits held by Shelton residents in each said fishery by state (WA/OR/CA) was: crab 1/0/0, salmon 6/1/0, shellfish 1/0/NA, and other species 4/0/0.⁶

Shellfish have been a mainstay for the Squaxin Island people for thousands of years and remain important today for subsistence, economic, and ceremonial purposes. The Squaxin Island Tribe runs Harstine Oyster Company and in cooperation with the State of Washington operates one of largest salmon net-pen programs in the Northwest. The net-pen facility, located between Squaxin and Harstine islands, releases about 2 million coho salmon into Puget Sound each year. According to their annual report, 203 tribal members harvested 305,934 pounds of Manila clams and 2,858 pounds of littleneck clams from 13 beaches in 2003. In two areas 57 tribal members harvested 298,423 pounds of geoduck and 3,448 pounds of horse clams. According to the same report, 57 tribal members harvested 14,398 pounds of Chinook salmon, 325,039 pounds of coho salmon, and 77,938 pounds of chum salmon.⁷

Sportfishing

At least one salmonid charter business operates out of Shelton. A total of five vendors are licensed to sell sportfishing permits. In 2003 Shelton vendors made 11,587 sportfishing license transactions valued at \$187,931. The annual sport catch in Washington State's Catch Record Card Area 13 (south Puget Sound) was 5,131 fish during the 2000–2001 license year. Based on catch card data, marine angler made 26,089 trips and took 1,649 Chinook salmon, 2,226 coho salmon, and 1,256 chum salmon. The bottomfish catch in Area 13 was 8,025. The recreational harvest of clams (pounds) and oysters (number) for the same area in 2000 was estimated to be 30,147 and 65,007 respectively; harvest occurred over an estimated 7,065 user trips. Littleneck clams and Manila clams accounted for 45.6% and 32.2% of the harvest respectively.

Subsistence

Subsistence harvest for marine species may exist in the Shelton area. However, the extent of subsistence harvesting is difficult to quantify due to a scarcity of data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Shelton residents owned five vessels that participated in North Pacific fisheries. These vessels landed approximately 124 tons in the Alaska salmon fishery valued at more than \$183,000. One vessel owned by a Shelton resident made landings in the North Pacific herring fishery, but specific information (landings in metric tons/value of landings) is confidential.

In 2000 Shelton residents held 14 North Pacific commercial fishing permits, including 5 individuals who held federal permits and 9 who held state permits (note: it is possible for individuals to hold more than one permit at a time). Shelton residents held six salmon, three shellfish, two herring, and one Bering Sea and Aleutian Islands groundfish Commercial Fisheries Entry Commission permits in 2000. A community member held one groundfish License Limitation Program permit. Residents held 115,207 halibut individual fishing quota shares.

Shelton residents held 21 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Shelton residents purchased 163 Alaskan sportfishing licenses in 2000.

Notes

1. City of Shelton. No date. History of Shelton in Mason County. Online at http://www.ci.shelton.wa.us/shelton/s_history.htm [accessed 31 January 2007].
2. Shelton-Mason County Chamber of Commerce. No date. History. Online at <http://www.sheltonchamber.org/49.php> [accessed 31 January 2007].
3. Squaxin Island Tribe. No date. Public safety. Online at <http://www.squaxinland.org/frames.html> [accessed 30 January 2007].
4. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
5. See note 4.
6. See note 4.
7. Squaxin Island Tribe. 2004. Annual report 2003. Online at <http://www.squaxinland.org/frames.html> [accessed 31 January 2007].

Silvana

People and Place

Location

Silvana is near the mouth of the Stillaguamish River in the northern Puget Sound region. Situated in Snohomish County, the area encompasses 1.5 square miles of land. The nearest major U.S. city is Seattle, a 45-mile drive south. Silvana's geographic coordinates are lat 48°12'09"N, long 122°15'09"W.

Demographic Profile

According to the 2000 U.S. Census, Silvana's population was 97. The gender composition was 50.5% female and 49.5% male. The median age of 38.3 was slightly higher than the national median of 35.3. There was an even age distribution between males and females, with 66% between the ages of 18 and 60.

The vast majority of Silvana's racial structure recorded by the 2000 U.S. Census was white (93.8%), followed by people who identified with another race (4.1%), and American Indian and Alaska Native (2.1). Ethnicity data indicate that 6.2% identified as Hispanic.

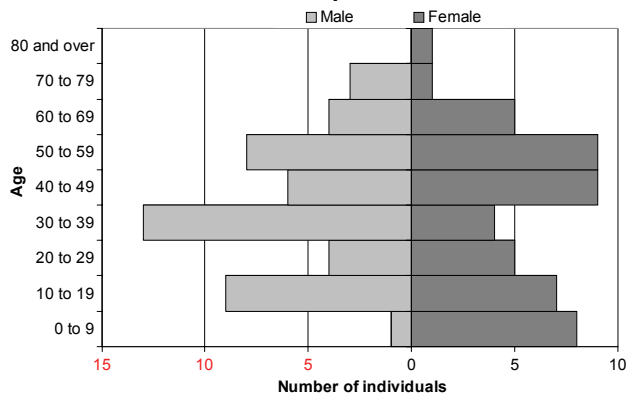
Approximately 82.5% lived in family households.

History

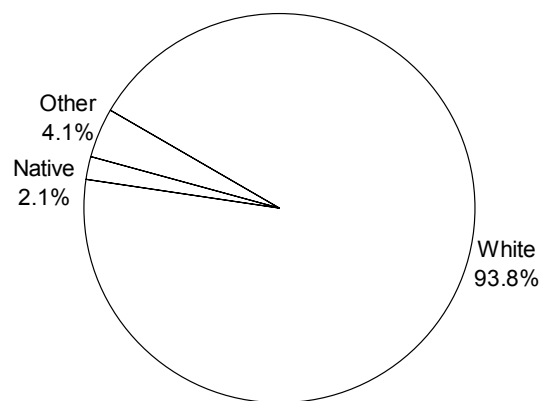
The area surrounding Silvana was home to Native Americans, primarily of the Stillaguamish and Skagit tribes. The Stillaguamish Tribe is composed of descendants of the 1855 Stoluck-wa-mish River Tribe that resided on the main branch and north and south forks of the Stillaguamish River.¹ Historically tribal members made their living fishing for salmon, hunting for deer, and gathering berries and roots. The tribe was party to the Treaty of Point Elliot in 1855. There were no separate reservations established for the Stillaguamish Indians at the time of the treaty. Some tribal members have moved to the Tulalip Reservation but the majority live in the aboriginal area along the Stillaguamish River. In 1970 the tribe was granted 58,600 acres from the federal government in northern Snohomish County. Tribal headquarters, including a Natural Resource Department, are located in Arlington, about 7 miles east of Silvana. There are 237 individuals enrolled as tribal members. For more information on the Skagit Tribe, see the La Connor community profile.

The first European American settlers to arrive in the Stanwood and Silvana areas came in the 1850s and were primarily homesteaders from Utsalady on the north end of Camano Island. In 1864 the first logging camps and

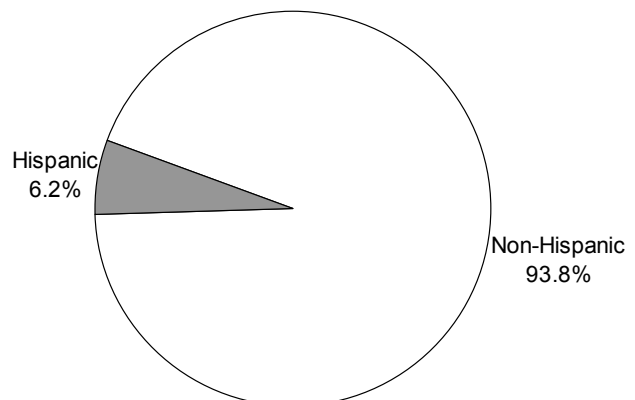
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



farms were established around a trading post named Florence, located 9 miles northwest of Silvana on the Stillaguamish River. Over the next 10 years, Florence competed with another trading post to the north, named Stanwood. Eventually Stanwood became the largest community at the mouth of the Stillaguamish River, home to two lumber mills and canneries. Meanwhile settlers established several other small but thriving communities with their own stores, churches, and schools including the community of Silvana, a largely Scandinavian farming community. Farmers sold their oats, hay, and shingles for cash. In the late 1890s the area was one of the largest settlements of Norwegian immigrants in the West.² The Old Silvana General Store and the Bricky Brack 'n Bait Shop are in the oldest building in town, built in 1896 by a Norwegian immigrant.

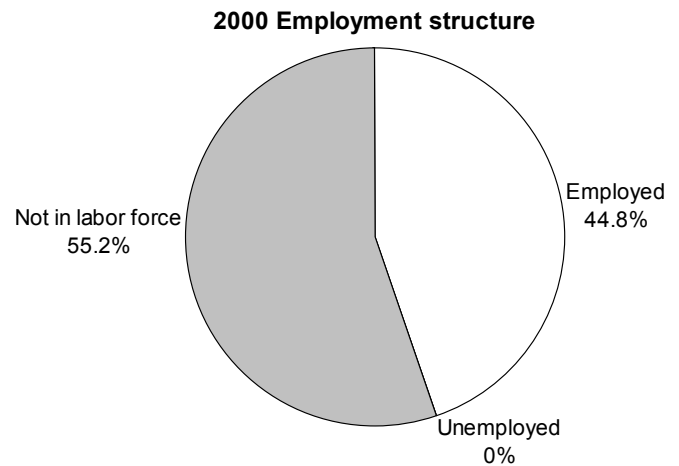
Located along Pioneer Highway in the Stillaguamish River delta, Silvana is surrounded by farmland that is heavily affected by the flooding of the Skagit and Stillaguamish rivers. The town was named after the Roman god Silvanus, the god of forests and the protector of homesteads, herds, and flocks. Silvana boasts the Little White Church on the Hill that overlooks the scenic Stillaguamish River Valley. The church was built in 1890 with funds raised by the ladies aid of the congregation that formed in the early 1880s.

Silvana was once popular for rock 'n' roll dances at the Viking Hall in the 1950s and 1960s, seasonal floods in the fall, and a well ingrained Scandinavian agricultural heritage. But today it has been suggested that the town is becoming the "car-culture capital of Snohomish County."³ Visitors are drawn to the town for the salmon runs and over the summer months for community events. In May the Old Silvana General Store sponsors the Old Silvana Motorcycle and Car Show. The Silvana Bridge beach is popular with locals during the summer months and in July visitors come to the town for the annual Silvana Community Fair.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 44.8% of Silvana's potential labor force 16 years of age and older were employed and the unemployment rate was 0%. In addition, 55.2% were not in the labor force, as compared to the national average of 36.1%. The major employment sectors were state government (48.8% in health care support occupations [67.7%, females]), office and administrative support occupations (32.3%), and installation, maintenance, and repair occupations (27.9%). Natural resource jobs including agriculture,



forestry, fishing, and hunting employed 0%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. Local businesses include the Old Silvana General Store, Bricky Brack 'n Bait, Silvana Meats, Gabe Gile's Aggressive Offroad, Willow and Jim's Country Café, an antique mall, and gift shops.

The per capita income in 1999 was \$21,070 and the median household income was \$33,274. In 1999 0% lived below the poverty level. In 2000 there were 42 housing units in Silvana, with 65.8% owner occupied and 34.2% renter occupied. The housing unit vacancy rate was 9.5%.

Governance

Silvana is a census defined place and therefore has no formal government structure. Snohomish County levies an 8.3% sales and use tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is in Mill Creek, 30 miles south. The U.S. Coast Guard Station Bellingham, home to six vessels, is responsible for the Silvana area. The station's area of responsibility includes the San Juan Islands north to the Canada border and south to Admiralty Inlet.

Facilities

Silvana is accessible by ground. The small community is located on Washington Highway 530, 2

miles west of Interstate 5 (north-south) at the Arlington exit. There is no public transportation in Silvana; residents travel to Stanwood, 8 miles northwest, or Arlington, 7 miles east, to utilize county bus services. The Snohomish County Airport Paine Field in Everett, 18 miles south, is the nearest airport certified for carrier operations. The Seattle-Tacoma International Airport is the nearest major facility.

Children in Silvana attend schools in Arlington and Stanwood. Combined the districts serve more than 5,000 students. The Stanwood-Camano School District operates five elementary schools, one high school, and one alternative high school for students who benefit from nontraditional educational experiences. The Arlington School District consists of five elementary schools, one middle school, one high school, one alternative high school, and a support center for home-schooling families. Columbia College, 13 miles south in Marysville, was founded in 1980 and offers associate, bachelor's, and master's degrees. Everett Community College serves more than 8,000 students. The Pilchuck Glass School in Stanwood was founded in 1971 by artist Dale Chihuly. The Snohomish County Public Utility District administers electricity and water services. Puget Sound Energy offers natural gas service. Silvana has a fire station but no local police department. The Washington State Patrol and police from Stanwood and Arlington who occasionally drive through Silvana administer public safety. The Cascade Valley Hospital is in Arlington. Currently there are no hotels or motels located in Silvana, however there is one local park for recreational vehicles. There are two primary community centers in Silvana, Viking Hall and the Peace Lutheran Church.

There are several environmental groups active in Snohomish County and the Silvana area in particular. The Cascade Land Conservancy (CLC), based in Seattle, is active in the Silvana region. CLC has negotiated several conservation easements with landowners along the Stillaguamish River and is working to restore hydrologic connectivity to stream segments north of the town of Silvana. The Stillaguamish Implementation Review Committee, concerned with issues regarding salmon recovery, water quality, and watershed restoration efforts, meets regularly at the Peace Lutheran Church in Silvana. The Stilly Snohomish Fisheries Enhancement Task Force, based in Everett, also is active in the Silvana region through a channel rearing habitat restoration project along Glade Bakken.

The Snohomish County Marine Resources Advisory Committee (MRC), based in Everett, is an 11-member group of citizen volunteers established in 1999 to address local issues related to marine resource management and

advise county officials. Of the upper Puget Sound counties, Snohomish County is the most populous and has the largest amount of modified shoreline (99 miles of a total 133 miles), which is mainly due to the railroad bed that has been in existence for more than a century. The Snohomish MRC has been involved in several projects including: a Dungeness crab stewardship plan for Snohomish County, nearshore restoration projects, juvenile crab habitat projects, as well as numerous public involvement and education activities.⁴

Involvement in West Coast Fisheries

Commercial Fishing

Recorded data indicates that in 2000 there were zero West Coast fishery landings in the community. Additionally there were no vessels owned by Silvana residents. The number of vessels owned by Silvana residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/0.⁵

Data indicate that in 2000 the number of Silvana residents holding permits in each said fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, salmon 1/0/0, and shellfish 0/0/NA.⁶

According to the Boldt Decision,⁷ the usual and accustomed fishing grounds of the Stillaguamish Tribe, based in Arlington, include the entire Stillaguamish watershed. Though the tribe has rights "there is little participation [in commercial fishing] because of the [poor] market prices."⁸ The Stillaguamish Tribe does not have a fish processor. The tribe operates a hatchery and a smolt trapping system on the Stillaguamish River; the smolt trap is located in Silvana.

Sportfishing

There is one licensed agents selling fishing permits in Silvana. In 2003 there were four sportfishing license transactions valued at \$56. In Catch Record Card Area 8-2 (Port Susan and Gardner) the 2000 license year (1 April–31 March) sport catch, based on catch record cards, was 12,798 fish including 3,208 Chinook salmon, 9,574 coho salmon, 4 chum salmon, and 12 pink salmon. Marine anglers made 33,536 trips to Area 8-2 in 2000. Fishermen caught 70 sturgeon in Area 8-2. Boat-based anglers caught 1,449 bottomfish in Puget Sound within areas 8-1 (Deception Pass, Hope Island, and Skagit Bay) and 8-2. No recreational harvest estimate of clams and oysters for Area 8-2 was recorded in 2000.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Members of the Stillaguamish Tribe are engaged in subsistence fishing for salmon and shellfish in the Stillaguamish River near Silvana.⁹ However, subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

8. Field notes, Stillaguamish Tribe, Arlington, WA, 28 October 2004.

9. See note 8.

Involvement in North Pacific Fisheries

Commercial Fishing

Silvana residents owned one vessel in 2000 that was involved in North Pacific fisheries.

In 2000 one Silvana resident held a registered state permit and three residents held federal permits (note: it is possible for individuals to hold more than one permit at a time). The state permit was a salmon Commercial Fisheries Entry Commission permit. Residents held 1,112,115 halibut and 478,316 sablefish individual fishing quota shares in 2000.

Two Silvana residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Silvana residents purchased four Alaska sportfishing licenses in 2000.

Notes

1. U.S. Department of Health and Human Services, Indian Health Service. 2003. Stillaguamish Tribe. Online at <http://www.ihs.gov/FacilitiesServices/AreaOffices/Portland/portland-tribe-stillaguamish.asp> [accessed 31 January 2007].

2. Stanwood Area Historical Society. No date. A short history of Stanwood and Camano Island. Online at <http://www.sahs-fncc.org/sahshistory2.html> [accessed 31 January 2007].

3. P. Whitely. 2004. Revving the engine of commerce. The Seattle Times, Seattle, WA., 12 May 2004. Online at <http://archives.seattletimes.nwsourc.com/cgi-bin/texis.cgi/web/vortex/display?slug=cars12n&date=20040512&query=Revving+the+engine+of+commerce> [accessed 31 January 2007].

4. Snohomish County Marine Resource Committee. 2003. The role of the Snohomish County Marine Resources Advisory Committee in the Northwest Straits Marine Conservation Initiative. Online at http://www.psat.wa.gov/Publications/03_proceedings/PAPERS/ORAL/10b_johns.pdf [accessed 31 January 2007].

5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

6. See note 5.

7. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].

South Bend

People and Place

Location

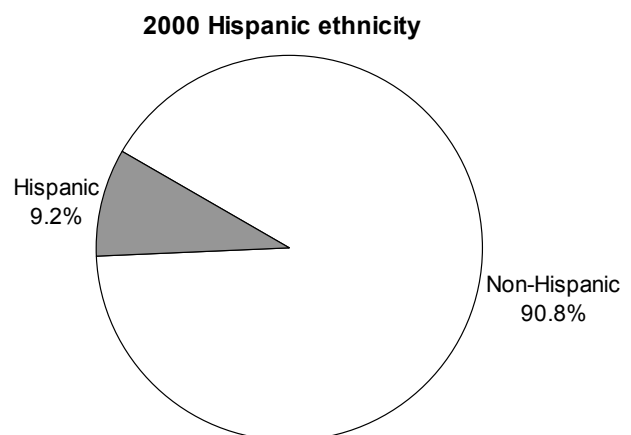
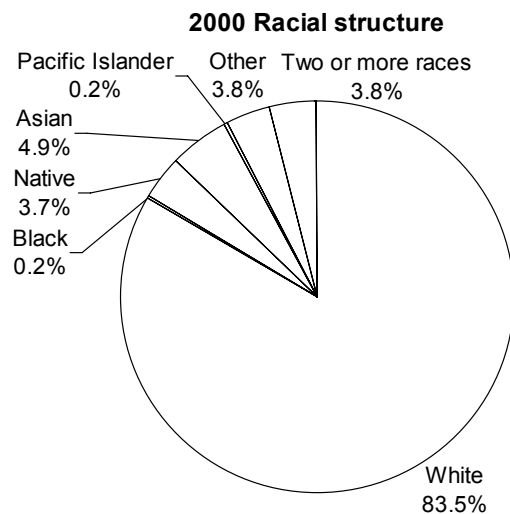
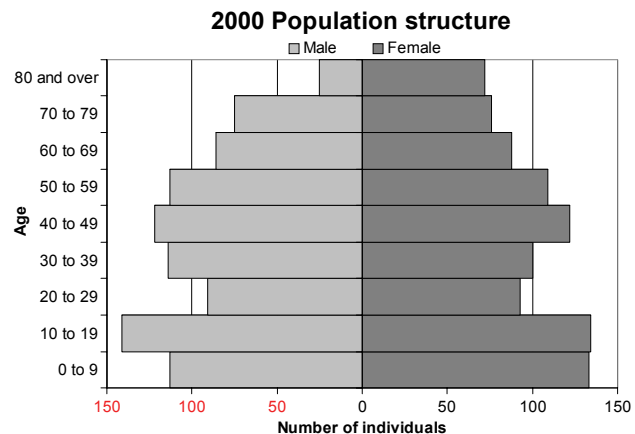
South Bend is in southwestern Washington at a pronounced southward bend in the Willapa River, which flows northwest into Willapa Bay. Situated in Pacific County, the city encompasses 1.81 square miles of land and 0.38 square miles of water area. The nearest major U.S. city is Seattle, a 129-mile drive northeast. South Bend's geographic coordinates are lat 46°39'48"N, long 123°48'12"W.

Demographic Profile

According to the 2000 U.S. Census, South Bend's population was 1,807, a 16.5% increase from 1,551 in 1990. The gender composition was 51.3% female and 48.7% male. The median age of 39.4 was about 5 years older than the national median of 35.3. Of the population 18 years of age and older, 73.6% had a high school education (including equivalency) or higher, 13.0% had earned a bachelor's degree or higher, and 5.5% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attained for 35.7% of all residents was a high school degree.

The vast majority of the South Bend's racial structure recorded by the 2000 U.S. Census was white (83.5%), followed by Asian (4.9%), people who identified with another race (3.8%), people who identified with two or more races (3.8%), American Indian or Alaskan Native (3.7%), black (0.2%), and Native Hawaiian or other Pacific Islander (0.2%). Ethnicity data indicate that 9.2% identified as Hispanic. Larger Asian, Hispanic, and American Indian populations set South Bend apart from other local communities. In 2000 only 2.1% of Pacific County identified as Asian, 5% as Hispanic, 2.4% as American Indian or Native Alaskan, and 90.5% as white. In 1990 1.7% of South Bend's population identified as Hispanic. By 2000, the area's Hispanic population had experienced a net increase of 441%. The city's Asian population, while still significantly large, experienced a net decrease of 51% between censuses. The city's American Indian population remained stable over time.

In 2000 9.7% of South Bend's population were foreign-born, with 48% from Mexico, 2.9% from El Salvador, 17% from Laos, 6.3% from Cambodia, 3.2% from Thailand, 5.1% from Europe (United Kingdom and Germany), and 11.4% from Canada. Many immigrant and minority residents may be attracted to South Bend



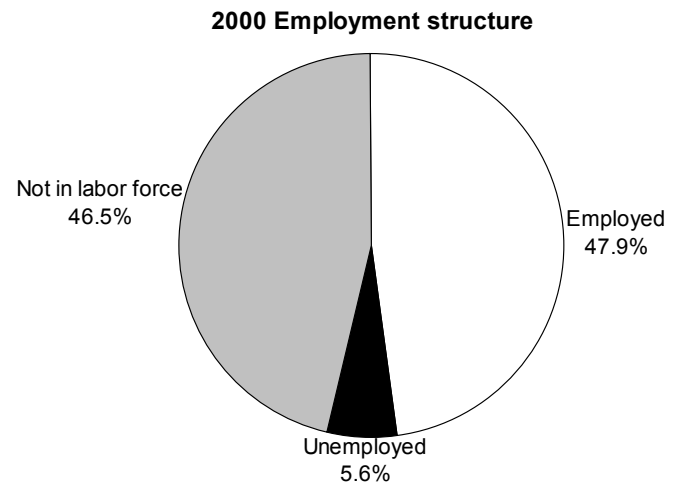
because of numerous employment opportunities in local oyster processors and canneries and the growing local industry in nontimber forest resources (greens harvested in forests for use in decorative bouquets and other products).¹ Neighboring Raymond also houses substantial Hispanic and Laotian communities.²

In 2000 South Bend's population lived in 702 households, with 81.2% of residents living in family households.

History

South Bend is named after its location on a prominent bend in the Willapa River, which flows along the western edge of the community.³ The northern portion of Pacific County has historically been home to native peoples from the Chehalis, Chinook, and Willapa language groups.⁴ The area near South Bend was inhabited predominately by the Chinook, whose overall territory included the region bordering the mouth of the Columbia River in Washington and Oregon and the greater part of the area surrounding Willapa Bay.⁵ Native groups depended heavily on fishing and coastal resources and developed extensive trade networks within the region. They harvested native oyster species in Willapa Bay and fished for salmon and sturgeon in the Columbia, the Willapa, and other area rivers. Starting in the 1850s, native populations throughout the region were devastated by introduced diseases and conflicts with white settlers. However, a substantial native community still resides in the South Bend area. Some people of native descent living in or near South Bend have membership in the Quinault Indian Nation or Shoalwater Bay Tribe, both of which have small reservations to the north, and others are members of the Chinook Nation, which is currently seeking federal recognition.

The contemporary community of South Bend originated in 1869 when two entrepreneurs established a lumber mill and wharf at the site, drawing mill workers and homesteaders to the area. Starting in 1889, South Bend's ideal location on a navigable river in the heart of timber country and rumors that it might become the westernmost terminus for the Northern Pacific Railway fueled a short-lived economic boom. Between 1889 and 1895, the local population grew from 150 to 3,500. Local property values skyrocketed and speculators marketed South Bend as the "Baltimore of the West" and the "San Francisco of the Northwest."⁶ During this boom the community also became a regional political force. Following an election dispute in 1893, South Bend residents removed all of the records from the county courthouse in Oysterville (a neighboring community on Willapa Bay) and formally established South Bend as the new county seat, a role that it still plays today. However,



boom times in South Bend were short-lived. A railroad line to Chehalis was completed in 1893 but was never connected to Yakima, ending South Bend's chances of becoming a major commercial outlet for visitors and businesses from Eastern Washington.⁷ Because civic leaders had given all of the community's waterfront lots to the railroad, nearby Raymond arose as a more attractive site for industrial development, and this neighboring community began to compete with South Bend for resources and residents.

Although South Bend never became the "Planned City of the Future" that investors had tried diligently to create, the community has persisted due to its role in municipal governance and its substantial roots in the regional timber, fishing, and aquaculture industries.⁸ During World War I, the Army established facilities for logging spruce in the Willapa Bay area, reviving the local timber industry. Today Weyerhaeuser and other smaller lumber companies continue to log on private land in the vicinity of South Bend. During a site visit in 2004, the city's historic downtown "lumber exchange" building sat empty. Although the city may no longer be a hub for the timber trade, the industry remains important locally.

A downtown monument to the Ladies of the Oyster Industry and the Fishermen of Willapa Bay commemorates the importance of these two industries to the community. At low tide half of Willapa Bay becomes exposed, creating 40,000 intertidal acres that provide ideal habitat for oysters.⁹ In the late nineteenth century, settlers throughout the Willapa Bay area began harvesting these native oysters, which they shipped to lucrative markets in California. When native oyster populations declined significantly in the late 1800s, Willapa Bay residents established oyster farms in an attempt to revive the industry. In 1891 the Washington State Legislature allowed oyster growers to purchase or lease areas of the bay that they had been farming,

creating the system of private ownership that structures the Willapa Bay oyster industry today. Attempts to farm native oysters were not highly successful, but the industry was revitalized in the early 1900s when farmers began raising larger oysters native to the eastern United States and again in the late 1920s with the introduction of the Pacific oyster, a native of Japan. Today South Bend hosts a processor operated by Hilton's Coast Seafoods, a vertically integrated company with operations in Washington, California, and Hawaii, and oyster aquaculture is a critical source of jobs and revenue for the community. Signs marking the contemporary entrance to South Bend announce that it is the "Oyster Capital of the World."

Commercial fishing also has been an important activity for residents of South Bend. Before the use of fixed gear was banned on the Washington side of the Columbia River in 1934, local fishermen relied heavily on fish traps, seines, and fish wheels to harvest salmon on the Columbia and Willapa rivers, but the dominant form of fishing in the vicinity has traditionally been gillnetting. Local gillnetters are organized into cooperative drift associations and unions that distribute fishing rights and structure social and political life within the profession, and a sign near the boat launch just outside of South Bend informs recreational boaters on how to avoid gillnets.¹⁰ Following the decline of salmon populations in the area, many local fishermen participate at least seasonally in West Coast and North Pacific fisheries. Shrimp, crab, and razor clams also are popular commercial species in South Bend, and Dungeness Development Associates operates a major processing facility for crab, shrimp, canned fish, and caviar. Over the years sportfishing also has increased in importance in the area, and many boaters use the launch just outside of town.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 47.9% of South Bend's potential labor force 16 years of age and older were employed, 5.6% were unemployed, and the unemployment rate was 10.5% (calculated by dividing the unemployed population by the labor force). Another 46.5% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were education, health, and social services (21.6%), local, state, and federal governments (21.1%), manufacturing (18.3%), entertainment, recreation, accommodation, and food services (9.1%), professional, scientific, management, administrative, and waste management services (8.1%), retail trade (7.7%), and

construction (6.2%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 8%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

South Bend's economy depends heavily on the oyster aquaculture industry and offices and services associated with the community's role as county seat. Major employers include the Pacific County government, Coast Seafoods Company (an oyster processing facility), the South Bend School District, and the Willapa Harbor Hospital.

The per capita income in 1999 was \$14,776 and the median household income was \$29,211. In 1999 18.3% lived below the poverty level, much higher than the national average of 12.4%. In 2000 there were 815 housing units in South Bend, with 66.7% owner occupied and 33.3% renter occupied. The housing unit vacancy rate was 13.9%, with 18.6% vacant due to seasonal, recreational, or occasional use.

Governance

South Bend is the county seat of Pacific County and one of only four incorporated cities within the county's jurisdiction. A mayor and a five-member city council govern the City of South Bend. A 7.8% sales and use tax and a 9.8% lodging tax apply in South Bend. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is 31 miles northeast in Montesano. The nearest U.S. Coast Guard (USCG) Group/Air Station Astoria is 51 miles south in Warrenton, Oregon, and the USCG operates the National Motor Lifeboat School in Ilwaco, 41 miles south.

Facilities

South Bend is accessible by land, air, and water. The city is on U.S. Highway 101, which runs north-south. The Willapa Harbor Airport in Raymond, 5 miles east, provides a paved runway that is open to the public. Astoria (Oregon) Regional Airport, 46 miles south, is the nearest airport facility certified for carrier operations. The Seattle-Tacoma International Airport is the nearest major facility.

The South Bend School District 118 offers an elementary school, a middle school, and a high school.¹¹ Grays Harbor College is in Aberdeen. The City of South Bend provides electricity, water, sewer, and garbage services. The South Bend Police Department, the Pacific County Sheriff's Office, the South Bend Fire Department, and the South Bend Volunteer Fire Department administer public safety. Willapa Harbor Hospital is in South Bend. There are a few small motels, campgrounds, and recreational vehicle parks located in the vicinity, but no major chain hotels.

Boating facilities in South Bend include a recently renovated boat launch, expanded parking area just south of the community on U.S. Highway 101, and a new metal recreational dock with two walkways; one on the Willapa River is American Disability Act accessible and runs the length of downtown. Commercial fishermen based in South Bend also may utilize the Port of Willapa Harbor in Raymond. The Port of Willapa features a 600-foot high dock wharf, 750 feet of floats, electricity, fresh water, moorage space for smaller boats, and a 5,000-pound capacity dock crane.¹² See the Raymond community profile for additional information on harbor facilities.

Involvement in West Coast Fisheries

Commercial Fishing

There are two main seafood processing plants in South Bend. Hilton's Coast Seafoods Company operates a large oyster-processing plant and has also purchased smaller processors in neighboring communities on Willapa Bay. The Coast Seafoods plant can reportedly process up to a half million oysters per shift.¹³ Dungeness Development Associates also is headquartered in South Bend, where the company processes Dungeness crab, shrimp (fresh, frozen, and canned), and canned fish (smoked and in natural juices).¹⁴

In 2000 276 unique vessels, including 209 commercial vessels, 18 tribal commercial vessels, 6 aquaculture vessels, and 43 personal vessels, delivered landings in Willapa Bay. Landings data for South Bend were recorded as part of the Willapa Bay Port Group that includes the communities of Bay Center, Nahcotta, Naselle, Tokeland, and Raymond. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab 444.9 t/\$1,941,008/44; groundfish 4.6 t/\$3,889/6; salmon 122.5 t/\$178,084/71; shellfish 26.8 t/\$73,534/63; and shrimp

399.9 t/\$397,143/8; and other species 13.1 t/\$31,242/51. See the Naselle, Tokeland, and Raymond community profiles for additional information about these communities.

South Bend residents owned 21 vessels in 2000 that participated in West Coast fisheries, including 9 vessels that participated in the federally managed groundfish fishery. The number of vessels that participated in each said fishery by state (WA/OR/CA) was: crab 2/0/0, groundfish 1/0/NA, highly migratory species NA/0/NA, salmon 6/2/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 2/0/0.¹⁵

Two individuals living in South Bend held two federal groundfish fishery permits in 2000. The number holding permits in each said fishery by state (WA/OR/CA) was: crab 6/1/0, highly migratory species NA/0/0, salmon 13/1/0, shellfish 8/0/NA, shrimp 3/4/2, and other species 1/0/1.¹⁶

South Bend residents held a total of 40 federal permits and 38 state permits in 2000. The number in each said fishery by state (WA/OR/CA) was: crab 7/1/0, highly migratory species NA/0/0, salmon 15/1/0, shellfish 8/0/NA, shrimp 3/4/0, and other species 1/0/0.¹⁷

Sportfishing

A number of South Bend residents engage in sportfishing or operate sportfishing businesses in Willapa Bay and along the nearby Pacific Coast. According to the WDFW, there are no sportfishing license vendors operating in South Bend. In 2003 and 2004, no South Bend residents owned or operated charter boats in Washington State.

In Catch Record Card Area 2-1 (Willapa Bay) the 2000–2001 sport catch, based on catch record cards, was 870 fish including 468 Chinook salmon, 354 coho salmon, and 48 jack salmon (immature males). The total catch was down from 2,137 salmon recorded in the 1999–2000 season. The number of marine angler trips in the sport salmon fishery for 2000 is not available. The 2000–2001 sport sturgeon catch was 96 fish.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Chinook Tribe and other nontribal subsistence fishermen may obtain fishery resources from waters near South Bend, particularly from the Willapa River, nearby tributaries, and Willapa Bay; however, subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

South Bend residents owned six vessels in 2000 that participated in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): groundfish confidential/confidential/2, halibut confidential/confidential/2, and salmon confidential/confidential/3.

In 2000 South Bend residents held 14 North Pacific permits, including 6 individuals holding federal permits and 6 individuals holding state permits (note: it is possible for individuals to hold more than one permit at a time). Community members held three groundfish License Limitation Program permits and two Bering Sea and Aleutian Islands groundfish permits, one halibut permits, three salmon permits, and one shellfish Commercial Fisheries Entry Commission permit. South Bend fishermen held 67,439 halibut individual fishing quota shares in 2000.

In 2000 14 South Bend residents held crew member licenses for North Pacific fisheries.

Sportfishing

South Bend residents purchased four Alaska sportfishing licenses in 2000.

Notes

1. Field notes, Pacific County Historical Society Museum, South Bend, WA, 4 September 2004.
2. C. McGann. 2002. Immigrants fill up local labor pool. *Seattle Post-Intelligencer*, Seattle, 10 December 2002. Online at http://seattlepi.nwsource.com/local/99233_immigrant10.shtml [accessed on 31 January 2007].
3. Tacoma Public Library. 2004. Washington State place names index. Online at <http://search.tpl.lib.wa.us/wanames> [accessed 31 January 2007].
4. Willapa Bay Organization. 2004. Communities, history. Online at <http://www.visit.willapabay.org/pages/communities.html> [accessed 31 January 2007].
5. University of Oregon. 2004. Chinook Tribes. University of Oregon, Dept. Linguistics, Eugene. Online at <http://logos.uoregon.edu/explore/oregon/chtribes.html> [accessed 31 January 2007].
6. City of South Bend. 2000. A short history of South Bend. Online at <http://users.techline.com/sbcity/history.htm> [accessed 31 January 2007].
7. See note 6.
8. See note 1.
9. Wilson, D. 2001. Made for each other: Oysters and Willapa Bay. *Chinook Observer*, Long Beach, WA, 28 November 2001, C2.
10. I. Martin. 1994. *Legacy and testament: The story of the Columbia River gillnetters*. Washington State University Press, Pullman.

11. South Bend School District. 2003. Home page. Online at <http://www.southbend.wednet.edu/> [accessed 31 January 2007].

12. Port of Willapa Harbor. No date. Main port facilities. Online at http://portofwillapaharbor.com/pages/fac_main.html [accessed 31 January 2007].

13. Hilton's Coast Seafoods Company. No date. Home page. Online at <http://www.coastseafoods.com/> [accessed 31 January 2007].

14. Dungeness Development Associates, Inc. No date. About us. Online at <http://www.dungenessassoc.com/company.htm> [accessed 31 January 2007].

15. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

16. See note 15.

17. See note 15.

Stanwood

People and Place

Location

Stanwood is in north-central Washington, along the Stillaguamish River. Situated in Snohomish County, the city encompasses approximately 2 square miles of land. The nearest major U.S. city is Seattle, a 50-mile drive south. Stanwood's geographic coordinates are lat 48°14'29"N, long 122°22'10"W.

Demographic Profile

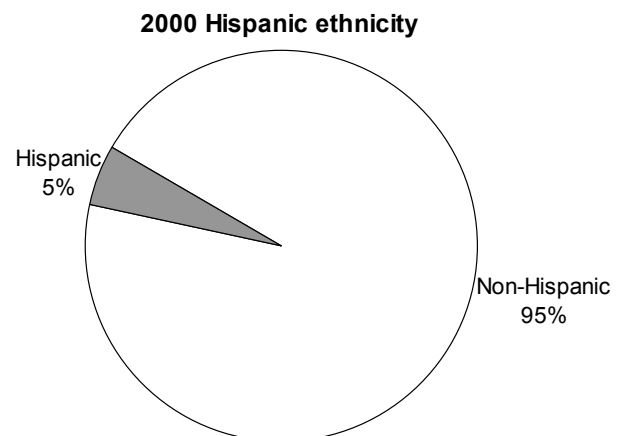
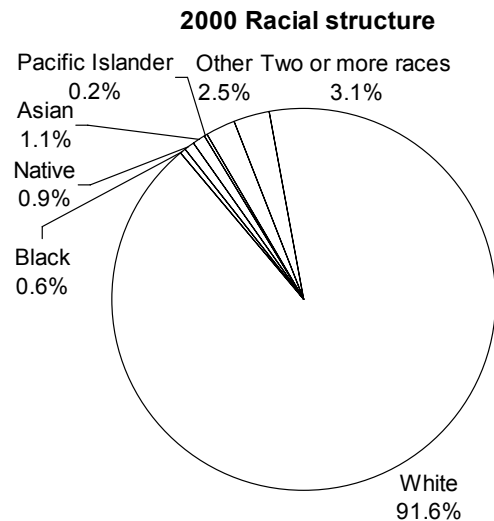
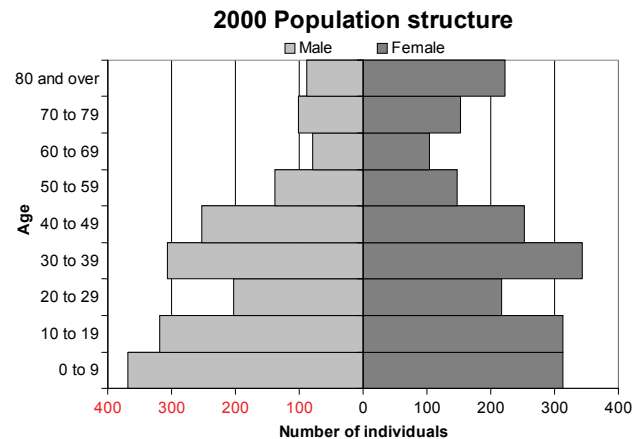
According to the 2000 U.S. Census, Stanwood's population was 3,923, a 100.1% increase since 1990. The gender composition was 52.7% female and 47.3% male. The median age of 33.9 was slightly lower than the national median of 35.3. In 2000 31% were between the ages of 25 and 45 and 26.9% were under the age of 15. Of the population 18 years of age and older, 84.4% had a high school education (including equivalency) or higher, 16.5% had received a bachelor's degree or higher, and 4.6% had attained a graduate or professional degree, compared to the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Stanwood's racial structure recorded by the 2000 U.S. Census was white (91.6%), followed by people who identified with two or more races (3.1%), people who identified with another race (2.5%), Asian (1.1%), American Indian and Alaska Native (0.9%), black (0.6%), and Pacific Islander (0.2%). Ethnicity data indicate that 5% identified as Hispanic. In 2000 4.1% were foreign-born, with 59.7% from Mexico.

In 2000 81% of Stanwood's population lived family households.

History

The area surrounding Stanwood was home to Native Americans primarily of the Stillaguamish and Skagit tribes. The Stillaguamish Tribe is composed of descendants of the 1855 Stoluck-wa-mish River Tribe that resided on the main branch and north and south forks of the river.¹ Historically tribal members made their living fishing for salmon, hunting for deer, and gathering berries and roots. There were no separate reservations established for the Stillaguamish Indians at the time of the 1855 Point Elliot Treaty. Some tribal members have moved to the Tulalip Reservation, but the majority live in the aboriginal area along the Stillaguamish River. In 1970 the tribe was granted 58,600 acres from the federal government in northern Snohomish County. Tribal



headquarters, including a Natural Resource Department, are located in Arlington, about 7 miles east of Stanwood. There are 237 individuals enrolled as tribal members. For information on the Skagit Tribe see the La Connor community profile.

In the late 1850s European American settlers arrived in the Stanwood area via Utsalady, located on the north end of Camano Island, 5 miles west. In 1864 the first logging camps and farms were established around a trading post named Florence, 3 miles southeast of Stanwood, on the Stillaguamish River. Over the next 10 years, Florence competed with another trading post to the north, named Centerville, first settled in 1866. Centerville had two lumber mills and canneries. In 1877 the post office in Centerville was renamed Stanwood and the town became the largest community at the mouth of the Stillaguamish River. Meanwhile settlers established several other small but thriving communities with their own stores, churches, and schools including the community of Silvana. Stanwood and Silvana were largely Scandinavian farming communities; farmers in the area sold their oats, hay, and shingles for cash. In the late 1890s the region was home to one of the largest settlements of Norwegian immigrants in the West.²

The railway arrived in the Stanwood area in the early 1900s and a large depot was built east of town. A new settlement, East Stanwood, developed around this time and the two communities maintained a bitter rivalry until 1960, when they finally united.³ Today Stanwood is known for its farms and sense of community. Construction, development, service, and technology careers have as a whole surpassed Stanwood's historical natural resource career base. The downtown area supports numerous art galleries and the world famous Pilchuck School, founded by glass artist Dale Chihuly, which has attracted several fine artists to the area.

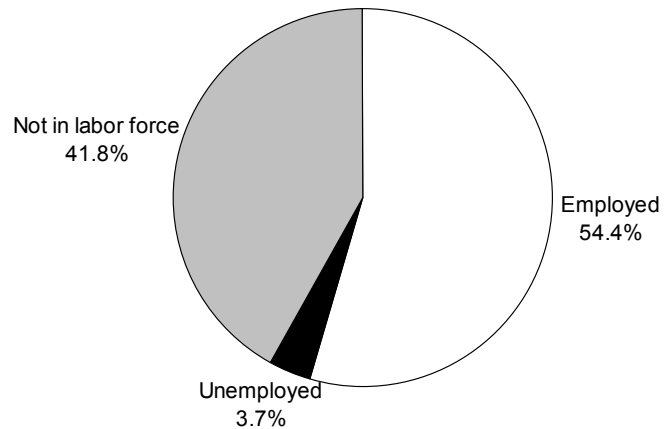
Stanwood residents and tourists enjoy numerous annual events such as the Fourth of July Celebration, the Stanwood-Camano Community Fair, the Juried Art Show, and the Lions' Lutfisk dinner. In addition to the city's riverfront, there are several parks including Snohomish County's Kayak Point Park and three Washington State Parks—Wenberg, Camano Island, and Cama Beach.

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 54.4% Stanwood's potential labor force 16 years of age and older were employed, 3.7% were unemployed, and the unemployment rate was 6.4% (calculated by dividing the unemployed population by the labor force). In 2000

2000 Employment structure



41.8% were not in the labor force as compared to the national average of 36.1%. The major employment sectors were management, professional and related occupations (30%), sales and office occupations (24.2%), service occupations (24.2%), and local, state, and federal government (18.2%). Natural resource jobs including agriculture, forestry, fishing, hunting, and mining employed 0.6%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

The agriculture industry remains an important contributor to the local economy. Seed, produce, and meat production are the primary industries in north Snohomish County. The Alf Christianson Seed Company is among the nation's largest independent seed growers and Twin City Foods, a frozen vegetable wholesaler, is Stanwood's largest employer. In addition several local growers participate in local Farmer's Markets during the summer months.

The per capita income in 1999 was \$16,775 and the median household income was \$44,512. In 1999 12% lived below the poverty level. In 2000 there were 1,508 housing units in the Stanwood, with 58.3% owner occupied and 41.7% renter occupied. The vacant housing unit rate was 7%, with 15.1% vacant due to seasonal, recreational, or occasional use.

Governance

Stanwood is governed by a mayor and five city council members. Snohomish County levies an 8.3% sales and use tax and a 2% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific

Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife (WDFW) Regional Office is 35 miles south in Mill Creek. The U.S. Coast Guard Station Bellingham, home to six vessels, is responsible for marine safety in the region. The station's area of responsibility includes the San Juan Islands north to the Canada border and south to Admiralty Inlet.

Facilities

Stanwood is accessible by ground and air. The city is located at the intersections of Washington State highways (east-west) 530 and 532, about 5 miles west of Interstate 5 (north-south). Community, Island, and Skagit Area Transit systems provide bus service. There are Greyhound Bus stations in Mount Vernon, 15 miles south, and Everett, 25 miles south. Reinig Airport at the Camano Island Airfield is in Stanwood. The Snohomish County Airport Paine Field in Everett is the nearest airport certified for carrier operations. The Seattle-Tacoma International Airport is the nearest major facility.

The Stanwood-Camano School District, serving more than 5,000 students, operates 5 elementary schools, 2 middle schools, 1 high school, and 1 alternative high school. Skagit Valley College in Mount Vernon has an enrollment of more than 3,400. Additionally Everett Community College has more than 8,000 students.

The Snohomish County Public Utility District administers electricity. The Water Department at Stanwood Utilities provides water and sewer services. Cascade Natural Gas is the natural gas provider. The Stanwood Police and Fire departments administer public safety. The Stanwood Camano Medical Center serves community residents and Skagit Valley Hospital is in Mount Vernon. There are several community services and organizations in Stanwood including the Stanwood Community Library, Camano Action for a Rural Environment, the Stanwood Area Historical Society, and several places of worship. There are no hotels or motels located within the city.

The Snohomish County Marine Resources Advisory Committee (MRC), based 25 miles south in Everett, is an 11-member group of citizen volunteers established in 1999 to address local issues related to marine resource management and advise county officials. Of the Northwest Straits counties, Snohomish County is the most populous and has the largest amount of modified shoreline (99 miles of a total 133 miles), which is mainly due to the railroad bed that has been in existence for more than a century. The Snohomish MRC has been involved in several projects including a Dungeness crab stewardship plan for Snohomish County, nearshore

restoration projects, juvenile crab habitat projects, and numerous public involvement and education activities.⁴

Involvement in West Coast Fisheries

Commercial Fishing

North Star Cold Storage, a full service cold storage facility with processing services, is in Stanwood. Founded in 1989, North Star offers custom processing of crab and finfish, flack ice for fresh fish packing, and rail service.

Landing data for Stanwood were recorded as part of the Other North Puget Sound Ports port group that includes Coupeville, Deer Harbor, Point Roberts West Beach, and Whidbey Island. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/ value of said landings/number of vessels landing): coastal pelagic confidential/confidential/2; crab 17 t/\$77,754/8; salmon 7 t/\$13,164/4; shrimp 14 t/\$73,992/6; and other species confidential/confidential/2.

Stanwood residents owned nine vessels in 2000 that participated in West Coast fisheries, including three vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Stanwood residents in 2000 participating in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 2/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 5/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 2/0/0.⁵

Available data indicate that in 2000 the number of Stanwood residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 6/0/0, highly migratory species NA/0/0, salmon 7/0/0, and shellfish 0/0/NA.⁶

Stanwood residents held 16 state permits in 2000. The number of permits held by Stanwood community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 8/0/0, highly migratory species NA/0/0, salmon 7/0/0, and shellfish 0/0/NA.⁷

According to the Boldt Decision,⁸ the usual and accustomed fishing grounds of the Stillaguamish Tribe, based in Arlington, include the entire Stillaguamish watershed. Though the tribe has rights "there is little participation [in commercial fishing] because of the [poor] market prices."⁹ The Stillaguamish Tribe does not have a fish processor. The tribe operates a hatchery and a smolt trapping system on the Stillaguamish River; the smolt trap is 8 miles southeast in Silvana.

Sportfishing

In 2000 and 2003 there was at least one nonsalmonid charter business operating in Stanwood. According to the WDFW's Licensing Sales Reporting System, there are zero sportfishing license agents in Stanwood. In Catch Record Card Area 8-2 (Port Susan and Gardner) the 2000 license year (1 April–31 March) sport catch, based on catch record cards, was 12,798 fish including 3,208 Chinook salmon, 9,574 coho salmon, 4 chum salmon, and 12 pink salmon. Marine anglers made 33,536 trips in the 2000 sport salmon fishery. Fishermen caught 70 sturgeon in Area 8-2. In 2000 1,449 coastal bottomfish were caught in Puget Sound within areas 8-1 (Deception Pass, Hope Island, and Skagit Bay) and 8-2. There was no recreational harvest estimate of clams and oysters for Area 8-2 in 2000.

There is a local branch of Trout Unlimited in Stanwood.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Members of the Stillaguamish Tribe are engaged in subsistence fishing for salmonids (steelhead, chum salmon, coho salmon, and pink salmon) and shellfish in the Stillaguamish River.¹⁰ However, subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Stanwood residents owned 30 vessels that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/ value of said landings/number of vessels landing): crab confidential/confidential/2, Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, other finfish confidential/confidential/2, Gulf of Alaska (GOA) groundfish confidential/confidential/2, halibut confidential/confidential/3, herring 146 t/\$31,620/4, and salmon 1,735 t/\$1,316,570/23.

In 2000, of 65 state and federal registered permits held by Stanwood residents, 31 held state permits and 18 held federal permits (note: it is possible for individuals to hold more than one permit at a time). Community members held 2 crab and 6 groundfish License Limitation Program permits and 6 crab, 5 BSAI groundfish, 4 halibut, 8 herring, 2 shellfish, and 26

salmon Commercial Fisheries Entry Commission permits. Residents held 1,117,432 halibut and 1,288,776 sablefish individual fishing quota shares.

In 2000 a total of 36 Stanwood residents held crew member licenses for North Pacific fisheries.

Sportfishing

Stanwood residents purchased 141 Alaska sportfishing licenses in 2000.

Notes

1. U.S. Department of Health and Human Services, Indian Health Service. 2003. Stillaguamish Tribe. Online at <http://www.ihs.gov/FacilitiesServices/AreaOffices/Portland/portland-tribe-stillaguamish.asp> [accessed 30 January 2007].
2. Stanwood Area Historical Society. No date. A short history of Stanwood and Camano Island. Online at <http://www.sahs-fncc.org/sahshistory2.html> [accessed 31 January 2007].
3. Herald Net. 2004. City guide, welcome to Stanwood. Online at <http://www.heraldnet.com/guide/stanwood/> [accessed 31 January 2007].
4. Snohomish County Marine Resource Committee. 2003. The role of the Snohomish County Marine Resources Advisory Committee in the Northwest Straits Marine Conservation Initiative. Online at http://www.psat.wa.gov/Publications/03_proceedings/PAPERS/ORAL/10b_johns.pdf [accessed 31 January 2007].
5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
6. See Note 5.
7. See Note 5.
8. Center for Columbia River History. No date. Boldt Decision. Online at <http://www.ccrh.org/comm/river/legal/boldt.htm> [accessed 31 January 2007].
9. Field notes, Stillaguamish Tribe, Arlington, WA, 28 October 2004.
10. See note 9.

Tacoma

People and Place

Location

Tacoma is on Commencement Bay along the eastern shore of south Puget Sound. Situated in Pierce County, the city encompasses 50.8 square miles of land and 12.5 square miles of water. The nearest major U.S. city is Seattle, a 29-mile drive north. Tacoma's geographic coordinates are lat 47°14'09"N, long 122°26'21"W.

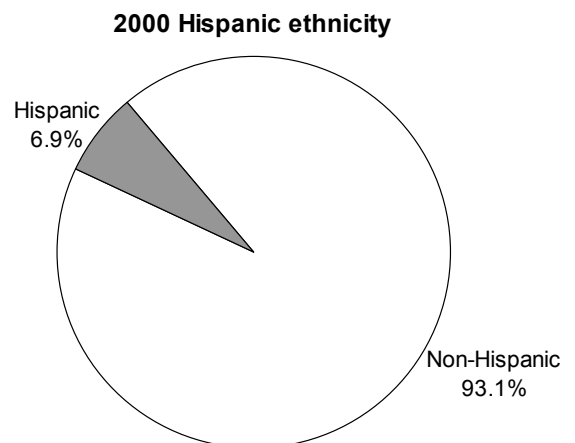
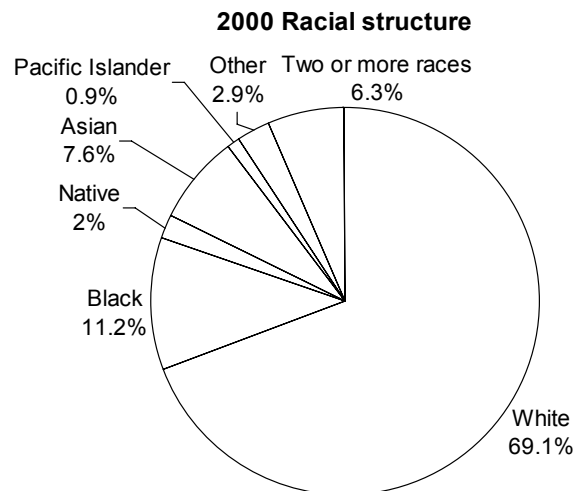
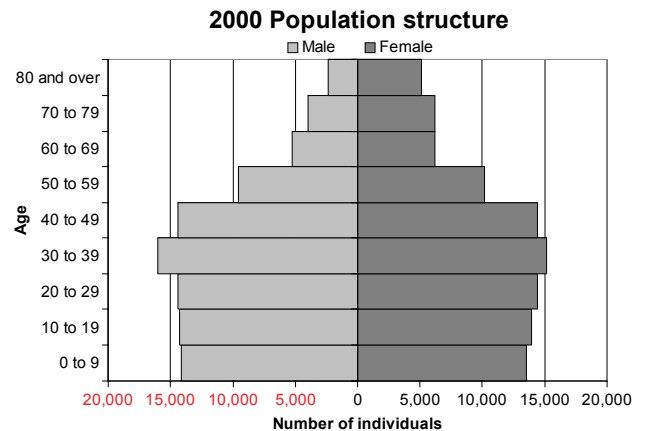
Demographic Profile

According to the 2000 U.S. Census, Tacoma's population was 193,556, a 9.6% increase from 1990. The gender composition was 51.2% female and 48.8% male. The median age of 33.9 was comparable to the national median of 35.3. In 2000 21.6% were 14 years of age or younger and 38.6% were between the ages of 25 and 49. Of the population 18 years of age and older, 82.4% had a high school education (including equivalency) or higher, 18.8% had received a bachelor's degree or higher, and 6% had earned a graduate or professional degree; compared to the national averages of 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Tacoma's racial structure recorded by the 2000 U.S. Census in 2000 was white (69.1%), followed by black (11.2%), Asian (7.6%), people who identified with two or more races (6.3%), people who identified with another race (2.9%), American Indian and Alaskan native (2.0%), and Native Hawaiian and other Pacific Islander (0.9%). Ethnicity data indicate that 6.9% identified as Hispanic. In 2000 11.9% were foreign-born population, with 48.0% from Asian countries and 16% from Mexico.

History

The name Tacoma is derived from the Native American word "Tacobet," meaning "Mother of the Waters."¹ Tacobet is the native name for the snow-capped volcano that explorer George Vancouver named Mount Rainier. The Puyallup Tribe had several settlements on the delta of the Puyallup River, where modern-day Tacoma is situated. Natives fished, hunted, and trapped in the area, never needing to go far in search of food. In 1841 U.S. Navy Lt. Charles Wilkes began his survey of Puget Sound from the area's natural harbor, which he then named Commencement Bay. A developer arrived in 1868 with intentions to build a city and promptly started a campaign to attract settlers. Five years later the Northern Pacific Railroad chose



Commencement Bay as its western terminus.² Tacoma was born with the coming of the Northern Pacific Railroad. Roughly 200 inhabitants quickly became 5,000. “From 1883, the first year passengers could ride the train uninterrupted from Chicago to Tacoma, to 1890 the population of Tacoma grew from about 5,000 to more than 30,000.”³

The city grew steadily in the early 1900s. Water and hydroelectric systems were built. During this period almost 75% of the Puyallup Reservation was taken, using federal laws, for industrial development. World War I and World War II brought industrial booms to the Tacoma area. During the Great Depression the area’s economy suffered but was lifted with military spending as the U.S. Army expanded Camp Lewis to Fort Lewis. In 1944 Tacoma and its rival neighbor Seattle cosponsored a new airport between the two cities and named it Sea-Tac Airport. Tacoma was rocked by scandal in 1951 as widespread vice and official corruption was brought to light. As a result, the style of government in Tacoma shifted to a voter approved city manager. In the 1970s the Port of Tacoma became an important link to Asia and Alaska, which continues today.

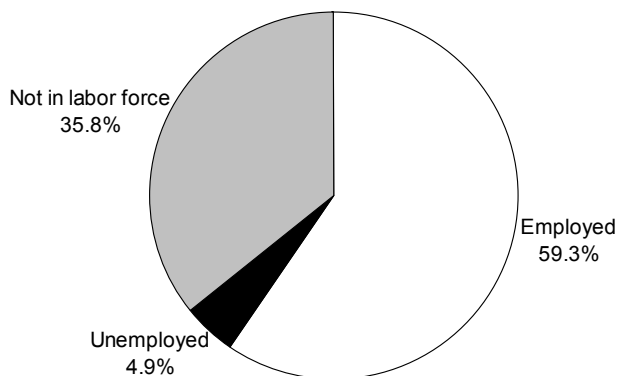
Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 59.3% of the potential labor force 16 years and older were employed, 4.9% were unemployed, and the unemployment rate was 7.7% (calculated by dividing the unemployed population by the labor force). In addition, 35.8% were not in the labor force, as compared to the national average of 36.1%. The top employment sectors were educational, health, and social services (21.3%), local, state, and federal governments (16.6%, of which 0.3% were in agriculture, forestry, fishing, and hunting), manufacturing (12.5%), and retail trade (11.9%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.9%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. Three major U.S. military operations as well as The Boeing Company and Intel Corporation contribute greatly to the Tacoma economy.⁴

The per capita income in 1999 was \$19,130 and the median household income was \$37,879. In 1999 15.9% lived below the poverty level, slightly higher than the national average of 12.4%. In 2000 76.7% lived in family households. There were 81,102 housing units, with 54.7% owner occupied and 45.3% renter occupied. The housing unit vacancy rate was 6.1%.

2000 Employment structure



Governance

Tacoma, incorporated in 1884, is governed by a nine-member city council. The council is comprised of a mayor, five district representatives, and three at-large representatives. A city manager is appointed by the council to administer day-to-day operations and to carry out council policies. Tacoma is the largest city in Pierce County and serves as the county seat. Tacoma has an 8.8% sales and use tax rate and a variable lodging tax rate of 2–5%, depending on the number of rooms in the establishment. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 68 miles southwest in Montesano. The 13th U.S. Coast Guard (USCG) District headquarters are in Seattle. There is a USCG Port Security Unit in Tacoma.

Facilities

Tacoma is accessible by land, air, and water. Tacoma is on Interstate 5 (north-south) and on Washington Highway 16, connecting the city to the Kitsap Peninsula in the west. The Tacoma Narrows Airport is a municipally-owned facility across the Puget Sound in Gig Harbor (6 miles west). The Seattle-Tacoma International Airport is 18 miles north. The Port of Tacoma operates under state-enabling legislation and is an independent, municipal corporation.

The Tacoma Public School District offers 39 elementary, 11 middle, and 7 high schools. There are also a number of private schools at all grade levels.

Tacoma is home to a number of institutes of higher learning including the University of Washington Tacoma campus, the University of Puget Sound, Pacific Lutheran University, Pierce College, Tacoma Community College, and L. H. Bates Technical College.⁵

Tacoma Power, a municipally owned facility, administers electricity. The city also provides municipally owned and operated water, sewer, and garbage service, as well as a curbside recycling program through Tacoma Public Utilities. The Tacoma Police and Fire departments administer public safety. Health services are provided by five health centers, including three hospitals and a children's hospital. The tourism industry in Tacoma is well developed with several hotels, motels, and bed and breakfasts.

The Port of Tacoma accounts for more than 43,000 jobs in Pierce County and 113,000 jobs in Washington State.⁶ The port has 2,400 acres that are used for a wide array of cargo shipping, warehousing, distributing, and manufacturing. The port provides three dockside intermodal rail yards. More than 70% of the port's international container cargo comes from or ends up in the central and eastern regions of North America. In addition, the Port of Tacoma handles more than 70% of the marine cargo moving between Alaska and the lower 48 states. The Port of Tacoma also serves commercial fishing interests. The port is home to roughly 40 of Seattle-based Trident Seafoods' fishing and processing vessels. Trident prepares the vessels for fishing voyages and maintains and repairs boats and equipment at the 33-acre Tacoma facility. Many of the Tacoma area's independently owned and operated commercial fishing boats call in at the port-owned City Marina. A majority of these boats are gillnet or purse-seine vessels that fish for salmon in Washington and Alaska waters.⁷

Involvement in West Coast Fisheries

Commercial Fishing

There were at least four seafood processors operating in Tacoma in 2000, employing approximately 110 people. The estimated total weight of their processed products in 2000 was 1,072,752 pounds, valued at \$8,035,010. Processed salmon products were the top item in terms of pounds and revenue (842,979 lbs/\$6,593,303).

One local seafood company, Northern Fish Products, Inc., has been in business since 1912, when the company was purchased by Johannes Swanes, a Norwegian immigrant. Northern Fish has five divisions: Retail Distribution, Food Service Distribution, Northern Classics Brand Smoking, Military Commissary, and

Processing. The company maintains a retail store offering fresh, frozen, smoke, canned, and cured seafood, as well as a wholesale division with several programs and services including air shipment, cross dock, custom processing, tray packing, and so forth.⁸

In 2000 536 vessels, including 99 commercial vessels, 99 personal use vessels, and 337 tribal commercial vessels, delivered nonconfidential landings to. Landings in Tacoma were made in the following West Coast fisheries in 2000 (data shown represent landings in metric tons/value of said landings/number of vessels making landings): coastal pelagic 177 t/\$171,979/7; crab 3 t/\$14,813/4; salmon 352 t/\$542,002/235; highly migratory species confidential/confidential/2; shellfish 254 t/\$2,039,144/60; and other species 101 t/\$295,465/21.

Tacoma residents owned 25 commercial vessels in 2000, including 13 vessels that participated in the federally managed groundfish fishery. The number that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 2/0/0, crab 4/0/0, groundfish 5/0/NA, highly migratory species NA/0/NA, salmon 15/6/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 7/0/0.⁹

In 2000 the number of Tacoma residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 3/0/0, crab 2/0/0, groundfish 3/0/0, highly migratory species NA/0/0, salmon 28/5/3, shellfish 0/0/NA, and other species 5/0/0.¹⁰

Tacoma residents held 66 registered state commercial fishing permits in 2000. The number of permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 7/0/0, crab 3/0/0, groundfish 8/0/0, highly migratory species NA/0/0, salmon 31/5/4, shellfish 0/0/NA, and other species 8/0/0.¹¹

Sportfishing

A number of charter vessels, principally targeting salmon, steelhead, and sturgeon, operate out of Tacoma. In 2000 at least five charter businesses serviced sport fishermen and tourists in Tacoma. There are 13 licensed vendors selling sportfishing permits in Tacoma. In 2003 Tacoma vendors made 23,877 sportfishing license transactions valued at \$387,701. The annual sport catch in Catch Record Card Area 11 (Tacoma–Vashon Island), based on catch card data, was 14,212 fish including 8,108 Chinook salmon, 6,054 coho salmon, and 50 chum salmon during the 2000–2001 license year. Marine anglers made 72,194 trips in Area 11. In 2000–2001, fishermen caught six steelhead in Area 11. The bottomfish catch in Area 11 was 2,611.

Subsistence

Subsistence harvest for marine species may exist in the Tacoma area. However the extent of subsistence harvesting is difficult to quantify due to a scarcity of data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 there were 47 vessels owned by Tacoma residents that participated in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): Bering Sea Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/confidential/1, halibut confidential/confidential/2, salmon 1,407.8 t/\$1,310,380/28, and shellfish confidential/confidential/3.

In 2000 Tacoma residents held 57 North Pacific commercial fishing permits, including 35 Tacoma residents who held state permits and 18 who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Tacoma residents held 2 crab and 4 groundfish License Limitation Program permits and 2 crab, 7 BSAI groundfish, 4 halibut, 29 salmon, and 5 shellfish Commercial Fisheries Entry Commission permits. In 2000 Tacoma residents held 710,533 halibut and 1,240,556 sablefish individual fishing quota shares.

In 2000 157 Tacoma residents held crew member licenses for North Pacific fisheries.

Sportfishing

While charter boats in Tacoma primarily target West Coast fisheries, sport fishermen in Tacoma also are involved in Alaskan fisheries. In 2000 at least two charter businesses in Tacoma offered fishing excursions in Alaska. Tacoma residents purchased 957 Alaskan sportfishing licenses in 2000.

Notes

1. City of Tacoma. No date. Interesting facts about Tacoma. Online at <http://www.cityoftacoma.org/Page.aspx?hid=1070> [accessed 31 January 2007].

2. See note 1.

3. M. Sullivan. 1999. A mountain calling: The Tacoma eastern railroad-linking Puget Sound and Mount Rainier National Park. *Columbia Magazine* 13(4):34-39. Online at <http://www.wshs.org/wshs/columbia/articles/0499-a3.htm> [accessed 31 January 2007].

4. See note 1.

5. City-data.com. No date. Tacoma: Education and research. Online at <http://www.city-data.com/us-cities/The-West/Tacoma-Education-and-Research.html> [accessed 31 January 2007].

6. B. Mann and D. Goodman. 2005. 2006 Pierce County economic index report. Online at http://www.tacomachamber.org/chamberprograms/BusinessTrade/pdf/PCEI_Report.pdf [accessed 31 January 2007].

7. Port of Tacoma. 2000. Economic impact. Online at <http://www.portoftacoma.com/shipping.cfm?sub=50> [accessed 31 January 2007].

8. Northern Fish Products, Inc. 2006. Retail. Online at <http://www.northernfish.com/retail.htm> [accessed 31 January 2007].

9. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

10. See note 9.

11. See note 9.

Tokeland

People and Place

Location

Tokeland is in southwest Washington on the north side of Willapa Bay on the Tokeland Peninsula. Situated in Pacific County, the community encompasses 0.5 square miles of land. The nearest major city is Seattle, a 145-mile drive northeast. Tokeland's geographic coordinates are lat 46°42'24"N, long 123°58'50"W.

Demographic Profile

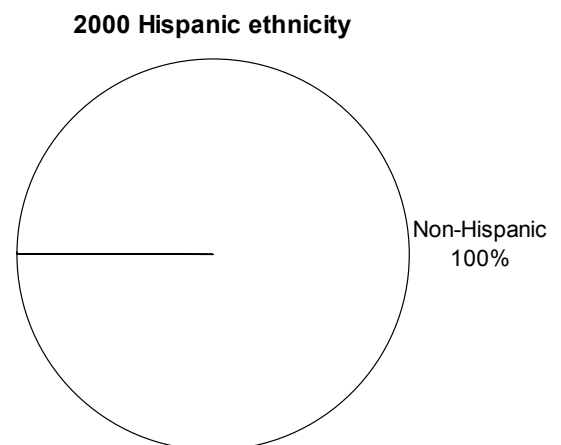
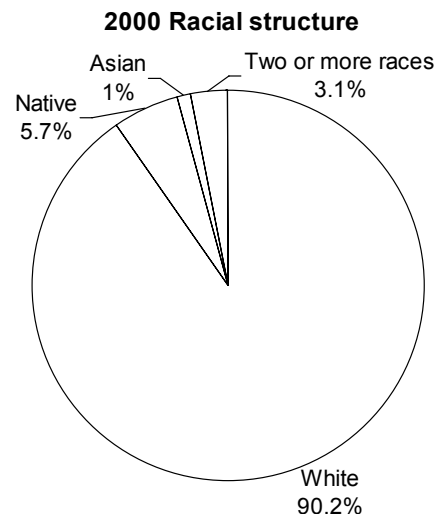
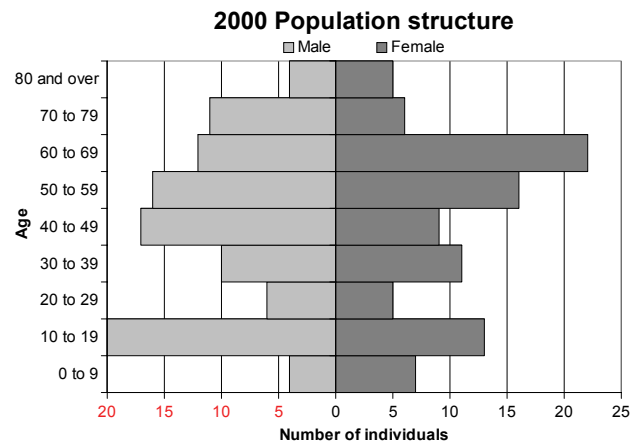
According to the 2000 U.S. Census, Tokeland's population was 194. The gender composition was 51.5% male and 48.5% female. The median age of 48.3 was older than the national median of 35.3. Of the population 18 years of age and older, 25.9% had a high school education, 86.2% had earned a high school diploma (including equivalency) or higher, 20.1% had received a bachelor's degree or higher, and 4.0% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Tokeland's racial structure recorded by the 2000 U.S. Census was white (90.2%), followed by American Indian and Alaska Native (5.7%), people identified as two or more races (3.1%), and Asian (1%). In 2000 4% were foreign-born.

Approximately 77.3% lived in family households in 2000.

History

The Chehalis and Chinook peoples inhabited the areas around Tokeland prior to European American contact. A third tribe known as the Willapa occupied the inland portion of the county. Tokeland was named after Chief Toke of the Chehalis Tribe, whose extended family spent summers on Toke's Point, presently known as Tokeland. In 1788 John Meares captained an East Indian Trading Company ship that made the first recorded trip by Europeans to the area. Meares charted what is known today as Shoalwater Bay. European settlement began in large numbers in the mid-1800s. The earliest industries were timber and oyster harvesting. The bay was recorded as being rich with oysters and eventually attracted harvesters who sold their oysters to places as far away as San Francisco, California. The increased water traffic necessitated the building of a lighthouse on Cape Shoalwater (now known as North Cove) in the early 1850s.¹ The first processing and canning industries also came about during this time.

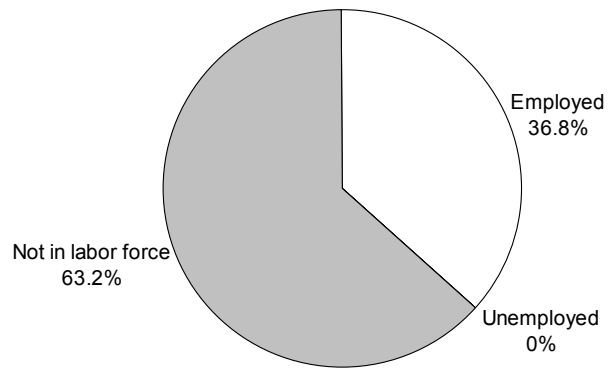


By midcentury many of the indigenous peoples who had inhabited the Pacific Northwest long before colonization had died as a result of contracting European diseases. In 1855 the federal government sought to cement control of what was once Native American land, and as a result the remaining Native Americans were forced onto reservations. Against the federal government's wishes the indigenous peoples of Shoalwater Bay chose a parcel of land on the inland side of the cove created by Tokeland Peninsula, about 3 miles from the town. The native peoples named their parcel Georgetown. The Shoalwater Bay Indian Reservation was originally 334 acres of land set apart (i.e., not open to settlement) by the federal government in 1866 for the last remnant of nontreaty tribes including the Lower Chehalis and Chinook people. The Shoalwater Bay Indians pursued a mainly subsistence economy of crabbing, oystering, and fishing, and also sold surplus catch to the area's canneries.²

Encouraged by congressional enactment of certain land donation laws and Native American resettlement, citizens began settling in the more remote regions of the lower Columbia River, Puget Sound, and the adjacent Pacific Coast beginning in the 1850s. The Brown family was one of the earliest European American families to live in the Tokeland area. They opened what is now known as the Tokeland Hotel. This hotel has a long history and has served as a tourist retreat and a place for seasonal laborers to reside. By the 1870s the water traffic created by the oyster trade, logging, and settlers necessitated the construction of a lifesaving station on Cape Shoalwater (1878). The oyster industry collapsed in the 1880s, as the native oysters were overharvested. After several failed attempts to cultivate a new population of eastern oysters, Japanese oysters were planted and grew well in the waters of Shoalwater Bay. In 1890 a U.S. survey ship found the channel into the bay deep enough for large ships, and as a result Shoalwater Bay was renamed Willapa Bay. In 1905 the Tokeland Oyster Company was started with Lizzie (Brown) Kindred as one of its owners. During the early 1900s Tokeland continued to grow with the start of two more hotels.³

The 1920s and 1930s were rough times as the Great Depression impacted much of the country. The traffic that had once characterized Tokeland's transportation corridors slowly began to taper off. Cape Shoalwater had eroded, making Toke's Point more vulnerable to coastal storms. In the 1930s storms washed out several hotels and streets. During the same time Nelson's Crab and Oyster Company opened, canning local crab and shipping it to Portland, Oregon, and other urban areas.

2000 Employment structure



Nelson's company remains a prominent business in the industry today.

Tokeland persisted as an isolated locale well into the twentieth century as boats were the only means to reach the community from the east side of the bay until a roadway was built in 1962 along the north shore of Willapa Bay. The road allowed the residents of the neighboring communities of South Bend and Raymond to visit the area's beaches. Today Tokeland is a small community whose major industries are tourism and fishing. The community remains home to the Tokeland Hotel, the oldest resort hotel in the state, as well as the Tokeland Marina, and several fish processing plants. Tokeland Harbor houses approximately a half dozen boats that fish for crab in the bay, while locals and tourists take advantage of the area's crabbing, fishing, and clamming opportunities.

Infrastructure

Current Economy

Employment in Pacific County today is mainly concentrated in agriculture, manufacturing, government, tourism, and fishing. The manufacturing sector consists almost entirely of logging, sawmills, and food processing, which account for roughly 92% of all manufacturing in the county. The fishing industry employs more than 70% of the county's population, with an average wage in 1996 of \$18,449, almost \$4,000 higher than the statewide average.⁴ The Shoalwater Bay Casino, located on the Shoalwater Bay Indian Reservation along Washington Highway 105, offers a variety of gaming opportunities and further supports the local economy.

At the time of the 2000 U.S. Census, 36.8% of Tokeland's potential labor force 16 years of age and older were employed and the unemployment rate was

0%. In addition, 63.2% were not in the labor force, compared to the national average of 36.1%. Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. In 2000 the major industries in Tokeland were accommodation and food services, manufacturing, and arts, entertainment, and recreation.

The per capita income in 1999 was \$12,170 and the median household income was \$24,531. In 1999 49.1% lived below the poverty level, significantly higher than the national average of 12.4%. In 2000 there were 197 housing units in Tokeland, with 75.3% owner occupied and 24.7% renter occupied. The housing unit vacancy rate was 54.8%, with 88% due to seasonal, recreational, or occasional use.

Governance

Tokeland is an unincorporated area and therefore falls under the governance of Pacific County. Pacific County levies a 7.8% sales tax and a 9.8% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The Shoalwater Bay Tribal Reservation is located several miles to the north of Tokeland and is governed by a five-member tribal council. The tribe is a member of the South Puget Intertribal Planning Agency.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The nearest Washington Department of Fish and Wildlife Regional Office is 47 miles northwest in Montesano. The U.S. Coast Guard has two stations nearby, one to the south across Willapa Bay in Ilwaco and the other 17 miles northwest in Westport in Grays Harbor County.

Facilities

Tokeland is accessible by ground, air, and sea. The community is situated a couple of miles south of Washington Highway 105 (east-west) and 20 miles west of U.S. Highway 101 (north-south). The Seattle-Tacoma International Airport is 145 miles southeast.

Tokeland is in Ocosta School District in Westport, about 17 miles north of Tokeland. The district has an elementary school and a combined junior/senior high school.

Gray's Harbor Public Utility District administers electrical service. The community's water supply comes

from private vendors and local wells. Sewage in the community is handled by private septic systems. The Shoalwater Bay Police Department, the Pacific County Sheriff's Office, and the North Cove Fire Department in Tokeland administer public safety. The nearest hospital is located in South Bend, a 26-mile drive northwest around the harbor, with the next closest hospital in Aberdeen, 33 miles northeast. The Shoalwater Bay Tribe's health clinic provides health care for tribal members and nontribal individuals; more than half of the patients seen annually are nontribal. Tokeland has one hotel, one motel, and two recreational vehicle (RV) parks.

The Tokeland Harbor houses the Tokeland Marina, established in 1965. The Port of Willapa Harbor, with main offices 20 miles east in Raymond, operates the marina, which provides moorage for 45 vessels up to 45 feet. The marina is dredged to 10 feet below mean low tide, while the entrance from the bay is dredged to 15 feet below mean low tide. The Port of Willapa Harbor maintains various shoreside facilities, including a doublewide boat launch ramp, a 30-site Tokeland RV Park, and two industrial buildings housing Nelson Crab (a seafood processing plant with up to 80 seasonal employees), Cedar River Seafoods, and Tokeland Fish & Oyster Company (a seafood processor with one employee).⁵

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Tokeland were recorded as part of the Willapa Bay Port Group that includes Bay Center, Nahcotta, Naselle, South Bend, and Raymond. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab 444.9 t/\$1,941,008/44; groundfish 4.6 t/\$3,889/6; salmon 122.5 t/\$178,084/71; shellfish 26.8 t/\$73,534/63; shrimp 399.9 t/\$397,143/8; and other species 13.1 t/\$31,242/51. See the Naselle, South Bend, and Raymond community profiles for additional information about these communities.

Community members owned 34 vessels that fished in the region's fisheries in 2000, including 12 that participated in the federally managed groundfish fishery. The number that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 12/0/0, groundfish 2/0/0, highly migratory species NA/0/NA, salmon 12/0/2, shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.⁶

In 2000 the number of Tokeland residents holding permits in each said fishery by state (WA/OR/CA) was: crab 15/2/0, highly migratory species NA/0/0, salmon 11/2/0, and shellfish 22/0/NA.⁷

Community members held 62 fishing permits, all state registered, in 2000. The number of state permits held by residents in each said fishery by state (WA/OR/CA) was: crab 22/0/0, highly migratory species NA/0/0, salmon 18/0/0, and shellfish 22/0/NA.⁸

Sportfishing

In 2003 individuals in Tokeland purchased 29 sportfishing licenses, up 28 from 2002. Pacific County has seven sportfishing license vendors, none of which are located in Tokeland. Although Washington State does not offer data for sportfish landings in Tokeland, the state provides data on the number of salmon and sturgeon landed in Willapa Bay. Community members landed 870 salmon, including 468 Chinook salmon, 354 coho salmon, and 48 jack salmon (immature males) in 2000. Anglers caught 96 white sturgeon.

A variety of shellfish (and other edible marine species) may be caught off the shores of the Tokeland area's beaches on a seasonal and year round basis including Dungeness crab, razor clams, littleneck (native and Manila) clams, butter clams, cockle clams, Eastern softshell clams, Macomas clams, geoduck clams, horse clams, oysters, mussels, goose barnacles, sand shrimp, and seaweed.

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Tribal and nontribal individuals participate in subsistence fishing. Today members of the Shoalwater Bay Tribe and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Tokeland. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Tokeland residents owned six vessels that fished in the region. That year Tokeland residents landed fish in the following North Pacific fisheries (data shown represents landing in metric tons/value of said landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska (GOA) groundfish confidential/

confidential/1, salmon confidential/confidential/1, and shellfish confidential/confidential/1.

Tokeland resident held 13 registered state and federal commercial fishing permits in 2000, including seven individuals who held state permits and five who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Tokeland residents held one crab and three groundfish License Limitation Program permits and one herring, three salmon, two shellfish, and one BSAI groundfish Commercial Fisheries Entry Commission permits. Community members held 5,659 halibut individual fishing quota shares in 2000.

In 2000 two community members held crew member licenses for North Pacific fisheries.

Sportfishing

Tokeland residents purchased three Alaska sportfishing licenses in 2000.

Notes

1. R. McCausland. No date. Tokeland Hotel: A history by Ruth McCausland. Online at <http://www.tokelandhotel.com/history.pdf> [accessed 31 January 2007].
2. South Puget Intertribal Planning Agency. No date. The Shoalwater Bay Tribe. Online at <http://www.spipa.org/shoalwaterbay.shtml> [accessed 31 January 2007].
3. See note 1.
4. J. Langdon-Pollock. 2004. West Coast marine fishing community descriptions. Online at <http://www.psmfc.org/efin/abstracts-data.html#Communities> [accessed 31 January 2007]
5. Port of Willapa Harbor. No date. Tokeland Marina. Online at http://www.portofwillapaharbor.com/pages/fac_tokeland.html [accessed 31 January 2007].
6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.

Westport

People and Place

Location

Westport is in southwest Washington on the southernmost peninsula known as Point Chehalis, which means “sand” in the Salish language.¹ Situated in Grays Harbor County, the city encompasses 7.12 square miles of land. The nearest major U.S. city is Seattle, a 130-mile drive northeast. Westport’s geographic coordinates are lat 46°53’25”N, long 124°06’10”W.

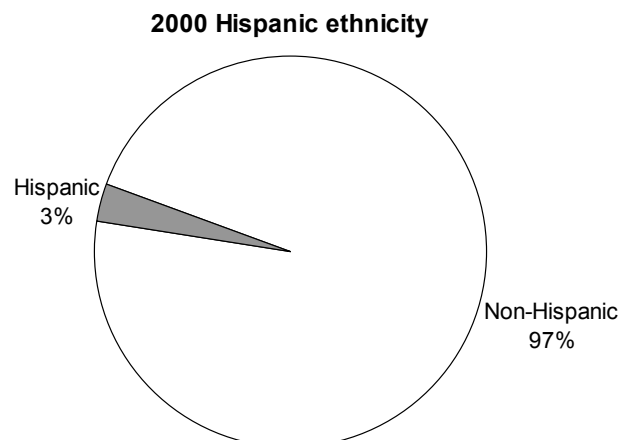
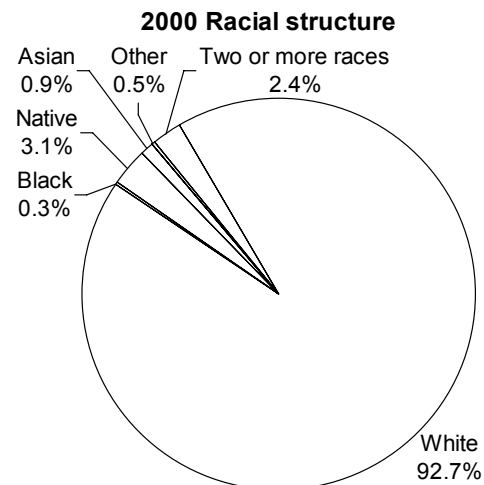
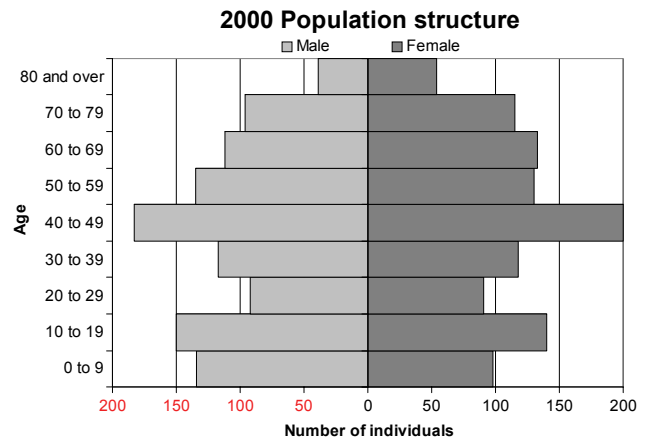
Demographic Profile

According to the 2000 U.S. Census, Westport’s population was 2,137, a 12.9% increase from 1990. The gender composition was 50.5% female and 49.5% male. The median age of 43.4 was higher than the national median of 35.3. In 2000 22% were under 18 years of age while 19.1% were 65 years of age or older. Approximately 74% of Westport’s population was living in family households in 2000. Of the population over 18 years of age, 68.3% had a high school education (including equivalency) or higher, 9.5% had earned a bachelor’s degree or higher, and 4.6% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The vast majority of Westport’s racial structure recorded by the 2000 U.S. Census was white (92.7%), followed by American Indian and Alaska Native (3.1%), people who identified with two or more races (2.4%), Asian (0.9%), people who identified with another race (0.5%), and black (0.3%). Only one person identified as a Pacific Islander. Ethnicity data indicate that 3% identified as Hispanic. In 2000 2.1% were foreign-born, with 52% from Mexico.

History

Prior to the arrival of the first Europeans, members of the Chehalis Tribe occupied Chehalis Point, the area now referred to as Westport. Other fishing camps and small settlements were used during various times of the year, but the main village was Chehalis Point, the sand spit on the south entrance to Grays Harbor. At one time, the village population numbered 5,000. The diet of the Chehalis consisted primarily of fish, including several species of salmon, sturgeon, bottomfish, crab, and razor clams. Historically members of the Quinault Nation and the nontreaty Indians of Shoalwater Bay, located to the north and south of Westport respectively, made their living partly by selling their surplus fishery resources to



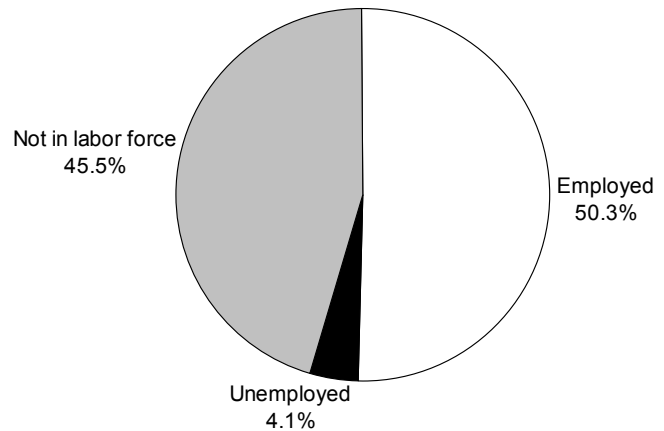
canneries,² some of which may have been based in Westport. In 1853 90% of the Chehalis Tribe and much of the culture, history, and heritage, was lost to the “big sick” epidemic, a disease characterized by extreme fevers.³

The Peterson family, the first European American settlers to permanently establish residence on Chehalis Point, arrived in 1857. The Chehalis Indians “lived in peace with the whites” who settled on the point despite uprisings that were taking place in neighboring areas.⁴ By the late 1870s the area was discovered to be a potential recreational area. Hotels were built, land was platted, and the harbor side was named Westport Beach. Because another town in Lewis County had already claimed the name Chehalis City, Chehalis Point became known as Peterson’s Point in the 1870s and in 1890 was renamed Westport.⁵

The first projects to help ships move safely in and out of the harbor occurred around the turn of the century. In 1897 a lifesaving station was opened and one year later Grays Harbor lighthouse began its service. In 1896 the U.S. Army Corps of Engineers began construction on the south jetty, which was completed in 1902. Commercial fishing started in the 1920s and the Westport dock was dedicated in 1929.⁶ In 1935 a reparation project began on the jetty and in 1939 when it was completed the jetty extended 2.5 miles into the sea.⁷ After World War II the cove was dredged, breakwaters installed, more mooring facilities were built in the marina, and in 1955 charter fishing began. By 1961 138 charter boats were fishing out of Westport. Over the next few seasons the number of registered charter vessels reached 250; the number of commercial fishing boats increased as well during this time. Fishing began to decline with the Boldt Decision in 1972, which gave American Indians the right to half of the fishery resources. Following the Boldt Decision, “fishing seasons were shortened and two fish per day were legal catches for those lucky enough to find them.”⁸ The fishing industry in Westport diversified in order to keep up with changing legislation and decreased salmon harvests. Today charter boats take locals and tourists whale and bird watching and fishing for bottomfish, salmon, and tuna. The commercial fishing fleet also has diversified; the catch now includes shrimp, Dungeness crab, tuna, other finfish species, and shellfish.⁹

Tourism has long been important to Westport’s economy. Participants in the Westport Grayland Chamber of Commerce-sponsored Boat Basin Fishing Derby, typically held in July, can win cash merchandise and prizes for the largest bottomfish, salmon, halibut, or tuna. Other fishing-related events include Westport’s Charter Association Fishing Derby in July, the Boat

2000 Employment structure



Basin Salmon Derby held in the fall, and the Blessing of the Fleet on Memorial Day weekend. Additional marine-related events in Westport include Rusty Scupper’s Pirate Daze, Maritime Museum’s Ole Fashion 4th of July Celebration, Brady’s World Famous Oyster Feed, the Crab Races, Feed, and Dance Derby, the Ocosta Oyster Feed, and the Annual Seafood Festival and Craft Show.¹⁰

Infrastructure

Current Economy

At the time of the 2000 U.S. Census, 50.3% of Westport’s potential labor force 16 years of age and older were employed, 4.1% were unemployed, and the unemployment rate was 7.5% (calculated by dividing the unemployed population by the labor force). In addition, 45.5% were not in the labor force, compared to the national average of 36.1%. The major employment sectors were local, state, and federal governments (37.2%), management, professional, and related occupations (25.2%), and sales and office occupations (21.4%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 10.8% in 2000, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data.

Westport’s economy also relies on commercial and charter fishing, shellfish harvesting, seafood processing, tourism, and wood processing. The Weyerhaeuser Company in Aberdeen is Grays Harbor County’s largest employer, employing and contracting more than 2,000 workers.¹¹ More recently boat building also has become an important part of Westport’s economic base.¹² The Westport Shipyard, founded in 1964, specializes in fiberglass hulled yachts and small craft. The shipyard employs more than 350 people and is the largest fiberglass luxury yacht builder in the county.¹³

The per capita income in 1999 was \$17,362 and the median household income was \$32,037. In 1999 14.3% lived below the poverty level, slightly higher than the national average of 12.4%. In 2000 there were 1,358 housing units in Westport, with 65% owner occupied and 35% renter occupied. The housing unit vacancy rate was 27.6%, with 49.3% vacant due to seasonal, recreational, or occasional use.

Governance

Incorporated in 1914, the City of Westport is one of four municipalities in Grays Harbor County.¹⁴ The city has a mayor-council form of government, with the populace electing a mayor and five council members. Grays Harbor County, including Westport, levies an 8.3% sales and use tax and a 3% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and U.S. Citizenship and Immigration Services office are in Seattle. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The closest Washington Department of Fish and Wildlife (WDFW) Regional Office is 30 miles west in Montesano. The U.S. Coast Guard Station (USCG) Grays Harbor is in Westport at the entrance to Grays Harbor, guarding Grays Harbor bar, one of the most hazardous bars in the Pacific Northwest. The USCG station has four vessels and is responsible for marine safety between Queets River and Ocean Park and from Preacher's Slough to 50 nautical miles offshore.

Facilities

Westport is accessible by ground, sea, and air. The main roads connecting Westport to neighboring communities include Washington Highway 105 east to Aberdeen, 22 miles east, and Washington Highway 105 south to Raymond, 25 miles southeast. During the spring and summer months, a passenger-only ferry capable of holding 95 passengers operates between Westport and Ocean Shores to the north. The Westport Airport, available for public use, has one runway and is immediately adjacent to the harbor, 1 mile north of Westport. The nearest airport certified for carrier operations is 54 miles south in Astoria, Oregon. The Seattle-Tacoma International Airport is the closest major facility.

Westport is in the Ocosta School District, which has an elementary school and a junior/senior high school. Grays Harbor College in Aberdeen is the nearest college.

Evergreen State College in Olympia, 80 miles east, is the nearest four-year college. Grays Harbor Public Utility District is the primary electricity supplier. The City of Westport's Wastewater Treatment Plant and Water Department handle sewer and water services. The Westport Police and Fire departments administer public safety. The Beach Clinic Inc. in Westport is the nearest medical facility. The Grays Harbor Community Hospital is in Aberdeen. The tourism industry in Westport is fairly developed with approximately 34 motels located within the city.

There are several community-oriented businesses in Westport, including the Westport/South Beach Historical Society's Maritime Museum, Westport/South Beach Senior House, the Westport Timberland Library, and several places of worship. The Maritime Museum, in the marina district, serves to entertain and educate adults and children on the history of the area, including local efforts in whaling, fishing, and cranberry growing. The University of Washington School of Aquatic and Fishery Sciences also has a staging facility in Westport, from which research is conducted on the Willapa Bay estuary. There are several nonprofit organizations based in Westport that focus on fishery-related issues, including Friends of Grays Harbor, a volunteer citizen's group made up of crabbers, fishermen, oyster growers, and citizens, dedicated to fostering and promoting the economic, biological, and social uniqueness of a healthy Grays Harbor estuary.¹⁵

According to Westport Marina, their facility is the largest coastal marina in the Pacific Northwest and is home to Washington State's largest charter fishing fleet.¹⁶ With a 650-vessel moorage capacity (for vessels up to 200 feet) the marina offers boat manufacturing and repair services, refrigerated shore side processing facilities, and vessel supplies. Westport also has two retail stores specializing in marine and fishery supplies.

Net pens for rearing Humptulips River coho salmon are located in the Westport Marina and are operated jointly by WDFW, Ocosta High School, the Kiwanis Club, and the Port of Westport. The net pens are positioned inside boat slips at the marina and when the salmon return to spawn, anglers can be found crowding the Westport Boat Basin. Brady's Oysters, a family owned and operated business spanning four generations, grows oysters on suspended culture, a unique method developed by Brady Engvall in the early 1970s to keep the oysters out of the mud. Brady's grows its oysters in the Elk River Estuary in the south bay of Grays Harbor.¹⁷

Involvement in West Coast Fisheries

Commercial Fishing

Of the 894 unique vessels that delivered nonconfidential landings to Westport in 2000, 298 were commercial vessels, 75 were tribal commercial vessels, and 73 were personal use vessels. Landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic 631 t/\$100,067/9; crab 2,446 t/\$12,035,331/210; groundfish 8,305 t/\$2,436,247/74, highly migratory species 1,101 t/\$2,062,081/73; salmon 68 t/\$189,609/69; shellfish 5 t/\$20,201/18; shrimp 1,370 t/\$1,322,023/33; and other species(32 t/\$110,428/44.

Westport residents owned 179 vessels in 2000, 58 of which participated in the federally managed groundfish fishery. Community members owned two vessels that participated in the groundfish vessel buyback program. The number that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 4/0/0, crab 50/2/1, groundfish 12/0/NA, highly migratory species NA/0/NA, salmon 42/19/3, shellfish NA/1/NA, shrimp NA/6/1, and other species 21/0/0.¹⁸

Ten Westport residents held 10 federally managed groundfish fishery permits in 2000. The number holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 3/0/0, crab 45/3/1, highly migratory species NA/0/0, salmon 32/17/6, shellfish 12/1/NA, shrimp 20/6/2, and other species 8/0/2.¹⁹

In 2000 Westport residents held 203 state and federal permits. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 4/0/0, crab 70/6/1, highly migratory species NA/0/0, salmon 45/0/9, shellfish 12/0/NA, shrimp 22/10/3, and other species 9/0/2.²⁰

The commercial anchovy fishery in Washington operates out of Ilwaco (80 miles south) and Westport with seasonal gear restrictions. Within coastal waters, anchovy harvest is allowed year round and may be caught using lampara and purse seines. Anchovy catches from Westport are taken predominantly from Grays Harbor, although some of the landings are made from the nearshore coastal area.²¹ Westport residents also are involved in the West Coast sardine fishery. In 2000 10.7 million pounds of sardines, a prolific coastal pelagic species, were landed in Washington State. The majority of the catch (approximately 80%) was landed in Ilwaco; however processors in Westport purchased the majority of the remaining catch.

There were at least three seafood processors operating in Westport in 2000: Washington Crab

Producers (WCP) Inc., Ocean Gold Seafoods Inc. (formerly Merino's Seafood Inc.), and Westport Seafood Exchange (WSE) Inc. These processors employed approximately 154 individuals. Processed products include Dungeness crab, pacific hake, shrimp, and anchovies. The estimated total weight and value of their processed products in 2000 is confidential. WCP was owned and operated as a cooperative until Pacific Seafood Group acquired the company in 1993. Ocean Gold Seafoods is the largest processor of Pacific whiting on the West Coast. Known for the catching and selling of bait anchovies, WSE facilitates dockside unloading of live product to wholesalers and distributors. WSE's additional services include a 120-ton ice storage capacity, a 170-foot moorage dock, a large gear storage yard, and free bait lockers.²² Other businesses involved in seafood retail include Brady's Oysters seafood farm and market and D&M Live Crab.

Several tribes along the West Coast participate in commercial fishing; however scant data exists on tribal commercial fishing in the Westport area. Pacific Coast treaty tribes include the Hoh, Makah, and Quileute Indian tribes, and the Quinault Indian Nation. The closest treaty Indian nation to Westport is the Quinault, with a tribal center 70 miles north in Taholah in Grays Harbor County. According to the Boldt Decision,²³ the Quinault's usual and accustomed fishing area includes the following rivers and streams: Clearwater, Queets, Salmon, Quinault, Raft, Moclips, Copalis, and Joe Creek. Ocean fisheries are utilized in the waters adjacent to their territory, between Destruction Island and Point Chehalis.²⁴ The closest nontreaty tribe is the Shoalwater Bay Tribe, located 30 miles south in Tokeland, on the north end of Willapa Bay in Pacific County. To help pay for tribal natural resource management programs, tribes collect taxes from tribal members who sell fish and shellfish. The nearby Shoalwater Bay Tribe and the Quinault Indian Nation most likely compete for similar fishery resources as nontribal fishermen fishing out of Westport.

Sportfishing

Sport fishermen in Westport are involved in the West Coast and Alaskan fisheries. In 2000 14 salmonid charter fishing operators serviced sport fishermen and tourists. At least 23 salmonid charter fishing business operated in Westport in 2003. There is one licensed agent selling fishing permits in Westport. In 2003 there were 5,525 sportfishing license transactions in Westport valued at \$61,021. In Catch Record Card Area 2 (Westport-Ocean Shores) the 2000–2001 sport catch, based on creel survey estimates, was 34,636 fish including 6,254 Chinook salmon and 28,382 coho

salmon. Marine anglers made 19,895 trips in the sport salmon fishery. Sport fishermen in Area 2 caught eight steelhead. In 2000 the coastal bottomfish catch for Area 2 was 152,675 and the Pacific halibut catch for Area 1 (Ilwaco) and Area 2 was 2,341.

Due to the downturn in the salmon fishery, whale watching and fishing for bottomfish and tuna are replacing salmon fishing, previously the most popular charter trip; fieldwork indicates that tuna fishing is particularly popular among the charter industry. In the spring, whale-watching trips leave from Westport to view the California Grey whales as they journey from Baja, Mexico, to their northern feeding grounds in the Bering and Chukchi seas.²⁵

Subsistence

Subsistence hunting, fishing, and gathering activities are fundamental to the way of life of some coastal community members. Today members of the Quinault Indian Nation, the Shoalwater Bay Tribe, and other nontribal subsistence fishermen obtain fishery resources from the waters surrounding Westport. While tribal and nontribal individuals participate in subsistence fishing, tribal catches are reserved for tribal use only. Subsistence fishing is not discussed in great detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Westport residents owned 10 vessels in 2000 that were involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/ value of said landings/number of vessels landing): finfish confidential/confidential/1 and salmon 238 t/\$225,180/6.

In 2000 Westport residents held 21 state and federal registered permits, with 12 individuals holding state permits and 7 individuals holding federal permits (note: it is possible for individuals to hold more than one permit at a time). Westport residents held one crab and six groundfish License Limitation Program permits and one crab, one Bering Sea and Aleutian Islands groundfish, one Gulf of Alaska groundfish, two herring, seven salmon, and two shellfish Commercial Fisheries Entry Commission permits. Westport residents held 77,433 halibut individual fishing quota shares in 2000.

In 2000 56 Westport residents held crew member licenses for North Pacific fisheries.

Sportfishing

Westport residents purchased 36 Alaska sportfishing licenses in 2000.

Notes

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18. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
19. See note 18.
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21. Washington Department of Fish and Wildlife. 1997. Forage fish: Anchovy biology. Online at <http://www.wdfw.wa.gov/fish/forage/anchovy.htm> [accessed 31 January 2007].
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25. J. Larsen. 2002. Short trips: A whale of a success in shifting economic seas. Seattle Post-Intelligencer, Seattle, WA. 11 April 2002. Online at http://seattlepi.com/getaways/65982_shorttrips11.shtml [accessed 31 January 2007].

Woodinville

People and Place

Location

Woodinville is on the north end of the Sammamish River Valley. Situated in King County, the city encompasses 5.6 square miles of land and 0.02 square miles of water. The nearest major U.S. city is Seattle, a 20-mile drive southwest. Woodinville's geographic coordinates are lat 47°45'18"N, long 122°09'03"W.

Demographic Profile

According to the 2000 U.S. Census, Woodinville's population was 9,194. Woodinville was not incorporated at the time of the 1990 U.S. Census. However the population for Woodinville as a census designated place in 1990 was 23,654; this provides a comparison between the larger unincorporated area prior to incorporation and today's population. In 2000 the gender composition was of 50.9% female and 49.1% male. The median age of 35.7 was comparable to the national median age of 35.3.

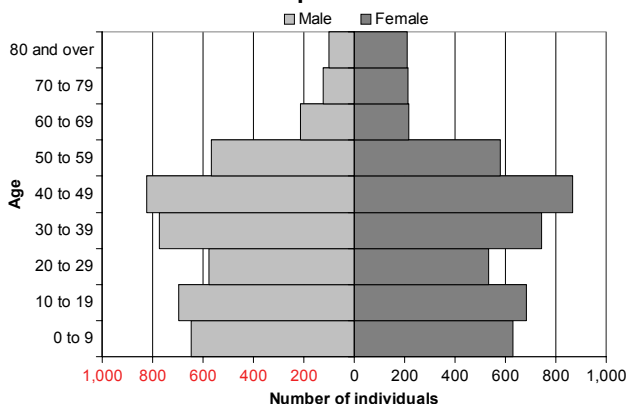
The vast majority of Woodinville's racial structure recorded in the 2000 U.S. Census was white (84%), followed by Asian (7.3%), people who identified as another race (3.7%), people who identified as two or more races (3.3%), black (0.9%), American Indian and Alaska Native (0.5%), and Native Hawaiian and other Pacific Islander (0.3%). Ethnicity data indicate that 7.2% identified as Hispanic. In 2000 13.6% were foreign-born, with 44% from the Americas outside of the United States and 32.8% from Asia. The highest percentage of those reporting ancestry in the 2000 U.S. Census were German (18.4%), followed by English (11.6%), Irish (8.9%), and Norwegian (7.9%).

Of the population 18 years of age and over, 89.3% had a high school education (including equivalency) or higher, 38.7% had earned a bachelor's degree or higher, and 11.6% had received a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

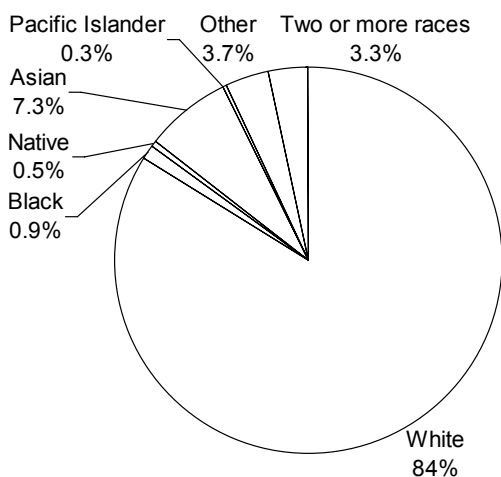
History

In 1870 George Rutter Wilson and Columbus Greenleaf staked the first land claims in the Woodinville area. One year later Ira and Susan Woodin moved to the area and settled the community of Woodinville with their two daughters, Helen and Mary. At that time the easiest way to reach Woodinville from Seattle or Lake Washington was via the Sammamish River. Early in Woodinville's existence the logging industry drew the

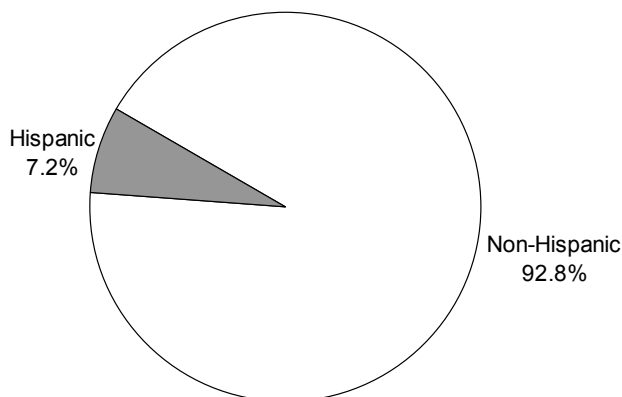
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



majority of its population base.¹ The area was “heavily forested, with trees so big their stumps could be used as shelters or as temporary houses.”² As logging continued, cleared land provided rich soil and brought dairy farms and truck gardens.

The first community school was conducted in the Woodin home, but as Woodinville grew in size, the Calkins family donated land for the Woodinville School. The school building was destroyed by a fire but rebuilt in 1909 and further enlarged in 1935. Initially the building functioned as a primary school, from 1993 to 2001 it served as Woodinville City Hall, and it currently functions as the Community Center.³ Today Woodinville is the site of many boutique wineries as well as “a vibrant retail core.”⁴

Infrastructure

Current Economy

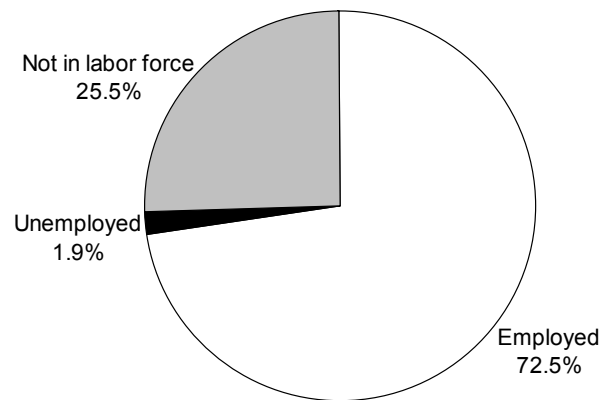
According to the 2000 U.S. Census, 72.5% of Woodinville’s potential labor force 16 years of age and older were employed, 1.9% were unemployed, and the unemployment rate was 2.6% (calculated by dividing the unemployed population by the labor force). In addition, 25.5% were not in the labor force, compared to the national average of 36.1%. The top employment sections were educational, health, and social services (15.6%), manufacturing (14.6%), professional, scientific, management, administrative, and waste management services (13.4%), retail trade (13.1%), local, state, and federal governments (8.6%), and finance, insurance, real estate, and rental and leasing (8.2%). Natural resource jobs including agriculture, forestry, fishing, and hunting, employed (0.5%), but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. The major employers in Woodinville were the Chateau Ste. Michelle Winery, Molbak Nursery, and the Northshore School District.⁵

The per capita income in 1999 was \$31,458 and the median household income was \$68,114. In 1999 4.4% lived below the poverty level. There were 3,592 housing units in 2000, with 72.8% owner occupied and 27.2% renter occupied. The housing unit vacancy rate was 2.2%.

Governance

In 1993 Woodinville became the 270th incorporated city in Washington State. It has a council-manager form of government with seven nonpartisan council members and a city manager, who is responsible for daily operations via management of the directors of each city department. Woodinville levies an 8.8% sales and use

2000 Employment structure



tax. A 2.8% lodging tax is also in effect in Woodinville for establishments with 60 or more rooms or spaces. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Washington.

The nearest National Marine Fisheries Service Regional Office and the U.S. Citizenship and Immigration District Office are in Seattle. Meetings of the North Pacific Fishery Management and Pacific Fishery Management councils are routinely held in the Seattle-Tacoma area. The closest Washington Department of Fish and Wildlife Regional Office is in Mill Creek, 9 miles northwest. The 13th U.S. Coast Guard District Office is in Seattle.

Facilities

Woodinville is accessible via Washington Highway 522 off Interstate 405 (north-south) and via Washington Highway 202. The Seattle-Tacoma International Airport is nearest major facility.

Woodinville is situated in two school districts, North Shore and Lake Washington. There are a total of 12 public schools, including 1 prekindergarten school, 7 elementary schools, 2 junior high schools, 1 high school and 1 treatment center. All of the schools are in the North Shore School District except Wilder Elementary School, which is the Lake Washington District. There are six private schools located in Woodinville.

Puget Sound Energy administers electricity. The Woodinville Water District provides water and sewer services. Waste Management Northwest supplies solid waste and garbage collection services. Police on contract with the King County Sheriff’s Office and the Woodinville Fire and Life Safety District administer public safety. The Evergreen Hospital Medical Center and the Fairfax Hospital are about 4 miles away in Kirkland. Willows Lodge is the only hotel located within

Woodinville, however additional accommodations are available in nearby Bothell and Kirkland. There are no marine facilities located in the community.

Involvement in West Coast Fisheries

Commercial Fishing

Recorded data indicates that there were zero landings delivered to Woodinville in 2000 and no known processors operating in the community. In 2000 six vessels were owned by Woodinville residents, including three vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Woodinville residents that participated in each said fishery by state (WA/OR/CA) was: crab 2/0/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 1/0/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.⁶

In 2000 one Woodville resident held a single federal groundfish fishery permit. The number in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 1/1/0, highly migratory species NA/0/0, salmon 1/0/1, shellfish 0/0/NA, shrimp 1/0/0, and other species 2/0/0.⁷

Woodinville residents held 11 state and federal permits in 2000. The number in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 1/1/0, highly migratory species NA/0/0, salmon 1/0/2, shellfish 0/0/NA, shrimp 2/0/0, and other species 2/0/0.⁸

Sportfishing

The closest Catch Record Card Area to Woodinville is Area 10, Seattle-Bremerton (south from the Apple Cove Point-Edwards Point line to a line projected true east-west through the north tip of Vashon Island). The 2000 sport catch, based on catch record cards, in Area 10 was 15,681 fish, including 4,042 Chinook salmon, 11,568 coho salmon, 58 chum salmon, and 13 sockeye salmon. In 2000 marine angler made 49,865 trips in the sport salmon fishery. In Area 10 boat-based anglers angles caught 7,022 bottomfish. The recreational harvest of clams (pounds) and oysters (number) in Area 10 was estimated to be 6,936 and 26,200 respectively; harvest occurred over an estimated 2,745 user trips in 2000.

The Sammamish River (slough) on which Woodinville is situated provides a link between Lake Sammamish and Lake Washington for anadromous fish such as salmon and steelhead.⁹ The river also offers fishing for trout and other game fish. Several lakes situated around the community—Cottage Lake, Crystal Lake, and Paradise Lake—provide additional fishing opportunities. For example, Cottage Lake provides

fishing for stocked rainbow trout and also for yellow perch, brown bullheads, black crappie, and largemouth bass.¹⁰

There were two licensed vendors in Woodinville selling fishing permits in 2000. In 2003 there were 1,022 sportfishing license transactions made in the community valued at \$1,877.

Subsistence

Tribal and nontribal community members may be engaged in subsistence fishing in the area. Subsistence fishing is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Woodinville residents owned 12 vessels in 2000 that participated in North Pacific fisheries. That year community members landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/2, other finfish confidential/confidential/1, Gulf of Alaska groundfish 339 t/\$765,530/4, halibut confidential/confidential/2, herring confidential/confidential/1, and salmon 163 t/\$237,620/4.

In 2000 Woodinville residents held 41 state and federal registered commercial fishing permits, including 12 individuals who held state permits and 22 who held federal permits (note: it is possible for individuals to hold more than one permit at a time). Woodinville residents held two crab and seven groundfish License Limitation Program permits and six crab, eight BSAI groundfish, three halibut, two herring, and five salmon Commercial Fisheries Entry Commission permits. Residents also held 4,025,811 halibut and 3,211,082 sablefish individual fishing quota shares.

Woodinville residents held 23 crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Residents purchased 340 Alaska sportfishing licenses in 2000.

Notes

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8. See note 6.
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4.2 Oregon

Astoria
Bandon
Beaver
Brookings
Charleston
Clatskanie
Cloverdale
Coos Bay
Depoe Bay
Florence
Garibaldi
Gold Beach
Hammond
Harbor
Logsdon
Monument
Newport and South Beach
North Bend
Pacific City
Port Orford
Reedsport
Rockaway Beach
Roseburg
Seaside
Siletz
Sisters
Tillamook
Toledo
Warrenton
Winchester Bay

Astoria

People and Place

Location

Astoria is on the northwestern tip of Oregon, bordered by the Pacific Ocean on the west and the Columbia River on the north. Situated in Clatsop County, the area encompasses 5.75 square miles of land and 3.95 square miles of water. Portland is the nearest major city, 91 miles to the east. Astoria's geographic coordinates are lat 46°11'17"N, long 123°49'48"W.

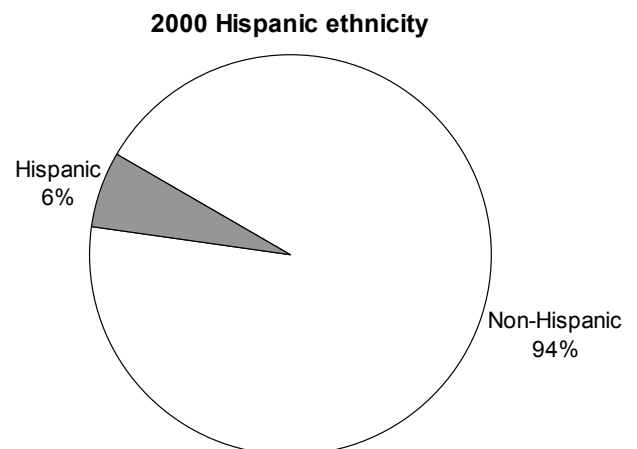
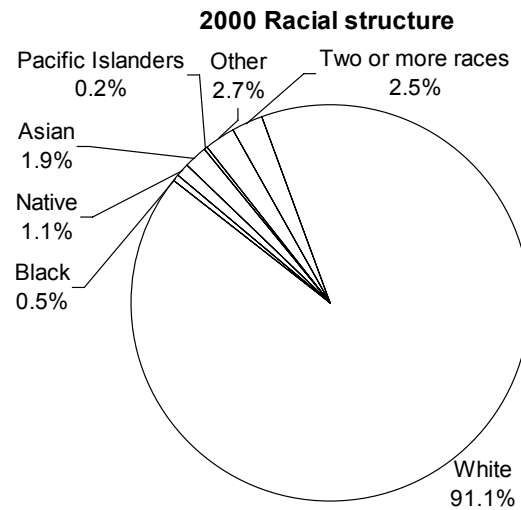
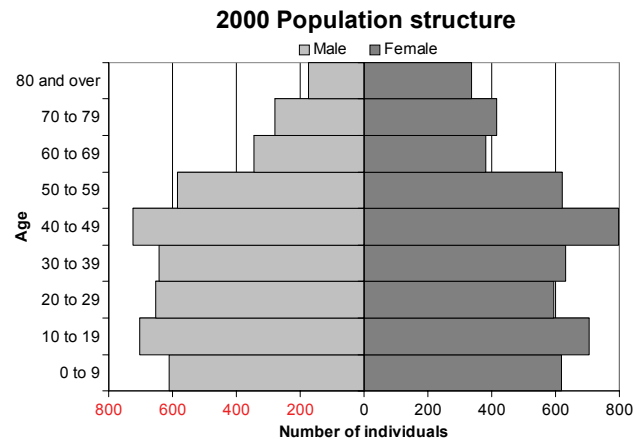
Demographic Profile

According to the 2000 U.S. Census, Astoria's population was 9,813, a 25.4% decrease from the 1990 count of 10,069. The gender composition was 52% female and 48% male. The median age was 38.3 years, slightly higher than the national average of 35.3. Astoria demonstrates usual population trends for the nation. Of the population 18 years of age and older, 84.1% had a high school education or higher, 19.7% had earned a bachelor's degree or higher, and 6.8% had attained a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the population of Astoria recorded by the 2000 U.S. Census was white (91.1%), followed by people who identified with another race (2.7%), people who identified with two or more races (2.5%), Asian (1.9%), American Indian and Alaska Native (1.1%), black or African American (0.5%), and Native Hawaiian and other Pacific Islander (0.2%). Ethnicity data indicate 6% identified as Hispanic. In 2000 4.5% were foreign-born, with the majority from the Americas outside of the United States and from Asia. Astoria is also home to many people of Scandinavian decent, including Icelanders, Finns, Danes, Norwegians, and Swedes.

History

American commercial interest in this area began in 1792 when Captain Robert Gray crossed the Columbia River in his fur-trading ship. Lewis and Clark's 33-member expedition, the Corps of Discovery, arrived near present-day Astoria in the winter of 1805–1806. The expedition is commemorated by the Astoria Column.¹ The Chinook and Clatsop tribal populations each numbered about 400 when the Corps of Discovery visited their villages on the south bank of the Columbia. The tribes lived in wooden plank houses, were proficient seafarers in their large dugout canoes, and lived off the fish, roots, and berries plentiful in the



area. The considerably larger Tillamook population was south in villages between the mouth of the Necanicum River and Tillamook Bay. By the mid-1800s the Tillamook population had declined to about 200 people; today the tribe is no longer officially organized.²

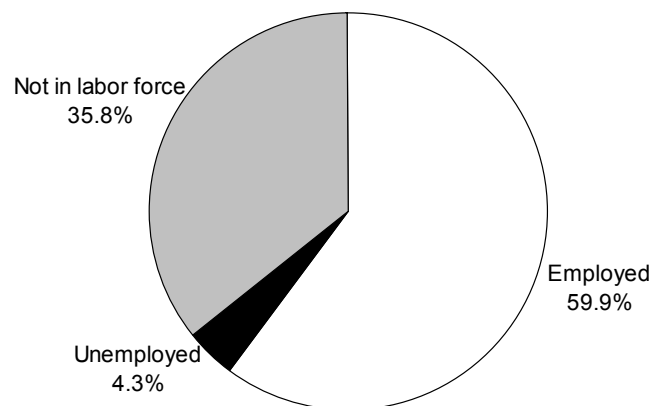
The Corp of Discovery built Fort Clatsop near the mouth of the Columbia and sheltered there through the winter. Members of the Pacific Fur Company arrived subsequently and established Fort Astoria, named for John Jacob Astor, the founder of Pacific Fur Company and a prominent New York merchant. The resulting community, which grew into Astoria, is now the oldest U.S. settlement west of the Rocky Mountains. By 1850 the first post office and U.S. Customs office west of the Rocky Mountains were established. By 1900 salmon canneries, forestry, and shipping industries made the town the most commercially significant hub between Seattle and San Francisco. Until the 1900s emigrants to the area were predominantly of Scandinavian descent, bringing diversity to the area's cultural heritage and economy. The area also has become a popular backdrop to represent the all-American city in numerous movies.³

Downtown Astoria was rebuilt following a devastating fire in 1922. The reconstruction extended the land area with fill material into the Columbia River. The Port of Astoria initiated a project to build a bridge across the Colombia between Oregon and Washington in 1953. With the help of the Oregon Highway Department and \$100,000 in funding from the Oregon and Washington State legislatures, the so-called "Bridge to Nowhere" opened to the public 10 years later.⁴ More than 2,000 major shipwrecks testify to the importance of the mouth of the Columbia River to commerce and fishing, and to its dangerous waters, which has earned it the nickname, "the Graveyard of the Pacific."⁵

Fieldwork indicates there has been an increase in tourism in Astoria, with the opening of two new hotels along the riverfront as well as a number of new gift shops and galleries. These developments have lead to an increase in lower paying service jobs. Fieldwork suggests insufficient income levels, coupled with a downturn in logging and fishing, are forcing many to leave the community in search of higher paying jobs elsewhere. There also has been an increase in the construction of weekend or vacation homes for Portland and Seattle residents, resulting in rising property values.

Today the towns of Astoria and Warrenton form a deeply connected community, sharing not only history but also infrastructure. The connection is particularly reflected in their involvement in the fishing industry. While separate profiles have been compiled for each

2000 Employment structure



community, the Astoria-Warrenton area can be considered a cohesive community.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 59.9% of Astoria's potential labor force 16 years of age and older were employed, 4.3% were unemployed, and the unemployment rate was 6.7% (calculated by dividing the unemployed population by the labor force). In addition, 35.8% were not in the labor force. The top employment sectors were local, state, or federal government (17.1%) and the armed forces (2.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting, employed 3.1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

While the fishing industry has long formed the economic foundation of Astoria, the largest employers are related to the community's infrastructure. In order of the number of employees, the five leading employers in 2003 were the U.S. Coast Guard, the Astoria School District, the Columbia Memorial Hospital, Clatsop County, and Clatsop Community College.⁶ Other main industries in Astoria in 2000 were educational, health, and social services; retail trade; and arts, entertainment, recreation, accommodation, and food services.

The per capita income for Astoria was \$18,759 and the median household income was \$33,011, according to the 2000 U.S. Census. In 1999 15.9% were below the poverty line, higher than the national average of 12.4%. In 2000 Astoria had 4,858 housing units, of which 87.6% were occupied. Of the occupied units, 51.3% were by owner and 48.7% by renter. Of the vacant housing units, 14.4% were vacant due to seasonal, recreational, or occasional use.

Governance

The City of Astoria incorporated in 1856. Local government is organized under a manager-council format.⁷ The State of Oregon has no general sales tax but levies a 1% tax on overnight lodging that funds the Oregon Tourism Commission. See Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in Oregon.

A U.S. Coast Guard Station and an Oregon Department of Fish and Wildlife Field Office are based in Astoria. A field station of the NOAA Fisheries Services Northwest Fisheries Science Center is located in nearby Hammond. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which is also home to the district office of the U.S. Citizenship and Immigration Services.

Facilities

Astoria is accessible by land, sea, and air. U.S. Highway 101 connects Astoria to other major transportation routes. Public transportation is provided by a local bus service. The Astoria Regional Airport, operated by the Port of Astoria, is located within 10 minutes of Astoria, Seaside, and Warrenton. The closest major commercial airport is in Portland.

The Port of Astoria provides services to commercial and recreational boaters at two marinas and serves as a cruise ship port-of-call with two piers and a marine terminal. It is the first deep-draft port encountered upon entering the Columbia River, located only 14 miles from the Pacific Ocean. It maintains nearly 7,250 feet of dock space on three piers with a haul-out and a 10-acre boatyard. The port adopted a comprehensive Central Waterfront Master Plan in 2001. The port collects revenue from enforced tariffs.⁸

Astoria has seven schools providing elementary through high school education with one tertiary education provider, Clatsop Community College. The city takes water from the Bear Creek Watershed and maintains wastewater treatment systems. City utilities include natural gas, electrical power, and solid waste management. The Astoria Fire Department operates two stations. The police department has 21 paid and reserve officers. Columbia Memorial Hospital is located in Astoria and three clinics are available.⁹ There are a number of local overnight accommodations.

Several local and regional associations and networks operate in the Astoria-Warrenton area, including the Women's Coalition for Pacific Fisheries, Columbia River Fishermen's Protective Union, and Salmon for All, a

lower Columbia River group of fishermen, processors, and gear suppliers. The Oregon Trawl Commission is located in Astoria and consists of eight commissioners appointed by the Director of the Oregon Department of Agriculture. The Pacific Marine Conservation Council also operates from Astoria. The council advocates cooperative research and science-based policy, as well as community-based fisheries management with attention to west coast rockfish.

Involvement in West Coast Fisheries

Commercial Fishing

There were at least four seafood processors operating in Astoria in 2000. Bornstein Seafoods Inc., Crystal Ocean Seafoods, Fish Hawk Fisheries Inc., and Josephson's Smokehouse and Dock together employed approximately 154. In 2000 approximately 10.1 million pounds of fish were processed at an estimated value of \$16.87 million. In the same year the top three processed products in the community, in terms of pounds and revenue earned, were flounder, Dungeness crab, and shrimp. Bornstein Seafoods, historically a groundfish processing and distribution company, is expanding to process and distribute seafood products. Bornstein began construction in spring 2005 of a \$6.8 million processing facility on Port of Astoria property.

In 2000 334 unique vessels (all commercially classified) delivered landings to Astoria. The landings were in the following fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): coastal pelagic 5,907 t/\$794,612/29; crab 1,399 t/\$6,530,137/92; groundfish 45,284 t/\$12,980,569/151; highly migratory species 1,682 t/\$3,273,354/112; salmon 52 t/\$138,537/82; shrimp 3,947 t/\$3,816,430/48; and other species 178 t/\$633,751/84.

Astoria residents owned 184 vessels in 2000 including 12 vessels that took part in the Groundfish Vessel Buyback Program. Area residents owned 69 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Astoria residents participating in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/6, crab 0/30/1, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/138/0, shellfish NA/7/NA, and shrimp NA/16/7.¹⁰

Twenty Astoria residents held 21 federally managed groundfish fishery permits in 2000. The number of Astoria residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/2/6, crab 4/30/1, groundfish 3/1/0, highly migratory species NA/0/0, salmon 18/162/1, shellfish 0/5/NA, shrimp 12/16/6, and other species 2/0/2.¹¹

The data indicate 187 state and federal permits registered to Astoria residents in 2000. The number of state permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/2/14, crab 7/56/1, groundfish 8/1/0, highly migratory species NA/0/0, salmon 22/0/2, shellfish 0/0/NA, shrimp 13/27/9, and other species 2/0/2.¹²

Fieldwork indicates many Astoria residents participate in the lower Columbia River gillnet fishery—the oldest commercial fishery in Oregon and Washington—harvesting shad, sturgeon, salmon, and smelt. There has been a significant decrease in the number of Columbia River gillnet licenses issued over the years, primarily due to declining returns and increased regulatory measures. For example, in the 1880s roughly 3,000 gillnetters fished the lower Columbia. In 1997 only 689 Columbia River gillnet licenses were issued.¹³

Sportfishing

Astoria had six outfitter guide businesses in 2003 with six licensed charter vessel businesses located in the community. For the Astoria-Warrenton port group, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 766 Chinook salmon and 13,712 coho salmon. The recreational nonsalmonid catch was 1,533 fish, consisting primarily of black rockfish.

Subsistence

Local community members may engage in subsistence fishing in the area; however, specific information on subsistence fishing in Astoria is not discussed in detail in this profile due a lack of data. Tribal subsistence fishing does not occur in the Columbia in the area but does take place further upstream in the Lower Columbia River dam pools at The Dalles, John Day, and Bonneville dams.¹⁴

Involvement in North Pacific Fisheries

Commercial Fishing

Astoria residents owned 54 vessels in 2000 that were involved in North Pacific fisheries. In the same year community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landings): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska groundfish confidential/confidential/3, halibut 77.5 t/\$440,080/4, herring 240.9 t/\$50,930/6, salmon 1,104.5 t/\$1,543,430/48, and shellfish confidential/confidential/1.

In 2000 residents held 74 registered state permits and 27 registered federal permits. In the same year residents of Astoria held six groundfish License Limitation Program permits. Residents also held 1 finfish, 13 BSAI groundfish, 9 halibut, 14 herring, 58 salmon, and 1 shellfish Commercial Fisheries Entry Commission permits. The halibut and sablefish individual fishing quota shares for people residing in the community were 2,542,582 and 977,046 respectively.

In 2000 108 residents held crew member licenses for North Pacific fisheries.

Sportfishing

Astoria community members purchased 112 Alaska sportfishing licenses in 2000.

Notes

1. State of Oregon. No date. City of Astoria history. Online at <http://www.stateoforegon.com/cgi-bin/cities/history.pl?&city=astoria&history> [accessed 9 January 2007].

2. National Geographic. No date. Lewis and Clark. Online at http://www.nationalgeographic.com/lewisandclark/journey_leg_14 [accessed July 2004].

3. NW Source: Travel. 2004. Astoria, OR. Online at http://www.nwsourc.com/travel/scr/tf_detail.cfm?id=2825 [accessed 9 January 2007].

4. State of Oregon. No date. City of Astoria history. Online at <http://www.stateoforegon.com/cgi-bin/cities/history.pl?&city=astoria&history> [accessed 9 January 2007].

5. Astoria Warrenton Area Chamber of Commerce. 2004. Historical facts. Online at <http://www.olderoregon.com/Pages/Quickfacts.htm> [accessed 9 January 2007].

6. Community and Economic Development Department. 2004. Astoria community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Astoria&-script=hit%20count&-Find> [accessed 9 January 2007].

7. Oregon Blue Book. 2004. City government. Online at <http://bluebook.state.or.us/local/cities/citiesgen.htm> [accessed 9 January 2007].

8. Port of Astoria. 2004. Port facilities. Online at <http://www.portofastoria.com/portfacilities/cruise/index.html> [accessed 9 January 2007].

9. See note 6.

10. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

11. See note 10.

12. See note 10.

13. Oregon State University. 1999. Oregon's changing fishing communities. Online at <http://seagrant.oregonstate.edu/sgpubs/onlinepubs/o99001.html> [accessed 9 January 2007].

14. Fishery biologist, Oregon Department of Fish and Game, Astoria, OR. Pers. commun., 26 April 2006.

Bandon

People and Place

Location

Bandon is located in Coos County along the southern coast of Oregon at the mouth of the Coquille River, and encompasses 0.3 square miles of water and 2.8 square miles of land. The nearest major metropolitan area is Portland, 243.7 miles to the northeast. Bandon's geographic coordinates are lat 43°07'09"N and long 124°24'26"W.

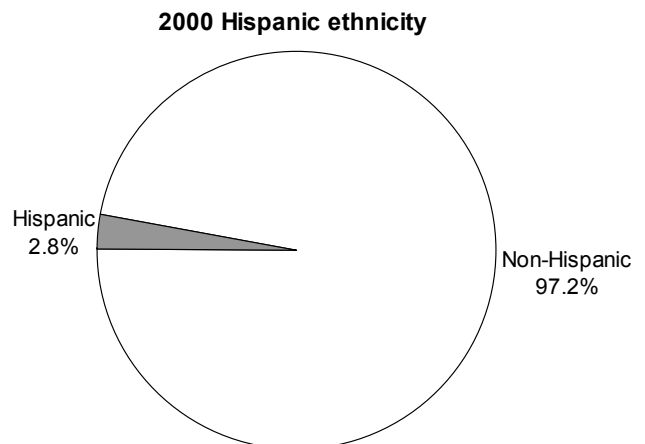
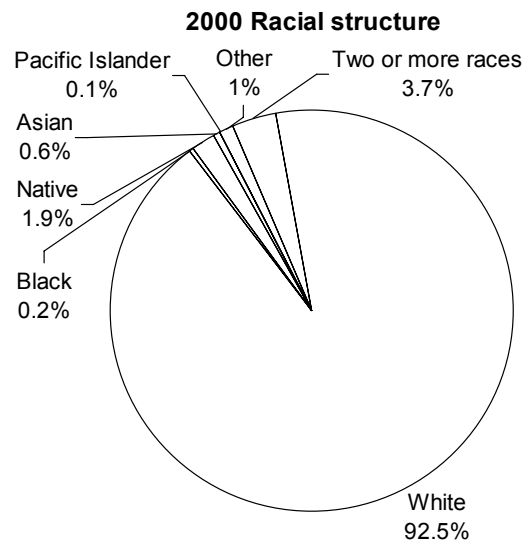
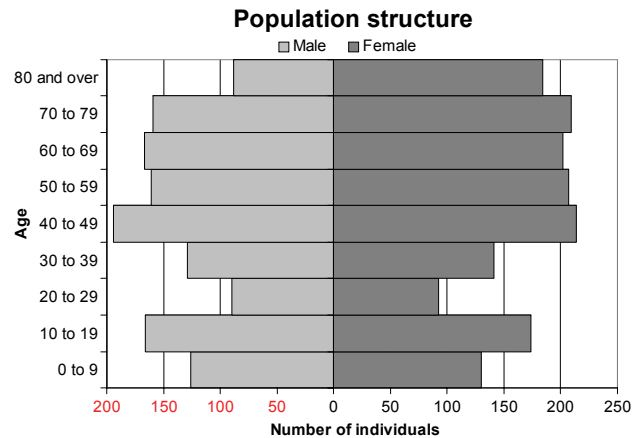
Demographic Profile

According to the 2000 U.S. Census, Bandon's population was 2,833, a 27.9% increase over the 1990 census. The gender composition was 54.8% female and 45.2% male. The median age of the community in 2000 was 49.3, older than the national median age of 35.3. The 55 and older age group represented 41.4% of the total population, while the national average for this age group was 21.1%. More than a quarter (29.4%) of the population was 65 and older, whereas the national average was 12.4%. Of the population 18 years of age and older, 88% had a high school education or higher, 17.5% had a bachelor's degree or higher, and 5.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Bandon's racial composition was white (92.5%), followed by people who identified with two or more races (3.7%), Native American (1.9%), people who identified with some other race (1.0%), Asian (0.6%), black or African American (0.2%), and Pacific Islander (0.1%). Ethnicity data indicated 2.8% identified as Hispanic. The ethnic composition of the community changed between 1990 and 2000, with an increase of 55.6% in residents who identified themselves as having Hispanic origins. In 2000 4.5% were foreign-born with 37.8% of that figure born in Mexico.

History

The Coquille Indians, who had villages along the Coquille River, initially settled the area around Bandon. In 1826 the Hudson's Bay Company visited the area and by 1851 gold was discovered by French Trappers, drawing miners and other entrepreneurs.^{1,2} The first settlement, Averill, was established in 1853. By 1856 conflict between the Euro-American settlers and Indians resulted in the movement of the Coquille Indians to the Siletz Reservation. In 1859 the vessel *Twin Sisters* sailed up the Coquille River, initiating trade of inland produce



and resources. One year later the mouth of the Coquille River was surveyed for navigation. In the early to mid-1870s Lord George Bennett arrived and renamed the town Bandon after his hometown in Ireland.

From the mid-1800s to the early 1900s, the town grew with the opening of a post office, cheese-making enterprises, a sawmill, Catholic church, new school district, and a woolen mill. In 1888 the first ocean-going schooner was built in Bandon, and in 1896 the Bandon Lighthouse was constructed. This was followed by construction of a jetty on the Coquille River. By 1910 Bandon was a popular tourist destination on the Oregon coast and was considered a principle port between San Francisco and Portland.

Disaster struck in 1914 when fire destroyed the waterfront business district. This was followed by the Great Fire of 1936, which started as a forest fire and destroyed the entire town, ending its role as a prominent port on the West Coast. Around this time, cranberry farming grew and cooperatives and factories were developed. The Bandon Electrical Company was established and the town slowly rebuilt.

Through the 1950s, 1960s, and 1970s the town population continued to grow. New infrastructure included an airport, wastewater treatment plant, and Bandon City Hall. In the 1980s the Old Town area was redeveloped with the addition of shopping, restaurants, and a new boat basin. Bandon is a coastal tourist destination and still supports cranberry factories, fishing, cheese-making, and forest products.

Yearly festivals include the Bandon Irish Fest and Blessing of the Fleet and The Cranberry Festival, held first in 1947. According to the Chamber of Commerce, Bandon shares much of its heritage with Bandon, Ireland. During its Fourth of July Celebration, the Bandon Fisherman Association helps sponsor an annual Fish Fry.³

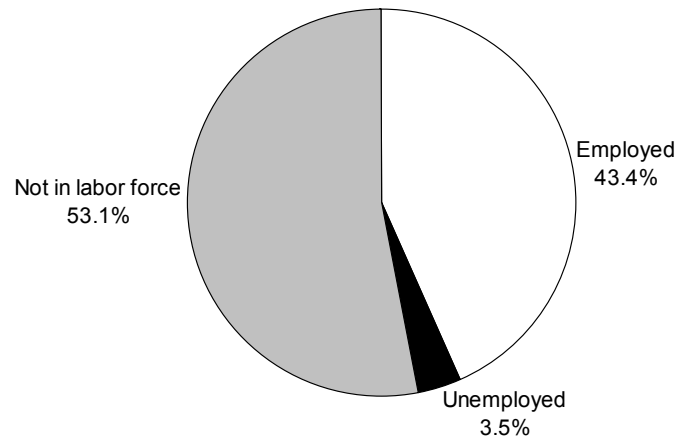
Infrastructure

Current Economy

According to the 2000 U.S. Census, 43.4% of Bandon's potential labor force 16 years of age and older were employed, 3.5% were unemployed, and the unemployment rate was 7.4% (calculated by dividing the unemployed population by the labor force). In addition, 53.1% were not in the labor force, compared to the national average of 36.1%.

Bandon's economy relies on wood products, fishing, tourism, and agriculture. The top employment sectors were educational, health, and social services (22.9%), arts, entertainment, recreation, and accommodation and food services (17.9%), government (17.7%), and retail

2000 Employment structure



(16.3%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 1.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data. The five largest employers in the area include Bandon Dunes Golf Course, Southern Coos Health District, School District #54C, Oregon Overseas Timber, and Hardin Optical.⁴

According to the 2000 U.S. Census, per capita income was \$20,051 and the median household income was \$29,492. In 1999 16% of the population lived below the poverty level, compared to the national average of 12.4%. Of the 1,535 housing units in 2000, 83.8% were occupied. Of the occupied units, 60.1% were by owner and 39.9% were by renter. The housing unit vacancy rate was 16.2%, with almost half (48.4%) due to seasonal, recreational, or occasional use.

Governance

Bandon is an incorporated city operating under a council-manager charter. The State of Oregon has no general sales tax; however, a 1% overnight lodging tax is levied that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Bandon is 121.8 miles from the National Marine Fisheries Service research station in Newport and 21.8 miles from the Oregon Department of Fish and Wildlife (ODFW) Field Office in Charleston. It is 23.9 miles from the nearest U.S. Coast Guard Unit in Coos Bay and 243.7 miles from the closest U.S. Citizenship and Immigration Services Office in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are also held in Portland.

Facilities

Bandon is accessible by land, sea, and air. Curry Public Transit connects Bandon to the neighboring communities of Gold Beach, Crescent City, Brookings, Port Orford, Coos Bay, and North Bend. Greyhound provides bus service to nearby communities and to metropolitan areas. The local Bandon State Airport is a landing base for small planes. The community is located 256.8 miles from the Portland International Airport. Major roads intersecting Bandon include U.S. Highway 101 and Oregon Highway 42.

Local schools include an elementary school, a middle school, and a high school. Bandon also has two private primary schools. The City of Bandon Electric Company provides electricity. The city also supplies water and sewer services. The Bandon Police Department administers local law enforcement. The community is home to one major health care facility, Southern Coos General Hospital. Lodging accommodations include bed and breakfasts, hotels, and motels, campgrounds and recreational vehicle parks, and vacation rentals.

The Port of Bandon offers shipping terminal facilities, commercial and sport boat moorages, and support services. Facilities include a boat ramp, crab dock, charter fishing dock, berths for commercial and sportfishing vessels, and a guest dock. According to the port, the city survived the downturn of its three major support industries—logging, fishing, and cranberry production—by developing its base for vacation recreation, sportfishing, and nature conservancy. The port, funded by the ODFW Restoration and Enhancement Program, is restoring tidal functions to a portion of a former lagoon basin located on the Coquille River's ocean spit.⁵ The ODFW Fish Hatchery is located southeast of Bandon along Ferry Creek. The Oregon Coast Sportfishing Association is located in Bandon.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 a total of 17 vessels, all commercially registered, delivered landings to Bandon. Landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab 0.7 t/\$3,207/4; groundfish 0.4 t/\$726/7; highly migratory species confidential/confidential/2; salmon 12 t/\$46,083/6; and other species confidential/confidential/2. Research sources did not provide current or 2000 data on West Coast fisheries processors for Bandon.

Bandon residents owned 31 vessels in 2000, of which 12 participated in the federally managed groundfish fishery. The number of vessels owned by Bandon residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/11/0, groundfish 0/2/NA, highly migratory species NA/1/NA, salmon 0/23/0, shellfish NA/0/NA, and shrimp NA/5/0.⁶

Three groundfish fishery permits were held by three Bandon residents in 2000. Recorded data indicates that the number of individual community members holding permits in each fishery by state (WA/OR/CA) was: crab 0/8/5, groundfish 0/1/0, highly migratory species NA/1/1, salmon 0/19/11, shellfish 0/0/NA, shrimp 0/3/2, and other species 1/3/0.⁷

Available data indicate 115 permits were registered to Bandon residents in 2000, of which 112 were registered state permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: crab 0/18/5, groundfish 0/1/0, highly migratory species NA/1/1, salmon 0/21/16, shellfish 0/0/NA, shrimp 0/8/4, and other species 1/36/0.⁸

Sportfishing

Bandon had at least two outfitter guide businesses in 2003. Three licensed charter vessel businesses were located in the community, and one licensed charter vessel business from Merrill, Oregon, used Bandon as its homeport.

Presently Bandon has four licensing vendors. In 2000 the number of sportfishing licenses sold by active agents was 1,082 at a value of \$18,778. For the community, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 1,328 Chinook salmon and 104 coho salmon. The recreational nonsalmonid catch was 14,206 fish. Top species landed include black rockfish, blue rockfish, canary rockfish, china rockfish, vermilion rockfish, and lingcod.

Subsistence

Many local community members engage in subsistence fishing. Both nontribal and tribal fishermen, including members of the Coquille Indian Tribe and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw, utilize marine and stream resources for subsistence. Under the trust doctrine, the federal government is charged to protect tribal resources and by constitutional mandate to protect natural resources. Specific information on subsistence fishing in Bandon is not discussed in detail due to a lack of data.

Involvement in North Pacific Fisheries

Commercial Fishing

Bandon residents owned one vessel in 2000 involved in North Pacific fisheries. Five Bandon residents held registered state permits in 2000.

In 2000 residents held 7 permits, including 2 Gulf of Alaska groundfish, 1 halibut, 2 Bering Sea and Aleutian Islands groundfish, and 1 shellfish. Residents also held 4 salmon Commercial Fisheries Entry Commission permits.

In 2000 four residents held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 Bandon residents purchased 16 sportfishing licenses for Alaska fisheries.

Notes

1. J. Gilden (ed). 1999. Oregon's changing coastal fishing communities. Online at <http://seagrant.oregonstate.edu/sgpubs/onlinepubs/o99001.html> [accessed 9 January 2007].
2. Bandon Historical Society. 2005. Bandon, Oregon, a listing of historic events. Online at <http://bandonhistoricalmuseum.org/index.htm> [accessed 18 January 2007].
3. Bandon Chamber of Commerce. 2004. Bandon festivals. Online at http://www.bandon.com/webfront/stories/?page_id=21 [accessed 9 January 2007].
4. Oregon Economic & Community Development Department. 2004. Bandon community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Bandon&-script=hit%20count&-Find> [accessed 9 January 2007].
5. Port of Bandon. 2001. On Oregon's south coast. Online at <http://www.portofbandon.com> [accessed 9 January 2007].
6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.

Beaver

People and Place

Location

Beaver, located along U.S. Highway 101 just south of Tillamook, covers 0.4 square miles of land. Situated in Tillamook County, Beaver is 87.5 miles west of Portland. Beaver's geographic coordinates are lat 45°16'37"N, long 123°49'31"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Beaver was 145, a 0.7% (one individual) decrease from the 1990 Census. The gender composition was 52.4% female and 47.6% male. The median age of 40.1 was slightly higher than the national median of 35.3. The population had an uneven age distribution with 42.1% between the ages of 30 and 59 and 25.5% age 17 or younger. Of the population 18 years of age and older, 83.8% had a high school education or higher, 23.1% had some college but no degree, and 3.4% had earned an associate's degree. There were no bachelor's or graduate/professional degrees held by community members in 2000. The national averages were 79.7% with a high school education or higher, 22.3% with a bachelor's degree or higher, and 7.8% with a graduate or professional degree.

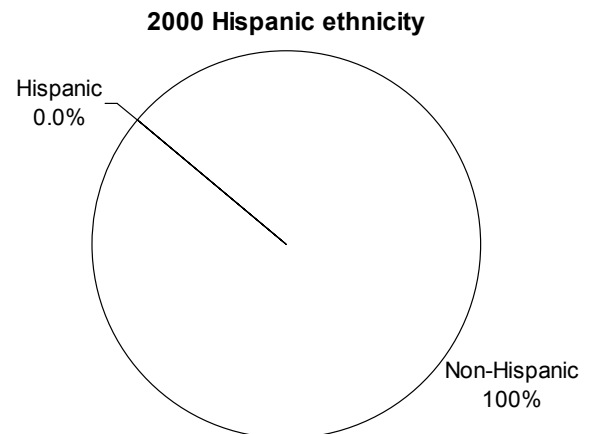
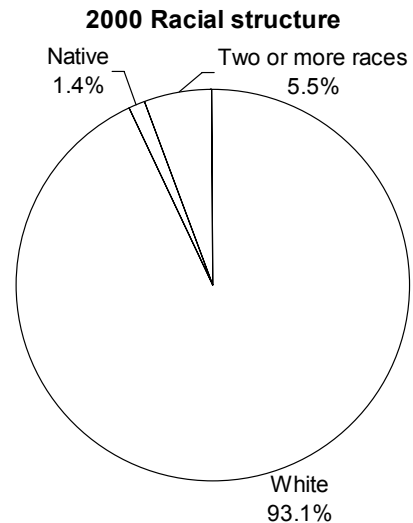
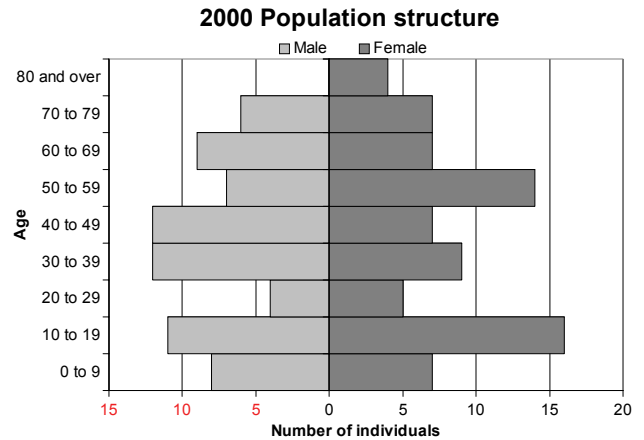
Most of Beaver's racial composition recorded in the 2000 U.S. Census was white (93.1%), followed by people who identified with two or more races (5.5%) and American Indian and Alaskan native (1.4%). No residents identified themselves as Hispanic.

In 2000 87.6% of the population lived in family households.

History

Long before Euro-Americans came to the Pacific Northwest, Native Americans inhabited this area including the Tillamook, Nehalem, and Nestucca. These peoples had a close relationship with the sea and the area's waterways, as evidenced by their boats. Dugout canoes ranged from tiny vessels used for duck hunting to large canoes used for long distance travel to California. The Indians of Tillamook Bay died in large numbers due to European diseases. Their population, estimated to be around 2,200 at the turn of the nineteenth century, declined to one-tenth that size by the middle of the 1800s.

Although Captain Robert Gray was credited with being the first Euro-American to land in Tillamook Bay



in 1788, it was not until the middle of the next century that white settlers came to the area. The entrance to the bay is recognized as challenging today and was identified as perilous during Gray's time. An account by a member of his crew tells of an awkwardly situated shoal, narrow entrance, and strong tide.

The Oregon Territorial Government created Tillamook County in 1853. The county's earliest industries were shipping, logging, fishing, farming, and dairy. Fishing played a key role as the major avenue for bringing cash into the area. Fish were caught in the area's coastal waters, bays, and rivers, and canned in numerous canneries throughout the area. Middlemen bought the packaged fish and sold them in the Willamette Valley. The funds enabled the development of other enterprises and aided the growth of Tillamook Bay communities.

Two industries developed alongside fishing: dairy and lumber. The dairy industry advanced with the production of cheese that could withstand long storage periods for distribution. The lumber industry also prospered during the 1890s. In 1911 the Pacific Railway and Navigation Company constructed a railway from Portland to Tillamook. This reliable source of transportation further facilitated the growth of the timber, dairy, and fishing industries.

Concerns with overfishing arose as far back as the early 1900s. Salmon, particularly coho, have declined significantly over the years. Gillnet and trawl fishing were banned in Tillamook Bay in 1961. The designation of coho salmon as an endangered species in the 1990s and an increase in the restrictions placed on harvesting bottomfish have limited the area's commercial fishers. Commercial clamming, oystering, and shrimping were relatively successful in the bay during the 1990s. In recent years shrimp harvests have declined. The bay's commercial oyster industry has also declined, largely as a result of ongoing sedimentation and pollution.

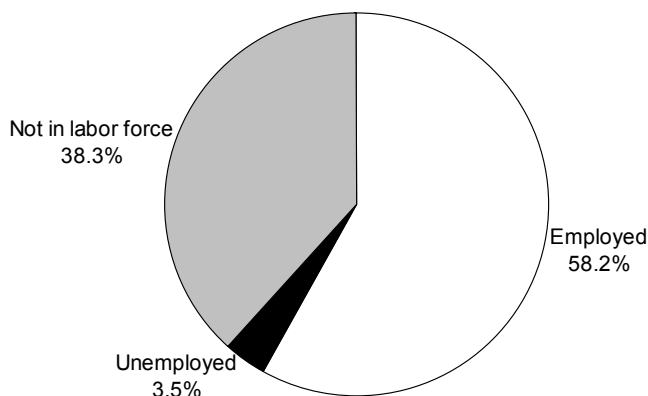
Despite the recent downturn in several of the area's commercial fisheries, the bay's sportfishing industry has enjoyed substantial growth. The tourism industry, specifically sportfishing, developed in part as an economic response to the area's waning lumber and commercial fishing industries, and expanded significantly in the 1980s.^{1, 2}

Infrastructure

Current Economy

According to the 2000 U.S. Census, 58.2% of Beaver's potential labor force 16 years of age and older were employed, 3.5% were unemployed, and the unemployment rate was 5.7% (calculated by dividing the

2000 Employment structure



unemployed population by the labor force). In addition, 38.3% were not in the labor force. The top employment sectors were retail trade (28%) and accommodation and food services (23.2%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 22%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Beaver's per capita income in 1999 was \$17,284, according to the 2000 U.S. Census, and the median household income was \$34,286. In 1999 7.9% lived below the poverty level, lower than the national average of 12.4%. In 2000 there were 73 housing units in Beaver, of which 82.2% were occupied and 17.8% were vacant. Of the occupied units, 75% were by owner and 25% were by renter.

Governance

Beaver is an unincorporated Census Designated Place (CDP). The State of Oregon has no general sales tax but levies a 1% tax on overnight lodging that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

NOAA Fisheries Services' Northwest Fisheries Science Center field station and a U.S. Coast Guard Motor Lifeboat Station are based about 54 miles south of Beaver in Newport. Also located in Newport are the Oregon Department of Fish and Wildlife's Marine Resources Program. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which is also home to the district office of the U.S. Citizenship and Immigration Services.

Facilities

Beaver is accessible by ground and air. It lies on U.S. Highway 101, the major vehicular corridor along the Pacific Coast. Two small airports are located within 15 miles of Beaver, Pacific City State Airport and Tillamook Airport. Because of the community's inland location, it is not accessible by water.

Beaver is located in the Nestucca Valley School District, which has an elementary school, middle school, and high school. Tillamook County General Hospital is 15 miles away in Tillamook. Tillamook County provides utility services and the county sheriff's department provides police services through a contract. The county's Office of Emergency Management manages other emergency services. While there are limited options for overnight accommodations in Beaver itself, the surrounding region has several motels, hotels, and bed and breakfasts.

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, there were no seafood processors operating in Beaver in 2000. There were also no landings made in Beaver. However, there were six commercial vessels owned by Beaver residents in 2000, none of which participated in the federally managed groundfish fishery. Recorded data indicates the number of vessels owned by Beaver residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/3/0, groundfish 0/1/NA, highly migratory species NA/0/NA, salmon 0/7/0, shellfish NA/0/NA, and shrimp NA/0/0.³

In 2000 community members held no groundfish permits. The number of Beaver residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/2/0, highly migratory species NA/0/0, salmon 0/4/0, and shellfish 0/0/NA.⁴

Available data indicates there were at least nine commercial fishing permits registered to Beaver residents in 2000, all registered as state permits. The number of state permits held by Beaver residents in each fishery by state (WA/OR/CA) was: crab 0/3/0, highly migratory species NA/0/0, salmon 0/6/0, and shellfish 0/0/NA.⁵

Sportfishing

In 2000 there were no sportfishing charter businesses located within Beaver or owned by Beaver residents. Fieldwork indicates there may be river guides in the area leading salmon fishing trips on the Nestucca River. Beaver had two sportfishing licensing agents in

2000 who sold 76 sportfishing licenses at a value of just over \$1,284. There were no licensed charter vessels owned by Beaver residents in 2000.

For the port complex around nearby Pacific City, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 88 Chinook salmon and 1,463 coho salmon. The recreational nonsalmonid catch in the Ocean Boat Fishery was a total of 13,066 fish. The top species landed, in descending order, were: black rockfish, lingcod, cabezon, blue rockfish, and canary rockfish.

Subsistence

Local community members, both tribal and nontribal, may engage in subsistence fishing for marine and stream resources in the Beaver area. Specific information on subsistence fishing in Beaver is not discussed in detail in this community profile due to a lack of data.

Involvement in North Pacific Fisheries

Commercial Fishing

There was no involvement by Beaver residents in North Pacific commercial fisheries in 2000.

Sportfishing

While the majority of the sportfishermen in Beaver target West Coast fisheries, six Beaver community members purchased Alaska sportfishing licenses in 2000.

Notes

1. J. Gilden (ed). 1999. Oregon's changing coastal fishing communities. Online at <http://seagrant.oregonstate.edu/sgpubs/onlinepubs/o99001.html> [accessed 9 January 2007].

2. M. Guardino and Rev. M. Riedel. Sovereigns of themselves: A liberating history of Oregon and its coast. Vol. III. Online at <http://www2.wi.net/~census/lesson36.html> [accessed 9 January 2007].

3. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

4. See note 3.

5. See note 3.

Brookings

People and Place

Location

Brookings, located in Curry County, is the southernmost coastal city of Oregon. It is situated at the mouth of the Chetco River, and encompasses 2.8 square miles of land and 0.03 square miles of water. It is approximately 345 miles south southeast of Portland. Brookings' geographic coordinates are lat 42°03'10"N and long 124°16'58"W.

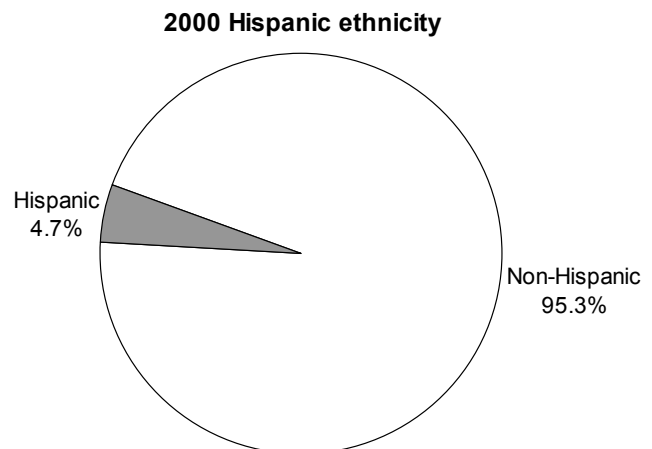
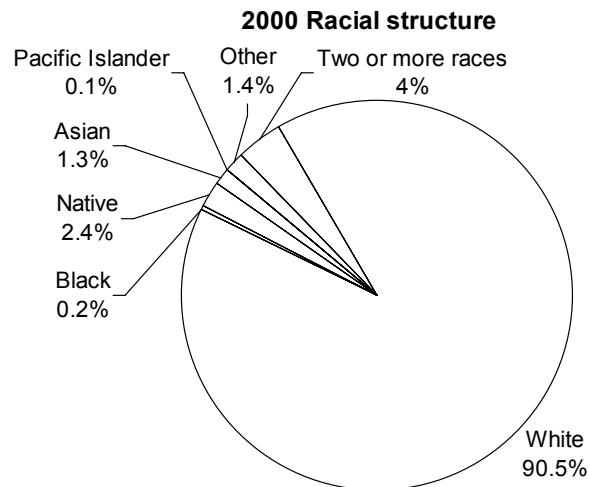
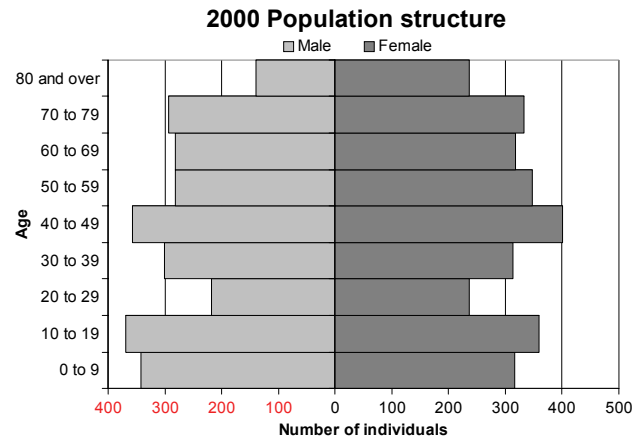
Demographic Profile

According to the 2000 U.S. Census, Brookings' population was 5,447, an increase of 23.8% from the 1990 census. The gender composition was 52.5% female and 47.5% male. The median age was 43.1, higher than the national median age of 35.3. The census reported 29.5% of the population was under the age of 25, compared to the national average of 35.3%, and the 55 and older age group represented 34.8% of the population, while the national average was 21.1%. Of the population 18 years of age and older, 83.3% had a high school degree or higher, 15.7% had a bachelor's degree or higher, and 5% had a graduate degree or higher; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Brookings' racial structure was white (90.5%), followed by people who identified with two or more races (4%), Native American (2.4%), people who identified with another race (1.4%), Asian (1.3%), black (0.2%), and Pacific Islander (0.1%). Ethnicity data indicate 4.7% identified as Hispanic. The ethnic composition of the community changed between 1990 and 2000, with a 193% increase in people who identified themselves as Hispanic. In 2000 3.7% were foreign-born, of which 22.9% were from Mexico and 21.9% were from Canada.

History

The earliest known inhabitants of the Brookings-Harbor area were members of the Chetco Indian Tribe, an Athapascan linguistic group who lived along the Chetco River and lower Winchuck River northward to Cape Ferrelo. Evidence suggests the tribe's predecessors may have come to western Oregon between 1,000 and 3,000 years ago. During the late 1800s the Chetco were probably the most numerous of the 12 coastal tribes, but the population suffered severe declines following contact with Euro-American settlers.¹



The Chetco Tribe utilized resources from its natural environment. Cooking was done by roasting before the fire or in pots made airtight with grass and heated with hot stones. Fish, acorns, and elk and deer meat were principal food sources. Most marine resources, principally fish and mussels, were likely gathered in relatively close proximity to the coast as their boats were shallow, hollowed-out logs, and apparently awkward to manage on the open ocean. Presumably, at the time of contact, cultural similarities were strong between the Chetco and their neighbors to the south, the Tolowa, who shared the same customs regulating social relationships and frequently intermarried.²

Euro-American settlers became interested in the region in the mid-1800s when explorers discovered gold and other precious metals in the rivers and along the coastlines of what became Curry County. Initially settlement was concentrated along the coasts and transport was limited to the waterways. Slow development of inland transportation routes kept the county relatively isolated well into the twentieth century. While there is still some mining of cobalt, nickel, and chromium in the Gasaquet Mountain area, the economy has largely reoriented to agriculture and timber as well as fishing.³

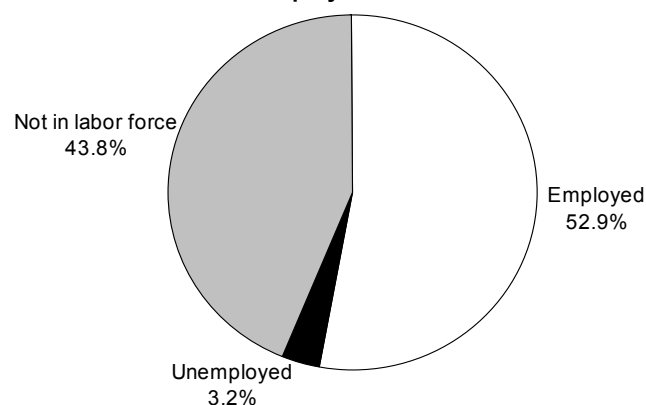
John Brookings, a cousin of Robert Brookings of the Brookings Institute, founded the original, industrially oriented town of Brookings when he relocated his lumber business from the San Bernardino Mountains of Southern California to the area in the early 1850s. The town was architecturally designed, which accounts for the present layout of what is now the city's core. The community incorporated in 1951 and is now the largest city in Curry County. Due to its favorable climate, beautiful coastline, and quality of life, the city has become attractive to retirees.⁴ Tourism in the area is also growing. Yearly festivals and events include the 10k Salmon Run, Chetco Village Chowder Cook-off, Seafood Luncheon, Silver Salmon Golf Tournament, and the Fall Harvest Festival. The Southern Oregon Kite Festival & Regatta includes the Parade of the Fleet and the Annual Regatta and Yacht Races.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 52.9% of the labor force 16 years and older were employed, 3.2% were unemployed, and the unemployment rate was 5.8% (calculated by dividing the unemployed population by the labor force). In addition, 43.8% were not in the labor force. The largest employment sectors were government (21%), retail trade (17.3%), and educational, health, and

2000 Employment structure



social services (14.1%). Natural resource jobs including agriculture, forestry, fishing, and hunting industries employed 5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The major industries in Brookings are recreation and tourism, fishing, and lumber. The four largest employers are South Coast Lumber Co., Freeman Rock Enterprises, Inc., Elenwood Cabinets, and Dick & Casey's Gourmet Seafood.⁵

According to the 2000 U.S. Census, the per capita income was \$17,010 and the median household income was \$31,656. In 1999 11.5% of the population lived below the poverty level. In 2000 there were 2,614 housing units in Brookings, of which 88.3% were occupied and 11.7% were vacant. Of the occupied units, 56.9% were by owner and 43.1% were by renter. Nearly 40% of the vacant units were for seasonal, recreational, or occasional use.

Governance

Brookings is an incorporated city that operates under a council-manager charter. The State of Oregon has no general sales tax. An overnight lodging tax of 1% is levied that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of the taxes affecting fishermen and processors in Oregon.

The nearest National Marine Fisheries Service research station is in Newport, 205.1 miles from Brookings. The nearest Oregon Department of Fish and Wildlife (ODFW) field office is in Gold Beach, 28.2 miles away. The U.S. Coast Guard Station Chetco River is located on Port of Brookings Harbor property and operates a pair of 47-foot motor lifeboats.⁶ The community is 344.5 miles from the closest U.S. Citizenship and Immigration Services Office in Portland.

Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland.

Facilities

Brookings is accessible by land, sea, and air. U.S. Highway 101 connects Brookings to Harbor and Gold Beach, and to Crescent City, California. Curry Public Transit connects Brookings to Bandon, Crescent City, Gold Beach, Port Orford, Coos Bay, and North Bend. Greyhound provides bus service to nearby communities and metropolitan areas. The local Brookings Airport serves small planes. The community is 357.6 miles from the Portland International Airport.

The Harbor and Brookings School districts consolidated in 1950. Local schools include two elementary schools, a middle school, and a high school. The Coos-Curry Electric Cooperative provides electricity. The City of Brookings supplies water and sewer services and its Police Department administers local law enforcement. The Sutter Coast Hospital is located nearby in Crescent City.

The Port of Brookings Harbor was created in 1956 and is classified as a shallow-draft harbor. It covers an area of 400 square miles and represents more than 75 percent of the population base for Curry County.⁷ According to the port, it is the busiest recreational port on the Oregon coast with more than 95,000 anglers taking more than 31,000 trips. It is also one of the most active Chinook salmon harbors. The port receives more than 5,000 commercial fishing vessels annually.

The port operates its own wireless telecommunications corporation and its own re-lending fund. Additionally, it is one of only two ports in Oregon to have a license to perform its own construction and maintenance. The port manages a 9,300 square-foot retail center, leases space to 34 businesses, and plans an additional 13,000 square feet of commercial space.⁸ Facilities include a full-service marina, six-lane launch ramp, 671 slips, two transient docks, fueling facility, launch services, and a full-service boat yard with a heavy lift. The recently constructed marina includes two basins; Basin One is primarily for recreational fishing, while Basin Two supports the commercial fishing industry.⁹ The nearest ODFW fish hatchery is the Elk River Hatchery, north of Brookings along the Elk River in Port Orford. Organizations involved in fisheries-related activities include the Brookings Harbor Commercial Fishermen's Wives Association and Oregon South Coast Fishermen.

Involvement in West Coast Fisheries

Commercial Fishing

Brookings had at least one processor plant in 2000.

In 2000 all 112 vessels that delivered landings to Brookings were commercially registered. Landings in 2000 were in the following West Coast fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): crab 472 t/\$2,026,095/49; groundfish 1,144 t/\$1,456,019/70; highly migratory species 34 t/\$78,570/11; salmon 106 t/\$384,599/71; shrimp 748 t/\$507,617/29; and other species 2 t/\$6,160/18.

Brookings residents owned 80 vessels in 2000, of which 6 participated in the Groundfish Vessel Buyback Program. Community members owned 42 vessels that participated in the federally managed groundfish fishery. According to recorded data the number of vessels owned by Brookings residents in 2000 that participated in each said fishery by state (WA/OR/CA) was: crab 0/35/23, groundfish 0/2/NA, highly migratory species NA/0/NA, salmon 0/54/23, shellfish NA/2/NA, and shrimp NA/11/8.¹⁰

Eleven Brookings residents held 13 groundfish fishery permits in 2000. Recorded data indicates the number of individual community members holding permits in each fishery by state (WA/OR/CA) was: crab 0/30/24, groundfish 0/2/4, highly migratory species NA/0/12, other species 1/1/1, salmon 0/45/35, shellfish 0/2/NA, and shrimp 3/7/17.¹¹

According to available data, 288 permits were registered to Brookings residents in 2000, of which 275 were registered state permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: crab 0/69/26, groundfish 0/2/5, highly migratory species NA/0/12, salmon 0/50/60, shellfish 0/2/NA, shrimp 3/17/22, and other species 1/5/1.¹²

Sportfishing

In 2003 Brookings had at least 16 outfitter guide businesses and 7 licensed charter vessel businesses. In the same year four licensed charter vessel businesses from Gold Beach (2), Tualatin (1), and Harbor (1) used Brookings as their homeport. Internet fishing guide sources indicate at least 12 sportfishing businesses are currently operating in the community.

Eight sportfishing license vendors sold 2,372 licenses in 2000 at a value of \$38,671. The 2000 recreational salmonid catch in the Ocean Boat Fishery was 11,744 Chinook and 61 coho salmon. The recreational nonsalmonid catch in this fishery was 100,560 fish. The top species landed include black

rockfish, blue rockfish, canary rockfish, lingcod, kelp greenling, and cabezon.

Subsistence

Many local community members engage in subsistence fishing. Both nontribal and tribal fishermen utilize marine and stream resources for subsistence means from the areas within and around Brookings. The federal government is charged under trust doctrine to protect tribal resources and by constitutional mandate to protect natural resources. Specific information on subsistence fishing in Brookings is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Brookings residents owned eight vessels in 2000 involved in North Pacific fisheries. In the same year Brookings residents landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska groundfish confidential/confidential/2, and halibut confidential/confidential/1.

In 2000 three Brookings residents held registered state permits and six held registered federal permits. A total of 11 permits were registered to individuals in Brookings. Community members held 1 crab and 4 groundfish License Limitation Program permits, and 1 halibut and 3 BSAI groundfish Commercial Fisheries Entry Commission permits. The halibut and sablefish individual fishing quota shares for people residing in the community were 797,393 and 1,192,743 respectively. Five community members held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Brookings had three Alaskan sportfishing guide businesses in 2000. Residents purchased 51 sportfishing licenses for Alaskan fisheries.

Notes

1. Curry Coastal Pilot. 2004. First residents were the Chetco. Online at http://www.currypilot.com/news/story.cfm?story_no=1495 [accessed 9 January 2007].

2. See note 1.

3. Brookings-Harbor Oregon. 2004. Curry County history. Online at <http://arcweb.sos.state.or.us/county/cpcurryhome.html> [accessed 9 January 2007].

4. The City of Brookings, Oregon. 2004. Brookings' history. Online at <http://www.brookings.or.us/About%20Brookings/history.htm> [accessed 9 January 2007].

5. Oregon Economic & Community Development Department. 2004. Newport community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Brookings&-script=hit%20count&-Find> [accessed 9 January 2007].

6. Port of Brookings Harbor. 2003. Fishing: commercial. Online at http://www.port-brookings-harbor.org/fishing_commercial.html [accessed 9 January 2007].

7. Port of Brookings Harbor. 2003. About the port. Online at <http://www.port-brookings-harbor.org/?nav=about> [accessed 17 January 2007].

8. See note 7.

9. Port of Brookings Harbor. 2003. Fishing: recreational. Online at http://www.port-brookings-harbor.org/fishing_recreational.html [accessed 9 January 2007].

10. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

11. See note 10.

12. See note 10.

Charleston

A full profile including graphics was not completed for Charleston due to insufficient information.

Charleston is not identified by the U.S. Census Bureau as it is an unincorporated town within Coos County.

Various types of data are lacking in this profile, however, Charleston was selected for profiling due to its function as a harbor at the mouth of the Coos Bay estuary.

People and Place

Location

Charleston is located in Coos County at the mouth of Coos Bay, approximately 226 miles south of Portland and 539 miles north of San Francisco. Charleston's geographic coordinates are lat 43°20'25"N and long 124°19'44"W.

Demographic Profile

U.S. Census Bureau demographic information was not available for Charleston.

History

Ancestors of the modern day Confederated Tribes of Coos, Lower Umpqua, Siuslaw, and Coquille Indians originally inhabited Coos Bay. Tribal communities along the Oregon coast played an important role in the region, particularly in gathering seafood. The bay is Oregon's largest coastal estuary and has provided natural resources to local inhabitants for centuries. In 1579 Sir Francis Drake sought shelter for his ship, the *Golden Hind*, in the area.¹ Spanish and English ships sailed along the coast as early as the sixteenth century. It is likely the first Europeans to explore the area were Hudson's Bay Company fur traders in the 1820s. In 1852 the vessel *Captain Lincoln* shipwrecked on the north spit of Coos Bay and 52 surviving soldiers explored the area.² Upon their rescue, they drew attention to the area and soon afterwards merchants, settlers, and miners were drawn there.

The California gold rush in the late 1840s drew more Euro-American settlers. By 1853 the first group of settlers reached the Coos Bay area and established the first town, Empire City.³ Sawmills, shipbuilding, coal mining, and farming activities were major industries of surrounding settlements. Despite a war in 1855–1856 that resulted in the forced relocation of local tribes onto reservations on Oregon's north coast, the tribes continue to play an important role in the region. For example, in September 2005 the Coquille Economic Development Corporation (CEDCO) began construction on its Mill

Casino Hotel and 102-space recreational vehicle park in North Bend, the first business enterprise on CEDCO's 50.5-acre waterfront development property.⁴

Coos Bay became a midway point between the ports of San Francisco and Portland for lumber, coal, salmon, and agricultural goods. In the late 1880s to the early 1900s, the economy shifted to forest and coal mining industries. Gold was discovered in the hills, streams, and beaches around Charleston, leading to a minor boom in the 1900s. Dairy farming became important and shipbuilding expanded during World War I, but declined after the war. The first store was built in Charleston in 1917 and in 1936 the Hallmark Fisheries Plant opened.

The area continues to be a center for commercial and recreational fishing as well outdoor activities. Charleston has many parks including Cape Arago State Park, Sunset Bay State Park, and Shore Acres State Park. The Coos Historical Museum and the Coos Art Museum are located there. Recreational activities include bird watching, whale watching, fishing, clamming, crabbing, beach combing, charter boat tours, hiking, biking, and kayaking. Events scheduled throughout the year include the Charleston Merchant's Annual Crab Feed, the Annual Salmon Barbeque, the Sandblast Show and Shine, the Charleston Seafood Festival, and the Oregon Shorebird Festival.

Infrastructure

Current Economy

Current economic information was not available from the 2000 U.S. Census Bureau for Charleston. For information on the contemporary economies of the neighboring communities of North Bend and Coos Bay, please refer to their community profiles.

Governance

Charleston is unincorporated and under the jurisdiction of Coos County. It is dependent on county services and does not maintain its own governance structure. The State of Oregon has no general sales tax; however an overnight lodging tax of 1% is levied that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Charleston is about 104 miles from the National Marine Fisheries Service research station in Newport. An Oregon Department of Fish and Wildlife (ODFW) office is located in Charleston. The U.S. Coast Guard

has a Group/Air Station located in North Bend 9 miles to the northeast. The closest U.S. Citizenship and Immigration Services Office is 226 miles away in Portland, which also holds meetings of the Pacific Fishery Management and North Pacific Fishery Management councils.

Facilities

Charleston is accessible by land, sea, and air. U.S. Highway 101 is the major road connecting Charleston to other communities. One bus company operates in the area, the Porter Stage Line, offering service to Eugene. In addition, small shuttle services (Dial-A-Rides) also run north and south along U.S. Highway 101. The North Bend Airport (9 miles), Newport Municipal Airport (104 miles), and Portland International Airport (212 miles) provide air transportation. Commercial freight rail service is available in North Bend and Coos Bay. Amtrak, located in Eugene, provides the closest passenger service.

Charleston children attend Coos Bay School District 9 and the North Bend School District 13. The South Coast Education Service District provides Coos County with special educational programs and services. Southwestern Oregon Community College is the local college and the University of Oregon, located in Eugene, is the closest four-year college. In Charleston, the University of Oregon's Institute of Marine Biology conducts research and offers courses in marine biology and related fields.

The Coos Bay-North Bend Water Board supplies water. Verizon Communications provides telephone services, and Pacific Power provides electric power. Coos County and the Charleston Fire District administer public safety. The closest hospital is the Bay Area Hospital located in Coos Bay, followed by Coquille Valley Hospital in Coquille. According to the Chamber of Commerce, there are three hotels in Charleston, four bed and breakfast facilities, and six state, county, and private campgrounds and recreational vehicle parks.⁵

The Oregon International Port of Coos Bay manages the Charleston Marina Complex, which is in the port district of Coos Bay Harbor. The marina supports most recreational and commercial fishing. The majority of the commercial fishing vessels, approximately 95–99%, moor in Charleston, which provides approximately 550 moorages. Commercial fishing vessels occupy about 200.⁶ Recreational fishers prefer the area because of its protected bay and bar area. Facilities include charter fishing, marine supplies, shipyard, fuel, groceries, lodging, dining, and recreational activities. The marina annually hosts the Seafood Festival in August.

Fieldwork indicates four oyster growers in the Coos Bay area including Coos Bay Oyster Company (Charleston), North Bend Oyster Company (Coos Bay), Qualman Oyster Farms (Charleston), and Clausen Oysters (North Bend). In addition, there are three hatcheries (Morgan Creek, Daniels Creek, and Noble Creek) and several water improvement projects in the area. Local tribes are engaged in stream reclamation and are attempting to reestablish fish runs. Nonprofit organizations located in Charleston include Friends of the South Slough Sanctuary, Coos Bay Trawlers' Association, Oregon Troller Association, Charleston Fish-Wives, and Bandon Submarine Cable Council. Additionally, the Oregon Department of Fish and Wildlife, Coos River Salmon and Trout Enhancement Program (STEP), Coos Watershed Association, and the Coquille Watershed Association are involved in salmon and trout enhancement projects.

Involvement in West Coast Fisheries

Commercial Fishing

There were at least four seafood processors operating in Charleston in 2000. Approximately 281 individuals were employed, processing an estimated 6,721,831 pounds of fish at a value of \$19,841,262. In 2000 the top three processed products in the community, in terms of pounds and revenue earned, were flounder 2,840,741 lbs/\$10,200,376; crab 1,693,587 lbs/\$4,457,208; and halibut 1,230,700 lbs/\$2,790,900. Several seafood processors are located in the Coos Bay area including Hallmark Fisheries (Charleston), Bandon Pacific Seafoods (Charleston), Oregon Brand Seafood (Coos Bay), Chuck's Seafood (Coos Bay), and Fishermen's Wharf (Charleston).

In 2000 no vessels delivered landings to Charleston; however, residents owned 36 vessels that participated in West Coast fisheries, including 23 vessels involved in the federally managed groundfish fishery. The number of vessels owned by Charleston residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/11/2, groundfish 0/3/NA, highly migratory species NA/0/NA, salmon 0/33/5, shellfish NA/3/NA, and shrimp NA/9/1.⁷

In 2000 seven community members held seven groundfish fishery permits. Recorded data indicates the number of Charleston residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/10/2, groundfish 0/3/0, highly migratory species NA/0/0, salmon 0/25/7, shellfish 0/2/NA, shrimp 3/6/2, and other species 5/0/0.⁸

According to the data, 76 permits were registered to Charleston residents in 2000, with 69 registered state

permits and seven federal permits. Recorded data indicates the number of permits held by these community members in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/4/0, highly migratory species NA/0/0, salmon 0/29/11, shellfish 0/3/NA, shrimp 3/9/2, and other species 6/0/0.⁹

Coos Bay is a large estuary that encompasses both the towns of North Bend and Coos Bay which are profiled separately; please see these community profiles for additional information on fish processed in the area.

Fieldwork in the area indicates some residents are finding it increasingly difficult to engage in the salmon fishery. Some residents travel north to Florence (55 miles) for fishing opportunities. Local businesses impacted by salmon closures include Basin Tackle, England Marine Supply, Skallerud Marine and Boat Repair, and Charleston Ice.¹⁰

Sportfishing

Charleston had two licensed charter vessel businesses in the community in 2003. Internet fishing guide sources indicate there are at least two sportfishing businesses.¹¹ Charleston has two sportfishing license vendors.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Charleston residents held two federal permits and one groundfish License Limitation Program permit. A single Charleston resident held a crew member license for North Pacific fisheries.

Sportfishing

Charleston fishermen purchased five sportfishing licenses for Alaska fisheries in 2000.

Notes

1. City of Coos Bay Oregon. No date. History of Coos Bay. Online at <http://www.coosbay.org/cb/aboutcb/CBHistory.htm> [accessed 17 January 2007].

2. Coos County Historical Society. 2004. A selective chronology of south coast history: Origins to 1900. Online at <http://www.cooshistory.org/> [accessed 9 January 2007].

3. Oregon Bay Area History. No date. No title. Online at <http://www.cooshistory.org/ptwo.html> [accessed 9 January 2007].

4. The Mill Casino. 2005. CEDCO launches Mill Casino. Online at <http://www.themillcasino.com/press.shtml> [accessed 9 January 2007].

5. Oregon's Bay Area Chamber of Commerce. No date. No title. Online at <http://www.oregonsbayareachamber.com/> [accessed 17 January 2007].

6. Port of Coos Bay, OR. Pers. commun., October 2005.

7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

8. See note 7.

9. See note 7.

10. Field notes, fisherman, Charleston, OR., May 2006.

11. Charleston Marina Complex. No date. No title. Online at <http://www.charlestonmarina.com/visitor.htm> [accessed 9 January 2007].

Clatskanie

People and Place

Location

Clatskanie is located on U.S. Highway 30 in Columbia County between Rainier and Astoria, approximately 62 miles northwest of Portland and 53 miles northwest of Vancouver, Washington. Clatskanie encompasses 1.2 square miles of land. Its geographic coordinates are lat 46°06'05"N, long 123°12'20"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Clatskanie was 1,528, a 6.2% decrease from 1990. The gender composition was 52.5% female and 47.5% male. The median age was 35.7, close to the national median of 35.3. The 2000 U.S. Census reported 29.6% of the population was under the age of 18, 44.5% was between the ages of 25 and 59, and 12.2% was age 70 or older. Of the population 18 years of age and older, 85.2% had a high school education or higher, 10.9% had a bachelor's degree or higher, and 2.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

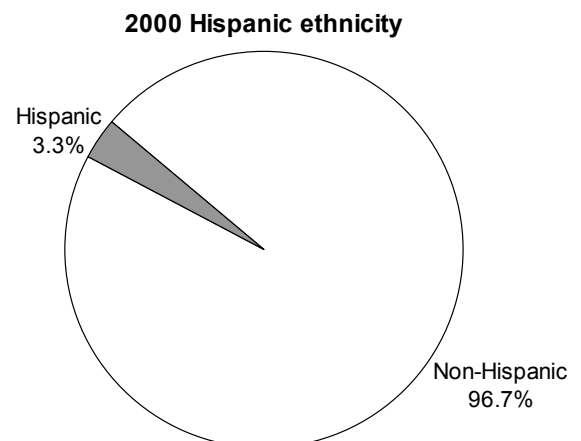
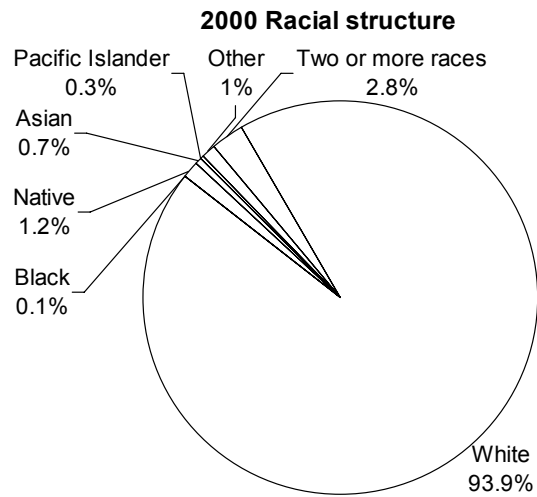
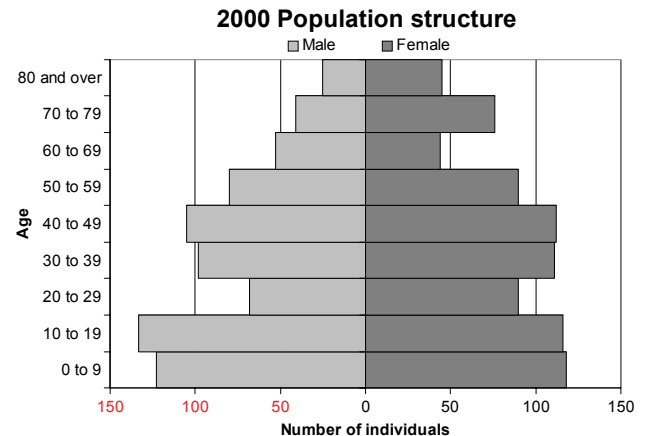
The majority of Clatskanie's racial structure was white (93.9%), followed by people who identified with two or more races (2.8%), American Indian and Alaskan Native (1.2%), people who identified with another race (1.0%), Asian (0.7%), Native Hawaiian and Other Pacific Islander (0.3%), and black (0.1%). In 2000 3.3% identified themselves as Hispanic and 1.1% were foreign-born, including 33.3% who were born in Canada.

In 2000 82.9% of the population lived in family households.

History

The Clatskanie Indians (also spelled Tlatskanai), who spoke an Athapaskan language, occupied the lower Columbia River area prior to European contact. Their population was originally concentrated near the mouth of the Skookumchuck River in present-day southern Washington State on the north bank of the Columbia. They moved across the Columbia River into present-day Oregon in search of more productive game hunting, and have resided along the Clatskanie River, a tributary of the Columbia River, ever since.¹

Captain Robert Gray sailed into the mouth of the Columbia River on an exploration mission in 1792, investigating areas only a short distance from the coastline. Captain Nathan Winship arrived along the



Columbia River aboard the *Albatross* in 1810 with a small crew and members of his family. They planted what is considered the earliest garden in Oregon territory and constructed a small log structure at a point on the river they called Oak Point. After the late spring floods of that year inundated their settlement, they abandoned it.²

More widespread settlement occurred in the area following the Land Donation Act of 1850, and skirmishes with Indian tribes, including the Clatskanie and the Chinook, were frequent. By the 1850s, the Clatskanie Indian Tribe, once numbering up to 3,000, had died off almost entirely due to a smallpox epidemic. The surviving members were incorporated into other nearby tribes.

Columbia County was formed in 1854 by annexing parts of Washington and Clatsop Counties. In 1852 Enoch Conyers and other Euro-American settlers, along with their families, traveled by boat down the Columbia River to settle the area surrounding present-day Clatskanie. The Conyers family home served as a stopping point for many of the early settlers. The Conyers also built Clatskanie's first steam boat, *The Novelty*, which carried passengers, mail, lumber, and supplies out to the Columbia River where it connected with larger river boats. In 1918 the Columbia River Highway was completed, linking Clatskanie to the growing towns of Portland and Astoria.³

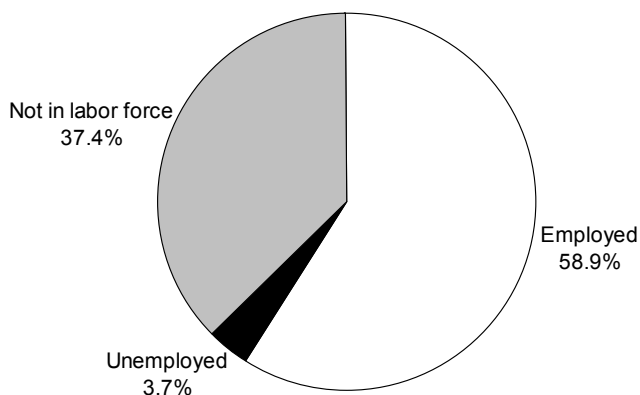
Clatskanie has been an important hub for the logging industry. Commercial fishing, farming, and timber processing also make up a large share of historical economic activity. Beach seining and the gillnetting of salmon were significant industries historically, and gillnetting continues today. Beach seining with horses continued until the 1940s or early 1950s.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 58.9% of Clatskanie's potential labor force 16 years of age and older were employed, 3.7% were unemployed, and the unemployment rate was 5.9% (calculated by dividing the unemployed population by the labor force). In addition, 37.4% were not in the labor force, compared to the national average of 36.1%. The top employment sectors were educational, health, and social services (23.4%), manufacturing (19.4%), and local, state, or federal government (16.7%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 16.7%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

2000 Employment structure



Field work indicated a cogeneration plant was under construction at Port Westward on the Columbia, just upstream from Clatskanie. Construction is scheduled to begin on a new industry, an ethanol plant, at the Port Westward site. New subdivisions also are going in, one in town and another immediately east of town named Clatskanie Woods.

According to the 2000 U.S. Census, the per capita income in 1999 was \$16,717 and the median household income was \$35,833. In 1999 11.5% lived below the poverty level. In 2000 there were 659 housing units in Clatskanie, of which 92.3% were occupied and 7.7% were vacant. Of the occupied units, 66.8% were by owner and 33.2% were by renter.

Governance

Clatskanie City is governed by a mayor, a six-member city council, and a city manager. The State of Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The National Marine Fisheries Service, Oregon Department of Fish and Wildlife, U.S. Citizenship and Immigration Services, and U.S. Coast Guard all have offices in Astoria, 35 miles west of Clatskanie. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, approximately 62 miles southeast of Clatskanie.

Facilities

Clatskanie is accessible by ground, water, and air, and is located on U.S. Highway 30. Greyhound provides bus service to nearby communities and to metropolitan areas. The Kelso-Longview Amtrak Station is located 15 miles east of Clatskanie, providing rail transport. The

nearest small airports are the Kelso-Longview airport, 15 miles northeast of Clatskanie, and the Astoria Regional Airport, 35 miles west. The nearest major airport is located in Portland.

Clatskanie has one elementary school and one middle/high school.⁴ The city's People's Utility District provides electric and water utilities. Fieldwork indicates there is a small family medical clinic in town and St. John's Hospital is nearby in Longview. The Clatskanie Police Department, the Columbia County Sheriff Department, and Clatskanie's volunteer fire department administer public safety. Clatskanie has two motels.

There are two locations in the Clatskanie area where gillnetters unload their catches and where landings are identified, recorded, and transported to processing facilities in Astoria and Ilwaco, Washington. These receiving stations are located on the banks of the Columbia River outside of the Clatskanie city limits, however they have Clatskanie addresses. Two more stations are located 9 miles west of Clatskanie in Mayger and two are located at the mouth of the Clatskanie River where it enters Wallace Slough, approximately 4 miles northwest of the city. Fieldwork shows that there is currently only one station operating in each location.⁵

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, no seafood processors operated in Clatskanie in 2000 and no vessels delivered landings. However, 25 commercial vessels were owned by Clatskanie residents in 2000, 7 of which participated in the federally managed groundfish fishery. Recorded data indicates the number of vessels owned by Clatskanie residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 00/NA, highly migratory species NA/0/NA, salmon 0/29/0, shellfish NA/0/NA, and shrimp NA/0/0.⁶

In 2000 no federal groundfish permits were held by Clatskanie community members. The number of Clatskanie residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/1/0, highly migratory species NA/0/0, salmon 4/30/0, and shellfish 0/0/NA.⁷

According to available data, at least 40 state commercial fishing permits were registered to Clatskanie residents in 2000. The number of state permits held by Clatskanie residents in each fishery by state (WA/OR/CA) was: crab 0/1/0, highly migratory species NA/0/0, salmon 5/34/0, and shellfish 0/0/NA.⁸

Sportfishing

Sport fishermen actively fish for salmon, steelhead, and sturgeon in the waters surrounding Clatskanie, and at least one registered sportfishing charter business operates out of Clatskanie. Clatskanie residents owned one licensed charter vessel in 2000; the vessel operated out of Depoe Bay. Two sportfishing licensing agents were located in Clatskanie in 2000; they sold 1,017 sportfishing licenses at a value of \$16,792. The Bonneville Power Administration funds a bounty program on northern pikeminnows.

Astoria is the nearest port to Clatskanie that reported catch in the 2000 Oregon recreational catch reports. The 2000 recreational salmonid catch in the Ocean Boat Fishery was 766 Chinook and 13,712 coho salmon. The recreational nonsalmonid catch in this fishery was a total of 1,533. The top species landed was black rockfish (82.8%).

Subsistence

Subsistence harvest by both tribal and nontribal fishermen for marine species may exist in the Clatskanie area. Specific information on subsistence fishing in Clatskanie is not discussed in detail in this community profile due to a lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Clatskanie residents owned 10 vessels in 2000 that participated in North Pacific fisheries. The vessels landed 204 tons in the Alaska salmon fishery at a value of more than \$307,390. In 2000 one vessel owned by a Clatskanie resident made landings of "other finfish" in the North Pacific, but specific information (landings in metric tons/value of landings) is confidential.

A total of 10 community residents held state permits and 2 residents held federal permits for Alaska and North Pacific fisheries respectively. A total of 12 commercial fishing permits were held by Clatskanie residents in 2000, including 10 Commercial Fisheries Entry Commission salmon permits and 2 groundfish License Limitation Program permits.

Fieldwork conducted after 2000 indicates Clatskanie residents are finding it increasingly difficult to participate in the North Pacific salmon and groundfish fisheries due to competition with imported farmed salmon, co-op marketing errors, and rising fuel costs.⁹

In 2000 27 residents held crew member licenses for North Pacific fisheries.

Sportfishing

Clatskanie residents purchased 26 Alaska sportfishing licenses in 2000.

Notes

1. Access Genealogy Indian Tribal Records. No date. Oregon Indian tribes. Online at <http://www.accessgenealogy.com/native/oregon/> [accessed 10 January 2007].
2. P. Parrish. 1931. Before the covered wagon. Binford and Mort, Portland, OR.
3. C. Rea and L. Rea. No date. The founding of Clatskanie. Online at <http://www.twrps.com/ccor/clat.html> [accessed 10 January 2007].
4. National Center for Education Statistics. No date. Search for schools, colleges, and libraries. Online at <http://nces.ed.gov/globallocator/> [accessed 10 January 2007].
5. Field notes, fisherman, Clatskanie, OR. May 2006.
6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.
9. See note 5.

Cloverdale

People and Place

Location

Cloverdale is located along the banks of the Nestucca River in south Tillamook County on U.S. Highway 101. It covers 0.8 square miles of land. Cloverdale is 104 miles from Portland and 58 miles from the state capitol, Salem. Cloverdale's geographic coordinates are lat 45°12'22"N, long 123°53'27"W.

Demographic Profile

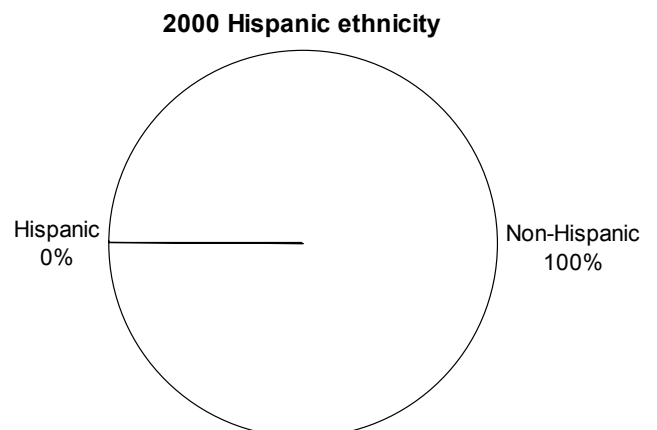
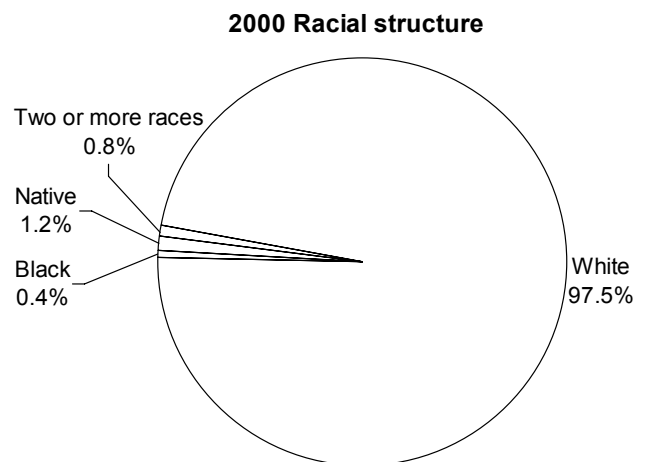
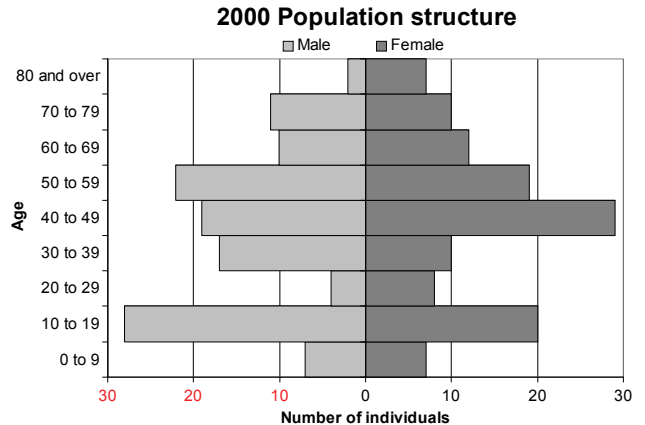
According to the 2000 U.S. Census, Cloverdale's population was 242. The gender composition was 50.4% female and 49.6% male. The median age was 44.3, considerably higher than the national median of 35.3. The census also found that 21.5% of the population was 17 years of age or younger and 38.4% was between the ages of 35 and 54. Of the population 18 years of age and older, 88.6% had a high school education or higher, 34.4% had a bachelor's degree or higher, and 10.0% had a graduate or professional degree. The national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the population of Cloverdale was white (97.5%), followed by American Indian/Native Alaskan (1.2%), people who identified with two or more races (0.8%), and black (0.4%). No residents identified themselves as Hispanic. Of the population, 1.7% (4 people) were foreign-born, all from Austria.

In 2000 83.5% of the population lived in family households.

History

Native Americans inhabited Tillamook County long before the arrival of Euro-Americans. Groups such as the Tillamooks, Nehalems, and Nestuccas fished and hunted throughout the coastal areas. These peoples had a close relationship with the sea and the area's waterways, as evidenced by the boats they built. Their dugout canoes ranged from tiny vessels used for duck hunting to large canoes used for long distance travel to California. At one time the Tillamook people had a fishing village in nearby Garibaldi's present location. The Indians of Tillamook Bay died in large numbers due to the onset of European diseases. Their population, estimated to be around 2,200 at the turn of the nineteenth century, declined to one-tenth of that size by the middle 1800s. Numerous mounds and artifacts indicate a large Indian community was located at the mouth of the Big Nestucca River.



Although Captain Robert Gray was credited with being the first Euro-American to land in Tillamook Bay in 1788, it wasn't until the middle of the next century that white settlers came. The entrance to the bay is recognized as challenging today and was identified as perilous in Gray's time. An account by a member of his crew tells of an awkwardly situated shoal, narrow entrance, and strong tide.

In 1853 the Territorial Government created Tillamook County. The county's earliest industries were shipping, logging, fishing, farming, and dairy. Fishing played a key role in bringing cash into the area. Fish were caught in the area's coastal waters, bays, and rivers, and canned in numerous canneries throughout the region. Middlemen bought the packaged fish and sold them nearby in the Willamette Valley. Funds brought into the area from the sale of fish enabled the development of other enterprises and aided the growth of Tillamook Bay communities.

Two industries developed alongside fishing, dairy and lumber. The dairy industry blossomed with the production of cheese that could withstand long storage periods for distribution. The lumber industry took off in the 1890s to meet the demand for containers for dairy, fish, and other products. In 1911 the Pacific Railway and Navigation Company constructed a railway from Portland to Tillamook. This reliable source of transportation facilitated the growth of the timber, dairy, and fishing industries.

Concerns with overfishing arose as far back as the early 1900s. The dory fleet declined alongside coho salmon runs, a fishery that has seen increasing restrictions in recent years. In response to decreasing salmon numbers, gillnet and trawl fishing were banned in the bay in 1961. In the 1990s, the designation of coho salmon as an endangered species and an increase in the restrictions placed on harvesting bottomfish limited the area's commercial fishers. Commercial clamming, oystering, and shrimping were all relatively successful in the Tillamook Bay area in the 1990s. In recent years shrimp harvests have declined along with the bay's commercial oyster industry, the latter largely the result of the bay's ongoing sedimentation and pollution. While the area's commercial fishing industry has declined, the sportfishing industry has enjoyed substantial growth.

Alongside sportfishing, tourism has become an important economic driver in the community, an economic response to the area's waning lumber and commercial fishing industries. Tourists visit Cloverdale to participate in numerous events including a blessing of the dory fleet that takes place in June. The event commemorates the community's heritage and importance of dories in its fishing history and contemporary fishing.

2000 Employment structure



In August the Tierra del Mar Summer Faire and Festival is held, and the Outrigger Ocean Fest occurs in late September.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 75.6% of the potential labor force 16 years of age and older were employed and 24.4% were not in the labor force. Of those in the labor force, 100% were employed, resulting in a 0% unemployment rate. The top employment sector was educational, health, and social services (28.4%) with the majority of those under educational services. This was followed by state and local government (16.8%), manufacturing (13.5%), construction (11.6%), and accommodation and food services (9.0%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 14.2%, but this percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. Taylor Shellfish Farms and Green Diamond Lumber (formerly Simpson Lumber) are the two major employers in Cloverdale. The community is also known for Christmas trees and oysters.

The per capita income in 1999 was \$17,325 and the median household income was \$50,568. In 1999 6% of the population was below the poverty level. In 2000 Cloverdale had 106 housing units, of which 87.7% were occupied and 12.3% were vacant. Of the occupied units, 79.6% were by owner and 20.4% were by renter.

Governance

Cloverdale is an unincorporated Census Designated Place (CDP). The state of Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the

Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The Oregon Department of Fish and Wildlife Marine Resources Program, a NOAA Fisheries Service Northwest Fisheries Science Center field station, and a U.S. Coast Guard Motor Lifeboat Station are based in Newport, 47 miles south of Cloverdale. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which is also home for the district office of the U.S. Citizenship and Immigration Services.

Facilities

Cloverdale is accessible by land and air. It lies on U.S. Highway 101, which serves as the major vehicular corridor along the Pacific Coast, from Washington to California. Two small airports, Pacific City State Airport and Tillamook Airport, are located within 15 miles of Cloverdale. Because of the community's inland location, it is not accessible by water.

Cloverdale is located in the Nestucca Valley School District, which has an elementary school, a middle school, and a high school. Tillamook County General Hospital is 15 miles away in Tillamook. The community's police force is contracted through the Tillamook County Sheriff Department; other emergency services are managed through the county's Office of Emergency Management. The county also retains responsibility for other public facilities. There are a few options for overnight accommodations in Cloverdale; however, the surrounding area has several motels, hotels, and bed and breakfasts.

Involvement in West Coast Fisheries

Commercial Fishing

There were no seafood processors operating in Cloverdale in 2000, and no West Coast fisheries landings were made in the town. Eight commercial vessels were owned by Cloverdale residents, four of which participated in the federally managed groundfish fishery. Recorded data indicates the number of vessels owned by residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/1/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/6/0, shellfish NA/0/NA, and shrimp NA/0/0.¹

In 2000 one federal groundfish permit was held by a Cloverdale community member. The number of residents holding permits in each fishery by state (WA/

OR/CA) was: crab 0/2/0, highly migratory species NA/0/0, salmon 0/6/0, and shellfish 0/0/NA.²

According to available data, there were at least nine commercial fishing permits registered to Cloverdale residents in 2000, of which eight were registered state permits. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: crab 0/2/0, highly migratory species NA/0/0, salmon 0/6/0, and shellfish 0/0/NA.³

Sportfishing

Cloverdale residents owned two sportfishing charter businesses in 2000; however, both operations were based out of Garibaldi. There were no sportfishing charter businesses operating out of Cloverdale in 2000, nor were there any sportfishing licensing agents. Fieldwork does indicate there may be river guides in the area leading salmon trips on the Nestucca River. There was one licensed charter vessel owned by a resident in 2000.

For the port complex around Cloverdale and Garibaldi, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 1,117 Chinook and 552 coho salmon. The recreational nonsalmonid catch in the Ocean Boat Fishery was a total of 87,963 fish. The top species landed include black rockfish, yellowtail rockfish, canary rockfish, lingcod, and blue rockfish.

Subsistence

Subsistence harvest for marine species by tribal and nontribal fishermen may exist in the Cloverdale area. Specific information on subsistence fishing in Cloverdale is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

One Cloverdale resident owned a vessel that participated in North Pacific fisheries in 2000. It made landings in the North Pacific halibut and Gulf of Alaska groundfish fisheries, but specific information (landings in metric tons/value of landings) is confidential.

Two community residents held federal permits for North Pacific fisheries in 2000, and one resident held a single groundfish License Limitation Program permit. Cloverdale residents held 458,015 halibut individual fishing quotas in 2000.

Six residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Cloverdale residents purchased six Alaska sportfishing licenses in 2000.

Notes

1. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
2. See note 1.
3. See note 1.

Coos Bay

People and Place

Location

Coos Bay is located in Coos County in southern Oregon. The city is approximately 220 miles south of Portland and 531 miles north of San Francisco, California. The community encompasses 15.9 square miles, including 10.6 square miles of land and 5.3 square miles of water. Coos Bay's geographic coordinates are 43°22'00"N and 124°13'00"W.

Demographic Profile

According to the 2000 U.S. Census, Coos Bay's population was 15,374. The gender composition was 51.5% female and 48.6% male. The median age of community members in 2000 was 40.1, higher than the national median of 35.3. Of the population 18 years of age and older, 76.1% had a high school education or higher, 18.2% had a bachelor's degree or higher, and 3.8% had a graduate degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

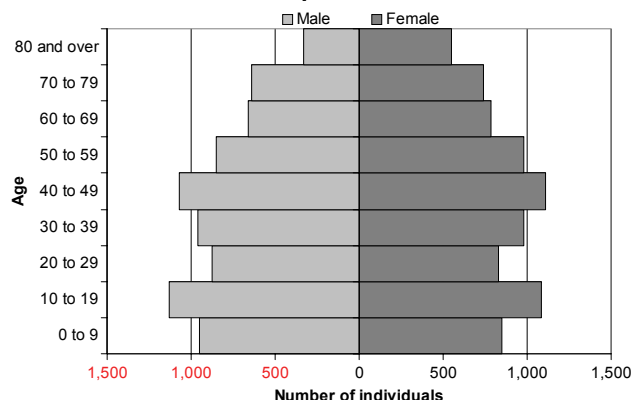
Most of the population of Coos Bay recorded by the 2000 U.S. Census was white (90.8%), followed by people who identified with two or more races (3.5%), American Indian and Alaska Native (2.3%), Asian (1.4%), people who identified with some other race (1.3%), black (0.4%), and Native Hawaiian and Other Pacific Islander (0.3%). Less than five percent (4.5%) identified themselves as Hispanic. Approximately 3.8% of the population was foreign-born, with 32.7% from Mexico, 10.4% from Korea, and 8.9% from Germany.

In 2000 76.7% of the population lived in family households.

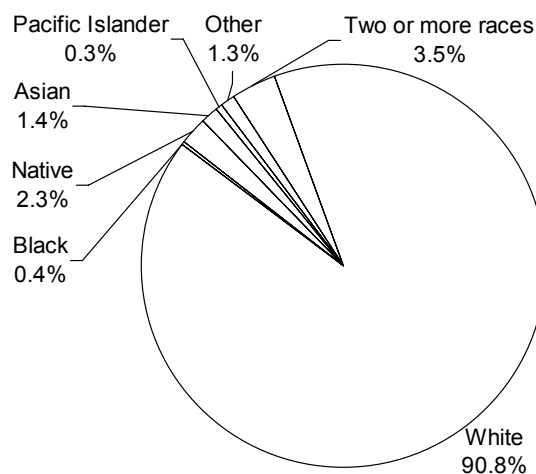
History

The Coos Bay watershed was originally inhabited by the ancestors of the modern day Confederated Tribes of Coos, Lower Umpqua, Siuslaw, and Coquille Indians. The area is Oregon's largest coastal estuary and has provided natural resources to local inhabitants for centuries. In 1579 Sir Francis Drake sought shelter for his ship, *Golden Hind*, in the nearby area.¹ Spanish and English ships sailed along the coast as early as the sixteenth century. It is believed the first Europeans to explore the area were fur traders of the Hudson's Bay Company in the 1820s. In 1852 the vessel *Captain Lincoln* shipwrecked on the north spit of Coos Bay and 52 surviving soldiers explored the area.²

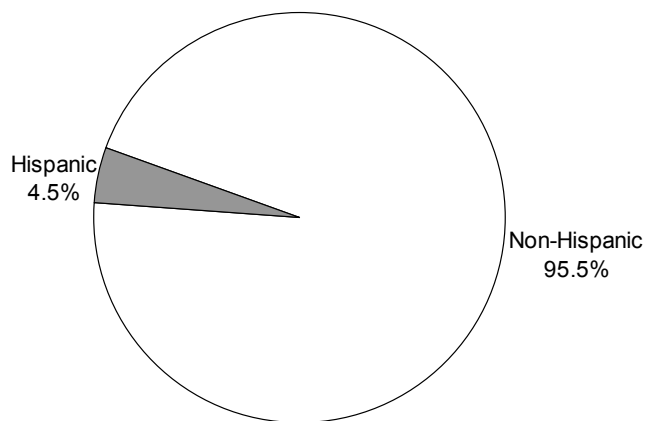
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



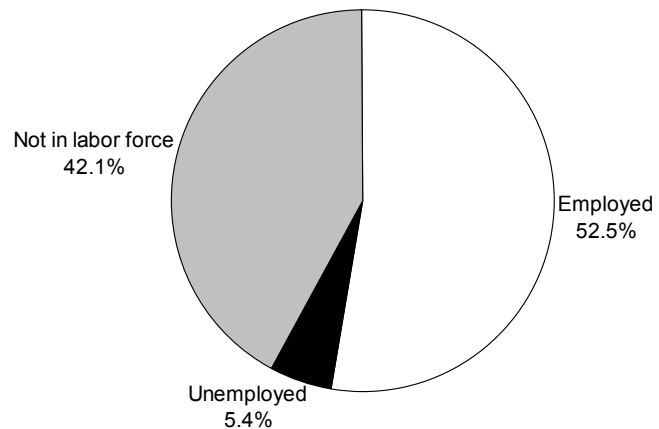
The California gold rush in the late 1840s drew more Euro-American settlers to the area and by 1853 the first group of settlers reached the Coos Bay area and established the first town, Empire City.³ Sawmills, shipbuilding, coal mining, and farming activities were the area's major industries. Despite a war in 1855–1856 that resulted in the forced relocation of local tribes onto reservations on Oregon's north coast, the tribes continue to play an important role in the region.

Coos Bay became a midway point between the ports of San Francisco and Portland for products such as lumber, coal, salmon, and agricultural goods. In the late 1880s to the early 1900s, the economy shifted to the forest and coal mining industries. Dairy farming became important and shipbuilding expanded during World War I, but declined after the war. In 1908 the C.A. Smith Lumber Company opened a mill on Coos Bay that was the largest and most advanced mill on the Pacific Coast at the time. In addition to a new mill, harbor and bar improvements made Coos Bay an ideal lumber shipping port. With the introduction of fuel oil in the 1920s and 1930s, the coal mining collapsed; however, new technologies increased the use of forest products, including veneer, pulp and paper, and plywood. The first railroad reached the area in 1916 and new roads provided additional modes of transportation. The Great Depression saw construction of a bridge and highway that connected Coos Bay with the Willamette Valley and other areas in the 1930s.

In 1922 a major fire on Front Street resulted in the relocation of city hall. The City of Coos Bay itself was commonly referred to as Marshfield, but formally changed its name to Coos Bay in 1944. After 1945 the Weyerhaeuser Timber Company and the Menasha Woodenware Company built manufacturing plants in the area. The 1960s brought a peak period of employment for the forest industry, followed by declines through the 1980s and 1990s. Despite job losses, the area still prospered and the city grew with the addition of an educational facility, shopping centers, and a hospital. Today the timber and fishing industries are the major economic drivers.

Coos Bay offers a multitude of recreational options for visitors. Hiking, biking, kayaking, bird watching, fishing, and whale watching are common recreational activities. The Cape Arago Lighthouse and Arago State Park are located 12 miles southwest of Coos Bay. Crabbing and clamming activities along with tidepool walking are popular activities in the protected bay. Coos Bay also offers art and historical museums, antique stores, and various shopping opportunities. Community events and festivals include the South Coast Dixieland Clambake Jazz Festival in March, the Blackberry Arts

2000 Employment structure



Festival in August, and the Annual Salmon Derby in September.⁴

Infrastructure

Current Economy

According to the 2000 U.S. Census, 52.5% of the potential labor force 16 years of age and older were employed, and 5.4% were unemployed. The unemployment rate was 9.3% (calculated by dividing the unemployed population by the labor force). In addition, 42.1% were not in the labor force, higher than the national average of 36.1%. In 2000 the major employment sectors were health care and social assistance occupations (17.7%), followed by local, state, or federal governments (15.6%), retail trade (15.3%), educational services (8.2%), and agriculture, forestry, fishing, and hunting (3.6%). This latter percentage may be artificially low given that many fishermen are self-employed and are underrepresented in these data. The Coquille Tribe plays an important part in the area's contemporary economy. For example, in September 2005 the Coquille Economic Development Corporation (CEDCO) began construction on its Mill Casino Hotel and 102-space Recreational Vehicle Park in North Bend, the first business enterprise on CEDCO's 50.5-acre waterfront development property.⁵

The per capita income was \$18,158 and the median household income was \$31,212. In 1999 16.5% lived below the poverty line, higher than the national average of 12.4%. In 2000 Coos Bay had 7,094 housing units, of which 91.6% were occupied and 8.4% were vacant. Of the occupied units, 59.7% were by owner, and 40.3% were by renter. Of the vacant housing, 11.6% were due to seasonal, recreational, or occasional use.

Governance

Coos Bay incorporated in 1874 under the name of Marshfield and was renamed Coos Bay in 1944.⁶ The city operates under a city charter with seven council members including a mayor and six council members. In addition to the council members, the city employs a city manager and a municipal judge. The State of Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Coos Bay is 98 miles from the National Marine Fisheries Service research station in Newport. The closest Oregon Department of Fish and Wildlife (ODFW) office is located approximately 9 miles away in Charleston. The U.S. Coast Guard has a Group/Air Station 3 miles north of Coos Bay in North Bend. The closest U.S. Citizenship and Immigration Services Office is in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland.

Facilities

Coos Bay is accessible by land, sea, and air. The North Bend Airport (3 miles), Newport Municipal Airport (83 miles), and Portland International Airport (220 miles) provide air transportation. U.S. Highway 101 connects Coos Bay to nearby communities. One bus company operates in the Coos Bay area, the Porter Stage Line, offering service to Eugene. While there is commercial freight rail service to Coos Bay, the closest passenger service is provided by Amtrak in Eugene.

Coos Bay School District #9 has 11 schools, including 2 private and 9 public schools. Of the public schools, there are 3 high schools (including 1 charter school), 3 middle schools (including 1 charter school), and 3 elementary schools. Southwestern Oregon Community College is the local community college and the University of Oregon is the closest four-year college, located in Eugene.

The Coos Bay-North Bend Water Board supplies water. Verizon Communications provides telephone communications and Pacific Power provides electric power. The Coos Bay Police Department, comprised of a chief of police, 2 captains, 4 patrol sergeants, 2 detectives, 12 patrol officers, and 1 school resource officer, provides public safety. The Coos Bay Fire Department responds to fire and safety calls from 3 fire stations, which staff 15 career personnel and 18 volunteer fire fighters. The Bay Area Hospital is in the city; the Coquille Valley Hospital is in Coquille. There are

approximately seven hotels, four bed and breakfast facilities, and various national, state, county, and private campgrounds and recreational vehicle parks.⁷

The Oregon International Port of Coos Bay supports a wide array of commercial vessel traffic, with most recreational and commercial fishing facilities located at the mouth of Coos Bay in Charleston and the larger commercial cargo located in the Upper Bay cargo area. Fishing facilities in Charleston are managed by the Port of Coos Bay. The majority of the commercial fishing vessels (95–99%) are moored nearby in Charleston, which provides approximately 550 moorages including 200 occupied by commercial fishing boats.⁸ Recreational fishers are drawn to the area because of its safe conditions in a protected bay and bar area. Commercial cargo is comprised of barge traffic and deep draft vessels transporting logs and wood chips.

There are four oyster growers in the Coos Bay area including Coos Bay Oyster Company (Charleston), North Bend Oyster Company (Coos Bay), Qualman Oyster Farms (Charleston), and Clausen Oysters (North Bend). The Oregon Department of Fish and Wildlife Coos River Salmon and Trout Enhancement Program, the Coos Watershed Association, and the Coquille Watershed Association are involved in salmon and trout enhancement projects in the area.

Involvement in West Coast Fisheries

Commercial Fishing

Several seafood processors are located in the Coos Bay area including Hallmark Fisheries (Charleston), Bandon Pacific Seafoods (Charleston), Oregon Brand Seafood (Coos Bay), Chuck's Seafood (Coos Bay), and Fishermen's Wharf (Charleston). Species processed include, but are not limited to, shellfish, various species of groundfish, sablefish, Pacific whiting, pink shrimp, and tuna. At least two processors operated in the Coos Bay area in 2000.

In 2000 250 vessels, all commercially registered, delivered landings to Coos Bay. Landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/2; crab 829.3 t/\$3,948,153/78; groundfish 4,285.1 t/\$5,473,938/144; highly migratory species 191.9 t/\$369,404/46; salmon 222.6 t/\$808,358/113; shellfish 1.8 t/\$3,206/7; shrimp 2,978 t/\$2,814,650/49; and other species 150.2 t/\$82,667/47.

Coos Bay residents owned 129 vessels in 2000 including 8 that participated in the 2003 Groundfish Vessel Buyback Program and 51 that participated in the federally managed groundfish fishery. The number of

vessels owned by Coos Bay residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/4/0, crab 0/27/3, groundfish 0/6/NA, highly migratory species NA/0/NA, salmon 0/67/2, shellfish NA/3/NA, and shrimp NA/22/5.⁹

In 2000 a total of 13 groundfish permits were held by 15 community members. The number of Coos Bay residents holding permits in each fishery in 2000 by state (WA/OR/CA) was: coastal pelagic 0/3/0, crab 0/23/2, groundfish 0/4/0, highly migratory species NA/0/1, salmon 0/58/4, shellfish 0/6/NA, shrimp 4/19/8, and other species 0/2/2.¹⁰

According to the available data, 171 permits were registered to Coos Bay residents in 2000, of which 158 were registered state permits and 13 were federal permits. The number of permits held by community members in each fishery in 2000 by state (WA/OR/CA) was: coastal pelagic 0/3/0, crab 0/25/2, groundfish 0/4/0, highly migratory species NA/0/0, salmon 0/62/6, shellfish 0/7/NA, shrimp 4/27/12, and other species 0/4/2.¹¹

Coos Bay is a large estuary that encompasses the towns of North Bend and Charleston, which are profiled separately. Fieldwork in the area indicates Coos Bay residents are finding it increasingly difficult to engage in the salmon fishery, with some residents traveling north to Florence (49 miles) for salmon fishing opportunities. Local businesses impacted by the salmon closures include Basin Tackle, England Marine Supply, Skallerud Marine Services, and Charleston Ice.¹²

Subsistence

Subsistence harvest for marine species by tribal and nontribal fishermen may exist in the Coos Bay area. Specific information on subsistence fishing in Coos Bay is not discussed in detail in this community profile due to the lack of available data.

Sportfishing

Coos Bay had at least one outfitter guide business and two licensed charter vessel businesses in 2003. Internet fishing guide sources indicate there are at least two sportfishing businesses operating in the community.¹³ There are seven sportfishing license vendors in Coos Bay, and in 2000 active agents sold 6,201 licenses at a value of \$102,897. The 2000 recreational salmonid catch in the Ocean Boat Fishery was 4,078 Chinook and 1,641 coho salmon. The recreational nonsalmonid catch was 54,234. The top species landed include black rockfish, blue rockfish, canary rockfish, widow rockfish, yellowtail and yelloweye rockfish, and lingcod.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 a single vessel owned by a Coos Bay resident participated in North Pacific fisheries. One Coos Bay resident held a federal permit and one held a state permit.

Four permits were registered to individuals in Coos Bay in 2000. Residents also held two Commercial Fisheries Entry Commission (CFEC) crab permits and one CFEC Bering Sea and Aleutian Islands groundfish permit.

In 2000 18 residents held crew member licenses for North Pacific fisheries.

Sportfishing

Coos Bay residents purchased 109 sportfishing licenses for Alaskan fisheries in 2000.

Notes

1. City of Coos Bay Oregon. No date. History of Coos Bay. Online at <http://www.coosbay.org/cb/aboutcb/CBHistory.htm> [accessed 11 January 2007].
2. Coos County Historical Society. 2004. A selective chronology of south coast history: Origins to 1900. Online at <http://www.cooshistory.org/> [accessed 11 January 2007].
3. Oregon Bay Area History. No date. No title. Online at <http://www.cooshistory.org/ptwo.html> [accessed 11 January 2007].
4. Oregon Coast Visitors Association. No date. No title. Online at <http://www.visittheoregoncoast.com/home.cfm> [accessed 11 January 2007].
5. The Mill Casino. 2005. CEDCO launches mill Casino. Online at <http://www.themillcasino.com/press.shtml> [accessed 11 January 2007].
6. See note 1.
7. Oregon's Bay Area Chamber of Commerce. No date. No title. Online at <http://oregonsbayareachamber.com/cbplain.htm> [accessed 11 January 2007].
8. Field notes, Port of Coos Bay, OR, October 2005.
9. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
10. See note 9.
11. See note 9.
12. Fisherman, Coos Bay, OR. Pers. commun., May 2006.
13. See note 1.

Depoe Bay

People and Place

Location

Depoe Bay, defined by tough basalt formations, is located on U.S. Highway 101 on central Oregon's coastline. The town, in Lincoln County, lies approximately 117 miles southwest of Portland and 13 miles north of Newport. It encompasses 1.8 square miles of land and has the smallest natural navigable harbor in the world, consisting of 6 square acres. Depoe Bay's geographic coordinates are lat 44°48'31"N, long 124°03'43"W.

Demographic Profile

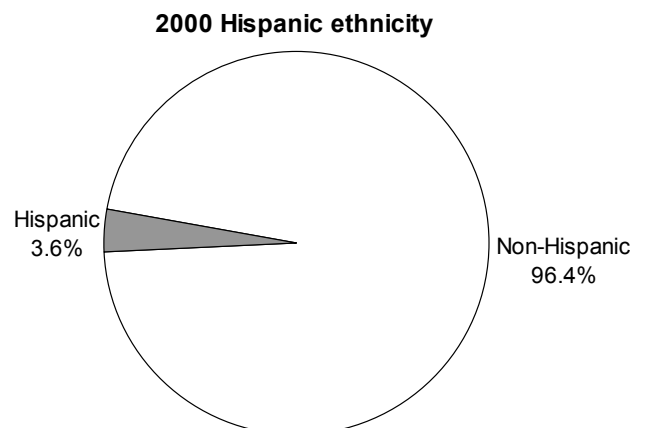
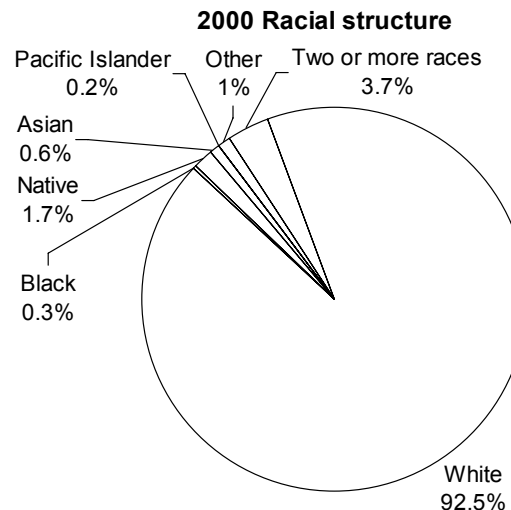
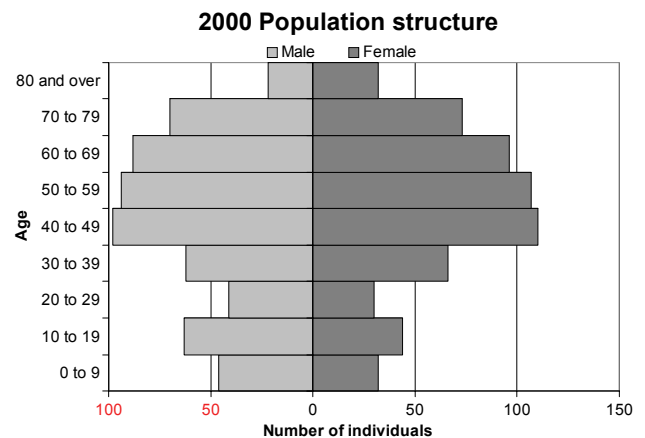
According to the 2000 U.S. Census, Depoe Bay's population was 1,174, an increase of 34.9% over 1990. The gender composition was 50.3% female and 49.7% male. The median age in 2000 was 49.8, compared to the national median of 35.3. Depoe Bay had a relatively even age distribution in 2000. Of the population 18 years of age and older, 86.8% had a high school education or higher, 21.7% had a bachelor's degree or higher, and 9.9% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the population recorded by the 2000 U.S. Census was white (92.5%), followed by people who identified themselves as belonging to two or more races (3.7%), American Indian and Alaska Native (1.7%), people who classified themselves as belonging to some other race (1.0%), Asian (0.6%), black (0.3%), and Pacific Islander (0.2%). Ethnicity data indicate 3.6% identified as Hispanic. A total of 2.4% of the population was foreign-born.

Approximately 76.5% of the population lived in family households in 2000.

History

The Confederated Tribes of the Siletz, a federally recognized group of 27 bands, originally ranged from northern California to southern Washington. The Tillamook, Alsea, Siuslaw, Coos, Coquille, Takelma Six, Joshua, Tutuini, Mackanotni, Shastacosta, and Chetco tribes are some that make up the Confederated Tribes of the Siletz.¹ The discovery of gold in the Rogue River Valley in 1851 brought thousands of miners to the area. In 1853, to curb fighting between the Indians and the miners, the federal government forced the Indians onto the Siletz and Grand Ronde reservations. The Siletz Reservation extended from Cape Lookout in Tillamook



County on the north to the mouth of the Umpqua River to the south.² In 1956 the federal government passed the Western Oregon Termination Act, terminating the Siletz Tribe and reducing its reservation from more than 1 million acres to a 36-acre tribal cemetery. In 1977, after years of effort, the Siletz was the first tribe in Oregon to be restored to federal recognition.³

Today the Siletz Indian Reservation is situated in the central portion of Lincoln County and contains 39 acres known as the Government Hill parcel, the tribal cemetery parcel, 3,630 acres of timberlands, and several parcels of land purchased by the tribe.⁴ The Siletz Tribe received the right to self-govern through congressional legislation in 1992, giving it control and accountability over tribal programs and funding. According to the 2000 U.S. Census, the reservation had a population of 274. For more information on the Confederated Tribes of the Siletz, see the Newport and Siletz community profiles.

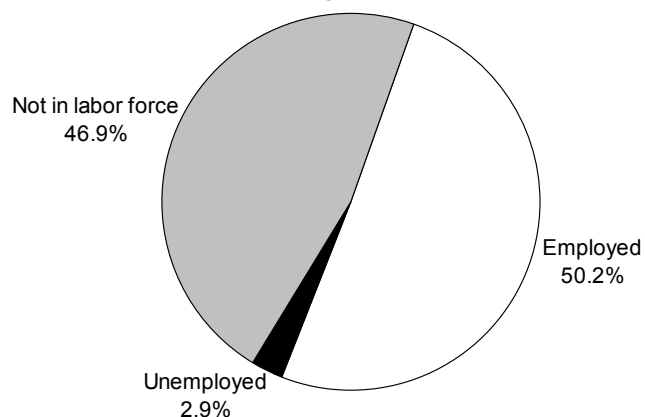
Fred W. Vincent and his father sailed up the Oregon Coast in 1878, discovered the small harbor, and named it Wreckers Cove. In 1894 the U.S. government allotted lands around Depoe Bay to Charles Depot, a local Siletz Indian chief and tribal judge.⁵ Mr. Depot was given the name because he worked at the military train depot near Toledo, Oregon.⁶ Prior to the arrival of the Roosevelt Highway in 1927, the area was occupied primarily by several members of the Siletz Tribe; however, in 1927, the Sunset Investment Company of Portland platted a modern townsite and named it in honor of Mr. Depot.⁷

Agriculture, timber, fishing, and tourism have been important industries throughout Lincoln County's history. Depoe Bay is known as the "Whale Watching Capital of the World," partly due to a resident pod of grey whales that frequents area waters 10 months out of the year.⁸ Depoe Bay is also popular for ocean charter fishing, boating, hiking, and biking. The city is known for Depoe Bay City Park, its harbor, Rocky Creek State Park, Fogarty Creek Beach, and Boiler Bay. A large sea wall runs the length of the downtown area, enabling visitors to shop and dine always within view of the ocean.

The community hosts a number of festivals and events throughout the year. In April the city holds a Classic Wooden Boat Show, Crab Feed, and Ducky Derby. One of the first events in Depoe Bay was the first Free Fish Fry, which took place in the 1930s and is held each September as a Salmon Bake. Proceeds make up a major portion of the funding for Chamber of Commerce and town events throughout the year.⁹

The Fleet of Flowers takes place on Memorial Day and originated in 1936 to honor two Depoe Bay fishermen who died attempting to rescue fellow

2000 Employment structure



fishermen caught in a storm. The ceremony has expanded to include not only those who have died at sea but also "anyone who has found pleasure, beauty, solace, or adventure upon it, or those who have expressed a desire to have their ashes placed into the ocean."¹⁰

Infrastructure

Current Economy

According to the 2000 U.S. Census, 50.2% of Depoe Bay's potential labor force 16 years of age and older were employed, 2.9% were unemployed, and the unemployment rate was 5.4% (calculated by dividing the unemployed population by the labor force). In addition, 46.9% of the population were not in the labor force compared to the national average of 36.1%. The top employment sectors were sales and office occupations (28.4%), management, professional, and related occupations (24.7%), service occupations (23.7%), and local, state, or federal governments (9.8%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 4.4% of the population in 2000, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

Lincoln County's top four industries are lumber, fishing, tourism and recreation, and food products. The top five employers in 2002 were the City of Depoe Bay, Sea Hag Restaurant, Spouting Horn Restaurant, Tidal Raves Restaurant, and Ainslee's Salt Water Taffy. Tourism in Depoe Bay is well developed with more than 12 hotels located in the city.

According to the 2000 U.S. Census, per capita income in 1999 was \$24,994 and the median household income was \$35,417. In 1999 8% lived below the poverty level. In 2000 Depoe Bay had 911 housing units, of which 64.1% were occupied and 35.9% were vacant.

Of the occupied units, 66.1% were by owner and 33.9% were by renter. Of the vacant housing, 65.4% were due to seasonal, recreational, or occasional use.

Governance

Depoe Bay, incorporated in 1973, operates under a council-mayor government with six city council members. The state of Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The National Marine Fisheries Service has a Northwest Fisheries Science Center field station 13 miles south of Depoe Bay in Newport, which also has an Oregon Department of Fish and Wildlife field office and its Marine Resources Program. The U.S. Coast Guard Motor Lifeboat Station Depoe Bay was established in 1940. The Coast Guard maintains a presence in the harbor due to its heavy use as a recreational port and as a harbor for refuge.¹¹ The station's area of responsibility is bounded by Cape Kiwanda to the north and Spence Creek to the south, covering 1,500 square miles. Depoe Bay is 117 miles from the closest U.S. Citizenship and Immigration Services Office in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are also held in Portland.

Facilities

Depoe Bay is accessible by land, sea and air. The community is connected to neighboring cities by U.S. Highway 101, which runs north and south from Washington to California. Lincoln County Transit provides local bus service. The Newport Municipal Airport provides air taxi service to Portland International Airport, the closest airport offering international service. Private planes use the Siletz Bay Airport, 5 miles north of Depoe Bay.

Depoe Bay does not have a local school district. Students attend kindergarten through twelfth grade in the Lincoln County School District, 13 miles south in Newport. The district serves more than 6,000 students and has 11 elementary schools, 5 middle schools, 5 high schools, and 1 alternative school. The Oregon Coast Community College, located in Newport, has an enrollment of more than 3,500 students.

Central Lincoln Public Utility District and Northwest Natural Gas are the primary electricity and gas suppliers. The city's Glender Sanitary Department administers wastewater treatment facilities, and the Lincoln County Sheriff's Department provides public safety. The City of Depoe Bay supplies water from

Rocky Creek and North Depoe and South Depoe creeks. Depoe Bay is home to the Samaritan Depoe Bay Medical Clinic. The nearest hospital, Samaritan North Lincoln Hospital, is 13 miles north in Lincoln City, and Samaritan Pacific Community Hospital is in Newport. Attractions in Depoe Bay include a public library, the "spouting horns"—geyser-like plumes that occur along the coast—Boiler Bay State Scenic Viewpoint, and Fogarty Creek State Recreation Area, among others.

Depoe Bay Harbor has moorage for 137 boats (5% commercial and 95% recreational).¹² The harbor provides landings and floats to accommodate excursion and commercial fishing vessels as well as dry storage space. The entrance to the harbor is 30 feet across with a depth of approximately 8 feet. In January 2004 the Oregon State Marine Board approved funding for a new marine fuel station at Depoe Bay. The new station will have storage capacity for 2,000 gallons of gasoline and 4,000 gallons of diesel.¹³ Federal funds were granted in June 2004 for the U.S. Army Corps of Engineers to dredge the harbor.¹⁴

Involvement in West Coast Fisheries

Commercial Fishing

The Confederated Tribes of the Siletz Indians has partnered with Oregon Smoked Foods, Inc. to form Siletz Tribal Smokehouse Smoked Salmon, located on U.S. Highway 101 south of the Depoe Bay Bridge. The tribe receives a portion of all sales.

A total of 14 vessels, all commercially registered, delivered landings to Depoe Bay in 2000. Landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): crab 43 t/\$206,976/7; groundfish 1 t/\$4,609/5; salmon confidential/confidential/2; and other species confidential/confidential/3.

Depoe Bay residents owned 15 vessels in 2000, including 6 vessels that participated in the federally managed groundfish fishery. According to recorded data, the number of vessels owned by Depoe Bay residents that participated in each fishery by state (WA/OR/CA) was: crab 0/11/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/17/0, shellfish NA/0/NA, and shrimp NA/0/0.¹⁵

In 2000 the number of Depoe Bay residents that held permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/10/0, highly migratory species NA/0/0, salmon 0/13/0, and shellfish 0/0/NA.¹⁶

According to available data, 36 state permits were registered to Depoe Bay residents in 2000. Recorded data indicates the number of permits held by community

members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/20/0, highly migratory species NA/0/0, salmon 0/15/0, and shellfish 0/0/NA.¹⁷

The City of Depoe Bay has adopted an ordinance allowing the storage of fishing gear at the gear owner's dwelling or adjacent lot under the same ownership.¹⁸ The ordinance ended more than seven years of debate between fishermen and some city residents who were concerned about potential odors and the sight of stacks of crab pots near their homes. The rule, passed unanimously, defines commercial fishing gear to include "traps/fish traps/fishing lures; ropes or lines pertaining to crab or fish traps, including buoys and floats; plastic totes or tubs used for storage or line and longline gear; rigging, which includes poles, extensions, stays and/or booms, or mast gear from salmon or tuna fishing; and pools and winches (girdies, power blocks and occasional gill net reel), excluding drag nets or gear."¹⁹

Sportfishing

According to available data, 12 Depoe Bay residents held charter boat licenses in 2000 and there were at least 19 charter vessels operating out of Depoe Bay; 16 registered to Depoe Bay residents, and one each to a resident of Lincoln City, Clatskanie, and Salem. Depoe Bay had at least one outfitter guide business in 2003. Tradewinds, a local charter fishing business, offers fishing, whale watching, and charter excursions year round. Other charter businesses include Dockside Charters, Joan-E Charters, and Zodiac Adventures.

Depoe Bay has nine sportfishing license vendors, however there were no license sales reported in 2000. The 2000 recreational salmonid catch in the Ocean Boat Fishery was 448 Chinook and 3,171 coho salmon. The recreational nonsalmonid catch in that fishery totaled 101,757 fish. The top species landed include black rockfish, blue rockfish, canary rockfish, kelp greenling, and lingcod.

Subsistence

Nontribal and tribal fishermen, including members of the Confederated Tribe of the Siletz, utilize marine and stream resources for subsistence means from the areas within and surrounding Depoe Bay. Under the trust doctrine, the federal government is charged to protect tribal resources and by constitutional mandate to protect natural resources. The government-to-government agreements made between tribal groups and the United States through treaties guarantee fishing rights on traditional grounds. Specific information on subsistence fishing in Depoe Bay is not discussed in detail in this community profile due to a lack of available data on state and federal levels.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Depoe Bay residents owned three vessels involved in North Pacific fisheries. Residents landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/value of landings/ number of vessels landing): crab confidential/confidential/1; Bering Strait Aleutian Island (BSAI) groundfish confidential/confidential/1; Gulf of Alaska groundfish confidential/confidential/2; halibut confidential/confidential/3; salmon confidential/confidential/1; and other finfish confidential/confidential/2.

Two residents held registered state permits and five held registered federal permits. Ten state and federal permits were registered to individuals in Depoe Bay in 2000, and residents held one crab and two groundfish License Limitation Program permits. In 2000 residents also held three BSAI groundfish, one halibut, one shellfish, and one other finfish Commercial Fisheries Entry Commission permits. The halibut and sablefish individual fishing quota shares for residents were 1,028,518 and 110,450 respectively.

In 2000 six Depoe Bay residents held crew member licenses for North Pacific fisheries.

Sportfishing

Depoe Bay community members purchased 16 Alaska sportfishing licenses in 2000.

Notes

1. Oregon State University. No date. Confederated tribes of Siletz: History, tradition, and culture. Online at <http://oregonstate.edu/instruct/soc204/plazad/native2/marya/marya.htm> [accessed 12 January 2007].

2. Confederated Tribes of the Siletz. 2003. About the tribe. Online at http://www.npaihb.org/profiles/tribal_profiles/Oregon/Confederated%20Tribes%20of%20Siletz%20Indians%20Tribal%20Profile.htm [accessed 12 January 2007].

3. See note 1.

4. See note 2.

5. Lincoln County place names. 2001. Depoe Bay. Online at <http://users.wi.net/~census/lesson19.html> [accessed 12 January 2007].

6. On this day in Oregon. 2003. How Depoe Bay was named. Online at http://www.onthisdayinoregon.com/09_09.html [accessed 12 January 2007].

7. See note 5.

8. See note 5.

9. StateofOregon.com. 2001. City history: Annual salmon bake. Online at <http://www.stateoforegon.com/cgi-bin/cities/history.pl?city=depoe+bay> [accessed 12 January 2007].

10. StateofOregon.com. 2001. City history: Fleet of flowers. Online at <http://www.stateoforegon.com/cgi-bin/cities/history.pl?&city=depoe+bay&history=2> [accessed 12 January 2007].
11. Congresswoman Hooley. 2004. Oregon water projects slated for over \$14 million in federal funding. Online at http://www.house.gov/apps/list/press/or05_hooley/WaterProject061604.html [accessed November 2004].
12. Pacific States Marine Fisheries Commission. 2004. West coast marine fishing community descriptions. Online at http://www.psmfc.org/efin/docs/communities_2004/ [accessed 12 January 2007].
13. Oregon State Marine Board. 2004. Depoe Bay marine fuel funding approved. Online at <http://www.marinebd.osmb.state.or.us/News/2004/Jan16News.html> [accessed 12 January 2007].
14. See note 11.
15. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
16. See note 15.
17. See note 15.
18. Newport News Times. 2004. Depoe Bay concludes change in crab pot storage rules. Online at <http://www.newportnewstimes.com/articles/2004/11/05/news/news17.txt> [accessed 12 January 2007].
19. See note 18.

Florence

People and Place

Location

Florence, located along U.S. Highway 101 on the Oregon coast, is the major coastal city in western Lane County. The community is approximately 172 miles southwest of Portland and 61 miles west of Eugene. Florence covers 4.9 square miles of land and 0.6 square miles of water. The geographic coordinates of Florence are lat 43°58'58"N, long 124°05'55"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Florence was 7,263, a 40.7% increase from 1990. The gender composition was 54.1% female and 45.9% male. The median age was 55.8, considerably higher than the national median of 35.3. Only 16.8% of the population was younger than age 17. Of the population 18 years of age and older, 82.2% had a high school education or higher, 16.5% had a bachelor's degree or higher, and 7.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

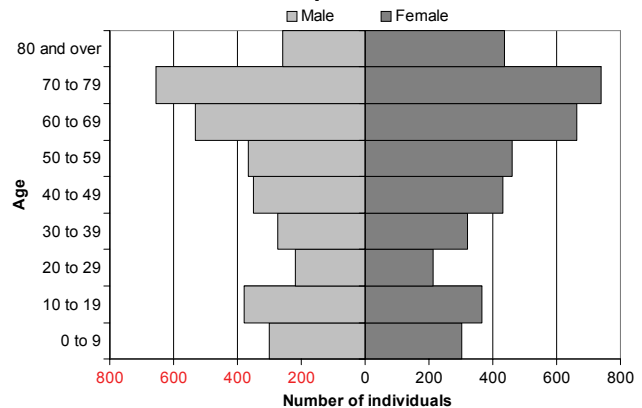
The majority of the population of Florence recorded by the 2000 U.S. Census was white (95.9%), followed by people who identified with two or more races (1.7%), American Indian and Alaskan native (0.9%), Asian (0.6%), people who identified with another race (0.6%), black (0.3%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 2.4% identified as Hispanic. Less than 5 percent (3.5%) of the population was foreign-born. Of those, 26.2% were born in Canada and 17.2% in Germany.

In 2000 76.4% of the population lived in family households.

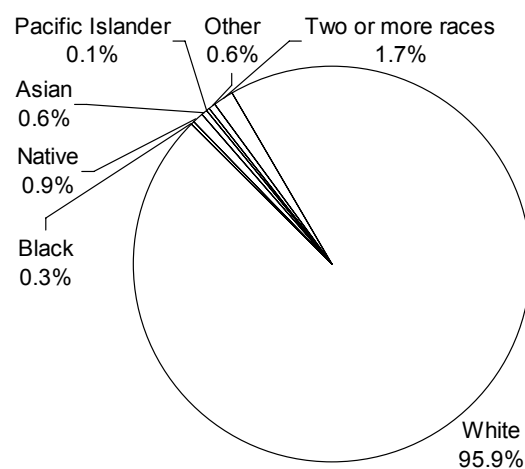
History

Florence is bordered by the Siuslaw River and it's tributaries to the west, south, and east. The river is named for the Indian tribe of the same name who originally inhabited the area. Spaniards explored the Oregon coast, including the area surrounding the present-day Florence, but it was the English Captain James Cook who gave European names to many of the coastal landmarks in the Florence vicinity. In the latter half of the nineteenth century Europeans began arriving in large numbers. The encroachment of Euro-American settlers upon Siuslaw land in 1850 roughly coincided with the end of a smallpox epidemic that dramatically reduced the tribe's numbers.

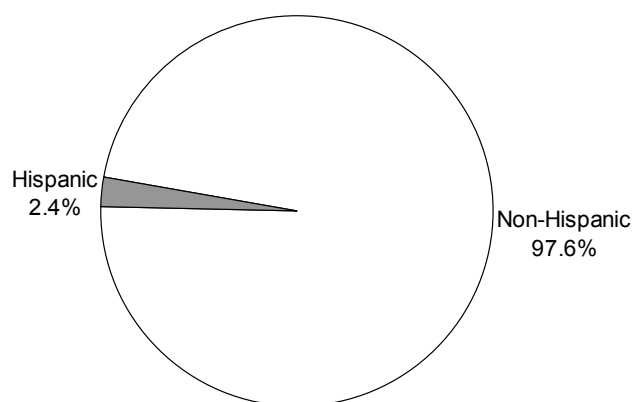
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



Dependent on timber and fisheries, Florence reached a population of 300 in 1900 and had a lumber mill and two general stores. The first salmon cannery opened on the Siuslaw River in 1876, and by 1901 several additional canneries were in operation, supported by a network of gillnets, drift nets, and fish traps. By 1906 a cold storage facility was added and by 1915 the Kyle Cannery in Florence set an industry standard with new automatic canning equipment that produced 600 cases a day. Fieldwork indicates from 1887–1892 more than 68,000 cases of Siuslaw salmon were packed and shipped to markets in Portland and San Francisco. Declining salmon runs in the second half of the twentieth century led to the closure of commercial salmon fishing on the river and a shift to open ocean fishing.

Located in a relatively remote part of the state, Florence depended on the mercantile system and ferry links across the Siuslaw River during the first half of the twentieth century. The community has since evolved and added retirement and tourism to its natural resource-oriented economy. Florence is active in beach cleanup programs. The community features a May festival that celebrates the local native Rhododendron plant and a shellfish festival in September called “Chowder, Blues, and Brews.” The community is home to the Historic Siuslaw River drawbridge and the nearby Sea Lion caves, both popular with tourists.

Infrastructure

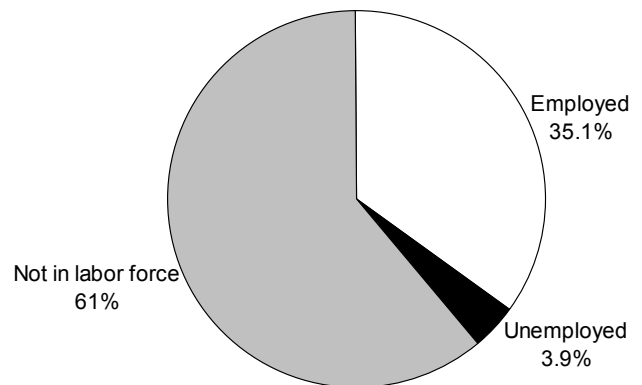
Current Economy

According to the 2000 U.S. Census, 35.1% of Florence’s potential labor force 16 years of age and older were employed, 3.9% were unemployed, and the unemployment rate was 9.9% (calculated by dividing the unemployed population by the labor force). In addition, 61% were not in the labor force. The top employment sectors were educational, health, and social services (22.9%), accommodation and food services (16.6%), retail trade (16.1%), and local, state, or federal government (12.1%). Natural resources jobs including agriculture, forestry, fishing, and hunting employed 3.8%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Fieldwork indicates the economy of Florence is shifting away from farming, fishing, and forestry to recreation, real estate, and retirement communities. The Oregon Economic and Community Development Department lists Peace Harbor Hospital, Fred Meyer retail, and the Siuslaw School District as the top three employers in 2003.¹

Airport (50 miles south in Coos Bay), a larger airport in

2000 Employment structure



According to the 2000 U.S. Census, the per capita income in 1999 was \$18,008 and the median household income was \$30,505. In 1999 14.4% were below the poverty level. In 2000 Florence had 4,174 housing units, of which 85.4% were occupied and 14.6% were vacant. Of the occupied units, 67.5% were by owner and 32.5% were by renter. Nearly one-half (49.5%) of the vacant units were for seasonal, recreational, or occasional use.

Governance

Florence is an incorporated city with a council-manager form of government. The elected five-member city council, including the mayor, is the policy-making body while the city manager is responsible for daily operations. Oregon has no general sales tax, but Lane County levies a 7% tax. This is in addition to the state’s 1% tax on overnight lodging that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The U.S. Coast Guard Station Siuslaw is in Florence and operates two 47-foot motor lifeboats to serve the Heceta Banks Fishery off the Florence Coast. Both the Oregon Department of Fish and Wildlife’s Marine Resources Program and a field station of NOAA’s Northwest Fisheries Science Center are located in Newport, 50 miles south of Florence. Portland, approximately 173 miles away, is the nearest location for meetings of the Pacific Fishery Management and North Pacific Fishery Management councils.

Facilities

Florence lies on U.S. Highway 101 and is linked to Eugene by Oregon Highway 126. Florence is served by the Florence Municipal Airport, the North Bend Regional Eugene (60 miles), and Portland International Airport.

The third largest employer in Florence, the Siuslaw School District, has an elementary, middle, and high school. Lane Community College, located in Florence, had an enrollment of 1,637 in 2001. The Central Lincoln People's Utility District provides electricity, while the City of Florence provides water and sewer services. The Florence Police Department administers local law enforcement. Peace Harbor Hospital is located in Florence as are a number of medical clinics. Florence's lodging and accommodations include several hotels, motels, and bed and breakfast operations. Visitors can also choose between a number of campgrounds, recreational vehicle parks, and vacation rentals.

A five-member port commission governs the Port of Siuslaw, located in Florence. The port offers berths for recreational boats and fishing vessels, and can accommodate vessels up to 85-feet in length. Barge facilities are also available at the port. In addition, the port is the only local source of marine diesel fuel on the Siuslaw River. Fieldwork indicates several private marinas are located on the river serving local anglers and pleasure craft.

Local marine-related organizations are active in salmon habitat improvement efforts in the area. The Siuslaw Partnership received the 2004 International Thiess River award in recognition of its combined work on salmon habitat restoration projects in the Siuslaw River basin. The U.S. Forest Service, the Siuslaw Soil and Water Conservation District, and the Siuslaw Watershed Council make up the Siuslaw Partnership.

Involvement in West Coast Fisheries

Commercial Fishing

No fish processors operated in Florence in 2000; however, fieldwork indicates several vessels landing catch sold seafood directly to the public and to local seafood retail shops and restaurants. Fieldwork also suggests crab landed in Florence typically is sold to the live crab market and therefore is not subject to processing.²

West Coast fishery landings in Florence in 2000 were delivered by 38 commercially registered vessels. Landings in Florence were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab 112.8 t/\$562,057/10; groundfish 124.3 t/\$442,781/15; highly migratory species 6.9 t/\$11,712/5; salmon 29.7 t/\$113,885/22; shrimp 35.7 t/\$28,529/5; and other species 1.5 t/\$6,808/5.

Florence residents owned 41 commercial vessels in 2000, including 19 that participated in the federally managed groundfish fishery. According to recorded

data, the number of vessels owned by residents that participated in each fishery by state (WA/OR/CA) was: crab 0/14/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/41/2, shellfish NA/1/NA, and shrimp NA/2/0.³

Five residents held four federal groundfish permits in 2000. The number of Florence residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/12/0, highly migratory species NA/0/0, salmon 0/33/2, shellfish 0/1/NA, and shrimp 0/2/0.⁴

Florence residents held at least 60 commercial fishing permits in 2000, including 56 state registered permits. Recorded data indicates the number of state permits held by Florence residents in each fishery by state (WA/OR/CA) was: crab 0/13/0, highly migratory species NA/0/0, salmon 0/37/3, shellfish 0/1/NA, and shrimp 0/2/0.⁵

Sportfishing

Recreational fishing on the Siuslaw River has a strong economic impact on the Florence community. In 2000 seven sportfishing licensing agents operated in Florence who sold 4,907 sportfishing licenses at an estimated value of \$80,163. Available data indicates at least one sportfishing charter business operates in Florence.

For the port complex around Florence, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 250 Chinook and 472 coho salmon. The recreational nonsalmonid catch in the fishery was 213 fish. The top species landed include greenstripe, canary, and yelloweye rockfish, and Pacific halibut. The area is also known for exceptional sea-run cutthroat trout fishing in the lower Siuslaw.

Subsistence

Local community members, both tribal and nontribal, may engage in subsistence fishing for marine and stream resources in Florence and the surrounding area. Specific information on subsistence fishing in Florence is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one vessel owned by a Florence resident participated in North Pacific fisheries. The vessel made landings in the following North Pacific fisheries, but landings data (metric tons/value of landings) are confidential: Bering Strait Aleutian Island (BSAI)

groundfish, and Gulf of Alaska groundfish, halibut, salmon, shellfish, and other finfish.

One community resident held a state permit for Alaska fisheries and seven Florence residents held federal permits for North Pacific fisheries. Florence residents held five commercial fishing permits in 2000 for North Pacific fisheries. Residents held individual fishing quota shares for North Pacific halibut (10,863) and sablefish (1,535). In the same year, residents of Florence held one Commercial Fisheries Entry Commission permit for BSAI groundfish and one groundfish License Limitation Program permit.

Four Florence residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Florence residents purchased 59 Alaska sportfishing licenses in 2000.

Notes

1. State of Oregon. 2004. Oregon Economic & Community Development: Florence community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Florence&-script=hit%20count&-Find> [accessed 12 January 2007].
2. Field notes, fisherman. Florence, OR. May 2006.
3. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
4. See note 3.
5. See note 3.

Garibaldi

People and Place

Location

Garibaldi borders Tillamook Bay to the south and Miami Cove to the west in Tillamook County on Oregon's northern coast. The town is 83 miles west of Portland. Garibaldi, situated on the north end, is considered the fishing center of Tillamook Bay. It covers 0.97 square miles of land and 0.34 square miles of water. Garibaldi's geographic coordinates are lat 45°33'36"N and long 123°54'35"W.

Demographic Profile

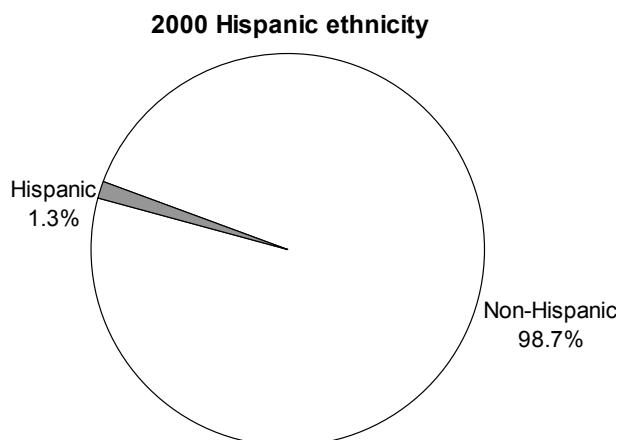
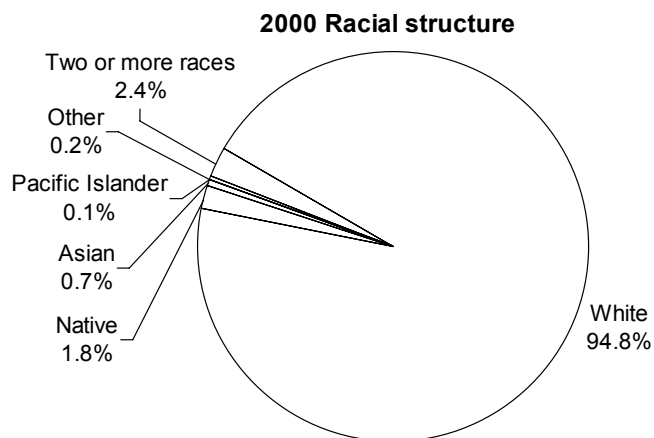
According to the 2000 U.S. Census, the population of Garibaldi was 899. The population was 999 in 1980 and fluctuated significantly from 1980 to 2000. The gender composition was 50.1% female and 49.9% male. The median age of Garibaldi in 2000 was 49.2, significantly higher than the national median of 35.3. The percentage of Garibaldi's population over 65 years of age was 25%, compared to 12.4% for that age group in the United States overall. Of the population 18 years of age and older, 85.7% had a high school diploma or higher, 8% had a bachelor's degree or higher, and 4.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Garibaldi's population recorded by the 2000 U.S. Census was white (94.8%), followed by people who identified with two or more races (2.4%), American Indian and Alaska Native (1.8%), Asian (0.7%), people who identified with another race (0.2%) and Native Hawaiian and other Pacific Islander (0.1%). Ethnicity data indicate 1.3% identified as Hispanic. Approximately 1.8% were foreign-born.

In 2000 4.2% of the population lived in family households.

History

Long before Euro-Americans came to the Pacific Northwest, Native Americans, including the Tillamook, Nehalem, and Nestucca, inhabited Tillamook County. These peoples had a close relationship with the sea and the area's waterways, which is evident in the boats they built. Dugout canoes ranged from small boats used for duck hunting to large canoes used for long distance travel to California. At one time the Tillamook people had a fishing village at the site of Garibaldi. The Indians died in large numbers because of the onset of European diseases. The population estimated at about 2,200 at the



turn of the nineteenth century declined to one-tenth that size by the middle of the 1800s.

Although Captain Robert Gray is credited with being the first Euro-American to land in Tillamook Bay in 1788, it wasn't until the middle of the next century that white settlers came to the area. Gray's stay in the area did not go well. Native Americans killed one of his crewmen after a quarrel. The entrance to the bay is recognized as challenging today and was identified as perilous in Gray's time, described by a member of his crew as an awkwardly situated shoal with a narrow entrance and a strong tide.

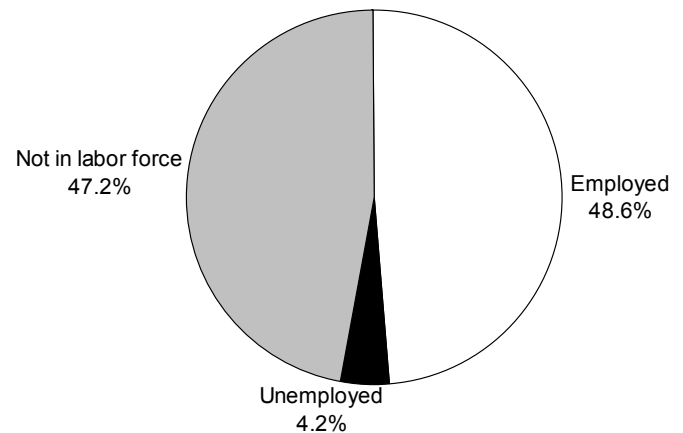
In 1853 the Oregon Territorial Government created Tillamook County. Garibaldi's first permanent Euro-American settler was Charley Farwell, a ship's cook put ashore after a disagreement with his captain in the mid-1860s. B.A. Bayley was the town's first developer, buying land from the federal government. He built a hotel and became the town's first postmaster. He named a postmark after Giuseppe Garibaldi, an Italian soldier and fisherman remembered for his military contributions toward unifying Italy. Eventually the town came to be Garibaldi.

The county's earliest industries were logging, shipping, fishing, farming, and dairy. Fishing played a key role as a major avenue for cash. Numerous canneries in the area canned fish caught in coastal waters, bays, and rivers. Middlemen bought the packaged fish and sold them in Willamette Valley. The funds brought to the area from fish sales supported development of other enterprises and aided the growth of Tillamook Bay's communities.

Two industries developed alongside fishing, dairy and lumber. The dairy industry's success came with the production of cheese that could withstand long storage periods for distribution. The lumber industry took off in the 1890s with production of containers for dairy, fish, and other products. In 1911 the Pacific Railway and Navigation Company constructed a railway from Portland to Tillamook. This reliable source of transportation facilitated the growth of the timber, dairy, and fishing industries. The lumber industry was robust in Garibaldi for approximately 50 years from 1918 to the 1970s; however, dwindling tree supplies eventually forced most mills to close. Fieldwork indicates logging (primarily alder) remains important to the area economy.

Garibaldi's Miami Cove was historically popular for crabbing and clamming, and remains so today. Salmon was historically the big catch on Tillamook Bay. Concerns with overfishing arose in the early part of the 1900s. The designation of coho salmon as an endangered species in the 1990s and an increase in restrictions placed on harvesting bottomfish further limited the area's

2000 Employment structure



commercial fishers. While some runs of salmon species, particularly coho, have declined significantly over the years, fieldwork indicates commercial fishing is currently experiencing an upturn due to healthy Chinook salmon runs and an increase in the price of wild-caught salmon.

Commercial clamming, oystering, and shrimping were relatively successful in the bay during the 1990s. In recent years the shrimp industry's harvests have declined. The bay's commercial oyster industry has oscillated over time, experiencing declines due largely to ongoing sedimentation and pollution. Fieldwork indicates the industry is slowly rebounding. Most processing occurs in Bay City. The bay's sportfishing industry has enjoyed substantial growth. The tourism industry, specifically sportfishing, developed in part as an economic response to the area's waning lumber and commercial fishing industries, and expanded during the 1980s.^{1, 2, 3, 4}

Infrastructure

Current Economy

According to the 2000 U.S. Census, 48.6% of Garibaldi's potential labor force 16 years of age and older were employed, 4.2% were unemployed, and the unemployment rate was 7.9% (calculated by dividing the unemployed population by the labor force). In addition, 47.2% were not in the labor force. The top employment sectors, in descending order, were entertainment and recreation, education and social services, and manufacturing. Government employed 9.7%. Natural resource jobs including agriculture, fishing, forestry, or hunting employed 5.6%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

Tillamook County's principal industries are agriculture, lumber, tourism and recreation, fishing, and food processing. Major employers in the Garibaldi area

in 2000 included: Tillamook Country Smoker (snack products); McRae & Sons, Inc. (specialty hardwood products); Garibaldi Dry Dock, Inc. (boat building and repair); the Nehalem Telephone and Telegraph Company (telephone communications); and Nehalem Bay Ready Mix (concrete producer).

According to the 2000 U.S. Census, per capita income in 1999 was \$18,075 and the median household income was \$28,945. In 1999 11.6% lived below the poverty level. In 2000 Garibaldi had 584 housing units, of which 74.7% were occupied and 25.3% were vacant. Of the occupied units, 72.9% were by owner and 27.1% were by renter. Of the vacancies 68.9% were for seasonal, recreational, or occasional use.

Governance

The City of Garibaldi, incorporated in 1946, is governed by a mayor and a five-member city council. The State of Oregon has no general sales tax but levies a 1% tax on overnight lodging. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processor in Oregon.

An office of the National Marine Fisheries Service is 56 miles away in Astoria. The Oregon Department of Fish and Wildlife is headquartered in Salem; however, there is a marine resources program 78 miles away in Newport and a fish divisions program based in Astoria. A U.S. Coast Guard Station is located in Garibaldi. Portland, 83 miles away, has a district office of the Citizenship and Immigration Services, and is the nearest location for meetings of the Pacific Fishery Management and North Pacific Fishery Management councils.

Facilities

Garibaldi lies on U.S. Highway 101. The closest major airport is 56 miles away in Astoria, while two smaller public use airports are located within 13 miles in Manzanita and Tillamook. The nearest airport offering international service is Portland International Airport.

Garibaldi is in the Neah-kah-nie School District. The district has one senior/junior high school and two elementary schools, one based in Garibaldi. The Tillamook Public Utility District provides electrical service. The City of Garibaldi supplies water to the community and provides wastewater treatment. Garibaldi currently has no storm drainage system. The community contracts for police services with the Tillamook County Sheriff Department. Tillamook County General Hospital is 11 miles away in Tillamook and Providence Seaside Hospital is 27 miles away in Seaside. There are about eight overnight accommodations, including inns, bed and breakfasts, and

vacation rentals in Garibaldi and nearby Rockaway Beach.

The Port of Garibaldi is a shallow-water port, which operates as an industrial park, picnic area, campground, shipping terminal, launch ramp, wet/dry moorage, and land leases.⁵ The port has dual jetties and is guarded by U.S. Coast Guard personnel. Marinas in the port and the surrounding area rent boats and equipment to fishermen and outdoor enthusiasts.

Involvement in West Coast Fisheries

Commercial Fishing

There was at least one processing company located in Garibaldi in 2000. Landings data for Garibaldi were recorded as part of the Tillamook/Garibaldi Port Group. In 2000 landings for this port group were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels delivering landings): crab 177.3 t/\$863,228/19; groundfish 110.2 t/\$140,155/34; highly migratory species 134.1 t/\$262,623/18; salmon 48.2 t/\$174,609/50; shellfish 45.7 t/\$31,044/12; shrimp 188.1 t/\$211,429/9; and other species 5.3 t/\$27,532/16. See the Tillamook community profile for additional information.

Garibaldi residents owned 35 vessels in 2000 that participated in the region's fisheries, 17 of which participated in the federally managed groundfish fishery. According to recorded data, the number of vessels owned by residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/3/0, crab 0/9/0, groundfish 0/0/NA, highly migratory species NA/1/NA, salmon 0/14/0, shellfish NA/6/NA, and shrimp NA/6/0.⁶

Garibaldi residents held three federal permits in 2000. The number of residents holding state permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/2/0, crab 0/9/0, highly migratory species NA/1/0, salmon 0/14/0, shellfish 0/2/NA, and shrimp 2/5/0.⁷

At least eight fishing permits were registered to Garibaldi residents in 2000; of which five were registered state permits. The number of permits held by community members for each fishery by state (WA/OR/CA) was: coastal pelagic 0/2/0, crab 0/9/0, highly migratory species NA/1/0, salmon 0/15/0, shellfish 0/3/NA, and shrimp 2/6/0.⁸

As Garibaldi is one of several Tillamook Bay communities (Rockaway, Bay City, and Tillamook) whose economies are intertwined, it is useful to look at the combined landings for the Tillamook Bay area for an understanding of the significance of commercial fishing in Garibaldi. Commercial fishing contributed \$4.1 million in personal income to the Tillamook Bay area economy in 1997. That year, landings of crab in the area

were worth an estimated ex-vessel value of \$580,000. Shrimp were worth \$421,000, groundfish \$165,000, albacore \$219,000, and Chinook salmon \$59,000. Fish processing plants in the area process shrimp, crab, salmon, albacore, sole, sablefish, lingcod, thornyheads, and other rockfish.⁹

Sportfishing

Garibaldi supports a strong sportfishing industry. In 2000 there were 2 registered outfitter businesses and 12 sportfish license vendors operating in Garibaldi. Five charter operations had their business offices located in Garibaldi and all moored their vessels in the community. In addition, 19 other charter operations harbored their vessels in Garibaldi, while their business offices were outside the community in Bay City, Beavercreek, Boring, Clackamas, Cloverdale, Gresham, Hillsboro, Hubbard, Milwaukie, Nehalem, Portland, Rockaway, Tigard, and Tillamook. Garibaldi also houses the business office of one charter business that moors its vessel in Oregon City.

In 2000 sport fishermen caught 1,117 Chinook and 552 coho salmon. Oceangoing sport fishermen also caught more than 40 nonsalmonid species of fish for a total catch of 87,963. The top five species caught, in descending order, were black rockfish, yellowtail rockfish, canary rockfish, lingcod, and blue rockfish. Clamming and crabbing are also popular.

Subsistence

Local community members, both tribal and nontribal, may engage in subsistence fishing for marine and stream resources in Garibaldi and the surrounding area. Specific information on subsistence fishing in Garibaldi is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Garibaldi residents were scarcely involved in North Pacific commercial fisheries. Community members held one federal permit for North Pacific fisheries in 2000 and owned one vessel that fished in the region that year. Community members also held one groundfish License Limitation Program permit. In addition, one resident held a crew member license for North Pacific fisheries in 2000.

Sportfishing

Garibaldi residents purchased four licenses to fish in Alaska in 2000.

Notes

1. J. Gilden (ed). 1999. Oregon's changing coastal fishing communities. Online at <http://seagrant.oregonstate.edu/sgpsubs/onlinepubs/o99001.html> [accessed 16 January 2007].
2. L. Tobe. 2003. Garibaldi, Tillamook County, Oregon. Online at http://www.fcresearch.org/neai/OR_case_studies/Garibaldi.pdf [accessed 16 January 2007].
3. Garibaldi Chamber of Commerce. No date. Welcome to Garibaldi: The Pacific Ocean gateway-history. Online at <http://www.ci.garibaldi.or.us/history.html> [accessed 18 January 2007].
4. M. Guardino III and Rev. M. Riedel. Sovereigns of themselves: A liberating history of Oregon and its coast. Vol. III. Online at <http://www2.wi.net/~census/lesson36.html> [accessed 16 January 2007].
5. See note 1.
6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.
9. See note 1.

Gold Beach

People and Place

Location

Gold Beach is situated at the mouth of the Rogue River. It is the county seat of Curry County and is considered the “heart of America’s Wild Rivers Coast.”¹ Portland, the nearest major metropolitan area, is 298.9 miles to the northeast. Gold Beach encompasses 2.3 square miles of land and 0.2 square miles of water. The geographic coordinates are lat 42°24’27”N and long 124°25’14”W.

Demographic Profile

According to the 2000 U.S. Census, the population of Gold Beach was 1,897, a 22.7% increase over 1990. The gender composition was 52% female and 48% male. The median age was 44.8, higher than the national median of 35.3. Of the population 18 years of age and older, 74.2% had a high school degree or higher, 17.9% had a bachelor’s degree or higher, and 7.4% had a graduate or professional degree. The national averages were 79.7%, 22.3%, and 7.8% respectively.

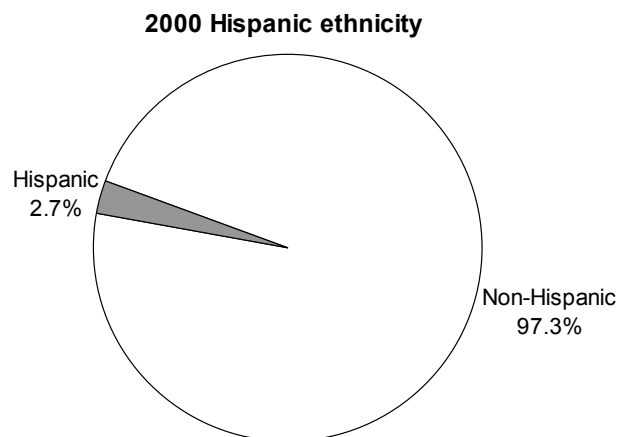
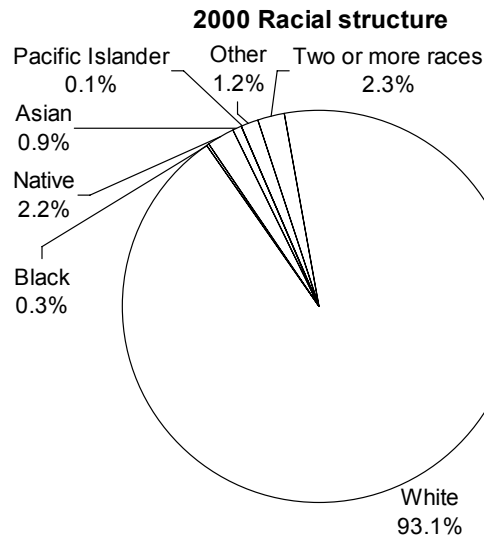
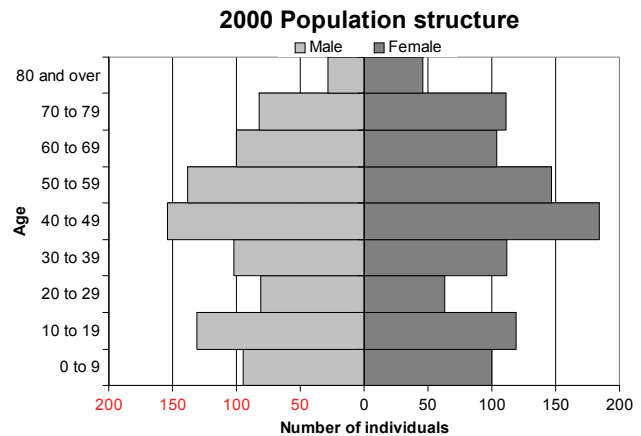
The majority of the population of Gold Beach was white (93.1%) followed by individuals who identified with two or more races (2.3%), Native American (2.2%), individuals who identified with another race (1.2%), Asian (0.9%), Pacific Islander (0.1%), and black (0.3%). Ethnicity data indicate 2.7% identified as Hispanic. The census identified 1.5% of the inhabitants as foreign-born, of which 28.6% were born in Romania.

History

Gold Beach was created in 1853 when gold was discovered in the sands of the Rogue River. Initially the settlement was called Ellensburg, although people referred to the quickly established community as Gold Beach. In 1858 it became the county seat of Curry County. Gold sluicing in the area was never as profitable as in other gold fields. Once the gold was exhausted, the community survived primarily on coho salmon runs.²

In 1877 R.D. Hume opened the first salmon cannery in Oregon in the area as well as a fish hatchery.³ At the time it was not known that salmon could be caught using hook and line gear, but in 1896 a man named Mr. Frank was surprised when he caught an 18-pound salmon while trout fishing with a fly rod on the Rogue River.

Sportfishing in the river soon became a new pastime. Since then salmon has been an important community



resource, surviving as the lumber, fur, and gold industries faded. Commercial fishing for salmon in the Rogue River increased quickly after 1908 and largely depleted the stock. Commercial fishing on the river ended in 1935. Following the closure of commercial fishing, sportfishing in the area became even more popular and today draws anglers to the area to fish for salmon, trout, steelhead, and other sport fish.⁴

The community's natural resources continue to draw large numbers of tourists and sportfishermen. Yearly festivals and events include America's Wild Rivers Coast Seafood, Art and Wine Festival; the Rogue River Salmon Derby Competition, Fisherman's Fish Fry, Clam Chowder Festival, and Annual Crab Crack.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 56.5% of the population 16 years of age and older were employed, 2.1% were unemployed, and the unemployment rate was 3.6% (calculated by dividing the unemployed population by the labor force). In addition, 41.3% were not in the labor force. The top employment sectors were government (25.3%), educational, health, and social services (19.6%), retail (14.2%) and arts, entertainment recreation, and accommodation and food services (12.7%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 4.7%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

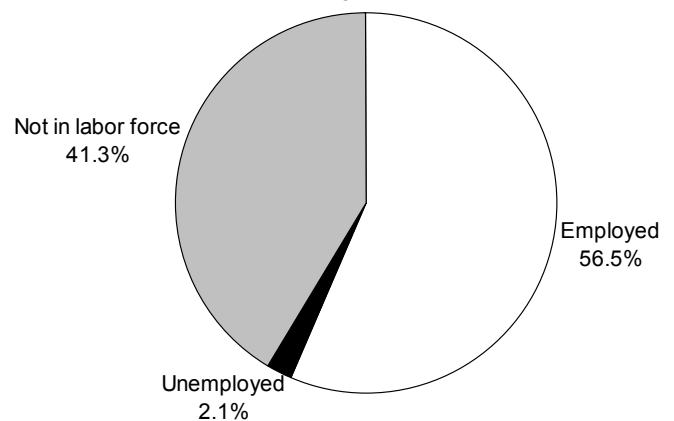
The major industries in Gold Beach are fishing, lumber, and recreation and tourism. The five largest employers in the area include Curry County, Central Curry School District, Freeman Marine, U.S. Forest Service, and state offices.⁵

The per capita income in 1999 was \$16,717 and the median household income was \$30,243. In 1999 about 12.4% were below the poverty level. In 2000 Gold Beach had 987 housing units, 84% were occupied and 16% were vacant. Of the occupied units, 66.3% were by owner and 33.7% were by renter. About 37.3% of the vacant units were for seasonal, recreational, or occasional use.

Governance

Gold Beach is an incorporated city that operates under a council-manager charter. The State of Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the

2000 Employment structure



Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Gold Beach is 177 miles from the National Marine Fisheries Service research station in Newport. Gold Beach is home to an Oregon Department of Fish and Wildlife (ODFW) field office. The community is 79.1 miles from the nearest U.S. Coast Guard Unit in Coos Bay and 298.9 miles from the closest U.S. Citizenship and Immigration Services Office in Portland. The nearest meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland.

Facilities

Gold Beach, located on U.S. Highway 101, is accessible by land, sea, and air. Curry Public Transit connects Gold Beach to Bandon, Crescent City, Brookings, Port Orford, Coos Bay, and North Bend with regular shuttle service. Gold Beach Municipal Airport serves small planes. Gold Beach is 312 miles from the Portland International Airport.

Local schools include one K-8 elementary school and a high school. Coos-Curry Electric Cooperative provides electricity. The City of Gold Beach supplies water and sewer services, and the Gold Beach Police Department administers local law enforcement. Curry General Hospital provides medical services. Lodging accommodations include bed and breakfasts, hotels, and motels, campgrounds and recreational vehicle parks, and vacation rentals.

The Port of Gold Beach serves commercial and recreational craft and offers a small item freight facility.⁶ The harbor entrance is only 13-feet deep. According to an Oregon Sea Grant study, "[a] major concern for all Oregon ports is that as fishing tonnage drops, there is less justification for dredging, which is required to keep most of the ports safe for commerce."⁷

Volunteers from Curry Anadromous Fisherman under the ODFW Salmon and Trout Enhancement Program operate Indian Creek Hatchery, producing 75,000 fall Chinook salmon smolts annually for the lower Rogue River fishery.⁸ Another hatchery, the ODFW Elk River Hatchery, is located north of Gold Beach along the Elk River in Port Orford.

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, no fish processors operated in Gold Beach in 2000. In 2000 50 vessels, all commercially registered, delivered landings to Gold Beach. Landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab 30 t/\$133,107/5; groundfish 43 t/\$236,173/36; salmon confidential/confidential/1; and other species 131 t/\$173,950/17.

Gold Beach residents owned 20 vessels in 2000, 7 of which participated in the federally managed groundfish fishery. The number of vessels owned by Gold Beach residents that participated in each fishery by state (WA/OR/CA) was: crab 0/3/3, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/8/4, shellfish NA/0/NA, and shrimp NA/0/0.⁹

One Gold Beach resident held one federal groundfish fishery permit in 2000. The number of individual community members holding permits in each fishery by state (WA/OR/CA) was: crab 0/3/3, highly migratory species NA/0/0, salmon 0/6/7, shellfish 0/0/NA, and other species 1/2/2.¹⁰

In 2000 40 permits were registered to Gold Beach residents, of which 39 were registered state permits. The number of permits held by Gold Beach community members in each fishery by state (WA/OR/CA) was: crab 0/6/3, highly migratory species NA/0/0, salmon 0/6/10, shellfish 0/0/NA, and other species 2/10/2.¹¹

Sportfishing

Gold Beach had at least 27 outfitter guide businesses in 2003. Ten licensed charter vessel businesses were located in the community, two of which had their homeport in Brookings. Internet sources indicate at least 28 sportfishing businesses doing business in Gold Beach in 2003 and 29 in 2006.¹²

Migrating fish make their first appearance in the Rogue River at the end of March and range in weight from 15 to 40 pounds. The fall Chinook salmon run begins in mid July and goes through October. Summer steelhead and coho salmon runs start in late August and

mid September. The Gold Beach ocean charter season goes year-round and targets lingcod and rockfish.¹³

Gold Beach has nine licensing vendors. In 2000 agents sold 3,566 licenses at a value of \$60,984. The 2000 recreational salmonid catch in the Ocean Boat Fishery was 74 Chinook salmon. The recreational nonsalmonid catch in the fishery was 15,416 fish. The top species landed include black rockfish, blue rockfish, canary rockfish, and lingcod.

Subsistence

Many local community members engage in subsistence fishing. Both nontribal and tribal fishermen utilize marine and stream resources for subsistence means from the areas within and surrounding Gold Beach. Specific information on subsistence fishing in Gold Beach is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Two community members held two registered salmon Alaska Commercial Fisheries Entry Commission (CFEC) permits in 2000. Two Gold Beach residents held crew member licenses for North Pacific fisheries.

Sportfishing

Gold Beach residents purchased 27 Alaska sportfishing licenses in 2000.

Notes

1. City of Gold Beach. No date. Factsheet. Online at http://www.goldbeach.org/html/PressRoom/pressroom_factsheet.cfm [accessed 16 January 2007].

2. City of Gold Beach. No date. Gold Beach historic snapshot. Online at <http://www.goldbeach.org/html/history.cfm> [accessed 16 January 2007].

3. J. Gilden. 1999. Oregon's changing coastal fishing communities: Appendix B, Oregon community summaries: Gold Beach. Online at <http://seagrant.oregonstate.edu/sgps/onlinepubs/o99001.html#appb> [accessed 16 January 2007].

4. See note 2.

5. Oregon Economic & Community Development Department. 2004. Gold Beach community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Gold%20Beach&-script=hit%20count&-Find> [accessed 16 January 2007].

6. NOAA Coastal Services Center. 2002. Gold Beach port and Harbor profile. Online at <http://www.csc.noaa.gov/products/tsunamis/htm/cascadia/gbeach.htm> [accessed 16 January 2007].

7. See note 3.

8. Oregon Department of Fish and Wildlife. 2002. Indian Creek Hatchery receives grant to repair water system. Online at <http://www.dfw.state.or.us/public/NewsArc/2002News/October/100102newsb.htm> [accessed 16 January 2007].

9. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

10. See note 9.

11. See note 9.

12. Goldbeach.net. 2003. Fishing guides. Online at <http://www.goldbeach.net/fishing.htm> [accessed 16 January 2007].

13. City of Gold Beach. No date. Fishing. Online at <http://www.goldbeach.org/html/ThingsToDo/fishing.cfm> [accessed 16 January 2007].

Hammond

People and Place

Location

Hammond is located in Clatsop County in the northwest corner of Oregon. It is west of Astoria at the juncture of the Pacific Ocean and the mouth of the Columbia River, approximately 94 miles northwest of Portland and 182 miles southwest of Seattle, Washington. The geographic coordinates of Hammond are lat 46°12'01"N, long 123°57'01"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Hammond was 1,151. The gender composition was 49.6% female and 50.4% male. The median age was 34.5, comparable to the national median of 35.3. Of the population 18 years of age and older, 89.6% had a high school education or higher, 18.6% had a bachelor's degree or higher, and 9.2% had a graduate or professional degree. The national averages were 79.7%, 22.3%, and 7.8% respectively.

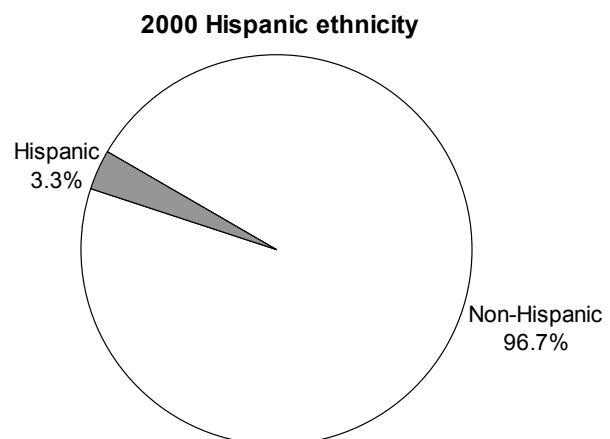
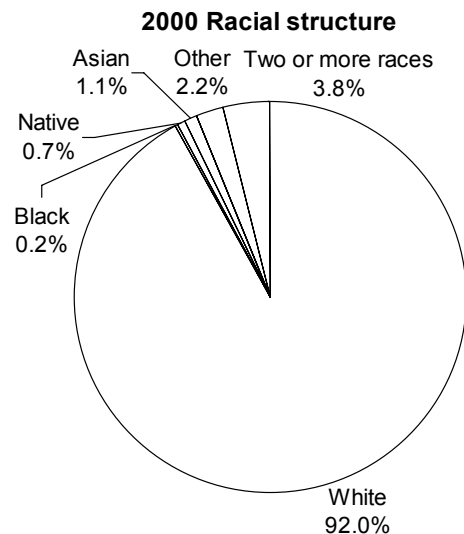
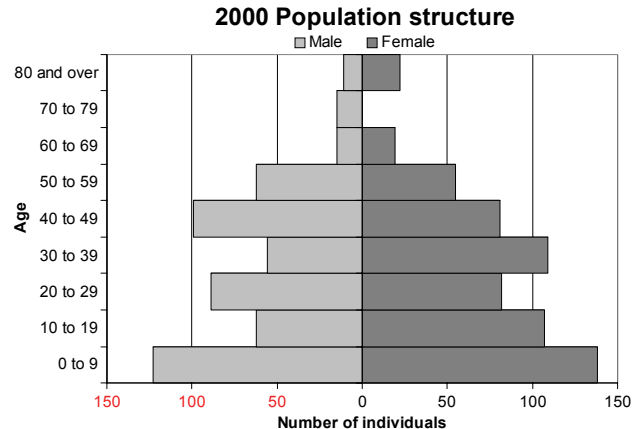
The majority of Hammond's racial structure was white, (92.0%), followed by people who identified with two or more races (3.8%), people who identified with another race (2.2%), Asian (1.1%), American Indian and Alaska Native (0.7%), and black (0.2%). Ethnicity data indicate 3.3% identified as Hispanic. Only 2.3% were foreign-born, of which 73% were born in Canada.

In 2000 86.3% of the population lived in family households.

History

The history of Hammond and surrounding areas is linked with the geography and ecology of the region. Chinook, Clatsop, and Kathlamet Indians made their homes along the lower reaches of the Columbia River long before European contact, using abundant cedar trees to build longhouses and canoes, and living off the plentiful stocks of salmon, shellfish, deer, and other wildlife. The Clatsop Indian village of Neahkstowt was located near present-day Hammond at the mouth of the Columbia River.¹ The mouth of the Columbia attracted exploration by Bruno de Heceta in 1775, Captain Robert Gray in 1792, and Lewis and Clark in 1805.

By the 1880s salmon canneries began springing up in the area, attracting thousands of workers and their families. Fort Stevens, located just outside Hammond, began operations during the Civil War and remained an active military base until the end of World War II. The



fort, leased to the State of Oregon in 1976, now houses a military museum and a 3,700-acre state park.²

Infrastructure

Current Economy

According to the 2000 U.S. Census, 71.1% of the Hammond's potential labor force 16 years of age and older were employed, 0.6% were unemployed, and the unemployment rate was 0.9% (calculated by dividing the unemployed population by the labor force). In addition, 28.3% were not in the labor force. The top employment sectors were retail trade (18%), educational, health, and social services (17.7%), and local, state, or federal government (12%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 1.6%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

According to the 2000 U.S. Census, the per capita income in 1999 was \$17,652 and the median household income was \$41,071. In 1999 16% of the population lived below the poverty level. In 2000 Hammond had 533 housing units, of which 85.2% were occupied and 14.8% were vacant. Of the occupied units, 59.0% were by owner and 41.0% were by renter. Of the vacant units, 35.4% were for seasonal, recreational, or occasional use.

Governance

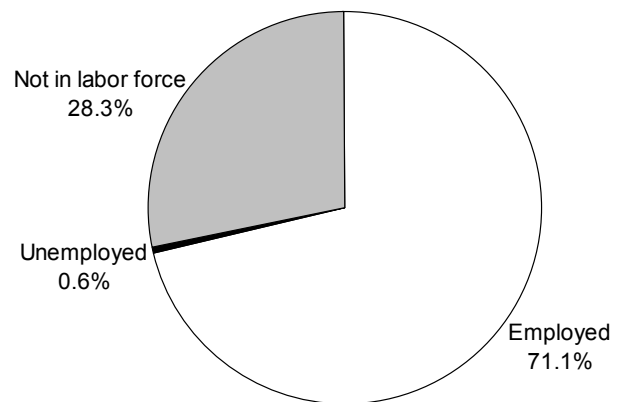
In November 1991 Hammond voted to disincorporate and in December 1991 merged into the City of Warrenton.³ Oregon has no general sales tax but levies a 1% tax on overnight lodging. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The following government agencies have offices in Astoria, approximately nine miles from Hammond: the National Marine Fisheries Service, the U.S. Coast Guard, the United States Citizenship and Immigration Services, and the Oregon Department of Fish and Wildlife. The closest meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland.

Facilities

Hammond is accessible via U.S. Highway 101 from the north and south, and U.S. Highway 26 from the east. Several nearby airports serve primarily small planes: the Clatsop County Airport (Warrenton), the Astoria Regional Airport, and the Seaside State Airport. The nearest major commercial airport is in Portland. Bus

2000 Employment structure



service connects Hammond to Seaside, Warrenton, and Astoria.

Local schools include a Christian preschool and a Christian K-12 school.⁴ The Astoria Public Works Department supplies water services and the Clatsop County Sheriff's office administers local law enforcement. There are small hospitals located nearby in Astoria and Seaside. Several small bed and breakfasts are located in Hammond, and a variety of lodging options are available in Warrenton, Astoria, and Cannon Beach.

Involvement in West Coast Fisheries

Commercial Fishing

At least one seafood processor operated in Hammond in 2000; however, specific information (estimated pounds of product/value of product) is confidential.

No vessels delivered landings to Hammond in 2000. Residents owned nine commercially registered vessels, including six vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Hammond residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/11/0, groundfish 0/4/NA, highly migratory species NA/1/NA, salmon 0/4/0, shellfish NA/0/NA, and shrimp NA/0/0.⁵

In 2000 five residents held eight federal groundfish permits. The number of Hammond residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 2/6/0, groundfish 0/1/0, highly migratory species NA/1/1, salmon 1/4/0, shellfish 0/0/NA, shrimp 1/0/0, and other species 1/0/0.⁶

At least 39 commercial fishing permits were registered to Hammond residents in 2000, including 31 registered state permits. The number of state permits held by Hammond residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 3/12/0,

groundfish 0/4/0, highly migratory species NA/1/3, salmon 1/5/0, shellfish 0/0/NA, shrimp 1/0/0, and other species 1/0/0.⁷

Sportfishing

At least one sportfishing charter business and two registered outfitters or guides are based out of Hammond, and residents owned at least two licensed charter vessels in 2000. One sportfishing licensing agent was located in Hammond, however no license sales were recorded.

For the port complex around Astoria, which is the nearest port reported in the 2000 Oregon recreational catch reports, the recreational salmonid catch in the Ocean Boat Fishery was 766 Chinook and 13,712 coho salmon. The recreational nonsalmonid catch in the fishery totaled 1,533 fish. The top species landed was black rockfish (82.8%).

Subsistence

Local community members may engage in subsistence fishing in the area; however, specific information on subsistence fishing in Hammond is not discussed in detail in this community profile due to the lack of available data. Tribal subsistence fishing does not occur in the Columbia River near Hammond, but further upstream in the Lower Columbia River dam pools at The Dalles, John Day, and Booneville Dams.⁸ Under the trust doctrine, the federal government is charged to protect tribal resources and by constitutional mandate to protect natural resources. The government-to-government agreements made between tribal groups and the United States through treaties guarantee fishing rights on traditional grounds.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 four vessels owned by Hammond residents participated in North Pacific fisheries. One community resident held a state permit for Alaska fisheries and four residents held eight federal permits for North Pacific fisheries in 2000.

Residents held 4,027 quota shares for North Pacific sablefish in 2000 and one Bering Sea Aleutian Islands groundfish Commercial Fisheries Entry Commission permit. Community members held three crab License Limitation Program (LLP) permits and two groundfish LLP permits in 2000.

Seven Hammond residents held crew member licenses for North Pacific fisheries.

Sportfishing

At least one Hammond-based charter business offers fishing excursions in Alaska and one Hammond resident purchased an Alaska sportfishing license in 2000.

Notes

1. Access Genealogy Indian Tribal Records. No date. Oregon tribes. Online at <http://www.accessgenealogy.com/native/oregon/> [accessed 17 January 2007].
2. Oregon Parks and Recreation Department. No date. Fort Stevens State Park. Online at http://www.oregonstateparks.org/park_179.php [accessed 17 January 2007].
3. Oregon Cities. No Date. Hammond, Oregon. Online at <http://www.oregoncities.us/hammond/> [accessed 17 January 2007].
4. National Center for Education Statistics. No date. Search for schools, colleges, and libraries. Online at <http://nces.ed.gov/globallocator/> [accessed 17 January 2007].
5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
6. See note 5.
7. See note 5.
8. Field notes, Oregon Department of Fish and Game, Astoria, OR, 26 April 2006.

Harbor

People and Place

Location

Harbor is located in Curry County, south of Brookings and the Chetco River. Harbor covers 1.9 square miles of land and 0.4 square miles of water. The nearest major city is Portland, 343.6 miles to the northeast. The geographic coordinates of Harbor are lat 42°03'12"N, long 124°15'59"W.

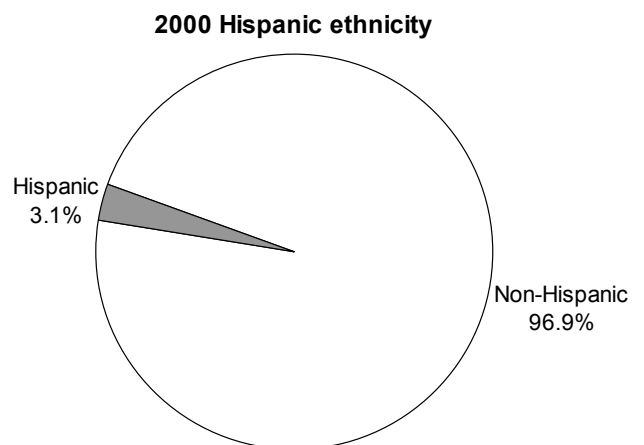
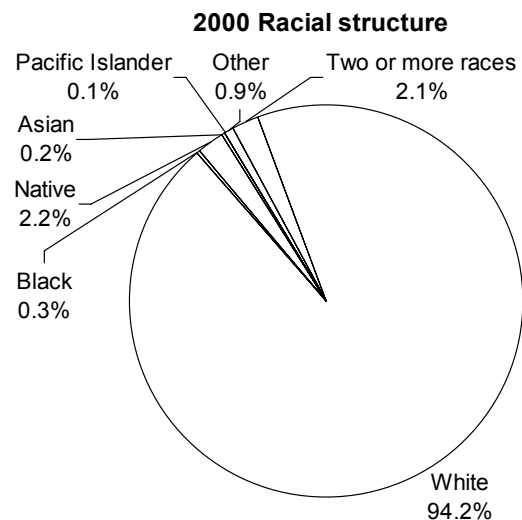
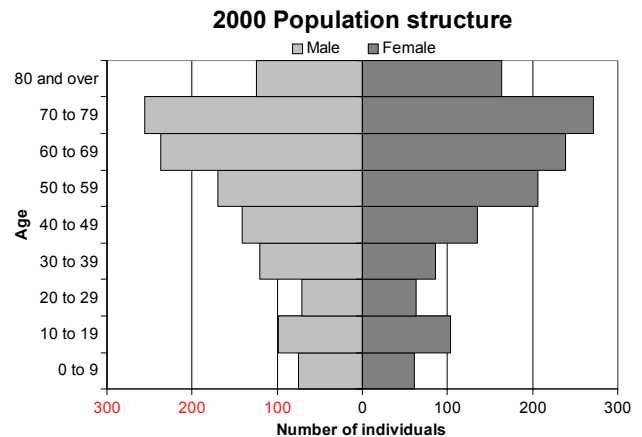
Demographic Profile

According to the 2000 U.S. Census, Harbor had a population of 2,622, a 22.4% increase over 1990. The gender composition was 50.7% female and 49.3% male. The median age of the community was 59.5, compared to the national median of 35.3. The 2000 U.S. Census revealed a significantly older population, with 57% of the community aged 55 and older, compared to the national average of 21.1%. Of the population 18 years of age and older, 74.9% had a high school degree or higher, 8.1% had a bachelor's degree or higher, and 4.1% had a graduate or professional degree. The national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Harbor's racial structure was white (94.2%), followed by Native American (2.2%), people who identified with two or more races (2.1%), people who identified with some other race (0.9%), black (0.3%), Asian (0.2%), and Pacific Islander (0.1%). Ethnicity data indicate 3.1% identified as Hispanic, a slight increase (1.1%) over 1990. Less than 5 percent (4.1%) were foreign-born, of which 20.6% were born in Australia, 20.6% in Mexico, and 38.3% in Canada. The community includes a large German population, with 28.6% regarding it as their first ancestry.

History

The earliest known inhabitants of the Brookings-Harbor area were members of the Chetco Tribe, an Athapascan linguistic group who lived along the Chetco River and regions of the lower Winchuck River north to Cape Ferrelo. Evidence suggests humans first moved south through the ice-free routes in central North America after crossing the land bridge from Siberia more than 10,000 years ago. Their descendants may have first come to western Oregon between 1,000 and 3,000 years ago. During the late 1800s, the Chetco were probably the most numerous of the 12 coastal tribes, but the population suffered severe declines following contact with Euro-American settlers.¹



Members of the Chetco Tribe utilized resources from their natural environment. They cooked by roasting over a fire or in pots, made airtight with grass and heated with hot stones. Fish, acorns, and elk and deer meat were principal sources of subsistence. Most marine resources, principally fish and mussels, were likely gathered in relatively close proximity to the coast as their boats were shallow, hollowed-out logs, and apparently awkward to manage on the open ocean. Cultural similarities likely were strong between the Chetco and their southern neighbors, the Tolowa, who shared the same customs regulating social relationships and frequently intermarried.²

Euro-American settlers became interested in the region in the mid-1800s when explorers discovered gold and other precious metals in the rivers and along the coastline of what is now Curry County. Initially settlement was concentrated along the coasts and transport was limited to waterways. Slow development of inland transportation routes kept the county relatively isolated well into the twentieth century. While there is still some mining in the Gasaquet Mountain area, the economy has largely reoriented to agriculture, timber, and fishing.³

Today, tourism is an increasingly important component of the local economy. Yearly festivals and events include the 10 kilometer Salmon Run, Chetco Village Chowder Cook-Off, Seafood Luncheon, Silver Salmon Golf Tournament, and the Fall Harvest Festival. The Southern Oregon Kite Festival & Regatta includes the Parade of the Fleet, and the Annual Regatta and Yacht Races.

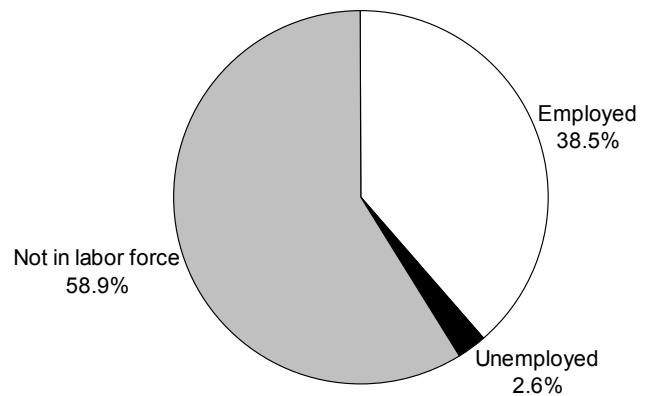
Infrastructure

Current Economy

According to the 2000 U.S. Census, 38.5% of Harbor's potential labor force 16 years of age and older were employed, 2.6% were unemployed, and the unemployment rate was 6.3% (calculated by dividing the unemployed population by the labor force). In addition, 58.9% were not in the labor force. The top employment sectors were educational, health, and social services (18.2%), accommodation and food services (15.4%), retail trade (12.1%), and government (10.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting industries employed 5.1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

The major industries in Harbor are recreation and tourism, fishing, and lumber. The four largest employers in the area are South Coast Lumber Co., Freeman Rock

2000 Employment structure



Enterprises Inc., Elenwood Cabinets, and Dick & Casey's Gourmet Seafood.⁴

According to the 2000 U.S. Census, the per capita income was \$16,318 and the median household income was \$22,829. In 1999 14.8% lived below the poverty level. In 2000 there were 1,691 housing units in Harbor, of which 78.8% were occupied and 26.9% were vacant. Of the occupied units, 80.4% were by owner and 19.6% were by renter. Nearly one-half (47.8%) of the vacant units were for seasonal, recreational, or occasional use.

Governance

Harbor is an unincorporated, Census Designated Place (CDP). Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Harbor is 206.1 miles from the National Marine Fisheries Service research station in Newport and 29.2 miles from the Oregon Department of Fish and Wildlife (ODFW) field office in Gold Beach. The U.S. Coast Guard Chetco River Station is on Port of Brookings-Harbor property and operates a pair of 47-foot motor lifeboats.⁵ The nearest U.S. Citizenship and Immigration Services Office is in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland.

Facilities

Harbor is accessible by ground and air. U.S. Highway 101 connects Harbor to neighboring communities. Greyhound provides bus service to nearby communities and metropolitan areas. The nearby Brookings airport serves small aircraft. The community is 356.7 miles from the Portland International Airport.

The Harbor and Brookings School districts consolidated in 1950. Local schools include two elementary schools, one middle school, and one high school. The Coos-Curry Electric Cooperative provides electricity to residents. The Harbor Water District and Harbor Sanitary District provide water and sewer services. The Curry County Sheriff Department administers local law enforcement. The closest health care facility is Sutter Coast Hospital in Crescent City (19 miles). Lodging accommodations at Harbor include bed and breakfasts, hotels, motels, campgrounds and recreational vehicle parks, and vacation rentals.

The Port of Brookings-Harbor was created in 1956 and is classified as shallow-draft. It covers an area of 400 square miles and represents more than 75% of the Curry County population base.⁶ According to the port, it is the busiest recreational port on the Oregon coast, with more than 95,000 anglers taking more than 31,000 trips. It is also one of the most active Chinook salmon harbors, and receives more than 5,000 commercial fishing vessels annually.

The port operates its own wireless telecommunications corporation and its own re-lending fund. It is one of only two Oregon ports with a license to perform its own construction and maintenance. The port also manages a 9,300-square-foot retail center, leases space to 34 businesses, and plans an additional 13,000 square feet of commercial space.⁷ Facilities include a full-service marina, six-lane launch ramp, 671 slips, two transient docks, fueling facility, launch services, and a full-service boat yard with a heavy lift. A recently constructed marina includes two basins; Basin One is mainly for recreational fishing, while Basin Two supports the commercial fishing industry.⁸ The nearest ODFW fish hatchery is the Elk River Hatchery, located North of Harbor along the Elk River in Port Orford.

A marine aquaculture business in Eureka has growing areas nearby in Crescent City. Products include bay and sea mussels; Eastern, European, and Pacific oysters; littleneck, Manila, and Quahog clams; rock scallops; ulva; nori; and tube worms.⁹ Local organizations involved in fisheries-related activities include the Brookings Harbor Commercial Fishermen's Wives Association and Oregon South Coast Fishermen.

Involvement in West Coast Fisheries

Commercial Fishing

Harbor had at least one processing plant in 2000. According to available data, there were no landings delivered to Harbor in 2000. Residents owned 25 vessels involved in West Coast fisheries, of which 10 participated in the federally managed groundfish fishery.

The number of vessels owned by Harbor residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/12/8, groundfish 0/0/NA, highly migratory species NA/1/NA, salmon 0/13/4, shellfish NA/2/NA, and shrimp NA/6/3.¹⁰

Six Harbor residents held five federal groundfish fishery permits in 2000. The number of residents holding permits in each fishery by state (WA/OR/CA) was: crab 1/12/7, groundfish 0/0/1, highly migratory species NA/0/4, salmon 0/13/7, shellfish 0/2/NA, shrimp 0/6/4, and other species 0/2/2.¹¹

According to available data, 69 permits were registered to Harbor residents in 2000, including 64 state permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: crab 1/12/7, groundfish 0/0/1, highly migratory species NA/0/3, salmon 0/13/11, shellfish 0/2/NA, shrimp 0/6/6, and other species 0/3/2.¹²

Sportfishing

In 2003 Harbor had at least one licensed charter vessel business, which used Brookings as its homeport. Internet fishing guide sources indicate at least two sportfishing businesses in Harbor. Presently the community has six sportfishing licensing vendors.

Subsistence

Many local community members engage in subsistence fishing. Both nontribal and tribal fishermen utilize marine and stream resources for subsistence means from the areas within and around Harbor. Specific information on subsistence fishing in Harbor is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Harbor residents owned one vessel involved in North Pacific fisheries. One community member held a crew member license for North Pacific fisheries.

Sportfishing

Harbor had one Alaskan sportfishing guide business in 2000. Residents purchased 20 sportfishing licenses for Alaskan fisheries.

Notes

1. Curry Coastal Pilot. 2004. First residents were the Chetco. Online at http://www.currypilot.com/news/story.cfm?story_no=1495 [accessed 17 January 2007].

2. See note 1.

3. Brookings-Harbor, Oregon. 2004. Curry County history. Online at <http://arcweb.sos.state.or.us/county/cpcurryhome.html> [accessed 17 January 2007].

4. Oregon Economic & Community Development Department. 2004. Newport community profile. Online at <http://info.econ.state.or.us:591/FMPPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Brookings&-script=hit%20count&-Find> [accessed 17 January 2007].

5. Port of Brookings Harbor. 2003. About the port. Online at <http://www.port-brookings-harbor.org/?nav=about> [accessed 17 January 2007].

6. See note 5.

7. Port of Brookings Harbor. 2003. Fishing: recreational. Online at http://www.port-brookings-harbor.org/fishing_recreational.html [accessed 17 January 2007].

8. See note 7.

9. California Department of Fish and Wildlife. 2003. Registered marine aquaculture facilities.

10. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

11. See note 10.

12. See note 10.

Logsdén

People and Place

Location

Logsdén is approximately 10 miles inland from the north coast of Oregon in Lincoln County and 132 miles south of Portland, the closest major metropolitan area. The Siletz River skirts the northern and eastern boundaries of the community. Logsdén covers an area of 15.19 square miles. Its geographic coordinates are lat 44°44'36"N and long 123°47'35"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Logsdén was 251. The gender composition was 47.1% female and 52.9% male. The median age was 41.5, older than the national median of 35.3. Of the population 18 years of age and older, 66.7% had a high school education or higher, 4% had a bachelor's degree or higher, and no one had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

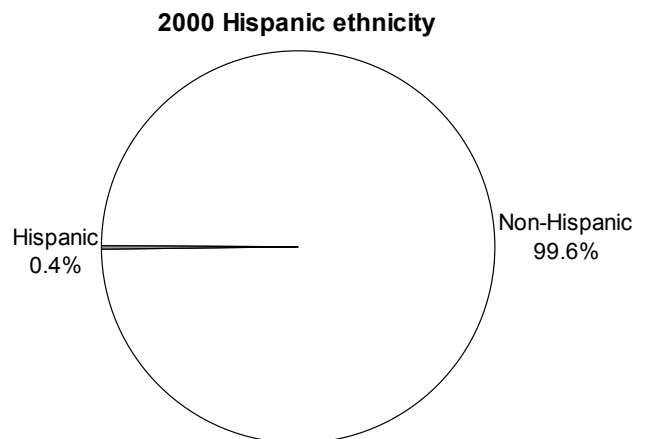
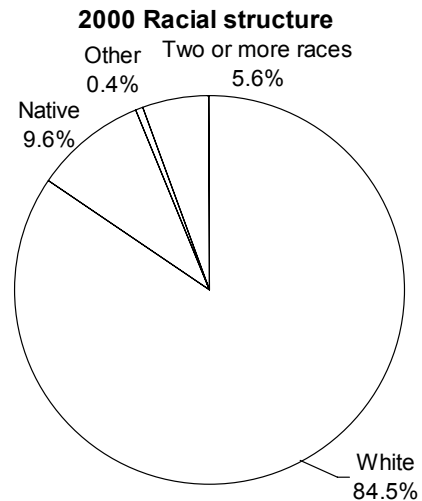
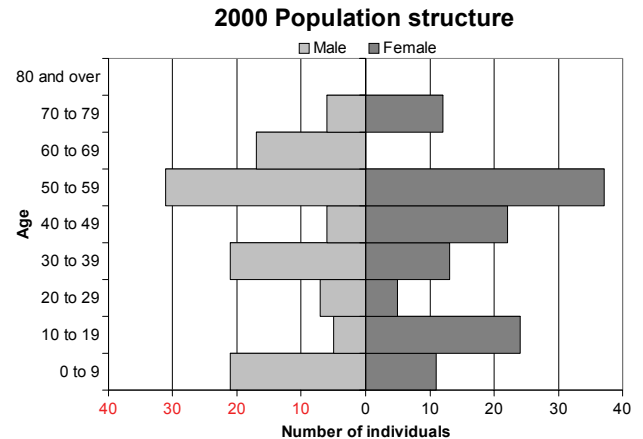
The majority of Logsdén's racial structure was white (84.5%), followed by American Indian and Alaska Native (9.6%), people who identified with two or more races (5.6%), and people who identified with another race (0.4%). Ethnicity data indicate 0.4% identified as Hispanic, and 2.5% were foreign-born. The five most common ancestries, in descending order, were German, Russian, Irish, European, English, and French.

In 2000 80.5% of the population lived in family households.

History

Long before Euro-Americans came to Lincoln County, several branches of the Salish Indians (e.g., Tillamook, Nehalem, and Siletz) inhabited the Logsdén area, hunting and fishing throughout the region. In the 1850s miners arrived in search of gold in the Yaquina River Valley. Increased hostilities between Indians and whites motivated the federal government to remove the Indians and place them on reservations in Siletz and Grand Ronde in 1851. The Siletz Reservation originally included the area between Cape Lookout and the mouth of the Umpqua River, land that had previously been the home of several tribes. More than 50 tribes were moved to the reservation, later becoming the Confederated Tribes of Siletz Indians.¹

In 1865 the reservation was bisected by a railway. The southern portion was eventually closed and then



reopened to white settlement. The Dawes Act of 1887 reallocated Indian lands, forcing Native people to take individual allotments and placing the rest of the land into public domain. In 1956 during the era of termination, the federal government ended its trust relationship with the Confederated Tribes of Siletz Indians and sold the remaining reservation lands. The Siletz Restoration Act of 1977 and the Siletz Reservation Plan restored and reasserted Siletz Indian identity.

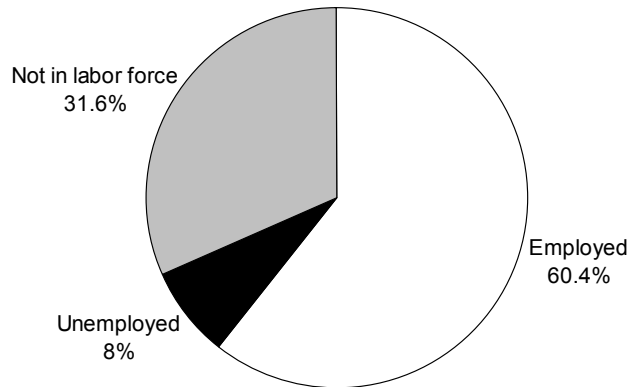
The main portion of the reservation lies 8 miles west of Logsden on the edge of the town of Siletz. Today the Confederated Tribes of Siletz controls more than 3,600 acres, much of it timberland.² During the latter part of this era, the Siletz people “gathered a variety of plants, hooked and trapped lamprey, caught salmon, collected freshwater mussels, and hunted deer [for subsistence purposes]. However, recent declines in lamprey and salmon populations have reduced access to these two important traditional food sources.”³ The amount of land under tribal control has steadily declined since the 1850s. Today the tribe’s treaty rights provide fishing privileges on central Oregon’s marine and freshwater bodies.

Lincoln County was established in February 1893. Key industries during the county’s early years were logging, agriculture, dairy farming, and fishing. In 1910 and 1911 the county became more accessible to outsiders when ports were created at Toledo, Newport, and Alsea, and a rail line was constructed between central Oregon’s coastal communities and Portland. Access to the area increased in the 1920s and 1930s as highways and bridges were constructed throughout the county. While the early industries have risen and fallen in profitability over the years, they remain cornerstones of Lincoln County’s contemporary economy. In the last two decades, the tourism and leisure industries have grown and now play a significant role in the economies of many communities in Lincoln County.^{4, 5, 6, 7, 8}

Around the turn of the twentieth century, the Logsden area was called Upper Farm. Early white settlers in the area engaged heavily in logging. Other popular industries included milling, farming, rock crushing, reforestation, gathering native flora, and cascara bark peeling.⁹ A school opened in Logsden in 1909 on a tract of land donated to the Lincoln County School District. A few years later a new school was built in the same area. The Logsden School building stayed in operation until 1938. In 1914 George Wilson opened a general store in Logsden. Within a short period of time, a post office opened in the store.

The government requested the Upper Farm area be given a specific name for the operation of the post office. The community was first named Orton after Charlie Orton, a longtime local resident. Over the next two

2000 Employment structure



decades, the store and post office served as central points in Logsden, although their locations changed several times as a result of fire and new ownership. Orton was renamed Logsden in the mid-1920s, due to confusion with the mail designated for Oretown and Orton. John Logsden was one of many Native Americans who once lived in the area and were moved to the Siletz Reservation in 1857. The town was named Logsden in his memory and in honor of Native Americans who lived in the area before Euro-American settlers arrived.

The Siletz River has been used for fishing for years, offering trout, eel, and during spawning season, salmon and steelhead.¹⁰ Today the center of Logsden is the Logsden Country Store, which houses the post office and is open to the community seven days a week. Some residents still make a living through logging and agriculture; others work in the service sector in nearby Toledo and Newport.¹¹

Infrastructure

Current Economy

According to the 2000 U.S. Census, 60.4% of Logsden’s potential labor force 16 years of age and older were employed, 8% were unemployed, and the unemployment rate was 11.7% (calculated by dividing the unemployed population by the labor force). In addition, 31.6% were not in the labor force. The top employment sectors were government (21.2%), the arts, entertainment, recreation, accommodation, and food industries (19.5%), educational, health, and social services (18.6%), and retail trade (15.9%). The 2000 U.S. Census reported no individuals were employed in natural resources jobs including agriculture, fishing, forestry, and hunting, but this may not be accurate because many fishermen are self-employed and underrepresented in the data.

Lincoln County's principal industries in 1998 were agriculture, lumber, recreation and tourism, and food processing.

The 2000 U.S. Census reported the per capita income in 1999 was \$18,925 and the median household income was \$47,727, compared to the national median household income of \$41,994. In 1999 7.5% lived below the poverty level. Logsden had 114 housing units in 2000, of which 89.5% were occupied and 10.5% were vacant. Of the occupied units, 81.4% were by owner and 18.6% were by renter. Of the vacancies, 50% were due to seasonal, recreational, or occasional use.

Governance

Logsden is an unincorporated area under the jurisdiction of Lincoln County. Lincoln County is governed by a board of three commissioners. Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The nearest office of the National Marine Fisheries Service is 21 miles away in Newport. The Oregon Department of Fish and Wildlife is headquartered in Salem, but operates a marine resources program in Newport, which is also home to a U.S. Coast Guard Station. The district office of the U.S. Citizenship and Immigration Services is in Portland, which also hosts meetings of the Pacific Fishery Management and North Pacific Fishery Management councils.

Facilities

Logsden is located along route Oregon State Route 411, approximately 8 miles east of Siletz. The community is accessible primarily by ground, but nearby airports are in Newport (21 miles) and Corvallis (48 miles). The nearest international airport is in Portland.

Logsden students attend public schools in nearby Siletz, Eddyville, Newport, and Toledo. Logsden has a kindergarten through twelfth grade parochial school. Consumer Power provides electrical service. Logsden's water supply comes from local groundwater sources. The closest regional hospital is 48 miles away in Corvallis, while other smaller hospitals are in Newport and Lincoln City (46 miles). The Lincoln County Sheriff's Office administers law enforcement. Available data indicates Logsden has no overnight accommodations; however, Toledo and Newport have a variety of overnight facilities (hotels, rentals, recreational vehicle facilities, etc.).

Involvement in West Coast Fisheries

Commercial Fishing

No commercial landings were made in Logsden in the 2000; however, community members did participate in West Coast commercial fisheries that year.

Residents owned five vessels that participated in the region's fisheries. All took part in the federally managed groundfish fishery. The number of vessels owned by Logsden residents participating in each fishery by state (WA/OR/CA) was: crab 0/2/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/6/2, shellfish NA/0/NA, and shrimp NA/0/0.¹²

A Logsden resident held one federal groundfish fishery permit in 2000. The number of individual community members holding state permits in each fishery by state (WA/OR/CA) was: crab 0/2/0, highly migratory species NA/0/0, salmon 0/5/3, and shellfish 0/0/NA.¹³

At least five permits were registered to Logsden residents in 2000, of which four were registered state permits. Recorded data indicates the number of state permits held by community members in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, salmon 0/0/4, and shrimp 0/0/NA.¹⁴

Sportfishing

At present Logsden has one sportfishing license vendor. In 2000 active agents sold 126 licenses for a value of \$2,182.

Subsistence

Local community members, tribal and nontribal, may be engaged in subsistence fishing in Logsden and the surrounding area. Specific information on subsistence fishing in Logsden is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Available data indicates Logsden residents were minimally involved in the North Pacific's commercial fisheries during 2000. One community member held a crew member license for the region's fisheries.

Sportfishing

Logsden residents purchased three Alaska sportfishing licenses in 2000.

Notes

1. The Confederated Tribes of Siletz Indians. 1999. Geographic areas of tribal interest ordinance: Siletz tribal code §4.100. The Confederated Tribes of Siletz Indians of Oregon: tribal government operations. Online at <http://www.tribalresourcecenter.org/ccfolder/silcode11geo.htm> [accessed 19 January 2007].

2. Siletz Community Health Clinic. 2003. About the tribe. Online at http://www.npaihb.org/profiles/tribal_profiles/Oregon/Confederated%20Tribes%20of%20Siletz%20Indians%20Tribal%20Profile.htm [accessed 19 January 2007].

3. R. Garono and L. Brophy. 1999. Rock Creek (Siletz) watershed assessment final report. Online at <http://www.earthdesign.com/rockcreek/DRAFT.PDF> [accessed 19 January 2007].

4. Oregon Historical County Records Guide. No date. Lincoln County history. Online at <http://arcweb.sos.state.or.us/county/cplincolnhome.html> [accessed 19 January 2007].

5. M. Guardino III and Rev. M. Riedel. Sovereigns of themselves: A liberating history of Oregon and its coast. Vol. IV. Online at <http://www2.wi.net/~census/lesson37.html> [accessed 19 January 2007].

6. Field notes, Siletz Tribe Fish and Wildlife Officer, Siletz, WA, 23 August 2004.

7. Northwest Portland Area Indian Health Board. 2003. Confederated Tribes of Siletz Indians. Online at http://www.npaihb.org/profiles/tribal_profiles/Oregon/Confederated%20Tribes%20of%20Siletz%20Indians%20Tribal%20Profile.htm [accessed 19 January 2007].

8. The Confederated Tribes of Siletz. No date. Confederated Tribes of Siletz-history and culture. Online at <http://www.ctsi.nsn.us.html> [accessed 19 January 2007].

9. G. Castle and V. Kentta. 1976. History of the Siletz area, No. VIII. The document was obtained from Jodi Weeber, Oregon Coast History Center, Newport, OR.

10. V. Kentta. 1968. Logsden store to move again about June 1. Newport News-Times, April 18.

11. S. Steve. 1993. Logsden country store ownership changes, but stays in family. Newport News-Times, August 25.

12. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

13. See note 12.

14. See note 12.

Monument

People and Place

Location

Monument is located in Grant County along Kimberly-Long Creek Highway and the North Fork of the John Day River, approximately 231 miles east of Portland. The community encompasses 0.54 square mile of land. The geographic coordinates of Monument are lat 44°49'10"N, long 119°25'12"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Monument was 151, a 6.8% decrease from 1990. The gender structure was 45.7% female and 54.3% male. The median age was 34.9, comparable to the national median of 35.3. Of the population 18 years of age and older, 86.7% had a high school education or higher, 6.7% had a bachelor's degree or higher, and 2.5% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. A high school education was the highest attainment for 39.2% of residents.

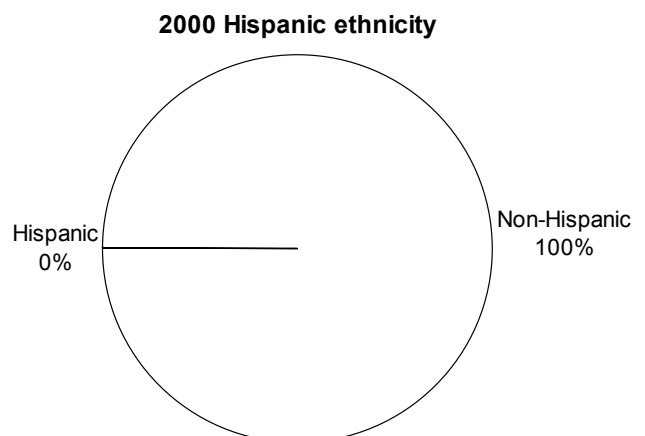
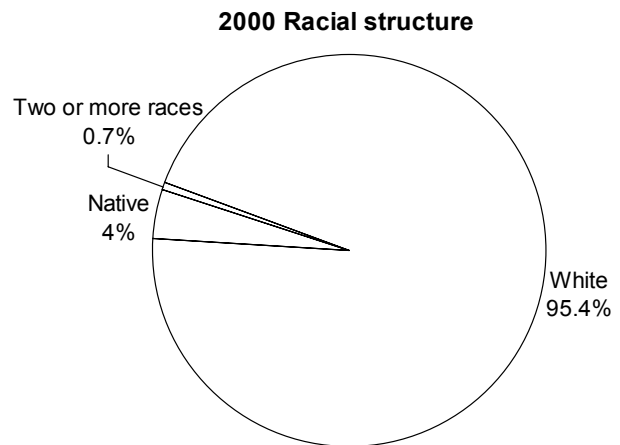
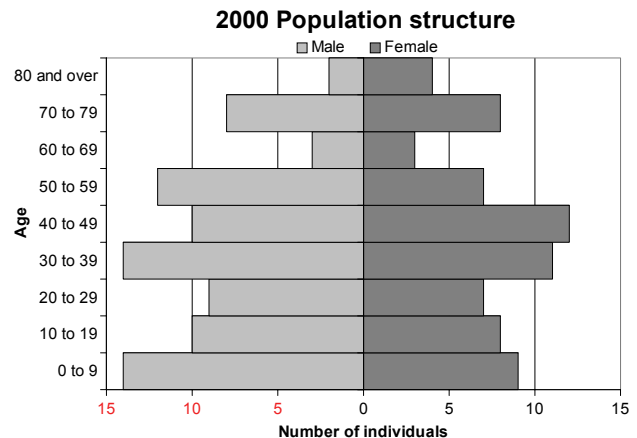
The majority of Monument's racial composition was white, (95.4%), followed by American Indian and Alaska Native (4.0%), and people who identified with two or more races (0.7%).

In 2000 77.5% of the population lived in family households.

History

The Grant County area where Monument is located is well-known for the John Day Fossil Beds. Bones, plants, and other organic materials dating from the Cenozoic Period (65 million years ago) are preserved in volcanic ash. More than 14,000 acres of the area's fossil beds were designated a federal national monument in 1974.

Umatilla Indians resided in the area long before contact with Euro-Americans. When gold was discovered in 1862 near present-day Canyon City, thousands of explorers and settlers, including many Chinese, came to the area. Also in 1862 F.C. Trowbridge filed the first homestead claim in Grant County. The gold mining boom played out quickly and by the 1870s farming, ranching, and logging had become the economic mainstays. Grant County, named for General Ulysses S. Grant, was created in 1864 by annexing portions of Wasco and Umatilla counties.¹ Today Monument's economy relies on timber, farming, and ranching, and is



connected to the economies of John Day and Canyon City, the county's two largest cities.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 38% of Monument's potential labor force 16 years of age and older were employed, 14.9% were unemployed, and the unemployment rate was 28.1% (calculated by dividing the unemployed population by the labor force). The jobless rate was more than four times the national average (5.7%). In addition, 47.1% were not in the labor force. The top employment sectors were local, state, or federal government (37%) and education, health, and social services (32.6%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 13%, but this percentage may be artificially low because many fishermen and agriculture workers are self-employed and are underrepresented in the data.

The three largest employers in Monument in 2002 were Columbia Power Cooperative (12), Monument School District (22), and Boyer Store (gas/fuel, 4).²

According to the 2000 U.S. Census, the per capita income in 1999 was \$15,814 and the median household income was \$24,000. In 1999 17.1% of the population lived below the poverty level, higher than the national average of 12.4%. In 2000 there were 81 housing units in Monument, of which 84% were occupied and 16% were vacant. Of the occupied units, half (50%) were by owner and half were by renter. Slightly under half (46.2%) of the vacancies were classified as "rented or sold, not occupied."

Governance

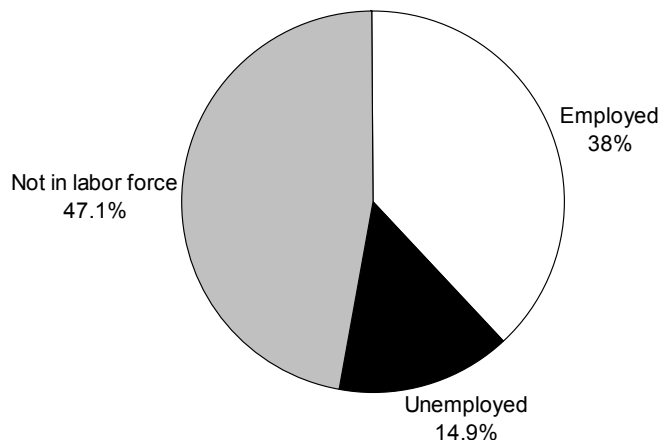
Monument incorporated in 1947.³ Oregon has no general sales tax but levies a 1% tax on overnight lodging. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The Oregon Department of Fish and Wildlife has offices in Portland, as does the U.S. Citizen and Immigration Services. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are also held in Portland.

Facilities

Monument is accessible primarily by road. The community is on the Kimberly-Long Creek Highway that runs west from U.S. Highway 395. There is no bus service in the community. The nearest service (Greyhound) is 112 miles away in Prineville. The

2000 Employment structure



Eastern Oregon Regional Airport in Pendleton (72 miles) offers commercial flights, and Monument Municipal Airport, 1 mile from town, serves as a public-use airport. Portland International Airport is 231 miles to the northwest.

The Monument School District offers instruction from kindergarten through twelfth grade. In 2000 the District had 9 certified staff members and 84 students.⁴ Eastern Oregon University, 99 miles away in La Grande, has a full-time enrollment of approximately 2,200. The Grant County Library in John Day provides monthly bookmobile service. The Monument Water Department supplies water (well and groundwater) and the Columbia Basin Electric Cooperative provides electricity. There is no local natural gas company. The Monument Fire Department provides emergency services to the community, and the Grant County Sheriff's Department and Oregon State Police administer public safety. Pioneer Memorial Hospital is 37 miles away in Heppner and the Blue Mountain Hospital District is 44 miles away in John Day.

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, there were no seafood processors in Monument in 2000. Monument residents owned nine commercial vessels that participated in West Coast fisheries in 2000. There were no landings in the community. The number of vessels owned by Monument residents participating in each fishery by state (WA/OR/CA) was: coastal pelagic 0/3/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/2/0, shellfish NA/0/NA, and shrimp NA/4/7.⁵

The number of residents holding permits in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, salmon 0/1/0, and shellfish 0/0/NA.⁶ A

Monument resident held at least one state registered commercial fishing permit in 2000. The number of permits held by Monument residents in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, salmon 0/1/0, and shellfish 0/0/NA.⁷

Sportfishing

At least one registered guide business operated out of Monument in 2000.

Subsistence

Subsistence harvest by both tribal and nontribal fishermen for marine species may exist in the Monument area. Specific information on subsistence fishing in Monument is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 a Monument resident owned one vessel that participated in North Pacific fisheries. One resident also held permits for North Pacific fisheries.

Residents held two commercial fishing permits for North Pacific fisheries in 2000. Both were Commercial Fisheries Entry Commission (CFEC) permits; one for Gulf of Alaska groundfish, the other for salmon.

Sportfishing

In 2000 there were no data available specifically on the involvement in Alaskan recreational fisheries by Monument residents.

Notes

1. Grant County Chamber of Commerce. 2005. No title. The history of Grant County, Oregon, 1862-1983. See also Grant County Oliver Museum, 1983. Online at <http://www.grantcounty.cc/land/> [accessed 22 January 2007].

2. Oregon Economic and Community Development Department. 2006. Monument community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Monument&-script=hit%20count&-Find> [accessed 22 January 2007].

3. See note 2.

4. See note 2.

5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

6. See note 5.

7. See note 5.

Newport and South Beach

Newport and South Beach are intertwined communities on the central Oregon coast. Fieldwork indicates the geographic community of South Beach lies partially within the city limits of Newport, complicating the question of whether they should be profiled separately or together. The two communities share a common history and their contemporary economies are closely linked, but South Beach is treated separately in the fisheries data reporting systems that provide much of the data, due in part to self-reporting of addresses on fishing permits and vessel owner documentation. U.S. Census data for 2000 is available for Newport. South Beach, however, is not classified as a place by the U.S. Census and demographic data therefore had to be obtained via tabulation of the postal zip code for South Beach: 97366. The Newport and South Beach community profiles were combined to provide a complete understanding of the area's involvement in and dependence on West Coast and North Pacific fisheries.

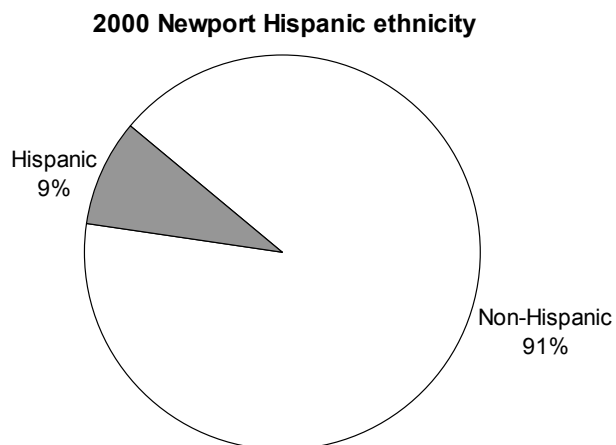
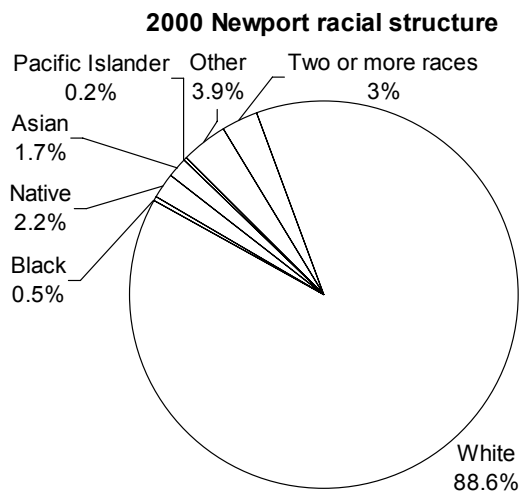
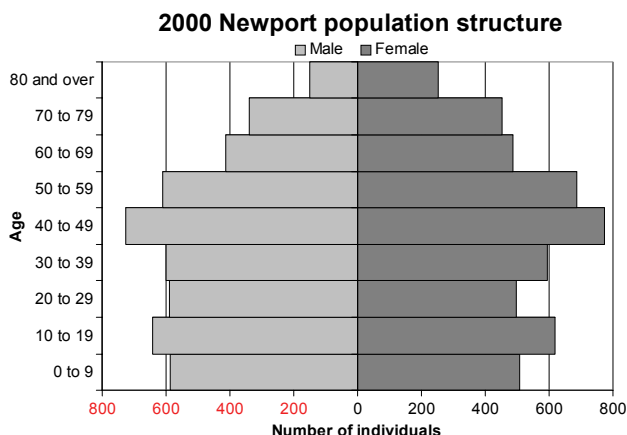
People and Place

Location

Newport is located in Lincoln County at the mouth of the Yaquina River. The northern portion of unincorporated South Beach is within the City of Newport's boundaries. The nearest major metropolitan area is Portland, 136 miles to the northeast. Newport encompasses 8.9 square miles of land and 1.6 square miles of water. The geographic coordinates of Newport are lat 44°38'13"N and long 124°03'08"W. South Beach encompasses a land area of 16.9 square miles. Its geographic coordinates are lat 44°36'46"N, long 124°02'51"W.

Demographic Profile (Newport)

According to the 2000 U.S. Census, the population of Newport was 9,532, a 13% increase from 1990. The gender composition was 51.1% female and 48.9% male. The median age was 40.9, compared to the national median of 35.3, and 41.4% of the population was between the ages of 40 and 64 years old, compared to the national average of 30%. The 65 and older age group represented 17.2% of the total population, while the national average for this age group was 12.4%. Of the population 18 years of age and older, 82.6% had a high school education or higher, 24.7% had a bachelor's degree or higher, and 10.8% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.



The majority of Newport's racial structure was white (88.6%), followed by people who identified with another race (3.9%), people who identified with two or more races (3.0%), Native American (2.2%), Asian (1.7%), black (0.5%), and Pacific Islander (0.2%). Nine percent identified themselves as Hispanic, an increase from 3.5% in 1990. The 2000 U.S. Census also identified 6.6% of the inhabitants as foreign-born, of which 72.9% were born in Mexico.

Demographic Profile (South Beach)

The population of South Beach in 2000, based on zip code tabulation that includes some Newport residents, was 1,109, with a gender distribution of 51.2% female and 48.8% male. The median age of 47.5 years was older than the national median age of 35.3. Of the population 18 years of age and older, 94.4% had a high school education or higher, 20.2% had a bachelor's degree or higher, and 8.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

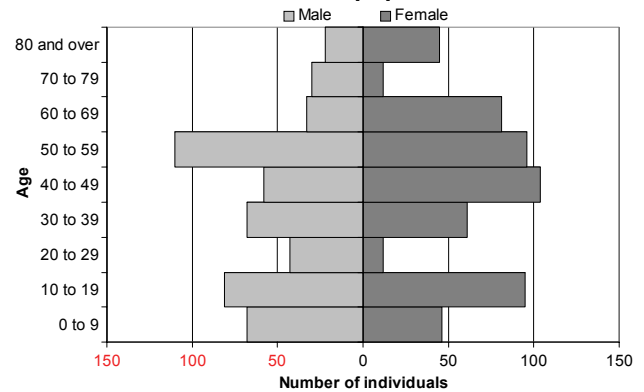
According to the 2000 U.S. Census, the majority of the South Beach racial structure, based on zip code tabulation which includes some Newport residents, was white (96.6%), followed by people who identified with two more races (1.8%), black (0.1%), Native Hawaiian and other Pacific Islander (0.1%), Asian (0.7%), American Indian and Alaska Native (0.6%), and people who identified with some other race (0.1%). Approximately 2% of the population was Hispanic. Only 1% of the community's population was foreign-born. The five most common ancestries, in descending order, were English, German, United States or American, Irish, and European.

In 2000 82.5% of South Beach's population lived in family households.

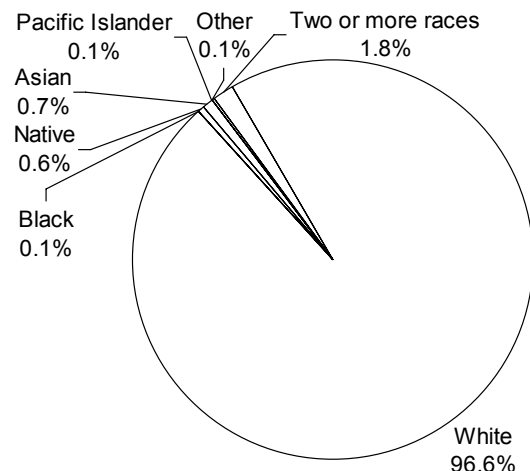
History (Newport and South Beach)

Thousands of years before Euro-American settlements, ancestors of the Siletz people inhabited the coastal areas that include Tillamook, Lincoln, and Lane Counties. European miners arrived in the 1850s to search for gold in the Yaquina River Valley. Increased hostilities between natives and Europeans motivated the federal government to remove the Indians and place them on the Siletz and Grand Ronde reservations in 1851. The Siletz Reservation originally included the area between Cape Lookout and the mouth of the Umpqua River, land that had previously been the home of several tribes. More than 50 tribes were moved to the reservation to become the Confederated Tribes of Siletz Indians.¹ During the latter part of the historic era the Siletz peoples "gathered a variety of plants, hooked and trapped

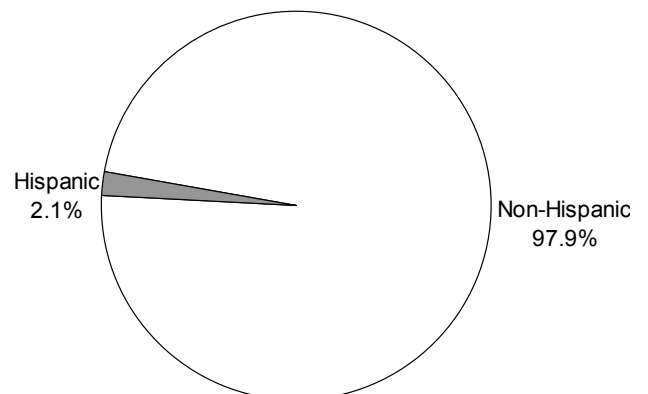
2000 South Beach population structure



2000 South Beach racial structure



2000 South Beach Hispanic ethnicity



lamprey, caught salmon, collected freshwater mussels, and hunted deer (for subsistence purposes). However, recent declines in lamprey and salmon populations have reduced access to these two important traditional food sources.”²

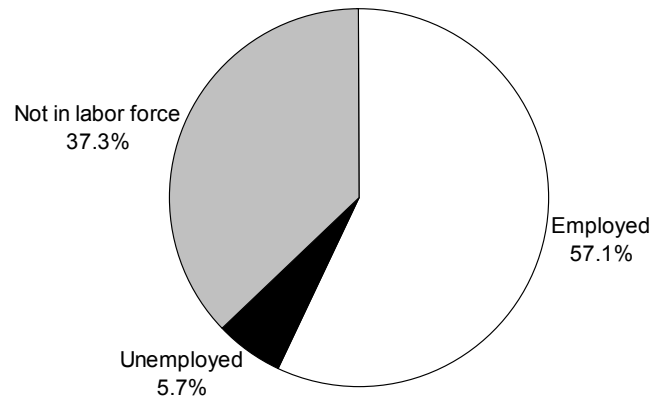
The amount of land under tribal control has steadily declined since Indians were forced onto the reservation in 1855. In 1865 the reservation was bisected by a railway. The southern portion was later closed and then reopened to Euro-American settlement. The Dawes Act of 1887 reallocated Indian lands, forcing Native people to take individual allotments and placing the rest of the land in the public domain. In 1956, during the era of termination, the federal government ended its trust relationship with the Confederated Tribes of Siletz Indians and sold the remaining reservation lands. The Siletz Restoration Act of 1977 and the Siletz Reservation Plan restored and reasserted Siletz Indian identity. The reservation presently contains more than 3,600 acres of land³ located 12 miles northeast of South Beach in Siletz. Today treaty rights give the tribe fishing privileges on central Oregon’s marine and freshwater bodies.^{4, 5, 6, 7, 8}

In the late nineteenth century, Yaquina Bay in Newport was visited by passing sailing vessels headed for a nearby military garrison. The Newport area opened to European settlement in 1864 and became incorporated in 1882. Sam Case named the small hamlet after his favorite town in Rhode Island. He later constructed Newport’s first tourist resort. Summer tourists from the Willamette Valley stayed at this and other resorts on the bay front. The first Euro-American to settle in South Beach was Lemuel E. Davis in 1866. Davis ran a ferry between there and Newport, bringing tourists, campers, and sport fishermen to the area. He also rented boats to the public for fishing and touring.

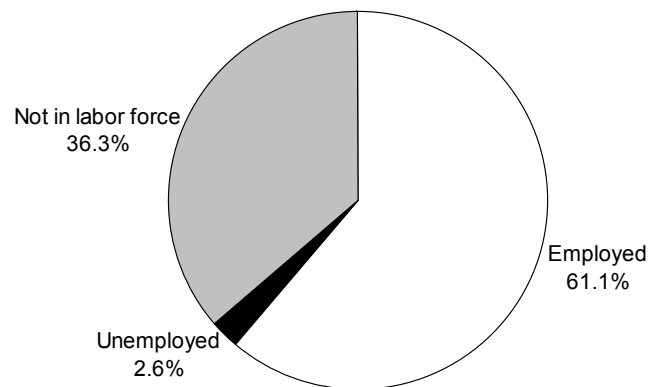
In the 1860s an oyster industry developed on Yaquina Bay, shipping products to populated areas on the West Coast, such as San Francisco. Yaquina Bay spurred a strong fishing industry, boosting the economies of towns such as Newport and Toledo. Although no information could be found, it is likely residents of South Beach landed fish in the bay during this time. Over the next several decades, the community went through several boom and bust cycles. The construction of a jetty and a rail connection brought money and people to the area for a short time. This era of growth ended when the government withdrew funding for the jetty.⁹

Since the Newport and South Beach area was first settled, fishing, tourism, and logging have defined the community and continue to define it today. Historically, the bay front was the economic hub of Newport, housing wood product industries and a commercial fishing port. Electricity later provided the means for refrigeration and

2000 Newport employment structure



2000 South Beach employment structure



large scale development of the seafood industry. The Yaquina Head Lighthouse, dredging, and jetty construction made Yaquina Bay an attractive shipping port. Today the bay front is still home to one of the state’s largest commercial fishing fleets. It also includes fish processing plants, shops, art galleries, restaurants, and other family attractions.

The Nye Beach area within Newport was once separate from the bay front. In the 1890s, Newport began to outgrow the bay front, and a wood plank road was constructed to connect the two areas. By the early 1900s Nye Beach, with its sea baths, taffy stores, and agate shops, became the number one visitor attraction on the coast. It was known for its rooming houses, resorts, and a large sanatorium built by Herbert Hoover’s stepfather, Dr. Henry J. Minthorn. Newport is now a haven for artists with its numerous galleries and the Newport Performing Arts and Visual Arts Center.¹⁰

Lincoln County was established 20 February 1893. Key industries during the county’s early years were logging, agriculture, dairy farming, and fishing. In 1910

and 1911 the county became more accessible to outsiders when ports were created at Toledo, Newport, and Alsea, and a rail line was constructed between central Oregon's coastal communities and Portland. World War I brought activity to the area when the military stationed 100 men there to build a saw mill and a rail line. With the departure of the military after the war, the community's economy stagnated again.

The construction of the Roosevelt Military Highway, now known as U.S. Highway 101, occurred between 1919 and 1936. Completion of the Yaquina Bay Bridge not only increased the speed of travel along the coast, it also changed the face of Newport. Without the need for the ferry from Yaquina City, the bay front lost its role as the center of travel. Businesses moved from Nye Beach and the bay front to along the highway. The result was the end of a dividing line between the two areas and the development of a new, connected Newport.¹¹

Economic growth occurred again during World War II, which prompted construction of an airport by the federal government for defense purposes in 1943. In 1947 a Toledo lumber company built a dock at South Beach where lumber from barges could be off-loaded onto ships. The 1950s brought a movie theatre and several other service outlets and by the 1960s, South Beach was considered an extension of Newport.¹² While logging, agriculture, dairy farming, and fishing have risen and fallen in their profitability over the years, they remain cornerstones of the county's contemporary economy. In the last two decades, however, the tourism and leisure industries have grown to play a significant role in the economies of many communities in Lincoln County, including Newport and South Beach.

In the early 1980s local business and government leaders joined forces to develop a community revitalization plan to reduce the community's dependence on the natural resource-based fishing and tourism industries. The new plan developed Newport as a destination resort and research center. These developments included expanding the research facilities of Oregon State University's Hatfield Marine Science Center and the Oregon Coast Aquarium. The contemporary Marine Science Center houses a number of federal agencies, including the National Oceanic and Atmospheric Administration, the Oregon Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and the Environmental Protection Agency.^{13, 14}

Newport prides itself in and protects its "working waterfront," realizing that the seafood industry is at the core of Newport's history and culture. Tourism on the historic bay front compliments its mixed use. While new revitalization plans have enhanced the local tourism

economy, they have also increased tensions between the tourism and seafood industries. Fieldwork suggests while there is congestion on the bay front between trucks, personal vehicles, and visitor parking, this also has been part of the bay front's ambience and attraction.¹⁵

Tourists to Newport enjoy yearly festivals that include the Seafood and Wine Festival, the Taste of Newport, the Tuna Canning Festival, and the Newport Loyalty Days and Seafair Festival. Other events include Oregon Lighthouse Week, Stories by the Sea, Oyster Cloyster on the Oregon Coast, the Newport Clambake and Seafood BBQ, the Blessing of the Fleet, and the Lighted Boat Parade.¹⁶

Infrastructure

Current Economy (Newport)

According to the 2000 U.S. Census, 57.1% of Newport's potential labor force 16 years of age and older were employed, 5.7% were unemployed, and the unemployment rate was 9% (calculated by dividing the unemployed population by the labor force). In addition, 37.3% were not in the labor force. The top employment sectors were government (19.7%), educational, health, and social services (19.1%), and entertainment, recreation, and accommodation and food services (17.9%). Natural resource jobs including agriculture, forestry, fishing, and hunting industries employed 3.8%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The major industries in Newport are tourism, fishing, and wood products.¹⁷ Top employers in the area include Ocean Beauty Seafoods, Pacific Shrimp Company (formerly Newport Shrimp Company), Depoe Bay Fish Company (recently purchased by Trident Seafoods Corporation), and Mo's Enterprises.¹⁸

According to the 2000 U.S. Census, the per capita income was \$20,580 in 1999 and the median household income was \$31,996. In 1999 14.4% lived below poverty level. In 2000 Newport had 5,034 housing units, of which 81.7% were occupied and 18.3% were vacant. Of the occupied units, 51.9% were by owner and 48.1% were by renter.

Current Economy (South Beach)

According to the 2000 U.S. Census, 61.1% of the South Beach potential labor force 16 years of age and older were employed, 2.6% were unemployed, and the unemployment rate, based on zip code tabulation that includes some Newport residents, was 4.1% (calculated by dividing the unemployed population by the labor

force). In addition, 36.3% were not in the labor force. The zip code tabulation indicates the top employment sectors were government (22.9%), the arts, entertainment, recreation, accommodation, and food (20.2%), educational, health, and social services (14.6%), and retail trade (13.7%). Natural resource jobs including agriculture, fishing, forestry, and hunting employed 6%, but this may be artificially low for the same reasons as Newport.

According to the 2000 U.S. Census, the per capita income in 1999 was \$18,031 and the median household income was \$31,591. By comparison, the national per capita income was \$21,587 and the national median household income was \$41,994. In 1999 approximately 13% lived below the poverty level. In 2000 South Beach had 611 housing units, of which 78.4% were occupied and 21.6% were vacant. Of the occupied units, 79.7% were by owner and 20.3% were by renter. In addition, 70.5% of the vacancies were due to seasonal, recreational, or occasional use.

Governance (Newport and South Beach)

Newport is an incorporated city that operates under a council-manager charter. South Beach is unincorporated. The portion of South Beach that falls under the jurisdiction of Lincoln County is governed by a board of three commissioners. The northern portion of the community falls within the City of Newport. South Beach and the City of Newport levy a 6% lodging tax. Oregon does not levy a general sales tax, but does have a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

A Northwest Fisheries Science Center field station of the National Marine Fisheries Service is located in Newport. Newport is also home to an ODFW field office located in South Beach, as well as its Marine Resources Program. The U.S. Coast Guard (USCG) Yaquina Bay Station has had a presence in Newport for more than 100 years and a USCG helicopter is stationed at the Newport Municipal Airport. Newport and South Beach are 137 miles from the closest U.S. Citizenship and Immigration Services Office in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are also held in Portland.

Facilities (Newport and South Beach)

Newport is accessible by land, air, and sea. Greyhound provides bus service to nearby communities and to greater metropolitan areas. The local Newport Municipal Airport serves small aircraft. The community is 149 miles from Portland International Airport. Major

highways that intersect Newport include U.S. Highway 101 and Oregon Highway 20.

Local schools include two elementary schools, one middle school, and one high school. Students in South Beach, located in the Lincoln County School District, attend primary and secondary school in Newport, which also houses Oregon Coast Community College. Central Lincoln People's Utility District provides electricity and the City of Newport and Seal Rock Water District provide water and sewer services. Many residents rely on septic systems in South Beach. The Newport Police Department administers local law enforcement, while the Lincoln County Sheriff's Department administers law enforcement in the unincorporated portions of South Beach. The closest health care facility is Samaritan Pacific Communities Hospital. The closest regional hospital is 54 miles away in Corvallis. Newport-South Beach area lodging accommodations include more than 100 bed and breakfasts, condos, hotels, motels, campgrounds and recreational vehicle (RV) parks, and vacation rentals.

The Port of Newport was incorporated in 1910 and covers 59 square miles that include the City of Newport. The port also has holdings in South Beach at the Bay Boulevard commercial harbor. The port, based in Yaquina Bay, was constructed as a deep-water facility to provide shipping services to local, regional, and international vessels and to service one of the largest commercial fishing fleets on the Oregon coast.

Today, the port is restricted in providing shipping services due to failing terminal infrastructure; however, it is seeking funds for major upgrades to the facility.¹⁹ Terminal facilities include 17 acres with more than 1,000 feet of waterfront, a 605-foot shipping berth, roll-on/roll-off concrete pad, 265-foot wooden barge berth, 20,000-square-foot storage/transit warehouse, 9-acre log yard, and covered storage. The port is also home to several seafood companies with facilities for handling fresh fish and shellfish.²⁰

Facilities at the Bay Boulevard commercial harbor include 1,400 feet of waterfront property, 220-foot fixed service dock with four hoists, 220 feet of floating docks for dockside vessel repair, moorage for approximately 400 commercial fishing vessels, and operations and maintenance and administrative buildings. The port has land leases with Englund Marine Supply and Yaquina Bay Yacht Club that are the beginning of development planned at this site.²¹

The port's holdings in South Beach include approximately 50 acres leased to Oregon State University's Hatfield Marine Science Center and 40 acres leased to the Oregon Coast Aquarium. Fieldwork suggests innovation in the area's fisheries has resulted in

mutual interaction between fishermen and scientists at both the Hatfield Science Center and ODFW. Facilities at the 55-acre Port of Newport Marina and RV Park include 540 moorage slips with a facility designed to accommodate up to five large transient vessels, a 4-lane launch ramp and new parking facility, a full-service fuel dock, and a public fishing pier.²²

Newport is home to the Newport Fishermen's Wives Association, a local group involved in important projects including successfully spearheading the effort to station a U.S. Coast Guard helicopter at the airport. Because of the USCG helicopter, an instrument landing system was secured which, in turn, enabled commuter aircraft to provide service to the area. The association also supports the annual Blessing of the Fleet and Survival Suit Races.

Involvement in West Coast Fisheries

Commercial Fishing (Newport)

The fishing economies of Newport and South Beach are closely intertwined; for a complete understanding of the area's fisheries, please also see the description of commercial fisheries in South Beach (below). Commercial fishing in Newport and South Beach remains strong but continues to change due to the nature of the management system and today's cultural values. Fieldwork indicates many fishermen in both communities participate in more than one fishery. The diversity of Newport's fleet enables it to withstand the cycles of good and bad years.

Of the 393 vessels that delivered landings to Newport in 2000, all were commercially registered. Landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels making landings): coastal pelagic 158 t/\$14,203/17; crab 1,613 t/\$7,474,302/99; groundfish 40,389 t/\$9,382,966/179; highly migratory species 1,403 t/\$2,626,906/180; salmon 368 t/\$1,361,844/181; shellfish confidential/confidential/2; shrimp 3,628 t/\$3,240,124/38; and other species 50 t/\$222,093/106.

Newport residents owned 90 vessels in 2000, of which 9 were part of the Groundfish Vessel Buyback Program. Residents owned 69 vessels that participated in the federally managed groundfish fishery. Recorded data indicates the number of vessels owned by Newport residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/35/3, groundfish 0/0/NA, highly migratory species NA/1/NA, salmon 0/56/7, shellfish NA/11/NA, shrimp NA/37/3, and other species 0/41/0.²³

Thirty-one Newport residents held 30 groundfish fishery permits in 2000. According to recorded data, the

number of individual community members holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 1/35/3, groundfish 1/0/0, highly migratory species NA/2/0, salmon 3/49/12, shellfish 0/8/NA, and shrimp 14/35/3.²⁴

According to available data, 277 permits were registered to Newport residents in 2000, of which 247 were registered state permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 1/75/3, groundfish 3/0/0, highly migratory species NA/2/0, salmon 3/52/20, shellfish 0/8/NA, and shrimp 15/60/4.²⁵

Newport had four processor plants that employed at least 217 people in 2000. An estimated 11,502,760 pounds of fish and seafood were processed at a value of \$18,589,837. A top product processed was Dungeness crab with an estimated 1,546,722 pounds at a value of \$5,600,209. Other important products were sablefish, shrimp, Pacific hake, rockfish, and sole; however, their total pounds and value cannot be reported due to confidentiality. According to internet resources, local processors include Oregon Oyster Farm, Trident Seafood Corporation, Point Adams Packing Company, Yaquina Bay Fish Company, Pacific Shrimp, Oregon Coast Seafoods, and Ocean Beauty.²⁶ The nearest ODFW hatchery is the Alsea Hatchery, southeast of Newport along the Alsea River.

Commercial Fishing (South Beach)

The fishing economies of South Beach and Newport are closely intertwined; for a complete understanding of the area's fisheries please see the data on West Coast fisheries in the Newport section of this community profile. Fieldwork indicates some residents are concerned about the impact of the individual fishing quota system on the community.

Available data indicates no commercial landings were made in South Beach in 2000; however, community members did participate in West Coast commercial fisheries. In 2000 South Beach's residents owned 19 vessels that participated in West Coast fisheries, of which 13 participated in the federally managed groundfish fishery. The number of vessels owned by South Beach residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic species 0/1/0, crab 0/15/0, groundfish 0/1/NA, highly migratory species NA/0/NA, salmon 0/18/1, shellfish NA/1/NA, and shrimp NA/3/0.²⁷

Five South Beach residents held four federal groundfish fishery permits in 2000. The number of community members holding state permits in each fishery by state (WA/OR/CA) was: coastal pelagic species 0/2/0, crab 0/2/0, groundfish 0/1/0, highly

migratory species NA/0/0, salmon 0/16/0, shellfish 0/1/NA, shrimp 0/3/1, and other species 2/0/0.²⁸

At least 13 permits were registered to community members in 2000, including 9 state registered permits. Recorded data indicates the number of state permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/2/0, crab 0/2/0, groundfish 0/1/0, highly migratory species NA/0/0, shellfish 0/0/NA, shrimp 0/0/2, and other species 2/0/0.²⁹

Sportfishing (Newport)

Newport had at least two outfitter guide businesses in 2003. Eight licensed charter vessel businesses were located in the community. Ten licensed charter vessel businesses from the communities of Aurora (1), Beaverton (1), Brownsville (1), Lincoln City (1), Salem (1), Siletz (1), and Toledo (4) used Newport as their homeport. Internet fishing guide resources indicate at least five sportfishing businesses currently operating in Newport.³⁰

Presently, Newport has 13 licensing vendors. In 2000 active agents sold 4,785 licenses valued at \$81,155. The 2000 recreational salmonid catch in the Ocean Boat Fishery was 1,141 Chinook and 9,124 coho salmon. The recreational nonsalmonid catch in the fishery was a total of 125,112 fish. The top species landed include black rockfish, blue rockfish, lingcod, albacore tuna, Pacific halibut, chilipepper rockfish, California halibut, kelp greenling, yelloweye rockfish, and yellowtail rockfish.

Sportfishing (South Beach)

South Beach is primarily a recreational harbor. Residents store sportfishing boats in South Beach and travel to Newport to pick up passengers. In 2000 South Beach had one registered outfitter guide business. In 2004 two sportfishing license vendors operated in South Beach. Active agents sold 809 sportfishing licenses at a value of \$12,049.

Subsistence (Newport and South Beach)

Many local community members engage in subsistence fishing. Both nontribal and tribal fishermen, including members of the Confederated Tribe of the Siletz, utilize fishery resources for subsistence means from the areas within and surrounding Newport. Members of the Siletz Tribe may engage in cultural fishing in Euchre Creek Falls, Dewey Creek Falls, and at a site in Rock Creek.³¹ Under the trust doctrine, the federal government is charged to protect tribal resources and by constitutional mandate to protect natural resources. The government-to-government agreements made between tribal groups and the United States through treaties guarantee fishing rights on traditional

grounds. Specific information on subsistence fishing in Newport and South Beach is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing (Newport)

In 2000 Newport residents owned 33 vessels involved in North Pacific fisheries. They landed fish in the following fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab 1,461 t/\$9,422,080/13, Bering Sea and Aleutian Islands (BSAI) groundfish 38,640 t/\$12,077,360/17, other finfish 8 t/\$31,000/12, and Gulf of Alaska (GOA) groundfish 14,557 t/\$5,444,850/17. Landings also included halibut 433 t/\$2,414,360/11, herring confidential/confidential/2, salmon 93 t/\$135,780/7, and shellfish 20 t/\$68,290/7.

In 2000 31 Newport residents held registered state permits and 66 held registered federal permits for North Pacific fisheries. A total of 128 permits were registered to individuals in Newport in 2000. Newport community members held 15 crab and 28 groundfish License Limitation Program (LLP) permits. Residents also held 6 halibut, 24 BSAI groundfish, 1 shellfish, and 4 salmon Commercial Fisheries Entry Commission (CFEC) permits. The halibut and sablefish individual fishing quota shares for people residing in the community were 5,822,206 and 952,559 respectively.

Forty-two residents held North Pacific crew member licenses.

Commercial Fishing (South Beach)

Residents owned at least two vessels that participated in North Pacific fisheries in 2000. Residents landed fish in the following fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): other finfish confidential/confidential/1, GOA groundfish confidential/confidential/1, halibut confidential/confidential/1, and salmon confidential/confidential/1.

In 2000 seven residents held federal permits, and three held state permits for North Pacific fisheries. Eleven permits (state and federal) were registered to residents. South Beach community members held one crab and three groundfish License Limitation Program permits (LLP). Residents also held three Bering Sea and Aleutian Islands (BSAI) groundfish CFEC Permits and 4,121 halibut individual fishing quota shares.

In 2000 five South Beach residents held crew member licenses for North Pacific fisheries.

Sportfishing (Newport and South Beach)

Newport residents purchased 69 sportfishing licenses for Alaskan fisheries in 2000, while South Beach residents purchased 8 licenses.

Notes

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6. Field notes, Siletz Tribe Fish and Wildlife Officer, Siletz, OR, 24 August 2004.
7. Northwest Portland Area Indian Health Board. 2003. Confederated Tribes of Siletz Indians. Online at http://www.npaihb.org/profiles/tribal_profiles/Oregon/Confederated%20Tribes%20of%20Siletz%20Indians%20Tribal%20Profile.htm [accessed 22 January 2007].
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13. Greater Newport Chamber of Commerce. No date. Economy. Online at http://www.newportchamber.org/relocate/?dir_cat=19068&gal_col=5 [accessed- 22 January 2007].
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17. City of Newport. 2004. About Newport: City of Newport. Online at <http://www.discovernewport.com/about/city.asp> [accessed 22 January 2007].
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23. NA refers to data that were not available, for example, due to few recorded permit numbers or the partially permitted nature of a fishery in 2000.
24. See note 23.
25. See note 23.
26. Sportfishing businesses determined via internet search. Online at <http://uci.net/~dcrab/maplink.html>; http://www.newportnet.com/bus/home.cfm?dir_cat=2844&gal_col=4; <http://www.oregonoyster.com/Handle.htm> [accessed 22 January 2007].
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North Bend

People and Place

Location

North Bend is located in Coos County approximately 217 miles south of Portland and 534 miles north of San Francisco. The community encompasses 3.9 square miles of land and 1.17 square miles of water. The geographic coordinates of North Bend are lat 43°24'24"N, long 124°13'23"W.

Demographic Profile

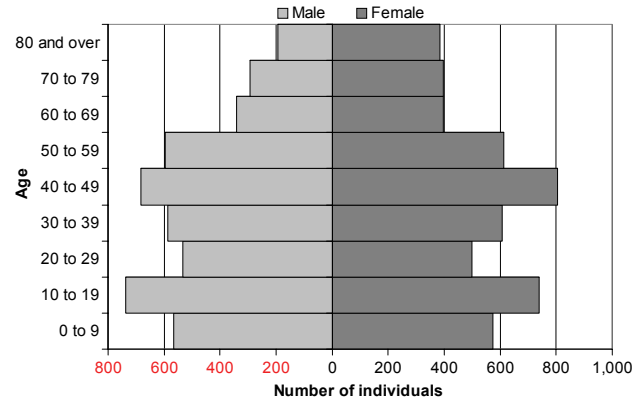
According to the 2000 U.S. Census, the population of North Bend was 9,544. The gender composition was 52.6% female and 47.4% male. The median age was 39.6, higher than the national median age of 35.3. Of the population age 18 and older, 61.8% had a high school education or higher, 11.5% had a bachelor's degree or higher, and 4.2% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of North Bend's racial structure was white (92.5%), followed by people who identified with two or more races (2.7%), American Indian and Alaska Native (1.8%), Asian (1.3%), people who identified with another race (1.0%), black (0.4%), and Native Hawaiian and Other Pacific Islander (0.3%). In 2000 3.7% identified themselves as Hispanic. Approximately 2.81% of the population was foreign-born, of which 16.7% were born in Canada, 14.9% in Japan, and 11.9% in Peru.

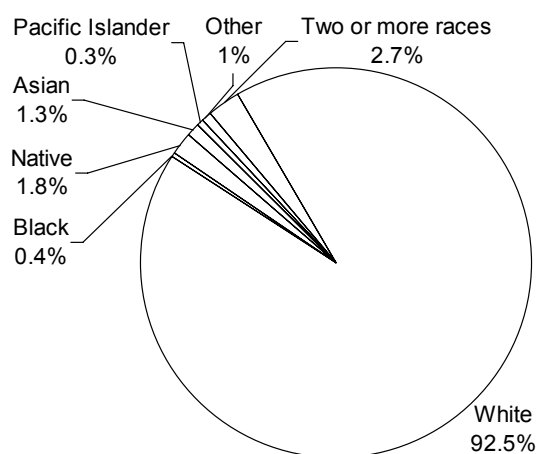
History

The Coos Bay watershed was originally inhabited by the ancestors of the modern day Confederated Tribes of Coos, Lower Umpqua, Siuslaw, and Coquille Indians. The area is Oregon's largest coastal estuary and has provided natural resources for local inhabitants for centuries. In 1579 Sir Francis Drake sought shelter for his ship, *Golden Hind*, in the area.¹ Spanish and English ships sailed along the coast as early as the sixteenth century. It is believed the first Europeans to explore the area were fur traders of the Hudson's Bay Company in the 1820s. In 1852 the vessel *Captain Lincoln* shipwrecked on the north spit of Coos Bay and 52 surviving soldiers explored the area.² Their rescue focused attention on the region and soon afterwards merchants, settlers, and miners were drawn to the area. The California gold rush in the late 1840s drew more Euro-American settlers, and by 1853 the first group

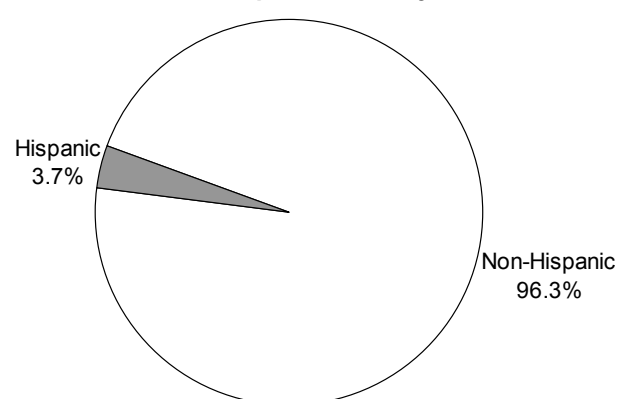
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



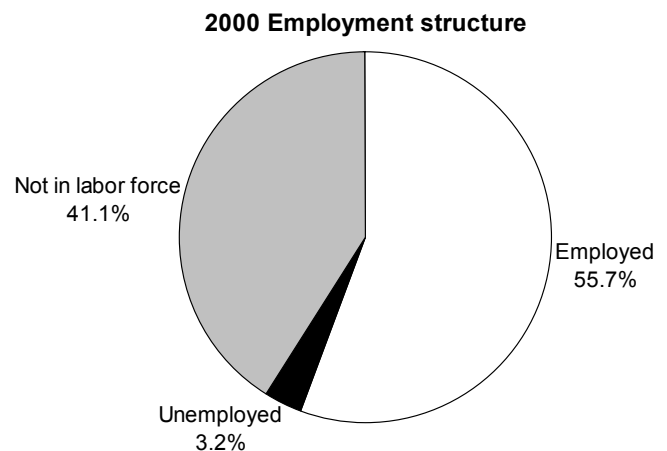
reached the area of Coos Bay and established Empire City, the first town in the area.³ Despite a war in 1855–1856 that resulted in the forced relocation of local tribes onto reservations on Oregon’s north coast, the tribes continue to play an important role in the region.

Asa S. Simpson built the first sawmill in the area, taking advantage of large timber resources. His son, Louis Simpson, continued in the timber industry as sawmills grew and generated various wood products from fruit boxes to furniture.⁴ Other facilities sprang up around the timber industry, including machine shops, a woolen mill, milk condensary, brewery, shipyards, the first hospital in the region, churches, and many saloons. Trade expanded to distant markets, most importantly San Francisco. Sawmills, shipbuilding, coal mining, and farming were the major industries of surrounding settlements.

North Bend incorporated in 1903. In 1912 Vern Gorst and Charles King established an auto stage line between North Bend and Marshfield (known today as the City of Coos Bay). The fare was 25 cents a ride. In 1913 Mr. Gorst brought a hydroplane to North Bend and by 1925 he had founded Pacific Air Lines, a mail carrier with occasional passenger service. Pacific Air Lines merged with other companies to eventually become the modern day United Airlines.

In 1936 the McCullough Bridge, renamed the Conde B. McCullough Memorial Bridge after the death of its creator, was built, completing U.S. Highway 101.⁵ This bridge is one of the modern day hallmarks of North Bend. During World War II, local shipyards built minesweepers and rescue tugs for the U.S. Navy. In addition to shipbuilding, cranberry farming was introduced and improved to provide food products to the military during wartime. In 1951 Weyerhaeuser opened a large lumber mill in the area which closed in 1989. With the decline of the timber industry in the 1980s, the area saw an increase in tourism and service industries. Today North Bend continues to prosper in the tourism and recreation, timber, and agriculture industries.

North Bend is located near many state and county parks such as Cape Arago State Park, Sunset Bay State Park, and Shore Acres State Park. Activities include fishing charters, clamming, crabbing, beach combing, whale watching, hiking, biking, camping, bird watching, and kayaking. North Bend hosts a number of events including the South Coast Dixieland Clambake Jazz Festival, the July Jubilee, the Oregon Dune Musher’s Mail Run, and the Southern Oregon Dahlia Tuber Sale. In addition, the largest covered mall on the Oregon Coast, the Pony Village Mall, offers retail services. The Mill Casino and Hotel, built by the Coquille Indians on the site of the former Weyerhaeuser mill, provides



gambling and entertainment. A 102-unit recreational vehicle park is also on the site.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 55.7% of North Bend’s potential labor force 16 years of age and older were employed, 3.2% were unemployed, and the unemployment rate was 5.5% (calculated by dividing the unemployed population by the labor force). In addition, 41.1% were not in the labor force, higher than the national average of 36.1%. The top employment sectors were local, state, or federal government (19.2%), health care and related services (18.5%), retail trade (13.4%), and educational services (9.4%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 3.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The Coquille Tribe plays an important part in the area’s contemporary economy. In 2005 the Coquille Economic Development Corporation (CEDCO) began construction on its Mill Casino Hotel and Recreational Vehicle Park in North Bend, the first business enterprise on CEDCO’s 50.5-acre waterfront development property.⁶

According to the 2000 U.S. Census, the per capita income in 1999 was \$16,703, compared to the national average of \$21,587, and the median household income was \$33,333, lower than the national average of \$41,944. In 1999 14.8% lived below the poverty line, slightly higher than the national average of 12.4%. In 2000 North Bend had 4,291 housing units, of which 92.5% were occupied and 7.5% were vacant. Of the occupied units 59.5% were by owner and 40.5% were by renter. A

small percentage of the vacant units (5.6%) were for seasonal, recreational, or occasional use.

Governance

North Bend, incorporated in 1903, operates under a city charter with seven city council members, including a mayor and six council members. The city also has a city administrator. Oregon has no general sales tax, but levies a 1% tax on overnight lodging that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

North Bend is approximately 95 miles from the National Marine Fisheries Service research station in Newport. The closest Oregon Department of Fish and Wildlife office is 9 miles away in Charleston. The U.S. Coast Guard has a Group/Air Station located in North Bend. The closest U.S. Citizenship and Immigration Services Office is in Portland, where meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are also held.

Facilities

North Bend is accessible by ground, air, and water. Curry Public Transit connects North Bend to Bandon, Crescent City, Brookings, Port Orford, Coos Bay, and Gold Beach with regular shuttle service. The North Bend Municipal Airport is located in the city. The Newport Municipal Airport is 95 miles away. The closest major airport is Portland International Airport. U.S. Highway 101 is the major road connecting North Bend to neighboring communities. One bus company operates in the North Bend area, the Porter Stage Line, offering service to Eugene. While there is commercial freight rail service, the closest passenger service, Amtrak, is located in Eugene.

North Bend School District 13 supports approximately six schools, including two private alternative schools (Gold Coast Christian and Kingsview Christian) and four public schools. Of the public schools, there is one high school, one middle school, and two elementary schools. Southwestern Oregon Community College is the closest community college, located in Coos Bay, and the University of Oregon, Eugene, is the closest four-year college.

The Coos Bay-North Bend Water Board supplies water to North Bend residents, and Verizon Communications provides telephone communications. Pacific Power provides electric power. The North Bend Police Department, comprised of a chief of police and approximately 28 officers, administers public safety. The North Bend Fire Department responds to fire and

safety calls from three fire stations with a staff of 12 career personnel and 34 volunteer fire fighters.⁷ The closest hospital, Bay Area Hospital, is in Coos Bay. The Coquille Valley Hospital is in Coquille and the Lower Umpqua Hospital is in Reedsport. The local Chamber of Commerce reports there are six hotels as well as public and private campgrounds and recreational vehicle parks.⁸

The International Port of Coos Bay supports a large array of commercial vessel traffic, with most recreational and commercial fishing facilities located at the mouth of Coos Bay in Charleston. Larger commercial cargo is handled in the Upper Bay Cargo area. The fishing facilities in Charleston are managed by the port district of Coos Bay Harbor. The majority (95–99%) of commercial fishing vessels are moored in Charleston, where these vessels occupy approximately 200 of the 550 moorages.⁹ Commercial cargo is comprised of barge traffic and deep draft vessels transporting logs and wood chips. Recreational fishermen are drawn to the area because of safe conditions afforded by a protected environment. The City of North Bend has a public recreational boat ramp located at the foot of California Street with docking, parking, restrooms, and observation facilities.

Fieldwork indicates there are four oyster growers in the Coos Bay area: Coos Bay Oyster Company (Charleston), North Bend Oyster Company (Coos Bay), Qualman Oyster Farms (Charleston), and Clausen Oysters (North Bend). Please see the Charleston community profile for additional information about local nonprofit groups in the area working on water improvement projects. Additionally, the Oregon Department of Fish and Wildlife's Coos River Salmon and Trout Enhancement Program (STEP), the Coos Watershed Association, and the Coquille Watershed Association carry out salmon and trout enhancement projects in the area.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no vessels delivered landings to North Bend and the available data indicates there were no fish processors in the community. North Bend is located on Coos Bay, a large estuary that encompasses both the towns of Coos Bay and Charleston, which are profiled separately. Please see their community profiles for information on fish landed and processed in the area.

North Bend residents owned 25 vessels in 2000 that participated in West Coast fisheries, including 11 that participated in the federally managed groundfish fishery. The number of vessels owned by North Bend residents in 2000 participating in each fishery by state (WA/OR/CA)

was: crab 0/11/0, groundfish 0/1/NA, highly migratory species NA/0/NA, salmon 0/18/2, shellfish NA/3/NA, and shrimp NA/2/0.¹⁰

In 2000 two community members held two federal groundfish fishery permits. The number of North Bend residents holding permits in each fishery by state (WA/OR/CA) was: groundfish 0/1/0, highly migratory species NA/0/0, other species 0/2/0, salmon 0/18/2, shellfish 0/2/NA, and shrimp 2/2/1.¹¹

According to the available data, 34 permits were registered to North Bend residents in 2000, of which 32 were registered state permits and 2 were federal permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: groundfish 0/1/0, highly migratory species NA/0/0, salmon 0/18/3, shellfish 0/3/NA, shrimp 2/2/0, and other species 0/3/0.¹²

Sportfishing

At least two outfitter guide businesses and one licensed charter vessel business operated in North Bend in 2003. Presently, North Bend has three sportfish licensing vendors. In 2000 active agents sold 1,983 licenses at a value of \$37,226. Additional sportfishing data was not available for North Bend because it is likely aggregated under the Coos Bay port district.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 North Bend residents owned two vessels that participated in North Pacific fisheries. Residents held four North Pacific commercial fishing permits in 2000, with one individual holding a federal permit and two individuals holding state permits. Community members held two Commercial Fisheries Entry Commission (CFEC) Bering Sea and Aleutian Islands groundfish permits and one CFEC halibut permit.

Seven residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

North Bend residents purchased 63 sportfishing licenses for Alaska fisheries in 2000.

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11. See note 10.

12. See note 10.

Pacific City

People and Place

Location

Pacific City is 3 miles north of the mouth of the Nestucca River in Tillamook County. The community is approximately 104 miles southwest of Portland. Pacific City encompasses 3.74 square miles of land and 0.11 square miles of water. Its geographic coordinates are lat 45°12'09"N, long 123°57'42"W.

Demographic Profile

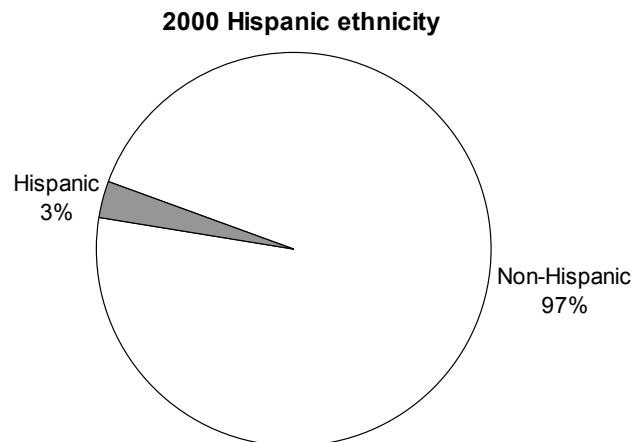
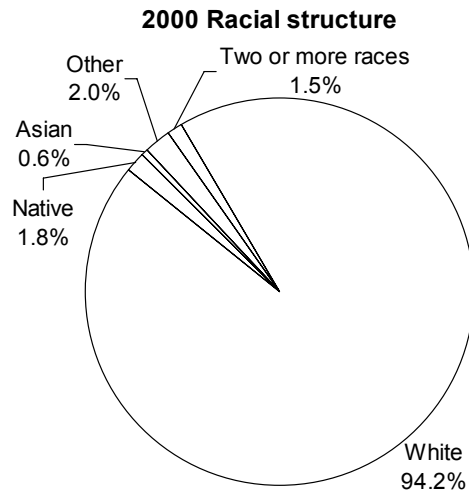
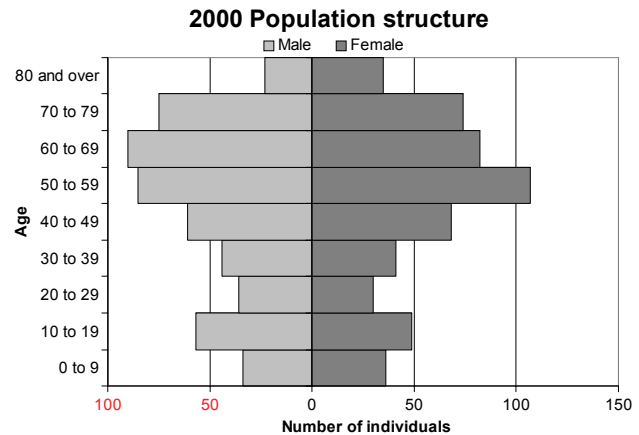
According to the 2000 U.S. Census, the population of Pacific City was 1,027. The gender composition was 50.8% female and 49.2% male. The median age was 53.2, considerably higher than the national median of 35.3. Of the population 18 years of age and older, 80.5% had a high school education or higher, 25.7% had a bachelor's degree or higher, and 10.2% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Pacific City's racial structure was white (94.2%), followed by people who identified with another race (2.0%), American Indian and Alaskan Native (1.8%), people who identified with two or more races (1.5%), and Asian (0.6%). Three percent identified as Hispanic. Approximately 6.3% of the population was foreign-born, with nearly half (45.0%) of those born in Mexico.

In 2000 81.0% of the population lived in family households.

History

Long before Euro-Americans came to the Pacific Northwest, Native Americans inhabited Tillamook County. Groups such as the Tillamook, Nehalem, and Nestucca fished and hunted throughout Tillamook County's coastal areas. These peoples had a close relationship with the sea and the area's waterways, as seen in the boats they built. Their dugout canoes ranged from tiny vessels used for duck hunting to large canoes used for long distance travel to California. At one time the Tillamook people had a fishing village nearby at Garibaldi's present location. The Indians of Tillamook Bay died in large numbers due to the onset of European diseases. Their population was estimated to be around 2,200 at the turn of the nineteenth century and declined to one-tenth of that by the mid-1800s. A large Indian community once stood at the mouth of the Big Nestucca



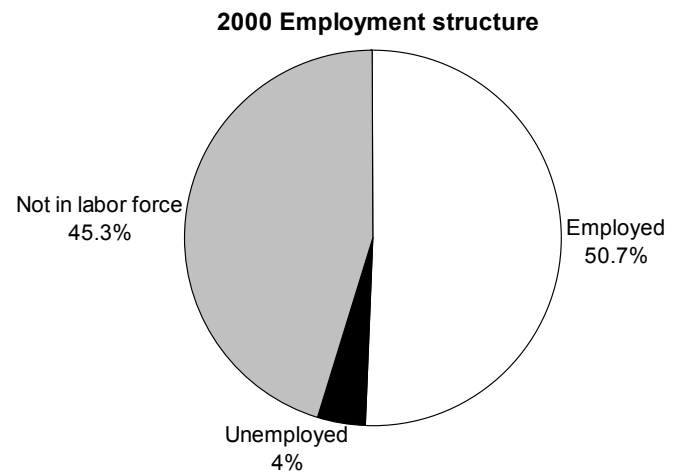
River, evidenced by the numerous mounds and artifacts found in the area.

Although Captain Robert Gray was credited with being the first Euro-American to land in Tillamook Bay in 1788, it wasn't until the middle of the 1800s that white settlers came. The entrance to the bay is recognized as challenging today and was identified as perilous in Gray's time, illustrated by a crew member's account of an awkwardly situated shoal, narrow entrance, and strong tide. In 1853 the territorial government created Tillamook County. The county's earliest industries were shipping, logging, fishing, farming, and dairy. Fishing played a key role because it was the major avenue for bringing cash into the area. Fish were caught in the area's coastal waters, bays, and rivers, and canned in numerous canneries throughout the region. Middlemen bought the packaged fish and sold them nearby in Willamette Valley. The funds brought into the area from the sale of fish enabled the development of other enterprises and aided the growth of Tillamook Bay communities.

The dairy and lumber industries developed alongside fishing. The dairy industry success blossomed with the production of cheese that could withstand long storage periods for distribution. The lumber industry took off in the 1890s, producing containers for dairy, fish, and other products. In 1911 the Pacific Railway and Navigation Company constructed a railway from Portland to Tillamook. This reliable source of transportation facilitated the growth of the three industries.

Cape Kiwanda, a sandstone point that extends about a half mile from the coast and is still used as a landform feature for launching small vessels and dories, is named after a prominent Nestucca Indian leader and local celebrity. Cape Kiwanda became a particularly important natural asset when the Nestucca River was closed to gillnetting in 1926 and fishers moved into the open ocean. It was not until the 1950s that fishing thrived in Pacific City, following the introduction of a road between the community and the cape that facilitated access to the launch site. Fieldwork indicates dories have been dated back to the turn of the century when they were pulled by horses to the beach at what is now called the "turnaround." On the first calm day, the dories were launched and rowed to Cape Kiwanda where they were kept for the season. In 1976 Pacific City became the second-largest salmon fishing port on the Oregon coast.

Concerns with overfishing arose as far back as the early part of the 1900s. The dory fleet has since declined along with access to coho salmon runs, a fishery that has seen increasing restrictions in recent years. However, dories used in Pacific City are unique from those used in



Northern California or Newfoundland, and the boats continue to play a role in the contemporary fishing industry of Pacific City.^{1, 2} In response to decreasing salmon numbers, gillnet and trawl fishing were banned in the bay in 1961. In the 1990s the designation of coho salmon as an endangered species and an increase in the restrictions placed on harvesting bottomfish further limited the area's commercial fishers. North of Pacific City, in the Tillamook Bay area, commercial clamming, oystering, and shrimping were all relatively successful during the 1990s. However, in recent years the shrimp industry's harvests have declined along with the bay's commercial oyster industry, the latter largely the result of ongoing sedimentation and pollution. While the area's commercial fishing industry has declined in recent times, the bay's sportfishing industry has enjoyed substantial growth.

Alongside sportfishing, tourism became an important economic driver in the 1980s, an economic response to the area's waning lumber and commercial fishing industries. Tourists visit Pacific City to participate in numerous events including Pacific City's Dory Days festival and a blessing of the dory fleet in June that commemorates the community's heritage and the importance of dories in its fishing history and current fishing practices. In late March and again in September, community businesses host volunteer beach cleanups. In early August the community holds a vintage surf and longboard event that draws surfers from all over the West Coast.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 50.7% of Pacific City's potential labor force 16 years of age and older were employed, 4% were unemployed, and the

unemployment rate was 7.4% (calculated by dividing the unemployed population by the labor force). In addition, 45.3% were not in the labor force. The top employment sectors were educational, health, and social services (23.6%), government (22.4%), manufacturing (14.3%), retail trade (13.4%), and accommodation and food services (12.5%). Natural resources jobs including agriculture, forestry, fishing, and hunting employed 2.9%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income in 1999 was \$25,819 and the median household income was \$33,250. In 1999 7.9% lived below the poverty level. In 2000 Pacific City had 1,090 housing units, of which 44.5% were occupied and 55.5% were vacant. Of the occupied units, 81.6% were by owner and 18.4% were by renter. Most of the vacant units (84.8%) were for seasonal, recreational, or occasional use.

Governance

Pacific City is an unincorporated Census Designated Place (CDP). Oregon has no general sales tax, but does levy a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The Oregon Department of Fish and Wildlife's Marine Resources Program is based 47 miles south of Pacific City in Newport, which is also home to a field station of the NOAA Fisheries Northwest Fisheries Science Center and a U.S. Coast Guard Motor Lifeboat Station. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which is also home to the district office of the U.S. Citizenship and Immigration Services.

Facilities

Pacific City is accessible by land, air, and water and lies just off of U.S. Highway 101, which serves as the major vehicular corridor along the Pacific Coast from Washington to California. Two small airports are located within 15 miles of Pacific City, Pacific City State Airport and Tillamook Airport. Pacific City is accessible by water, but there are no formal structures to aid access.

Pacific City is in the Nestucca Valley School District, which has an elementary school, a middle school, and a high school. The community's police force is contracted through the Tillamook County Sheriff Department. The county's Office of Emergency Management and Nestucca Fire and Rescue manage other emergency services. Pacific City Transfer and

Refuse Dump and the county manage other public facilities. Samaritan North Lincoln Hospital is about 18 miles from Pacific City and Tillamook County General Hospital is 20 miles away in Tillamook. Pacific City has at least nine options for overnight accommodations, and the surrounding region has additional motels, hotels, and bed and breakfasts.

A local nonprofit organization, the Dorymen's Association, has more than 300 members and is dedicated to the preservation of the traditional cultural and economic values of the dory fleet. The association also works to promote safety and access to the public beach.

Involvement in West Coast Fisheries

Commercial Fishing

Two processors operated in Pacific City in 2000, Sea Q Fish and Doryland Seafood Market and Store. In 2000 West Coast fisheries landings were delivered to Pacific City by 31 vessels, all commercially registered. In 2000 landings in Pacific City were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels making landings): crab confidential/confidential/1; groundfish 19 t/\$29,685/18; highly migratory species confidential/confidential/2; salmon 1.1 t/\$5,360/13; shrimp 1.9 t/\$2,500/5; and other species confidential/confidential/2.

Pacific City residents owned 34 commercial vessels in 2000, of which only one participated in the federally managed groundfish fishery. The number of vessels owned by Pacific City residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/8/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/34/0, shellfish NA/0/NA, and shrimp NA/0/0.³

The number of residents holding state permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/6/0, highly migratory species NA/0/0, salmon 0/28/0, and shellfish 0/0/NA.⁴

Pacific City residents held at least 38 commercial fishing permits in 2000, all state registered. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/6/0, highly migratory species NA/0/0, salmon 0/31/0, and shellfish 0/0/NA.⁵

Sportfishing

In 2000 residents of Pacific City owned at least two sportfishing charter businesses and two licensed charter vessels operated out of the community. Pacific City's

three active sportfishing licensing agents sold 885 sportfishing licenses at a value of \$15,584 in 2000.

For the port complex around Pacific City, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 88 Chinook salmon and 1,463 coho salmon. The recreational nonsalmonid catch in the Ocean Boat Fishery was 13,066 fish. The top species landed were black rockfish, lingcod, cabezon, blue rockfish, and canary rockfish.

Subsistence

Many local community members engage in subsistence fishing. Both nontribal and tribal fishermen utilize marine and stream resources for subsistence means from the areas within and around Pacific City. Specific information on subsistence fishing in Pacific City is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Pacific City resident owned a vessel that participated in North Pacific fisheries. Two residents held state permits for Alaska fisheries and one resident held a federal permit for North Pacific fisheries.

In 2000 Pacific City residents held 1,587 halibut individual fishing quota shares. Residents also held four commercial fishing permits for North Pacific fisheries, including one Commercial Fisheries Entry Commission (CFEC) permit for Bering Straits Aleutian Island groundfish, one CFEC halibut permit, one CFEC salmon permit, and one CFEC shellfish permits.

Sportfishing

Pacific City residents purchased 13 Alaska sportfishing licenses in 2000.

Notes

1. J. Gilden (ed.). 1999. Oregon's changing coastal fishing communities. Online at <http://seagrant.oregonstate.edu/sgpsubs/onlinepubs/o99001.html> [accessed 24 January 2007].
2. M. Guardino III and Rev. M. Riedel. No date. Sovereigns of themselves: A liberating history of Oregon and its coast. Vol. III. Online at <http://www2.wi.net/~census/lesson36.html> [accessed 24 January 2007].
3. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
4. See note 3.
5. See note 3.

Port Orford

People and Place

Location

Port Orford is located on the southwestern coast just south of Cape Blanco, the westernmost point of the contiguous United States. This is also the site of Battle Rock, a geographic point of historical interest. Situated 70 miles north of the California border, the community is on land that juts into the Pacific Ocean. To the east are the Elk and Sixes rivers. Port Orford, 270 miles southwest of Portland, encompasses 1.6 square miles of land and water.¹ Its geographic coordinates are lat 42°44'59"N, long 124°29'53"W.

Demographic Profile

According to the 2000 U.S. Census, Port Orford had a population of 1,153, which has remained fairly stable over recent years.² The gender structure was 49.6% female and 50.4% male. The median age was 50.5 years, relatively high compared to the national median of 35.3. Of the population 18 years and older, 84% had a high school education or higher and 18% had a bachelor degree or higher; the national averages were 76.7% and 22.3% respectively.

The majority of Port Orford's racial structure was white (95.4%), followed by individuals who identified with two or more races (1.8%), American Indian or Alaskan Native (1.4%), individuals who identified with some other race (0.9%), Asian (0.3%), Native Hawaiian and Other Pacific Islander (0.2%), and black (0.1%). Ethnicity data indicate 2.6% identified as Hispanic. Three percent of Port Orford residents were foreign-born, with 81% of those born in Europe or Canada. German was the most commonly reported first ancestry (22%).

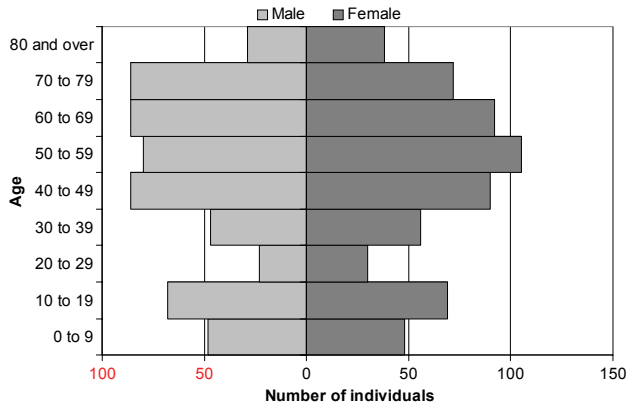
In 2000 74% of the residents of Port Orford were living in family households.

History

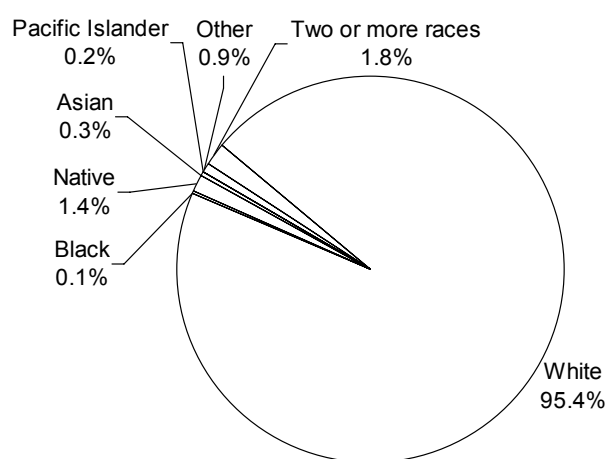
Prior to European arrival, the Port Orford area was home to the Tututni and Coquille Indian tribes, groups who subsisted on coastal and terrestrial resources, including plentiful salmon runs. These groups were Athapaskan speakers and at various periods were allied or at war with neighboring tribes in California and Oregon.

Port Orford takes its European name from the third Earl of Orford, given by Captain Vancouver, who explored the Oregon coast and named the cape in 1792.³ Port Orford's predominant geographical feature is also

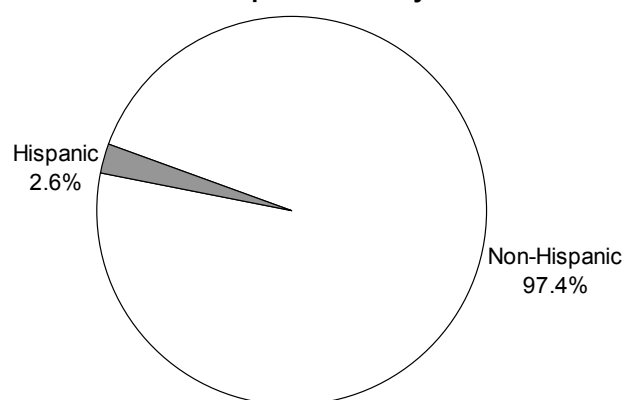
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



the site of violence that occurred when the first landing party of European settlers encountered the local Qua-to-mah band of the Tututni nation in 1851. The battle, which ensued at Battle Rock, was reenacted each 4th of July in Port Orford's Jubilee Celebration,⁴ though this ceased in recent years.

The Native Americans present in the Port Orford area prior to European arrival were forcibly removed from coastal Oregon by the U.S. Government in the 1850s. The promise of mining wealth brought non-natives to Oregon's Rogue River region, and conflicts between settlers and prospectors and tribes rapidly developed. Twenty-four coastal tribes and western Oregon bands were moved to the Siletz Indian reservation in 1855.

Port Orford was first settled by Captain William Tichenor in 1851, and is recognized as the oldest townsite on the Oregon coast. The port supported the export of timber products through the latter part of the nineteenth century, though there has been a continuous commercial fishing presence in Port Orford since its founding. Tourism is also an important component of the local economy. Of particular interest is the annual Arts and Seafood Festival, hosted on Labor Day.

Infrastructure

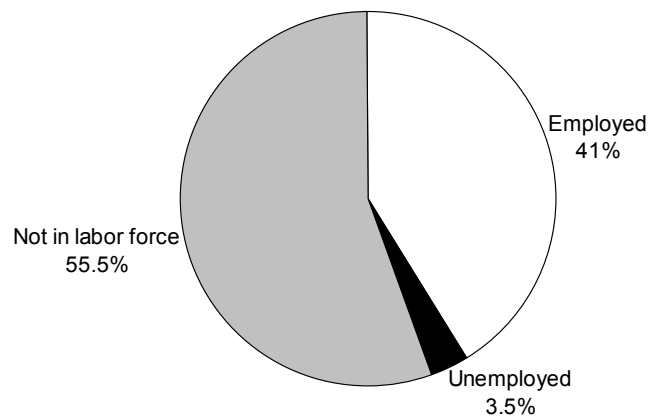
Current Economy

According to the 2000 U.S. Census, 41.0% of Port Orford's potential labor force 16 and older were employed, 3.5% were unemployed, and the unemployment rate was 7.9% (calculated by dividing the unemployed population by the labor force). In addition, 55.5% were not in the labor force. A leading employment sector was government (18.1%). Natural resource jobs including agriculture, fishing, and hunting employed 9%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

Port Orford relies heavily on commercial fishing and tourism for its economic viability, though logging is of historic importance. Presently, small business employers provide some employment. The top three employers are NC electronics (20), Premium Pacific Seafoods (15) and a wood products manufacturer, The Wooden Nickel (10). In 2000, according to the Oregon Economic and Community Development Department, Curry County was home to only 63 manufacturing companies.

A major feature of the community is the port itself. Port Orford's port is the only true ocean harbor on the Oregon coast. All other Oregon ports are positioned within riverine areas, which afford protection from bad

2000 Employment structure



weather. Port Orford's harbor offers vessels little protection from frequent windy and stormy conditions, so vessels homeported in the community are hoisted onto a solid fill dock.

According to the 2000 U.S. Census, Port Orford's per capita income was \$16,442.00, the median household income was \$23,289, and 17.8 percent of the population lived below the poverty level. In 2000 Port Orford had 656 housing units, of which 87.4% were occupied and 12.6% were vacant. Of the occupied units, 66.9% were by owner and 33.1% were by renter.⁵

Governance

The City of Port Orford incorporated in 1935. Six city council members, an elected mayor, and a city administrator support a manager form of government. Oregon has no general sales tax, but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Port Orford is 148.8 miles from the National Marine Fisheries Service research station in Newport. An office of the Oregon Department of Fish and Wildlife is in Eugene, 159.6 miles away. The community is 50.9 miles from the nearest U.S. Coast Guard Unit in Coos Bay and 270 miles from the closest U.S. Citizenship and Immigration Services office in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland.

Facilities

Port Orford is on U.S. Highway 101, 438 miles north of San Francisco. Nearby Cape Blanco State Airport is a landing base for small planes, as is the larger North Bend Airport, which serves North Bend and Coos

Bay. The closest major airport is Portland International Airport.

The Port Orford-Langlois School District offers K-12 public school services. District-wide enrollment during the 2004–2005 school year was 367, split between two elementary schools and one high school.

Southwestern Oregon Community College is in Coos Bay. Coos Curry Electric Cooperative provides electricity, and the City of Port Orford provides water and sewer services. The Port Orford Police Department administers local law enforcement, including two paid officers, and the Curry County Sheriff's Office is available if needed. Fieldwork indicates many Port Orford residents use Southern Coos Hospital and Health Center, 27 miles away in Bandon. Port Orford accommodations include several hotels, motels, and at least one bed and breakfast in addition to campgrounds, recreational vehicle parks, and vacation rentals.

The Port of Port Orford uses a unique system where boats are raised onto trailers located on a large pier, then moved into assigned dry-dock locations in order to protect them from the weather. The two available cranes can accommodate boats up to 44-feet long. The port is served by two shifts of crane operators. The pier itself accommodates 35 boats. The community's port is served by a full-time port manager and staff. The port also sells fuel and ice and rents blast and holding freezers.

Port Orford is home to an active marketing group, the Port Orford Fishermen's Seafood Marketing Association, with 21 active members representing 21 fishing vessels. Additionally, a local fishermen's wives group hosts a blessing of the fleet the first Saturday in August. The Port Orford Ocean Resource Team is also located in the community.

Involvement in West Coast Fisheries

Commercial Fishing

There were no processors operating in Port Orford in 2000. In 2000 a total of 85 vessels, all commercially registered, delivered landings to Port Orford. Landings in the community were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): crab 207.7 t/\$1,030,389/42; groundfish 262.3 t/\$926,142/68; highly migratory species 4.6 t/\$7,933/4; salmon 39.2 t/\$163,899/39; shrimp confidential/confidential/1; and other species 267.9 t/\$432,040/50.

Port Orford residents owned 45 vessels in 2000, of which 20 participated in the federally managed groundfish fishery. The number of vessels owned by Port Orford residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/30/0,

groundfish 0/6/0, highly migratory species 0/1/0, salmon 0/38/2, shellfish NA/1/NA, and shrimp NA/4/0.⁶

Thirteen residents held 12 federal fishing permits in 2000. The number of community members holding permits in each fishery by state (WA/OR/CA) was: crab 0/25/0, groundfish 0/9/0, highly migratory species NA/1/0, salmon 0/33/4, shellfish 0/1/NA, shrimp 0/4/0, and other species 0/6/0.⁷

There were 171 permits registered to residents of Port Orford, of which 159 were state permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: crab 0/59/0, groundfish 0/10/0, highly migratory species NA/1/0, salmon 0/0/6, shellfish 0/0/NA, shrimp 0/8/4, and other species 1/36/0.⁸

Port Orford residents are actively involved in the live fish fishery. Fieldwork in the community indicates the nearshore live fish fishery in Port Orford underwent changes after the year 2000, becoming an open access fishery. Additionally the port has a high participation level in the open access black cod fishery. Fieldwork indicates each vessel employs on average two to three deckhands. Many local vessels fish year round, so few if any crew are transient.⁹

According to fieldwork, Port Orford has three buying stations: Nor-Cal Seafood, Hallmark Fisheries, and Starvin Marvin Seafood, each employing two to three people. The cannery building is presently used by Nor-Cal Seafood to hold live fish; Nor-Cal only buys live nearshore fish and crab. Hallmark Fisheries purchases the majority of the crab sold in both fresh and live markets as well as numerous non-live products. Starvin Marvin is a new buyer and plans to purchase a variety of products. Most fish and crab are shipped live to markets in California or processed nearby at Hallmark Fisheries in Charleston. Pacific Seafood, a local seafood company, went out of business in 2001.¹⁰

Sportfishing

Port Orford has space for a charter boat fishing operation at its pier; however, the business formerly occupying the space is no longer in operation. Sportfishing activities support surrounding motels, recreational vehicle parks, restaurants, and other businesses. At a site visit in 2004, community members suggested the lack of an east-west corridor helped explain the relative absence of sportfishing businesses compared to neighboring communities. Fieldwork also indicates the hoist system at the port may prompt sport fishermen to use more accessible facilities in nearby communities.

Subsistence

Many local community members engage in subsistence fishing. Tribal and nontribal fishermen may utilize marine and stream resources for subsistence means in Port Orford and the surrounding area. Specific information on subsistence fishing in Port Orford is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Port Orford resident owned a vessel that fished the North Pacific. Three residents held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 Port Orford residents purchased nine Alaska sportfishing licenses.

Notes

1. Fact-index.com. No date. Port Orford, OR. Online at http://www.fact-index.com/p/po/port_orford__oregon.html [accessed 24 January 2007].
2. J. Gilden. 1999. Oregon's changing coastal fishing communities. Appendix B, Oregon community summaries: Gold Beach. Online at <http://seagrant.oregonstate.edu/sgps/onlinepubs/o99001.html#appb> [accessed 24 January 2007].
3. C.A. Smith Real Estate. No date. Area information. Online at <http://www.casmith.com/info.htm#anchorhum> [accessed 24 January 2007].
4. El.com. 2006. Port Orford, OR. Online at <http://www.el.com/to/portorford/> [accessed 24 January 2007].
5. State of Oregon. 2006. Community and economic development department. Online at <http://info.econ.state.or.us:591/profile.htm> [accessed 24 January 2007].
6. NA refers to data that were not available, for example due to few recorded permit numbers or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.
9. Fisherman, Port Orford, OR. Pers. commun., 11 May 2006.
10. See note 9.

Reedsport

People and Place

Location

Reedsport is located in Douglas County on the coast approximately 194 miles south of Portland and 530 miles north of San Francisco. The community encompasses 2.06 square miles of land and 0.24 square miles of water. Reedsport's geographic coordinates are lat 43°42'09"N, long 124°05'44"W.

Demographic Profile

According to the 2000 U.S. Census, Reedsport's population was 4,378. The gender composition was 51.7% female and 48.3% male. The median age was 47.1, higher than the national median of 35.3. Of the population 18 years of age and older, 66.7% had a high school education or higher, 13.3% had a bachelor's degree of higher, and 4.8% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the Reedsport racial composition was white (93.9%), followed by individuals who identified with two or more races (2.2%), individuals who identified with some other race (2.1%), American Indian and Alaska Native (1.2%), Asian (0.4%), black (0.02%), and Native Hawaiian or other Pacific Islander (0.02%). Less than five percent (4.7%) of the population identified as Hispanic. Approximately 2.6% of the population was foreign-born, with 42% born in Canada, 21.4% in Mexico, and 9.8% in Japan.

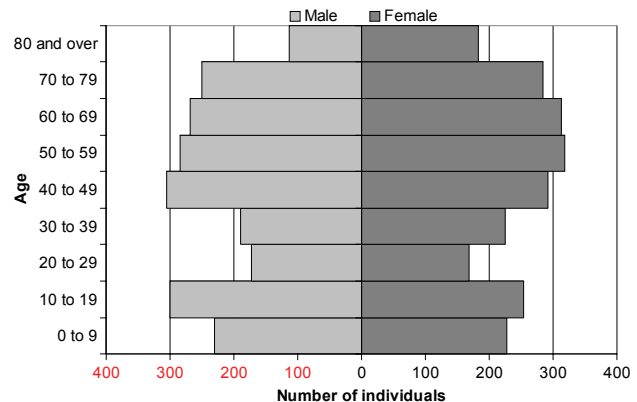
In 2000 80.3% of the population lived in family households.

History

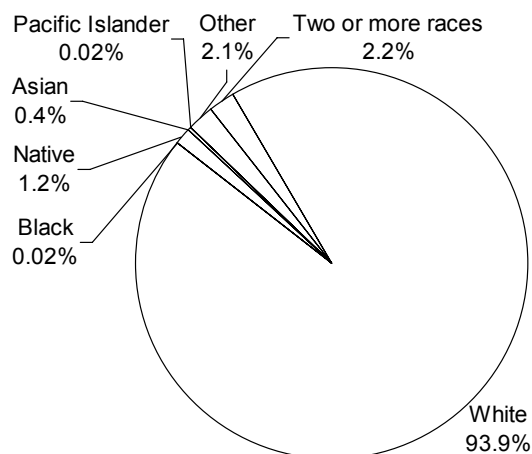
The Reedsport area was originally inhabited by ancestors of the Confederated Tribes of Coos, Lower Umpqua (Kuitsh), and Siuslaw Indians. First contact with Europeans came in the sixteenth century, specifically Spanish and British explorers. Contact increased in the 1700s and by 1791 the Lower Umpqua tribe traded with ships that stopped at the mouth of the Umpqua River.¹ Contact between members of Siuslaw Tribe and fur trappers from the Hudson's Bay Company occurred in 1826. In 1828 conflict between the Lower Umpqua and fur trapper and explorer Jedediah Strong Smith resulted in the loss of many of Smith's company.²

Fur trapping continued to grow in the area, and in 1836 the Hudson's Bay Company established a trading post, Fort Umpqua, upriver near the modern day town of

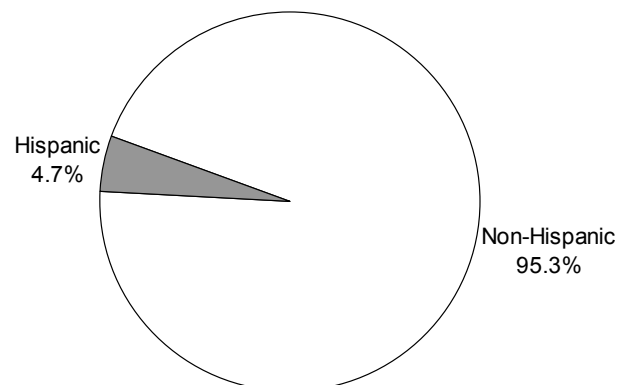
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



Elkton. A gold rush brought more Euro-American settlers to the area. Reedsport was established in 1852 and was named after a pioneer resident, Alfred W. Reed. The post office was established in 1912 and seven years later the town was incorporated. Reedsport was built on marshy ground and subject to frequent flooding, so buildings had to be elevated.³ In 1964 a devastating flood caused major damage to the community and a dike was built to protect the lower town. Primary industries in the 1900s included timber and fishing. With the collapse of the timber industry in the late 1990s, Reedsport's contemporary economy is now supported by tourism, agriculture, and fishing.

Tourism is an important component of the Reedsport economy. The community is home to the Oregon Dunes National Recreation Area headquarters office.⁴ The dunes are a 50-mile stretch that offer hiking trails, beaches, 30 lakes, fishing, swimming, interpretive exhibits, and wildlife watching. Campgrounds extend throughout the area. The Umpqua River Lighthouse is nearby in Winchester Bay. The Dean Creek elk viewing area supports approximately 150 Roosevelt Elk on a 1,000-acre reserve. Reedsport is also the home of the Umpqua Discovery Center that houses displays of the area's history.

Community events include the Tsalila Festival that celebrates Native American culture and traditions, and activities focused on watershed restoration and salmon recovery. The Ocean Festival includes U.S. Coast Guard rescue demonstrations and a seafood barbeque. The Oregon Divisional Chainsaw Sculpting Championships, Dune Musher's Mail Run, and Summer Concert Series are other popular activities.

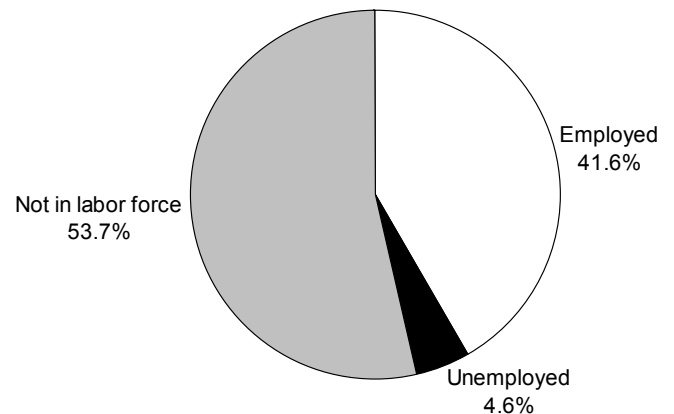
Infrastructure

Current Economy

According to the 2000 U.S. Census, 41.6% of Reedsport's potential labor force 16 years of age and older were employed, 4.6% were unemployed, and the unemployment rate was 10% (calculated by dividing the unemployed population by the labor force). In addition, 53.7% were not in the labor force, higher than the national average of 36.1%. The top employment sectors were local, state, or federal government (18%), retail trade (14.7%), accommodation and food services (13.9%), and health care and social assistance (12.0%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 4.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, Reedsport's per capita income was \$16,093, compared to the national

2000 Employment structure



average of \$21,587, and the median household income was \$26,054. In 1999 16% lived below the poverty level, higher than the national average of 12.4%. In 2000 Reedsport had 2,178 housing units, of which 90.8% were occupied and 9.2% were vacant. Of the occupied units, 66.9% were by owner and 33.1% were by renter. A total of 16.5% of the vacant units were for seasonal, recreational, or occasional use.

Governance

Reedsport incorporated in 1919. The city operates under a city charter, with seven city council members including the mayor. It also has a manager, recorder, attorney, and, at the discretion of the council, a municipal judge.⁵ Oregon has no general sales tax, but does levy a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Reedsport is 72 miles from the National Marine Fisheries Service research station in Newport. The closest Oregon Department of Fish and Wildlife office is 33 miles away in Charleston. The U.S. Coast Guard's Umpqua River Station is nearby in Winchester Bay, approximately 5 miles from Reedsport. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which is also home to the closest U.S. Citizenship and Immigration Services office.

Facilities

Reedsport is accessible by ground, air, and water. The community lies along U.S. Highway 101. Greyhound provides bus services. While there is commercial freight rail service in the community, the closest passenger service, provided by Amtrak, is in Eugene. The North Bend Airport is located nearby (24

miles) and an additional airport, Newport Municipal Airport, is 72 miles away. The nearest major airport is Portland International Airport.

Reedsport School District 105 supports two public schools; an elementary school has grades kindergarten through sixth and the Reedsport Junior/Senior High School supports grades seven through twelve. Southwestern Oregon Community College is located nearby in Coos Bay and the University of Oregon, the closest four-year college, is in Eugene.

The City of Reedsport supplies water, Verizon Communications provides telephone service, and the Central Lincoln Peoples Utility District provides electricity. The Lower Umpqua Hospital is in Reedsport. The City of Reedsport Police Department, comprised of a 17-member police department with a 24-hour dispatch center, provides public safety. The Douglas County Sheriff's office and the Oregon State Police provide additional police support. The Reedsport Fire Department responds to fire and safety calls with a staff of 40 volunteer fire fighters, a fire chief, and a fire marshal. There are approximately six hotels, one bed and breakfast facility, and several state, county, and private campgrounds and recreational vehicle parks identified by the local chamber of commerce.⁶

Reedsport is included in the Port of Umpqua, which maintains multiple port facilities including offices, dock, small industrial park, and an island used for wetland mitigation. The Winchester Bay dock, also managed by the Port of Umpqua, supports the commercial fishing fleet. Please see the Winchester Bay community profile for additional information.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no vessels delivered landings to Reedsport and no processors operated in the community. Reedsport residents owned 19 vessels that participated in West Coast fisheries, including 9 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Reedsport residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/9/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 11/0/1, shellfish NA/0/NA, and shrimp NA/1/0.⁷

In 2000 three residents held three federal groundfish fishery permits. The number of Reedsport residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/8/0, highly migratory species NA/0/0, salmon 0/9/1, shellfish 0/0/NA, shrimp 0/1/1, and other species 3/0/0.⁸

According to the available data, 23 permits were registered to Reedsport residents in 2000, including 20 registered state permits and 3 federal permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, salmon 0/10/2, shellfish 0/0/NA, shrimp 0/1/3, and other species 4/0/0.⁹

Sportfishing

Reedsport had at least four registered outfitter guide businesses in 2003 and four licensed charter vessel businesses were located in the community. Reedsport has three sportfishing license vendors whose agents sold 2,059 licenses at a value of \$34,525.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 there were three vessels owned by Reedsport residents that participated in North Pacific fisheries. Residents held seven commercial fishing permits for the North Pacific in 2000, with five individuals holding federal permits and two holding state permits.

In 2000 Reedsport residents held a total of 794,775 halibut individual fishing quota (IFQ) shares and 756,293 sablefish IFQ shares. Residents also held one groundfish License Limitation Program (LLP) permit, one LLP crab permit, one Commercial Fisheries Entry Commission (CFEC) Bering Sea and Aleutian Island groundfish permit, one CFEC halibut permit, and one CFEC salmon permit.

Seven residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Reedsport fishermen purchased 28 sportfishing licenses for Alaska fisheries.

Notes

1. Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians. 2005. Culture and history. Online at <http://216.128.13.185/CTCLUSINNEW/> [accessed November 2005].
2. Jedediah Smith Society. 2005. Biography. Online at <http://www.jedediahsmithsociety.org/bioforstudents.html> [accessed 24 January 2007].
3. Wikipedia. 2005. Reedsport, OR. Online at <http://en.wikipedia.org/wiki/Reedsport> [accessed November 2005].
4. Chamber of Commerce. No date. Reedsport/Winchester Bay. Online at <http://www.reedsportcc.org/lodging.html> [accessed 24 January 2007].
5. City of Reedsport. 2005. City of Reedsport charter. Online at http://www.reedsport.or.us/index.asp?Type=B_DIR&SEC={D8350D7C-6622-4547-B0D3-9F4EBB09E4EC}&DE

={1496A7A4-A8FB-4FFA-9831-6121BDF0A913} [accessed 24 January 2007].

6. See note 4.

7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

8. See note 7.

9. See note 7.

Rockaway Beach

People and Place

Location

Rockaway Beach is in Tillamook County on Oregon's northern coast, 14 miles north of the City of Tillamook on U.S. Highway 101 between Nehalem Bay on the north and Tillamook Bay on the south. The community is known for the 7-mile strip of beach it abuts. Located 87 miles west of Portland, Rockaway Beach encompasses 1.5 square miles of land and 0.08 square miles of water. Rockaway Beach's geographic coordinates are lat 45°36'49"N, long 123°56'30"W.

Demographic Profile

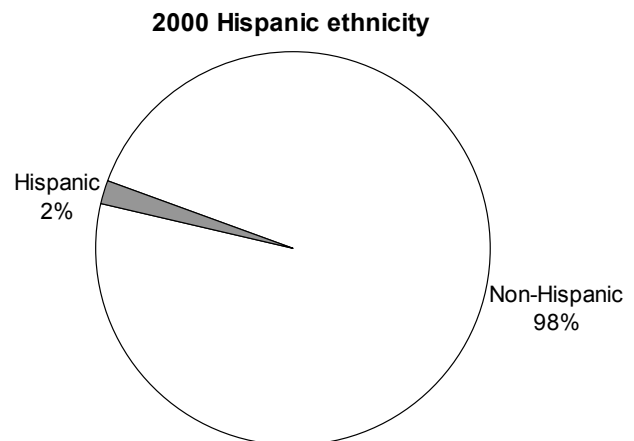
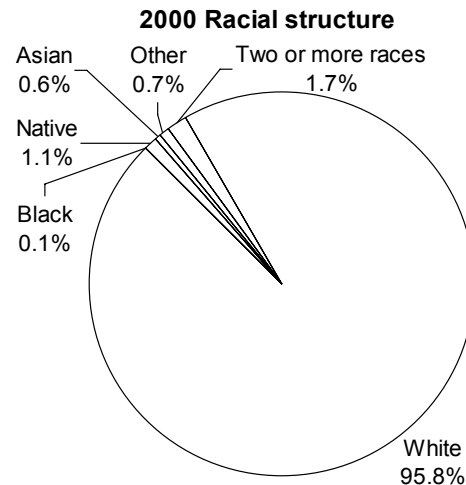
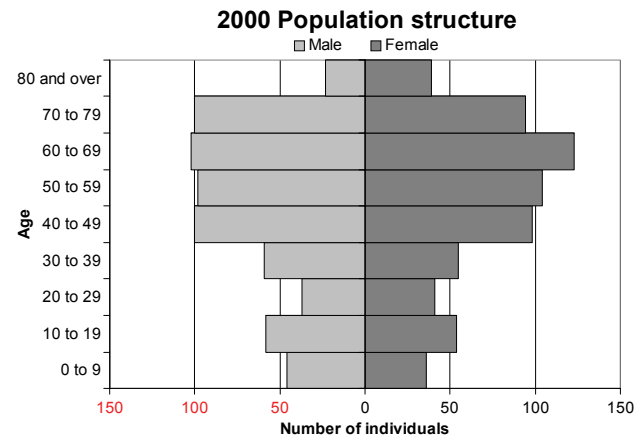
According to the 2000 U.S. Census, the population of Rockaway Beach was 1,267, an increase from 906 in 1980. The 2000 U.S. Census shows a relatively even gender distribution, 50.8% female and 49.2% male. The median age was 52.2 years, notably higher than the national median age of 35.3. Of the population 18 years of age and older, 82.6% had a high school education or higher, 15.7% had a bachelor's degree or higher, and 4.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure of Rockaway Beach was white (95.8%), followed by people who identified with two or more races (1.7%), American Indian and Alaska Native (1.1%), people who identified with some other race (0.7%), Asian (0.6%), and black (0.1%). Two percent identified as Hispanic. Slightly less than two percent (1.7%) of the population were foreign-born.

In 2000 75% of the population lived in family households.

History

Long before Euro-Americans came to the Pacific Northwest, Native Americans inhabited Tillamook County. Groups such as the Tillamook, Nehalem, and Nestucca fished and hunted throughout the area. These peoples had a close relationship with the sea and area waterways, as evident in the boats they built. Their dugout canoes ranged from tiny vessels used for duck hunting to large canoes used for long distance travel to California. The Indians of Tillamook Bay died in large numbers due to European diseases. Their population was estimated to be around 2,200 at the turn of the nineteenth



century but declined to one-tenth of that size by the mid-1800s.

Although Captain Robert Gray is credited with being the first Euro-American to land in Tillamook Bay in 1788, it was not until the middle of the 1880s that white settlers came to the area. The entrance to the bay is recognized as challenging today and was identified as perilous in Gray's time, according to an account by a member of his crew who told of an awkwardly situated shoal, narrow entrance, and strong tide.

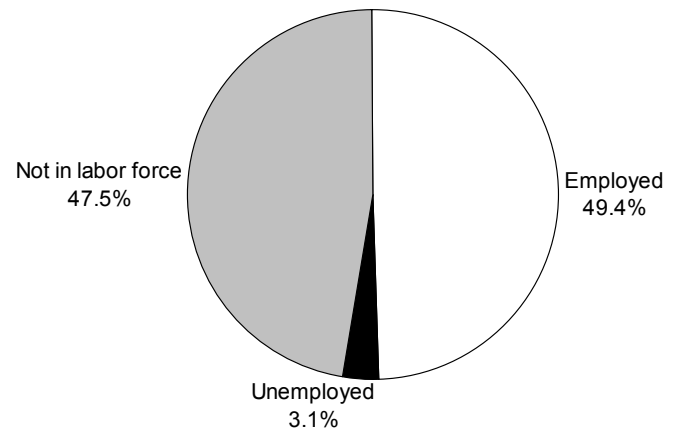
In 1853 the Oregon territorial government created Tillamook County. The county's earliest industries were shipping, logging, fishing, farming, and dairy. Fishing played a key role as it was the major avenue for bringing cash into the area. Fish caught in the region's coastal waters, bays, and rivers were canned in numerous canneries throughout the area. Middlemen bought the packaged fish and sold them in Willamette Valley, south of Rockaway Beach. These funds enabled the development of other enterprises and aided the growth of Tillamook Bay communities.

Two industries developed alongside fishing in Tillamook County: dairy and lumber. The dairy industry thrived by producing cheese which could withstand long storage periods for distribution. The lumber industry took off in the 1890s with the production of containers for dairy, fish, and other products. In 1911 the Pacific Railway and Navigation Company constructed a railway from Portland to Tillamook. This reliable source of transportation further facilitated growth.

The Rockaway Beach area remained sparsely populated up until the early 1900s. The Pacific Railway and Navigation Company's rail line made the coastal communities of northern Oregon more accessible to settlers as well. Rockaway Beach was connected by rail to Portland in 1912. The Ocean Crest apartments were built in Rockaway that year to house railway workers. The area also became a summer tourist destination, as Portland residents began to spend summers in the area. Men who worked in Portland during the week would take the Friday train ("the daddy train") to Rockaway to be with their families for the weekend.

Residents have most likely participated in the commercial fishing industry at the nearby ports of Garibaldi and Nehalem for some time (see the Garibaldi community profile for more historical information on fishing); however, fieldwork indicates both sport and commercial fishing have become severely limited in the area. Unfortunately, little information could be found on the community's history. Rockaway Beach's tourist industry relies on the area's sportfishing as an attraction. The significance of sportfishing to the community's tourist industry is perhaps most evident by the large

2000 Employment structure



volume of sportfishing licenses (1,027) sold by local vendors in 2000.

Rockaway Beach is becoming increasingly known as a retirement community, with 50% of its households used seasonally and the population's median age at 52 in 2000. The community holds several annual festivals and celebrations, a kite festival, an arts and crafts festival, a 4th of July fireworks show, and an Oktoberfest celebration. These festivals highlight the importance of tourism to the area's current economy.^{1, 2, 3, 4, 5}

Infrastructure

Current Economy

According to the 2000 U.S. Census, 49.4% of Rockaway Beach's potential labor force 16 years of age and older were employed, 3.1% were unemployed, and the unemployment rate was 6.0% (calculated by dividing the unemployed population by the labor force). In addition, 47.5% were not in the labor force. Top employment sectors were arts, entertainment, recreation, accommodation, and food services (17.7%), government (15.2%), retail trade (15.2%), and educational, health, and social services (14.7%). Natural resource jobs including agriculture, fishing, forestry, and hunting employed 3.6%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Tillamook County's principal industries in 1998 were agriculture, lumber, recreation and tourism, and food processing. The five largest employers in Rockaway Beach in 2003 were Tillamook Country Smoker (160), McRae & Sons Inc. (90), Garibaldi Dry Dock Inc. (65), Nehalem Telephone and Telegraph Company (15); and Nehalem Bay Ready Mix (6). Fieldwork indicates the Garibaldi dry dock was sold and is no longer in operation.

According to the 2000 U.S. Census, the per capita income in 1999 was \$17,766 and the median household income was \$29,798. In 1999 10.8% of the population lived below the poverty level. In 2000 Rockaway Beach had 1,573 housing units, of which 40.4% were occupied and 59.6% were vacant. Of the occupied units, 67.2% were by owner and 32.8% were by renter. The large number of the vacancies (85.5%) were due to seasonal, recreational, or occasional use.

Governance

The community of Rockaway Beach was founded in 1909. The city incorporated in 1942 and operates under a mayoral form of government. Oregon has no general sales tax but levies a 1% tax on overnight lodging. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The nearest office for the National Marine Fisheries Service is 50 miles away in Astoria. The Oregon Department of Fish and Wildlife is headquartered in Salem; however, the North Coast Watershed District Office is 14 miles away in Tillamook. The closest U.S. Coast Guard Station is 5 miles away in Garibaldi. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland which is also home to the district office for the U.S. Citizenship and Immigration Services.

Facilities

Rockaway Beach is accessible primarily by land and air. It lies along U.S. Highway 101 and is 38 miles away from the closest airport certified for carrier operations in Astoria. The nearest airport offering international service is Portland International Airport. Three smaller public-use airports are within a 30 minute drive from Rockaway Beach in Manzanita, Tillamook, and Seaside.

Rockaway Beach is in the Neah-Kah-Nie School District. The community houses the district's junior and senior high school (7–12 grades) but the district's two elementary schools are in nearby Garibaldi and Nehalem. Fieldwork indicates a new junior high school was under construction in early 2007.

The Tillamook Public Utility District provides electricity. The City of Rockaway Beach provides the water supply and wastewater services and its police department administers public safety. The nearest hospital, Tillamook County General Hospital, is in Tillamook, 15 miles to the south. Additional hospitals are in Seaside and Astoria, 24 and 40 miles away respectively. Overnight accommodations in the Rockaway Beach area include at least a dozen hotels and

numerous rental homes. Three parks are suitable for recreational vehicle use and camping.

Involvement in West Coast Fisheries

Commercial Fishing

No commercial landings were made in Rockaway Beach in 2000, however, residents did participate in West Coast commercial fisheries as vessel owners and permit holders.

Rockaway Beach residents owned 20 vessels in 2000 that participated in the region's fisheries, and 9 participated in the federally managed groundfish fishery. The number of vessels owned by Rockaway Beach residents that participated in each fishery by state (WA/OR/CA) in 2000 was: crab 0/5/1, salmon 0/15/2, and shellfish NA/1/NA.⁶

One Rockaway Beach resident held a single federal groundfish fishery permit in 2000. Recorded data indicates the number of individual community members holding state permits in each fishery by state (WA/OR/CA) was: crab 0/1/0, salmon 0/12/1, shellfish 0/6/NA, and shrimp 1/0/0.⁷

Four permits were registered to Rockaway Beach residents in 2000, of which three were registered state permits. According to recorded data the number of state permits in each fishery by state (WA/OR/CA) was: salmon 0/0/2 and shrimp 1/0/0.⁸

Sportfishing

Three licensed charter vessel businesses operated in Rockaway in 2003, however, all vessels were homeported in Garibaldi. Presently, Rockaway Beach has nine licensing vendors. In 2000 active agents sold 1,023 sportfishing licenses at a value of \$17,979.

Subsistence

Local community members, both tribal and nontribal, may engage in subsistence fishing for marine and stream resources in Rockaway Beach and the surrounding area. Specific information on subsistence fishing in Rockaway Beach is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

Rockaway Beach community members were not involved in North Pacific commercial fisheries during 2000.

Sportfishing

Rockaway Beach residents purchased 11 Alaska sportfishing licenses in 2000.

Notes

1. J. Gilden (ed.). 1999. Oregon's changing coastal fishing communities. Online at <http://seagrant.oregonstate.edu/sgpsubs/onlinepubs/o99001.html> [accessed 25 January 2007].
2. L. Tobe. 2003. Garibaldi, Tillamook County, OR. Online at http://www.fcresearch.org/neai/OR_case_studies/Garibaldi.pdf [accessed 25 January 2007].
3. Garibaldi Chamber of Commerce. No date. Welcome to Garibaldi: The Pacific Ocean gateway-history. Online at <http://www.ci.garibaldi.or.us/history.html> [accessed 25 January 2007].
4. M. Guardino III and Rev. M. Riedel. Sovereigns of themselves: A liberating history of Oregon and its coast. Vol. III. Online at <http://www2.wi.net/~census/lesson36.html> [accessed 25 January 2007].
5. Rockaway Beach Chamber of Commerce. No date. Home. Online at <http://www.rockawaybeach.net/index.htm> [accessed 25 January 2007].
6. NA refers to data that were not available, for example, due to few recorded permit numbers or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.

Roseburg

People and Place

Location

Roseburg is in Douglas County on the Umpqua River along Interstate 5, approximately 179 miles south of Portland and 134 miles south of the capitol, Salem. It encompasses 9.22 square miles of land and 0.2 square miles of water. The geographic coordinates of Roseburg are lat 43°13'00"N, long 123°20'26"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Roseburg was 20,017, a 17.5% increase from 1990. The gender composition was 51.6% female and 48.4% male. The median age was 39.2, higher than the national median of 35. Of the population 18 years of age and older, 80.1% had a high school education or higher, 15.4% had a bachelor's degree or higher, and 5.6% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Roseburg's racial structure was white (93.6%), followed by people who identified with two or more races (2.5%), American Indian and Alaska Native (1.3%), people who identified with some other race (1.3%), Asian (1.0%), black (0.3%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 3.7% identified as Hispanic. A small percentage (1.9%) was foreign-born, of which 16.8% were born in Canada and 12.8% in Mexico.

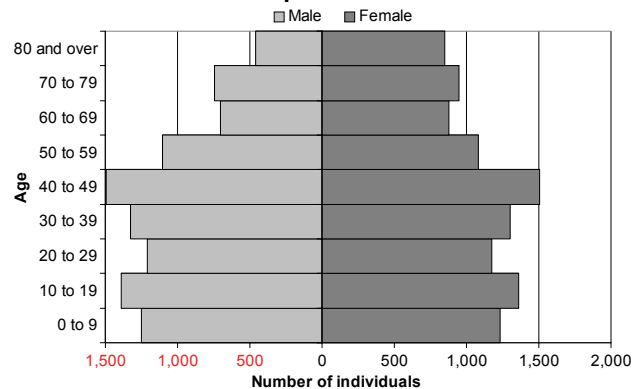
In 2000 a total of 76.0% of the population lived in family households.

History

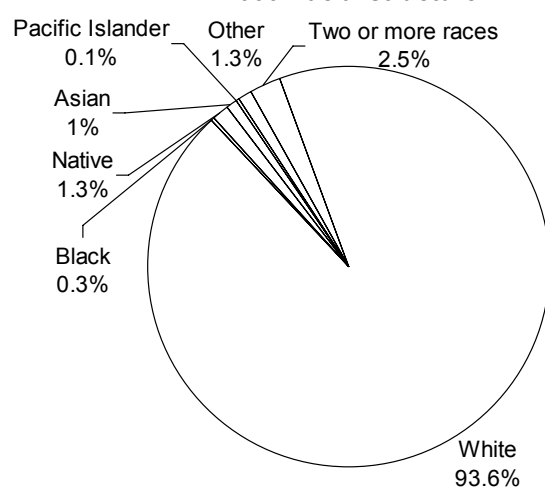
The Umpqua Indians inhabited the Roseburg area long before European contact. The early history of contact between Indians and Europeans and the story of colonization and settlement illustrate the complicated relations between Indians and non-Indians in the area. Trappers and explorers working for the Hudson's Bay Company operated in Umpqua territory beginning in the early 1800s. In 1852 gold was discovered at Jackson Creek in Cow Creek Umpqua territory, starting an influx of miners. Euro-American settlers moved into the area shortly thereafter. Battles and skirmishes between white settlers and Indians ensued.

In 1853 seeking a peaceful solution to the conflict with non-Indian settlers, the Cow Creek Umpqua became the first Oregon tribe to negotiate a treaty with the U.S. government.¹ At the time, Roseburg was a small

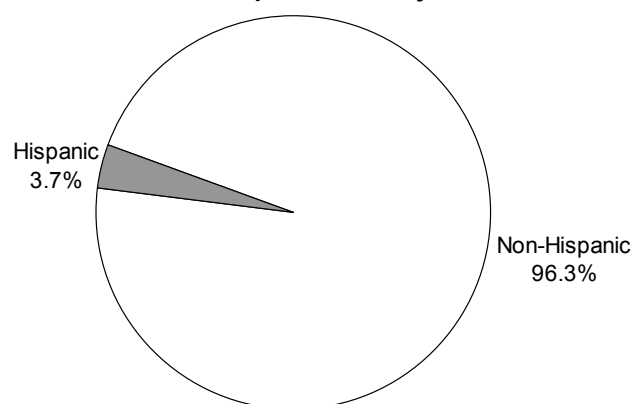
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



community on the North Umpqua River called Deer Creek. The community was under the jurisdiction of Umpqua County, which had been created in 1851. In early 1852, a new county was created out of that portion of Umpqua County located east of the Coast Range. The new county was named Douglas County to honor Stephen A. Douglas, a U.S. Senator from Illinois and an advocate for Oregon statehood. Deer Creek was renamed Roseburg in 1885, and Umpqua County was absorbed into Douglas County after the gold rush played out and the local population decreased.² Today Roseburg is a community of more than 20,000 known for its wineries and recreation opportunities.

Infrastructure

Current Economy

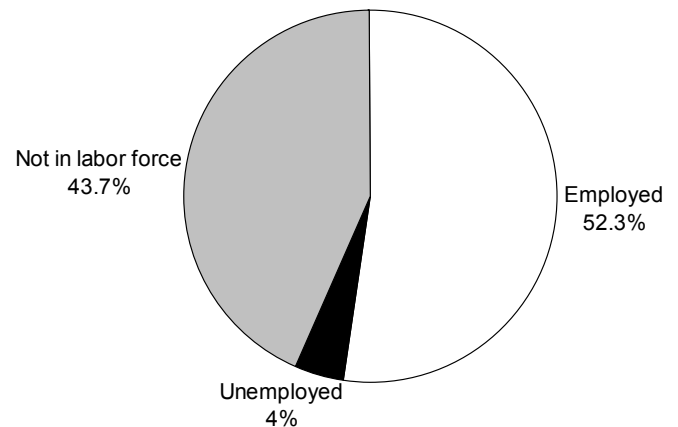
According to the 2000 U.S. Census, 52.3% of the potential labor force 16 years of age and older were employed, 4% were unemployed, and the unemployment rate was 7.2% (calculated by dividing the unemployed population by the labor force). In addition, 43.7% were not in the labor force. The top employment sectors were educational, health, and social services (25.9%), local, state, or federal government (19.5%), manufacturing (12.7%), and retail trade (12.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 2.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

According to the 2000 U.S. Census, the per capita income in 1999 was \$17,082, and the median household income was \$31,250. In 1999 15.1% lived below the poverty level. Roseburg had 8,838 housing units in 2000, of which 93.2% were occupied and 6.8% were vacant. Of the occupied units, 56.5% were by owner and 43.5% were by renter.

Governance

Roseburg, the county seat of Douglas County, is an incorporated city with a council-manager form of government. The council includes the mayor and eight members. The Cow Creek Band of the Umpqua Indian Tribe, a sovereign tribe recognized by the U.S. government, has a tribal reservation located in Roseburg. The tribal council provides government services to its members. Oregon has no general sales tax but levies a 1% tax on overnight lodging that funds the Oregon Tourism Commission. See the Government subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

2000 Employment structure



The National Marine Fisheries Service, Oregon Department of Fish and Wildlife, and U.S. Citizenship and Immigration Services all have local offices in Roseburg. The nearest U.S. Coast Guard Unit is 85 miles away in Coos Bay. The Pacific Fishery Management and North Pacific Fishery Management councils hold meetings in Portland.

Facilities

Roseburg is on Interstate Highway 5. Amtrak and Greyhound provide rail and bus service respectively. Roseburg Airport, with a 4,602-foot runway, is accessible to general aviation and serves primarily small planes. The nearest major airport is in Eugene, 72 miles to the north. Oregon highways 42 and 138 pass through Roseburg, providing access westward to the Pacific coast and eastward to the Cascade Range respectively.

Local schools include eight elementary schools, two middle schools, and one high school.³ Roseburg is also home to Umpqua Community College. The Roseburg Police Department and Douglas County Sheriff's Office administer public safety. Pacific Power and Douglas Electric, a nonprofit electric distribution utility that serves western and northern Douglas County, provides electricity. The City of Roseburg provides water and sewer services. The Umpqua Basin Water Association supplies water in rural areas. There are several medical facilities including Mercy Medical Center and a U.S. Veterans Administration clinic. The Roseburg Healthcare System is in Roseburg and larger hospitals are in Eugene and Medford. Local lodging accommodations include 20 hotels and motels and several bed-and-breakfasts.

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, there were no seafood processors in Roseburg in 2000 and no vessels delivered landings. Roseburg residents owned 13 commercial vessels in 2000, of which 6 participated in the federally managed groundfish fishery. The number of vessels owned by Roseburg residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/8/0, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/41/0.⁴

In 2000 a resident held one federal groundfish permit. The number of Roseburg residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, highly migratory species NA/0/0, salmon 3/7/0, shellfish 0/0/NA, and other species 0/2/0.⁵

At least 15 commercial fishing permits were registered to Roseburg residents in 2000, including 14 registered state permits. The number of permits held by Roseburg residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, highly migratory species NA/0/0, salmon 3/7/0, shellfish 0/0/NA, and other species 0/3/0.⁶

Sportfishing

At least one sportfishing charter business operates out of Roseburg, targeting mainly river salmon and steelhead. In addition, there were at least 16 registered outfitters or guides based out of Roseburg in 2000. Residents owned at least two licensed charter vessels, but both operated out of Umpqua/Charleston. Twelve sportfishing licensing agents were located in Roseburg. Because Roseburg lacks access to the coast, it has no sportfish landings.

Subsistence

Subsistence harvest by both tribal and nontribal fishermen for marine species may exist in the Roseburg area. Specific information on subsistence fishing in Roseburg is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Roseburg residents owned two vessels that participated in North Pacific fisheries. The vessels made landings in the shellfish fishery, but specific information (landings in metric tons/value of landings) is confidential. Five residents held state permits for Alaska,

including one Commercial Fisheries Entry Commission (CFEC) shellfish permit and four CFEC salmon permits. In 2000 13 residents held crew member licenses for North Pacific fisheries.

Sportfishing

Roseburg residents purchased 196 Alaska sportfishing licenses in 2000.

Notes

1. Cow Creek Band of the Umpqua Tribe of Indians. 2006. Summary. Online at <http://www.cowcreek.com/story/x01history/index.html> [accessed 26 January 2007].
2. Douglas County. No date. Douglas County history. Online at <http://arcweb.sos.state.or.us/county/cpdouglashome.html> [accessed 26 January 2007].
3. National Center for Education Statistics. No date. No title. Online at <http://nces.ed.gov/globallocator/> [accessed 26 January 2007].
4. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
5. See note 4.
6. See note 4.

Seaside

People and Place

Location

Seaside is located at the mouth of the Necanicum River on Oregon's north coast. The Necanicum originates at Saddle Mountain in southern Clatsop County and runs north and south through Seaside. The town is 80 miles northwest of Portland and 17 miles south of Astoria. Seaside encompasses 3.9 square miles of land and 0.2 square miles of water. Its geographic coordinates are lat 45°50'46"N, long 123°55'17"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Seaside was 5,900, a 10.1% increase from 1990. The gender composition was 52.5% female and 47.5% male. The median age was 41.3, higher than the national median of 35.3. Seaside had a relatively even age distribution in 2000. Of the population 18 years of age and older, 80.5% had a high school education or higher, 16.7% had a bachelor's degree or higher, and 4.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

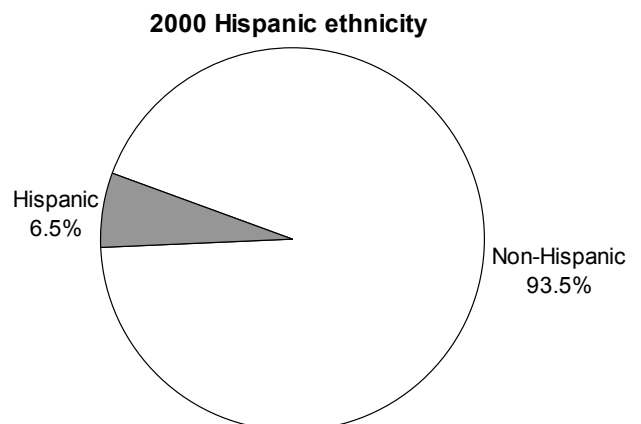
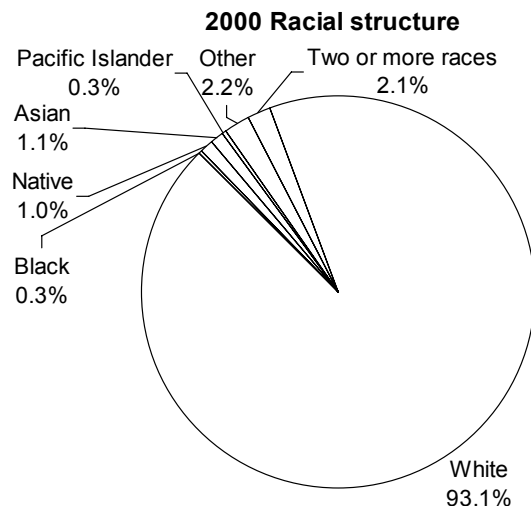
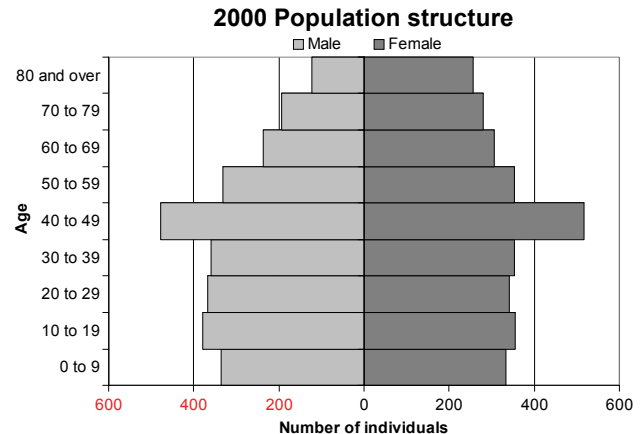
The majority of Seaside's racial composition was white (93.1%), followed by people who identified with another race (2.2%), people who identified with two or more races (2.1%), Asian (1.1%), American Indian and Alaska Native (1.0%), black (0.3%), and Pacific Islander (0.3%). Ethnicity data indicate 6.5% identified as Hispanic and 6.2% were foreign-born, of which 71.5% were born in Mexico.

In 2000 73.9% of the population lived in family households.

History

Clatsop County was created in 1844 and named for the Clatsop Indians, one of the Chinook tribes living in Oregon. Fourteen Clatsop villages are known to have existed including three in the Seaside area: Quatat, Ne-ah-coxie, and Ne-co-tat. Quatat was at the mouth of the Necanicum River. The Clatsop Indians were referred to as "flatheads" because of their sloping foreheads created by tightly binding an infant across its brow to a cradleboard used by the mother to transport the child.¹

Clatsop Indians lead a non-nomadic lifestyle, building strong and permanent long houses from cedar planks that could be up to 60-feet long. They also used cedar for their canoes. The environment offered dense forests, fertile plains, and rich waters with many species



of salmon, freshwater fish, and shellfish. The Clatsop believed salmon to be a divine gift from the wolf-spirit Talapus, who created the fish to save their people from extinction at a legendary time of near disaster. The Clatsop interacted with white people in the Seaside area long before the first Euro-American settlers arrived in 1852.²

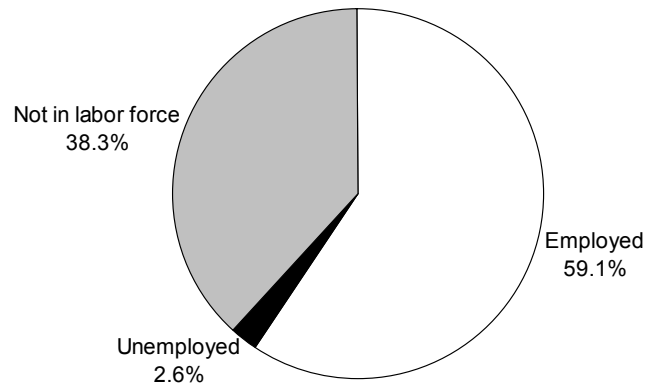
Most of the Clatsop Indians, whose population was estimated at 300 in 1806, moved to the Grande Ronde Reservation. By 1910 their number had declined to 26. In 1954 the Grande Ronde Tribe and reservation lost formal recognition when congress passed the Termination Act. In 1983 the tribe was reinstated and five years later regained 9,811 acres of the original reservation. The Clatsops are now separately entered among the general population of the Grande Ronde Agency, whose population, according to the 1990 U.S. Census, was 57.

The history of Seaside is linked to the discovery of the Columbia River. The river was first sighted in 1775 by the Spanish navigator Bruno de Heceta, and 17 years later Captain Robert Gray of Boston navigated the bar and named the river after his ship, *Columbia Rediviva*. In 1804 the Lewis and Clark expedition began its historic overland journey, reaching the Columbia in October, 1805. The expedition sent five men south to find a suitable site for salting, and a camp was established 15 miles south near the mouth of the Necanicum, the present site of Seaside. Today the saltmaker's cairn is an honored monument at the center of Seaside, representing the westernmost encampment of the Lewis and Clark expedition.³

The first community landowners and business entrepreneurs, Alexander and Helen Lattie, arrived in the area in 1852 and purchased 6,112 acres. The couple established the northwest coast's first boarding-house named Summer House in the late 1850s. Ben Holladay, a prominent Portland land developer and railroad builder, purchased the Lattie property and began the construction of the famous Seaside House in 1871. The house was advertised in West Coast newspapers as "the oldest fashionable summer resort" on the Oregon coast with 400 guests in 1875. Prior to construction of modern highways, guests arrived at the resort via the Columbia River or on Holladay steamers from San Francisco. Between 1907 and World War II, beach-goers would take the Spokane, Portland, and Seattle Railway to visit the beaches in Seaside but the line was removed after the war.⁴

By the turn of the century Seaside—named after the Seaside House—had evolved into two separate towns, Seaside and West Seaside, on opposite sides of the Necanicum. In 1902 the combined population was 500,

2000 Employment structure



with summer populations rising to 5,500–10,500. Transportation facilities had improved and the town boasted five hotels, numerous stores, a Western Union Telegraph, four daily trains, cannery, sawmill, box factory, three churches, and a school.⁵

The two cities, Seaside (incorporated in 1899) and West Seaside (incorporated in 1905), merged in 1913 and the city constructed its first high school three years later. In 1920 Seaside's unique and famous landmark, the Promenade, was constructed along 8,010 feet of beach front. Its dedication drew between 25,000 and 30,000 visitors. Tourists businesses (souvenir shops, concessions, amusement rides, and taffy stores) rapidly occupied spots along the promenade. In 1924 Seaside House, after serving as a military hospital during World War I, was dismantled and its grounds purchased by the Seaside Golf Course. The next few decades saw the rise and fall of several local businesses, but following World War II Seaside's economy again began to boom. The Seaside-Gearhart Airport was dedicated in 1957, further solidifying the city's role as a prominent tourist destination on the Oregon coast.⁶

Today the primary industries of Clatsop County are fishing, lumber, agriculture, and tourism. The area is a major recreation center with miles of ocean beaches, dense forests, streams, mountains, and rivers. Seaside is one of three popular beach resorts in the county, where tourists come to walk along the oceanfront promenade and enjoy numerous recreational opportunities. Astoria, 17 miles north of Seaside, is home to a deepwater port where several cruise ships dock each year. The Necanicum River estuary at Seaside occupies approximately 451 acres with a watershed of about 87 square miles. It is designated as a conservation estuary under the Oregon Estuary Classification System. The increase in transportation facilities, recreational opportunities, and community services in Seaside has

lead to growth in residential, tourist, and retirement populations over the last several decades.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 59.1% of Seaside's potential labor force 16 years of age and older were employed, 2.6% were unemployed, and the unemployment rate was 4.2% (calculated by dividing the unemployed population by the labor force). In addition, 38.3% were not in the labor force. The top employment sectors were service jobs (28.2%), sales and office positions (28.1%), management, professional, and related occupations (24.6%), and local, state, or federal government (11.1%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

Seaside is predominantly a retirement community. Its economy relies heavily on tourism and to a lesser extent on fishing, seafood, and wood processing. The top four employers in 2002 were the Seaside School District (187), Providence Seaside Hospital (185), Safeway (160), and the City of Seaside (80). Tourism in Seaside is well developed with more than 30 hotels and vacation rentals and 18 restaurants.

According to the 2000 U.S. Census, the per capita income in 1999 was \$17,893 and the median household income was \$31,074. In 1999 5.6% lived below the poverty level. Seaside had 4,078 housing units in 2000, of which 65.1% were occupied and 34.9% were vacant. Of the occupied units, 47.9% were by owner and 52.1% were by renter. Of the vacant units, 53.5% were due to seasonal, recreational or occasional use.

Governance

Seaside is an incorporated city that operates under a council-mayor government. Six city council members represent the community. Oregon has no general sales tax but levies a 1% tax on overnight lodging. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The National Marine Fisheries Service has offices 16 miles north of Seaside in Hammond and in Astoria. Seaside is home to an Oregon Department of Fish and Wildlife (ODFW) field office for the Jewel Meadows Wildlife Area. The nearest ODFW regional office is located 95 miles southeast in Clackamas. Seaside is 13 miles from the closest U.S. Coast Guard Unit in

Warrenton and 80 miles from the nearest U.S. Citizenship and Immigration Services Office in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland.

Facilities

Seaside is accessible by ground and air. The main roads connecting Seaside to neighboring communities include U.S. Highway 101 south to Cannon Beach and U.S. Highway 26 southeast to Portland and north to Astoria. Amtrak offers daily bus service to Portland and the Sunset Empire Transportation District provides local bus service. Portland International Airport is the closest airport offering international service. The Seaside Municipal Airport is accessible by single engine and light twin engine aircraft only. The nearest ports are 17 miles northwest in Astoria and 15 miles north in Hammond. The Astoria port group includes Gearhart/Seaside and Cannon Beach.

The Seaside School District provides kindergarten through twelfth grade education to more than 1,500 students. Clatsop Community College, a public, two-year institution, is about 17 miles north in Astoria and has an enrollment of more than 10,000. Pacific Power and Light and Northwest Natural Gas are the primary electricity and gas providers for the city. The City of Seaside provides water and wastewater treatment services and its police department administers public safety. Seaside is home to the Providence Seaside Hospital, offering in-house physician care and emergency services.

Local businesses include the Seaside Aquarium, City of Seaside Library, Seaside Historical Society Museum, Seaside Theatre Company, Seaside Chamber of Commerce, an indoor youth center, and several recreational activities and places of worship. The Seaside Aquarium, founded in 1937, is one of the oldest aquariums on the West Coast. The aquarium is active in several community awareness programs including Marine Mammal Stranding, Necanicum Estuary Discovery Program, Sea Week, and other educational tours and activities for children. There are several community events held in Seaside each year including the Oregon Dixieland Jubilee, Spring Whale Watch Week, Great Oregon Spring Beach Cleanup, Seaside Sand Sculpture and Beach Festival, Seaside Beach Volleyball Tournament, Chocolate Lovers Festival, Seaside Chowder Cook-off, and the Hood to Coast Relay Race. There is no harbor located at Seaside.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 there were no landings reported for Seaside, however, residents of Seaside may contribute to fish landed in nearby Gearhart, which reported landings in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): salmon confidential/confidential/2; and shellfish 0.4 t/\$2,919/8.

Seaside residents owned 12 vessels in 2000, including 4 vessels that participated in the federally managed groundfish fishery. Available data indicates 12 commercial vessels made landings in Gearhart in 2000. According to recorded data, the number of vessels owned by Seaside residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/3/0, crab 0/3/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/11/2, shellfish NA/0/NA, and shrimp NA/3/2.⁷

In 2000 the number of Seaside residents who held permits in each fishery by state (WA/OR/CA) was: crab 0/4/0, highly migratory species NA/0/0, salmon 0/9/1, shellfish 0/0/NA, shrimp 1/3/2, and other species 0/0/1.⁸

According to available data, 15 state permits were registered to Seaside residents in 2000. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/2/0, crab 0/2/0, highly migratory species NA/0/0, salmon 0/0/3, shellfish 0/0/NA, shrimp 1/3/3, and other species 0/0/1.⁹

According to a joint ODFW and Oregon Coastal Zone Management Association Inc. (OCZMA) publication in 2003, the Astoria port group (which includes Gearhart/Seaside) landed 130.1 million pounds of fish in 2000 valued at \$29.4 million.¹⁰ Most fish meal production in Oregon is done by several large seafood processors based in Astoria. The homeport vessel count for the Astoria port group was 359 vessels in 2000, including 44 vessels with limited entry trawl permits, 20 with limited entry fixed gear permits, and 25 vessels making landings in the open access groundfish fishery. The ODFW/OCZMA report defines a vessel's homeport as the port where a vessel made its most landings.

Fieldwork indicates Tsunami Seafood and Exotic Meats, a seafood retailer and café, has closed its Seaside business. The company used to supply local and national buyers with a wide range of seafood including smoked and fresh salmon, shellfish, albacore tuna, crawfish, shrimp, and sole. The Bell Buoy Crab Company, founded in 1946, offers fresh, cooked, and canned seafood. Bell Buoy also owns a small plant in Chinook, Washington, which it purchased from Ocean Beauty Seafood in the late 1990s.¹¹

Some vessels homeported in Seaside may occasionally fish in Hawaii. Razor clam digging also takes place in Seaside as an open access fishery. Fieldwork indicates residents sell razor clams to Bell Buoy Crab Company and to commercial fishermen for bait.

Sportfishing

Seaside had at least seven outfitter guide businesses in 2003, and residents owned at least three licensed charter vessel businesses, each capable of holding six passengers. One charter business homeports its vessel in Hammond. Internet fishing guide sources indicate at least four sportfishing businesses operating in Seaside: Perry's Fishing Adventures, Salmon Master Guide Service, Hilene Guide Service, and Columbia River Discovery Tours. In 2004 Seaside had two sportfish licensing vendors whose agents sold 1,286 licenses in 2000 at a value of \$18,763. Area sport fishermen are also involved in a local surf perch fishery, a sport crab fishery, steelhead fishing in the Necanicum River, and trout and carp fishing.

Subsistence

Nontribal and tribal fishermen, including members of the Confederated Tribe of the Siletz, may utilize marine and stream resources for subsistence means from the areas within and surrounding Seaside. Specific information on subsistence fishing in Seaside is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Seaside residents owned four vessels involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries: Bering Strait Aleutian Island (BSAI) groundfish and Gulf of Alaska groundfish, halibut, and salmon. All landing data are confidential.

Six community residents held registered state permits and nine held registered federal permits.

A total of 14 state and federal permits were registered to individuals in Seaside in 2000. Residents held three groundfish License Limitation Program permits, two Commercial Fisheries Entry Commission (CFEC) BSAI groundfish, three CFEC halibut permits, and three CFEC salmon permits. The halibut and sablefish individual fishing quota shares for Seaside residents were 1,206,438 and 1,897,793 respectively.

In 2000 21 residents held crew member licenses for North Pacific fisheries.

Sportfishing

Seaside residents purchased 33 Alaska sportfishing licenses in 2000.

Notes

1. Clatsop County. No date. Clatsop County reference information: The history of Seaside, OR. Online at <http://www.clatsop.com/ccri/seaside/> [accessed 26 January 2007].
2. See note 1.
3. See note 1.
4. See note 1.
5. See note 1.
6. See note 1.
7. NA refers to data that were not available, for example due to few recorded permit numbers or the partially permitted nature of a fishery in 2000.
8. See note 7.
9. See note 7.
10. Oregon Department of Fish and Wildlife. 2003. Oregon's commercial fishing industry: Review of years 2000 and 2001, Preliminary estimates for 2002, Outlook for 2003. Online at http://www.dfw.state.or.us/odfwhtml/commercial/commercial_fishing_report.pdf [accessed 26 January 2007].
11. See note 10.

Siletz

People and Place

Location

Siletz is a few miles inland from Oregon's north coast in Lincoln County, 8 miles northeast of Newport. The town is 132 miles southwest of Portland. Siletz encompasses 0.6 square miles of land and its geographic coordinates are lat 44°43'19"N, long 123°55'08"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Siletz was 1,133. The gender composition was 48.9% female and 51.1% male. The median age was 36.1, close to the national median age of 35.3. Of the population 18 years of age and older, 71% had a high school education or higher, 6.5% had a bachelor's degree or higher, and 1.6% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Siletz's racial structure was white (71.2%), followed by American Indian and Alaska Native (21%), people who identified with two or more races (6.1%), Asian (0.7%), black (0.4%), people who identified with some other race (0.4%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 1.9% identified as Hispanic. A small percentage (2.1%) of the population was foreign-born.

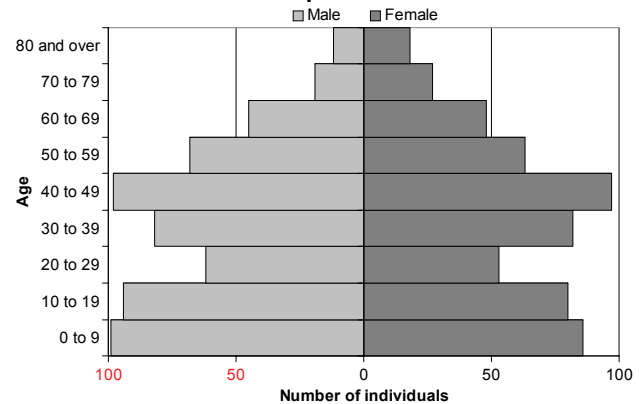
In 2000 88.1% of the population lived in family households.

History

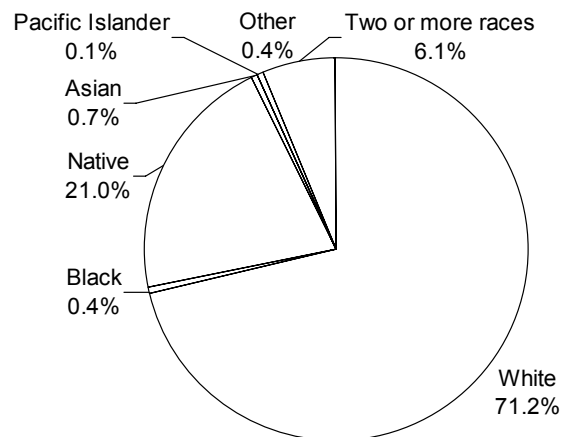
The roots of the Siletz peoples lie in 27 tribes that once populated the coastal areas of Lincoln, Tillamook, and Lane Counties. In 1851 the U.S. Government forced the Indians of western Oregon onto reservations as a way of reducing conflicts between the Indians and the flood of Euro-Americans who came following the discovery of gold.¹

Over the years the size of the Siletz Reservation has been reduced. A railroad to the coast split the reservation in the late 1860s and large sections were opened to white settlement. During the next several decades, parts of the reservation were closed and the Dawes Act of 1887 replaced tribal lands with allotments. Lands not eventually allocated to Indians went into the public domain and were sold to white settlers. In 1956 the Western Oregon Termination Act declared the people of the Siletz Tribe were no longer Indians. As a result more of their land was sold to settlers and given to the town of Siletz. In 1977 the Siletz Tribe, with the enactment of the

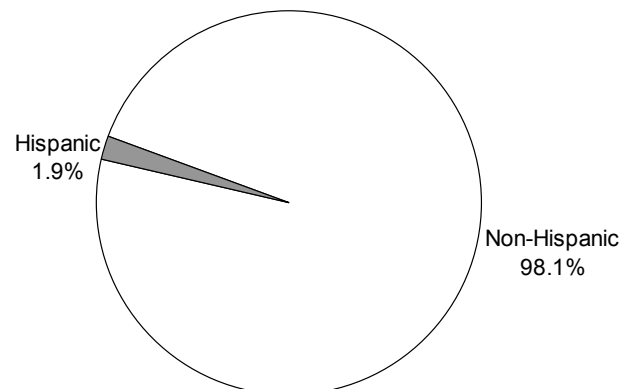
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



Siletz Restoration Act, regained recognition. The reservation now includes approximately 39 acres near town and 3,630 acres of timberland throughout Lincoln County. In 1991 the tribe built a 13,500 square foot tribal health clinic. The clinic is a valuable asset to the community as it serves tribal members and nonmembers. The Siletz community hosts several events throughout the year, including an annual powwow in July. Today the Confederated Tribes of Siletz plays an important role in the area.

Native Americans relied on natural resources long before the arrival of Euro-American settlers, subsisting by fishing, hunting, and gathering. In recent times, they gathered a variety of plants, hooked and trapped lamprey, caught salmon, collected freshwater mussels, and hunted deer. However, recent declines in lamprey and salmon populations have reduced access to these two important traditional food sources.² Although Oregon does not recognize the tribe's coastal fishing rights today, the tribe believes they are legitimized through treaty rights.^{3, 4, 5}

Euro-American settlers continued to enter the Siletz area throughout the latter 1800s. They established general stores in the community. Pack trains brought supplies to homesteaders who settled in rural areas outside of town. Siletz was similar to the rest of Lincoln County in that its major industries were logging, lumber, farming, rock crushing, reforestation, gathering native flora, and cascara bark peeling. The town of Siletz was established in 1910 and the community was eventually incorporated in 1946. In the early days travel in the Siletz area was difficult, primarily by foot or horse. A ferry aided those who crossed the Siletz River.⁶ The 29 June 1939 edition of the Lincoln County Leader describes Siletz as a center of trade and logging, because much of the timber headed for California and many eastern ports at that time came from the area.

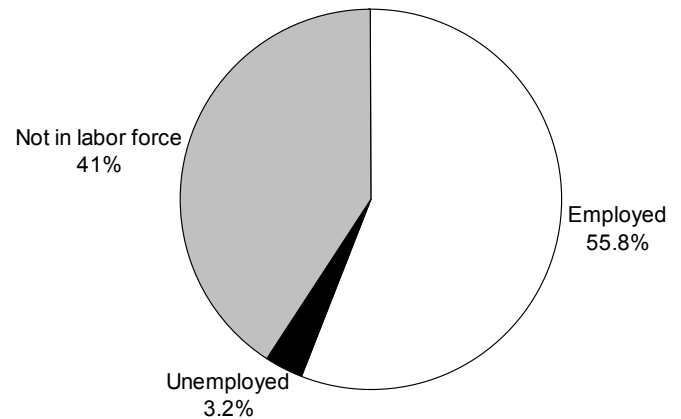
Infrastructure

Current Economy

According to the 2000 U.S. Census, 55.8% of the potential labor force of Siletz 16 years of age and older were employed, 3.2% were unemployed, and the unemployment rate was 5.5% (calculated by dividing the unemployed population by the labor force). In addition, 41% were not in the labor force. A top employment sector was government (21.8%). Natural resource jobs including agriculture, fishing, forestry, or hunting employed 4.8%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

While many residents work in the nearby cities of Newport and Toledo, some are still involved with the

2000 Employment structure



area's traditional industries, logging and agriculture. One of the area's major employers is the Georgia Pacific Pulp and Paper mill nearby in Toledo; Koch Industries purchased the mill from Georgia Pacific in 2005.

At present Siletz is home to more than 1,300 people. According to the 2000 U.S. Census, the per capita income was \$14,690, compared to the national per capita income of \$21,587, and the median household income was \$38,542. In 1999 15.4% lived below the poverty level. In 2000 there were 468 housing units in Siletz, of which 89.7% were occupied and 10.3% were vacant. Of the vacancies, 22.9% were due to seasonal, recreational, or occasional use.

Governance

The City of Siletz, incorporated in 1946, has a mayor-council form of government. The Confederated Tribes of Siletz is a federally recognized confederation of 27 bands historically ranging from Northern California to Southern Washington. In 1992 congress legislated the tribe's self-governance, enabling the tribe to compact directly with the federal government, giving them control over funding and programming.

Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The nearest office of the National Marine Fisheries Service is 15 miles away in Newport, which is also home to a U.S. Coast Guard station. The closest marine resources program of the Oregon Department of Fish and Wildlife is in South Beach. Portland is home to the district office of the U.S. Citizenship and Immigration Services. Meetings of the Pacific Fisheries Management and North Pacific Fisheries Management councils are also held in Portland.

Facilities

The nearest airports to Siletz are in Newport and Corvallis, 15 miles and 47 miles away respectively. The nearest major airport is Portland International Airport.

Siletz has a charter school with 227 students enrolled in kindergarten through eighth grade. The community's high school students may attend several schools in Lincoln County, including Toledo High School, Newport High School, and Eddyville Charter School.

The Central Lincoln Public Utility District provides electricity and the City of Siletz provides water and wastewater treatment. The water supply comes from surface sources and the Siletz River. At present the city has no storm drainage system. The Siletz Tribal Police Department and the Lincoln County Sheriff's Office administer public safety. Hospitals are located 27 miles away in Lincoln City and 11 miles away in Newport. The closest regional hospital is 51 miles away in Corvallis. While Siletz has no overnight accommodations, the nearby cities of Newport and Toledo have 23 hotels and 1 hotel respectively.

Involvement in West Coast Fisheries

Commercial Fishing

Siletz is landlocked so there were no fish landed in the town in 2000, although community members did participate in the region's commercial fisheries. Siletz residents owned 13 vessels that fished in West Coast fisheries, including 7 that made landings in the federally managed groundfish fishery. The number of vessels owned by residents of Siletz in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/1, crab 0/7/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/10/4, shellfish NA/1/NA, and shrimp NA/3/0.⁷

In 2000 seven community members held six permits for the federal groundfish fishery. The number of residents holding state permits in each fishery by state (WA/OR/CA) was: coastal pelagic species 1/1/2, crab 1/6/0, highly migratory species NA/0/1, salmon 0/9/5, shellfish 0/1/NA, shrimp 1/3/1, and other species 0/2/0.⁸

At least 26 permits were registered to community members in 2000 and 20 were for state fisheries. The number of state permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 1/1/3, crab 1/0/0, highly migratory species NA/0/1, salmon 0/0/9, shellfish 0/1/NA, and shrimp 1/0/2.⁹

Sportfishing

In 2000 three sportfishing outfitters were based in Siletz, including one charter business that based its vessel in Newport.

Subsistence

The Siletz Tribe has rights to fish for salmon in several of the area's freshwater environments. The Oregon Department of Fish and Wildlife issues the tribe 200 salmon tags, which they reissue to tribal members for use during the fall cultural fishing season. The tribe may receive up to 4,000 pounds of surplus salmon annually from the State of Oregon. Tribal members also have rights to gather eels, seaweed, and fresh water mussels within Lincoln County for noncommercial purposes. The tribe may also ask the state to issue special gathering permits for sea anemones, rock oysters, and saltwater mussels within Lincoln County.¹⁰

Involvement in North Pacific Fisheries

Commercial Fishing

Residents of Siletz owned four vessels that participated in North Pacific fisheries in 2000. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): Bering Sea/Aleutian Island (BSAI) groundfish confidential/confidential/2, Gulf of Alaska groundfish confidential/confidential/2, halibut confidential/confidential/1, salmon confidential/confidential/1, and other finfish confidential/confidential/2.

Nine community members held federal permits and 10 held state permits during the same year. In 2000 11 residents held crew member licenses for North Pacific fisheries.

Siletz residents held 20 commercial permits for North Pacific fisheries in 2000. Residents held four groundfish License Limitation Program permits, one halibut Commercial Fisheries Entry Commission (CFEC) permit, eight BSAI groundfish CFEC permits, one salmon CFEC permit, and two shellfish CFEC permits. In addition, community members held 45,750 halibut individual fishing quota shares.

Sportfishing

Siletz residents purchased 19 licenses to recreationally fish in Alaska in 2000.

Notes

1. Confederated Tribes of Siletz Indians. 2003. Confederated tribes of Siletz Indians-Tribal profile. Online at <http://www.npaihb>

- .org/profiles/tribal_profiles/Oregon/Confederated%20Tribes%20of%20Siletz%20Indians%20Tribal%20Profile.htm [accessed 26 January 2007].
2. R. Garono and L. Brophy. 1999. Rock Creek (Siletz) watershed assessment final report. Online at <http://www.earthdesign.com/rockcreek/DRAFT.PDF> [accessed 26 January 2007].
 3. Field notes, Siletz Tribe Fish and Wildlife Officer, Siletz, WA, 23 August 2004.
 4. Northwest Portland Area Indian Health Board. 2003. Confederated tribes of Siletz Indians. Online at http://www.npaihb.org/profiles/tribal_profiles/Oregon/Confederated%20Tribes%20of%20Siletz%20Indians%20Tribal%20Profile.htm [accessed 26 January 2007].
 5. The Confederated Tribes of Siletz. No date. Confederated Tribes of Siletz-History and Culture. Online at http://www.ctsi.nsn.us/History_and_Culture.html [accessed 26 January 2007].
 6. G. Castle and V. Kentta. 1976. History of the Siletz area, Number VIII. Document obtained from Jodi Weeber, Oregon Coast History Center, Newport, OR.
 7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
 8. See note 7.
 9. See note 7.
 10. The National Tribal Justice Resource Center. 1999. The Confederated tribes of Siletz Indians of Oregon: Tribal government operations. Online at <http://www.tribalresourcecenter.org/ccfolder/silcode14huntingetcord.htm> [accessed 26 January 2007].

Sisters

This community was profiled before analysis of data indicated that Sisters had a level of involvement in fishing below the criteria for inclusion in this document. For this reason, a full profile including graphics was not completed.

People and Place

Location

Sisters is located in Deschutes County in the high desert of Central Oregon at the base of the Three Sisters Mountains near the Metolious and Deschutes rivers. The community is 154 miles east of Portland. Sisters encompasses an area of 1.5 square miles. Its geographic coordinates are lat 44°38'13"N and long 124°03'08"W.

Demographic Profile

According to the 2000 U.S. Census, Sisters had a population of 959, a 41.2% increase from 1990. The gender composition was 50.5% female and 49.5% male. The median age was 38.8, compared to the national median of 35.3 years. Of the population 18 years of age and older, 87.5% had a high school education or higher, 17.4% had a bachelor's degree or higher, and 5.8% had a graduate or professional degree or higher; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Sisters' racial composition was white (95.8%), followed by Native American or Alaska Native (1.6%), people who identified with some other race (1.4%), people who identified with two or more races (0.8%), and Asian (0.4%). Ethnicity data indicate 4.6% identified as Hispanic, and 1.8% were foreign-born. The nonprofit organization Economic Development for Central Oregon reported an additional 9,000 people live within a 5-mile radius of Sisters.¹

History

The Sisters area was first used as a crossroads for Native Americans traveling from the Willamette Valley. Three different societies, who would later make up the Confederated Tribes of Warm Springs, lived along the Columbia River, the Cascade Mountains, and parts of southern Oregon before European settlers arrived. The Wasco bands were the farthest east Chinook-speaking Indians that lived on the Columbia River and were primarily fishermen. They traded bread, salmon meal, and bear grass for other goods from neighboring tribes, such as the Clackamas and the Warm Springs. The Warm Springs band spoke Sahaptin and lived along the Columbia's tributaries. These bands moved between

winter and summer villages, depending on salmon, other game, and roots and berries. Members of both the Wasco and the Warm Springs bands built elaborate scaffolding over waterfalls to harvest fish using long-handled dip nets. The Paiute were much different from the other two bands, living on the high-plains of southeastern Oregon and speaking a Shoshone dialect. The band migrated far for game and did not rely on fish for their diet. Contact between the Paiute and the Wasco and Warm Springs bands was infrequent and sometimes erupted in conflict.²

Fur trappers and explorers of the Hudson's Bay Company arrived around 1810 and followed Indian trails that led toward Warm Springs and through Cascade Mountain passes to the east and the Columbia River.^{3, 4} Most early pioneers following the Oregon Trail avoided Central Oregon due to the natural barrier created by the Cascade Mountains.⁵ However, by the 1850s nearly 12,000 settlers were moving through Wasco and Warm Springs territories each year. In 1855 Joel Palmer, Indian superintendent, negotiated a treaty with the Warm Springs and Wasco tribes in which they gave up 10 million acres of land in exchange for exclusive use of the Warm Springs Reservation. In addition, the tribes kept their rights to harvest fish, game, and other foods in their usual and accustomed places, even those that were off the reservation. Thirty-eight Paiutes were moved to the Warm Springs Reservation from the Yakama Reservation in 1879 and more eventually followed.

In 1937 the three tribes organized the Confederated Tribes of Warm Springs Reservation of Oregon under the Indian Reorganization Act of 1934. In 1938 they formally accepted a corporate charter from the federal government for their business enterprises.⁶ The tribes continue to support the surrounding areas with a number of businesses that provide employment and commerce for local residents of Sisters and other communities, as well as participating in local cultural events and festivals. Many of the foods utilized in the past and methods used to harvest these foods are still an important part of contemporary Indian life.

In 1859 the first route from the Willamette Valley was discovered and soon new routes were developed to gold mines in eastern Oregon and Idaho. In 1865-66 volunteers from Polk County established Camp Polk, a military base built along Squaw Creek to protect settlers and miners from Indian attacks. The attacks never happened and the camp was abandoned.⁷ Samuel M. Hindman homesteaded the site in 1870 and opened a post office and store. The post office closed in 1888 and relocated to the John Smith General Store. Sisters was chosen as the name for the new town, in honor of Faith,

Hope, and Charity, the Three Sister Mountains. The community was officially platted in 1901.^{8,9}

Community members took advantage of the town's location at the intersection of the Santiam and McKenzie roads. For the next 50 years, Sisters was a supply stop for travelers and sheepmen, as well as for the growing lumber and agriculture industries. In 1923–24 the entire town burned to the ground in two major fires. Despite economic hardships, the residents rebuilt the community. Sisters incorporated in 1946. The last mill closed in 1963 when lumber production fell and the population declined.

In 1969 Brooks Resources Corporation began development on the Black Butte Ranch resort and residential area. The developers offered money to businesses in Sisters to build 1880s western-style storefronts and signs.¹⁰ Sisters evolved and reemerged as a tourist town that would eventually become known as the Gateway to the Cascades. The town economy stabilized to become a resort town and service center to Black Butte Ranch and other residential areas. Today the community is known for unique shops, galleries, and eating establishments as well as its proximity to the Metolius and Deschutes rivers, two of the most popular fly fishing streams in the northwest.^{11, 12}

Tourists visit Sisters year-round for numerous festivals and events. The Annual Metolius Bamboo Rod and Fly Fishing Fair is held during the summer and provides opportunities to learn about bamboo fly rods, how to tie flies, and to experience the work of local Northwest artisans. The Annual Sisters Western and Native American Arts Festival also takes place during the summer months. Participants can experience what life was like for Native Americans and pioneers in the past, as well as demonstrations of contemporary local native culture.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 62.7% of Sisters' potential labor force 16 years of age and older were employed, 3.8% were unemployed, and the unemployment rate was 5.7% (calculated by dividing the unemployed population by the labor force). In addition, 33.5% were not in the labor force. The top employment sectors were retail trade (18.8%), government (13.9%), accommodation and food services (13.2%), manufacturing (12.3%), and educational, health, and social services (12.3%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 4.5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

The major industries in Sisters are tourism, agriculture, and timber.¹³ The five largest employers are St. Charles Medical Center, Black Butte Ranch, Bank of the Cascades, Multnomah Publishers, and Ray's Food Place.¹⁴ According to Economic Development for Central Oregon, Sisters has one of the highest per capita retail spending of any community in Oregon.¹⁵

According to the 2000 U.S. Census, the per capita income of Sisters in 1999 was \$17,847 and the median household income was \$35,000. In 1999 10.4% lived below poverty level. Of Sisters' 482 housing units in 2000, 82.4% were occupied and 17.6% were vacant. Of the occupied units, 58.4% were by owner and 41.6% were by renter.

Governance

Sisters is incorporated and operates under a council-manager charter. Oregon has no general sales tax but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The closest National Marine Fisheries Service office is a research station in Newport, 158 miles west of Sisters. The community is near the High Desert Region office of the Oregon Department of Fish and Wildlife in Bend (22 miles) and is 154 miles from the nearest U.S. Coast Guard Unit and U.S. Citizenship and Immigration Services Office, both in Portland. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are also held in Portland.

Facilities

Sisters is accessible by land and air. Major highways that intersect the community are U.S. Highway 20 and Oregon Highway 126. The closest bus service is in Bend. The local Sisters Eagle Airport serves small planes. The community is located approximately 20 miles from Roberts Field at the Redmond Municipal Airport and 167 miles from Portland International Airport.

Local schools include one elementary school, one middle school, and two high schools; one of the high schools is an alternative school. The Deschutes County Sheriff's Department administers local law enforcement. The Central Electric Cooperative supplies electricity to area residents. The City of Sisters oversees the water supply and the sewer system, and is currently developing a municipal sewer system to enable the community to expand and develop.¹⁶ The closest health care facility, St. Charles Medical Center, is 20 miles away in Bend. Sisters' lodging accommodations include the Black Butte

Ranch, bed and breakfasts, condominiums, hotels and motels, campgrounds and recreational vehicle parks, and vacation rentals.

Wizard Falls Fish Hatchery is located nearby on the Metolius River. The hatchery raises close to 3 million fish, including rainbow, brook, and brown trout, kokanee (landlocked sockeye salmon), and Atlantic salmon.¹⁷

Involvement in West Coast Fisheries

Commercial Fishing

According to recorded data, Sisters residents did not participate in West Coast fisheries in 2000.

Sportfishing

Sisters had at least four outfitter guide businesses in 2003. Internet fishing guide sources show at least one sportfishing business currently operating in the community.¹⁸ At present, Sisters has six sportfishing license vendors. In 2000 agents sold 2,242 licenses at a value of \$40,389.

Subsistence

Many local community members engage in subsistence fishing. Both nontribal and tribal fishermen, including members of the Confederated Tribes of Warm Springs, utilize stream resources for subsistence means from the areas within and surrounding Sisters. Specific information on subsistence fishing in Sisters is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 three community members held registered federal permits. The halibut and sablefish individual fishing quota shares for Sisters' residents were 2,121,042 and 1,185,556 respectively. Three Sisters community members held crewmember licenses for North Pacific fisheries.

Sportfishing

Sisters residents purchased 42 Alaska sportfishing licenses in 2000.

Notes

1. Economic Development for Central Oregon. 2003. Communities: Sisters. Online at <http://www.edforco.org/communities/sisters/sisters.html> [accessed 29 January 2007].

2. The Confederated Tribes of Warm Springs. 2004. Chronology. Online at http://www.warmsprings.com/Warmsprings/Tribal_Community/History__Culture/ [accessed 29 January 2007].

3. Informat Communications. 1995. Sisters history. Online at <http://www.informat.com/places/sisters/history.html> [accessed 29 January 2007].

4. R. Hatton. No date. A brief history of Sisters. Online at <http://www.sisterschamber.com/Sisters-Community/History-of-Sisters/default.aspx> [accessed 29 January 2007].

5. See note 3.

6. See note 2.

7. See note 3.

8. See note 1.

9. See note 4.

10. See note 3.

11. See note 4.

12. Sisters Chamber of Commerce. No date. Recreation in Sisters: Fly fishing. Online at <http://www.sisterschamber.com/Sisters-Community/History-of-Sisters/default.aspx> [accessed 29 January 2007].

13. Oregon Economic & Community Development Department. 2004. Sisters community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Sisters&-script=hit%20count&-Find> [accessed 29 January 2007].

14. Sisters Oregon Guide. 2004. Facts & figures. Online at <http://www.sistersoregonguide.com/recreation.htm> [accessed 29 January 2007].

15. See note 1.

16. See note 1.

17. Wizard Falls fish hatchery. No Date. Online at <http://www.sistersoregonguide.com/sisters-must-see.html> [accessed 29 January 2007].

18. Sportfishing businesses determined via internet search. Online at <http://www.fishingnetwork.com> [accessed September 2004].

Tillamook

People and Place

Location

Tillamook is located on the shores of Tillamook Bay and U.S. Highway 101, approximately 73 miles west of Portland. It covers 1.5 square miles of land in Tillamook County. The geographic coordinates of Tillamook are lat 45°27'23"N and long 123°50'34"W.

Demographic Profile

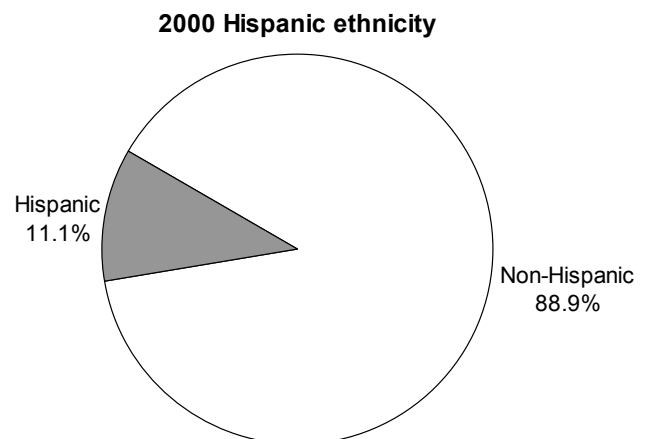
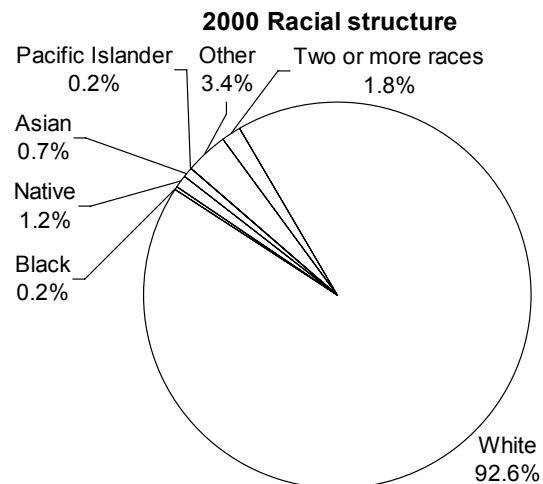
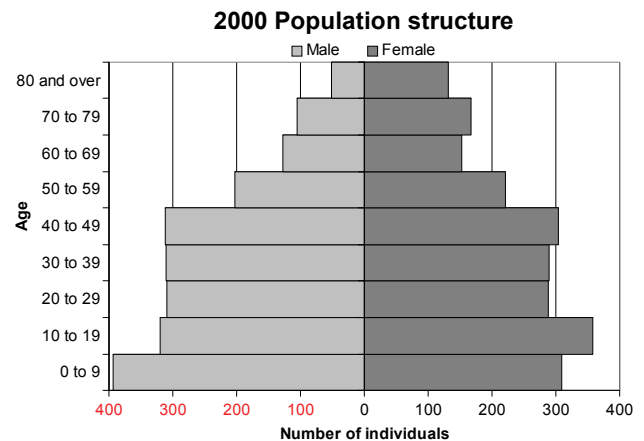
According to the 2000 U.S. Census, the population of Tillamook was 4,352, an 8.8% increase from 1990. The gender composition was 51% female and 49% male. The median age was 33.3, comparable to the national median of 35.3. Of the population 18 years of age and older, 81.4% had a high school education or higher, 13.1% had a bachelor's degree or higher, and 2.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. A high school education was the highest attainment for 43% of the population.

The majority of Tillamook's racial structure was white (92.6%), followed by people who identified with some other race (3.4%), people who identified with two or more races (1.8%), American Indian and Alaskan Native (1.2%), Asian (0.7%), black (0.2%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 11.1% identified as Hispanic. Slightly more than five percent (5.3%) were foreign-born, of which 72.5% were born in Mexico.

In 2000 approximately 82% of the population lived in family households.

History

Native Americans inhabited Tillamook County long before Euro-Americans came to the Pacific Northwest. Tribes such as the Tillamook, Nehalem, and Nestucca fished and hunted throughout the coastal areas. The people had a close relationship with the sea and area waterways, as evidenced by the boats they built. Their dugout canoes ranged from tiny vessels used for duck hunting to large canoes used for long distance travel to California. At one time the Tillamook people had a fishing village near Garibaldi's present location. The Indians of Tillamook Bay died in large numbers due to European diseases. The population was approximately 2,200 at the turn of the nineteenth century, but declined to one-tenth of that by the mid-1800s.



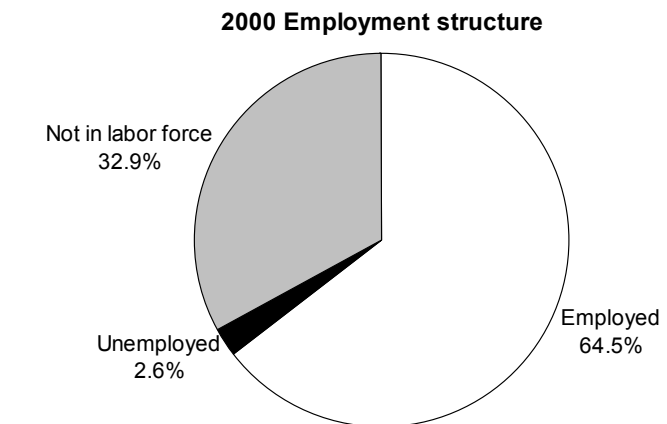
Captain Robert Gray is credited with being the first Euro-American to land in Tillamook Bay (1788), but it was not until the middle of the 1800s that white settlers came to the area. The entrance to the bay is recognized as challenging today and was identified as perilous by a member of Gray's crew who told of an awkwardly situated shoal, narrow entrance, and strong tide. In 1853 the territorial government created Tillamook County. Its earliest industries were shipping, logging, fishing, farming, and dairy. Fishing played a key role as an avenue for bringing cash into the area. Fish caught in the area's coastal waters, bays, and rivers were processed in numerous canneries throughout the area. Middlemen bought the packaged fish and sold them in Willamette Valley. The funds enabled the development of other enterprises and aided the growth of area communities.

The dairy and lumber industries developed alongside fishing. Dairy's success was due to the production of cheese that could withstand long storage periods for distribution. The lumber industry took off in the 1890s with the need for containers for dairy, fish, and other products. In 1911 the Pacific Railway and Navigation Company constructed a railway from Portland to Tillamook. This reliable source of transportation facilitated growth of the three industries.

Concerns with overfishing arose early in the 1900s. Salmon, particularly coho, have declined significantly over the years. Gillnet and trawl fishing were banned in the bay in 1961. The designation of coho salmon as an endangered species in the 1990s and an increase in the restrictions placed on harvesting bottomfish further limited area commercial fishermen. Commercial clamming, oystering, and shrimping in the bay were relatively successful in the 1990s; however, the commercial oyster industry has declined as a result of sedimentation and pollution.

In recent years, shrimp harvests have declined, resulting in a decrease in the number of shrimp processing companies and available shrimp peeling machines. Today the community has one processor with two peeling machines servicing two to three boats. Fieldwork suggests this is down from three companies with seven peelers servicing up to 14 full-time boats several years ago. As processing capacity diminished, several boats relocated to the Columbia River ports of Warrenton and Astoria. Also contributing to the relocations were unpredictable conditions at the mouth of Tillamook Bay on Garibaldi Bar, where as fieldwork suggests the lack of dredging often creates unsafe conditions. Additionally, some fishermen no longer target shrimp due to declining prices and high fuel costs.

Despite the recent downturn in several of the area's commercial fisheries, the bay's sportfishing industry has



enjoyed substantial growth. The tourism industry (specifically sportfishing) developed in part as an economic response to the area's waning lumber and commercial fishing industries, and expanded significantly in the 1980s.^{1, 2}

Infrastructure

Current Economy

According to the 2000 U.S. Census, 64.5% of Tillamook's potential labor force 16 years of age and older were employed, 2.6% were unemployed, and the unemployment rate was 3.8% (calculated by dividing the unemployed population by the labor force). In addition, 32.9% were not in the labor force. The top employment sectors were manufacturing (15.3%), retail trade (13.7%), local, state, or federal government (12%), health care and social assistance (13.7%), and accommodation and food services (9.8%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 9.4%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The Oregon Economic and Community Development Department lists the top three Tillamook employers as Tillamook Creamery Association (360 employees), Tillamook Lumber Company (160 employees), and Trask River Lumber Company (140 employees).³

Tillamook's per capita income in 1999 was \$15,160 and the median household income was \$29,875, according to the 2000 U.S. Census. In 1999 15.4% lived below the poverty level. Tillamook had 1,898 housing units in 2000, of which 92.6% were occupied and 7.4% were vacant. Of the occupied units, approximately 50.7% were by owner and 49.3% were by renter. About

half (51.4%) of the vacant housing units were available for rent.

Governance

In 1853 Tillamook County was created and in 1891 the City of Tillamook was incorporated. As the largest city in the county, Tillamook is governed by a city council consisting of a mayor and six council members, with each council member representing a ward. Oregon has no general sales tax, but levies a 1% tax on overnight lodging that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Tillamook is home to the North Coast Watershed District Office of the Oregon Department of Fish and Wildlife (ODFW) and its Trask River Hatchery. The ODFW Marine Resources Program is approximately 69 miles south in Newport. The National Marine Fisheries Services has a Northwest Fisheries Science Center field station in Newport. A U.S. Coast Guard station is 10 miles away in Garibaldi. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which is also home to the district office of the U.S. Citizenship and Immigration Services.

Facilities

Tillamook is on U.S. Highway 101, a major transportation corridor along the Pacific coast from Washington to California. It has a small public use airport and a larger airport is 65 miles away in Astoria; however, neither offer commercial airline services. The nearest airport offering commercial and international service is Portland International Airport. During the summer months, short excursion trips are available on a freight train operated by the Port of Tillamook. A county-operated local transit bus offers service to Portland twice daily (once on Sunday) where passengers can connect to Greyhound. Tillamook is accessible via water through the Port of Tillamook.

Tillamook is in the Tillamook School District, which administers four elementary schools, one junior high school, and two high schools. The Tillamook City Public Works Department provides water and sewer services to residents and the People's Utility District supplies electricity. Tillamook County General Hospital serves the community and surrounding area. The community's police force is contracted through the Tillamook County Sheriff Department; other emergency services are managed through the county's Office of Emergency. There are several options for overnight

accommodations in Tillamook including motels, hotels, and bed and breakfasts.

The Port of Bay Ocean was incorporated in 1911 and expanded to include the Tillamook Naval Air Station in 1953. The port housed two of the 17 blimp hangers constructed by the U.S. Navy in various ports across the nation in 1942 for the war effort. The aggregated facilities were renamed The Port of Tillamook Bay. In addition to the naval facilities, the port retains control of more than 80 miles of the Navy's former railroad that connects to the Southern Pacific Railroad. The system connects Tillamook to the Portland area. The port is now the area's largest full service industrial park, with more than 1,600 acres zoned for industrial and airport use. The port is located within the Tillamook County Economic Development Council Enterprise Zone and offers an attractive three-year property tax exemption for new and expanding non-retail businesses. Fieldwork indicates the nearest port facilities offering services to commercial and sport fishermen is the Port of Garibaldi; please see the Garibaldi community profile for additional information on harbor facilities.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 100 commercial vessels delivered landings to Tillamook. Landings data for Tillamook were recorded as part of the Tillamook/Garibaldi Port Group. Reported landings for the group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels delivering landings): crab 177.3 t/\$863,228/19; groundfish 110.2 t/\$140,155/34; highly migratory species 134.1 t/\$262,623/18; salmon 48.2 t/\$174,609/50; shellfish 45.7 t/\$31,044/12; shrimp 188.1 t/\$211,429/9; and other species 5.3 t/\$27,532/16. See the Garibaldi community profile for additional information.

Tillamook residents owned 22 commercial vessels in 2000, of which four participated in the federally managed groundfish fishery. The number of vessels owned by Tillamook residents participating in each fishery by state (WA/OR/CA) was: crab 0/3/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/24/1, shellfish NA/0/NA, and shrimp NA/0/0.⁴

In 2000 no Tillamook residents held federal groundfish permits. The number of Tillamook residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/2/0, highly migratory species NA/0/0, salmon 0/16/1, shellfish 0/0/NA, and other species 0/1/0.⁵

At least 25 state commercial fishing permits were registered to Tillamook residents in 2000. The number of state permits held by Tillamook residents in each

fishery by state (WA/OR/CA) was: crab 0/2/0, highly migratory species NA/0/0, salmon 0/20/2, shellfish 0/0/NA, and other species 0/1/0.⁶

As Tillamook is one of several Tillamook Bay communities—Rockaway Beach, Bay City, and Garibaldi—whose economies are intertwined, it is useful to look at the combined landings for the Tillamook Bay area to gain an understanding of the significance of commercial fishing in Tillamook. In 2000 landings of crab in the Tillamook Bay area were worth an estimated ex-vessel value of \$580,000, followed by shrimp \$421,000, groundfish \$165,000, albacore \$219,000, and Chinook salmon \$59,000. Fish processing plants in the Tillamook Bay area process shrimp, crab, salmon, albacore, sole, sablefish, lingcod, thornyheads, and other rockfish.⁷

Sportfishing

Sixteen registered outfitters or guides are based out of Tillamook. In 2000 six Tillamook residents owned licensed charter vessels. Nine sportfishing licensing agents based in Tillamook sold 4,675 licenses at a value of \$63,984.

For the Tillamook/Garibaldi Port Group, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 1,117 Chinook and 552 coho salmon. The recreational nonsalmonid catch in the Ocean Boat Fishery was 87,963 fish. The top five fish caught were black rockfish, yellowtail rockfish, canary rockfish, lingcod, and blue rockfish.

Subsistence

Local community members, both tribal and nontribal, may engage in subsistence fishing for marine and stream resources in Tillamook and the surrounding area. Specific information on subsistence fishing in Tillamook is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Tillamook resident owned a vessel that participated in North Pacific fisheries. While no residents held North Pacific permits or individual fishing quota shares in 2000, two residents held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 Tillamook residents purchased 73 Alaskan sportfishing licenses and at least one charter business based in Tillamook offered fishing excursions in Alaska.

Notes

1. J. Gilden (ed.). 1999. Oregon's changing coastal fishing communities. Online at <http://seagrant.oregonstate.edu/sgpsubs/onlinepubs/o99001.html> [accessed 30 January 2007].
2. M. Guardino III and Rev. M. Riedel. No date. Sovereigns of themselves: A liberating history of Oregon and its coast. Vol. III. Online at <http://www2.wi.net/~census/lesson36.html> [accessed 30 January 2007].
3. State of Oregon. 2004. Oregon economic & community development: Tillamook community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Tillamook&-script=hit%20count&-Find> [accessed 30 January 2007].
4. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
5. See note 4.
6. See note 4.
7. See note 1.

Toledo

People and Place

Location

Toledo is in Lincoln County 7 miles inland from the coast directly east of Newport and 130 miles southwest of Portland. Toledo occupies 2.17 square miles of land and 0.15 square mile of water. It is the only Oregon inland coastal community with a deepwater channel; the Yaquina River runs through the town and meanders west to the coastal community of Newport. Toledo's geographic coordinates are lat 44°37'18"N, long 123°56'14"W.

Demographic Profile

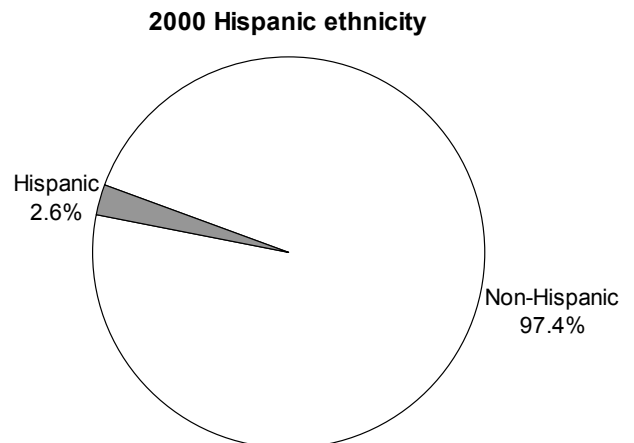
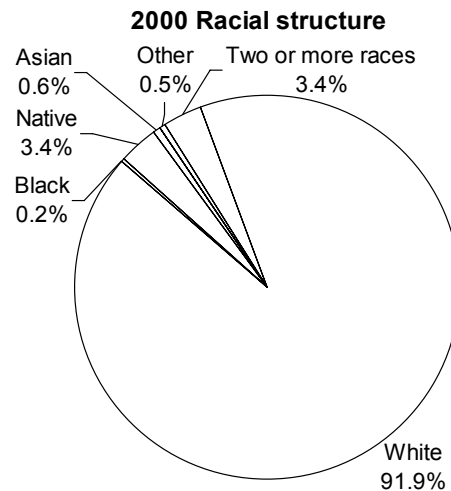
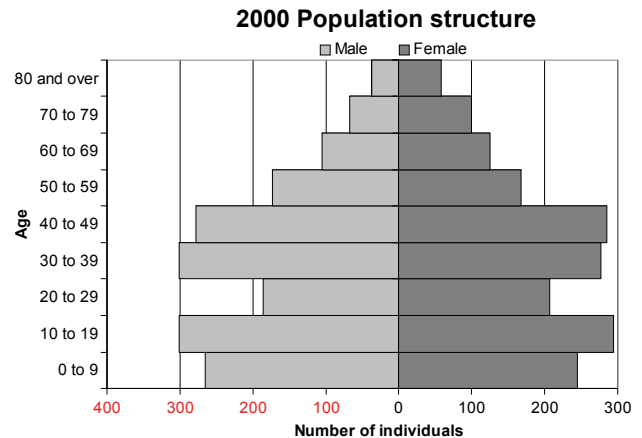
According to the 2000 U.S. Census, the population of Toledo was 3,472, a modest increase over the 3,151 in 1980. The gender composition was 50.7% female and 49.3% male. The median age was 34.4, slightly younger than the national median of 35.3. Of the population 18 years of age and older, 77.1% had a high school education or higher, 14.2% had a bachelor's degree or higher, and 3.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Toledo's racial composition was white (91.9%), followed by American Indian and Alaska Native (3.4%), people who identified with two or more races (3.4%), Asian (0.6%), people who identified with some other race (0.5%), and black (0.2%). Ethnicity data indicate 2.6% identified as Hispanic. Less than two percent (1.9%) were foreign-born. The four most common ancestries were German, English, American, and Irish.

Approximately 85.5% of Toledo's population lived in family households in 2000.

History

Native people, including several branches of the Salish Indians (e.g., Tillamook, Nehalem, and Siletz), inhabited the Lincoln County area long before the arrival of Euro-American settlers. These groups hunted and fished throughout the region. Their access to the region's natural resources was diminished from the middle of the nineteenth century to the middle of the twentieth century by U.S. government efforts to open up lands to white settlers. Many of these groups were forced onto reservations in 1865. The Siletz Tribe is a consolidation of 30 to 50 Indian groups whose reservation lies



approximately 8 miles north of Toledo. The amount of land under tribal control continued to decline after they were forced onto the reservation in 1855. Today the tribe claims fishing privileges on central Oregon's marine and freshwater bodies. See the Siletz, Newport, and South Beach community profiles for more information on Native American history in the region.

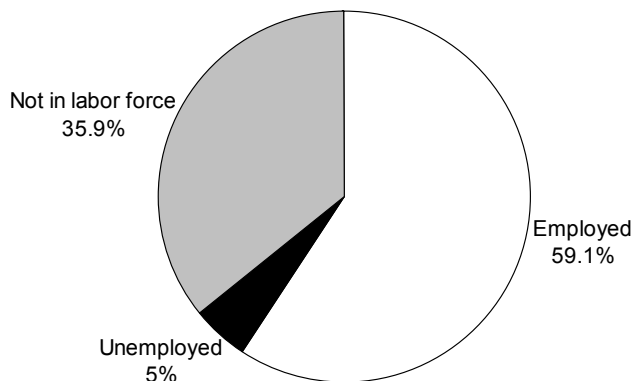
As Euro-Americans began to settle central Oregon, they soon moved to the Toledo area. George R. Meggison settled in Depot Slough near Toledo in January 1866, while the first Euro-American to settle in Toledo was John Graham, who arrived shortly after Meggison. Meggison and other investors built the Premier Sawmill on Depot Slough, producing 7,000–8,000 board feet of lumber per day. Boats loaded with lumber came and went regularly from the mill in the 1860s. Gold and coal were discovered in Toledo during this time. Although the discoveries brought an initial rush of settlers, neither ended up being very plentiful.

Toledo became the temporary county seat of Lincoln County when it was formed in 1893 and was chosen as the permanent county seat in 1896. In the early years settlement in Toledo was closely linked to the development of Yaquina Bay. The bay sits at the terminus of the Yaquina River, located nearby in Newport. In 1910 the Port of Toledo officially opened with the formation of a port commission. At the time shipments of rock, timber, and other sundry goods on the bay were growing by leaps and bounds. The port commission sought to deepen the channel running from Toledo to the mouth of the Yaquina where the bay meets the Pacific to allow larger, ocean-going vessels to load cargo in Toledo. This would eventually happen, but it would take the better part of the century to accomplish. The primary industries in the area during these years were logging, agriculture, and fishing. During the early 1900s locals caught salmon with seine nets and delivered their catch to various canneries along the bay.

In 1917 the U.S. Government gave Toledo entrepreneurs a boost with construction of the world's largest spruce mill to supply wood for the war effort. For the next few years Toledo bustled. At the time there was hope the channel would be dredged from Toledo to Oysterville, several miles down river toward the bay. With the end of the war, the need for spruce declined and the impetus for developing the channel waned. Toledo's economy slowed as the mill shut down for a short period of time. Private owners purchased and reopened the mill. The town gained an additional transportation corridor when the South Pacific Railroad Line placed a spur on the dock and provided service from Toledo to Albany.

The town's struggle for dredging carried on through the 1930s and 1940s. During this time lumber remained

2000 Employment structure



Toledo's major export. Although information on fishing in the Toledo area during these years is scarce, it was apparently a prominent activity in the 1940s as port officials cited the area's robust fishing industry when they pleaded for state-funded dredging to facilitate the travel of the many fishing vessels that visit and harbor in the area.

Toledo's designation as county seat did not go unchallenged. The now defunct town of West Yaquina challenged it in two elections and lost. Newport provided stiffer competition and was voted the county seat in 1954 after losing in two previous elections. Toledo is still considered the industrial center of Lincoln County due in large part to Georgia Pacific Corporation's purchase of Toledo's large mill in 1952. It is thought the presence of Georgia Pacific and its expanded operations gave impetus to a major dredging project (254,543 cubic yards) in 1957. In the second half of the twentieth century, Toledo became more dependent on the timber and mill industry. In recent years, port authorities have focused more on accommodating the area's recreational and commercial fishing industries. Today, Toledo is a historic town whose tourism, crafts, and antiques industries buttress the area's historic timber and fishing industries.^{1, 2, 3, 4}

Infrastructure

Current Economy

According to the 2000 U.S. Census, 59.1% of Toledo's potential labor force 16 years of age and older were employed, 5% were unemployed, and the unemployment rate was 7.8% (calculated by dividing the unemployed population by the labor force). In addition, 35.9% were not in the labor force. Government was the primary employment sector (19.8% of those employed). Natural resource jobs including agriculture, fishing,

forestry, and hunting employed 4.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Lincoln County's principal industries in 2000 were lumber, fishing, tourism and recreation, and food products manufacturing. Toledo's four largest employers were Georgia Pacific (paperboard mill), Wheeler Manufacturing Inc. (lumber), HP&H Logging (logging), and Yaquina Boat Works Inc. (commercial fishing equipment). These companies employed 600, 75, 10, and 9 respectively.

According to the 2000 U.S. Census, the per capita income was \$14,710 and the median household income was \$34,503, well below the national per capita income of \$21,587 and the national median household income of \$41,994. In 1999 19.3% lived below the poverty level. In 2000 Toledo had 1,474 housing units, of which 89% were occupied and 11% were vacant. Of the occupied units, 64.8% were by owner and 35.2% were by renter. Nearly 40% of the vacancies were due to seasonal, recreational, or occasional use.

Governance

Toledo incorporated in 1905 and has a mayor, city manager, and a city council with seven members including the mayor. The mayor and the council deal with policy issues while the manager handles day-to-day administrative and financial management duties. Toledo also has a planning commission that makes recommendations on proposed land-use actions.

Oregon has no general sales tax, but levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

The nearest office of the National Marine Fisheries Service is 7 miles away in Newport, which also is home to the nearest marine resources program of the Oregon Department of Fish and a U.S. Coast Guard Station. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which also has a district office of the U.S. Citizenship and Immigration Service.

Facilities

Toledo is accessible by land, air, and water. U.S. Highway 20 connects Toledo to U.S. Highway 101 at Newport to the west and to Interstate Highway 5 at Corvallis to the east. Toledo houses a small airport owned by the Oregon Aero Division. Two other airports certified for carrier operations are in South Beach and Corvallis, 7 miles and 47 miles away respectively. Portland International Airport is 132 miles from Toledo.

Toledo is in the Lincoln County School District which supports four public schools (two elementary schools, one middle school, and one high school). There are also two private schools. The Central Lincoln Public Utility District provides electrical service to area residents, and the City of Toledo supplies water that comes from the Siletz River and Mill Creek. The city also administers wastewater treatment. The wastewater system has deteriorated over its 50 years of use and was undergoing a \$4.1 million upgrade in 2007. Toledo has a small medical clinic affiliated with the hospital in Newport. The nearest regional hospital is 51 miles away in Corvallis. The Toledo Police Department and the Lincoln County Sheriff's Office administer public safety. Although Toledo has no overnight accommodations, nearby Newport has more than 100 hotels, motels, recreational vehicle (RV) parks, campgrounds, and inns. The Port of Toledo operates a small RV park 3 miles outside of town.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 Toledo had no fish processing plants; however, Newport had at least four operating plants. Although no West Coast fishery landings were made in Toledo in 2000, community members owned 20 vessels, 15 of which participated in the federally managed groundfish fishery. The number of vessels owned by Toledo residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/10/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/13/3, shellfish NA/0/NA, and shrimp NA/5/1.⁵

In 2000 eight residents held eight permits for the federal groundfish fishery. The number of residents holding state permits in each fishery by state (WA/OR/CA) was: coastal pelagic species 0/1/0, crab 0/9/0, highly migratory species NA/0/0, salmon 0/12/4, shellfish 0/0/NA, shrimp 3/5/3, and other species 1/0/0.⁶

In 2000 at least 27 permits were registered to Toledo residents, including 19 state registered permits. According to recorded data the number of state registered permits held by community members for each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/2/0, highly migratory species NA/0/0, salmon 0/0/7, shellfish 0/0/NA, shrimp 4/0/4, and other species 1/0/0.⁷

Sportfishing

In 2000 four charter businesses were headquartered in Toledo, while their vessels were harbored in Newport. Two sportfishing license vendors operated in Toledo in 2000, selling 906 licenses at a value of \$15,021.

Subsistence

Members of the Siletz Tribe and nontribal fishermen may utilize marine and stream resources for subsistence means in Toledo and the surrounding area. Under the trust doctrine, the federal government is charged to protect tribal resources and by constitutional mandate to protect natural resources. The government-to-government agreements made between tribal groups and the United States through treaties guarantee fishing rights on traditional grounds. Specific information on subsistence fishing in Toledo is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 9 community members held 11 state permits and 1 held a single federal permit.

Twelve permits (state and federal) were registered to community members in 2000. Residents held one crab License Limitation Program permit, one halibut Commercial Fisheries Entry Commission (CFEC) permit, and eight Bering Sea and Aleutian Islands (BSAI) groundfish CFEC permits.

In 2000 32 community members held crew member licenses for North Pacific fisheries.

Sportfishing

Toledo residents purchased 30 Alaskan sportfishing licenses in 2000.

Notes

1. Oregon Historical County Records Guide. No date. Lincoln County history. Online at <http://arcweb.sos.state.or.us/county/cplincolnhome.html> [accessed 1 February 2007].

2. M. Guardino III and Rev. M. Riedel. Sovereigns of themselves: A liberating history of Oregon and its coast. Vol. IV. Online at <http://www2.wi.net/~census/lesson37.html> [accessed 1 February 2007].

3. Port of Toledo. No date. Port history. Online at http://www.portoftoledo.org/home.cfm?dir_cat=15616&gal_col=3 [accessed 1 February 2007].

4. Toledo Chamber of Commerce. No date. Welcome to Toledo, OR. Online at <http://www.visittoledooregon.com> [accessed 1 February 2007].

5. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

6. See note 5.

7. See note 5.

Warrenton

People and Place

Location

Warrenton is located on the northwestern tip of Oregon, bordered by the Pacific Ocean on the west and the Columbia River on the north. Portland is the nearest major city, about 92 miles southeast. The community encompasses 16.7 square miles of land and 4.4 square miles of water in Clatsop County. Warrenton is adjacent to Astoria, sharing a common boundary line in Youngs Bay. Its geographic coordinates are lat 46°09'55"N, long 123°55'21"W.

Demographic Profile

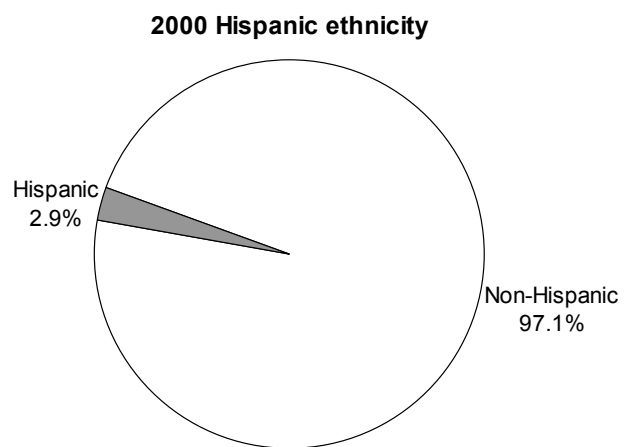
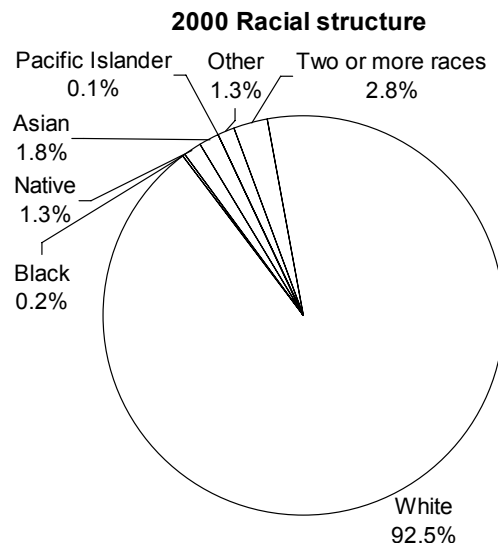
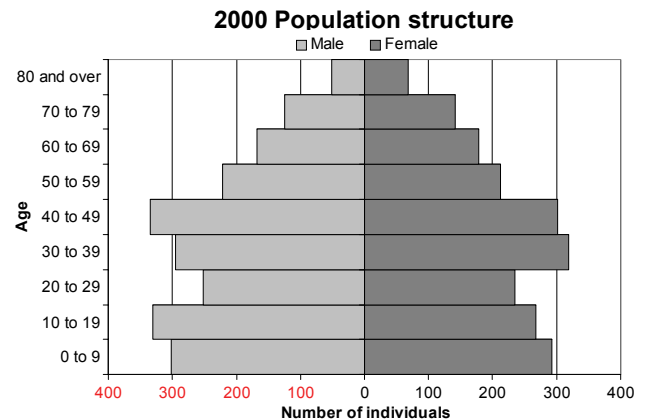
According to the 2000 U.S. Census, the population of Warrenton was 4,096. Its population nearly doubled during the 1990s by annexing the town of Hammond. The gender composition was 49.3% female and 50.7% male. The median age of the population was 36.6 years, slightly above the national median of 35.3. Warrenton's age structure demonstrated usual population trends for the United States. Of the population 18 years of age and older, 82.7% had a high school education or higher, 11.4% had bachelor's degree or higher, and 4.1% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Warrenton's racial structure was white (92.5%), followed by people who identified with two or more races (2.8%), Asian (1.8%), American Indian and Alaska Native (1.3%), individuals who identified with some other race (1.3%), black (0.2%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 2.9% identified as Hispanic. A small percentage (2.5%) was foreign-born, with a majority from the Americas outside of the United States, followed by people born in Asia and Europe. Warrenton is also home to people of Scandinavian, British, and German heritage.

In 2000 82.4% of the population lived in family households.

History

American commercial interest in the area began in 1792 when Captain Robert Gray came across the Columbia River on his fur-trading ship. Lewis and Clark's 33-member expedition, the Corps of Discovery, arrived near present-day Astoria and Warrenton in the winter of 1805–06. The expedition is commemorated by the Astoria Column.¹ The Chinook and Clatsop



populations each numbered about 400 when the Corps of Discovery visited their villages along the south bank of the Columbia. Lewis and Clark noted the tribes lived in wooden plank houses, were proficient seafarers in their large dugout canoes, and lived off the fish, roots, and berries plentiful in the area. Settled in the area to the south in villages between the mouth of the Necanicum River and Tillamook Bay was the considerably larger Tillamook population. By the middle of the nineteenth century, the Tillamook population had declined to about 200 people, and today the tribe is no longer officially organized.²

The Corp of Discovery built Fort Clatsop close to the mouth of the Columbia River and sheltered there through the winter. Members of the Pacific Fur Company arrived subsequently and established Fort Astoria. The resulting community, which grew into Astoria, is now the oldest U.S. settlement west of the Rocky Mountains. Until the 1900s emigrants to the area were predominantly of Scandinavian descent. Regardless of pervasive Scandinavian traditions such as public steam baths, lutefisk, smorrebrod platters, and church services in Finnish, the Astoria-Warrenton area has become a popular backdrop to represent the all-American city in numerous movies.³

With the help of the Oregon Highway Department and \$100,000 in funding from the Oregon and Washington State legislatures, the “Bridge to Nowhere” was completed in 1963 that spanned the Columbia.⁴ More than 2,000 major shipwrecks testify to the importance of the mouth of the river to commerce and fishing and to its dangerous waters and shoals that have earned it the nickname, “the Graveyard of the Pacific.”⁵

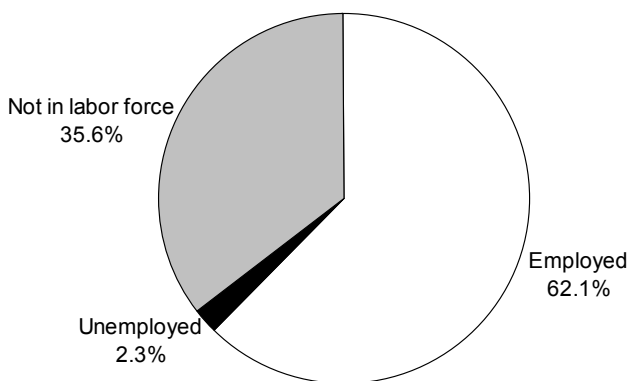
Today the towns of Astoria and Warrenton form a closely connected community. This connection is particularly reflected in their involvement in the fishing industry. While separate profiles have been compiled for Warrenton and Astoria, the Astoria-Warrenton area can be considered as a cohesive community.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 62.1% of Warrenton’s potential labor force 16 years of age and older were employed, 2.3% were unemployed, and the unemployment rate was 3.5% (calculated by dividing the unemployed population by the labor force). In addition, 35.6% were not in the labor force. The top employment sectors were education, health, and social services (19.3%), retail trade (18.6%), and state, local, or federal government (14.2%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed

2000 Employment structure



3.4%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

Fishing, lumber, agriculture, and food production rank among the largest industries in Clatsop County, although retail ranks among the largest economic sectors in Warrenton itself. The five largest public and private employers in Warrenton in 2004 were Fred Meyer (retail, 220 employees), Weyerhaeuser Company (lumber, 155 employees), Pacific Coast Seafoods Company (fish processing, 125 employees), Warrenton School District (education, 100 employees), and Costco (retail, 120 employees).⁶

According to the 2000 U.S. Census, the per capita income was \$16,874 and the median household income in 1999 was \$33,472. In 1999 14.2% lived below the poverty level. In 2000 there were a total of 1,799 housing units in Warrenton, of which 90.1% were occupied and 9.9% were vacant. Of the occupied units, 65.3% were by owner and 34.7% were by renter. Of the vacant housing units, 29.8% were for seasonal, recreational, or occasional use.

Governance

Warrenton incorporated in 1899. The city is governed by a five-member elected commission, which in turn elects the mayor and the city manager. Oregon has no general sales tax, but levies a 1% tax on overnight lodging that supports the Oregon Tourism Commission. See the Governance section (page 43) of the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

An Oregon Department of Fish and Wildlife field office is based in Astoria, and a National Marine Fisheries Service field station is in Hammond. A U.S. Coast Guard (USCG) air station is at the Astoria Airport. Astoria is also home to two cutters and a buoy tender at

the USCG buoy station at Tongue Point. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which also houses the district office for the U.S. Citizenship and Immigration Services.

Facilities

Warrenton is accessible by land, air, and sea. U.S. Highway 101 connects Warrenton and neighboring Astoria to other major transportation routes. Local bus service provides overland transportation for local residents, however, no bus service is available from Warrenton to points outside of Clatsop County. Operated by the Port of Astoria, the Astoria Regional Airport provides Astoria, Seaside, and Warrenton with local air transport. The closest major commercial airport is in Portland.

The Hammond-Warrenton School District has an elementary school and a high school. Clatsop Community College is in Astoria. Warrenton relies on surface water from the Lewis and Clark River, Big S Fork, Little S Fork, and Camp Creek. Utilities provided by the City of Warrenton include natural gas, electrical power, and solid waste management. The Warrenton Fire Department operates two stations and is made up of 37 paid and volunteer firefighters. The Warrenton Police Department comprised of 15 paid and reserve officers administers public safety. Columbia Memorial Hospital is located in Astoria where residents receive emergency services from ambulance and Life Flight Services. Additionally, one general clinic is available.⁷ There are several accommodation options in Warrenton, including bed and breakfasts, hotels, and motels.

Warrenton has two marinas. Facilities at the Warrenton Marina, 1 mile from the Skipanon Water Way on the Columbia River, include restrooms, showers, and a fish cleaning station. The marina contains 370 slips and offers overnight moorage for commercial and recreational vessels.⁸ Adjacent to the marina is space for larger vessels up to about 85 feet in length.⁹ The Hammond Marina, adjacent to the Columbia River, is used primarily by small pleasure crafts, some local commercial fishing vessels, and National Marine Fisheries Service research vessels. The Hammond Marina includes a double lane boat launching ramp, fueling dock, restrooms, a commercial repair shop, and a fish cleaning station.¹⁰

The Port of Astoria significantly expands Warrenton's marine and fisheries-related infrastructure. The port is the first deep-draft port encountered after entering the Columbia River and is 14 miles from the Pacific Ocean. The port maintains nearly 7,250 feet of total dock space on three piers.¹¹ Bar pilots and

Columbia River pilots navigate vessels in the area. By federal law, all ships entering the mouth of the Columbia at Astoria must be piloted by a licensed Columbia River bar pilot. Bar pilots are responsible for navigating vessels across the 17-mile stretch of river mouth. Upon crossing the mouth, pilotage is transferred to a Columbia River pilot, who is responsible for taking vessels to their final destinations along the 100-mile shipping channel.¹²

Several local and regional associations and networks operate in the Astoria-Warrenton area; for more information on these associations, please consult the Astoria community profile. Additionally, several festivals take place in the Astoria-Warrenton area including the Blessing of the Fleet held in nearby Ilwaco in early May and Seaman's Day held in Warrenton in late July. The Buoy 10 Festival, sponsored by the Warrenton Business Association, was held for the first time in 2005 before the Buoy 10 sport fishery begins.¹³ The Astoria Warrenton Crab and Seafood Festival occurs in late April. Numerous readers, musicians, artists, storytellers, and workshop presenters who work in commercial fishing and related industries come to Astoria for the event, which attracts a wide audience.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 334 vessels, all commercially registered, delivered landings to the Astoria-Warrenton port complex. West Coast fishery landings made in Astoria-Warrenton in 2000 include (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 5,907 t/\$794,612/29; crab 1,399 t/\$6,530,137/92; groundfish 45,284 t/\$12,980,569/151; highly migratory species 1,682 t/\$3,273,354/112; salmon 52 t/\$138,537/82; shrimp 3,947 t/\$3,816,430/48; and other species 178 t/\$633,751/84.

Warrenton residents owned 52 vessels in 2000, of which 27 participated in the federally managed groundfish fishery. The number of vessels owned by residents that participated in each fishery by state (WA/OR/CA) was: crab 0/19/1, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/33/1, shellfish NA/3/NA, and shrimp NA/8/0.¹⁴ A handful of small vessels involved in the Columbia River gillnet fishery operate out of Warrenton.¹⁵

Eleven Warrenton residents held 10 federal groundfish fishery permits in 2000. The number of residents holding permits in each fishery by state (WA/OR/CA) was: crab 2/18/1, groundfish 1/0/0, highly migratory species NA/0/1, salmon 1/34/0, shellfish 0/3/NA, shrimp 5/6/1, and other species 0/0/1.¹⁶

In 2000 31 state and federal permits were registered to Warrenton residents. The number of permits held in each fishery by state (WA/OR/CA) was: crab 4/0/1, groundfish 3/0/0, highly migratory species NA/0/0, salmon 1/0/0, shellfish 0/0/NA, shrimp 9/0/2, and other species 0/0/1.¹⁷

There were at least four seafood processors operating in Warrenton in 2000: Bio-Oregon Inc., Oregon Ocean Seafoods, Pacific Coast Seafoods Company, and Warrenton Deep Sea Inc., owned by Bornstein's Seafood of Astoria. These processors employed approximately 168 in 2000. In 2000 about 39,523,763 pounds of fish were processed at a value of \$22,361,265. The top three processed products, in terms of pounds landed and revenue earned, were Dungeness crab, flounder, and shrimp. Whiting is processed nearby at the Point Adams Packing Company in Hammond.¹⁸ Fieldwork indicates many fishermen in Warrenton sell fish to processors in both Warrenton and Astoria. For more information on fish processors in the area, please see the Astoria community profile.

Sportfishing

In 2003 at least two outfitter guide businesses and two licensed charter vessel businesses were based in Warrenton. For the Astoria-Warrenton port complex, the 2000 recreational salmonid catch in the Ocean Boat Fishery was 766 Chinook and 13,712 coho salmon. The recreational nonsalmonid catch was a total of 1,533 fish; most were black rockfish.

Subsistence

Local community members may engage in subsistence fishing in the area, however specific information on subsistence fishing in Warrenton is not discussed in detail in this community profile due to the lack of available data. Tribal subsistence fishing does not occur in the Columbia River near Warrenton but further upstream in the Lower Columbia River dam pools at The Dalles, John Day, and Bonneville dams.¹⁹

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Warrenton residents owned nine vessels that participated in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/ value of landings/number of vessels landing): crab confidential/confidential/2, Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/2, finfish confidential/confidential/1, Gulf of Alaska

groundfish 1,428.9 t/\$590,250/4, halibut 404.1 t/\$2,243,050/5, and salmon 71.7 t/\$118,060/5.

In 2000 9 community residents held registered state permits and 18 held registered federal permits. Twenty-four Warrenton residents held crew member licenses for North Pacific fisheries.

A total of 26 state and federal permits were registered to individuals in Warrenton in 2000. Residents held three groundfish License Limitation Program permits. They held two crab, one finfish, seven BSAI groundfish, five halibut, and three salmon Commercial Fisheries Entry Commission permits in 2000. The halibut and sablefish individual fishing quota shares for people residing in the community in 2000 were 3,625,964 and 702,524 respectively.

Sportfishing

Warrenton residents purchased 42 Alaskan sportfishing licenses in 2000.

Notes

1. State of Oregon. No date. City of Astoria history. Online at <http://www.stateoforegon.com/cgi-bin/cities/history.pl?&city=astoria&history> [accessed 1 February 2007].
2. National Geographic. No date. Lewis and Clark. Online at <http://www.nationalgeographic.com/lewisandclark/> [accessed 7 February 2007].
3. NW Source: Travel. 2004. Astoria, OR. Online at http://www.nwsources.com/travel/scr/tf_detail.cfm?id=2825 [accessed 1 February 2007].
4. See note 1.
5. Astoria Warrenton Area Chamber of Commerce. 2004. Historical facts. Online at <http://www.olderoregon.com/Pages/Quickfacts.htm> [accessed 1 February 2007].
6. Economic and Community Development Department. 2004. Warrenton community profile. Online at <http://info.econ.state.or.us:591/FMPro?-db=Community.fp4&-Format=forms.htm&-lay=webpage&-op=eq&sort%20name=Warrenton&-script=hit%20count&-Find> [accessed 7 February 2007].
7. See note 6.
8. The Daily Astorian. 2005. Launch of dock on the Columbia River. Online at <http://www.dailyastorian.info/Main.asp?SectionID=53&SubSectionID=585&ArticleID=14052> [accessed 1 February 2007].
9. Field notes, fisherman, Warrenton, OR, 8 April 2006.
10. See note 9.
11. Port of Astoria. 2004. Port facilities. Online at <http://www.portofastoria.com/portfacilities/cruise/index.html> [accessed 1 February 2007].
12. Port of Longview. No date. River information. Online at <http://www.portoflongview.com/page.asp?view=360> [accessed 1 February 2007].
13. See note 9.
14. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
15. See note 9.
16. See note 14.
17. See note 14.

18. Oregon State University. 1999. Oregon's changing coastal communities. Online at <http://seagrant.oregonstate.edu/sgpsubs/onlinepubs/o99001.html> [accessed 1 February 2007].
19. Field notes, fishery biologist, Oregon Department of Fish and Game, Astoria, OR, 26 April 2006.

Winchester Bay

People and Place

Location

Winchester Bay is in Douglas County approximately 198 miles south of Portland and 535 miles north of San Francisco. The community encompasses 2.7 square miles of land and 1 square mile of water. The geographic coordinates of Winchester Bay are lat 43°40'38"N, long 124°10'25"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Winchester Bay was 488. The gender composition was 46.1% female and 53.9% male. The median age was 49.5, significantly higher than the national median of 35.3. Of the population 18 years of age or older, 82.2% had a high school education or higher, 30.8% had a bachelor's degree or higher, and 6.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

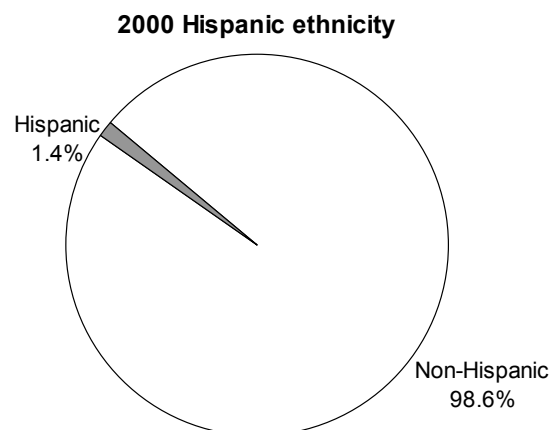
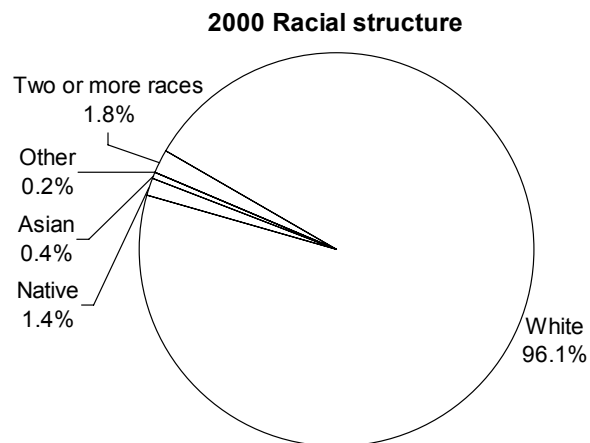
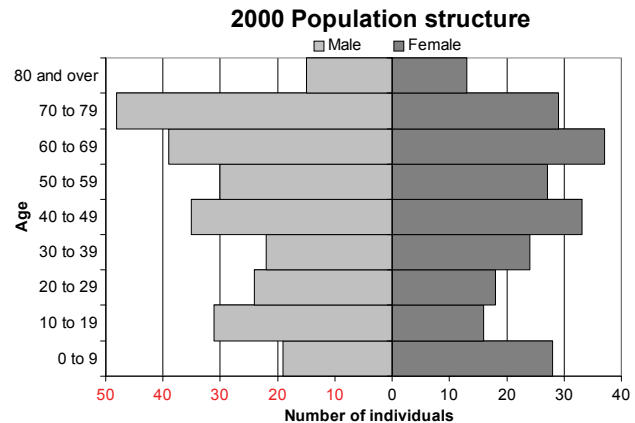
The majority of Winchester Bay's racial structure was white (96.1%), followed by people who identified with two or more races (1.8%), American Indian and Alaska Native (1.4%), Asian (0.4%), and people who identified with some other race (0.2%). A small percentage (1.4%) identified as Hispanic. Nearly 5% (4.9%) were foreign-born, with most from Canada, the United Kingdom, and Guatemala. The most common ancestries reported were German, Irish, and English.

The 2000 U.S. Census indicates 80.3% lived in family households.

History

The Winchester Bay area was originally inhabited by the Kalawatset Indians, ancestors of the modern-day Lower Umpquas. The sixteenth century brought contact between the local Indians and Spanish and British explorers. In 1828 conflict between the Lower Umpqua and fur trapper and explorer Jedediah Strong Smith resulted in the loss of many of Smith's company.

Fur trapping grew in the area and in 1836 the Hudson's Bay Company established a trading fort, Fort Umpqua, on the Umpqua River 35 miles upstream near the present-day town of Elkton. Winchester Bay was established in 1850 and named after Herman Winchester, a member of an expedition from San Francisco. At the same time, the expedition platted the town site of Umpqua City located across from Winchester Bay on the north bank of the Umpqua River, two miles from the



river entrance. Addison C. Gibbs, an Umpqua City resident, was appointed Collector of Customs for southern Oregon and later became one of the founders of Gardiner, located a few miles upriver from Umpqua City. In 1862 Mr. Gibbs was elected the second governor of Oregon.

In 1856 the U.S. Army established Fort Umpqua as an outpost immediately east of Umpqua City to guard the southern boundary of the Siletz Reservation. The army closed the fort in 1962. Many of the buildings from Fort Umpqua were dismantled and used in buildings at Gardiner.

In 1891 near the site of the former fort, a U.S. Life Saving Station was established to assist endangered vessels. Today the pioneer sites of Umpqua City, Fort Umpqua, and the Life Saving Station lie within the jurisdiction of the U.S. Forest Service Oregon Dunes National Recreation Area. Prominent industries throughout the 1900s were timber, fishing, and agriculture.

Winchester Bay is adjacent to the dunes recreation area, a 50-mile stretch of sand dunes offers hiking trails, beaches, 30 lakes, fishing, swimming, riding areas, interpretive exhibits, and wildlife watching. Campgrounds extend throughout the area. The Umpqua River Lighthouse overlooks the mouth of the Umpqua River and offers summer tours. East of the neighboring community of Reedsport, the Dean Creek elk viewing area supports approximately 150 Roosevelt Elk on a 1,000-acre reserve. Reedsport is the home of the Umpqua Discovery Center that houses displays of area history.

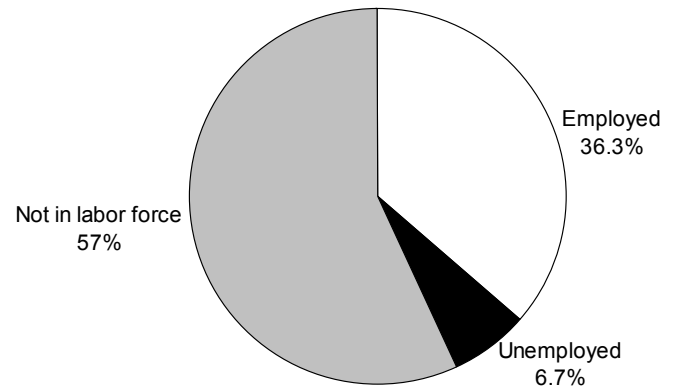
Events in the area include the Tsalila Festival, which celebrates Native American culture and traditions as well as activities focused on watershed restoration and salmon recovery. Dunefest caters to dune buggies with competitions and shows, and the Ocean Festival includes U.S. Coast Guard Rescue demonstrations and a seafood barbeque. The Oregon Divisional Chainsaw Sculpting Championships, Dune Musher's Mail Run, and Summer Concert Series are examples of activities held throughout the year in Winchester Bay and nearby Reedsport.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 36.3% of the potential labor force of Winchester Bay 16 years of age and older were employed (lower than the national average of 50.5%), 6.7% were unemployed, and the unemployment rate was 15.5% (calculated by dividing the unemployed population by the labor force). The jobless rate was almost three times that of the national

2000 Employment structure



average (5.7%). In addition, 57% were not in the labor force. The top employment sectors were local, state, or federal government (27%), accommodation and food services (16.3%), construction (14.7%), and manufacturing (10%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 5.7%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income in 1999 was \$17,307 and the median household income was \$31,139, lower than the national average median of \$41,944. In 1999 21.3% lived below the poverty level, higher than the national average of 12.4%. In 2000, there were 362 housing units in Winchester Bay, of which 65.8% were occupied and 34.3% were vacant. Of the occupied units, 65.6% were by owner and 34.5% were by renter. Of the vacant units, 41.9% were due to seasonal, recreational, or occasional use.

Governance

Winchester Bay is an unincorporated community in Douglas County. Oregon has no general sales tax but the Oregon Tourism Commission levies a 1% overnight lodging tax that funds the Oregon Tourism Commission. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in Oregon.

Winchester Bay is 76 miles from the National Marine Fisheries Service research station in Newport. The closest Oregon Department of Fish and Wildlife office is 29 miles away in Charleston. The Umpqua River Station of the U.S. Coast Guard is situated in Winchester Bay. Meetings of the Pacific Fishery Management and North Pacific Fishery Management councils are held in Portland, which is also home to the district office of the U.S. Citizenship and Immigration Services.

Facilities

Winchester Bay is accessible by U.S. Highway 101. The North Bend Municipal Airport, 19 miles away, is the closest airport to Winchester Bay. The Newport Municipal Airport, located 62 miles north, also offers commercial services. The nearest major airport is Portland International Airport.

Winchester Bay students attend two public schools within Reedsport School District 105. An elementary school supports kindergarten through grade 6 and the Reedsport Junior/Senior High School supports grades 7 through 12. Southwestern Oregon Community College in Coos Bay is the closest local community college and the University of Oregon in Eugene is the nearest four-year college.

The City of Reedsport supplies water to Winchester Bay residents, Verizon Communications provides telephone service, and the Central Lincoln Peoples Utility District provides electricity. The Douglas County Sheriff's office in Roseburg and the Oregon State Police administer public safety. Emergency services are provided by the Winchester Bay Rural Fire Protection District with one fire station, emergency medical technicians, and about 20 volunteer fire fighters. The closest hospital is the Lower Umpqua Hospital 3 miles away in Reedsport, followed by the Bay Area Hospital 22 miles away in Coos Bay. The local chamber of commerce identified two hotels or motels, two bed and breakfast facilities, two vacation rental facilities, a recreational vehicle resort, and several state, county, and private campgrounds.¹

The Salmon Harbor Marina in Winchester Bay is a cooperative endeavor between Douglas County and the Port of Umpqua managed by the Salmon Harbor Management Committee through an intergovernmental agreement. The marina includes 500 moorage slips with electricity and shore power, two public boat ramps, showers, a marine fuel dock, 166 dry campsites, and 140 full hookup campsites in Marina RV Resort (which is changing its name to the Winchester Bay RV Resort). The resort is one of the largest on the Oregon coast. Private businesses in Salmon Harbor Marina include ship repair facilities, bait shops, jetboat tours, charter boat and guide services, restaurants, and a variety of gift shops. The Port of Umpqua District owns a commercial seafood loading and unloading dock in the marina. In 2000 a complete renovation of the dock provided facilities for five fish buyers, a dock assistant, and a hystor to offload the commercial fishing fleet. Approximately 30 commercial fishing vessels homeport at Salmon Harbor Marina.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 57 vessels delivered landings to Winchester Bay. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/ value of landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab 250.8 t/\$1,170,610/23; groundfish 33.6 t/\$129,193/20; highly migratory species 44.4 t/\$105,495/10; salmon 44.1 t/\$159,668/33; shellfish confidential/confidential/3; shrimp 0.1 t/\$711/4; and other species 30.8 t/\$196,940/12.

Winchester Bay residents owned 17 vessels in 2000 that participated in West Coast fisheries, of which 7 participated in the federally managed groundfish fishery. The number of vessels owned by Winchester Bay residents that participated in each fishery by state (WA/OR/CA) was: crab 0/7/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/14/2, shellfish NA/0/NA, and shrimp NA/0/0.²

In 2000 there were no federal groundfish fishery permits held by Winchester Bay community members. The number of residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 2/5/0, highly migratory species NA/0/0, salmon 14/12/3, shellfish 0/0/NA, and shrimp 3/3/0.³

According to the available data, 10 permits were registered to Winchester Bay residents in 2000, all state permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/1/0, crab 0/6/0, highly migratory species NA/0/0, salmon 0/13/5, shellfish 0/0/NA, and shrimp 0/4/0.⁴

Currently one fish processor is located in Winchester Bay, Sportsmen's Cannery and Smokehouse. Two oyster farmers are located in Winchester Bay. Umpqua Aquaculture processes the oysters grown in a triangular area at the mouth of the river, and another community member sells oysters from his oyster farm located upriver from Winchester Bay.

Sportfishing

Winchester Bay had at least one outfitter guide business in 2003 and five licensed charter vessel businesses. In 2006 13 businesses operated in Winchester Bay. In 2000 there were no licenses sold by licensing agents although the community had five vendors.

The 2000 recreational salmonid catch for Winchester Bay in the Ocean Boat Fishery was 4,432 Chinook and 2,882 coho salmon. The recreational

nonsalmonid catch was 2,147 fish. The top species landed were yellowtail rockfish, lingcod, canary rockfish, yelloweye rockfish, greenstriped rockfish, and quillback rockfish.

Subsistence

Local community members may engage in subsistence fishing in the area, however specific information on subsistence fishing in Winchester Bay is not discussed in detail in this community profile due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 there were no vessels owned by Winchester Bay residents that participated in North Pacific fisheries. One resident held a crew member license for North Pacific fisheries.

Sportfishing

In 2000 one angler in Winchester Bay purchased an Alaska sportfishing license.

Notes

1. Reedsport/Winchester Bay Chamber of Commerce. No date. Lodging and campgrounds. Online at <http://www.reedsportcc.org/lodging.html> [accessed 1 February 2007].

2. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

3. See note 2.

4. See note 2.

4.3 California

Albion
Arroyo Grande
Atascadero
Avila Beach
Bodega Bay
Corte Madera
Costa Mesa
Crescent City
Culver City
Dana Point
Dillon Beach
El Granada
El Sobrante
Eureka
Fields Landing
Fort Bragg
Half Moon Bay
Kneeland
Lafayette
Long Beach
Los Angeles (including San Pedro and Terminal Island)
Los Osos
Marina
McKinleyville
Monterey
Morro Bay
Moss Landing
Novato
Oxnard
Pebble Beach
Point Arena
Port Hueneme
Princeton
San Diego
San Francisco
San Jose
Santa Ana
Santa Barbara
Santa Cruz
Santa Rosa
Sausalito
Seaside
Sebastopol
Sunset Beach
Tarzana
Torrance
Trinidad
Ukiah
Valley Ford
Ventura

Albion

People and Place

Location

Albion is located in Mendocino County along California Highway 1, also known as the Pacific Coast Highway. The community is approximately 148 miles north of San Francisco and 197 miles northwest of Sacramento, the state capitol. The geographic coordinates of Albion are lat 39°13'25"N, long 123°46'03"W.

Demographic Profile

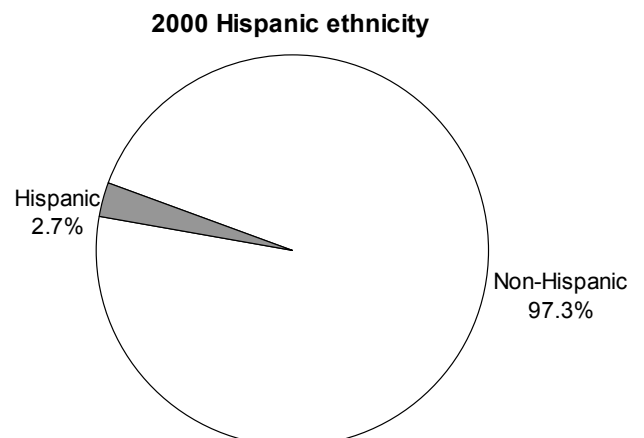
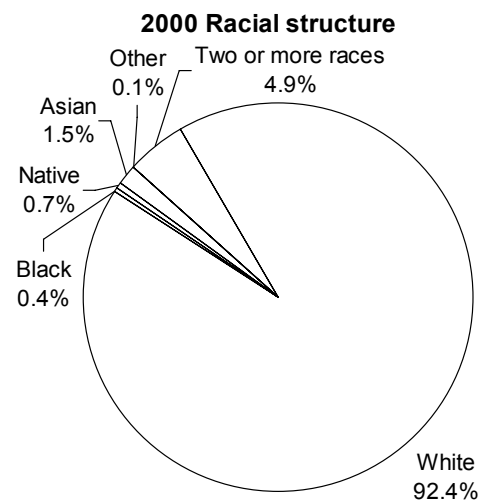
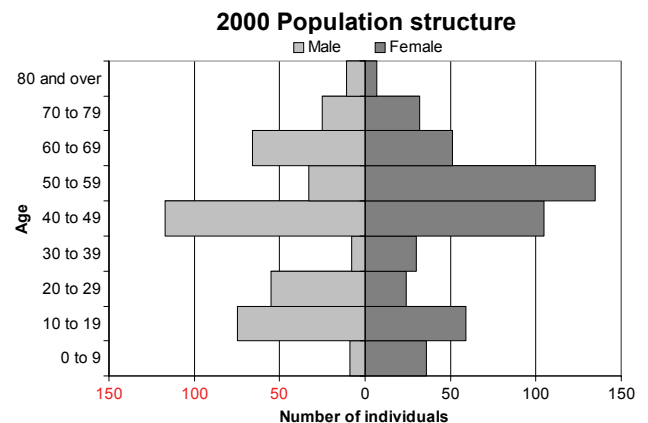
According to the 2000 U.S. Census, the population of Albion was 1,035. The gender composition was 52.2% female and 47.8% male. The median age was 47.6, considerably higher the national median age of 35.3; and 44.3% of the population was between the ages of 40 and 59. Of the population 18 years and older, 93.5% had a high school education or higher, 50.1% had a bachelor's degree or higher, and 31.1% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of Albion's racial structure was white (92.4%), followed by people who identified with two or more races (4.9%), Asian (1.5%), American Indian and Alaskan Native (0.7%), and black (0.4%). One person identified with some other race. Ethnicity data indicate 2.7% identified as Hispanic. Approximately 4.6% of the population was foreign-born, of which 55% were born in the former country of Czechoslovakia.

In 2000 68.5% of the population lived in family households.

History

Archaeological findings suggest this area of the north-central California coast has been inhabited by Native American groups for at least 10,000 years. Albion is situated in an area that was home to the Central and Western Pomo Indians and other native groups prior to European contact. The Pomo were known for their expertise in basket making and lived a subsistence lifestyle that centered on marine resources.¹ The name "Mendocino" comes from Juan Rodriguez Cabrillo, the famous sixteenth century Spanish navigator, who led a voyage along the Pacific coast in 1542 and named the area in honor of Don Antonio de Mendoza, the first Viceroy of New Spain (Mexico). Even after such early expeditions, this area had no permanent European settlements for almost 300 years after contact.²



Albion is located at the mouth of the Albion River. The origin of its name is somewhat in dispute. The famed English explorer Sir Francis Drake, who sailed his ship *The Golden Hind* around the world from 1577–1580, reportedly landed north of San Francisco, claiming the territory for the English crown and naming it “Nova Albion,” meaning “New England” in Latin. To preserve the fragile peace with Spain, however, Queen Elizabeth I confiscated Drake’s logs, charts, and other writings. Details of his voyage and claim on the west coast of America were not publicized until the 1590s.

The exact location of Drake’s Pacific landing in America is in dispute, and no archaeological evidence exists to provide a definitive answer.³ At a minimum, it seems clear the Albion River, which flows through the area, was named in honor of Drake’s claim to the California coast. Permanent European settlement began in the early nineteenth century when another Englishman, William Anthony Richardson, received a Mexican land grant that surrounded the Albion River, naming his property the “Albion Rancho Desino.” Richardson’s settlement played an important role in the timber industry and in maritime shipping during the nineteenth century.

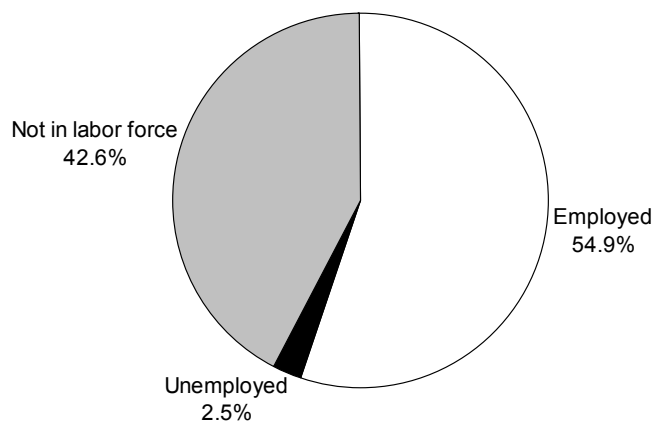
Infrastructure

Current Economy

According to the 2000 U.S. Census, 54.9% of the Albion’s potential labor force 16 years of age and older were employed, 2.5% were unemployed, and the unemployment rate was 4.3% (calculated by dividing the unemployed population by the labor force). In addition 42.6% were not in the labor force. The top employment sectors were education, health, and social services (30.7%) of which a large majority worked in health care and social assistance, followed by accommodation and food services (21.7%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed approximately 5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

According to the 2000 U.S. Census, the per capita income in 1999 was \$26,731, the median household income was \$40,491, and 9.8% lived below the poverty level. In 2000 there were 627 housing units in Albion, of which 78% were occupied and 22% were vacant. Of the occupied housing, 65.6% were by owner and 34.4% were by renter. More than three-fourths (76.1%) of the vacant units were for seasonal, recreational, or occasional use.

2000 Employment structure



Governance

Albion is an unincorporated town. Its residents are subject to a sales tax of 7.25% based on the standard statewide rate. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The nearest National Marine Fisheries Service office is in Ukiah, 54 miles east. For purposes of regulating fishing and hunting activities, Albion is located within Central Coast Region 3 of the California Department of Fish and Game; the regional office is in Yountville, 122 miles southeast. The U.S. Coast Guard has a Surface Operations Station in Bodega Bay, 90 miles to the south, and the nearest office of the U.S. Citizenship and Immigration Services is in San Francisco, 148 miles to the south. The nearest meetings of the Pacific Fishery Management Council are held in Foster City, 169 miles south of Albion. North Pacific Fishery Management Council meetings are held in Portland, Oregon, approximately 564 miles to the north.

Facilities

Albion is accessible primarily by road; the community is located 3 miles north of California Highway 128 on the Pacific Coast Highway. The nearest airports available for public use are nearby in Little River (Mendocino County Airport) and Gualala (Ocean Ridge Airport). The closest major airport is at San Francisco.

There is one elementary school located in Albion; middle and high school students attend schools in nearby Mendocino.⁴ The Albion Mutual Water Company provides water services, and law enforcement is administered by the Mendocino County Sheriff’s Office, headquartered in Ukiah, the county seat. The Albion-Little River Volunteer Fire Department is a first-response

unit responsible for fire protection within the two communities. The Redwood Coast Fire District, headquartered in Manchester City, provides fire and emergency services.⁵ There are no hospitals or medical clinics in Albion; a regional hospital is located in Ukiah. Lodging accommodations in Albion include one bed and breakfast. A variety of hotels are located in Mendocino and Fort Bragg.

Involvement in West Coast Fisheries

Commercial Fishing

No seafood processors operated in Albion in 2000. Thirty three commercial vessels delivered landings to Albion in 2000. Landings were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab confidential/confidential/1; groundfish 7.6 t/\$67,193/18; salmon confidential/confidential/2; and other species 368 t/\$736,177/23.

Residents owned 23 commercial vessels, of which 5 participated in the federally managed groundfish fishery. The number of vessels owned by Albion residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/5, and shellfish NA/0/NA.⁶

In 2000 one federal groundfish permit was held by an Albion resident. The number of residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, crab 0/0/2, groundfish 0/0/10, highly migratory species NA/0/0, salmon 0/1/13, shellfish 0/0/NA, and other species 0/0/23.⁷

In 2000 Albion residents held at least 67 commercial fishing permits, of which 66 were state registered. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/3, crab 0/0/2, groundfish 0/0/12, highly migratory species NA/0/0, salmon 0/1/20, shellfish 0/0/NA, and other species 0/0/28.⁸

Sportfishing

Several charter vessels operate out of Albion, targeting albacore tuna, rock cod, ling cod, salmon, and other species. In 2002 at least eight charter business served sport fishermen and tourists in Albion. Six operated in 2003.

There is one license agent selling sportfishing licenses in Albion. Available data indicates 8,838 resident sportfishing licenses, 64 nonresident sportfishing licenses, 382 sport salmon punch cards, and 8,864 abalone report cards were sold in Mendocino County in 2000.

The nearest commercial passenger fishing vessels port complex consists of Fort Bragg, Eureka, and Crescent City. In 2000 at this port complex, 15 commercial passenger fishing vessels served 11,574 anglers. The vessels reported 49,983 landings composed of at least nine species. Rockfish (unspecified) and Chinook salmon accounted for 81.2% and 16.1% of the landings respectively.

Subsistence

Specific information on subsistence fishing in Albion is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree within the above sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 residents of Albion had no involvement in North Pacific fisheries.

Sportfishing

Four Albion residents purchased Alaskan sportfishing licenses in 2000.

Notes

1. A. Kroeber. 1953. Handbook of the Indians of California: The Pomo. Berkeley: California Book Company.

2. County of Mendocino. “History of Mendocino County.” Online at <http://www.co.mendocino.ca.us/history.htm> [accessed 8 February 2007].

3. Wikipedia.com. No date. Online at <http://www.answers.com/topic/new-albion> [accessed 8 February 2007]. See also R. Bawlf. 2003. The secret voyage of Sir Francis Drake, 1577–1580. Walker and Company, New York.

4. National Center for Education Statistics. Online at <http://nces.ed.gov/globallocator/> [accessed 8 February 2007].

5. Mendocino County, 2002. “Mendocino County grand jury final report: Point Arena city government.” Online at http://www.co.mendocino.ca.us/grandjury/01-02/08-Point_Arena_City_Government.pdf [accessed 8 February 2007].

6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

7. See note 6.

8. See note 6.

Arroyo Grande

People and Place

Location

Arroyo Grande is just south of San Luis Obispo on California Highway 1 in San Luis Obispo County. The community covers 5.7 square miles of land and is approximately 185 miles north of Los Angeles and 248 miles south of San Francisco. The geographic coordinates of Arroyo Grande are lat 35°06'55"N, long 120°34'29"W.

Demographic Profile

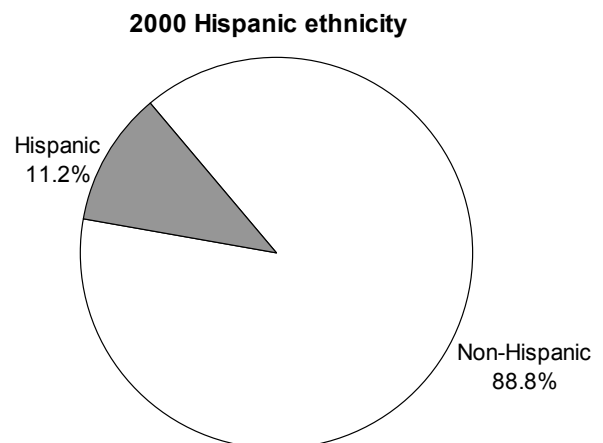
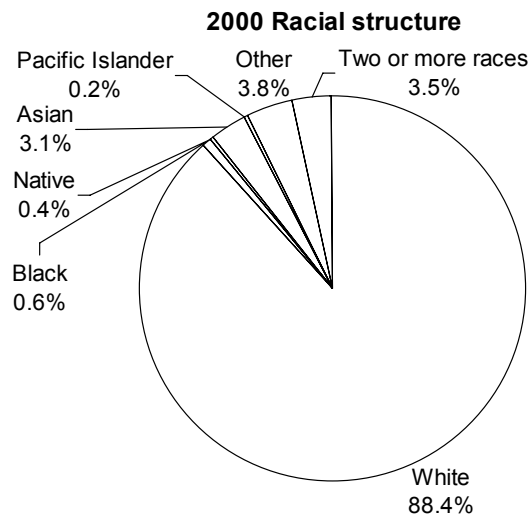
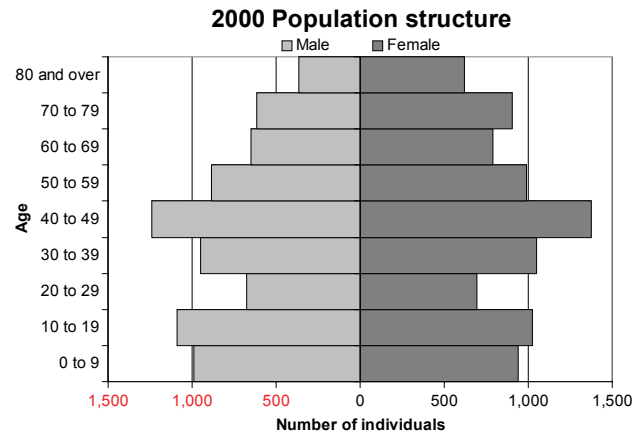
According to the 2000 U.S. Census, the population of Arroyo Grande was 15,851, a 10.2% increase from 1990. The gender composition was 52.9% female and 47.1% male. The median age in 2000 was 41.9, slightly older than the national median of 35.3. Of the population 18 years and older, 86.0% had a high school education or higher, 25.7% had a bachelor's degree or higher, and 7.2% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attainment was a high school diploma/equivalency for 22.6%.

The majority of the racial structure of Arroyo Grande was white (88.4%), followed by individuals who identified with some other race (3.8%), individuals who identified with two or more races (3.5%), Asian (3.1%), black (0.6%), American Indian and Alaskan Native (0.4%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 11.2% identified as Hispanic. Approximately 5.7% of the population was foreign-born, of which 41% were born in Mexico.

In 2000 82.4% of the population lived in family households.

History

Arroyo Grande is in the heart of what was Chumash Indian territory for centuries. Chumash hunters, fishermen, and foragers used local marine, coastal, and river resources. They regularly transported resources from their offshore islands to the mainland in unique redwood-planked boats known as "tomols." Their mariners imported specialized stone blades and drills manufactured on the islands, plus marine resources such as shark, bonito, and halibut. Their fishermen used a variety of nets, traps, baskets, hooks, spears, and plant poisons to catch or stun fish and catch seals and sea otters. On the coast they collected abalone and mussels.



The Chumash trade network passed raw marine materials such as fish, whale bones, and oils to the interior.

Although the Portuguese conquistador Juan Rodriguez Cabrillo first encountered the Chumash in 1542, it was not until 1772 that five Catholic missions were established within the Chumash Nation. After the secularization of the missions in 1833, the Chumash population fell into severe decline. In 1901 the U.S. government allocated 75 acres along Zanja de Cota Creek near Mission Santa Ynez to the surviving Chumash community. Today the Chumash have their own business council, a thriving bingo operation, and a federal housing program on their small reservation. Approximately 5,000 people identify themselves as Chumash Indians.¹

Between 1821 and 1848, California was under the jurisdiction of Mexico after it gained independence from Spain. Land grants were made to settlers in the area until 1848 when California became a U.S. territory and San Luis Obispo became one of its original 27 counties. Many place names in the area reflect this heritage.²

Burgeoning agriculture and quarrying spurred rapid population growth in the late 1800s, facilitated by overland transport options available through the Southern Pacific Railroad. By the 1950s conveyors were installed on the waterfront for unloading sardine boats that accelerated the commercial development of the area's harbors in response to newly discovered fishing grounds offshore.³

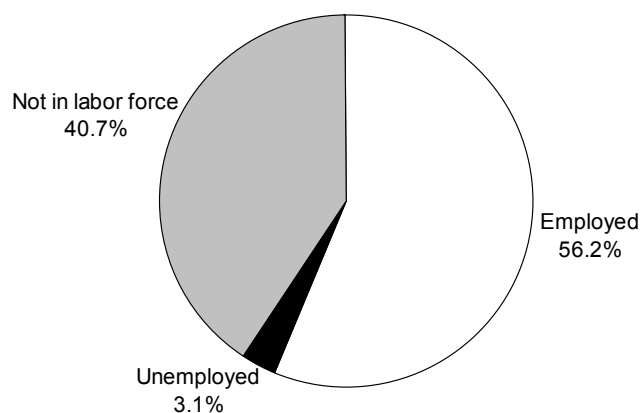
Arroyo Grande originated when a rancher subdivided his property in response to drought conditions in 1864. City infrastructure grew up around the resulting community and residents voted to incorporate in 1911.⁴ Today Arroyo Grande's economy is supported by the tourism industry and local festivities feature its agricultural emphasis. The annual Strawberry Festival, for example, commemorates its most famous crop. The city also has six parks.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 56.2% of Arroyo Grande's potential labor force 16 years of age and older were employed, 3.1% were unemployed, and the unemployment rate was 5.2% (calculated by dividing the unemployed population by the labor force). In addition, 40.7% were not in the labor force. The top employment sectors were education, health, and social services (20.4%), local, state, or federal government (17.4%), retail trade (14.5%), and arts, entertainment, recreation, accommodation, and food services (8.6%). Natural resource jobs including agriculture, forestry,

2000 Employment structure



fishing, and hunting employed 2.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

The California Employment Development Department lists Arroyo Grande Hospital, Arroyo Grande High School, Mid-State Bank, and Talley Farms as the major employers.⁵

According to the 2000 U.S. Census, Arroyo Grande's per capita income in 1999 was \$24,311, the median household income was \$48,236, and 6.9% of the population lived below the poverty line. In 2000 there were 6,750 housing units in Arroyo Grande, of which 96.0% were occupied and 4.0% were vacant. Of the occupied units, 69.9% were by owner and 30.1% were by renter. Almost half (42.6%) of the vacant units were for seasonal, recreational, or occasional use.

Governance

Arroyo Grande is a general law city. The city's five-member council (mayor and four council members) is elected at-large. Council members serve overlapping terms of four years, and the mayor is directly elected for a two-year term.⁶ Arroyo Grande has a 7.25% sales and use tax rate and the county uses a 9.0% transient lodging tax rate that earned \$4,229,463 for the 2001 fiscal year.⁷ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region Field Office and a U.S. Coast Guard station are 30 miles away in Morro Bay. Pacific Fishery Management Council meetings are held in Foster City, approximately 211 miles away.

Facilities

Arroyo Grande is accessible by a number of transportation options. Amtrak provides passenger rail

service from the nearby station in Grover Beach. San Luis Obispo County Regional Airport is about 9 miles away and the nearest major international airports are in Los Angeles and San Francisco.

The Arroyo Grande public school system has five primary/middle schools and two high schools. There are also seven private primary/middle schools and two private high schools in the city. The city Public Works Department provides water and sewer services to area residents and the Arroyo Grande Police and Fire departments administer public safety. Arroyo Grande Community Hospital provides health services. The city has at least three hotels, along with one inn and two bed and breakfasts. The city has no marine facilities (i.e., harbor, docks, etc.).

Involvement in West Coast Fisheries

Commercial Fishing

No seafood processors operated in Arroyo Grande in 2000. Landings data for Arroyo Grande were recorded as part of the Other San Luis Obispo County Ports group which includes the communities of Atascadero, Baywood Park, Cambria, Cayucos, Grover City, Nipomo, Oceano, Paso Robles, Pismo Beach, San Luis Obispo, San Miguel, San Simeon, and Shell Beach. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): groundfish 9 t/\$110,441/40 and other species <1 t/\$88/6. See the Atascadero community profile for additional information.

In 2000 Arroyo Grande residents owned 23 commercial vessels, of which 8 participated in the federally managed groundfish fishery. The number of vessels owned by Arroyo Grande residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 1/0/0, crab 0/0/3, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/15, shellfish NA/0/NA, shrimp NA/0/0, and other species 1/0/0.⁸

In 2000 one federal groundfish permit was held by a community member. The number of Arroyo Grande residents holding permits in each said fishery by state (WA/OR/CA) was: coastal pelagic 1/0/2, crab 0/0/3, groundfish 0/0/11, highly migratory species NA/0/2, salmon 0/0/19, shellfish 0/0/NA, shrimp 0/0/3, and other species 2/0/10.⁹

In 2000 Arroyo Grande residents held at least 74 commercial fishing permits, including 73 state registered permits. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: coastal pelagic 1/0/4, crab 0/0/3, groundfish 0/0/13, highly migratory

species NA/0/2, salmon 0/0/32, shellfish 0/0/NA, shrimp 0/0/3, and other species 2/0/13.¹⁰

Sportfishing

Several charter vessels operate out of San Luis Obispo County targeting albacore tuna, rock cod, salmon, and other species. Many also offer seasonal whale watching tours. In 2000 at least 12 charter businesses served sport fishermen and tourists. Arroyo Grande has four sportfishing license vendors. In 2000 43,399 resident sportfishing licenses, 40 nonresident sportfishing licenses, 52 sport salmon punch cards, and 30 abalone report cards were purchased in San Luis Obispo County. In the port group consisting of Avila Beach and Morro Bay, 12 commercial passenger fishing vessels served 17,759 anglers. These vessels reported 123,441 landings composed of more than a dozen species. Rockfish (unspecified) and Albacore tuna accounted for 93.9% and 4.6% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Arroyo Grande area. However, specific information on subsistence fishing is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

Two Arroyo Grande residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Arroyo Grande residents purchased 57 Alaska sportfishing licenses in 2000.

Notes

1. Houghton Mifflin Company. No Date. Encyclopedia of North American Indians: Chumash. Online at <http://www.rain.org/eagle/chumash1.htm> [accessed 8 February 2007].

2. The County of San Luis Obispo Online. 2005. About the county. Online at http://www.co.slo.ca.us/SLOCo_InterPortal.nsf/SLOCo_AboutCounty.htm?OpenPage&charset=windows-1252 [accessed 8 February 2007].

3. History in San Luis Obispo County. 2004. Timeline. Online at <http://www.historyinslocounty.com/index.htm> [accessed 8 February 2007].

4. The City of Arroyo Grande. 2005. Local history. Online at <http://www.arroyogrande.org/general/history.php> [accessed 8 February 2007].

5. State of California. No date. Labor market information: Major employers in San Luis Obispo County. Online at <http://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/?PAGEID=4&SUBID=131> [accessed 8 February 2007].

6. City of Arroyo Grande. 2003. City of Arroyo Grande: City Council/Redevelopment Agency. Online at <http://www.arroyogrande.org/admin/council.php> [accessed 8 February 2007].

7. State of California. 2004. California counties transient lodging tax revenue. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 8 February 2007].

8. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

9. See note 8.

10. See note 8.

Atascadero

People and Place

Location

Atascadero is in San Luis Obispo County along U.S. Highway 101, approximately 218 miles north of Los Angeles and 215 miles south of San Francisco. It covers 26.7 square miles of land and 0.04 square miles of water. The geographic coordinates of Atascadero are lat 35°28'51"N, long 120°40'12"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Atascadero was 26,411, a 14.1% increase from 1990. The gender composition was 48.5% female and 51.5% male. The median age in 2000 was 38.2, slightly higher than the national median of 35.3. Of the population 18 years of age and older, 87.3% had a high school education or higher, 18.3% had a bachelor's degree or higher, and 4.9% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attainment was a high school diploma or equivalency for 26.4% of the population.

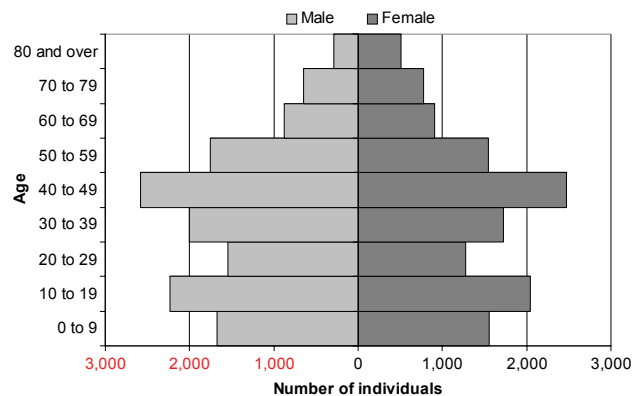
The majority of the racial structure of Atascadero was white (88.8%), followed by people who identified with two or more races (3.3%), people who identified with some other race (3.2%), black (2.4%), Asian (1.3%), American Indian and Alaskan Native (0.9%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 10.5% identified as Hispanic. Less than five percent (4.4%) of the population was foreign-born, of which 38% were born in Mexico.

In 2000 81.2% of the population lived in family households.

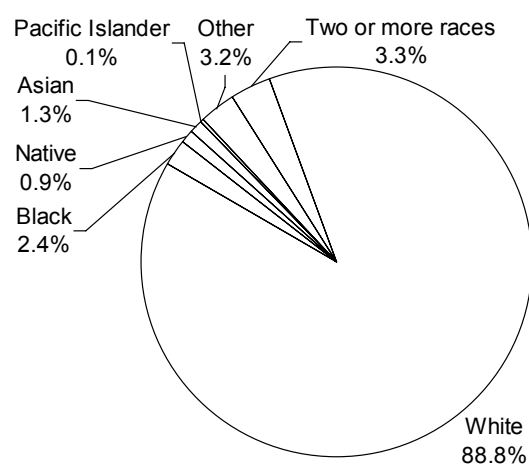
History

The area surrounding Atascadero, a Spanish word indicating a place of plentiful water, was the heart of the Chumash Indian territory for centuries. Chumash hunters, fishermen, and foragers utilized local marine, coastal, and river resources. In unique redwood-planked boats, known as "tomols," they regularly transported resources from their offshore islands to the mainland. These mariners imported specialized stone blades and drills manufactured on the islands, plus marine resources such as shark, bonito, and halibut. Chumash fishermen used a variety of nets, traps, baskets, hooks, spears, and plant poisons to catch or stun fish and catch seals and sea otters. On the coast they collected abalone and mussels,

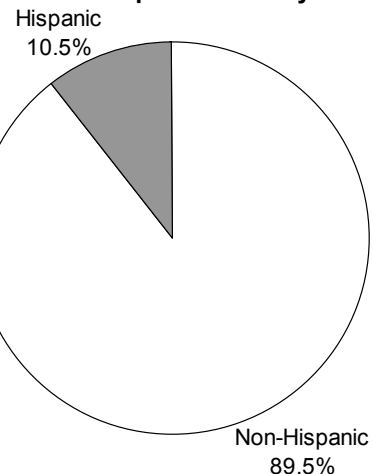
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



and the Chumash trade network passed raw marine materials such as fish, whale bones, and oils to the interior.

Although the Portuguese conquistador Juan Rodriguez Cabrillo first encountered the Chumash in 1542, it was not until 1772 that five Catholic missions were established within the Chumash Nation. After the secularization of the missions in 1833, the Chumash population fell into severe decline. In 1901 the U.S. government allocated 75 acres along Zanja de Cota Creek near Mission Santa Ynez to the surviving Chumash community. Today the Chumash have their own business council, a thriving bingo operation, and a federal housing program on their small reservation. Approximately 5,000 people identify themselves as Chumash Indians.¹

Franciscan friars founded the missions in the vicinity of Arroyo Grande. Between 1821 and 1848, California was under the jurisdiction of Mexico after it gained independence from Spain. Land grants were made to settlers in the area until California became a U.S. possession in 1848 and San Luis Obispo became one of California's original 27 counties. Many place names in the area reflect this heritage.²

Agriculture and quarrying in the area spurred rapid population growth in the late 1800s, facilitated by overland transport options available through the Southern Pacific Railroad. By the 1950s conveyors were installed on the waterfront for unloading sardine boats that accelerated the commercial development of the area's harbors in response to newly discovered fishing grounds offshore.³

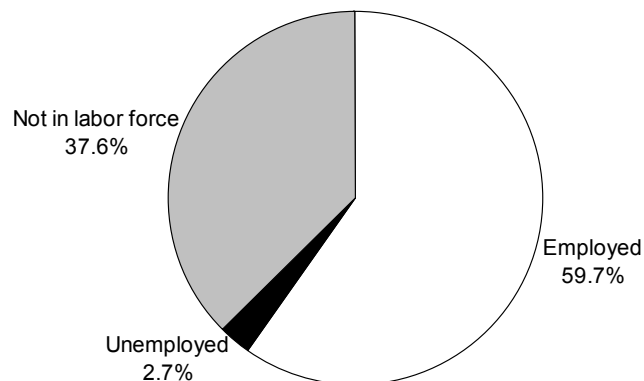
The settling of Atascadero began with Franciscan clergy who managed the 60,000-acre Rancho Asuncion until 1833, when the Mexican government secularized the mission lands. In 1913 plans were drawn up for the area and financed by a group of investors from across the country. Atascadero eventually incorporated in 1979.⁴ Tourism is an important part of its economy. The community boasts thousands of acres of vineyards, wineries, almond orchards, nearby lakes accessible to hikers, biking, parks, swimming, historical interests such as Hearst Castle, a zoo, and other outdoor activities.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 59.7% of Atascadero's potential labor force 16 years of age and older were employed, 2.7% were unemployed, and the unemployment rate was 4.3% (calculated by dividing the unemployed population by the labor force). In addition, 37.6% were not in the labor force. The primary

2000 Employment structure



employment sectors were local, state, or federal government (26.0%), education, health, and social services (24.8%), retail trade (12.2%), and construction (9.9%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

The California Employment Development Department lists Atascadero State Hospital as a major employer.⁵

According to the 2000 U.S. Census, Atascadero's per capita income in 1999 was \$20,029, the median household income was \$48,725, and 9% lived below the poverty level. In 2000 there were 9,848 housing units in Atascadero, of which 96.8% were occupied and 3.2% were vacant. Of the occupied units, 65.6% were by owner and 34.4% were by renter.

Governance

Atascadero is a general law city with a council-manager form of government. The council has five members who are elected at large and serve four-year overlapping terms. The council elects the mayor to perform ceremonial duties and preside over meetings. The council also appoints the city manager, who is responsible for all administrative activities.⁶ Atascadero levies a 7.25% sales and use tax. San Luis Obispo County levies a 9.0% transient lodging tax rate, which earned \$4,229,463 for the 2001 fiscal year.⁷ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region Field Office and a U.S. Coast Guard station are 30 miles away in Morro Bay. Meetings of the Pacific

Fishery Management Council are held in Foster City, approximately 211 miles away.

Facilities

Atascadero is accessible by a variety of transportation options. Amtrak passenger rail service is available at the Grover Beach station approximately 30 miles away. San Luis Obispo County Regional Airport is 18 miles away. The nearest major international airports are at Los Angeles and San Francisco.

The public school system has seven primary/middle schools and two high schools. There are also three private primary/middle schools and one private high school in Atascadero. The City of Atascadero Public Works Department provides wastewater services to about half the residents, the other half uses septic systems. The Atascadero Mutual Water Company operates the city's water systems and Pacific Gas and Electric supplies electricity to all of San Luis Obispo County. The Atascadero Police and Fire departments administer public safety. Three nearby hospitals provide health services to area residents. Twin Cities Community Hospital is about 6 miles away and two other hospitals are 16 miles away in San Luis Obispo. At least eight hotels and two bed and breakfasts are in Atascadero. The city has no marine facilities (i.e., harbor, docks, etc.).

Involvement in West Coast Fisheries

Commercial Fishing

At least one seafood processor operated in Atascadero in 2000. Specific information (estimated pounds of product/value of product) is confidential. Landings data for Atascadero were recorded as part of the Other San Luis Obispo County Ports port group, which includes the communities of Arroyo Grande, Baywood Park, Cambria, Cayucos, Grover City, Nipomo, Oceano, Paso Robles, Pismo Beach, San Luis Obispo, San Miguel, San Simeon, and Shell Beach.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): groundfish 9 t/\$110,441/40 and other species <1 t/\$88/6. See the Arroyo Grande community profile for additional information.

Atascadero residents owned 14 commercial vessels in 2000, including eight vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Atascadero residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/1/1, groundfish 0/0/NA, highly migratory species

NA/0/NA, salmon 0/2/7, shellfish NA/0/NA, shrimp NA/2/6, and other species 1/0/0.⁸

In 2000 four Atascadero residents held four federal groundfish fishery permits. The number of Atascadero residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/1/1, groundfish 0/0/4, highly migratory species NA/0/4, salmon 0/2/9, shellfish 0/0/NA, shrimp 1/1/6, and other species 1/0/9.⁹

In 2000 residents held at least 58 commercial fishing permits, including 54 registered state permits. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: crab 0/1/1, groundfish 0/0/5, highly migratory species NA/0/4, salmon 0/2/16, shellfish 0/0/NA, shrimp 1/2/8, and other species 1/0/13.¹⁰

Sportfishing

A number of charter vessels operate in San Luis Obispo County targeting albacore tuna, rock cod, salmon, and other species. Many also offer seasonal whale watching tours. In 2002 at least 14 charter businesses served sport fishermen and tourists in Atascadero. The community is home to one sportfishing license agent. In 2000 vendors in San Luis Obispo County sold 43,399 resident sportfishing licenses, 40 nonresident sportfishing licenses, 52 sport salmon punch cards, and 30 abalone report cards. In the port group consisting of Avila Beach and Morro Bay, 12 commercial passenger fishing vessels served 17,759 anglers in 2000. These vessels reported 123,441 landings composed of more than a dozen species. Rockfish (unspecified) and Albacore tuna accounted for 93.9% and 4.6% of the landings respectively.

Subsistence

Local tribal and nontribal residents may engage in subsistence fishing in the Atascadero area. However, specific information on subsistence fishing is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the above sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Atascadero residents owned two vessels that participated in North Pacific fisheries. These vessels made landings in the North Pacific salmon fishery, but

specific information (landings in metric tons/value of landings) is confidential.

Two community members held state permits for Alaska fisheries and one held a federal permit for North Pacific fisheries. In 2000 Atascadero residents held three commercial fishing permits for North Pacific fisheries, of which two were Commercial Fisheries Entry Commission (CFEC) salmon permits.

Five Atascadero residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Atascadero residents purchased 38 Alaska sportfishing licenses in 2000.

Notes

1. Houghton Mifflin Company. No date. Encyclopedia of North American Indians: Chumash. Online at <http://www.rain.org/org/eagle/chumashl.htm> [accessed 8 February 2007].

2. The County of San Luis Obispo Online. 2005. About the county. Online at http://www.co.slo.ca.us/SLOCo_InterPortal.nsf/SLOCo_AboutCounty.htm?OpenPage&charset=windows-1252 [accessed 8 February 2007].

3. History in San Luis Obispo County. 2004. Timeline. Online at <http://www.historyinslocounty.com/index.htm> [accessed 8 February 2007].

4. Atascadero Chamber of Commerce. 2005. Historic Atascadero. Online at <http://www.atascaderochamber.org/history.asp> [accessed 8 February 2007].

5. State of California. No date. Labor market information: Major employers in San Luis Obispo County. Online at <http://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/?PAGEID=4&SUBID=131> [accessed 8 February 2007].

6. City of Atascadero. No date. City of Atascadero: Home. Online at <http://www.atascadero.org/> [accessed 8 February 2007].

7. State of California. 2004. California counties transient lodging tax revenue. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 8 February 2007].

8. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

9. See note 8.

10. See note 8.

Avila Beach

People and Place

Location

Avila Beach is located along California's central coast on the north shore of San Luis Obispo Bay in San Luis Obispo County. The community is 195 miles north of Los Angeles and 241 miles south of San Francisco. It covers 1.28 square miles of land. The geographic coordinates of Avila Beach are lat 35°10'48"N, long 120°43'51"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Avila Beach was 797. The gender composition was 50.7% female and 49.3% male. The median age of the population in 2000 was 58.9, considerably higher than the national median of 35.3. Nearly half (49.1%) were age 60 or older. Of the population 18 years of age and older, 94.3% had a high school education or higher, 36.0% had a bachelor's degree or higher, and 16.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

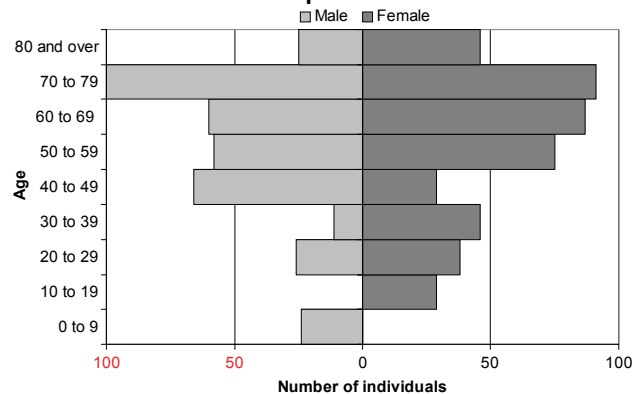
The majority of the racial structure of Avila Beach was white (95.1%), followed by people who identified with two or more races (2.1%), Asian (1.0%), individuals who identified with some other race (0.8%), black (0.4%), American Indian and Alaskan Native (0.4%), and Native Hawaiian and Other Pacific Islander (0.3%). Ethnicity data indicate 4.3% identified as Hispanic and 5.2% were foreign-born.

In 2000 70% of the population lived in family households.

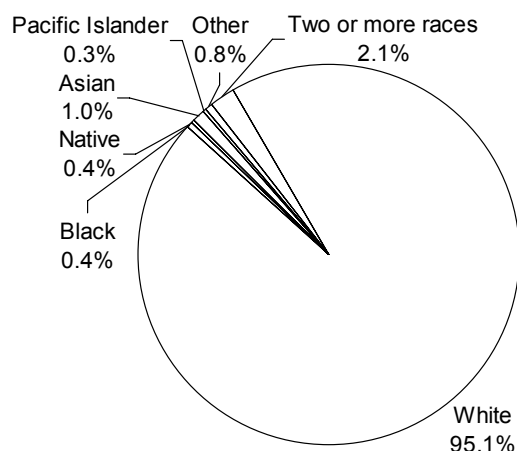
History

The community of Avila Beach shares much of its history with the surrounding area in southern San Luis Obispo County. The Chumash Indian occupied the area for centuries. Chumash hunters, fishermen, and foragers utilized the local marine, coastal, and river resources. They regularly transported resources from their offshore islands to the mainland in unique redwood-planked boats known as "tomols." These mariners imported specialized stone blades and drills manufactured on the islands, plus marine resources such as shark, bonito, and halibut. Fishermen used a variety of nets, traps, baskets, hooks, spears, and plant poisons to catch or stun fish and catch seals and sea otters. On the coast they collected abalone and mussels, and the Chumash trade network passed raw

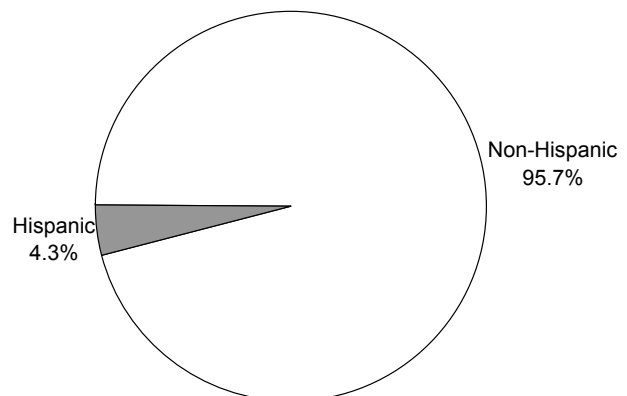
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



marine materials such as fish, whale bones, and oils to the interior.

Although the Portuguese conquistador Juan Rodriguez Cabrillo first encountered the Chumash in 1542, it was not until 1772 that five Catholic missions were established within the Chumash Nation. After the secularization of the missions in 1833, the Chumash population fell into severe decline. In 1901 the U.S. government allocated 75 acres along Zanja de Cota Creek near Mission Santa Ynez to the surviving Chumash community. Today the Chumashes have their own business council, a thriving bingo operation, and a federal housing program on their small reservation. Approximately 5,000 people now identify themselves as Chumash Indians.¹

Between 1821 and 1848, California was under the jurisdiction of Mexico after it gained independence from Spain. Land grants were made to settlers in the area until California became a U.S. territory in 1848 and San Luis Obispo became one of California's original 27 counties. Many place names in the area reflect this heritage.²

Agriculture and quarrying in the area spurred rapid growth in the late 1800s, facilitated by overland transport options available through the Southern Pacific Railroad. By the 1950s conveyors were installed on the waterfront for unloading sardine boats that accelerated the commercial development of the area's harbors in response to newly discovered fishing grounds offshore.³

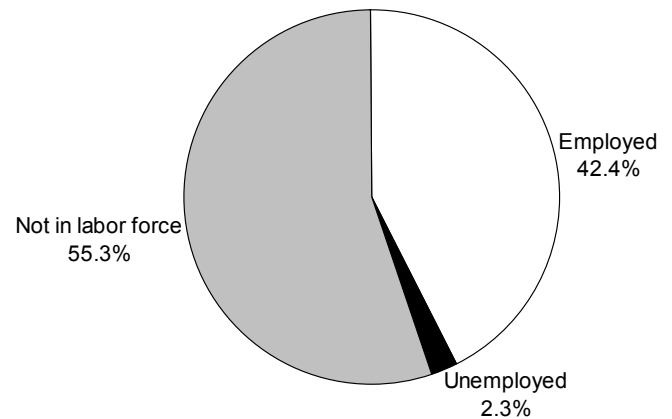
Spaniards and Portuguese made use of the sheltered Avila coastline to replenish freshwater supplies, trade with the Indians, and rest. In 1873 John Harford constructed a wharf in his name to facilitate trading and mail delivery. The area's history as a prime destination for rest and recreation, now the foundation of Avila Beach's economy, began in 1876 when the Marre Hotel was built at Port San Luis. Access to the area expanded dramatically with the railroad in the 1880s. A decade later a federal breakwater was built to provide safer anchorage at the wharf. In 1954 the harbor district for the Port San Luis area was created to maintain aging marine facilities and generate commerce for the region. In 1955 the state legislature granted the district the area's tidelands in trust. Today the state owns the waters out to three miles and manages tideland resources.⁴

Infrastructure

Current Economy

According to the 2000 U.S. Census, 42.4% of the potential labor force 16 years of age and older were employed, 2.3% were unemployed, and the unemployment rate was 4.8% (calculated by dividing the unemployed population by the labor force). In addition,

2000 Employment structure



55.3% were not in the labor force, considerably higher than the national average of 36.1%. The top employment sectors were arts, entertainment, recreation, accommodation and food services (28%), local, state or federal government (25.5%), and education, health, and social services (24.9%). The 2000 U.S. Census reported none of the employed population worked in agriculture, forestry, fishing, or hunting, but this may be inaccurate because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, Avila Beach's per capita income in 1999 was \$29,033, the median household income was \$39,792, and 8.1% lived below the poverty level. In 2000 there were 554 housing units in Avila Beach, of which 80.9% were occupied and 19.1% were vacant. Of the occupied units, 61.2% were by owner and 38.8% were by renter. More than half (57.5%) of the vacant units were for seasonal, recreational, or occasional use.

Governance

Avila Beach is unincorporated. It has no governance structure and is under the jurisdiction of San Luis Obispo County. The county levies a 7.25% sales and use tax rate and a 9% transient lodging tax that earned \$4,229,463 for the 2001 fiscal year.⁵ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region Field Office and a U.S. Coast Guard station are 23 miles away in Morro Bay. Foster City, approximately 223 miles away, is the nearest city that hosts meetings of the Pacific Fishery Management Council.

Facilities

Avila Beach is located along California Highway 1, also known as the Pacific Coast Highway. The San Luis Obispo Municipal Airport is 7 miles away and the nearest international airport is in Los Angeles. Avila Beach belongs to the Lucia Mar Unified School District, which has 10 elementary schools, 3 middle schools, 2 comprehensive high schools, 1 continuation high school, and an adult education program. The county administers public safety in Avila Beach. Pacific Gas and Electric supplies electricity to all of San Luis Obispo County. The tourism industry in Avila Beach is well developed, providing several options for accommodations.

A three-pier harbor, two piers of which are open to the public, supports the commercial and recreational fishing industries. A harbor commission of elected officials oversees the marine facilities. Harbor services include a dry dock, fuel and ice, boat repair and supply, and storage for commercial gear at \$30 per month. Boat storage for trailer boats up to 30 feet long and 10 feet wide costs \$50 a month with a three-month minimum. Temporary boat moorage can be rented from a water taxi operator.⁶

Involvement in West Coast Fisheries

Commercial Fishing

No seafood processors operated in Avila Beach in 2000. Landings were delivered to Avila Beach by 127 commercially registered vessels, and were made in the following West Coast fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/2; crab 37 t/\$127,746/14; groundfish 370 t/\$703,769/88; highly migratory species 6 t/\$12,884/24; salmon 35 t/\$134,357/38; shrimp 15 t/\$30,518/6; and other species 14 t/\$77,510/44.

In 2000 Avila Beach residents owned six commercial vessels, of which two participated in the federally managed groundfish fishery. The number of vessels owned by Avila Beach residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/0/1, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/4, shellfish NA/0/NA, and shrimp NA/0/7.⁷

No community members held federal groundfish permits in 2000. The number of Avila Beach residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/0/1, groundfish 0/0/6, highly migratory species NA/0/1, salmon 0/0/9, shellfish 0/0/NA, shrimp 0/0/2, and other species 0/0/9.⁸

In 2000 at least 37 commercial fishing permits were registered to Avila Beach residents in 2000. The number of state permits held by Avila Beach residents in each fishery by state (WA/OR/CA) was: crab 0/0/1, groundfish 0/0/7, highly migratory species NA/0/1, salmon 0/0/16, shellfish 0/0/NA, shrimp 0/0/2, and other species 0/0/10.⁹

Sportfishing

Avila Beach has a 1,685-foot public fishing pier. A number of charter vessels operate out of the community targeting albacore tuna, rock cod, salmon, and other species. Many also offer seasonal whale watching tours. In 2002 at least 12 charter businesses served sport fishermen and tourists in Morro Bay.

There are two license agents selling sportfishing licenses in Avila Beach. In 2000 vendors in San Luis Obispo County sold 43,399 resident sportfishing licenses, 40 nonresident sportfishing licenses, 52 sport salmon punch cards, and 30 abalone report cards.

In the Avila Beach and Morro Bay port group, 12 commercial passenger fishing vessels served 17,759 anglers in 2000. The vessels reported 123,441 landings composed of more than a dozen species. Rockfish (unspecified) and Albacore tuna accounted for 93.9% and 4.6% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Avila Beach area. However, specific information on subsistence fishing is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Avila Beach residents had no involvement in North Pacific fisheries.

Sportfishing

Five Avila Beach residents purchased Alaska sportfishing licenses in 2000.

Notes

1. Houghton Mifflin Company. No date. Encyclopedia of North American Indians: Chumash. Online at <http://www.rain.org/eagle/chumash1.htm> [accessed 9 February 2007].
2. The County of San Luis Obispo Online. 2005. About the county. Online at http://www.co.slo.ca.us/SLOCo_InterPortal.nsf/SLOCo_AboutCounty.htm?OpenPage&charset=windows-1252 [accessed 9 February 2007].
3. History in San Luis Obispo County. 2004. Timeline. Online at <http://www.historyinslocounty.com/index.htm> [accessed 9 February 2007].
4. Avila Beach History. No date. Port San Luis harbor district. Online at <http://www.portsanluis.com/> [accessed 9 February 2007].
5. State of California. 2004. California Counties transient lodging tax revenue. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 9 February 2007].
6. Port San Luis Harbor District. No date. Harbor services. Online at <http://www.portsanluis.com> [accessed 9 February 2007].
7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
8. See note 7.
9. See note 7.

Bodega Bay

People and Place

Location

Bodega Bay is in Northern California's Sonoma County, 67 miles north of San Francisco on California Highway 1, also known as the Pacific Coast Highway. The city covers an area of 8.4 square miles of land. The geographic coordinates of Bodega Bay are lat 38°20'00"N and long 123°02'49"W.

Demographic Profile

According to the 2000 U.S. Census, Bodega Bay's population was 1,423. The gender composition was 48.1% female and 51.9% male. The median age was 50.9, substantially higher than the national median of 35.3. Of the population 18 years of age and older, 85.9% had a high school education or higher, 45.6% had a bachelor's degree or higher, and 23.7% had graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

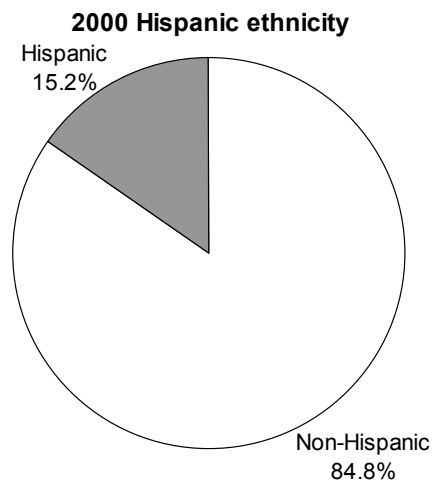
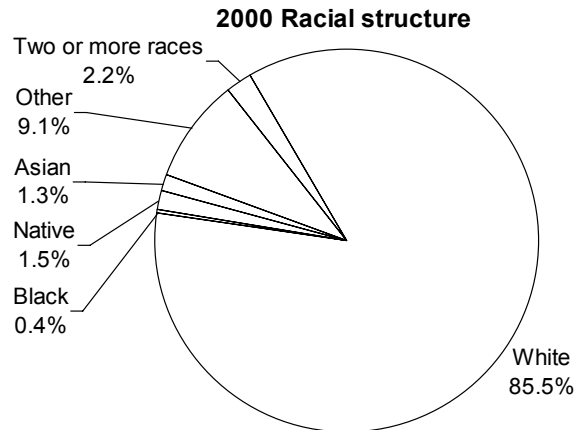
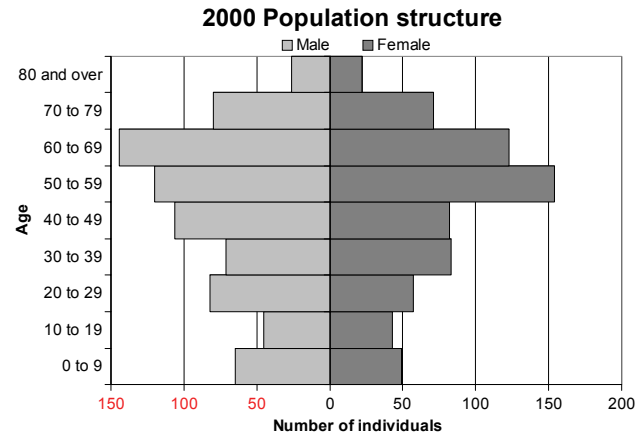
The majority of the racial composition of Bodega Bay was white (85.5%), followed by individuals who identified with some other race (9.1%), individuals who identified with two or more races (2.2%), American Indian and Alaska Native (1.5%), Asian (1.3%), and black (0.4%). Ethnicity data indicate 15.2% identified as Hispanic and approximately 19% of the population was foreign-born.

In 2000 77.7% of the population lived in family households.

History

Long before Euro-Americans came to the Bodega Bay area, the Miwok and Pomo Indians lived throughout what is now Sonoma County. They had a close relationship with the environment. The Coastal Miwok fished, hunted, and gathered on a seasonal basis in the coastal areas in and around Bodega Bay. During the summers, the Pomo harvested clams, seals, and bird eggs, and fished in coastal waters. The first European to visit Bodega Bay was Sebastian Vizcaino in 1603, however, the area's name comes from the Spanish mariner Francisco Bodega y Cuadra, who anchored his schooner in the bay in 1775.^{1, 2, 3}

The first Euro-American settlers in the area were Russian fur traders from Alaska in 1812. They sought otters and seals, as well as a warmer climate to grow food for their northern outposts. The Russians built Fort Ross, 24 miles north of Bodega Bay, with the help of local



Indians. The Russians enslaved the Pomo and exploited the area's natural resources. Spanish missionaries began inhabiting coastal California in the late 1700s, setting up missions on Indian and non-Indian land.

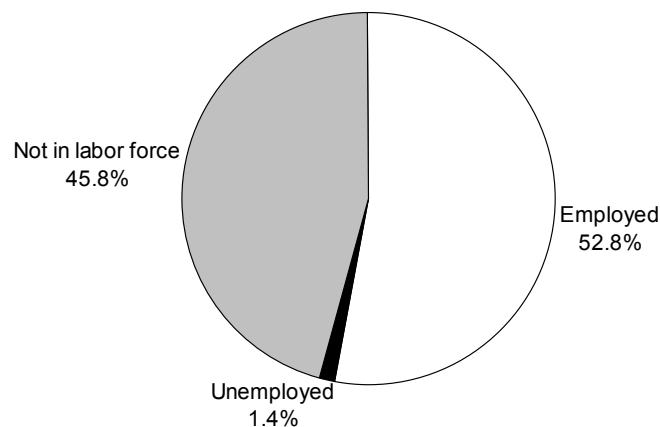
By the 1800s, the Spanish were using the local Miwok and Pomo Indians as laborers. California came under Mexican control during this time and plots were granted to Mexican citizens, who built ranchos along the Sonoma coast. Most of the Russians left the area in 1841. Many of the area's Indians went into servitude to Mexicans who, through state confiscation, controlled much of the land previously occupied by Native Americans. By 1850 those Native Americans who were not working as farm laborers engaged in fishing to earn a livelihood.^{4, 5}

Bodega Bay eventually grew into a thriving fishing center and commercial port. In 1842 Stephen Smith, a New England sea captain turned Mexican citizen, established Rancho Bodega in the area. Smith started a saw mill and a hotel, and his efforts helped establish a shipping center on the bay. It was around this time that Firman Camelot founded a town. Although he named the town "Bay" it was later changed to Bodega Bay. The area's fishing industry received a boost when rail lines were constructed between Sonoma County and San Francisco in the 1870s. The rail lines opened up a large market to area fishermen.⁶

Bodega Bay's commercial fishing industry took off during World War I. The industry, which focused on salmon, drove the local economy and structured local life. The industry's sustainability was threatened by silt on the bay floor in the late 1930s and early 1940s. It was dredged in 1943 and the industry bounced back. By the early 1980s the fishing fleet had grown to 300 boats and the value of commercial landings reached more than \$15 million. After record catches in the late 1980s, the salmon industry fell on hard times as the number and volume of landings plummeted. Human induced landscape changes in the area and regional drought are thought to have contributed to habitat degradation and resultant low spawning numbers of salmon. During this period many fishermen left the industry.^{7, 8}

Bodega Bay remains home to families who have fished commercially in the area for generations. Salmon populations began to rebound in the mid-1990s. Contemporary commercial fishermen harvest albacore tuna, Chinook salmon, halibut, rockfish, Dungeness crab, sole, and more recently sea urchin. In recent years, silting has become a recurring problem. The depth of the bay's channel has decreased to five feet in some areas and numerous vessels have run aground in the shallow waters. The siltation problem is paramount to the community because Bodega Bay is the only port between

2000 Employment structure



San Francisco and Fort Bragg large enough to accommodate many of today's ocean-going vessels. The channel was dredged under a project begun in 2004 and closed out in 2005.⁹

Commercial fishing remains a major component of Bodega Bay's economy, however, tourism and a sportfishing industry have developed in recent years. During the 1980s, the number of guest rooms in the area grew by 150%. The area has a range of tourist attractions including beaches, parks, sportfishing (primarily tuna and salmon), a golf course, wineries, and many historical sites.¹⁰ Several annual festivals demonstrate the economic and cultural significance of fishing. The two-day Fisherman's Festival in April is a major event, featuring a boat parade and a blessing of the fleet for the approaching salmon season. The Seafood, Art, and Wine Festival occurs in August and features live music, wine and beer tasting, and seafood.

Currently the Coast Miwok and the Pomo are dispersed throughout the bay area. The Coast Miwok and Southern Pomo banded together in the 1990s and were recognized as the Federated Indians of Graton Rancheria in 2000. Native fishermen harvest salmon and various other species. Salmon holds cultural significance for the Miwok and Pomo as an historic staple of their diet. In recent decades, native fishermen have reported a decline in salmon populations, although the number of coho salmon seems to have risen in the last few years.¹¹

Infrastructure

Current Economy

According to the 2000 U.S. Census, 52.8% of Bodega Bay's potential labor force 16 years of age and older were employed, 1.4% were unemployed, and the unemployment rate was 2.6% (calculated by dividing the unemployed population by the labor force). In addition,

45.8% were not in the labor force. The top employment sectors were arts, entertainment, recreation, accommodation, and food services (26.5%), professional, scientific, management, administrative, and waste management services (16.9%), education, health, and social services (16.8%), and local, state, or federal government (10.9%). Natural resource jobs including agriculture, fishing, forestry, and hunting employed 5.5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

A phone survey by Coldwell Banker, a real estate company, in October 1999 identified six major employers in the Bodega Bay area: The Tides Wharf (150 employees during the peak season), The University of California Marine Lab (125 during peak), Inn at the Tides (80 during peak), Bodega Bay Lodge (65), Bodega Harbor (62), and the U.S. Coast Guard (25). Fieldwork indicated Lucas Wharf employs approximately 75 persons.

According to the 2000 U.S. Census, Bodega Bay's per capita income in 1999 was \$37,226, significantly higher than the national average of \$21,587. The median household income of \$56,818 also was higher than the national median of \$41,994. Four percent lived below the poverty level in 1999. In 2000 Bodega Bay had 1,144 housing units, of which 58.5% were occupied and 41.5% were vacant. Of the occupied units, 72.2% were by owner and 27.8% were by renter. Most of the vacancies (88.4%) were due to seasonal use.

Governance

Bodega Bay is an unincorporated area, governed by Sonoma County. Residents pay a 7.5% sales and use tax rate and visitors pay a 9% transient lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

Bodega Bay has a U.S. Coast Guard Station. The nearest office of the National Marine Fisheries Service is 23 miles away in Santa Rosa, and the closest California Fish and Game office is 60 miles away in Yountville. The nearest U.S. Citizenship and Immigration Office is in San Francisco. The Pacific Fishery Management Council also holds meetings in San Francisco.

Facilities

Bodega Bay is accessible by California Highway 1 and smaller county roads, and by air at the Charles M. Schulz Sonoma County Airport, 21 miles from the community. The nearest major airport is San Francisco International Airport.

Bodega Bay lies in the Shoreline Unified School District. Students may attend primary school in Bodega Bay, and a middle school and a high school are in neighboring Tomales. Pacific Gas and Electric provides electricity. Bodega Bay Public Utilities District provides water and sewage treatment. The Sonoma County Sheriff's Office and the California State Highway Patrol administer law enforcement. Bodega Bay has no hospital, however the community of Sebastopol (16 miles away) has a hospital with emergency services. Bodega Bay has 18 businesses offering overnight accommodations including inns, hotels, bed and breakfasts, vacation rentals, and a recreational vehicle park.

There are four marinas in the area. Spud Point has 244 berths (80% allocated to commercial fishing), shower facilities, laundromat, and a service dock. Mason's Marina has 115 berths, a hoist, several docks, fuel, and a small store. Porto Bodega has 95 berths, several boat docks, a launch, and trailer hookups. The Golden Hinde Inn has an adjacent marina, and Sonoma County provides boat launching at Doran and Westside parks. The nearest boat yard is 20 miles south in Marshall, a small community on Tomales Bay.

Involvement in West Coast Fisheries

Commercial Fishing

Bodega Bay had one processing plant in 2000, and 317 vessels, all commercially registered, delivered fish there. Landings data for Bodega Bay also include Timber Cove. In 2000 residents of Bodega Bay and Timber Cove landed fish in the following West Coast Fisheries (data shown represents landings in tons/value of landings/number of vessels landing): coastal pelagic 22 t/\$21,133/5; crab 191 t/\$1,047,625/66; groundfish 35.7 t/\$247,021/65; highly migratory species 59 t/\$144,711/32; salmon 300.6 t/\$1,245,430/210; and other species 283 t/\$560,426/39.

Community members owned 58 vessels that participated in the region's fisheries in 2000, of which 34 took part in the federally managed groundfish fishery. The number of vessels owned by residents of Bodega Bay that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/30, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/43, shellfish NA/0/NA, shrimp NA/0/1, and other species 1/0/2.¹²

In 2000 residents held three federal groundfish fishery permits. The number of residents holding permits in each fishery by state (WA/OR/CA) in 2000 was: coastal pelagic 0/0/24, crab 0/0/31, groundfish 0/0/14, highly migratory species NA/0/3, salmon 0/1/66,

shellfish 0/0/NA, shrimp 0/0/6, and other species 1/0/18.¹³

Community members held at least 245 commercial fishing permits in 2000, including 242 state registered permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/41, crab 0/0/33, groundfish 0/0/17, highly migratory species NA/0/2, salmon 0/1/117, shellfish 0/0/NA, shrimp 0/0/12, and other species 1/0/21.¹⁴

Local fishermen have experienced an increase in ocean Chinook salmon since 2000. During the same period however, fishermen have not been allowed to take coho salmon due to declining numbers.¹⁵

Sportfishing

Bodega Bay is part of the Princeton-Bodega Bay port complex, which received 147,926 commercial passenger fishing vessel (CPFV) landings in 2000 by 27,274 anglers. The top five species landed were unspecified rockfishes, Chinook salmon, lingcod, cabezon, and albacore tuna. In 2002 and 2003 there were four licensed sportfishing businesses in Bodega Bay. Two of these were CPFVs with shrimp vessel permits.

Subsistence

Specific information on subsistence fishing in Bodega Bay is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

According to available data, the community of Bodega Bay did not participate in the North Pacific commercial fisheries in 2000.

Sportfishing

One Bodega Bay resident purchased an Alaska sportfishing license in 2000.

Notes

1. Bodega Bay.com. 2004. Bodega Bay area history—200 years of change. Online at http://www.bodegabay.com/visitor_info/overviewmap.html [accessed 9 February 2007].

2. Federated Indians of Graton Rancheria. No date. Historical background. Online at http://en.wikipedia.org/wiki/Federated_Indians_of_Graton_Rancheria [accessed 9 February 2007].
3. Go Boating America. 2004. Windswept getaway. Online at <http://goboatingmag.com/main/article.asp?id=528> [accessed 9 February 2007].
4. See note 1.
5. See note 2.
6. See note 1.
7. Coldwell Banker. 2002. Bodega Bay area profile: Economy. Online at <http://www.bodegabayhomes.com/economy.html> [accessed September 2004].
8. See note 3.
9. C. Benfell. 2004. Channel dredging to begin. Online at <http://www.pressdemocrat.com> [accessed 9 February 2007].
10. See note 7.
11. T. Colombo, Tribal Representative for the Federated Indians of Graton Rancheria, Bodega Bay, CA. Pers. commun., 28 September 2004.
12. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
13. See note 12.
14. See note 12.
15. Fisherman, Bodega Bay, CA. Pers. commun., 20 April 2006.

Corte Madera

People and Place

Location

Corte Madera, meaning “cut wood” in Spanish, is located in Marin County 10 miles north of San Francisco and 84 miles southwest of Sacramento. The city comprises 3.2 square miles of land and 1.2 square miles of water. Corte Madera’s geographic coordinates are lat 37°59’30”N, long 122°31’36”W.

Demographic Profile

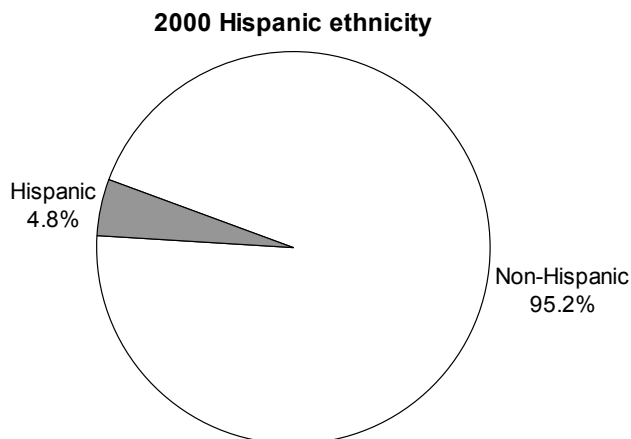
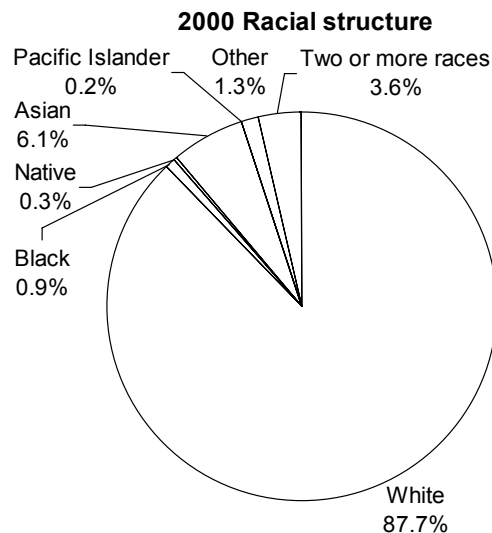
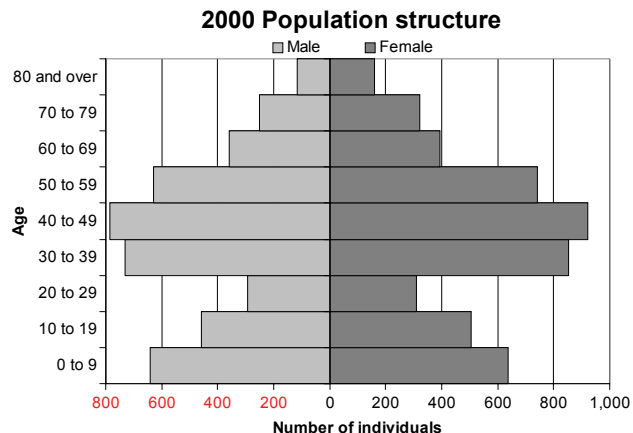
According to the 2000 U.S. Census, the population of Corte Madera was 9,100, an increase of 10% from 1990. The gender composition was 53.2% female and 46.8% male. The median age was 40.7, higher than the national median of 35.3. More than half (51.2%) of the population was between the ages of 30 and 59. Of the population 18 years of age and older, 94.5% had a high school education or higher, 61.3% had a bachelor’s degree or higher, and 22.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure was white (87.7%), followed by Asian (6.1%), individuals who identified with two or more races (3.6%), individuals who identified with some other race (1.3%), black (0.9%), American Indian and Alaskan Native (0.3%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 4.8% identified as Hispanic. More than one in eight residents (15.2%) were foreign-born, of which 10.3% were born in the United Kingdom, 8.4% in Brazil, 8.1% in Mexico, and 7.7% in China.

In 2000 80.4% of the population lived in family households.

History

The first inhabitants of present day Corte Madera were Miwok Indians. The Coastal Miwok, called Olamentke by early writers, are part of the Penutian language family.¹ The Miwok occupied territory bounded on the north by Cosumnes River, on the east by a ridge of the Sierra Nevada Mountains, on the south by Fresno Creek, and on the west by the San Joaquin River.² The Miwok are known to have been the largest Indian nation in California. It is said that a member of any of their tribes or settlements could travel from the Cosumnes to the Fresno and be understood without difficulty, so uniform was the language.³



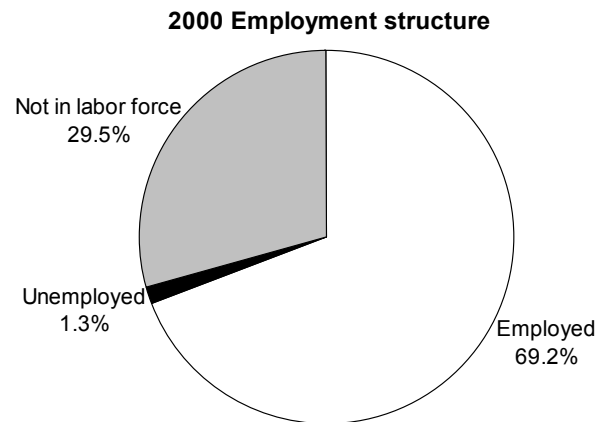
The Coast Miwok inhabited about 885 square miles of Marin and southern Sonoma counties. At the beginning of the nineteenth century, there were approximately 3,000 Miwok in about 40 villages; each village consisted of 75–100 persons.⁴ In 1910 the Miwok population was estimated at 699.⁵ The Miwok traveled in boats made from tule reeds around Bodega Bay and to Angel Island, the largest island in San Francisco Bay.⁶ The diet of the Miwok consisted primarily of nuts, pinole (a meal made of plant seeds), roots, fruit, jack rabbit, deer, sea lions, seals, sea otters, fish, and shellfish that were available year-round. Annual salmon spawning runs went through Raccoon Strait, just offshore from Angel Island.⁷ Fish were taken by gorge-hook (made from bone) and spear, in wicker traps, and by narcotization.⁸

The Miwok's first contact with Europeans occurred in 1579 when Sir Francis Drake, the first Englishman to sail around the world, was greeted upon his arrival by Indians in a village near Tomales, 40 miles northwest of Corte Madera. In 1775 Father Vincente, who arrived to claim San Francisco Bay, described the Coast Miwok as "humorous, with courteous manners."⁹ For decades the Coast Miwok resisted the Spanish and Mexicans but ultimately fell before European weapons. In December 2000 legislation was signed granting the Federated Indians of the Graton Rancheria, formerly known as the Federated Coast Miwok, full rights and privileges afforded federally recognized tribes. Today there are more than 500 registered tribal members.¹⁰

Corte Madera was once part of an original land grant, the Rancho Corte Madera del Presidio, given to John Reed in 1836. Reed, a Dublin native, originally attempted to claim land in Sonoma County, but the Miwoks were hostile and forced Reed south into Marin County. He built a small mill which cut wood for the Presidio, and for which the nearby City of Mill Valley is named. He also started the first ferry service between Marin County and Yerba Buena.¹¹

Settlers living in the Corte Madera area quickly became involved in logging redwoods to build the Presidio in San Francisco. The local industry shifted to farming and cattle raising after most of redwoods were logged. At the beginning of the twentieth century, the town attracted individuals and families from San Francisco in the summer for recreation. Christmas Tree Hill was subdivided into tiny, 25-foot-square lots for weekend camping. After the 1906 San Francisco earthquake, many of the lots were used to build permanent homes, many of which are still there today.

Not long after incorporation in 1916, Corte Madera was chosen for the first post office and the first railroad station between Sausalito and San Rafael. The town had



a harbor for the loading and unloading cargo. Steamboats traveling from Larkspur to San Francisco stopped there to purchase produce, lumber, and beef and return to Corte Madera with manufactured goods from San Francisco. Corte Madera, however, remained sparsely populated until World War II when thousands of shipyard workers from around the country came to work at nearby Marinship, a Sausalito waterfront shipyard.

Corte Madera's post war population boom culminated with proposals for extension of one of the town's shopping malls and calls for a new dumpsite. The proposals threatened the area's marshlands and spurred development of Corte Madera's environmental movement. The Corte Madera Ecological Reserve (marshlands along the town's northern bay) is a product of this movement.¹²

Today the town boasts a 22-acre park, numerous bike paths and other recreational opportunities, an historic village square, and a weekly farmers market between June and October. Corte Madera is also known for two shopping malls that border the freeway, moderate home prices and taxes, friendly neighborhoods, and a central location. The Corte Madera Reserve Sanctuary, Shorebird Marsh, and the Ring Mountain Preserve were established in town to protect migrating birds and native wildlife.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 69.2% of Corte Madera's potential labor force 16 years of age and older were employed, 1.3% were unemployed, and the unemployment rate was 1.9 (calculated by dividing the unemployed population by the labor force). In addition, 29.5% were not in the labor force, less than the national average of 36.1%. The top employment sectors were

management, professional, and related occupations (60.7%), sales and office occupations (20.1%), service occupations (10.9%), and local, state, or federal government (8.8%). No one was employed in natural resource jobs including agriculture, forestry, fishing, hunting, and mining, but this may be inaccurate because many fishermen are self-employed and are underrepresented in these data.

Corte Madera's top three employers in 2002 were Constellation Concepts Inc. (restaurant service), Il Fornaio Corporation (restaurant service), and Restoration Hardware Inc. (furniture and home furnishings).¹³

According to the 2000 U.S. Census, Corte Madera's per capita income in 1999 was \$46,326, the median household income \$79,839, and 4.5% lived below the poverty level. In 2000 there were 3,850 housing units in Corte Madera, of which 98.1 percent were occupied and 1.9% were vacant. Of the occupied units, 72.5% were by owner and 27.5% were by renter. Of the vacant units, 18.9% were due to seasonal, recreational, or occasional use.

Governance

Corte Madera, incorporated in 1916, is a small town that extends from San Francisco Bay on the east side of U.S. Highway 101 to Mt. Tamalpais on the west. The town has a council-manager form of government. Residents pay a 7.25% sale and use tax and visitors pay a 10% transient lodging tax.^{14, 15} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The National Marine Fisheries Service (NMFS) has a Southwest Fisheries Science Center laboratory 86 miles south in Santa Cruz. A NMFS regional office is 415 miles south in Long Beach. The California Department of Fish and Game Marine Region Office is 37 miles south in Belmont. The nearest U.S. Citizenship and Immigration Services office is 15 miles south in San Francisco. Meetings of the Pacific Fishery Management Council are held 37 miles south in Foster City. The Corte Madera area is within the jurisdiction of the U.S. Coast Guard Marine Safety Office San Francisco Bay, one of the USCG's largest and busiest marine safety units.

Facilities

Corte Madera is accessible by land, air, and water. The major roads connecting Corte Madera to neighboring cities are Interstate Highway 80 northeast to Sacramento and U.S. Highway 101 south to San Francisco. Golden Gate Transit provides bus service. San Francisco International, 24 miles south, is the nearest major airport.

Corte Madera is accessible by Golden Gate Ferry from Larkspur, 1 mile north.

The Larkspur School District operates one elementary school in Corte Madera. The district also operates a middle school in Larkspur that serves Corte Madera residents. Corte Madera students attend Redwood High School, part of the Tamalpais Union High School District. There are also several private schools in the area. The College of Marin, with a campus located 3 miles north in Kentfield, has an enrollment of nearly 4,000. Other colleges and universities are located in San Francisco.

The Marin Municipal Water District serves the southern Marin area, including Corte Madera. The Corte Madera Public Works Department provides wastewater and sanitary services, and Pacific Gas and Electric supplies electricity and natural gas. The Twin Cities Police Authority administers public safety for Corte Madera and Larkspur. Several medical offices are located in Corte Madera but the nearest hospital, Marin General, is located 3 miles north in Greenbrae. There are no port facilities in Corte Madera. The closest port is 10 miles south in San Francisco. Other local facilities and services include a public library, city parks, and the Corte Madera Community Foundation. Environmental groups are active such as Friends of Corte Madera Creek Watershed. This nonprofit, volunteer-based organization was founded in 1995 to protect urbanized creeks and wetlands and increase diversity of these ecosystems.

Involvement in West Coast Fisheries

Commercial Fishing

No fish processors operated in Corte Madera in 2000. Landings data for Corte Madera were recorded as part of the Other Sonoma and Marin County Outer Coast Ports group that includes Bolinas, Cloverdale, Dillon Beach, Drakes Bay, Forest Knolls, Greenbrae, Guerneville, Hamlet, Healdsburg, Inverness, Jenner, Kentfield, Marconi, Marshall, Millerton, Mill Valley, Muir Beach, Nicasio, Novato, Occidental, Petaluma, Rohnert Park, San Quentin, San Rafael, Santa Rosa, Sebastopol, Sonoma, Stewarts Point, Stinson Beach, Tiburon, and Windsor.

Reported landings for the port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic 135 t/\$116,723/15; crab 6 t/\$42,768/7; groundfish 1 t/\$1,704/9; highly migratory species confidential/confidential/1; salmon 5 t/\$31,805/4; shrimp 3 t/\$23,875/6; and other species 4 t/\$23,656/16. See the Dillon Beach, Novato, Santa Rosa, San

Francisco, and Sebastopol community profiles for additional information.

Corte Madera residents owned five vessels in 2000 that participated in West Coast fisheries, of which four participated in the federally managed groundfish fishery. The number of vessels owned by Corte Madera residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/5, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/1.¹⁶

Corte Madera residents held no federal groundfish fishery permits in 2000. The number of Corte Madera residents that held permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/3, crab 0/0/2, highly migratory species NA/0/0, salmon 0/0/6, shellfish 0/0/NA, and other species 0/0/2.¹⁷

According to available data, 24 state permits were registered to Corte Madera residents in 2000. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/8, crab 0/0/2, highly migratory species NA/0/0, salmon 0/0/12, shellfish 0/0/NA, and other species 0/0/2.¹⁸

Sportfishing

Corte Madera sport fishermen are involved in West Coast and North Pacific fisheries. One license agent, Big 5 Sporting Goods, is located in Corte Madera. No commercial passenger fishing vessels were licensed in Corte Madera in 2002 and 2003. Internet resources indicate there are some sportfishing guide businesses in Corte Madera, such as New Rayann Sportfishing.

Subsistence

Specific information on subsistence fishing in Corte Madera is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

Corte Madera residents were not active in North Pacific fisheries in 2000.

Sportfishing

Corte Madera residents purchased 25 Alaska sportfishing licenses in 2000.

Notes

1. E. Curtis. 1924. The Miwok. Online at <http://www.yosemite.ca.us/history/curtis/> [accessed 12 February 2007].
2. Access Genealogy. 2004. California Indian tribes. Online at <http://www.accessgenealogy.com/native/tribes/californiatribes.htm> [accessed 12 February 2007].
3. See note 2.
4. Rohnert Park Historical Society. 2000. Miwok villages. Online at <http://www.rphist.org/html/miwok.html> [accessed 12 February 2007].
5. See note 1.
6. Angel Island Association. 2003. Miwok information. Online at <http://www.angelisland.org/miwok.htm> [accessed 12 February 2007].
7. See note 6.
8. See note 1.
9. R. Walker. 2001. A hidden geography. Online at http://geography.berkeley.edu/PeopleHistory/faculty/R_Walker/AHiddenGeography.html [accessed 12 February 2007].
10. Miwok Archeological Preserve of Marin. No date. History of the Coast Miwok at Point Reyes. Online at http://www.pointreyesvisions.com/NewFiles/Science_Folder/Coast_Miwok.html [accessed 12 February 2007].
11. See note 4.
12. M. Stafford. No date. Corte Madera: Moving freight. Online at http://www.cagenweb.com/marin/Census/ot_cm.html [accessed 12 February 2007].
13. California Employment Development Department. 2002. Major employers in Marin County. Online at <http://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/?PAGEID=4&SUBID=131> [accessed 12 February 2007].
14. California State Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 12 February 2007].
15. California State Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000-01. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 12 February 2007].
16. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
17. See note 16.
18. See note 16.

Costa Mesa

People and Place

Location

Costa Mesa is located along Interstate Highway 5, approximately 42 miles south of Los Angeles and 89 miles north of San Diego. The community is in Orange County and covers 15.62 square miles of land and 0.1 square mile of water. The geographic coordinates of Costa Mesa are lat 33°38'28"N, long 117°55'04"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Costa Mesa was 108,724, a 12.8% increase from 1990. The gender composition was 48.8% female and 51.2% male. The median age in 2000 was 32, compared to the national median of 35.3. Of the population 18 years of age and older, 78.1% had a high school education or higher, 26.5% had a bachelor's degree or higher, and 7.2% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

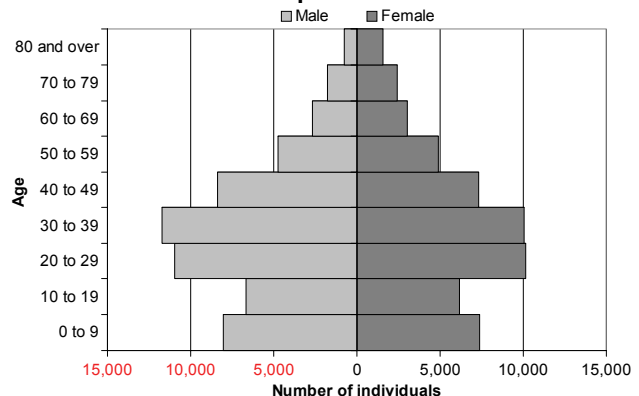
The majority of the racial composition of Costa Mesa was white (69.5%), followed by individuals who identified with some other race (16.6%), Asian (6.9%), individuals who identified with two or more races (4.3%), black (1.4%), American Indian and Alaskan Native (0.8%), and Native Hawaiian and Other Pacific Islander (0.6%). Ethnicity data indicate 31.8% identified as Hispanic. In 2000 29.2% of the population was foreign-born, of which 53.1% were born in Mexico.

In 2000 75% of the population lived in family households.

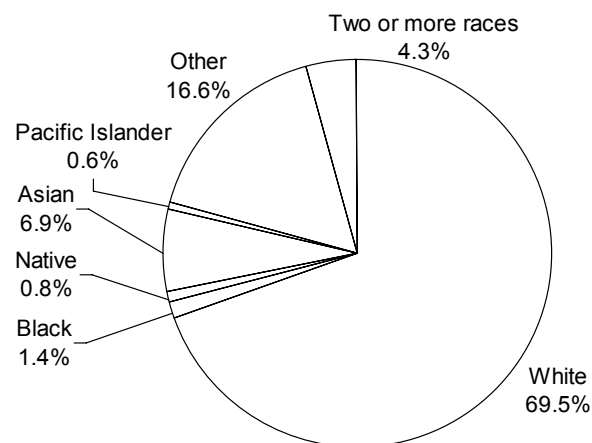
History

The Chumash Indians were among the earliest peoples to inhabit the greater Los Angeles area, settling in the region between 5,000 and 2,000 BP (before present).^{1,2} The Chumash relied on a maritime economy for centuries (e.g., gathering and fishing). By 500 AD, the Tongva Indians arrived in Southern California from the Mojave Desert. At the onset of European migration into North America, there were an estimated 300,000 Native Americans in California. This number was drastically reduced as European diseases killed approximately two-thirds of the native population during the colonial era.³ Today the Gabrieleno/Tongva Tribe is headquartered in San Gabriel. The tribe has sought federal recognition since 1994 and may obtain federally recognized fishing rights because its historic use of marine resources is well known. In 1542, before the

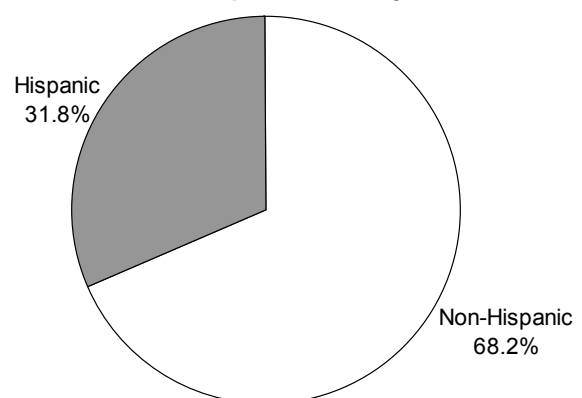
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



Spaniard Juan Rodriguez Cabrillo landed on the California coast, he was met by Tongva Indians in their boats. Cabrillo was the first European to enter what would become the greater Los Angeles area.^{4, 5}

Costa Mesa gained its name from the coastal tableland landscape above Newport Bay. Originally grazing grounds for cattle belonging to the rancho of the Mission San Juan Capistrano, the area became a gathering spot for vaqueros (cowboys) tending cattle. In 1810 this area was a part of a Spanish land grant made to Jose Antonio Yorba, whose family retained ownership until the late 1800s when settlers began buying portions of the rancho and established the town of Fairview. Following a devastating storm, the community was revived with the new name of Harper, named for a nearby rancher. Harper, however, officially changed the community's name to Costa Mesa in May 1920. Agriculture and subsequently the building and oil drilling industries brought new growth to the area until these industries crashed during the depression. Since the end of World War II, however, the population has boomed due to military and civic institutions located in the area. Today Costa Mesa is a major commercial and industrial center of Orange County.⁶

Infrastructure

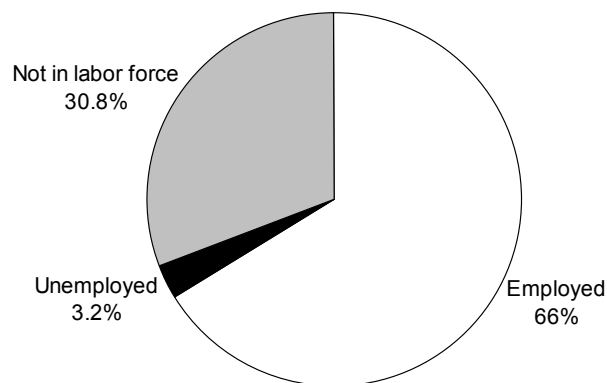
Current Economy

According to the 2000 U.S. Census, 66% of the potential labor force 16 years of age and older were employed, 3.2% were unemployed, and the unemployment rate was 4.7% (calculated by dividing the unemployed population by the labor force). In addition, 30.8% were not in the labor force. The major employment sectors were education, health, and social services (15.6%), manufacturing (12.7%), retail trade (11%), accommodation and food services (9.1%), and local, state, or federal government (9%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 0.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

The California Employment Development Department lists Apria Healthcare Group Inc., ICN Pharmaceuticals Inc., and Nordstrom as major employers in Costa Mesa.⁷

According to the 2000 U.S. Census, Costa Mesa's per capita income in 1999 was \$23,342, the median household income was \$50,732, and 12.6% of the population lived below the poverty level. In 2000 there were 40,406 housing units in Costa Mesa, of which 97% were occupied and 3% were vacant. Of the occupied units, 40.5% were by owner and 59.5% were by renter.

2000 Employment structure



More than half (56.5%) of the vacant housing units were for rent and 11.4% were for seasonal, recreational, or occasional use.

Governance

Costa Mesa is a general law city with a council-manager form of government. The city has a five-member city council, including a mayor and four council members. Residents pay a 7.75% sales and use tax rate. Orange County has a 10% lodging tax, which earned \$337,549 in revenue in fiscal year 2001.⁸ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region field office and a U.S. Coast Guard (USCG) station are located 80 miles away in San Diego. Del Mar, approximately 70 miles away, is the nearest city that hosts Pacific Fishery Management Council meetings. The southwest regional office of the National Oceanic and Atmospheric Administration is in Long Beach. Eight Coast Guard vessels are stationed at the USCG Marine Safety Office/Group Los Angeles-Long Beach, 38 miles away in San Pedro.

Facilities

Costa Mesa is located north of Newport between California Highway 1 and Interstate Highway 405. John Wayne Airport is about 4 miles away. Costa Mesa falls within Newport-Mesa Unified School District, which supports 33 schools. The Costa Mesa Police and Fire departments administer public safety, and there are six hospitals in the area. The City of Costa Mesa provides gas, water, wastewater, and refuse services. Costa Mesa links into the greater Los Angeles area and its extensive tourism industry and well established infrastructure catering to a multitude of tourism activities. No

commercial harbor facilities are available within Costa Mesa, but private recreational facilities are plentiful.

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, there were no seafood processors operating in Costa Mesa in 2000. Landings data for Costa Mesa were recorded as part of the Other Los Angeles and Orange County Ports port group, which includes the nearby communities of: Alhambra, Anaheim, Avalon, Balboa, Bell Gardens, Beaumont, Bloomington, Capistrano, Carson, Catalina Island, Chatsworth, Corona Del Mar, Covina, El Segundo, Elsinore, Fountain Valley, Fullerton, Gardena, Glendale, Granada Hills, Hawaiian Gardens, Harbor City, Hermosa Beach, Huntington Beach, Inglewood, Irvine, La Canada, Laguna, Lancaster, Los Alamitos, Los Angeles, Los Angeles Area, Lynwood, Malibu, Manhattan Beach, Mission Viejo, Newhall, Norco, Norwalk, Ocean Park, Ontario, Orange, Pacific Palisades, Paramount, Pasadena, Playa Del Ray, Point Dume, Rancho Palos Verdes, Redondo Beach, Reseda, Riverside, San Bernardino, San Clemente, Santa Ana, Santa Monica, Seal Beach, South Gate, Sunset Beach, Topanga Canyon, Torrance, Upland, Venice, Vernon, Walnut, West Los Angeles, Westminster, and Whittier.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic 73 t/\$54,656/13; crab 16 t/\$53,799/14; groundfish 38 t/\$196,068/24; highly migratory species 4 t/\$22,968/18; shrimp 6 t/\$110,054/5; and other species 91 t/\$431,800/52. See the Santa Ana community profile for additional information.

Costa Mesa residents owned eight commercial vessels in 2000, including one that participated in the federally managed groundfish fishery. The number of vessels owned by Costa Mesa residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/0.⁹

In 2000 six residents held seven federal groundfish permits. The number of Costa Mesa residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/3, groundfish 0/0/4, highly migratory species NA/0/2, salmon 0/0/1, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/20.¹⁰

Costa Mesa community members held at least 50 commercial fishing permits, including 43 registered state permits in 2000. The number of state permits held by Costa Mesa residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/4, groundfish 0/0/5, highly

migratory species NA/0/2, salmon 0/0/1, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/30.¹¹

Sportfishing

A number of charter vessels operate out of Costa Mesa targeting albacore tuna, rock cod, salmon, and other species. Many also offer seasonal whale watching tours. In 2002 at least 11 charter businesses served sport fishermen and tourists in Costa Mesa. Three agents sold sportfishing licenses in Costa Mesa. In 2000 Orange County license vendors sold 26,250 resident sportfishing licenses, 47 nonresident sportfishing licenses, 7 sport salmon punch cards, and 29 abalone report cards. In the port group surrounding Newport, 21 commercial passenger fishing vessels served 57,515 anglers in 2000. These vessels reported 247,746 landings composed of more than a dozen species. Sea bass (various species) and barracuda accounted for 59.1% and 8.8% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Costa Mesa area. However, specific information on subsistence fishing is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Costa Mesa residents owned two vessels that participated in North Pacific fisheries. The vessels made landings in the North Pacific salmon fishery, but specific information (landings in metric tons/value of landings) is confidential.

In 2000 two community residents each held a single Commercial Fisheries Entry Commission salmon permit. Three Costa Mesa residents held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 Costa Mesa residents purchased 123 Alaska sportfishing licenses.

Notes

1. The Santa Barbara Museum of Natural History. 2002. Chumash Indian life. Online at <http://www.sbnature.org/research/anthro/chumash/index.htm> [accessed 12 February 2007].
2. Los Angeles Almanac. 2004. Los Angeles County-Pre-history to 1799. Online at <http://www.laalmanac.com/history/hi01a.htm> [accessed 12 February 2007].
3. United States Geological Survey. 2004. Regional trends in biological resources: California. Online at <http://biology.usgs.gov/s+t/SNT/noframe/ca162.htm> [accessed 12 February 2007].
4. Los Angeles Almanac. 2004. Where did the name Los Angeles come from? Online at <http://www.laalmanac.com/history/hi03a.htm> [accessed 12 February 2007].
5. Gabrieleno/Tongva. 2004. Gabrieleno/Tongva. Online at <http://www.tongva.com/> [accessed 12 February 2007].
6. City of Costa Mesa. No date. History. Online at <http://www.ci.costa-mesa.ca.us/about/history.htm> [accessed 12 February 2007].
7. State of California. No date. Labor market information: Major employers in Orange County. Online at <http://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/?PAGEID=4&SUBID=131> [accessed 12 February 2007].
8. State of California. 2004. California counties transient lodging tax revenue. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 12 February 2007].
9. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
10. See note 9.
11. See note 9.

Crescent City

People and Place

Location

Crescent City is in Del Norte County in northern California, approximately 330 miles south of Portland, Oregon, and 356 miles north of San Francisco. The community encompasses 1.8 square miles of land and 0.3 square mile of water. The geographic coordinates of Crescent City are lat 41°45'22"N, long 124°12'02"W.

Demographic Profile

According to the 2000 U.S. Census, Crescent City had a population of 4,006 people. The gender distribution was 53.7% female and 46.3% male. The median age was 32, lower than the national median of 35.3. Approximately 41.2% were under the age of 25. Of the population 18 years of age and older, 71.1% had a high school education or higher, 11% had a bachelor's degree or higher, and 3.1% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

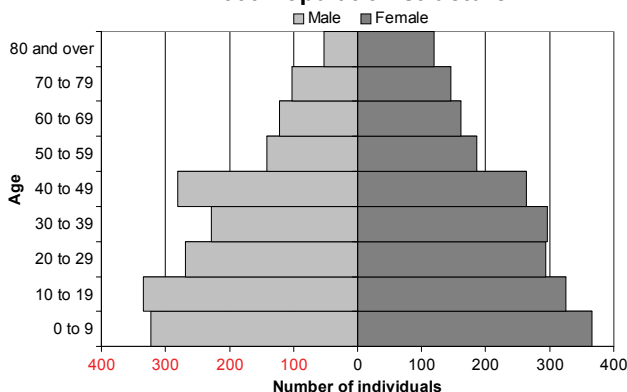
The majority of the racial composition of Crescent City was white (78.3%), followed by American Indian and Alaska Native (6.1%), individuals who identified with two or more races (6%), Asian (4.6%), individuals who identified with some other race (4.3%), black (0.5%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 11% identified as Hispanic. Approximately 8.2% of the population was foreign-born, of which 35% were from Mexico and 32% from Asia.

In 2000 75.1% of the population lived in family households.

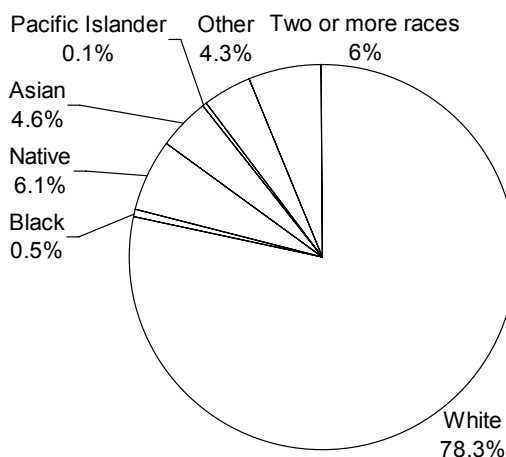
History

The redwood coast was home to American Indian tribes for thousands of years before the arrival of Euro-Americans. The Native people embodied distinct cultures and identities, including separate languages. They lived in villages along the coast and major rivers; each with a semi-independent political system with ties to one another through an intricate economic, social, and religious web.¹ In the Crescent City area, the main Tolowa villages at the time of European contact were at Battery Point (Ta'atun), Pebble Beach (Meslteltun), south of Point St. George (Tatintun), and north of Point St. George (Tawiatun).² The people utilized the surrounding resources to construct homes, hunt, and gather food. Primary food sources were deer, elk, fish,

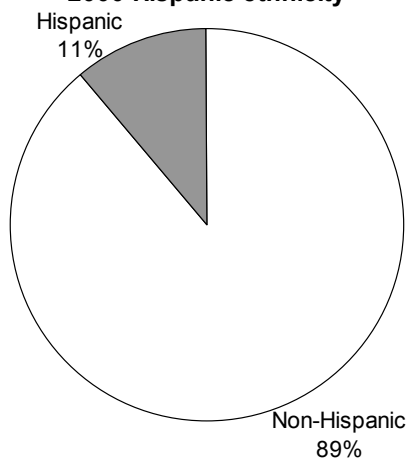
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity

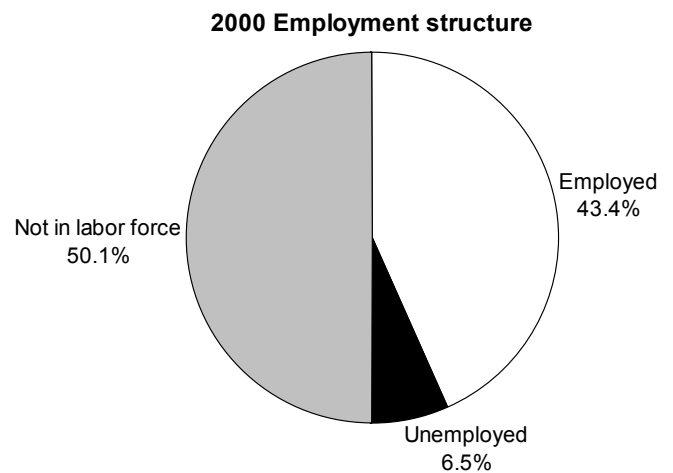


nuts, berries, and seeds. Homes were constructed of planks split from fallen Redwoods that were understood to be Spirit Beings, a divine race that existed before humans and taught them the proper way to live.^{3, 4}

Thousands moved into the area when gold was discovered along the Trinity River in 1850 and in Myrtle Creek in 1853. Indians were moved off their lands and many were massacred if they resisted. The state government paid militia units made up of miners and homesteaders to remove “hostile” Indians from the area. While treaties were signed, they did not allocate reservations for tribes nor were they ratified because the California delegation believed the treaties left too much land in Indian hands. Reservations were only established by administrative decree. Camp Crescent City was established in 1856 during the Red Cap War, which led to the removal of the Yuroks and seven other tribes to the Hoopa Valley Indian Reservation.⁵ While many of the unique aspects of the various tribes of the area have merged today, their languages remain distinct, including Tolowa, Karuk, Hoopa, and Yurok. Many Native people of the area continue to fight for their rights, a difficult challenge in the face of a lack of treaty guarantees and the absence of federal recognition.^{6, 7}

Crescent City, named after its crescent-shaped beach, emerged in the 1850s during the gold rush and soon became the chief port of entry and supply center for Oregon miners and neighboring settlements in California. Agriculture, lumber, and fishing were the economic mainstays. Redwood trees provided the lumber settlers needed for shelter and survival. Commercial logging followed and soon timber became the largest manufacturing industry in the west. The first mill was established in Crescent City in 1853. Hobbs, Wall and Company had formed by 1871 and dominated the industry until 1939. The first road through the county was the Crescent City Plank Road. Built in 1858, it ran along the Smith River Canyon to the Illinois River in Oregon.^{8, 9}

The twentieth century brought improved technologies in harvesting and transporting lumber. A railroad constructed in 1906 transported lumber from Smith River to Crescent City where it was loaded on ocean schooners. By 1910 the rapid disappearance of the redwood stands caused alarm to some residents, who established the Save the Redwoods League and California’s three redwood reserve state parks. Despite their efforts, logging continued and by the 1960s, nearly 90 percent of the original redwoods were gone. Redwood National Park was established in 1968.¹⁰ Commercial fishing also contributed to the area economy. A cannery was established in the 1860s near the mouth of the Smith River. When the timber industry



went into decline in the mid-1900s, the fishing industry replaced it as the community’s main economic force.

Before the establishment of lighthouses, shipwrecks were a regular occurrence off the Crescent City coast. The most famous shipwreck was the *Brother Jonathan*, which hit an uncharted reef and sank with the loss of a large gold shipment; only 16 of the 215 passengers survived. Congress commissioned the Battery Point Lighthouse, at the north end of the Crescent City harbor, in 1855 that remained in service until 1965. Located 6 miles off the coast to the west of Crescent City, the Point St. George Lighthouse was in service from 1892 until 1975.¹¹

Crescent City suffered heavy damage from a tsunami in 1964, caused by an earthquake that struck Anchorage, Alaska, the largest recorded earthquake to hit North America. A series of five, 500 mile-per-hour tidal waves destroyed the downtown area, killed 11 people and damaged 150 businesses and homes.¹² The community rebuilt and today Crescent City has a thriving tourism industry that capitalizes on its location and easy access to recreational opportunities.

Crescent City is surrounded by state and national parks and recreational opportunities. The Elk Creek Wildlife Area is adjacent to downtown, Tolowa Dunes State Park is just north of the city, and the Redwood National Park Headquarters and Visitor Information Center is in the city. The Smith River National Recreation Area and Redwood National Park are within a few miles of the city. Hiking, biking, bird watching, fishing, and whale watching are common activities. The Crescent City Harbor offers resources for whale watching cruises, surfing, wind surfing, fish derbies, and diving. Three community groups offer arts and cultural performances, exhibits, and educational programs: the Community Concert Association, Del Norte Association

for Cultural Awareness, and the Lighthouse Repertory Theatre.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 43.4% of Crescent City's potential labor force 16 years of age and older were employed, 6.5% were unemployed, and the unemployment rate was 13.1%, more than double the national average of 5.7% (calculated by dividing the unemployed population by the labor force). In addition, 50.1% were not in the labor force, compared to the national average of 36.1%. The primary employment sectors were local, state, or federal government (35%), public administration (18.9%), health care and social assistance (15%), and accommodation and food services (13.4%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 3.9%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

According to the 2000 U.S. Census, Crescent City's per capita income in 1999 was \$12,833, compared to the national average of \$21,587. The median household income in 1999 was \$20,133, less than half the national average (\$41,944). In 1999 34.6% lived below the poverty line. In 2000 Crescent City had 1,754 housing units, of which 90% were occupied and 10% were vacant. Of the occupied units, 32.8% were by owner and 67.2% were by renter. About 10.8% of the vacant units were due to seasonal, recreational, or occasional use.

Governance

Crescent City incorporated in 1854.¹³ The five-member council includes the mayor, the mayor pro tempore, and three members.¹⁴ The city also has a city manager and a city attorney. Residents pay a 7.25% sales tax and visitors pay a 10% transient lodging tax.^{15,16} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The California Department of Fish and Game maintains a small office in Crescent City in support of the Lake Earl Wildlife Area. The closest department field office is 86 miles away in Eureka. The nearest National Marine Fisheries Service office is in Newport, Oregon, 229 miles away. The nearest meetings of the Pacific Fishery Management Council are held 330 miles away in Portland. The U.S. Coast Guard (USCG) Cutter Dorado is homeported at Crescent City, and is the northernmost unit of the USCG Group Humboldt Bay. The U.S.

Citizenship and Immigration Services has an office in Sacramento.

Facilities

Crescent City is accessible by air, sea, and road (U.S. Highway 101). The city is within the Del Norte County Unified School District that supports 16 schools, of which 3 are private and 13 are public, including 5 alternative schools that support various curriculums from kindergarten through twelfth grade. There are 2 high schools, 1 middle school, and 10 elementary schools (inclusive of alternative schools). The College of the Redwoods is the local community college and Humboldt State University in Arcata is the closest 4-year college.

Crescent City supplies water and wastewater services and Pacific Power provides electricity. The Crescent City Police Department administers public safety, and the California Highway Patrol has an office in Crescent City. Sutter Coast Hospital is in the city and Curry General Hospital is in Gold Beach, Oregon. There are approximately 17 hotels and motels in Crescent City, 1 resort, 2 bed and breakfast facilities, and a variety of national, state, county, and private campgrounds and recreational vehicle parks.

The Crescent City Harbor supports recreational and commercial fisheries, along with tourism. The harbor includes a yacht club, ice house, boatyard, tackle shops, dive shop, marine supply store, and other amenities. The Groundfish Vessel Buyback Program and sales of other local vessels have removed many of the larger rent-paying vessels from the port. The absence of this revenue stream has reportedly caused an increase in rent. A new port master plan aims to attract shops and other business.

Involvement in West Coast Fisheries

Commercial Fishing

One processor operates in Crescent City, Caito Fisheries, which has several locations throughout California. The company processes various species and markets its products wholesale. The collapse of the rock cod fishery in the late 1990s, combined with poor shrimp seasons, may have contributed to the closure of many local area processors. Due to the lack of processors, the port's wastewater facility is underutilized. Some local fishermen participate in the live fish market, a low volume but high return operation, transporting catches to stores and restaurants in San Francisco. The live fish market may occur in other Californian communities, however data on this industry are not available.

In 2000 200 vessels, all commercially registered, delivered landings to Crescent City. Landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 3.7 t/\$6,341/6; crab 1,408 t/\$6,107,840/137; groundfish 3,955 t/\$2,469,443/118; highly migratory species 309 t/\$700,660/38; salmon 120.3 t/\$461,247/74; shrimp 1,296 t/\$1,429,924/55; and other species 3.7 t/\$7,250/25.

Crescent city residents owned 108 vessels in 2000 that participated in West Coast fisheries, of which 16 participated in the Groundfish Vessel Buyback Program and 74 participated in the federally managed groundfish fishery. The number of vessels owned by Crescent City residents in 2000 that participated in each fisheries by state (WA/OR/CA) was: crab 0/8/90, highly migratory species NA/0/NA, salmon 0/24/48, shellfish NA/1/NA, and shrimp NA/15/29.¹⁷

Following the Groundfish Vessel Buyback Program, the remaining druggers principally land flat fish plus small monthly catch allowances of rock cod. Several small boats fish near shore for rock cod under an open access catch allowance, primarily during summer months. During the winter, the boats fish crab, limited by their size as to the number of pots they can carry. Due to rock cod restrictions, boats that typically switched between catching rock cod and crab have lost this flexibility.

In 2000 19 residents held 21 federal groundfish permits. The number of Crescent City residents holding permits in each fisheries by state (WA/OR/CA) was: coastal pelagic 0/0/3, crab 1/6/98, groundfish 0/0/43, highly migratory species NA/1/7, salmon 0/21/77, shellfish 0/1/NA, shrimp 4/11/40, and other species 0/0/50.¹⁸

In 2000 468 permits were registered to Crescent City residents, including 447 registered state permits and 21 federal permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/4, crab 3/7/105, groundfish 0/0/52, highly migratory species NA/1/0, salmon 0/22/124, shrimp 8/14/55, and other species 0/0/52.¹⁹

Sportfishing

Crescent City is in the Fort Bragg, Eureka, and Crescent City Port Complex. It reported 49,983 commercial passenger fishing vessel landings in 2000 made by 11,574 anglers. The species landed were unspecified rockfish, Chinook salmon, lingcod, cabezon, unspecified flatfishes, and albacore tuna.

Subsistence

Specific information on subsistence fishing in Crescent City is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 a Crescent City resident owned one vessel that participated in North Pacific fisheries. Crescent City residents held two permits in 2000, including one federal groundfish License Limitation Program permit, and one Alaska Commercial Fisheries Entry Commission salmon permit. Six residents held crew member licenses for North Pacific fisheries.

Sportfishing

Crescent City fishermen purchased 52 Alaska sportfishing licenses in 2000.

Notes

1. National Park Service. No date. American Indians. Online at <http://www.nps.gov/redw/historyculture/area-history.htm> [accessed 13 February 2007].

2. Office of Historic Preservation. No date. Del Norte: Landmarks: County listing. Online at http://ohp.parks.ca.gov/default.asp?page_id=21416 [accessed 13 February 2007].

3. See note 1.

4. Crescent City-Del Norte County Chamber of Commerce. 2004. Our history. Online at http://www.northerncalifornia.net/our_history.cfm [accessed 13 February 2007].

5. The California Military Museum. No date. Historic California posts: Camp Crescent City. Online at <http://www.militarymuseum.org/CpCrescentCity.html> [accessed 13 February 2007].

6. See note 1.

7. See note 1.

8. National Park Service. No date. American Indians today. Online at http://www.nps.gov/redw/area_log.htm [accessed 13 February 2007].

9. See note 4.

10. See note 1.

11. See note 4.

12. Lighthouse Friends.com. 2003. Battery Point (Crescent City) Lighthouse, CA. Online at <http://www.lighthousefriends.com/light.asp?ID=58> [accessed 13 February 2007].

13. Municipal Code for Crescent City. General provisions, Title 1. 2005. Online at <http://municipalcodes.lexisnexis.com/codes/crescentcity/> [accessed 13 February 2007].

14. City of Crescent City. 2005. No title. Online at <http://www.crescentcity.org/citycouncil.htm> [accessed 13 February 2007].

15. California State Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 13 February 2007].

16. California State Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000-01. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/country/0001cotranslodgtax.pdf> [accessed 13 February 2007].

17. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

18. See note 17.

19. See note 17.

Culver City

People and Place

Location

Culver City is located at the intersection of Interstate Highway 405 and the Santa Monica Freeway in Los Angeles County. It is in west Los Angeles in the La Ballona Valley between Inglewood and Beverly Hills. Ballona Creek flows through the valley and empties into the Pacific Ocean near Marina del Rey (5 miles west). Culver City is considered part of the greater Los Angeles metropolitan area. It covers 4.99 square miles of land and less than one square mile of water. The geographic coordinates of Culver City are lat 34°00'59"N, long 118°23'03"W.

Demographic Profile

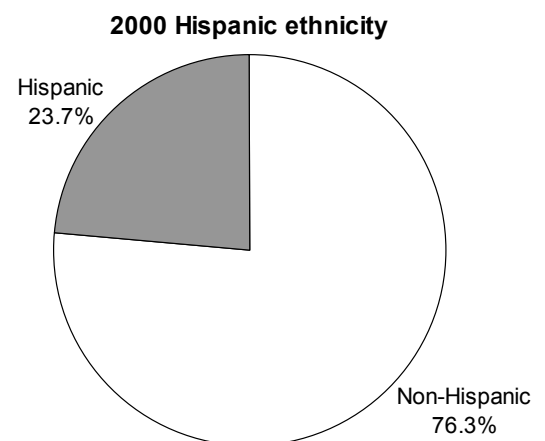
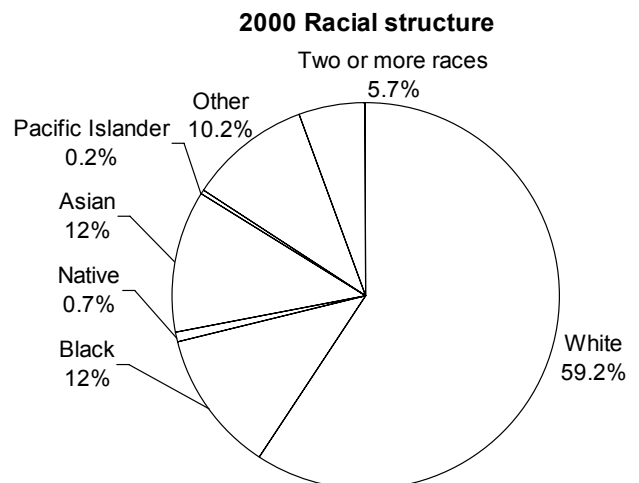
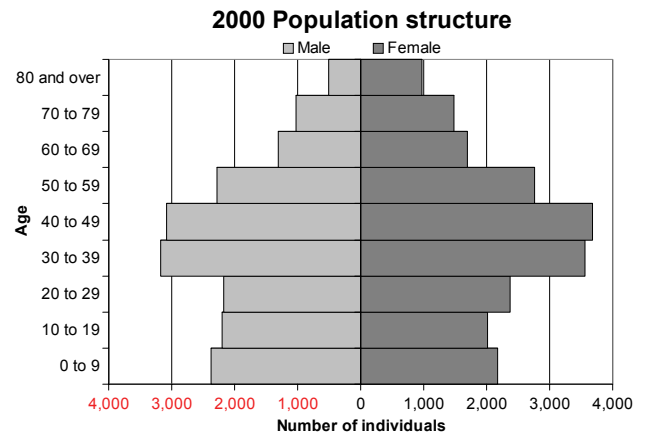
According to the 2000 U.S. Census, the population of Culver City was 38,816, a 0.1% increase from 1990. The gender composition was 53.3% female and 46.7% male. The median age was 39.1, compared to the national median of 35.3. Of the population 18 years of age and older, 86.6% had a high school education or higher, 39.4% had a bachelor's degree or higher, and 15.9% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure was white (59.2%), followed by Asian (12%), black (12%), individuals who identified with some other race (10.2%), individuals who identified with two or more races (5.7%), American Indian and Alaska Native (0.7%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 23.7% identified as Hispanic. In 2000 26.6% of the population was foreign-born, of which 24.5% were from Mexico.

In 2000 76.0% of the population lived in family households.

History

Native Americans first inhabited the California coast about 13,000 years ago. The Los Angeles area was home to the Chumash Indians, whose territory spanned the California coast from Malibu to Pasa Robles.¹ The Chumash were hunter-gatherers and relied heavily on maritime resources, including clams, mussels, abalone and many fish species. They developed sophisticated technologies for harvesting marine resources, established large coastal villages, and traded extensively within their territory. Between 200 and 500 years ago, Tongva Indians migrated from the Mojave Desert region,



establishing 25 villages throughout what is today the Los Angeles County area. The Tongva also depended on marine resources.²

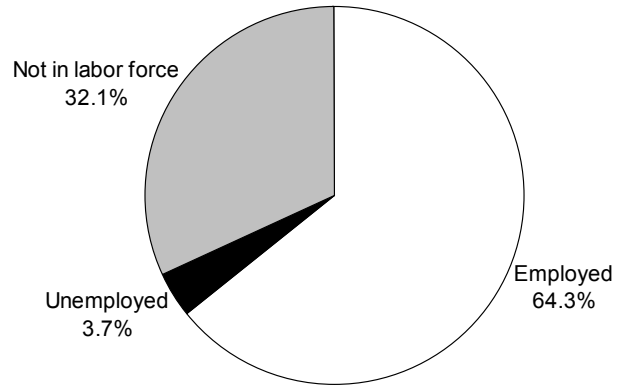
Indians in the vicinity of what is now Culver City relied heavily on Ballona Creek, which flows through the Ballona Valley toward the Playa del Rey River.³ They harvested fish from the creek and its surrounding marshes and constructed reed boats and wood plank canoes they sealed with asphaltum from the nearby La Brea Tar Pits. They also hunted sea lions and seals and took ocean fish and shellfish. After European settlement, native peoples in the Culver City area became known as the Gabrielenos, derived from the San Gabriel Mission. Today the Gabrieleno/Tongva Tribe is headquartered in San Gabriel, where it is seeking federal recognition and tribal fishing rights.

Europeans first settled the Culver City area in the 1780s when several prominent Spanish soldiers arrived with their families and constructed two large ranches, Rancho La Ballona and Rincón de Los Bueyes.⁴ They raised cattle and sheep and grew fruit and nut trees, vineyards, barley, corn, wheat, beans, and celery irrigated with water from Ballona Creek. In the late 1800s developers subdivided the ranches to build a series of seaside resorts and a port near the mouth of Ballona Creek. These efforts failed due to flooding. In 1935 the U.S. Army Corps of Engineers channelized the creek to assist development.

Henry H. Culver, a real estate entrepreneur, founded Culver City in 1913. Culver chose the area because of its promising location between Los Angeles and the resort town of Venice. He designed the city to have a mix of residential and commercial uses. In 1915, he convinced film director Thomas Ince to move his film studio to Culver City. Other movie studios (including Metro-Goldwyn-Mayer) followed and the community became known as the “Heart of Screenland.” Culver aggressively promoted the community, attracting other businesses, lobbying for the construction of a freeway to link Los Angeles with the sea (the Santa Monica Freeway now serves this function), and annexing surrounding land.

Today Culver City is within the greater Los Angeles area but remains an independent community with its own city government. It is the headquarters of Sony Entertainment, which occupies the historic Metro-Goldwyn-Mayer studio. To stave off economic decline, the Culver City Redevelopment Agency, a division of the city, has undertaken a plan to remove “blighting influences” (i.e., abandoned buildings, undeveloped lots).⁵ The city also supports a number of small businesses and schools that are well regarded in the West Los Angeles area.

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 64.3% of Culver City’s potential labor force 16 years of age and older were employed, 3.7% were unemployed, and the unemployment rate was 5.4% (calculated by dividing the unemployed population by the labor force). In addition, 32.1% were not in the labor force. Major employment sectors were education, health and social services (22.1%), local, state, or federal government (15.2%), professional, scientific, and technical services (13.8%), and retail trade (9.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.04%, but this may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Culver City’s major employers include Sony Entertainment, Culver City, Culver City Unified School District, and Brotman Medical Center. Because the greater Los Angeles metro area surrounds Culver City, residents may also commute to jobs outside the city.

According to the 2000 U.S. Census, Culver City’s per capita income was \$29,025 in 1999, 34.5% above the national per capita income of \$21,587. The median household income was \$51,792, compared to a national median household income of \$41,994. In 1999 8.6% lived below the poverty level, compared to the national average of 12.4%. In 2000 Culver City had 17,130 housing units, of which 97.1% were occupied and 2.9% were vacant. Of the occupied units, 54.4% were by owner and 45.6% were by renter. Of the vacant housing, 31.6% were for rent and 21.6% were for sale.

Governance

Culver City incorporated as a general law city within Los Angeles County in 1917 but became a charter city in 1947. A five-member city council, mayor, city clerk, and city treasurer govern the community.⁶ Culver City levies an 8.25% sales and use tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The nearest California Department of Fish and Game Marine Region Field Office is 30 miles away in Los Alamitos. The National Oceanic and Atmospheric Administration's Southwest Regional Office is in Long Beach (26 miles). Eight Coast Guard vessels are stationed at the U.S. Coast Guard Marine Safety Office/Group Los Angeles–Long Beach, located in San Pedro (25 miles). Delmar and San Diego, approximately 111 miles away, are the nearest cities hosting Pacific Fishery Management Council meetings. A U.S. Citizenship and Immigration Services District Office is in Los Angeles.

Facilities

The main thoroughfares connecting Culver City to the greater metropolitan area are Interstate Highway 405 and the Santa Monica Freeway, which intersect in the community. Culver City is accessible by land, sea, and air. Seventeen Amtrak trains serve Los Angeles' Union Station (9 miles from Culver City), making it the eighth busiest Amtrak station in the nation. Los Angeles International Airport (7 miles from Culver City) ranks No. 3 in the world based on passenger volume. Ontario International Airport, Bob Hope Airport, and Long Beach Airport also serve the Los Angeles area.⁷

Culver City is in the Culver City Unified School District, which has five elementary schools, one middle school, two high schools, and one adult education center. It is also home to three private grade schools and West Los Angeles College (a community college facility). Culver City provides water and sewer services and Southern California Edison and other private power companies supply electricity. The Brotman Medical Center is in the city. The Culver City Police and Fire departments and several Los Angeles fire companies administer law enforcement and emergency services.

The nearest noncommercial marine facility is 5 miles to the west in Marina del Rey, the world's largest man-made harbor for pleasure craft. Marina del Rey has berths for 5,000 vessels and offers public ramps, guest slips, and charter boat services.⁸ A number of deep-sea fishing and whale-watching businesses operate out of the facility, catering to sport fishermen and tourists.

The nearest commercial marine facilities are at the Port of Los Angeles in San Pedro Bay (25 miles away). This port complex, outfitted for both commercial and recreational purposes, stretches along 43 miles of waterfront and occupies 7,500 acres, of which 3,300 are water.⁹ The City of Los Angeles has jurisdiction over the port, which is directed by a five-member Board of Harbor Commission appointed by the mayor.¹⁰ The port has 29 state-of-the-art cargo facilities and 5 intermodal rail yards.¹¹ It also includes the Cabrillo Marina (with 1,100 slips pleasure craft), Cabrillo Beach (popular with swimmers), three museums, the Cabrillo Marine Aquarium, and the *S.S. Lane Victory* (a national historic landmark). In 1997 a 47-acre terminal island transfer facility was completed allowing the direct transfer of containers from ships to trains.¹² There are a number of harbor cruise and whale-watching tours offered through the port.¹³ The port's World Cruise Center is the primary cruise passenger complex on the West Coast, capable of handling the world's largest cruise ships.¹⁴

Involvement in West Coast Fisheries

Commercial Fishing

Culver City received no landings in 2000. However, a resident owned one commercial vessel that participated in the federally managed groundfish fishery. The number of vessels owned by Culver City residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/2.¹⁵

Recorded data for 2000 indicates the number of Culver City residents holding permits in each fishery by state (WA/OR/CA) was: groundfish 0/0/1, highly migratory species NA/0/0, other species 0/0/2, and shellfish 0/0/NA.¹⁶

In 2000 Culver City residents held at least five commercial fishing permits, all of which were registered state permits. The number of state permits held by Culver City residents in each fishery by state (WA/OR/CA) was: groundfish 0/0/1, highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/4.¹⁷

According to available data, no seafood processors operated in Culver City in 2000, but Urbani Holdings (formerly Sattel Global Networks Inc.) operated a specialty food distribution company in Culver City. This company distributed products such as truffles, caviar, wild mushrooms, smoked fish, and specialty game to gourmet stores and specialty shops throughout the country.¹⁸

Sportfishing

A number of charter vessels operate out of the greater Los Angeles area targeting albacore tuna, rock cod, salmon, and other species. In 2002 Culver City had no operating charter businesses. There are two license agents selling sportfishing licenses in Culver City. In 2000 agents sold 76,385 resident sportfishing licenses, 59 nonresident sportfishing licenses, 164 sport salmon punch cards, and 174 abalone report cards in Los Angeles County. The two nearest commercial passenger fishing vessel ports consist of the Redondo, Marina Del Rey, and Malibu complex; and the Seal Beach, Long Beach, and San Pedro complex.

In 2000 13 commercial passenger fishing vessels served 63,765 anglers at the Redondo, Marina Del Rey, and Malibu port complex. The vessels reported 326,222 landings of more than two dozen species. Sea bass (various species), California scorpionfish, and rockfishes (unspecified) accounted for 39.9%, 22.7%, and 15.8% of the landings respectively. In 2000 54 commercial passenger fishing vessels served 148,977 anglers in the Seal Beach, Long Beach, and San Pedro port group. The vessels reported 883,806 landings of more than two dozen species. Sea bass (various species), barracuda, flatfishes (unspecified), and rockfishes (unspecified) accounted for 47.6%, 14.1%, 10.4%, and 9.2% respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Culver City area. However, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one resident held a North Pacific fisheries crew member license.

Sportfishing

In 2000 42 Culver City residents purchased Alaska sportfishing licenses.

Notes

1. The Santa Barbara Museum of Natural History. 2002. Chumash Indian life. Online at <http://www.sbnature.org/research/anthro/chumash/index.htm> [accessed 13 February 2007].
2. Los Angeles Almanac. 2004. Los Angeles County-Pre-history to 1799. Online at <http://www.laalmanac.com/history/hi01a.htm> [accessed 13 February 2007].
3. J. Cerra. No date. Culver City history. Online at <http://www.culvercity.org/cityinfo/history/index.html> [accessed 13 February 2007].
4. See note 3.
5. Culver City Redevelopment Agency. 2004. Culver City redevelopment plan. Online at http://www.culvercity.org/citygov/redevelop/RedevelopmentPlan_CulverCity.pdf [accessed 13 February 2007].
6. City of Culver City. 2005. City information. Online at <http://www.culvercity.org/cityinfo/history/factsheet.html> [accessed 13 February 2007].
7. LA Inc.: The Convention and Visitors Bureau. No date. Facts about Los Angeles: Transportation. Online at <http://www.lapressroom.info/factstransportation.aspx> [accessed 13 February 2007].
8. Marina del Rey Convention and Visitors Bureau. 2005. Home page. Online at <http://visithemarina.com> [accessed 13 February 2007].
9. Port of Los Angeles. 2001. The Port of Los Angeles: Home. Online at <http://www.portofla.org/index.htm> [accessed 13 February 2007].
10. Port of Los Angeles. 2001. The Port of Los Angeles: About the port. Online at <http://www.portofla.org/about.htm> [accessed 13 February 2007].
11. Port of Los Angeles. 2001. The Port of Los Angeles: Facilities. Online at <http://www.portofla.org/Facilities.htm> [accessed 13 February 2007].
12. The Port of Los Angeles. 2001. The Port of Los Angeles: A historical look. Online at http://www.portofla.org/about_history.htm [accessed 13 February 2007].
13. The Port of Los Angeles. 2001. The Port of Los Angeles: Recreation. Online at <http://www.portofla.org/recreation.htm> [accessed 13 February 2007].
14. LA Inc.: The Convention and Visitors Bureau. No date. LA world cruise center. Online at <http://www.cruisela.com/index.aspx> [accessed 13 February 2007].
15. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
16. See note 15.
17. See note 15.
18. All Business Directory. 2005. Business directory. Online at http://www.allbusiness.com/biz-directory/index.asp?path=/directory/food_and_beverage/seafood&partner=allbiz [accessed 13 February 2007].

Dana Point

People and Place

Location

Dana Point is in Orange County along Interstate Highway 5, approximately 65 miles north of San Diego and 59 miles south of Los Angeles. It covers 6.64 square miles of land and 22.8 square miles of water. The geographic coordinates of Dana Point are lat 33°28'01"N, long 117°41'50"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Dana Point was 35,110, a 10.1% increase from 1990. The gender composition was 50% female and 50% male. The median age in 2000 was 39.8 and 54.6% of the population was between the ages of 25 and 59. Of the population 18 years of age and older, 89.3% had a high school education or higher, 37.8% had a bachelor's degree or higher, and 14.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

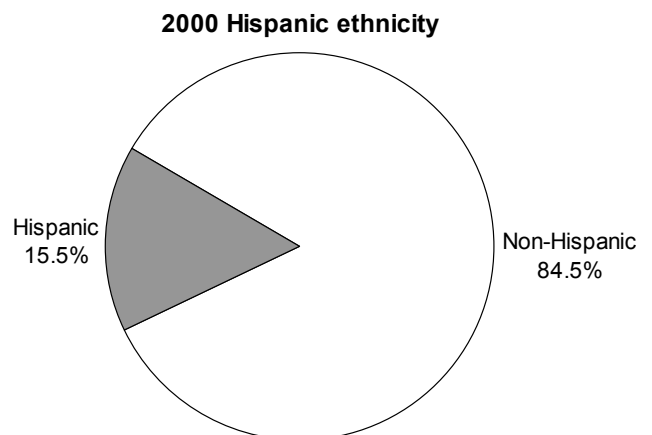
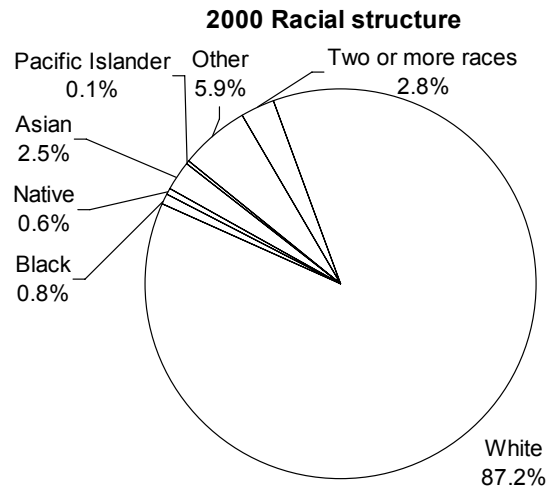
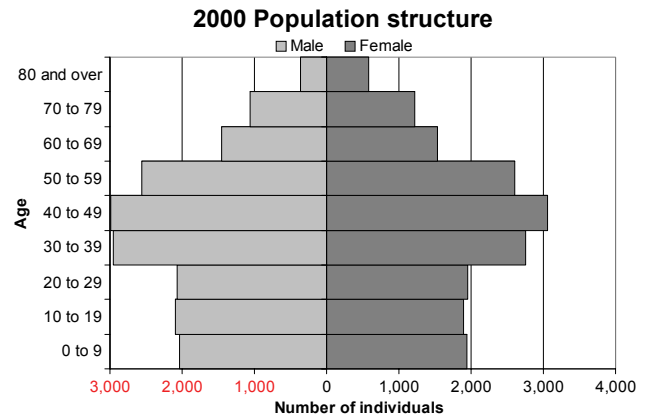
The majority of the racial structure was white (87.2%), followed by individuals who identified with some other race (5.9%), individuals who identified with two or more races (2.8%), Asian (2.5%), black (0.8%), American Indian and Alaskan Native (0.6%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 15.5% identified as Hispanic. Approximately 15.6% of the population were foreign-born, of which 43.9% were born in Mexico.

In 2000 79.4% of the population lived in family households.

History

The first Euro-American contact with this region of southern California came in 1769 when Don Gaspár de Portolá, the leader of a Spanish expedition, discovered the Santa Ana Valley in what is now northern Orange County.¹ Mission San Juan Capistrano, founded in 1776 by the Spanish priest Father Junipero Serra, was named after St. John of Capistrano, Italy. The founders wanted a mission midway between San Diego and San Gabriel in the Los Angeles area. The mission is 5 miles inland from the coast in the community of San Juan Capistrano, but this entire area of southern California was originally known as Capistrano Bay.²

In the mid-1800s, Richard Henry Dana Jr., a lawyer and seaman, traveled from Boston to the California coast, via Cape Horn, on a merchant ship called *The Pilgrim*. In



his journal, *Two Years before the Mast*, published in 1840 and widely read since, Dana describes this area as “the most romantic spot on the California coast.” Dana Point is named for him.³ Today, Dana Point is a seaside community known for tourism, recreation, and its beaches.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 65.8% of the potential labor force 16 years of age and older were employed, 2.6% were unemployed, and the unemployment rate was 3.8% (calculated by dividing the unemployed population by the labor force). In addition, 31.6% were not in the labor force. The major employment sectors were education, health, and social services (17.7%), retail trade (12.5%), local, state, or federal government (10.9%), and manufacturing (10.2%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

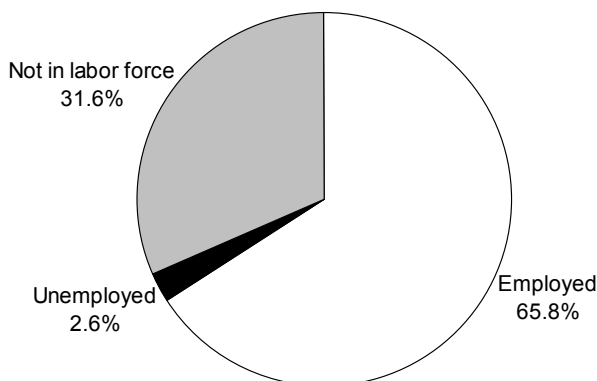
According to the 2000 U.S. Census, Dana Point’s per capita income in 1999 was \$37,938, the median household income was \$63,043, and 6.7% lived below the poverty level. In 2000 Dana Point had 15,682 housing units, of which 92.2% were occupied and 7.8% were vacant. Of the occupied units, 62% were by owner and 38% were by renter. More than half (59.3%) of the vacant units were for seasonal, recreational, or occasional use.

Governance

Dana Point incorporated in 1989 and is in southern Orange County. It operates under a council/manager form of government. The council consists of five members, including the mayor and the mayor pro-tem. The local sales tax is 7.25% based on the standard statewide rate. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The National Marine Fisheries Service, California Department of Fish and Game, and U.S. Coast Guard all have offices in Long Beach, 44 miles north of Dana Point. The nearest U.S. Citizenship and Immigration Services suboffice is in Santa Ana, 27 miles north. Meetings of the Pacific Fishery Management Council are held in Del Mar, 47 miles south. North Pacific Fishery Management Council meetings are held in Portland, Oregon, 1,022 miles north.

2000 Employment structure



Facilities

Dana Point is accessible by Interstate Highway 5 and California Highway 1, also known as the Pacific Coast Highway. The nearest airport is the John Wayne Orange County Airport in Santa Ana. The Los Angeles International and San Diego airports also are in relatively close proximity. There is no train station in Dana Point, but the rail line runs through San Juan Capistrano, 5 miles inland. Municipal and regional bus services are available locally.

Public schools in the community include one primary school and one high school. In addition, there are three private schools that offer instruction from kindergarten through eighth grade.⁴ The Ocean Institute, founded in Dana Point in 1977, is a nonprofit educational organization that teaches ocean awareness and preservation. The institute owns and operates the brigantine *Pilgrim*, the *Spirit of Dana Point*, and the research vessel *Sea Explorer*.

San Diego Gas and Electric provides electricity and Southern California Gas provides natural gas. The Moulton Niguel Water District supplies water and also treats and recycles wastewater. The Dana Point Police Department and the Orange County Sheriff’s Office administer public safety. The Orange County Fire Authority provides fire emergency services, and several regional medical centers and hospitals are in nearby Mission Viejo and Laguna Hills. Local lodging accommodations include 11 hotels and motels.

Dana Point is also accessible by sea and has a large harbor with two marinas and moorage space for 2,500 boats of varying sizes. Harbor facilities include guest slips, a fuel dock, shipyard, and launch ramp. There are recreational facilities for fishing, windsurfing, jet skiing, kayaking, sailing, and swimming. The most prominent harbor business is Dana Wharf Sportfishing, which

operates a fleet of vessels available for charter and sportfishing daytrips.⁵

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no seafood processors operated in Dana Point. Landings were delivered by 57 vessels, all commercially registered, and were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab 3.2 t/\$7,479/13; highly migratory species 28.1 t/\$249,614/11; shrimp 5.4 t/\$111,989/9; and other species 121.1 t/\$858,023/62. Six vessels made landings valued at \$254, but no data were available regarding the amount of those landings in metric tons.

In 2000 Dana Point residents owned 12 commercial vessels, of which four participated in the federally managed groundfish fishery. The number of vessels owned by Dana Point residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, shrimp NA/0/1, and other species 0/0/1.⁶

The number of Dana Point residents holding permits in each fishery by state (WA/OR/CA) was: groundfish 0/0/5, highly migratory species NA/0/8, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/24.⁷

At least 63 commercial fishing permits were registered to Dana Point residents in 2000, all registered state permits. The number of state permits held by Dana Point residents in 2000 in each fishery by state (WA/OR/CA) was: groundfish 0/0/6, highly migratory species NA/0/9, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/47.⁸

Sportfishing

A well maintained public fishing pier in Dana Point receives considerable use. A number of charter vessels operate out of Dana Point targeting albacore tuna, bluefin tuna, marlin, yellowtail, rock cod, salmon, shark, yellowfin tuna, and other species. Many of these charter vessels also offer seasonal whale watching tours. In 2002, at least 10 charter businesses served sport fishermen and tourists.

One license agent sells sportfishing licenses in Dana Point. In 2000 agents in Orange County sold 26,250 resident sportfishing licenses, 47 nonresident sportfishing licenses, 7 sport salmon punch cards, and 29 abalone report cards. In the port group consisting of Oceanside and Dana Harbor, 29 commercial passenger fishing vessels served 68,598 anglers in 2000. These vessels reported 273,628 landings of more than two dozen

species. Sea bass (unspecified) and Pacific mackerel accounted for 63.6% and 7% of the landings respectively.

Subsistence

Local tribal and nontribal community members might be engaged in subsistence fishing in the Dana Point area. However, specific information on subsistence fishing in Dana Point is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one community member held a crew member license for North Pacific fisheries.

Sportfishing

Dana Point residents purchased 66 Alaska sportfishing licenses in 2000.

Notes

1. Santa Ana Historical Preservation Society. No date. The History of Santa Ana. Online at <http://www.santaanahistory.com/history.html> [accessed 13 February 2007].

2. Mission San Juan Capistrano. 2004. Mission of San Juan Capistrano. Online at <http://www.missionsjc.com/historic.html> [accessed 13 February 2007].

3. City of Dana Point. 2003. City of Dana Point. Online at <http://www.danapoint.org/welcome.html> [accessed 13 February 2007].

4. National Center for Education Statistics. No date. No title. Online at <http://nces.ed.gov/globallocator/> [accessed 13 February 2007].

5. City of Dana Point. 2003. Attractions and points of interest. Online at <http://www.danapoint.org/tourism/attractions.html> [accessed 13 February 2007].

6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

7. See note 6.

8. See note 6.

Dillon Beach

People and Place

Location

Dillon Beach is located on the northern coast of Marin County, approximately 60 miles north of San Francisco and 4 miles west of U.S. Highway 101. It covers 3 square miles of land. The geographic coordinates of Dillon Beach are lat 38°14'59"N, long 122°57'50"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Dillon Beach was 319. The gender composition was 51.1% female and 48.9% male. The median age was 51.5, significantly higher than the national median of 35.3. Approximately 53% of the population was between the ages of 30 and 59. Of the population 18 years of age and older, 97.3% had a high school education or higher, 47.7% had bachelor's degree or higher, and 21.5% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

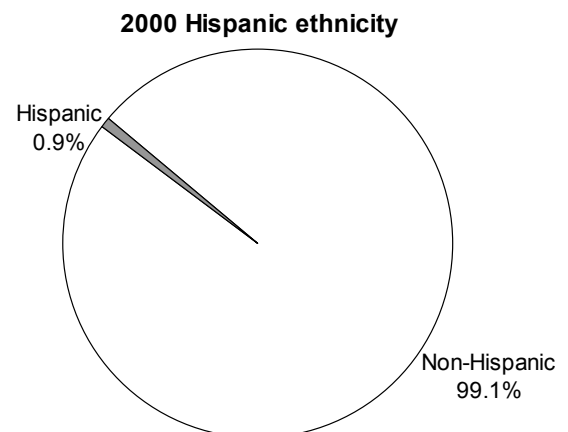
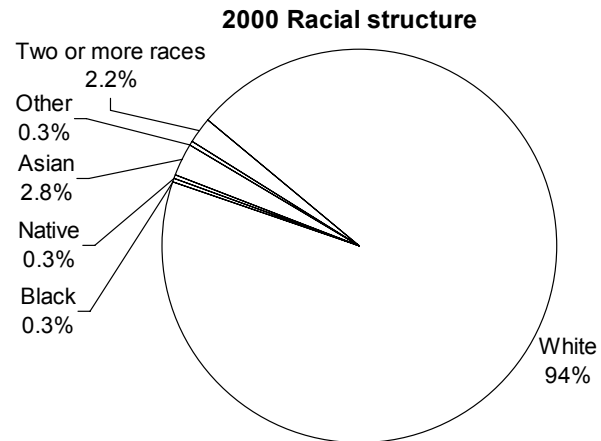
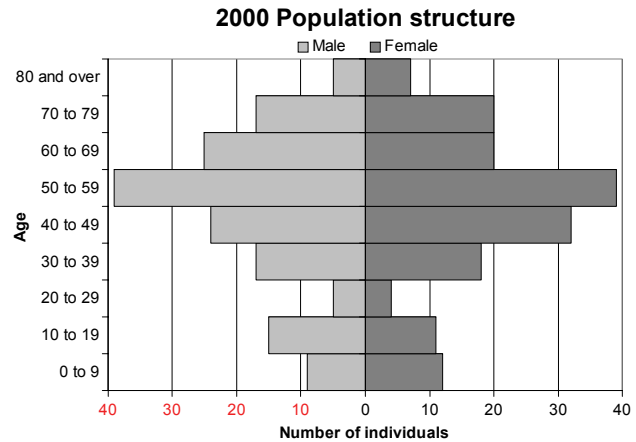
The majority of the racial composition of Dillon Beach was white (94%), followed by Asian (2.8%), individuals who identified with two or more races (2.2%), black (0.3%), individuals who identified with some other race (0.3%), and American Indian and Alaskan Native (0.3%). Ethnicity data indicate that 0.9% identified as Hispanic. Of the foreign-born population (3.3%), all were born in the United Kingdom.

In 2000 80.9% of the population lived in family households.

History

The first inhabitants of the Dillon Beach area were Miwok Indians. The Coast Miwok, called Olamentke by early writers, are part of the Penutian language family.¹ They occupied territory bounded on the north by Cosumnes River, on the east by a ridge of the Sierra Nevada Mountains, on the south by Fresno Creek, and on the west by the San Joaquin River.² The Miwok was the largest "nation" in California. A member of any of the Miwok tribes or settlements apparently could travel from the Cosumnes to the Fresno and be understood without difficulty, so uniform was the language.³

The Coast Miwok inhabited about 885 square miles of Marin and southern Sonoma counties. In 1800 there were approximately 3,000 Miwok in about 40 villages; each village consisted of 75–100 persons.⁴ By 1910 the Miwok population had declined to an estimated 699.⁵

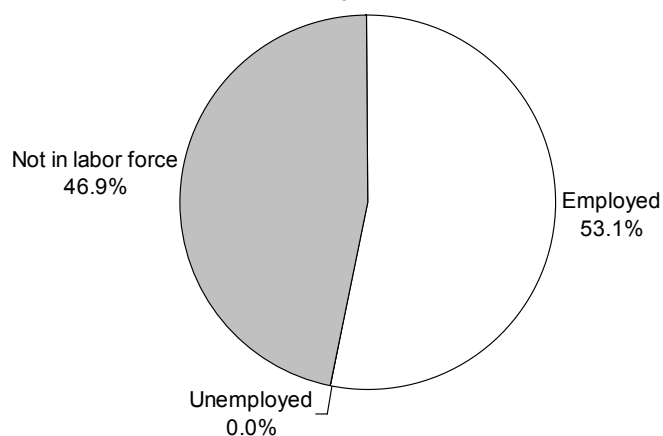


The Miwok traveled in tule reed boats around Bodega Bay and to Angel Island, the largest island in San Francisco Bay.⁶ Their diet consisted primarily of nuts, pinole (a meal made of plant seeds), roots, fruit, jackrabbit, deer, sea lions, seals, sea otters, fish, and shellfish.⁷ According to evidence from several archaeological sites, the Miwok used the sand dunes and a small valley on the south slope of Little Sugar Hill for drying shellfish, the basis for trade with inland tribes.⁸ Fish were taken by gorge-hook (made from bone), spear, dip nets (bags of netting attached to wooden frames on a handle), and narcotization. They used woven surf nets along the open beaches.^{9, 10}

The Miwok's first contact with Europeans occurred in 1579 when Sir Francis Drake, the first Englishman to sail around the world, was greeted upon his arrival by Indians in a village near Tomales, 4 miles inland from Dillon Beach. Later, in 1775, Father Vincente, who arrived to claim San Francisco Bay with Captain Ayuala, described the Coast Miwok as "humorous, with courteous manners."¹¹ During the Spanish Mission Era, the Coast Miwok learned how to build with adobe and cultivate new food crops, which they traded to the Spanish missions.¹² For decades the Coast Miwok resisted the Spanish and Mexicans but fell before European weapons. In 1953 Congress passed Public Law 280 which turned over law enforcement on California reservations to state and county agencies. By 1958, the federal government had terminated recognition of several tribes including the Coast Miwok.¹³ In December 2000 legislation was signed granting full recognition to the Federated Indians of the Graton Rancheria, formerly known as the Federated Coast Miwok. Today there are more than 500 registered tribal members.¹⁴

In the early 1800s, the Dillon Beach area was inhabited by Russian fur trappers from the Fort Ross area to the north, but the trappers left in the mid-1800s when otter populations plummeted. In 1859 the Irish immigrant George Dillon settled in the area. Dillon Beach is named for him. He built a small, successful hotel and in 1903 began selling some of his beachfront holdings. John Keegan purchased a section of beachfront in 1903 and laid out the plans for a village. Keegan then sold his interests to the California Eucalyptus Plantation Company of San Francisco in 1911. In 1923 Sylvester Lawson of Sacramento leased the town from the California Eucalyptus Plantation and, with the help of his sons, purchased the resort in 1926. In 1933 the Lawson family loaned one of its buildings to the University of California and in 1948 a Marine Biological Station was established. Many students and scientists came to the area to study area marine life until the station closed in the late 1970s. In the mid-1960s, the Oceana Marin

2000 Employment structure



subdivision was constructed just north of the Dillon Beach Village and many homes continue to be built in this area.¹⁵

Today the Dillon Beach community is comprised of five areas. Agricultural lands to the north and east of the town are primarily dairy farms. Oceana Marin, with more than 250 homes, is a private, relatively new subdivision in the hilly, northern part of the community. The residential neighborhood in the center of town is referred to as the "Village" and consists of more than 150 homes. Lawson's Dillon Beach Resort is located south of the Village and north of Lawson's Landing. Within this 64-acre area are Lawson's Store, Dillon Creek, a beach parking lot and restrooms, a 17-lot residential subdivision, and extensive undeveloped areas. Lawson's Landing refers to a private beach, bay front, and campground that extend from the resort on the north to Tomales Bay on the south.¹⁶

The Dillon Beach area is rich with natural resources. Its steep coastal bluffs, long sand beach, tall dunes, wide esteros (coastal lagoons), streams, tidal estuaries, fishing grounds, and extensive clam beds together form a unique coastal area in Marin County. The town is home to a dune system, the Tomales Dunes, that is privately owned. Most of the dunes are within the 980-acre Lawson's Landing property.¹⁷

Infrastructure

Current Economy

According to the 2000 U.S. Census, 53.1% of the potential labor force 16 years of age and older were employed and the unemployment rate was zero (calculated by dividing the unemployed population by the labor force). However, 46.9% were not in the labor force, higher than the national average of 36.1%. The primary employment sectors were management,

professional, and related occupations (28.3%), sales and office occupations (27.5%), production, transportation, and material moving occupations (17.4%), and local, state, or federal government (8%). No one worked in natural resource jobs such as agriculture, forestry, fishing, hunting, and mining, but this may be inaccurate because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income of Dillon Beach in 1999 was \$39,475, the median household income was \$47,679, and 1.3% lived below the poverty level. In 2000 there were 415 housing units in Dillon Beach, of which 37.3% were occupied and 62.7% were vacant. Of the occupied units, 87.1% were by owner and 13.5% were by renter. Of the vacant housing, 95.4% were due to seasonal, recreational, or occasional use.

Governance

Dillon Beach is a Census Designated Place (CDP) with a 7.25% sales and use tax on regular purchases. Marin County levies a 10% transient lodging tax.^{18, 19} See the governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The National Marine Fisheries Service's (NMFS) Southwest Fisheries Science Center has laboratories located 134 miles south in Santa Cruz. A NMFS Regional Office is located 456 miles south in Long Beach. The California Department of Fish and Game has a marine field office located about 82 miles south of Dillon Beach in Belmont. San Francisco is home to the nearest U.S. Citizenship and Immigration Services. Pacific Fishery Management Council meetings are held approximately 81 miles south in Foster City. The Dillon Beach area falls under the jurisdiction of the U.S. Coast Guard Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the Coast Guard.

Facilities

Dillon Beach is accessible by U.S. Highway 101 north to Santa Rosa and south to San Francisco. Golden Gate Transit makes two trips daily on weekends only between San Rafael and Inverness, at the southern end of Tomales Bay. There is no public transportation between Point Reyes Station and Dillon Beach. The Marin Senior Coordinating Council provides specialized van service for eligible elderly and disabled individuals in Dillon Beach. San Francisco International Airport is 60 miles south.

Dillon Beach is in the Shoreline Unified School District. Students attend Tomales elementary and high

schools. The nearest college is Sonoma State University, 20 miles away. Two private water companies, Coast Springs Water Company and Estero Mutual Water Company, supply water. Sewage treatment and disposal services are supplied by several independent systems including a centralized sewer system and individual septic systems.²⁰ The Marin County Sheriff's West Marin substation in Point Reyes and the Tomales Fire Station administer public safety. Dillon Beach residents utilize Marin and Sonoma county medical services.²¹ The nearest hospital is Palm Drive Hospital 15 miles northeast in Sebastopol. Additional local facilities include a popular campground at Lawson's Landing, Dillon Beach Vacation Home Rentals, and several bed and breakfasts. In business since 1957, Lawson's Landing has boat rentals, a bait shop/snack bar, and a fuel dock, the only one located on Tomales Bay. Lawson's also operates a grocery store located about 1 mile inland.

Involvement in West Coast Fisheries

Commercial Fishing

No seafood processors operated in Dillon Beach in 2000. Landings data for Dillon Beach were recorded as part of the Other Sonoma and Marin County Outer Coast Ports group, which includes the nearby communities of Bolinas, Cloverdale, Corte Madera, Drakes Bay, Forest Knolls, Greenbrae, Guerneville, Hamlet, Healdsburg, Inverness, Jenner, Kentfield, Marconi, Marshall, Millerton, Mill Valley, Muir Beach, Nicasio, Novato, Occidental, Petaluma, Rohnert Park, San Rafael, San Quentin, Santa Rosa, Sebastopol, Sonoma, Stewarts Point, Stinson Beach, Tiburon, and Windsor.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic 135 t/\$116,723/15; crab 6 t/\$42,768/7; groundfish 1 t/\$1,704/9; highly migratory species confidential/confidential/1; salmon 5 t/\$31,805/4; shrimp 3 t/\$23,875/6; and other species 4 t/\$23,656/16. See the Corte Madera, Novato, Santa Rosa, and Sebastopol community profiles for additional information.

There were no landings made in Dillon Beach in 2000. However, residents owned four vessels that participated in West Coast fisheries. The number of vessels owned by Dillon Beach residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/1, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/2, shellfish NA/0/NA, and shrimp NA/0/0.²²

In 2000 one Dillon Beach resident held a single federally managed groundfish fishery permit. The number of Dillon Beach residents holding permits in

each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/4, highly migratory species NA/0/0, salmon 0/0/7, shellfish 0/0/NA, and other species 0/0/2.²³

According to available data, 20 permits were registered to 13 Dillon Beach residents in 2000, including 19 state registered permits. The number of state permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/4, highly migratory species NA/0/0, salmon 0/0/12, shellfish 0/0/NA, and other species 0/0/2.²⁴

Sportfishing

Sportfishing on Tomales Bay is very popular among north Marin County residents. Surf fishing for redbait and rubberlip perch is popular in the spring, along with salmon and halibut. Pier fishing for perch and crab and clamming is also popular among residents and visitors. The nearest charter fishing businesses are Wills Fishing Adventures and the Bodega Bay Sport Fishing Center, both 16 miles north of Dillon Beach. Lawson's Landing offers boat launching and rentals. Dillon Beach has two sportfishing license agents.

Subsistence

Specific information on subsistence fishing in Dillon Beach is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

According to available data for 2000, Dillon Beach residents were not involved in North Pacific commercial fisheries.

Sportfishing

One Alaska sportfishing license was purchased by a Dillon Beach resident in 2000.

Notes

1. E. Curtis. 1924. The Miwok. Online at <http://www.yosemite.ca.us/history/curtis/> [accessed 14 February 2007].

2. Access Genealogy. 2004. California Indian tribes. Online at <http://www.accessgenealogy.com/native/tribes/californiatribes.htm> [accessed 14 February 2007].

3. See note 2.

4. Rohnert Park Historical Society. 2000. Miwok villages. Online at <http://www.rphist.org/html/miwok.html> [accessed 14 February 2007].

5. See note 1.

6. Angel Island Association. 2003. Miwok information. Online at <http://www.angelisland.org/miwok.htm> [accessed 14 February 2007].

7. See note 6.

8. The Marin County Planning Department and Wallace, Roberts & Todd. 1989. Dillon Beach community plan. Online at http://www.co.marin.ca.us/depts/CD/main/pdf/planning/Dillon_Beach_Community_Plan_1989.PDF [accessed 14 February 2007].

9. See note 1.

10. Miwok Archeological Preserve of Marin. No date. History of the Coast Miwok at Point Reyes. Online at http://www.pointreyesvisions.com/NewFiles/Science_Folder/Coast_Miwok.html [accessed 14 February 2007].

11. R. Walker. 2001. A hidden geography. Online at http://geography.berkeley.edu/PeopleHistory/faculty/R_Walker/AHiddenGeography.html [accessed 14 February 2007].

12. Novato Chamber of Commerce. No date. Novato's history. Online at <http://www.novatochamber.com/> [accessed 14 February 2007].

13. See note 10.

14. See note 10.

15. Oceana Marin Real Estate. No date. A brief history of Dillon Beach. Online at <http://www.oceanamarin.com/dillon.html> [accessed February 2005].

16. See note 8.

17. Environmental Action Committee of West Marin. No date. Comments. Online at http://www.eacmarin.org/campaigns/tomales_dunes.php [accessed 14 February 2007].

18. California State Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 14 February 2007].

19. California State Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000-01. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 14 February 2007].

20. See note 8.

21. See note 8.

22. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

23. See note 22.

24. See note 22.

El Granada

People and Place

Location

El Granada is in San Mateo County about 26 miles south of San Francisco and 43 miles northwest of San Jose. This area of the coastline is comprised of many small communities including Montara, Moss Beach, Half Moon Bay, San Gregorio, and Pescadero. El Granada covers 5.39 square miles of land. Its geographic coordinates are lat 37°30'10"N, long 122°28'06"W.

Demographic Profile

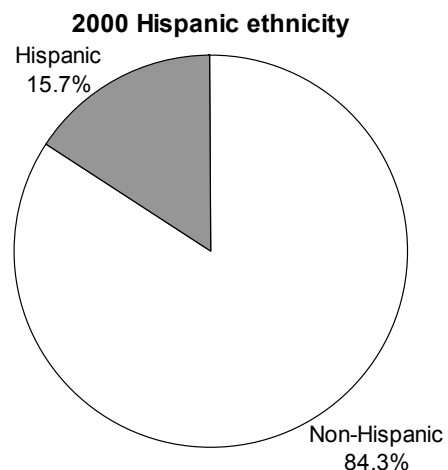
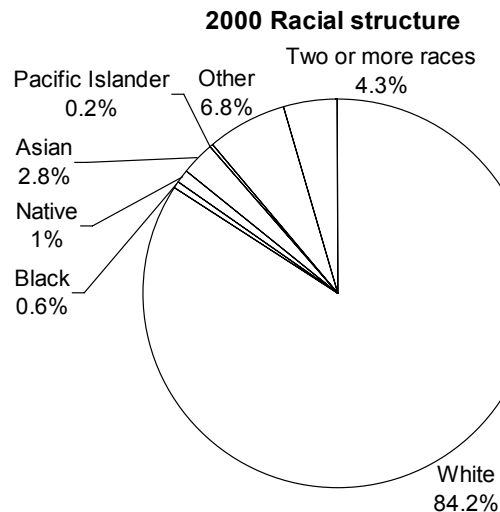
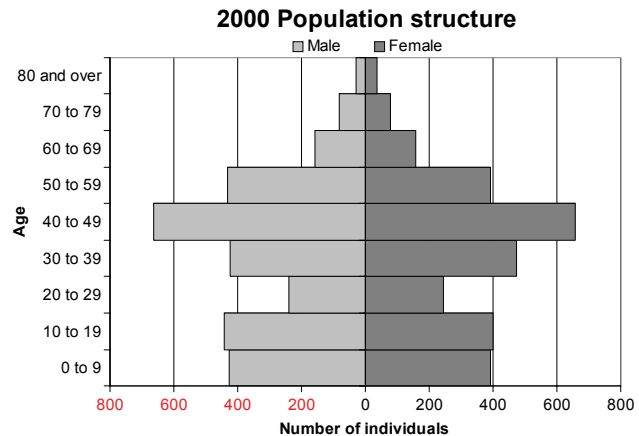
According to the 2000 U.S. Census, El Granada's population was 5,724, an increase of 29.3% from 1990. The gender composition was 49.5% female and 50.5% male. The median age was 38.3 and approximately 57.8% of the population were between the ages of 25 and 59. Of the population 18 years of age and older, 90.1% had a high school education or higher, 47% had a bachelor's degree or higher, and 17% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure of El Granada was white (84.2%), followed by individuals who identified with some other race (6.8%), individuals who identified with two or more races (4.3%), Asian (2.8%), American Indian and Alaskan Native (1%), black (0.6%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 15.7% identified as Hispanic. Of the foreign-born population (15.8%), 47.1% were born in Mexico.

In 2000 87.2% of the population of El Granada lived in family households.

History

In 1769 Gaspar de Portola, a Spanish explorer, discovered San Francisco Bay while searching for Monterey Bay. More than 10,000 Indians lived in central California's coastal areas between Big Sur and San Francisco Bay at the time of Portola's arrival. The Indians consisted of approximately 40 tribal groups ranging in size from 100 to 250 members. When the Spanish arrived, they referred to the tribes collectively as "costenos," meaning coastal people. The name was eventually changed to "Costanoan." Native Americans in the San Francisco Bay area were referred to as Costanoans for years until descendants chose to call themselves Ohlones, meaning "the abalone people."¹



The Ohlones were hunter-gatherers, taking advantage of rich natural resources in the area. They hunted large game animals including deer, elk, bear, whale, sea lion, otter, and seal. Freshwater and saltwater fish were important in the Ohlone diet, including steelhead, salmon, sturgeon, and lamprey. Shellfish were also important, including mussels, abalone, clams, oysters, and hornshell.²

The Muwekma Ohlone Tribe is comprised of lineages aboriginal to the San Francisco Bay region who trace their ancestry through the Dolores, Santa Clara, and San Jose missions. The Muwekma Tribal Council organized between 1982 and 1984 and members are working for federal recognition.³

During 23 years of Mexican rule, San Mateo County became the site of 17 large ranchos. Two years after the Mexicans were defeated in the Mexican American War, gold was discovered in the area in 1848 and the population of the San Francisco peninsula grew rapidly. Many influential persons purchased land in San Mateo County, building large mansions on old Mexican land grants. San Mateo County, which had been part of San Francisco County, was created in 1856.

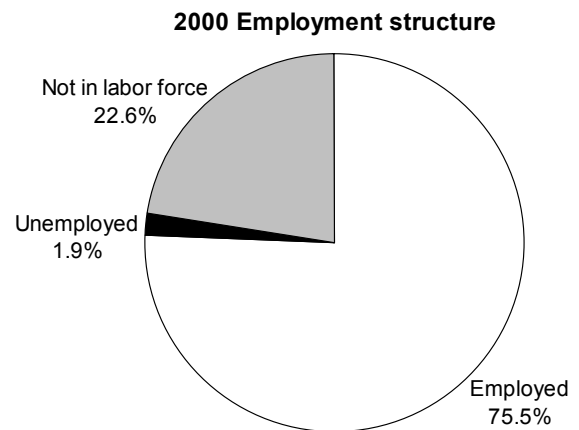
El Granada, along with several other coastal communities in the area, was established between 1906 and 1909 during the real estate boom that followed construction of the Ocean Shore Railroad. The railroad planned El Granada as the “Jewel of the Coast,” a resort area to rival Atlantic City and Long Beach. Development plans were cut short when the railroad failed to reach El Granada, however, the town’s distinctive layout of radial and semicircular streets and divided landscaped boulevards gives the community a unique, distinctive style.

Located between the sea and the mountains, the area is known for its scenic beauty. Thousands of eucalyptus trees were planted on the hillside surrounding El Granada and today a large forest surrounds the town. Several late nineteenth century weekend cottages are being restored and the construction of new homes continues. For more information on the area see the Half Moon Bay, Princeton, and San Francisco community profiles.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 75.5% of El Granada’s the potential labor force 16 years of age and older were employed, 1.9% were unemployed, and the unemployment rate was 2.4% (calculated by dividing the unemployed population by the labor force). In addition, 22.6% were not in the labor force, less than the national average of 36.1%. The primary employment sectors



were management, professional, and related occupations (45.6%), sales and office occupations (22.1%), local, state, or federal government (15%), and service occupations (14%). Natural resource jobs including agriculture, forestry, fishing, hunting, and mining employed 1.1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, El Granada’s per capita income in 1999 was \$38,832, the median household income was \$91,719, and 3% lived below the poverty line. In 2000 El Granada had 2,097 housing units, of which 96.7% were occupied and 3.3% were vacant. Of the occupied units, 81% were by owner and 19% were by renter. Of the vacant units, 42% were due to seasonal, recreational, or occasional use.

Governance

El Granada is an unincorporated town defined by the U.S. Census as a Census Designated Place. Residents pay a 8.25% sales and use tax and visitors pay a 10% transient lodging tax.^{4,5} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The National Marine Fisheries Service’s (NMFS) Southwest Fisheries Science Center has laboratories 64 miles south in Santa Cruz and there is a NMFS regional office 404 miles south in Long Beach. The California Department of Fish and Game has offices in Bodega Bay, Monterey, and Sacramento. A U.S. Citizenship and Immigration Services office is 26 miles north in San Francisco. Meetings of the Pacific Fishery Management Council are held 18 miles northeast in Foster City. The U.S. Coast Guard Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the USCG, has jurisdiction over the El Granada area.

Facilities

El Granada is accessible by land, sea, and air. The major road connecting El Granada to neighboring cities is California Highway 1, also known as the Pacific Coast Highway, north to San Francisco and south to Santa Cruz. The San Francisco International Airport is located 30 miles north of El Granada. The San Mateo County Transit District provides SamTrans bus service throughout the county and into parts of San Francisco and Palo Alto.

There are one public and two private elementary/middle schools in El Granada. Two high schools are 4 miles south in Half Moon Bay. The College of San Mateo, with an enrollment of more than 5,000, is 16 miles east in San Mateo. The Coastsides County Water District supplies water and the Granada Sanitary District provides wastewater services. Pacific Gas and Electric provides electricity. The San Mateo County's Sheriff's Office administers public safety. The closest hospital, St. Catherine's, is 4 miles north in Moss Beach.

The nearest port facilities are half a mile northwest at Pillar Point, just outside of Princeton. Pillar Point is a working fishing harbor with 369 berths. The San Mateo County Harbor District also operates Oyster Point Marina in the city of South San Francisco, a 600-berth recreational boating marina. The Port of San Francisco is located 26 miles northeast of El Granada. El Granada has several marine organizations including the Half Moon Bay Fishermen's Marketing Association, Coastsides Fishing Club, and Save Our Shores.

The San Mateo County Harbor District supports the Alliance of Communities for Sustainable Fisheries, a recently formed group of fishermen from the four harbors that adjoin or lie within the Monterey Bay National Marine Sanctuary: Monterey, Moss Landing, Pillar Point, and Santa Cruz. Pillar Point fishermen actively participate in alliance activities including hearings on the Marine Life Protection Act, Marine Sanctuary Advisory Council meetings, conferences, and other meetings regarding area fishing.⁶

Involvement in West Coast Fisheries

Commercial Fishing

No landings were reported for El Granada, however, landings for the nearby communities of Half Moon Bay and Princeton were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 319 t/\$53,582/30; crab 165 t/\$879,522/72; groundfish 699 t/\$766,728/89; highly migratory species 16.3 t/\$36,204/22;

salmon 350 t/\$1,465,453/231; shrimp confidential/confidential/2; and other species 52 t/\$276,978/57.

El Granada residents owned 25 vessels in 2000 that participated in West Coast fisheries, of which 17 participated in the federally managed groundfish fishery. The number of vessels owned by El Granada residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/13, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/23, shellfish NA/0/NA, and other species 0/0/1.⁷

Five El Granada residents held four federal groundfish fishery permits in 2000. The number of El Granada residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/08/2, crab 0/0/14, groundfish 0/0/18, highly migratory species NA/0/0, salmon 0/0/44, shellfish 0/0/NA, shrimp 0/0/3, and other species 0/0/12.⁸

In 2000 El Granada residents held 164 registered state and federal permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/20, crab 0/0/15, groundfish 0/0/22, highly migratory species NA/0/0, salmon 0/0/75, shellfish 0/0/NA, shrimp 0/0/11, and other species 0/0/17.⁹

Fieldwork indicates the fishing industry in El Granada has changed considerably over the years. Despite changes due to federal regulations, rising fuel costs, and restricted Klamath River salmon runs, among others, local fishermen have adapted and remain active. In 2000 the processor Morning Star, located at Romeo's Pier, began operating a hoist formerly leased by H&N, a Vietnamese company. Although the number of Vietnamese working as fishermen in the area has declined, fieldwork indicates a handful of boats remain. Other local fishermen lease fish hoists in El Granada, working closely with local seafood companies. Three seafood processors operated in El Granada in 2000: Exclusive Freshness, Pemberton Fish, and Three Captain's Sea Products. The number of individuals employed by the processors is confidential. In 2000 the top three processed products, in terms of tonnage and dollars, were Chinook salmon, Dungeness crab, and sablefish.

Sportfishing

El Granada has two sportfishing license agents. Two Commercial Passenger Fishing Vessels were licensed in El Granada in 2002 and 2003. Internet resources indicate at least three sportfishing businesses in El Granada: Riptide Sportfishing, Huck Finn, and Huli Cat Sport Fishing, all offering sportfishing, ecotourism, and specialty trips.

Subsistence

Specific information on subsistence fishing in El Granada is not discussed due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one El Granada resident held a single registered Bering Sea Aleutian Island Commercial Fisheries Entry Commission permit.

Sportfishing

El Granada residents purchased 10 Alaska sportfishing licenses in 2000.

Notes

1. National Park Service. No date. An “unvanishing” history. Online at <http://www.cr.nps.gov/seac/sfprehis.htm> [accessed 14 February 2007].
2. Santa Cruz Public Libraries. 1991. An overview of Ohlone culture. Online at <http://www.santacruzpl.org/history/spanish/ohlone.shtml> [accessed 14 February 2007].
3. The Muwekma Ohlone Tribe. No date. Muwekma Ohlone tribe: A brief history and the federal recognition process. Online at <http://www.muwekma.org/history/tribe.html> [accessed 14 February 2007].
4. California State Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 14 February 2007].
5. California State Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000-01. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 14 February 2007].
6. San Mateo County Harbor District. 2003. Pillar Point Harbor. Online at <http://www.smharbor.com/pillarpoint/index.htm> [accessed 14 February 2007].
7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
8. See note 7.
9. See note 7.

El Sobrante

People and Place

Location

El Sobrante, located in Contra Costa County, is 21 miles northeast of San Francisco and 67 miles southwest of Sacramento. El Sobrante covers 3.1 square miles of land. Its geographic coordinates are lat 37°58'38"N, long 122°17'39"W.

Demographic Profile

According to the 2000 U.S. Census, the population of El Sobrante was 12,260, a 24.4% increase from 1990. The gender composition was 51.5% female and 48.5% male. The median age was 37.6, slightly higher than the national median of 35.3. About 53.8% of the population was between the ages of 25 and 59. Of the population 18 years of age and older, 85.9% had a high school education or higher, 19.3% had a bachelor's degree or higher, and 5.9% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure of El Sobrante was white (60.4%), followed by Asian (12.5%), black (12.2%), individuals who identified with two or more races (7.1%), people who identified with some other race (7%), American Indian and Alaskan Native (0.7%), and Native Hawaiian and Other Pacific Islander (0.3%). Ethnicity data indicate 15.6% identified as Hispanic. Approximately 15.9% of the population was foreign-born population, of which 58.6% were born in Asia.

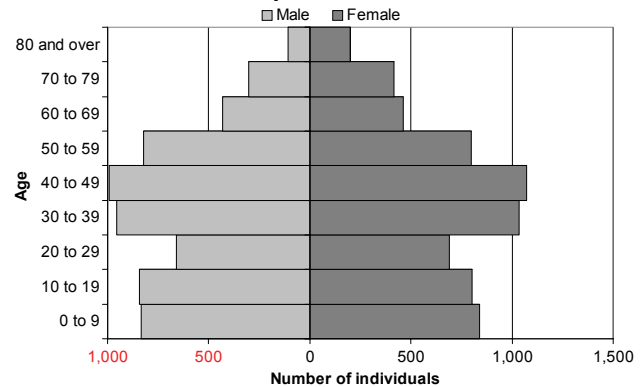
In 2000 83.8% of the population lived in family households.

History

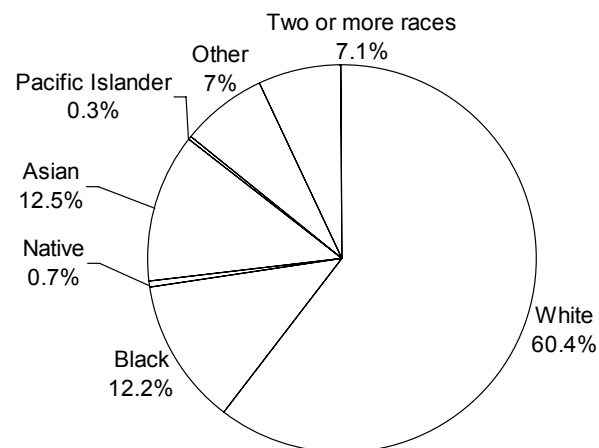
In 1769 Gaspar de Portola, a Spanish explorer, discovered San Francisco Bay while searching for Monterey Bay. Upon Portola's arrival, more than 10,000 Indians lived in central California's coastal areas between Big Sur and San Francisco Bay. This group of Indians consisted of approximately 40 tribal groups ranging in size from 100 to 250 members. When the Spanish arrived they referred to the tribal groups collectively as "costenos," meaning coastal people. The name was eventually changed to "Costanoan." Native Americans in the San Francisco Bay Area were referred to as Costanoans for years until descendants chose to call themselves Ohlones, meaning "the abalone people."¹

The Ohlones living in the San Pablo Creek watershed were mostly Huchiu, a group that lived

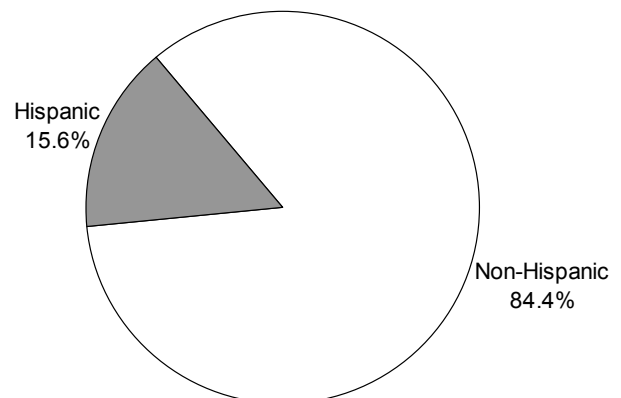
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



roughly between Pinole and Oakland. They used the creek's waters to leach tannins from the acorns of coastal oaks, which they ground into a nourishing gruel. They also consumed salmon that spawned in the watershed. The Huchiun harvested tules, cat tails, willows, and sedges that they used to make baskets, fishing boats, and huts.² Shellfish were also important to the Ohlone, who gathered mussels, abalone, clams, oysters, and hornshell from the local tidelands.³ The Ohlones also ventured short distances into the ocean in their reed boats to fish for mackerel, sardine, and other nearshore species.⁴

In 1841 Governor Juan Bautista Alvarado gave the name El Sobrante (meaning "the leftover" in Spanish) to an irregular-shaped tract of land on the fringes of four ranchos. The term El Sobrante today refers to the El Sobrante Valley, part of which is unincorporated and under the jurisdiction of Contra Costa County. Other areas of El Sobrante have been annexed by neighboring Richmond. Today the town is bordered by San Pablo Bay on the west, Richmond on the southwest, and Pinole on the north.

El Sobrante, like other communities in the area, was affected by the building boom following World War II. Over the past 40 years, El Sobrante has changed from a small rural town to a mostly developed residential suburb. El Sobrante also is the site of the Sikh Center of the San Francisco Bay Area, one of the most important shrines of the Sikh community in North America.

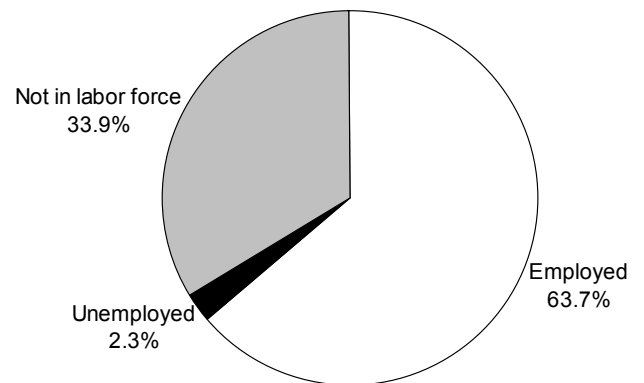
Infrastructure

Current Economy

According to the 2000 U.S. Census, 63.7% of El Sobrante's potential labor force 16 years of age and older were employed, 2.3% were unemployed, and the unemployment rate was 3.5% (calculated by dividing the unemployed population by the labor force). In addition, 33.9% was not in the labor force. The primary employment sectors were management, professional, and related occupations (32.9%), sales and office occupations (27.7%), production, transportation, and material moving occupations (14.2%), and local, state, or federal governments (13.6%). Natural resource jobs including agriculture, forestry, fishing, hunting, and mining employed 0.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

In 2002 the top five employers in Contra Costa County were Bio-Rad Laboratories, Bookside Hospital, Chevron USA Inc., Color Spot Nurseries, and Contra Costa Community College.⁵ Standard Oil and Shell/Valero oil refineries are in nearby Richmond and Martinez respectively.

2000 Employment structure



According to the 2000 U.S. Census, El Sobrante's median household income in 1999 was \$48,272, the per capita income was \$24,525, and 9.5% lived below the poverty level. In 2000 El Sobrante had 4,803 housing units, of which 97.4% were occupied and 2.6% were vacant. Of the occupied units, 63.7% were by owner and 36.3% were by renter. Nearly one-tenth (9.4%) of the vacant units were due to seasonal, recreational, or occasional use.

Governance

El Sobrante is a U.S. Census Designated Place and the town is run by its municipal advisory council. Residents pay a 8.25% sale and use tax on regular purchases and visitors pay a 10% transient lodging tax.^{6,7} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processor in California.

The National Marine Fisheries Service's (NMFS) Southwest Fisheries Science Center has laboratories located 86 miles south in Santa Cruz and a NMFS regional office is 409 miles south in Long Beach. The California Department of Fish and Game's Marine Region has an office located 42 miles south in Belmont. The nearest U.S. Citizenship and Immigration Services office is 21 miles south in San Francisco and the Pacific Fishery Management Council holds meetings 41 miles south in Foster City. The El Sobrante coastal area is under the jurisdiction of the U.S. Coast Guard (USCG) Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the USCG.

Facilities

El Sobrante is accessible by ground and air. The major road connecting El Sobrante to neighboring cities is Interstate Highway 80 northeast to Sacramento and south to San Francisco. The San Francisco International

Airport is 25 miles south of El Sobrante. The Alameda-Contra Costa Transit District Bus provides transportation throughout the area, and the Contra Costa Commute Alternative Network provides additional options for El Sobrante commuters.

El Sobrante has several elementary, middle, and alternative schools, and one high school. The nearest college, Contra Costa College, has an enrollment of more than 3,000 and is 3 miles southwest in San Pablo. El Sobrante is about 5 miles from San Pablo Bay. East Bay Municipal Utility District provides water and wastewater services to El Sobrante residents. Pacific Gas and Electric supplies electricity and natural gas. The Contra Costa Sheriff's Office administers public safety. The nearest medical facility is the Doctor's Medical Center 9 miles southwest in San Pablo. Other local facilities include a public library, several parks, and the May Valley Community Center. El Sobrante has no port facilities, however, the ports of Oakland and San Francisco are 15 and 20 miles south respectively.

Involvement in West Coast Fisheries

Commercial Fishing

Landing data for El Sobrante were recorded as part of the Other San Francisco Bay and San Mateo County Ports group which includes the nearby communities of Alamo, Albany, Alviso, Antioch, Antioch Bridge, Benicia, Bird Landing, Brentwood, Burlingame, Campbell, China Camp, Collinsville, Concord, Crockett, Daly City, Danville, El Cerrito, Emeryville, Fairfield, Farallone Island, Fremont, Glen Cove, Hayward, Lafayette, Livermore, Los Altos, Los Gatos, Martinez, Martins Beach, McNears Point, Moss Beach, Mountain View, Napa, Newark, Oakley, Palo Alto, Pacifica, Pedro, Pescadero, Pinole, Pittsburg, Pleasant Hill, Pleasanton, Pigeon Point, Point Montara, Point San Pedro, Port Costa, Poster City, Redwood City, Rio Vista, Rockaway Beach, Rodeo, San Bruno, San Carlos, San Jose, San Leandro, San Mateo, San Francisco area, South San Francisco, Suisun City, Sunnyvale, Vacaville, Vallejo, Walnut Creek, and Yountville.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab confidential/confidential/1; groundfish 1 t/\$2,112/5; salmon confidential/confidential/3; shrimp 438 t/\$245,851/5; and other species 8 t/\$16,380/12. No fish processors operated in El Sobrante. See the San Francisco community profile for more information regarding processors in the San

Francisco Bay area and the San Jose and Lafayette community profiles for additional information.

El Sobrante residents owned four vessels in 2000 that participated in West Coast fisheries, including two that participated in the federally managed groundfish fishery. The number of vessels owned by El Sobrante residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/1, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/4, shellfish NA/0/NA, shrimp NA/0/1, and other species 0/0/1.⁸

In 2000 the number of El Sobrante residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/2, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/0/15, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/4.⁹

In 2000 38 state permits were registered to El Sobrante residents. The number of permits held by these community members in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, crab 0/0/2, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/0/26, shellfish 0/0/NA, shrimp 0/0/2, and other species 0/0/4.¹⁰

Sportfishing

El Sobrante residents are involved in sportfishing in West Coast and North Pacific fisheries. Two sportfishing license agents are located in El Sobrante, which had two licensed commercial passenger fishing vessels in 2002 and 2003.

Subsistence

Specific information on subsistence fishing in El Sobrante is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 El Sobrante residents owned three vessels involved in North Pacific fisheries.

Sportfishing

El Sobrante residents purchased 20 Alaska sportfishing licenses in 2000.

Notes

1. National Park Service. No date. An “unvanishing” history. Online at <http://www.cr.nps.gov/seac/sfprehis.htm> [accessed 15 February 2007].
2. San Pablo Watershed Neighbors Education and Restoration Society. No date. A history of the watershed. Online at <http://www.aoinstitute.org/spawners/history.html> [accessed 15 February 2007].
3. Santa Cruz Public Libraries. 1991. An overview of Ohlone culture. Online at <http://www.santacruzpl.org/history/spanish/ohlone.shtml> [accessed 15 February 2007].
4. A. McEvoy. 1986. The fisherman's problem: Ecology and law in the California fisheries 1850-1980. Cambridge University Press, Cambridge, UK. 368 p.
5. California Employment Development Department. 2002. Major employers in Contra Costa County. Online at <http://www.labormarketinfo.edd.ca.gov/aspdotnet/databrowsing/empMain.aspx?menuChoice=emp> [accessed 15 February 2007].
6. California State Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 17 February 2007].
7. California State Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000-2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 15 February 2007].
8. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
9. See note 8.
10. See note 8.

Eureka

People and Place

Location

Eureka is the county seat of Humboldt County in northern California on Humboldt Bay south of Redwood National Park. San Francisco is 272.3 miles south. Eureka encompasses 9.5 square miles of land and 5 square miles of water. Its geographic coordinates are lat 40°48'08"N, long 124°09'45"W.

Demographic Profile

According to the 2000 U.S. Census, Eureka had a population of 26,128, a 3.3% decrease from 1990. The gender composition was 50.5% female and 49.5% male. The median age was 36.6, compared to the national average of 35.3. Of the population 18 years of age and older, 80.8% had a high school education or higher, 14.6% had a bachelor's degree or higher, and 4.6% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

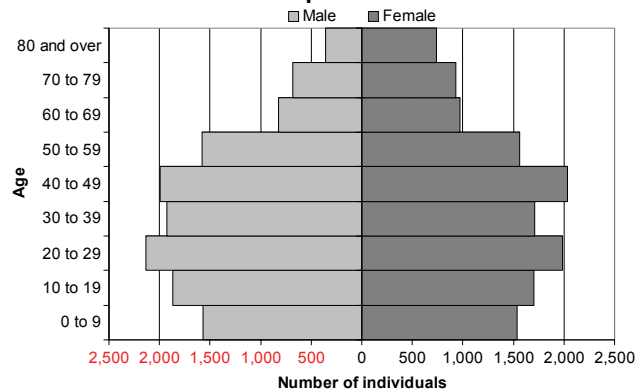
The majority of the racial structure was white (82.5%), followed by individuals who identified with two or more races (5.1%), Native American and Alaska Native (4.2%), Asian (3.6%), individuals who identified with some other race (2.7%), black (1.6%), and Native Hawaiian and Other Pacific Islander (0.3%). Ethnicity data indicate 7.8% identified as Hispanic. Approximately 5.5% of the population was foreign-born. The community has experienced a significant change in its ethnic composition. In the decade following 1990, the percentage identifying as Hispanic increased by 62.5%.

History

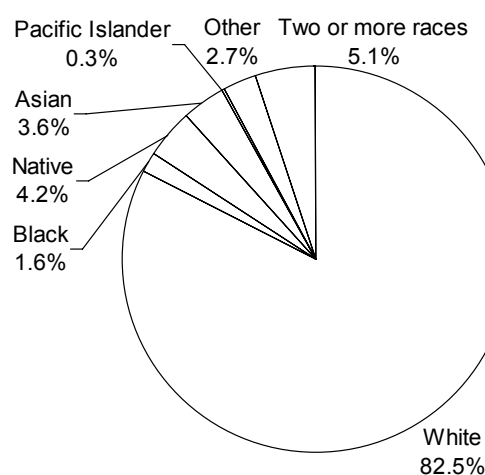
Before the arrival of Euro-American settlers, what is now known as Humboldt County was occupied by several diverse Indian nations. The Wiyot, Yurok, Hupa, Karuk, Chilula, Whilkut, and southern Athabascans occupied specific territories, spoke individual languages, and shared similar yet distinct cultural systems.¹ Eureka is within the original territory of the Wiyot. They utilized local resources for food, medicine, and basketry, including wildlife, salmon, and roots. Across Humboldt Bay from Eureka is Indian Island, "the center of the Wiyot People's world" and home of the ancient village of Tuluwat.² Beneath the village site is a 6-acre clamshell midden estimated to be 1,000 years old.

Today many of the Wiyot people live on 88 acres called the Table Bluff Reservation, 16 miles south of Eureka. In 2004 the Eureka City Council formally

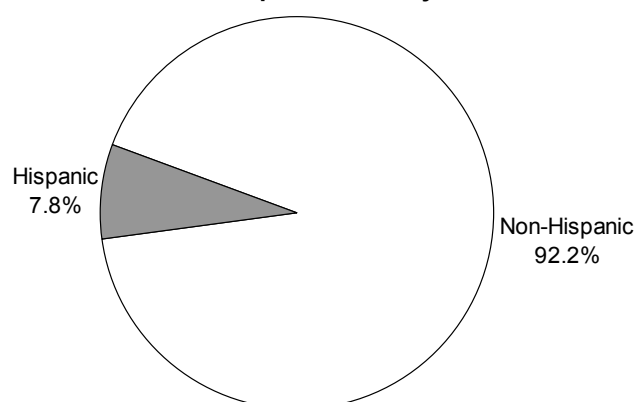
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



transferred a part of Indian Island to the Wiyot Tribe.³ A portion of the land had been a shipyard repair facility from 1870 to the 1980s. The tribe plans to clean up debris and pollution from the old shipyard, restore natural waterways, and construct a cultural center.⁴

In 1806 employees of the Russian-American Company from Sitka, Alaska, made the first recorded entrance into Humboldt Bay. The Gregg-Wood party arrived by land in 1849 and by 1850 the first ships arrived in the bay bringing prospectors for gold. Eureka was founded in 1856 and settled as a point of arrival and a supply center for the gold mines. As the gold rush subsided, the economy shifted to natural resources, primarily timber, salmon, and agriculture. The area was a prime exporter of agricultural products from 1857 to 1900.⁵

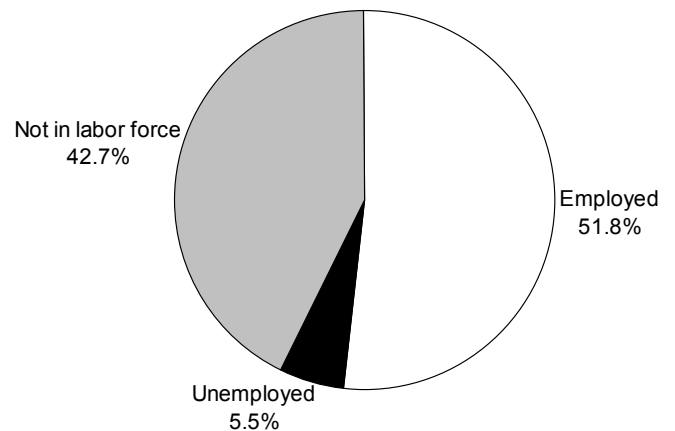
Development around the bay led to the displacement of the Wiyot and increased tensions between groups. During the 1860 World Renewal Ceremony on Indian Island, a group of armed settlers paddled to the island during the night and killed the sleeping Wiyot. Two other village sites were raided the same night. The few remaining Wiyot people were moved to Fort Humboldt for their protection and from there to a series of reservations. The fort was built in 1853 to assist in resolving conflicts between Indians and settlers. An Indian Candlelight Vigil is held each February to remember the 200 lives lost in the massacre.⁶

In the 1880s docks were built in Eureka for shipping redwood and other timber. When the Northwestern Pacific Railroad was extended into the area in 1900, it functioned as a dike and enabled tidal marshes to be converted to agricultural lands. The construction of U.S. Highway 101 in 1927 also created fill, allowing most of the marshes to be drained and diked.⁷

After World War II, a new Douglas fir and plywood industry brought in many loggers and mill workers. The timber industry dominated life in the community into the 1970s. The next era brought a more diverse economy. New groups of people began to arrive, primarily Hispanics and Vietnamese.⁸ A large revitalization project began in the 1960s to revive Eureka's Old Town and restore many old commercial buildings.⁹

Humboldt Bay is one of the largest bays on the West Coast. Diking, drainage, and filling have reduced the historic 27,000 acres of bay and wetlands to about 13,000 acres. The bay includes a variety of complex habitats that support 95 species of fish, at least 180 species of invertebrates, and 30 species of clams, oysters, and mussels. The economic health of Eureka continues to be "tied to the bay, the resources it provides, and the natural resources around it."¹⁰

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 51.8% of Eureka's potential labor force 16 years of age and older were employed, 5.5% were unemployed, and the unemployment rate was 9.7% (calculated by dividing the unemployed population by the labor force). In addition, 42.7% were not in the labor force. The top employment sectors were local, state, or federal government (18.5%) and health care and social assistance (17.5%). Natural resource jobs including agriculture, forestry, and fishing employed 3.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The economic base of Eureka was founded on fishing and timber. Commercial fishing has downsized in recent years and now the major industries are tourism and timber.¹¹ Major employers in Eureka include the College of the Redwoods, Humboldt County, Humboldt County Office of Education, and St. Joseph Hospital.

According to the 2000 U.S. Census, Eureka's per capita income in 1999 was \$16,174, the median household income was \$25,849, and 23.7% lived below the poverty level. In 2000 Eureka had 11,637 housing units, of which 94.2% were occupied and 5.8% were vacant. Of the occupied units, 46.5% were by owner and 53.5% were by renter.

Governance

Eureka is an incorporated city that operates under a council-manager charter. The sales tax is 7.25% based on the standard statewide rate. The county's transient lodging tax rate is 10%. See the governance subsection (page 43) in the Overview section for a more detailed

discussion of taxes affecting fishermen and processors in California.

Eureka has a California Department of Fish and Game field office and is 5 miles from the U.S. Coast Guard Station in Humboldt Bay. Eureka is 272.3 miles from the U.S. Citizenship and Immigration Services Center in San Francisco. Pacific Fishery Management Council meetings are held in Foster City, 293.8 miles from Eureka.

Facilities

Eureka has a number of transportation options. Amtrak and Greyhound provide rail and bus service respectively. San Francisco International Airport is 272.3 miles away. U.S. Highway 101 intersects Eureka.

Eureka has 11 elementary schools, 3 middle schools, 3 private primary schools, and 7 high schools, of which 5 are alternative schools and 1 is private. Pacific Gas and Electric provides electricity, and Cal-American Water Company provides water and wastewater services. The Eureka Police Department provides local law enforcement. The closest health care facility is St. Joseph Hospital. Eureka accommodations include bed and breakfasts, a recreational vehicle park, and several hotels and motels. Additional lodging is available in nearby communities.¹²

Eureka is located within the Humboldt Bay Harbor, Recreation and Conservation District and the Port of Humboldt. Humboldt Bay is the only deep water port between Coos Bay, Oregon, and San Francisco. Four shipping terminals operate out of Eureka: Fairhaven Terminal includes one berth with a 500-foot wooden pile dock; Fields Landing Terminal includes one berth with a 900-foot dock; Schneider Dock has one berth with a 400-foot concrete, unlimited load dock; and Sierra Pacific Industries has one berth with a 475-foot wooden dock.¹³ The Woodley Island Marina is located in Eureka and is the home base for the Port of Humboldt District. The marina has 237 slips.¹⁴

Two marine aquaculture businesses are located in Eureka with growing areas in Crescent City, Harbor, and Arcata Bay. Products include bay and sea mussels; Eastern, European, Kumamoto, and Pacific oysters; littleneck, Manila, and Quahog clams; rock scallops; ulva; nori; tube worms; gracillaria; and blood worms.¹⁵

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 all of the 159 vessels that delivered landings to Eureka were commercially registered. The community had at least one processing plant in 2000, however,

specific data on pounds of fish processed, revenue generated, and number of employees are confidential. Landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 2 t/\$909/8; crab 391 t/\$1,784,671/92; groundfish 2,522 t/\$3,287,433/73; highly migratory species 355 t/\$693,107/32; salmon 240 t/\$618,440/66; shellfish 4 t/\$6,734/4; shrimp 90 t/\$84,713/12; and other species 417 t/\$329,382/39.

Eureka residents owned 68 vessels, of which 16 participated in the Groundfish Vessel Buyback Program. Community members owned 53 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Eureka residents that participated in each fishery by state (WA/OR/CA) was: crab 2/0/56, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/6/40, shellfish NA/0/NA, shrimp NA/2/11, and other species 1/0/0.¹⁶

In 2000 18 Eureka residents held 17 federal groundfish fishery permits. The number of individual community members holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 2/0/56, groundfish 0/0/14, highly migratory species NA/0/1, salmon 0/5/65, shellfish 0/0/NA, shrimp 0/2/16, and other species 1/0/20.¹⁷

According to available data, Eureka residents held 268 permits in 2000, of which 251 were registered state permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, crab 4/0/60, groundfish 0/0/17, highly migratory species NA/0/1, salmon 0/5/113, shellfish 0/0/NA, shrimp 0/3/23, and other species 1/0/22.¹⁸

Sportfishing

Eureka had at least two sportfishing vessel permits in 2003. The community, which is part of the Fort Bragg, Eureka, Crescent City port complex, received 49,983 commercial passenger fishing vessel landings from 11,574 anglers in 2000. The majority of landings were rockfishes, Chinook salmon, and Pacific and jack mackerel. Internet fishing guide sources indicate at least two sportfishing businesses operated within the community.¹⁹

Subsistence

The California Department of Fish and Game captures fishermen who do not earn revenue from fishing, but use it for personal consumption, under “recreational” data. Specific information on subsistence fishing in Eureka is not discussed in detail due to the lack of available data.

Nontribal and tribal fishermen, including members of the Wiyot Tribe, utilize marine and stream resources for subsistence within and surrounding Eureka. Under the trust doctrine, the federal government is charged to protect tribal resources and by constitutional mandate to protect natural resources. Government-to-government agreements made between tribal groups and the United States through treaties guarantee fishing rights on traditional grounds.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Eureka residents owned five vessels involved in North Pacific fisheries. Inhabitants landed fish in the following fisheries (data shown represents landings in metric tons/value of said landings/number of vessels landing): halibut confidential/confidential/1, salmon confidential/confidential/2, and scallop confidential/confidential/3.

In 2000 12 Eureka residents held crew member licenses for North Pacific fisheries. Four residents held registered state permits and four held registered federal permits.

Seven permits were registered to individuals in Eureka in 2000. Eureka residents held two groundfish License Limitation Program permits, one halibut permit, and three salmon Alaska Commercial Fisheries Entry Commission permits. The halibut and sablefish individual fishing quota shares for Eureka residents were 96,990 and 486, respectively.

Sportfishing

In 2000 residents purchased 106 Alaska sportfishing licenses.

Notes

1. S. Van Kirk. 1999. Humboldt County: A briefest of histories. Online at <http://www.humboldthistory.org/> [accessed 16 February 2007].
2. Wiyot Tribe. No date. History and culture: Indian Island. Online at <http://www.wiyot.com/history.htm> [accessed 16 February 2007].
3. City of Eureka. 2004. Eureka City Council and Wiyot Tribal Council, May 18, 2004. Online at <http://www.ci.eureka.ca.gov/default.asp> [accessed 16 February 2007].
4. Wiyot Tribe. 2004. Environmental restoration. Online at http://www.wiyot.com/Island_environmental.html [accessed 16 February 2007].
5. 2001. Humboldt Bay trails feasibility study: Humboldt Bay area history.
6. See note 2.
7. See note 5.
8. See note 1.

9. Victorian Inn. No date. Sights and activities in Eureka, CA. Online at http://www.a-victorian-inn.com/eureka_california.html [accessed August 2004].
10. See note 5.
11. Pacific States Marine Fisheries Commission. 2004. California state counties. Online at http://www.psmfc.org/efin/docs/communities_2004/communities_pages65_84.pdf [accessed 16 February 2007].
12. The Greater Eureka Chamber of Commerce. 2003. Lodging. Online at <http://eurekachamber.com/Directory/index.cfm?Category=Lodging&dID=4> [accessed 16 February 2007].
13. Humboldt Bay Harbor, Recreation and Conservation District. No date. Port of Humboldt Bay: Shipping terminals. Online at <http://www.humboldtbay.org/portofhumboldtbay/terminals/> [accessed 16 February 2007].
14. Humboldt Bay Harbor, Recreation and Conservation District. No date. Woodley Island Marina: Facilities. Online at <http://www.humboldtbay.org/woodleyislandmarina/> [accessed 16 February 2007].
15. State of California Department of Fish and Game. 2003. Registered marine aquaculture facilities.
16. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
17. See note 16.
18. See note 16.
19. Sportsmen's Resource.Com. No date. Sportsmen's resource.com. Online at <http://humguide.com> [accessed 16 February 2007] and <http://www.sportsmansresource.com> [accessed 16 February 2007].

Fields Landing

People and Place

Location

Fields Landing is an unincorporated community in northern California's Humboldt County. The community is on Humboldt Bay south of Redwood National Park. The closest major city is San Francisco, 265.7 miles south. The geographic coordinates of Fields Landing are lat 40°43'28"N, long 124°12'54"W.

Demographic Profile

According to the 2000 U.S. Census, Fields Landing had a population of 213. The gender composition was 46.9% female and 53.1% male. The median age was 29.8, compared to the national average of 35.3. Of the population 18 years of age and older, 78% had a high school education or higher, 10% had a bachelor's degree, and no one had a graduate or professional degree. The national averages were 79.7%, 22.3%, and 7.8% respectively. A high school education was the highest attainment for 50% of the population.

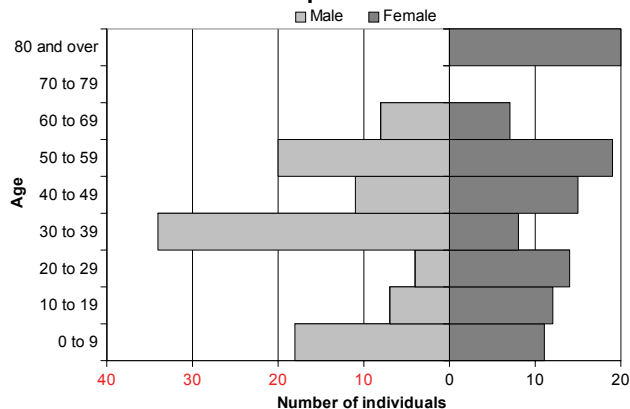
The majority of the racial composition was white (83.1%), followed by individuals who identified with some other race (4.7%), Native American and Alaska Native (4.2%), individuals who identified with two or more races (4.2%), Asian (2.3%), black (0.9%), and Native Hawaiian and Other Pacific Islander (0.5%). Ethnicity data indicate 15% identified as Hispanic. No residents were foreign-born.

History

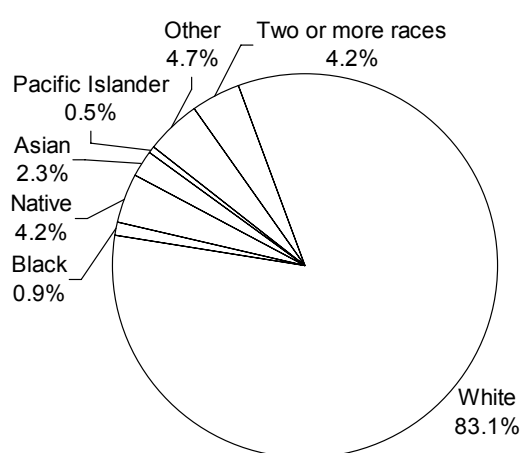
Before the arrival of Euro-American settlers, the area now known as Humboldt County was occupied by several diverse nations. The Wiyot, Yurok, Hupa, Karuk, Chilula, Whilkut, and southern Athabascans occupied specific territories, spoke individual languages, and shared similar, yet distinct cultural systems.¹ Fields Landing is within the original territory of the Wiyot. The Wiyot used local resources for food, medicine, and basketry, including salmon, wildlife, and roots. Across the Humboldt Bay is Indian Island, "the center of the Wiyot People's world" and home of the ancient village of Tuluwat.² Beneath the village site is a large clamshell midden that covers more than 6 acres and is estimated to be 1,000 years old. Today many of the Wiyot people live on 88 acres called the Table Bluff Reservation, 10 miles south of Fields Landing.

The first recorded entrance into Humboldt Bay was in 1806 by employees of the Russian-American

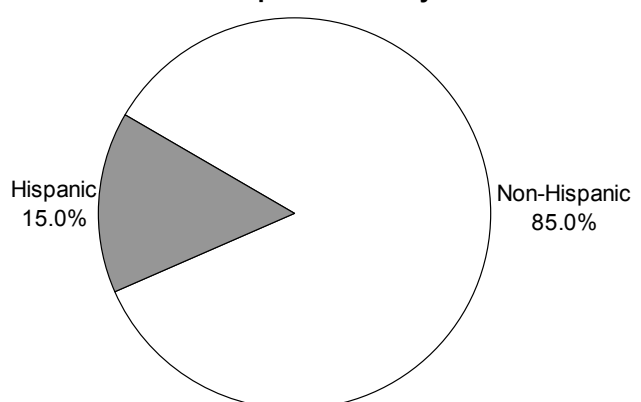
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



Company of Sitka, Alaska. The Gregg-Wood party arrived by land in 1849 and by 1850 the first ships arrived bringing prospectors looking for gold. As the gold rush subsided, the economy shifted to natural resources, primarily timber, salmon, and agriculture. The area was a prime exporter of agricultural products from 1857 to 1900.³

Development led to the displacement of the Wiyot and increased tension between groups. During the 1860 World Renewal Ceremony on Indian Island, a group of six armed settlers paddled to the island during the night and killed the sleeping Wiyot. Two other village sites were raided that same night. The few remaining Wiyot people were moved to Fort Humboldt for their protection and from there to a series of reservations. The fort was built in 1853 to assist in resolving conflicts between Indians and settlers. An Indian Candlelight Vigil is held each February to remember the 200 lives lost in the massacre.⁴

In the 1880s, docks were built at Fields Landing for shipping redwood and other timber. When the Northwestern Pacific Railroad was extended into the bay area in 1900, the elevated railway bed functioned as a dike and enabled the conversion of tidal marshes to agricultural lands. The construction of U.S. Highway 101 in 1927 also created more fill, allowing most of the marshes to be drained and diked.⁵

After World War II, a new Douglas fir and plywood industry brought in many loggers and mill workers. From the 1940s to 1951, the last active whaling station on the U.S. Pacific coast operated out of Fields Landing.⁶ The timber industry continued to dominate life in the community into the 1970s. The next era paved the way for a more diverse economy. New groups of people began to arrive, namely Hispanics and Vietnamese.⁷

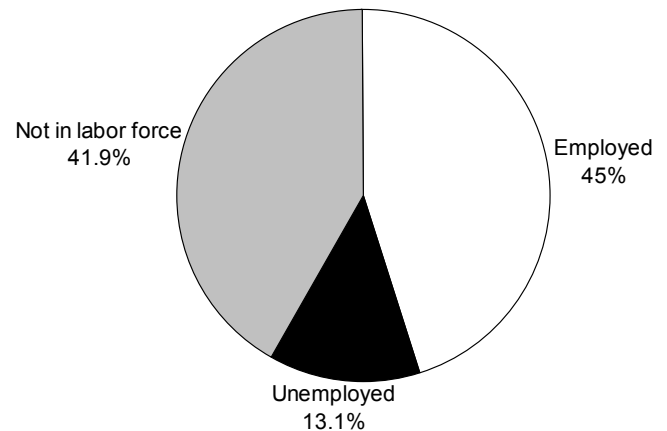
Humboldt Bay is one of the largest bays on the West Coast. Diking, drainage, and filling reduced the historic 27,000 acres of bay and wetlands to around 13,000 acres. The bay includes a variety of complex habitats that support 95 species of fish, at least 180 species of invertebrates, and 30 species of clams, oysters, and mussels. The economic health of Fields Landing continues to be “tied to the bay, the resources it provides, and the natural resources around it.”⁸

Infrastructure

Current Economy

According to the U.S. Census, 45% of the potential labor force 16 years of age and older in Fields Landing were employed, 13.1% were unemployed, and the unemployment rate was 22.6% (calculated by dividing the unemployed population by the labor force). In

2000 Employment structure



addition, 41.9% were not in the labor force. The primary employment sectors were local, state, or federal government (9.9%), education, health, and social services (8%), and arts, entertainment, recreation, and accommodation and food services (7%). No one was employed in natural resource jobs including agriculture, forestry, and fishing, but this may be inaccurate because many fishermen are self-employed and are underrepresented in these data.

The economic base of Fields Landing was founded on fishing and timber. Commercial fishing has experienced a downsizing in recent years and today the major industries are tourism and timber.⁹ One of the main employers is Humboldt Bay Forest Products, which owns one of the two shipping terminals in Fields Landing.

According to the 2000 U.S. Census, the per capita income of Fields Landing in 1999 was \$14,198, the median household income was \$35,313, and 24.5% lived below poverty level. In 2000 there were 95 housing units in Fields Landing, of which 89.5% were occupied and 10.5% were vacant. Of the occupied units, 40% were by owner and 60% were by renter.

Governance

Fields Landing is an unincorporated, noncensus designated place. The sales tax is 7.25% based on the standard statewide rate, and the county levies a 10% transient lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

Fields Landing is 338.7 miles north of the National Marine Fisheries Service’s Southwest Fisheries Science Center in Santa Cruz. The community houses a U.S. Coast Guard Station in Humboldt Bay and is 6.7 miles from the closest California Department of Fish and Game

field office. Fields Landing is 265.7 miles from the nearest U.S. Citizenship and Immigration Services Center in San Francisco. Pacific Fishery Management Council meetings are held in Foster City, 287.2 miles from Fields Landing. The nearest North Pacific Fishery Management Council meetings are held 420.3 miles away in Portland, Oregon.

Facilities

Fields Landing has a number of transportation options. Amtrak and Greyhound provide rail and bus service respectively. The nearest major airport is San Francisco International Airport. U.S. Highway 101 intersects Fields Landing.

Students attend local elementary, middle, and high schools in nearby Eureka. Pacific Gas and Electric provides electricity and Cal-American Water Company provides water and wastewater services. The Humboldt County Sheriff Department provides local law enforcement. The closest health care facility, St. Joseph Hospital, is in Eureka. Fields Landing accommodations include one motel. Additional lodging is available in nearby communities.

Fields Landing is within the Humboldt Bay Harbor, Recreation and Conservation District and the Port of Humboldt. Two shipping terminals are based in Fields Landing. Humboldt Bay Forest Products has one berth with a 600-foot wooden dock and two approach ramps. Fields Landing Terminal has one berth with a 900-foot dock.¹⁰

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 all 42 vessels that delivered landings to Fields Landing were commercially registered. The community had at least one processor plant in 2000. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab 41 t/\$182,619/18; groundfish 1,632 t/\$1,587,756/21; highly migratory species 4 t/\$5,916/4; salmon 1 t/\$2,970/6; shrimp confidential/confidential/2; and other species 5 t/\$6,024/7.

Fields Landing residents owned eight vessels in 2000, all of which participated in the federally managed groundfish fishery. The number of vessels owned by Fields Landing residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/1.¹¹

Three residents held seven federal groundfish fishery permits in 2000. The number of community members holding permits in each fishery by state (WA/OR/CA) was: crab 0/0/2, highly migratory species NA/0/0, shellfish 0/0/NA, and shrimp 0/0/1.¹²

Ten permits were registered to Fields Landing residents in 2000, of which three were registered state permits. Recorded data indicates that the number of permits in each fishery by state (WA/OR/CA) was: crab 0/0/2, highly migratory species NA/0/0, shellfish 0/0/NA, and shrimp 0/0/1.¹³

Sportfishing

Available sources did not provide current or 2000 data on West Coast sportfishing for Fields Landing.

Subsistence

The California Department of Fish and Game captures data on fishermen who do not earn revenue from fishing, but use it for personal consumption under their “recreational” data. Information on subsistence fishing in Fields Landing is not discussed in detail due to the lack of available data. Many local residents, including members of the Wiyot Tribe, engage in subsistence fishing. Under the trust doctrine, the federal government is charged to protect tribal resources and by constitutional mandate to protect natural resources.

Involvement in North Pacific Fisheries

Commercial Fishing

Fields Landing residents did not participate in North Pacific fisheries in 2000.

Sportfishing

One Fields Landing resident purchased an Alaska sportfishing license in 2000.

Notes

1. S. Van Kirk. 1999. Humboldt County: A briefest of histories. Online at <http://www.humboldthistory.org/> [accessed 15 February 2007].

2. Wiyot Tribe. No date. History and culture: Indian Island. Online at <http://www.wiyot.com/history.htm> [accessed 15 February 2007].

3. Natural Resources Services. 2001. Humboldt Bay trails feasibility study: Setting. Online at <http://www.rcaa.org/baytrails/pdfs/Chapter02.pdf> [accessed 15 February 2007].

4. See note 2.

5. See note 3.

6. California Department of Fish and Game. No date. No title. Online at http://www.dfg.ca.gov/mrd/mambk_a.pdf [accessed 15 February 2007].

7. See note 1.

8. See note 3.

9. Pacific States Marine Fisheries Commission. 2004. California state counties. Online at http://www.psmfc.org/efin/docs/communities_2004/communities_pages65_84.pdf [accessed 15 February 2007].

10. Humboldt Bay Harbor. Recreation and Conservation District. No date. Port of Humboldt Bay: Shipping terminals. Online at <http://www.humboldtbay.org/portofhumboldtbay/terminals/> [accessed 15 February 2007].

11. NA refers to data that were not available, for example, due to few recorded permit numbers or the partially permitted nature of a fishery in 2000.

12. See note 11.

13. See note 11.

Fort Bragg

People and Place

Location

Fort Bragg is in Mendocino County on northern California's Pacific Coast. The community is bordered on the north by Pudding Creek, which flows into the Pacific Ocean through a narrow inlet. Noyo Harbor is at the southern edge of the city. San Francisco is 172 miles to the south. Fort Bragg encompasses 2.73 square miles of land and 0.04 square miles of water. Its geographic coordinates are lat 39°26'45"N, long 123°48'19"W.

Demographic Profile

According to the 2000 U.S. Census, Fort Bragg had a population of 7,026, an increase of 15.6% from 1990. The gender composition was 49.9% female and 50.1% male. The median age was 36.2. Of the population 18 years of age and older, 78.4% had a high school education or higher, 11.7% had a bachelor's degree or higher, and 4.6% had a graduate or professional degree. These percentages fall below the national averages of 79.7%, 22.3%, and 7.8% respectively. A high school education was the highest attainment for 34.1%.

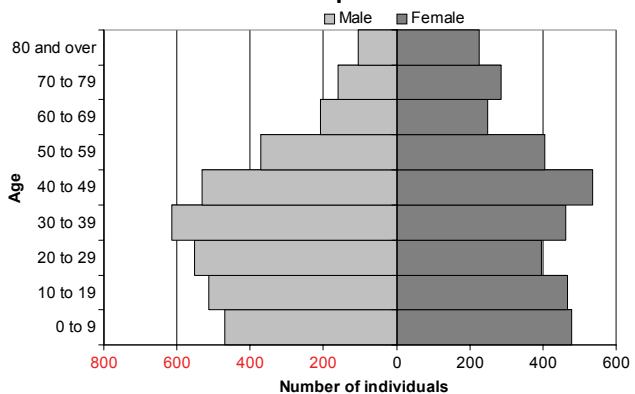
The majority of the racial structure of Fort Bragg was white (79.5%), followed by individuals who identified with some other race (12.1%), individuals who identified with two or more races (4.6%), American Indian and Alaska Native (1.9%), black (1%), Asian (0.9%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 22.7% identified as Hispanic. The community has experienced a significant change in its ethnic composition. In the decade since 1990, the percentage of inhabitants identifying as Hispanic increased by 65.7%. Approximately 13.5% of the population was foreign-born, of which 78.4% were from Mexico, 12.8% from Europe (UK, Ireland, Germany, Sweden, the Netherlands, Italy, and Portugal), and 6% from Canada.

In 2000 74.7% of the population lived in family households.

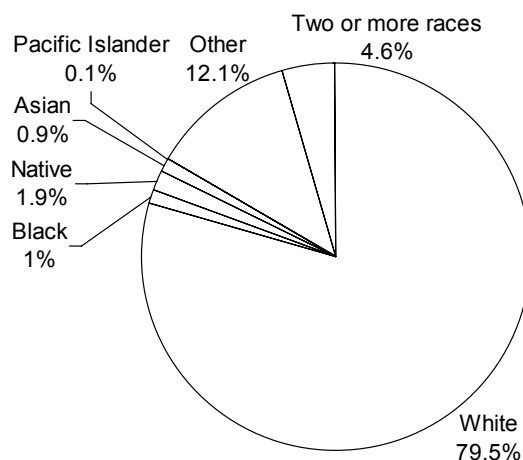
History

Pomo Indians originally inhabited Northern California with 72 independent tribes speaking seven related but distinct languages.¹ Pomo groups wove intricate baskets and fashioned beads from clamshells and magnesite that were used as a regional trade currency. The Pomo were hunter-gatherers, and coastal groups relied heavily on salmon, marine shellfish

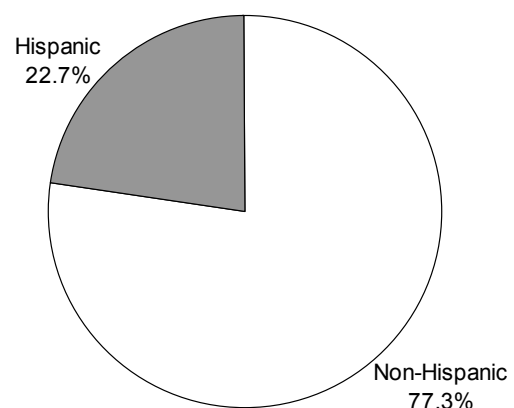
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



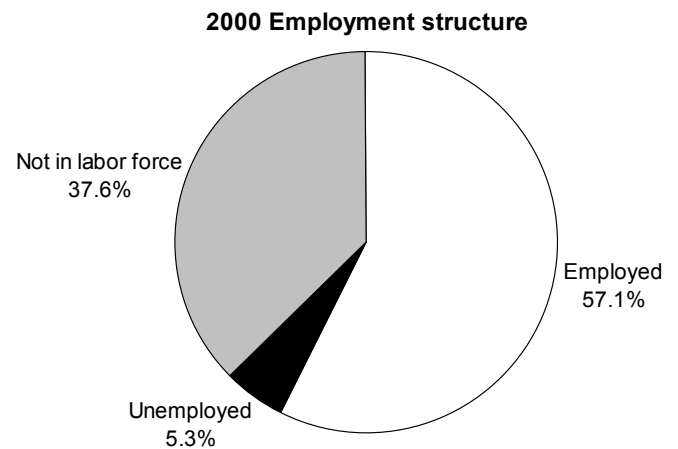
(especially sea mussels), and sea mammals (particularly Stellar sea lions, California sea lions, sea otters, Northern fur seals, and harbor seals).² Native hunters and fisherman developed complex technologies to harvest these resources, and community life often focused on rituals surrounding the first harvests of the season and cooperative fishing endeavors.

After Russian fur traders and Spanish missionaries established the first European settlements in the early 1800s, Indian populations were quickly decimated by disease and conflicts with incoming settlers. Military units were sent to remove Indians from ancestral lands. A commission of the U.S. Bureau of Indian Affairs (BIA) signed 18 treaties with California tribes between 1851 and 1852 that would have reserved about 8.5 million acres for native peoples, but because of the gold rush, none of the treaties were ratified by Congress.³ Instead, the BIA established a system of smaller reservations and “rancherias” in California. Survivors described their forced removal to these reservations as “death marches.”⁴

As part of California’s policy of removing Indians to smaller reservations, the Mendocino Indian Reservation was established in 1856 on 25,000 acres between the Ten Mile and Noyo rivers. Fort Bragg was founded in 1857 as a military outpost to “control and safeguard” native residents living on this reservation.⁵ The fort was named after Captain Braxton Bragg, a Mexican War veteran. The reservation and military outpost were abandoned in 1867 as disease, opportunities for work in other areas, and violent encounters with settlers and the military shrunk the Indian population from several thousand to about 280. The remaining Indians were relocated to the Round Valley Reservation in Covello and the land around the fort was sold to settlers.⁶

The disbandment of the fort did not signal the end of the Fort Bragg community, which quickly became a major player in the region’s timber industry.⁷ The same year the fort was established (1857); a local entrepreneur was granted a parcel of reservation land for a sawmill site on the Noyo River. More sawmills followed. Timber development in the area finally boomed in 1885, when Union Lumber Company built a larger operation, including plans for a city that could serve as a hub for shipping mill products and housing loggers and their families. Fort Bragg incorporated in 1889. Union Lumber built railroad lines and partnered with the National Steamship Company to export forest products and import manufactured goods.

Georgia-Pacific Corporation acquired the mill in 1972 and remained the region’s major employer until August 2002 when it closed the Fort Bragg facility. The closure signaled the end of an era for the community and the loss of several hundred jobs.⁸ Smaller mills in the



area soon followed suit. In 2003 the last sawmill in Fort Bragg, Mendocino Forest Products, closed after more than 50 years of operation, citing California’s regulatory system, a decrease in local logging, and the expense of importing logs from other states.⁹ The city is in the process of redeveloping the 430-acre Georgia-Pacific mill site. First phase work includes providing coastal access, constructing a coastal trail and park facilities, site remediation and wetlands restoration, and construction of an educational and research center.

Noyo Bay provides a natural harbor and access to ocean fisheries. In the 1920s fisherman began to land millions of pounds of salmon that were processed and marketed in Fort Bragg. Harvests continued until the mid-1990s.¹⁰ Despite the decline of salmon, fishing remains an important part of Fort Bragg’s economy and community identity. Many boat owners offer private charter services for tourists and sport fishermen. In addition to salmon, commercial and recreational fisherman take rockfish, abalone, crabs, and mussels.¹¹ The city has two fish processors, a liquid fish fertilizer processing plant, and numerous businesses associated with fishing and coastal tourism.

Several festivals point to the city’s dependence on fishing and logging. The largest is the World’s Largest Salmon Barbeque, held in early July since 1971.¹² The barbeque serves as a fundraiser for the salmon restoration. Fort Bragg also hosts a Whale Festival in March. The city’s Paul Bunyan Days, a Labor Day tradition for the past 60 years, celebrates the area’s participation in logging.¹³

Infrastructure

Current Economy

According to the 2000 U.S. Census, 57.1% of Fort Bragg’s potential labor force 16 years of age and older

were employed, 5.3% were unemployed, and the unemployment rate was 8.4% (calculated by dividing the unemployed population by the labor force). In addition, 37.6% were not in the labor force. These data were derived prior to the closure of the Georgia Pacific sawmill, and this rate may have increased in recent years. Top employment sectors were arts, entertainment, recreation, accommodation, and food services (21.1%), with most jobs concentrated in accommodation and food services; education, health, and social services (20.1%); local, state, or federal government (14.4%); retail trade (10.9%); manufacturing (8.7%); and construction (7.2%). Natural resource jobs including agriculture, forestry, and fishing employed 8.3%, but this number may not accurately reflect self-employed fisherman, loggers, and other contractors.

In the year prior to its closure, the Georgia-Pacific mill employed 125 workers earning \$6.4 million in wages.¹⁴ Several hundred additional jobs depended on the corporation's contracts with vendors and independent loggers. Another 59 lost their jobs when Mendocino Forest Products closed operation in 2003. Tourism and commercial fishing have become more significant employers. Lodging and hospitality services are also major employers and revenue generators for the city. Local officials hope the rapidly developing tourist industry will bolster and diversify the city's economy.¹⁵ Other major employers are the Fort Bragg Unified School District and the Mendocino Coast District Hospital.

According to the 2000 U.S. Census, Fort Bragg's per capita income in 1999 was \$15,832, compared to a national per capita income of \$21,587. The median household income was \$28,539. In 1999 40.9% lived below the poverty level, more than three times the national poverty level of 12.4%. In 2000 Fort Bragg had 3,051 housing units, of which 93.1% were occupied and 6.9% were vacant. Of the occupied units, 42.9% were by owner and 57.1% were by renter. Of the vacant units, 27% were due to seasonal, recreational, or occasional use.

Governance

Fort Bragg operates under a council-manager government.¹⁶ The council appoints a mayor, mayor pro tem, city manager, and members of the planning commission, and contracts for legal services. Residents pay a 7.25% sales tax and Mendocino County levies a 10% transient lodging (hotel) tax.^{17, 18} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

Meetings of the Pacific Fishery Management Council are held 172 miles away in San Francisco. The U.S. Coast Guard Station Noyo River, located on the south side of the city, has two 47-foot motor lifeboats and one 21-foot rigid-hull inflatable boat. The station's jurisdiction extends from Punta Gorda in the north to Gualala in the south, more than 100 miles.¹⁹ Fort Bragg is in Marine Region 7 of the California Department of Fish and Game, which has its headquarters 286 miles south in Monterey.²⁰ The nearest field offices of the National Marine Fisheries Service and the U.S. Citizenship and Immigration Services are in San Francisco.

Facilities

The Little River/Mendocino County Airport, an unmaintained airstrip, is 15 miles south of Fort Bragg. This facility supports private planes, air taxis, and some scenic whale watching flights. The nearest airport certified for air carrier flights is Sonoma County Airport in Santa Rosa (118 miles), and the nearest major airport is San Francisco International Airport.

The Fort Bragg Unified School District has two elementary schools, a middle school, a traditional high school, an alternative high school, an independent home study school, and an adult learning center. The Mendocino County Regional Occupational Program, which offers training in agricultural, computer sciences, and special education, is headquartered in Fort Bragg. The community also supports two parochial elementary and middle schools and a private preparatory school that offers grades 1 through 12. The College of the Redwoods Mendocino Coast campus, a two-year community college, is located in Fort Bragg.²¹

The Fort Bragg Public Works Department operates water and wastewater treatment plants.²² Natural gas is not available in the area. Pacific Gas and Electric provides electricity. The Fort Bragg Police Department administers law enforcement and public safety, and the Fort Bragg Fire Protection Authority operates a central fire station in the downtown area, as well as a second fire station and water storage facility on California Highway 20. The main health care facility in Fort Bragg is the Mendocino Coast District Hospital. Additional hospitals are located in Willits (35 miles), Garberville (66 miles), and Ukiah (58 miles).²³ At least 18 hotels, 11 bed and breakfast inns, 5 campgrounds, 4 RV parks, and 1 vacation rental business are located in the vicinity of Fort Bragg.²⁴ These cater mainly to a large number of tourists who vacation in the area.

Noyo Harbor, an all-weather commercial fishing port, is at the southern edge of Fort Bragg on the mouth of the Noyo River. Area marine facilities are located at

Noyo Harbor.^{25, 26} Noyo Harbor is one of four main harbors between San Francisco and the Oregon border, and it supports a large commercial fishing fleet. The harbor features two public launch ramps, a 10,000 pound hoist with an 8-foot beam, and 265 berths for commercial vessels. These berths are generally fully occupied with a waiting list of about 20 vessels depending on the season. The harbor is maintained by the Army Corps of Engineers, which periodically dredges it. The harbor area has numerous support facilities, such as fuel, ice, restaurants, and lodging.

Involvement in West Coast Fisheries

Commercial Fishing

Commercial fishing is a primary component of Fort Bragg's economy. In 2000 283 vessels, all commercially registered, delivered landings to Noyo Harbor. In 2000 13 of Fort Bragg's 144 vessels in 2000 were trawlers that specialized in groundfish. In 2003, as part of the Groundfish Vessel Buyback Program that sought to reduce the number of boats participating in the groundfish fishery, the National Marine Fisheries Service bought the fishing rights and licenses for five of the 13 trawlers. The trawlers were then removed from any fishing activity.

Landings for Fort Bragg in 2000 were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab 192.4 t/\$924,532/54; groundfish 1,933.3 t/\$2,975,551/135; highly migratory species 27.8 t/\$46,524/16; salmon 181 t/\$722,485/131; shrimp 23.5 t/\$256,778/11; and other species 992.3 t/\$1,939,483/84.

Fort Bragg residents owned 144 vessels in 2000 that participated in West Coast fisheries, of which 76 participated in the federally managed groundfish fishery. The number of vessels owned by Fort Bragg residents participating in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/5/43, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/6/60, shellfish NA/0/NA, shrimp NA/0/7, and other species 0/0/1.²⁷

In 2000 23 Fort Bragg residents held 24 federal groundfish fishery permits. The number of residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/6, crab 4/4/48, groundfish 0/0/74, highly migratory species NA/0/3, other species 3/3/121, salmon 0/5/117, shellfish 0/0/NA, and shrimp 2/0/118.²⁸

Fort Bragg fisherman involved in West Coast fisheries held 627 permits in 2000, including 603 registered state permits. The number of permits held by these community members in each fishery by state (WA/

OR/CA) was: coastal pelagic 0/0/15, crab 5/4/51, groundfish 0/0/90, highly migratory species NA/0/9, salmon 0/5/200, shellfish 0/0/NA, shrimp 2/0/27, and other species 4/21/147.²⁹

Three fish processors are located in Fort Bragg. Caito Fisheries, the oldest fish processor in Noyo Harbor, has been family owned for four generations and annually processes millions of pounds of troll-caught Chinook salmon, albacore tuna, swordfish, Dungeness crab, sole, flounder, sand dabs, halibut, sablefish, thornyheads, rockfish, rose fish, lingcod, shark, skate, and octopus. The company markets its products wholesale.³⁰ Ocean Fresh Seafood Products, established in 1985 and a division of Marusan Enterprises Inc., processes fresh sea urchins predominately for the Japanese market and dominates sea urchin production in Northern California. Because sea urchin processing is labor intensive, the company employs numerous skilled workers.³¹ Sea Pal Company, established in 1977, produces liquid fish fertilizer by processing ocean fish harvested off the Northern California coast. The plant's feedstock is fish carcasses salvaged from other processing operations.³²

Sportfishing

Fort Bragg is popular with sport fishermen and Noyo Bay has several charter boat services that cater to salmon, rock cod fishing, and crabbing. Eight sport license vendors operate in Fort Bragg, of which five are charter boat companies and three are chain stores. Fort Bragg is part of the Fort Bragg-Eureka-Crescent City port complex. In 2000 this port complex received 49,983 sport fish landings from 11,574 anglers. The top three species landed were rockfish (81%), Chinook salmon (16%), and lingcod (2%).

Sportfishing businesses based in Fort Bragg in 2003 had 103 vessels and sportfishing licenses that permitted access to marine species. Of the 103 licenses, 56 were for salmon vessels, 26 for Dungeness crab vessels, 10 for John Doe salmon, 3 for commercial passenger fishing vessels, 3 for commercial salmon stamps, 3 for coonstripe shrimp vessels, and 2 for northern pink shrimp trawl vessels.

Subsistence

Specific information on subsistence fishing in Fort Bragg is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Fort Bragg fishermen owned three vessels that participated in North Pacific fisheries. Residents landed fish in the following North Pacific fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska groundfish confidential/confidential/2, halibut confidential/confidential/2, and shellfish confidential/confidential/1.

In 2000 Fort Bragg residents held 18 permits (11 federal and 7 state), including 4 groundfish License Limitation Program permits, 3 Commercial Fisheries Entry Commission (CFEC) BSAI groundfish permits, 2 CFEC halibut permits, and 7 CFEC shellfish permits. Under the individual fishing quota (IFQ) system for the Alaskan halibut and sablefish fisheries, Fort Bragg fishermen were allotted 3,216,683 halibut and 6,470,435 sablefish IFQ shares in 2000.

In 2000 eight Fort Bragg residents held crew member licenses for North Pacific fisheries.

Sportfishing

Fort Bragg fishermen purchased 26 Alaska sportfishing licenses in 2000.

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Half Moon Bay

People and Place

Location

Half Moon Bay is in San Mateo County, approximately 30 miles south of San Francisco and 40 miles northwest of San Jose. Half Moon Bay covers 6.5 square miles of land. Its geographic coordinates are lat 37°27'49"N, long 122°25'39"W.

Demographic Profile

According to the 2000 U.S. Census, Half Moon Bay had a population of 11,842, an increase of 33.3% from 1990. The gender composition was 47% female and 53% male. The median age was 38.7, higher than the national median of 35.3. In 2000 approximately 63.6% of the population was between the ages of 22 and 64. Of the population 18 years of age and older, 74.6% had high school education or higher, 32.4% had a bachelor's degree or higher, and 12.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

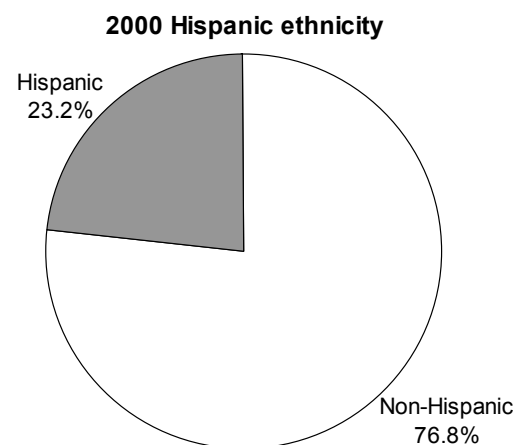
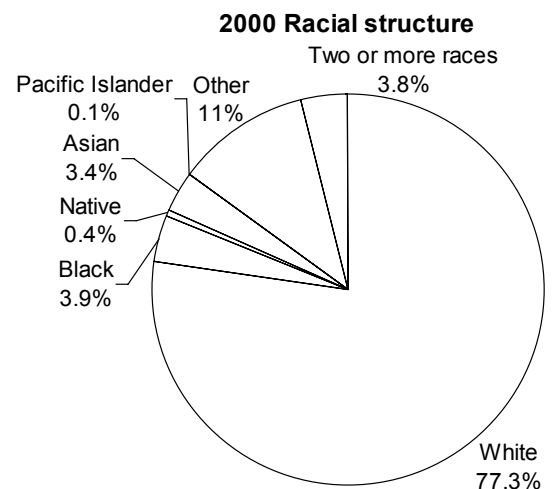
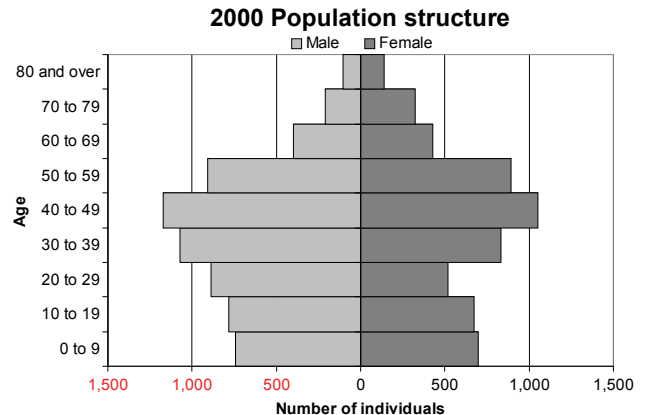
The majority of the racial structure was white (77.3%), followed by individuals who identified with some other race (11%), black (3.9%), individuals who identified with two or more races (3.8%), Asian (3.4%), American Indian and Alaskan Native (0.4%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 23.2% identified as Hispanic. Of the foreign-born population (24.1%), 53.6% were from Mexico.

In 2000 78.9% of the population lived in family households.

History

In 1769 Gaspar de Portola, a Spanish explorer, discovered San Francisco Bay while searching for Monterey Bay. Upon Portola's arrival, more than 10,000 Indians lived in central California's coastal areas between Big Sur and San Francisco Bay. This group consisted of approximately 40 tribal groups ranging from 100 to 250 members. When the Spanish arrived they referred to the tribal groups collectively as "Costenos," meaning coastal people. The name was eventually changed to "Costanoan." Native Americans in the San Francisco Bay area were referred to as Costanoans for years until descendants chose to call themselves Ohlones, meaning the abalone people.¹

The Ohlones were hunter-gatherers who took advantage of the area's rich natural resources. They



hunted large game animals including deer, elk, bear, whale, sea lion, otter, and seal. Freshwater and saltwater fish were important in the Ohlone diet, such as steelhead, salmon, sturgeon, and lamprey. Shellfish were also important to the Ohlone including mussels, abalone, clams, oysters, and hornshell from local tidelands.²

The Muwekma Ohlone Tribe, one of several Ohlone groups, comprises lineages aboriginal to the San Francisco Bay region who trace their ancestry through the Dolores, Santa Clara, and San Jose missions. The aboriginal homeland of the Muwekma Tribe covered several counties, including San Mateo County. The Muwekma Tribal Council organized between 1982 and 1984 and is pursuing federal recognition.³

During the 27 years of Mexican rule, what became San Mateo County was the site of 17 large ranchos. Two years after the Mexican-American War, gold was discovered in 1848 and the population of the San Francisco peninsula grew rapidly. Many influential persons purchased land in the area, building large mansions on old Mexican land grants. San Mateo County, which had been part of San Francisco County, was created in 1856.

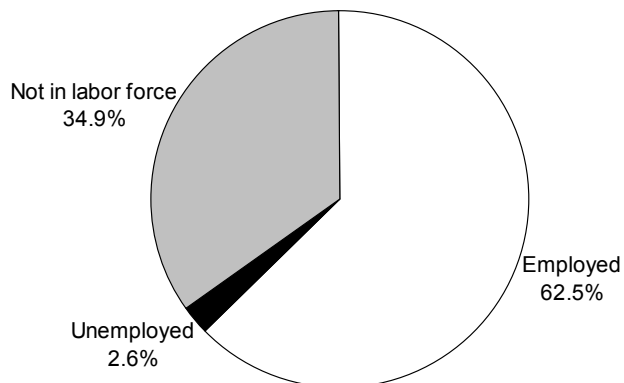
Half Moon Bay is the oldest town in San Mateo County, dating to 1840. There were so many Spanish-speaking people in the area when the first Americans arrived during the Gold Rush, they named the area "Spanishtown." In 1874 the name was changed to Half Moon Bay. The twentieth century brought several changes. The coastal area, with its hidden coves and fog, came alive during Prohibition with rumrunners from Canada. Since the 1920s growth in the area has been slow and steady. Original farms can be found in the area along with miles of sandy beaches, fields, and hiking and biking trails along ocean bluffs and ridges. For more information on the area see the El Granada, Princeton, and San Francisco community profiles.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 62.5% of Half Moon Bay's potential labor force 16 years of age and older were employed, 2.6% were unemployed, and the unemployment rate was 4% (calculated by dividing the unemployed population by the labor force). In addition, 34.9% were not in the labor force. The top employment sectors were management, professional, and related occupations (43.2%), sales and office positions (23.2%), service occupations (14.7%), and local, state, or federal government (12.5%). Natural resource jobs including agriculture, forestry, and fishing employed 2.2%, but this percentage may be artificially low because many

2000 Employment structure



fishermen are self-employed and are underrepresented in these data.

Half Moon Bay's top six employers in 2000 were Nurserymen's Exchange (600), the Ritz-Carlton (475), Bay City Flower Company (375), Cabrillo Unified School District (312), Safeway Stores (160), and Seton Medical Center Coastside (157).⁴

According to the 2000 U.S. Census, the per capita income in 1999 was \$37,963, the median household income was \$78,473, and 6.1% lived below the poverty level. In 2000 Half Moon Bay had 4,114 housing units, of which 97.3% were occupied and 2.7% were vacant. Of the occupied units, 75.4% were by owner and 24.6% were by renter. Of the vacant housing, 36.4% were due to seasonal, recreational, or occasional use.

Governance

Half Moon Bay incorporated in 1959. The city is governed by a mayor, vice mayor, and three city council members. Residents pay an 8.25% sales and use tax and San Mateo County levies a 10% transient lodging tax.^{5, 6} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The National Marine Fisheries Service's (NMFS) Southwest Fisheries Science Center has laboratories 61 miles south in Santa Cruz and there is a NMFS Regional Office 400 miles south in Long Beach. California Department of Fish and Game offices are in Monterey, Sacramento, and Bodega Bay. The U.S. Citizenship and Immigration Services Center is 30 miles north in San Francisco. The Pacific Fishery Management Council holds meetings in Forster City, 15 miles northeast. The U.S. Coast Guard Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the Coast Guard, has jurisdiction over the Half Moon Bay coastal area.

Facilities

Half Moon Bay is accessible by land, sea, and air. The major roads connecting Half Moon Bay to neighboring cities are California Highway 1 north to San Francisco and south to Santa Cruz, and Interstate Highway 280 southeast to San Jose. The Half Moon Bay public-use airport is 6 miles north of the city and San Francisco International Airport is 12 miles away. The San Mateo County Transit District provides SamTrans bus service throughout the county and into parts of San Francisco and Palo Alto.

The Cabrillo Unified School District serves Half Moon Bay and operates four elementary schools, an intermediate school, a high school, a continuation school, and an adult education program. San Mateo College is 13 miles northeast in San Mateo and has an enrollment of more than 5,000. Freshwater is provided by the Coastside County Water District. Sewer Authority Mid-Coastwide provides wastewater treatment. Pacific Gas and Electric supplies electricity and natural gas. The closest hospital, St. Catherine's, is 7 miles north in Moss Beach. The Half Moon Bay Police Department administers public safety. Additional local facilities include a public library, city parks, community centers, and several museums and galleries.

The nearest port facilities are one-fourth mile northwest at Pillar Point, just outside of Princeton. Pillar Point is a working fishing harbor with 369 berths. The San Mateo County Harbor District operates South San Francisco's Oyster Point Marina, a 600-berth recreational boating marina. The Half Moon Bay Yacht Club is also located in Princeton at Pillar Point Harbor.

The San Mateo County Harbor District supports the Alliance of Communities for Sustainable Fisheries, a recently formed group of fishermen from the four harbors that adjoin or lie within the Monterey Bay National Marine Sanctuary: Pillar Point, Santa Cruz, Moss Landing, and Monterey. Area fishermen participate in alliance activities including meetings on the Marine Life Protection Act, Marine Sanctuary Advisory Council, conferences, and other meetings regarding area fishing.⁷

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Half Moon Bay include records from Princeton. Landings in the two communities were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 319 t/\$53,582/30; crab 165 t/\$879,522/72; groundfish 699 t/\$766,728/89; highly migratory species 16.3 t/\$36,204/22;

salmon 350 t/\$1,465,453/231; shrimp confidential/confidential/2; and other species 52 t/\$276,978/57.

Half Moon Bay residents owned 15 vessels in 2000 that participated in West Coast fisheries, of which 13 participated in the federally managed groundfish fishery. The number of vessels owned by Half Moon Bay residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, crab 0/0/14, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/16, and shellfish NA/0/NA.⁸

Eight Half Moon Bay residents held federal groundfish fishery permits in 2000. The number of Half Moon Bay residents who held permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/5, crab 0/0/15, groundfish 0/0/5, highly migratory species NA/0/2, salmon 0/2/29, shellfish 0/0/NA, and other species 0/0/9.⁹

In 2000 Half Moon Bay residents held 92 registered state and federal permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/10, crab 0/0/16, groundfish 0/0/6, highly migratory species NA/0/0, salmon 0/2/48, shellfish 0/0/NA, and other species 0/0/10.¹⁰

In 2000 one seafood processor, LaRocca's Seafood Specialties, operated in Half Moon Bay. Morgan Moon Dabs, a wholesaler and receiver of sanddabs also operates in the community. Four processors operate at Pillar Point Harbor: Exclusive Fresh Inc. (Princeton), Morningstar Fish (Princeton), Three Captains Sea Products (Princeton), and North Coast Fisheries Inc. (Santa Rosa). Exclusive Fresh buys locally and processes and markets catch to San Francisco Bay area restaurants and high-end markets. Three Captains buys local crab and salmon. See the Princeton and Santa Rosa community profiles for additional information.

Sportfishing

Half Moon Bay sport fishermen are involved in West Coast and Alaskan fisheries. There are two sportfishing license agents located in Half Moon Bay. Fieldwork indicates an average of six to eight commercial passenger fishing vessels operate out of Pillar Point throughout the year.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Half Moon Bay area. However, specific information on subsistence fishing in Half Moon Bay is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food

for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Half Moon Bay residents owned one vessel involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/ value of said landings/number of vessels landing): Bering Sea Aleutian Islands (BSAI) Groundfish (confidential/confidential/1) and other finfish confidential/confidential/1. One resident held registered state permits and two held registered federal permits.

In 2000 residents held seven registered state permits, four groundfish License Limitation Program permits, and one BSAI Commercial Fisheries Entry Commission permit. One Half Moon Bay resident held a crew member license for North Pacific fisheries.

Sportfishing

Half Moon Bay fishermen purchased 29 Alaska sportfishing licenses in 2000.

Notes

1. National Park Service. No date. An “unvanishing” history. Online at <http://www.cr.nps.gov/seac/sfprehis.htm> [accessed 20 February 2007].
2. Santa Cruz Public Libraries. 1991. An overview of Ohlone culture. Online at <http://www.santacruzpl.org/history/spanish/ohlone.shtml> [accessed 20 February 2007].
3. The Muwekma Ohlone Tribe. No date. Muwekma Ohlone tribe: A brief history and the federal recognition process. Online at <http://www.muwekma.org/history/tribe.html> [accessed 20 February 2007].
4. Half Moon Bay Coastside Chamber of Commerce and Visitors Bureau. 2002. Employment. Online at http://www.halfmoonbaychamber.org/community_info/employment.html [accessed 20 February 2007].
5. California State Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 20 February 2007].
6. California State Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000–01. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 20 February 2007].
7. San Mateo County Harbor District. 2003. Pillar Point Harbor. Online at <http://www.smharbor.com/pillarpoint/pppress.htm> [accessed 20 February 2007].
8. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
9. See note 8.
10. See note 8.

Kneeland

People and Place

Location

Kneeland is in Humboldt County, about 12 miles east of Humboldt Bay and roughly equidistant (14 miles) from Eureka and Arcata. It is approximately 283 miles north of San Francisco and 315 miles north of Sacramento. Kneeland has no formally defined boundaries.¹ The geographic coordinates of Kneeland are lat 40°45'41"N, long 123°59'37"W.

Demographic Profile

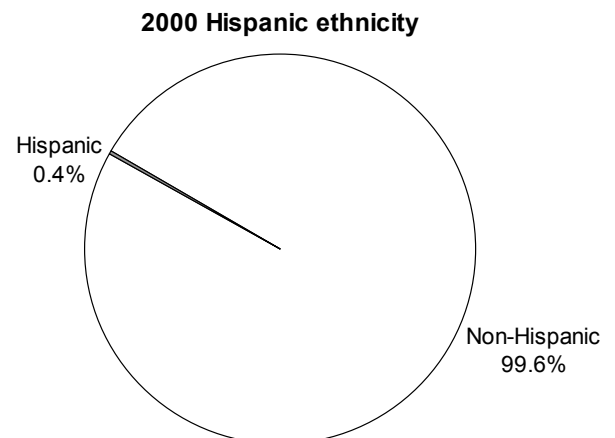
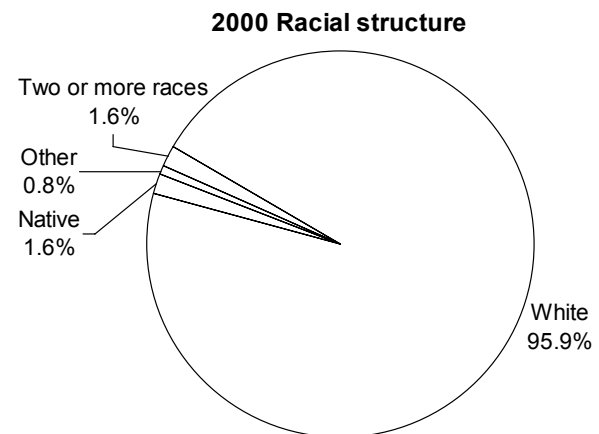
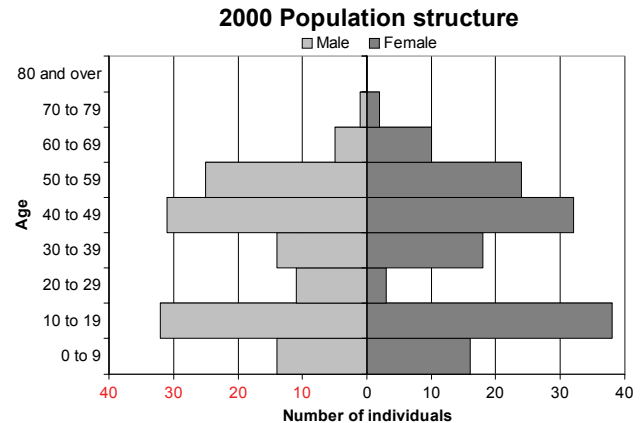
According to the 2000 U.S. Census, the population of Kneeland was 244. The gender composition was 51.6% female and 48.4% male. The median age in 2000 was 41.5, higher than the national median of 35.3. Of the population 18 years of age and older, 89.3% had a high school education or higher, 39% had a bachelor's degree or higher, and 9.6% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure of Kneeland was white, (95.9%), followed by individuals who identified with two or more races (1.6%), American Indian and Alaskan Native (1.6%), and individuals who identified with some other race (0.8%). Ethnicity data indicate only 0.4% identified as Hispanic. A small percentage (2.2%) was foreign-born; of which 50% were born in Guatemala.

History

Several Indian groups occupied the Humboldt County area before the arrival of Euro-Americans. Kneeland lies within the original territory of the Wiyot, who relied on salmon, locally harvested roots, and marine resources for subsistence. Native groups may have used the prairies surrounding Kneeland as hunting grounds through the practice of strategic burning. Prior to 1860, an estimated 1,500 to 2,000 Wiyot were living in the area.² By 1920 their numbers had declined to around 100 due to introduced diseases and deadly conflicts with settlers and the military. Today many Wiyot descendants live on the Table Bluff Reservation, located 16 miles south of nearby Eureka.

The first nonnative explorers entered Humboldt Bay in 1806, but the region was not permanently settled by Euro-Americans until the 1850s, when the California Gold Rush brought a flood of new residents.³ The nearby coastal communities of Eureka, Arcata, and Trinidad quickly developed as shipping and supply centers for the



mining industry. After the gold rush waned, area residents began to capitalize on locally abundant timber, land, and marine resources, and the region became a major center for logging, ranching, and fishing.

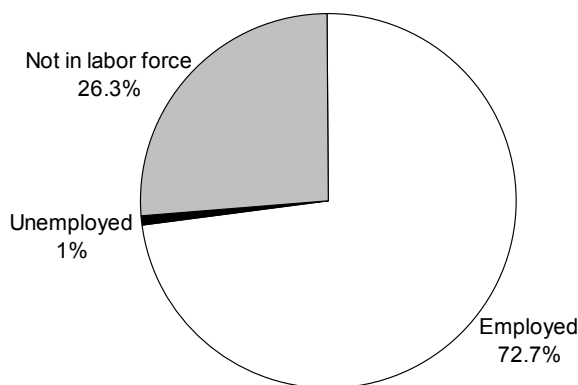
The Kneeland area, which is above the timberline and dominated by prairie vegetation, attracted settlers interested in cattle and sheep ranching. Initially known as Kleizer's Prairie, the area features prime grazing land and climate conditions suitable for cultivating hay and other fodder crops.⁴ In 1852 John A. Kneeland and his sister Mandana established a ranch in the area, which then became known as Kneeland's Prairie. Other ranchers followed suit, taking advantage of lucrative markets for meat products in nearby mining and logging communities.

The 1850s were marked by heated conflict between white settlers and Indians who sought to defend their claims to the land surrounding Kneeland. Indian resistance was severely undermined when the U.S. Army established two stations in the vicinity and began regular patrols to defend settler's ranches. Conflicts among squatters also characterized this period until the Homestead Act of 1862 established a framework for formally settling the area. The early 1860s brought a wave of homesteaders from elsewhere in the United States and from foreign countries (especially Ireland), but many of these settlers sold their land to larger ranching operations during a period of consolidation in the 1870s. At the turn of the century, several large ranches owned by prominent local families dominated the area.

Community interdependence among these isolated ranches was fostered by the need to keep roads passable and coordinate access to markets for meat and agricultural products.⁵ In 1869 area residents constructed the first Kneeland School, which also served as a church and a central meeting place. A post office was constructed in 1880, and some hotels catering to stagecoach passengers traveling from Humboldt Bay to San Francisco briefly operated in the 1880s. Beginning in the 1940s, extensive commercial logging became an important economic activity in the Kneeland area, including a short-lived sawmill. In 1962 a small airport was constructed in an area that had long been a convenient site for emergency landings when weather or navigation problems prevented pilots from reaching Eureka.

Today Kneeland is a loose collection of horse, sheep, and cattle ranches (many still owned by descendants of the first Euro-American settler families), and rural residences. The community has no central commercial district or downtown area, but the Kneeland Post Office, Kneeland Elementary School (built in 1952), Kneeland Airport, and Kneeland Volunteer Fire

2000 Employment structure



Department provide services and form a central location for community activity. Logging continues in the surrounding forested areas by Pacific Lumber and other local companies.⁶

Infrastructure

Current Economy

According to the 2000 U.S. Census, 72.7% of Kneeland's potential labor force 16 years of age and older were employed, 1% was unemployed, and the unemployment rate was 1.3% (calculated by dividing the unemployed population by the labor force). In addition, 26.3% were not in the labor force. The top employment sectors were local, state, or federal government (32.3%), education, health, and social services (25.5%), construction (11.4%), and manufacturing (9.4%). Natural resource jobs including agriculture, forestry, and fishing employed 10.1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

Most Kneeland area residents derive income from farming and ranching or commute to jobs in nearby Eureka, Arcata, and other Humboldt Bay area communities. Fishing, lumber, and tourism are also major employers.

According to the 2000 U.S. Census, Kneeland's per capita income was \$22,832 in 1999, comparable to the national per capita income of \$21,587. The median household income was \$53,750, higher than the national median household income of \$41,994. In 1999 0.4% lived below the poverty level in 1999, compared to the national poverty level of 12.4%. In 2000 Kneeland had 102 housing units, of which 90.2% were occupied and 9.8% were vacant. Of the occupied units, 87% were by owner and 13% were by renter. Approximately 40% of

the vacant units were for seasonal, recreational, or occasional use.

Governance

Kneeland is an unincorporated community within the jurisdiction of Humboldt County, whose seat is at Eureka (14 miles). The sales tax is 7.25% and Humboldt County levies a 10% transient lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

Kneeland is 669 miles from the Southwest Regional Office of the National Marine Fisheries Service (NMFS) in Long Beach, 320 miles from the NMFS Newport, Oregon, field station, and 357 miles from the NMFS Santa Cruz laboratory. The nearest California Department of Fish and Game field office is in Eureka, and the closest U.S. Coast Guard Station is in McKinleyville (20 miles). Kneeland is 286 miles from the nearest U.S. Citizenship and Immigration Services Center in San Francisco. The closest meetings of the Pacific Fishery Management Council are held in Foster City, 307 miles from Kneeland. The nearest North Pacific Fishery Management Council meetings are held 420 miles away in Portland, Oregon.

Facilities

Kneeland is 12 miles east and inland from the nearest major thoroughfare, U.S. Highway 101, which runs along the edge of Humboldt Bay and passes through Eureka and Arcata. A single rural road, Kneeland Road, connects the town to the highway. The Kneeland Airport has two paved public runways, and the Arcata/Eureka Airport (14 miles) offers carrier flights. The nearest major international airport is 272 miles away south of San Francisco.

Kneeland has a single elementary school but no middle or high school facilities. Students attend middle schools in Arcata and Freshwater (5 miles), and high schools in Eureka. Pacific Gas and Electric provides electricity, and the Kneeland Volunteer Fire Department and the Humboldt County Sheriff's Office administer fire safety and law enforcement services. There are no water or sewer services available in Kneeland; residents rely on private wells and septic tanks.⁷ The closest health care facility is St. Joseph Hospital in Eureka. Kneeland offers no lodging, but neighboring communities have a number of hotels.

The nearest marine facilities are within the Humboldt Bay Harbor, Recreation, and Conservation District in Eureka. These facilities include the Port of Humboldt Bay and the Woodley Island Marina. Humboldt Bay is the only deepwater port along the West

Coast between Coos Bay, Oregon, and San Francisco. The Port of Humboldt Bay supports four shipping terminals that offer a variety of features and services. Fairhaven Terminal includes one berth with a 500-foot wooden pile dock; Fields Landing Terminal includes one berth with a 900-foot dock; Schneider Dock has one berth with a 400-foot concrete, unlimited load dock; and Sierra Pacific Industries/Eureka Dock has one berth with a 475-foot wooden dock.⁸ The Woodley Island Marina provides 237 slips for commercial and recreational vessels, guest docking facilities, hoists, work area, café and bar, laundry, ships chandlery and boat sales, and rentals.⁹

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no vessels delivered landings to Kneeland and the community had no seafood processors. Kneeland residents owned four commercial vessels in 2000, of which all participated in the federally managed groundfish fishery. The number of vessels owned by Kneeland residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/2, shellfish NA/0/NA, and shrimp NA/0/1.¹⁰

In 2000 one community member held a single federal groundfish permit. The number of Kneeland residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/1/3, shellfish 0/0/NA, shrimp 0/0/3, and other species 0/0/1.¹¹

Kneeland residents held 14 registered state commercial fishing permits in 2000. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/0/5, shellfish 0/0/NA, shrimp 0/0/4, and other species 0/0/1.¹²

Sportfishing

In 2002 at least three charter businesses served sport fishermen and tourists in Kneeland. Currently no agents sell sportfishing licenses in Kneeland. In 2000 Humboldt County vendors sold 122,642 resident sportfishing licenses, 66 nonresident sportfishing licenses, 9,572 sport salmon punch cards, and 2,605 abalone report cards. In the northern California port group consisting of Fort Bragg, Eureka, and Crescent City, 15 commercial passenger fishing vessels served 11,574 anglers in 2000. These vessels reported 49,983 landings composed of at least nine species. Rockfish (unspecified) and Chinook

salmon accounted for 81.2% and 16.1% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Kneeland area. The California Department of Fish and Game captures those fishermen who do not earn revenue from fishing, but use it to provide food for personal consumption, under “recreational” data. Specific information on subsistence fishing in Kneeland is not discussed in detail due to the lack of available data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 no Kneeland residents were involved in North Pacific commercial fisheries.

Sportfishing

One Kneeland resident purchased an Alaska sportfishing license in 2000.

Notes

1. Field notes, Humboldt County Community Development Services, 12 April 2005.
2. Wiyot Tribe. No date. History and culture. Online at <http://www.wiyot.com/history.htm> [accessed 21 February 2007].
3. S. Van Kirk. 1999. Humboldt County: A briefest of histories. Online at <http://www.humboldthistory.org/briefhist.html> [accessed 21 February 2007].
4. R. Cooper. 1987. Kneeland through the years. The Humboldt historian, January-February.
5. See note 4.
6. See note 3.
7. Field notes, Humboldt Municipal Water District, 14 April 2005.
8. Humboldt Bay Harbor. Recreation and Conservation District. No date. Port of Humboldt Bay: Shipping terminals. Online at <http://www.humboldtbay.org/portofhumboldtbay/terminals/> [accessed 21 February 2007].
9. Humboldt Bay Harbor. Recreation and Conservation District. No date. Woodley Island Marina: Facilities. Online at <http://www.humboldtbay.org/woodleyislandmarina/> [accessed 21 February 2007].
10. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
11. See note 10.
12. See note 10.

Lafayette

People and Place

Location

Lafayette is in Contra Costa County, 22 miles northeast of San Francisco and 75 miles southwest of Sacramento. Lafayette covers 15.2 square miles of land. Its geographic coordinates are lat 37°53'60"N, long 122°05'60"W.

Demographic Profile

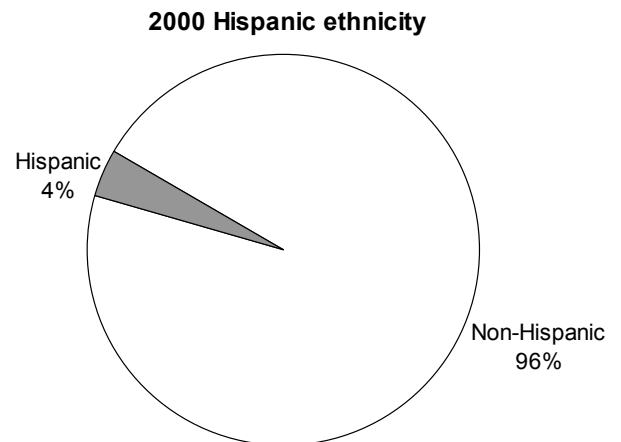
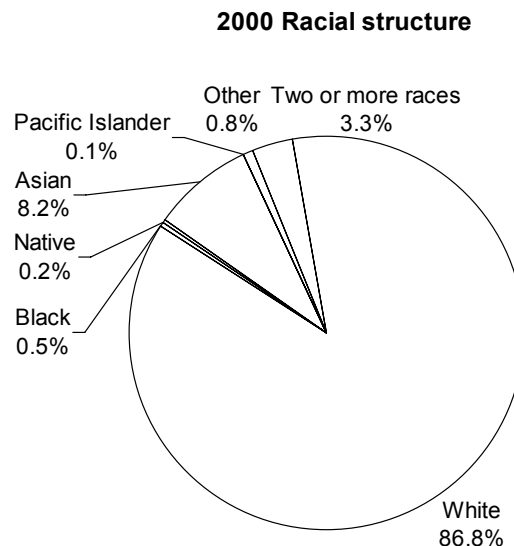
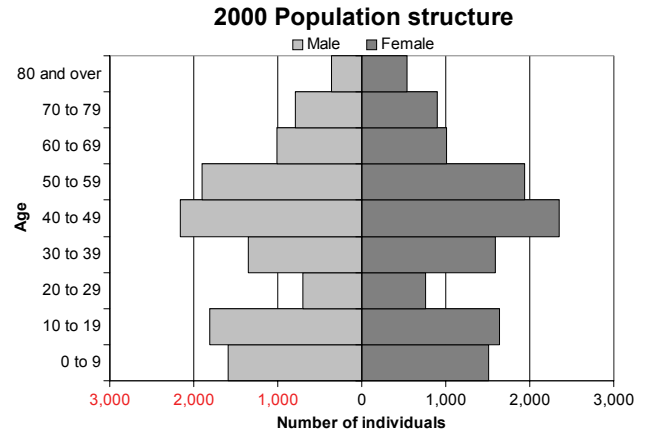
At the time of the 2000 U.S. Census, the population of Lafayette was 23,463, an increase of 1.7% from 1990. The gender composition was 51.2% female and 48.8% male. The median age in 2000 was 42.3, higher than the national median of 35.3. Lafayette had education levels significantly higher than the national averages. Of the population 18 years of age and older, 97% had a high school education or higher, 65.7% had a bachelor's degree or higher, and 28.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure was white (86.8%), followed by Asian (8.2%), individuals who identified with two or more races (3.3%), individuals who identified with some other race (0.8%), black (0.5%), American Indian and Alaskan Native (0.2%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 4% identified as Hispanic. Of the foreign-born population (10.8%), 17.2% were born in China, 11.8% in the United Kingdom, and 6.8% in Canada.

In 2000 86.4% of the population lived in family households.

History

The first inhabitants of San Francisco Bay Area were the Bay Miwok and Costanoan Indians. The Costanoan Indians, today known as the Ohlone, lived along the coast. Six small Bay Miwok tribes lived along the bay and shared a common language but delineated separate territories based on local watersheds. The Saclan, a subgroup of the Miwok Indians, were indigenous to the Lafayette area. The other tribes were the Chupcan, Tatcan, Julpun, Volvon, and Ompin.¹ The Miwok are known to be the largest "nation" in California and it is said a tribal member could travel from the Cosumnes River to the Fresno River and be understood without difficulty, so uniform was the language.²

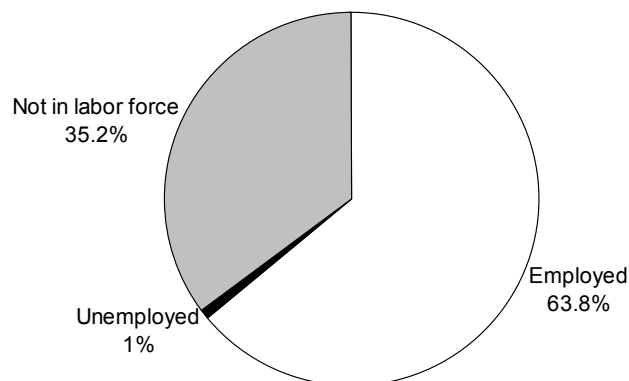


In March 1772 Captain Pedro Fages led the first Spanish expedition into the area to determine if the bay could be circled on land. In 1776 Mission Dolores was founded in what is now San Francisco. In 1795 hundreds of Saclans from the Lafayette area and Tadcans from the Alamo and Danville areas went to Mission Delores. An epidemic swept through the mission shortly after they arrived, killing many of the Indians. Soon afterwards a large number of Saclans left the mission and became part of a major organized Indian resistance in the east bay area.³ Resistance to the Spanish included a number of small battles between 1795 and 1810. One of the most severe conflicts was in 1797 in what is now Lafayette. The Saclans fought a two-hour battle and were defeated by the Spanish soldiers, who marched their prisoners to Mission San Jose.

At the beginning of the nineteenth century, approximately 3,000 Miwok lived in about 40 villages; each village consisted of 75–100 persons.⁴ In 1910 the Miwok population was estimated at less than 700.⁵ The Miwok traveled in boats made from tule reeds around the bay and to Angel Island, the largest island in San Francisco Bay.⁶ The diet of the Bay Miwok consisted primarily of nuts, pinole (a meal made of plant seeds), roots, fruit, jack rabbit, deer, sea lions, seals, sea otters, and several kinds of fish and shellfish including annual salmon runs through Raccoon Strait, just offshore from Angel Island.⁷ Fish were taken by gorge hook (made from bone) and spear, dip nets (bags of netting attached to wooden frames on a handle), and by narcotization. Woven surf nets were used to catch fish along open beaches.^{8, 9}

In 1847 Elam Brown, one of the first Euro-American settlers in Contra Costa County, led a 14-family wagon train through Donner Pass. When Brown arrived, he purchased a 3,329 acre Mexican land grant called Rancho Acalanus, which is now almost all of present-day Lafayette. Brown became a farmer and eventually established a steam powered mill on Lafayette Creek. Once the mill was built, the commercial center of Lafayette began to grow. During the 1850s redwood lumber was harvested in Canyon and Moraga, and Lafayette became an ideal spot for people to rest during their journey to Martinez, where the wood was shipped to San Francisco. Benjamin Shreve came to the area after the gold rush and built and ran Lafayette's first school. In 1857 he became the postmaster and named the town La Fayette. In 1932 it was changed to the current spelling. Lafayette remained a quiet farming village until the post-World War II building boom when many houses were built in the area. For more information on the area see the El Sobrante and San Francisco community profiles.

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 63.8% of Lafayette's potential labor force 16 years of age and older were employed, 1% was unemployed, and the unemployment rate was 1.6% (calculated by dividing the unemployed population by the labor force). In addition, 35.2% were not in the labor force. The primary employment sectors were management, professional and related occupations (64.3%), sales and office occupations (20.1%), local, state, or federal government (12.5%), and service occupations (7.8%). Natural resource jobs including agriculture, forestry, and fishing employed only 0.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

In 2002 Contra Costa's top five employers were Bio-Rad Laboratories, Bookside Hospital, Chevron, Color Spot Nurseries, and Contra Costa Community College.¹⁰

According to the 2000 U.S. Census, Lafayette's per capita income in 1999 was \$54,319, the median household income was \$102,107, and 2.9% lived below the poverty level. In 2000 Lafayette had 9,334 housing units, of which 98.1% were occupied and 1.9% were vacant. Of the occupied units, 76.7% were by owner and 23.3% were by renter. Of the vacant housing, 16.5% were due to seasonal, recreational, or occasional use.

Governance

Lafayette incorporated in 1968 and operates under a council-manager system where the council appoints the city manager. Residents pay a 8.25% sales and use tax and Contra Costa County levies a 10% transient lodging tax.^{11, 12} See the Governance subsection (page 43) in the

Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The National Marine Fisheries Service's (NMFS) Southwest Fisheries Science Center has laboratories 78 miles south in Santa Cruz and a NMFS Regional Office is in Long Beach, 390 miles south. The California Department of Fish and Game has a marine field office about 43 miles south in Belmont. The nearest U.S. Citizenship and Immigration Services is 22 miles southwest in San Francisco. Pacific Fishery Management Council meetings are held approximately 41 miles southwest in Foster City. The Lafayette coastal region is under the jurisdiction of the U.S. Coast Guard (USCG) Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the USCG.

Facilities

Lafayette is accessible by land and air. The major roads serving Lafayette are California Highway 24 and Interstate Highway 80 southwest to San Francisco and Interstate Highway 680 south to San Jose. San Francisco International Airport is 22 miles southwest of Lafayette. The Alameda-Contra Costa Transit District provides bus transportation throughout the area. Lafayette also has a Bay Area Rapid Transit (BART) station providing rail service to San Francisco.

The Lafayette School District has an enrollment of more than 3,500 in kindergarten through eighth grade. The Acalanes Union High School District has four high schools, two of which serve the neighborhoods of Lafayette. One high school is in Lafayette and the other is 5 miles south in Moraga. Diablo Valley College is 5 miles northeast in Pleasant Hill. The East Bay Municipal Utility District provides freshwater and wastewater services and Pacific Gas and Electric supplies electricity. The Lafayette Police Department administers public safety. The nearest hospital, Kaiser Foundation Hospital, is 4 miles northeast in Walnut Creek. Additional local facilities include the Lafayette Library and Learning Center, city parks, and community centers. There are no port facilities located in Lafayette; however, the ports of Oakland and San Francisco are located 14 and 22 miles south respectively.

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Lafayette were recorded as part of the Other San Francisco Bay and San Mateo County Ports group, which includes the communities of Alamo, Albany, Alviso, Antioch Bridge, Antioch, Benicia, Bird Landing, Brentwood, Burlingame, Campbell, China

Camp, Collinsville, Concord, Crockett, Daly City, Danville, El Cerrito, El Sobrante, Emeryville, Fairfield, Farallone Island, Fremont, Glen Cove, Hayward, Livermore, Los Altos, Los Gatos, Martinez, Martins Beach, McNears Point, Moss Beach, Mountain View, Napa, Newark, Oakley, Pacifica, Palo Alto, Pescadero, Pigeon Point, Pinole, Pittsburg, Pleasant Hill, Pleasanton, Point Montara, Point San Pedro, Port Costa, Poster City, Redwood City, Rio Vista, Rockaway Beach, Rodeo, San Bruno, San Carlos, San Francisco area, San Jose, San Leandro, San Mateo, South San Francisco, Suisun City, Sunnyvale, Vacaville, Vallejo, Walnut Creek, and Yountville.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of said landings/number of vessels landing): coastal pelagic confidential/confidential/1; crab confidential/confidential/1; groundfish 1 t/\$2,112/5; salmon confidential/confidential/3; shrimp 438 t/\$245,851/5; and other species 8 t/\$16,380/12. No fish processors operate in Lafayette. See the San Francisco, El Sobrante, and San Jose community profiles for more information.

Lafayette residents owned three vessels in 2000 that participated in West Coast fisheries, including one vessel that participated in the federally managed groundfish fishery. The number of vessels owned by Lafayette residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/2, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/1.¹³

One Lafayette resident held a single federal groundfish fishery permit in 2000. The number of Lafayette residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/0/2, highly migratory species NA/0/0, salmon 0/1/7, shellfish 0/0/NA, and other species 0/0/2.¹⁴

According to available data, 15 state permits were registered to Lafayette residents in 2000. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: crab 0/0/2, highly migratory species NA/0/0, salmon 0/1/10, shellfish 0/0/NA, and other species 0/0/2.¹⁵

Sportfishing

Lafayette sport fishermen are involved in both West Coast and Alaska fisheries. There are two sportfishing license agents located in the community.

Subsistence

Specific information on subsistence fishing in Lafayette is not discussed in detail in this community profile due to the lack of available data. The California

Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

13. NA refers to data which were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

14. See note 13.

15. See note 13.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Lafayette resident held a single registered state permit, a salmon Commercial Fisheries Entry Commission permit. Two residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

Lafayette residents purchased 76 Alaska sportfishing licenses in 2000.

Notes

1. D. Cuff. 2003. Scholars shed light on ancient residents. Contra Costa Times, September 20.

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Long Beach

People and Place

Location

Long Beach is just south of Los Angeles along California Highway 1 near the Los Angeles Harbor. Located in Los Angeles County, the city covers 50.44 square miles of land and 15.43 square miles of water. The geographic coordinates of Long Beach are lat 33°46'01"N, long 118°11'18"W.

Demographic Profile

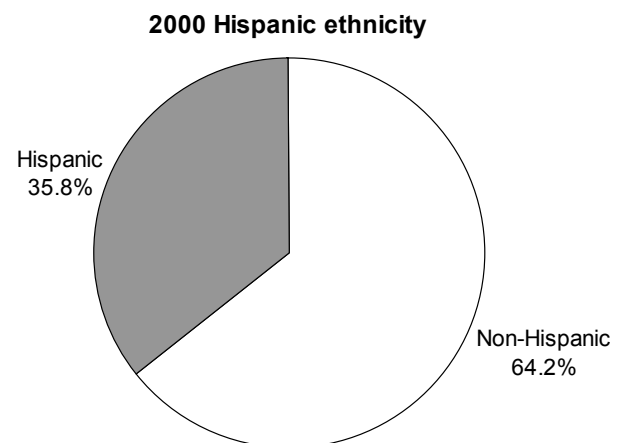
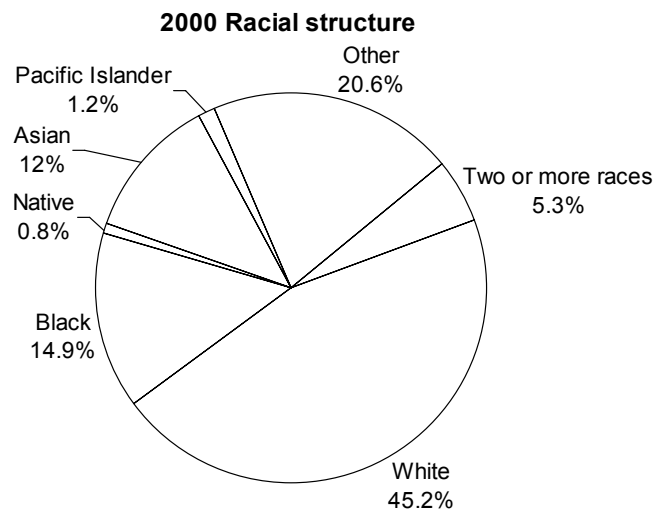
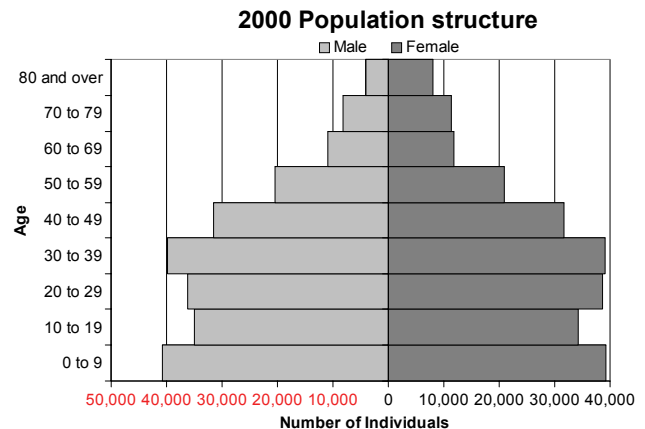
According to the 2000 U.S. Census, the population of Long Beach was 461,522, a 7.5% increase from 1990. The gender composition was 50.9% female and 49.1% male. The median age was 30.8, lower than the national median of 35.3. About 49.2% were between the ages of 22 and 54. Of the population 18 years of age and older, 71.9% had a high school education or higher, 21.2% had a bachelor's degree or higher, and 7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial structure was predominantly white (45.2%), followed by individuals who identified with some other race (20.6%), black (14.9%), Asian (12%), individuals who identified with two or more races (5.3%), Native Hawaiian and Other Pacific Islander (1.2%), and American Indian and Alaska Native (0.8%). Ethnicity data indicate 35.8% identified as Hispanic. About 28.6% were foreign-born, with 51% born in Mexico and 10.3% in the Philippines.

In 2000 79.8% of the population lived in family households.

History

The Chumash Indians were among the earliest to inhabit the greater Los Angeles area, first settling there between 5,000 and 2,000 BP.^{1,2} The Chumash relied heavily on a maritime economy. By 500 AD, the Tongva Indians arrived in Southern California from the Mojave Desert. At the onset of European migration into North America, an estimated 300,000 Native Americans lived in California. This number was drastically reduced as European diseases killed two-thirds of the Indian population during the colonial era.³ The Chumash became known as Gabrielenos because of their association with the San Gabriel Mission. Today the Gabrieleno/Tongva Tribe is headquartered in San Gabriel. The tribe has sought federal recognition since 1994 and may obtain federally recognized fishing rights



because its historic use of marine resources is well documented. In 1542 before the Spaniard Juan Rodriguez Cabrillo landed on the California coast, he was met by Tongva Indians on their boats. Cabrillo was the first European to enter what would become Los Angeles.^{4, 5}

After growing as a seaside resort—subsequent to its history as a prime ranching region throughout the 1800s—Long Beach became a booming port town. Long Beach is now California's fifth largest city. The combination of location, climate, shoreline beauty, and Southern California lifestyle has attracted high levels of trade, tourism, and industry. The community's fishing history is closely linked to Los Angeles, the urban hub of the region. Significant regional networks exist between Long Beach and other communities that satellite the metropolitan area, such as Long Beach's once large Japanese-American population who worked in fish canneries on Terminal Island.

Infrastructure

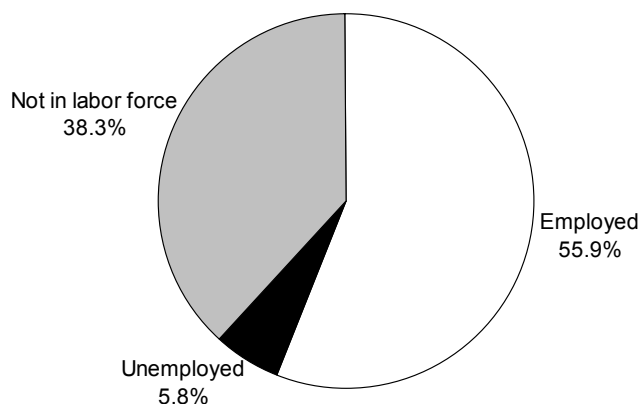
Current Economy

According to the 2000 U.S. Census, 55.9% of Long Beach's potential labor force 16 years of age and older were employed, 5.8% were unemployed, and the unemployment rate was 9.4% (calculated by dividing the unemployed population by the labor force). In addition, 38.3% were not in the labor force. The top employment sectors were education, health, and social services (21.1%), local, state, or federal government (15.9%), manufacturing (14.4%), retail trade (10.3%), and arts, entertainment, recreation, accommodations, and food services (8.6%). Natural resource jobs including agriculture, forestry, and fishing employed less than one percent (0.1%), but this may be artificially low because many fishermen are self-employed and underrepresented in the data.

The Long Beach Community Development Department lists Long Beach Unified School District, The Boeing Company, the City of Long Beach, California State University at Long Beach, and Long Beach Memorial Medical Center as the city's top five employers.⁶

According to the 2000 U.S. Census, Long Beach's per capita income in 1999 was \$19,040 and the median household income was \$37,270. About 22.8% lived below the poverty level compared to the national average of 12.4%. In 2000 Long Beach had 171,632 housing units, of which 95% were occupied and 5% were vacant. Of the occupied units, 41.1% were by owner and 59% were by renter. Of the vacant units, 49.1% were for rent and 17.3% were for sale.

2000 Employment structure



Governance

Long Beach is a charter city with a mayor-council government. The mayor is elected at-large and the nine council members each represent a district. Long Beach has a 8.25% sales and use tax and Los Angeles County levies a 12% transient lodging tax that earned \$10,202,899 in fiscal year 2001.⁷ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region field office is 12 miles away in Los Alamitos. The National Oceanic and Atmospheric Administration's Southwest Regional Office is in Long Beach. Eight Coast Guard vessels are stationed at the U.S. Coast Guard Marine Safety Office/Group Los Angeles—Long Beach in San Pedro. Del Mar and San Diego, the nearest cities that hold Pacific Fishery Management Council meetings, are approximately 92 miles and 110 miles away respectively. There is a U.S. Citizenship and Immigration Services District Office in Los Angeles.

Facilities

Long Beach is south of Los Angeles and is accessible by several highways. Long Beach Airport, midway between Los Angeles and Orange County, is a general aviation airport that also serves privately owned aircraft. The airport offers a full array of aviation support, manufacturing, and business services.

The Long Beach Unified School District serves the cities of Long Beach, Lakewood, Signal Hill, and Avalon on Catalina Island, and has 95 schools. The district employs more than 8,000 people, making it the city's largest employer.⁸ The Long Beach Police Department and Long Beach Health and Human Services provide public safety and health services. The city administers

gas, water, wastewater, and refuse services. Long Beach has an extensive tourism industry with a well-established infrastructure catering to a multitude of tourism activities.

The Long Beach Harbor Department, which operates under the Board of Harbor Commissioners, manages the Port of Long Beach, one of the largest ports on the West Coast. Nearly \$100 billion in international trade—90% from East Asia—moves through the port each year. Funding for port development and maintenance comes from shipping terminals leased to private firms; taxpayers do not fund port operations. The port, established in 1911, encompasses more than 3,000 acres of land and has plans for expansion. The commissioners have adopted a Green Port Policy, making environmental protection a top priority.⁹ The port's Small Business Enterprise Program was initiated so the port and the Metropolitan Water District (MWD) can share small business contractor information. The MWD operates one of the region's most successful small business outreach programs with more than 2,000 businesses participating.¹⁰

The Long Beach Marina accommodates recreational vessels from 18 to 90 feet and commercial vessels up to 200 feet. Most of the slips are constructed of wood and come with a private dock box, water, and power. A rebuilding project is underway to replace the wood docks with concrete docks. Eight launch ramps and extensive dry dock facilities are also available. Both the marina slips and dry docks usually have long waiting lists.¹¹

Involvement in West Coast Fisheries

Commercial Fishing

At least three seafood processors operated in Long Beach in 2000, producing primarily salmon and halibut steaks, tuna fillets, and sea urchin roe. Specific information on the pounds of product and value is confidential.

In 2000 landings were delivered to Long Beach by 32 vessels, all commercially registered. Landings were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): groundfish confidential/confidential/3; highly migratory species 3.8 t/\$18,453/confidential; and other species 3.2 t/\$14,080/6.

Long Beach residents owned 23 commercial vessels in 2000, of which 8 participated in the federally managed groundfish fishery. The number of vessels owned by residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/1, shellfish NA/0/NA, shrimp NA/0/2, and other species 0/0/2.¹²

In 2000 no residents held federal groundfish permits. The number of Long Beach residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, groundfish 0/0/12, highly migratory species NA/0/6, salmon 0/0/3, shellfish 0/0/NA, shrimp 0/0/7, and other species 0/0/53.¹³

Long Beach residents held at least 123 commercial fishing permits, all state registered. The number of state permits held by Long Beach residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/3, groundfish 0/0/15, highly migratory species NA/0/8, salmon 0/0/4, shellfish 0/0/NA, shrimp 0/0/10, and other species 0/0/83.¹⁴

Sportfishing

A number of charter vessels operate out of Long Beach targeting sea bass, rockfish, and flatfish, among others. Many also offer seasonal whale watching tours. In 2002 at least nine charter businesses served sport fishermen and tourists. Ten license agents sold sportfishing licenses in Long Beach. In 2000 vendors in Los Angeles County sold 76,385 resident sportfishing licenses, 59 nonresident sportfishing licenses, 164 sport salmon punch cards, and 174 abalone report cards. In 2000 54 commercial passenger fishing vessels served 148,977 anglers in the Seal Beach, Long Beach, and San Pedro port group. The vessels reported 883,806 landings composed of more than two dozen species. Sea bass (various species), barracuda, flatfishes (unspecified), and rockfishes (unspecified) accounted for 47.6%, 14.1%, 10.4%, and 9.2% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Long Beach area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Long Beach resident held a single state permit, an Alaska Commercial Fisheries Entry Commission salmon permit. Eight Long Beach residents held crew member licenses for North Pacific fisheries.

Sportfishing

Long Beach residents purchased 314 Alaska sportfishing licenses in 2000.

Notes

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13. See note 12.
14. See note 12.

Los Angeles (including San Pedro and Terminal Island)

Though San Pedro and Terminal Island are essential to the commercial fishing industry in the Los Angeles area, the U.S. Census Bureau has not officially designated the communities affiliated with San Pedro and Terminal Island as “census designated places.”

This profile begins with data and historical descriptions for the greater Los Angeles area, then has subprofiles describing San Pedro and Terminal Island.

People and Place

Location

Los Angeles is in Los Angeles County in southern California about 121 miles north of San Diego and 383 miles south of San Francisco. Los Angeles is a diverse geographic area, a desert basin surrounded by the San Gabriel Mountains. The city encompasses 469 square miles of land and 29.2 square miles of water. The geographic coordinates of Los Angeles are lat 34°03'08"N, long 118°14'34"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Los Angeles was 3,694,820. The population has increased by at least 200,000 each decade since the 1900 U.S. Census. Its population expanded by 4.8% during the 1970s and by 6% from 1990 to 2000.¹

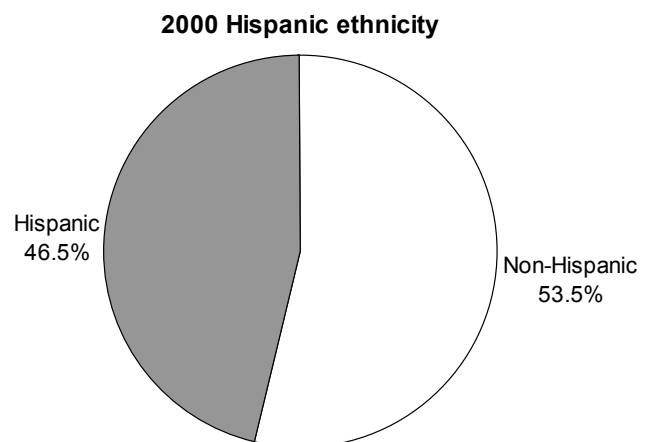
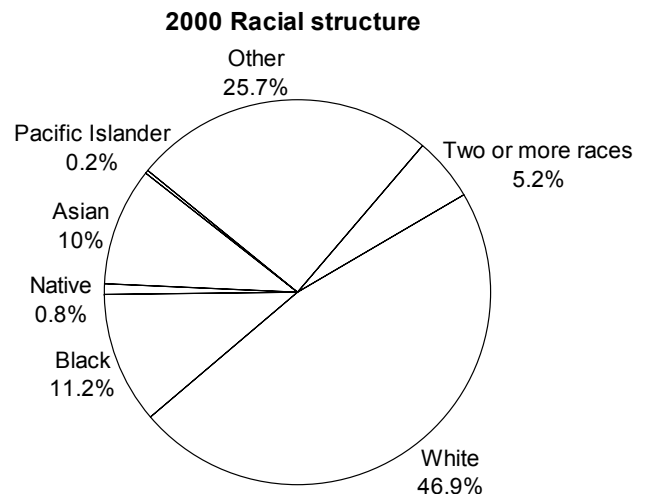
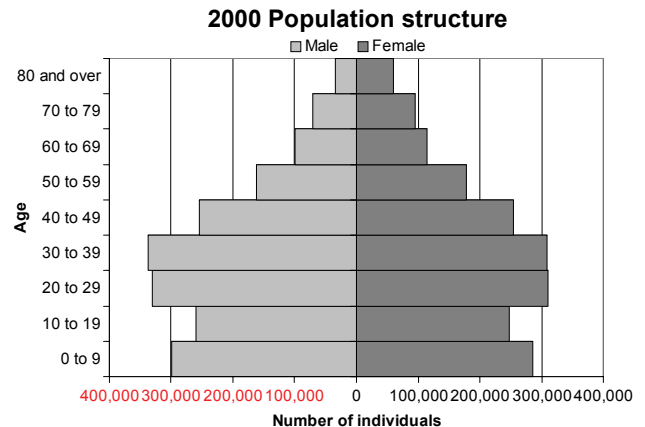
The gender composition was 50.2% female and 49.8% male. The median age in 2000 was 36.1, comparable to the national median of 35.3. Of the population 18 years of age and older, 66.1% had a high school education or higher, 22.9% had a bachelor's degree or higher, and 7.8% had a graduate or professional degrees; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial structure was predominantly white (46.9%), followed by individuals who identified with some other race (25.7%), black (11.2%), Asian (10.0%), individuals who identified with two or more races (5.2%), American Indian and Native Alaskan (0.8%), and Native Hawaiian and Other Pacific Islander (0.2%). In 2000 46.5% identified as Hispanic and 40.9% were foreign-born.

In 2000 80.7% of the population lived in family households.

History

The Chumash Indians were one of the earliest peoples to inhabit the greater Los Angeles area, settling there between 5000 and 2000 BP.^{2,3} They relied heavily



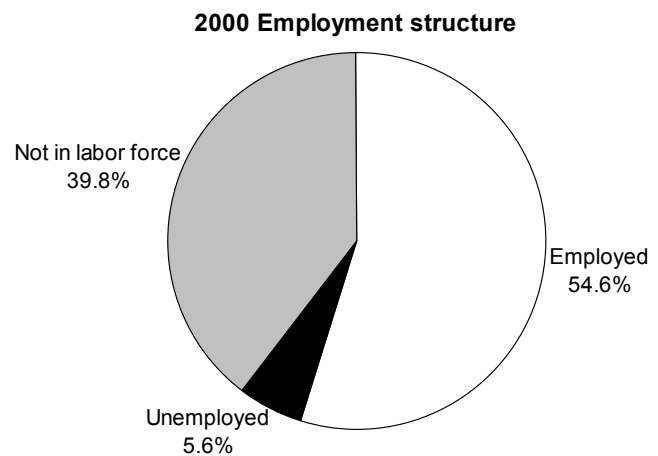
on a maritime economy (e.g., gathering and fishing). The Chumash later became known as Gabrielenos because of their association with the San Gabriel Mission. By 500 AD, the Tongva Indians had arrived in Southern California from the Mojave Desert. At the onset of Euro-American contact, an estimated 300,000 Indians lived in California. This number declined drastically as European diseases killed two-thirds of the Indian population during the colonial era.⁴ Today the Gabrieleno/Tongva Tribe is headquartered in San Gabriel. The tribe has sought federal recognition since 1994 and may obtain federally recognized fishing rights because its historic use of marine resources is well known. In 1542 Spaniard Juan Rodriguez Cabrillo landed on the California coast and was met by Tongva Indians on their boats. Cabrillo was the first European to enter what would become the Los Angeles area.^{5, 6}

Development of the area originated under Spanish rule in the late 1700s. San Pedro, a coastal community located at the entrance to Los Angeles harbor, has been the heart of its port area since that time. Although the Spanish restricted trade to two ships per year, San Pedro expanded, partially as a result of smuggling. San Pedro grew even more dramatically under Mexican rule. As Spanish trade restrictions were lifted, settlers were drawn to the area and commerce in San Pedro increased.⁷

In 1818 American Joseph Chapman landed a small vessel in San Pedro and became the first English-speaking person to settle in Los Angeles.⁸ In 1820 the community had a population of 650 and the Los Angeles County area had 3,614. By 1848 the Mexican-American War had ended and California was ceded to the United States. By 1870 white residents outnumbered Indians and Hispanics for the first time

In the latter part of the 1800s, the relationship between San Pedro and Los Angeles strengthened when the two communities were connected by rail to the East Coast.⁹ Congress appropriated \$3.9 million to build an artificial harbor at San Pedro. The Port of San Pedro entered the modern era with the completion of its harbor jetty. A federal panel selected it over Santa Monica and Redondo Beach to become the new deepwater port for Los Angeles.¹⁰ Although San Pedro had been an active port for more than 100 years, it was not until 1907 that the Port of Los Angeles was officially founded with the creation of the Los Angeles Board of Harbor Commissioners.¹¹

The turn of the century brought a wave of change to the greater Los Angeles area. The Owens Valley Water Project was completed amidst much debate and controversy. The project redistributed water once used for agriculture to urban purposes. The first Japanese arrived in Los Angeles to fish and started the seafood



canning industry. Los Angeles annexed San Pedro along with Wilmington and Harbor City. In 1914 heavy flooding caused extensive damage to the city and its harbor. Los Angeles population reached 1 million by 1924. By 1940 Los Angeles was the largest commercial fishing port in the nation.

By 1985 the port was handling 1 million cargo containers per year. In 1986 the port opened an intermodal container facility enabling the quick transfer of containers from vessels to trains. The port's success did not come without consequences. In the late 1980s pollution in the Los Angeles Bay spurred the formation of a citizen's group named Heal the Bay. In 1990 the Port of Los Angeles surged ahead of the Port of New York as the nation's busiest seaport.

The significance of the Port of Los Angeles to the City of Los Angeles and the region cannot be understated. Port activities are responsible for 259,000 jobs in Southern California. The Port of Los Angeles and the Port of Long Beach handle 25% of the cargo coming into the U.S. West Coast. In 2001 the port generated \$1.4 billion in state and local tax revenue. It is currently the busiest port in the U.S. and the fifth busiest port complex in the world.¹²

Infrastructure

Current Economy

According to the 2000 U.S. Census, 54.6% of Los Angeles's potential labor force 16 years of age and older were employed, 5.6% were unemployed, and the unemployment rate was 9.3% (calculated by dividing the unemployed population by the labor force), compared to the national jobless rate of 5.7%. In addition, 39.8% were not in the labor force.

The California Economic Development Department listed six employers as major employers for the City of

Los Angeles: Northrop Grumman Corporation (aircraft and parts), Ralph's Grocery Company (grocery stores), Southern California Edison (electric service), Times Mirror Company (newspapers), and the University of California Los Angeles and University of Southern California.¹³ In 2000 local, state, or federal government employed 10.6% of the population and the armed forces accounted for 0.1% of the labor force. Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 0.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income for Los Angeles in 1999 was \$20,671 and the median household income was \$36,687. About 22.1% lived below poverty level compared to the national average of 12.4%. In 2000 Los Angeles had 1,337,706 housing units, of which 95.3% were occupied and 4.7% were vacant. Of the occupied units, 38.6% were by owner and 61.4% were by renter. About 45.8% of the vacant housing units were for rent and another 14.5% were "for sale only."

Governance

Los Angeles was founded in 1781 and incorporated in April 1850. It is a charter city that operates under a council-city manager government.¹⁴ Los Angeles has a 15-member council and mayor, all elected.¹⁵ Residents pay an 8.25% sales and use tax rate, and Los Angeles County levies a 12% transient lodging tax, which earned \$10,202,899 for fiscal year 2001.¹⁶ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region field office is 25 miles away in Los Alamitos. The National Oceanic and Atmospheric Administration's Southwest Regional office is in Long Beach. Eight U.S. Coast Guard vessels are stationed at the USCG Marine Safety Office/Group Los Angeles–Long Beach located in San Pedro. Del Mar and San Diego, approximately 102 miles and 120 miles away respectively, are the nearest cities that hold Pacific Fishery Management Council meetings. Los Angeles has a U.S. Citizenship and Immigration Services District Office.

Facilities

Los Angeles is accessible by land, sea, and air. Interstate highways 5, 10, and 110 contribute to the 527 freeway miles in the city. Seventeen Amtrak trains serve the city's Union Station, making it the nation's eighth busiest Amtrak station. Los Angeles International Airport (LAX), ranks third in the world based on

passenger volume. Ontario International Airport, Bob Hope Airport, and Long Beach Airport also serve the area.¹⁷

The Port of Los Angeles is 20 miles south of downtown Los Angeles in San Pedro Bay. The port complex stretches along 43 miles of waterfront and occupies 7,500 acres, of which 3,300 are water.¹⁸ The port is a department of the city under the direction of a five-member Board of Harbor Commissioners appointed by the mayor.¹⁹ The port has 29 state-of-the-art cargo facilities and five intermodal rail yards.²⁰

There are also several recreational facilities affiliated with the Los Angeles port complex. Cabrillo Marina holds 1,100 recreational vessels. The Cabrillo Beach area includes a popular swimming beach, three museums, the Cabrillo Marine Aquarium, and the S.S. Lane Victory—a national historic landmark. The area also offers harbor cruises and whale-watching tours.²¹ Los Angeles' World Cruise Center is the primary cruise passenger terminal on the West Coast, and can handle the world's largest cruise ships.²² In 1997 the 47-acre terminal island transfer facility was completed allowing the direct transfer of containers from ships to trains.²³

People and Place—San Pedro

Location

The community of San Pedro is on California's southern coast within the city limits of Los Angeles. San Pedro covers an area of 11.4 square miles and is located at 33°44'09"N and 118°17'29"W.

Demographic Profile

According to the 2000 U.S. Census, San Pedro's population was 76,028, an increase of 6% from 1990. The gender composition was 51% female and 49% male. About 35% were between the ages of 35 and 59. Of the population 18 years of age and older, 75% had a high school education or higher, 22% had a bachelor's degree or higher, and 7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial structure was predominantly white (45%), followed by black (6%), Asian (5%), individuals who identified with two or more races (3%), Native American and Alaska Native (0.4%), Native Hawaiian and Other Pacific Islander (0.3%), and individuals who identified with some other race (0.2%). Ethnicity data indicate 41% identified as Hispanic, and 24% were foreign-born.

In 2000 78.4% of the population lived in family housing.

History

In 1851 a local entrepreneur, Phineas Banning, initiated construction of a small wharf and warehouse in San Pedro. Banning later became known as “the father of Los Angeles Harbor.”²⁴ In 1871 Congress called for the dredging of the main channel to a depth of 10 feet and the construction of a breakwater. Commerce in lumber and coal at the Port of San Pedro began to boom and by 1885, 500,000 tons of cargo moved through the port annually. By the turn of the century, boat building, fishing, and canning had blossomed. In 1907 the Port of San Pedro became part of the newly created Port of Los Angeles.^{25, 26}

Prior to World War I the first submarine base on the West Coast was constructed in San Pedro. Commerce declined sharply during the Great Depression, but with the onset of World War II, the Port of Los Angeles thrived again as a shipping center for military equipment. The port also served as a submarine base during the war. Although fishing has declined since the 1950s and 1960s, the Port of Los Angeles is the busiest U.S. port and the fifth busiest port complex in the world.

California’s commercial fishing industry began during the 1800s, initiated primarily by Asian immigrants. Chinese settlers began diving for abalone on Southern California’s coast around 1850. Abalone meat was typically exported to markets in Asia and the shells were sent to Europe. The industry was quite successful and, at the turn of the century, California’s coastal counties banned abalone harvests in ocean depths less than 20 feet due overexploitation. Dive technology in this era was not advanced enough to support diving in deeper water and the ban temporarily closed the Chinese abalone industry.

Eventually Japanese divers, who developed an improved dive system using compressed air and enclosed helmets, were able to transition the abalone industry to deeper water. These divers focused on White Point, northwest of San Pedro’s coast, and within several years set up a more permanent camp on Terminal Island. This eventually became a major settlement for Japanese fishermen.

One of the earliest West Coast sardine fisheries also developed in San Pedro. The first sardine processing plant was established in 1893 by Chinese fishermen. By 1907 about 150 Japanese were fishing out of Terminal Island and processing sardines, mackerel, and abalone. Commercial fishermen from the area traveled as far south as Peru for sardines.²⁷

In the 1920s European immigrants with rich fishing histories of their own from Italy, Portugal, Yugoslavia, and Scandinavian countries among others came to San Pedro. Each group introduced its own fishing

technologies. San Pedro and Southern California in general became home for a variety of gear types, including gill nets, purse seines, longline gear, and lampara gear. The versatility of the various gear types enabled the fishing industry to thrive. As a particular fish species fluctuated in value and volume, San Pedro’s fishermen could transfer harvest efforts to other species.

San Pedro was founded on income from fishing (including canneries and processors) and commercial freight industries. In 1935 6,000 people were directly employed in the fishing industry, and its aggregate payroll was the largest in San Pedro, approximately \$750,000 per month.²⁸ It was typical for entire families to work in the industry. As a Los Angeles Times article noted, “at its height ... Los Angeles harbor had 18 canneries and provided jobs for 17,000 people who processed the catches of 2,000 fishermen who cruised up and down the California coast, and south to Mexico, South America and Central America from San Pedro, the Los Angeles’ port community.”²⁹

The fishing industry waxed and waned as landings of abalone, sardines, tuna, and squid rose and fell. Coastal pelagic species (including mackerel, market squid, sardines, and anchovies) have become a major focus of Southern California’s fisheries in recent years.³⁰ In Southern California these species are frequently referred to as “wetfish” because they are often packaged immediately after harvest (i.e., still wet from the ocean). These fish are typically caught with purse seine nets, a gear type that captures large schools of fish quickly and efficiently. While San Pedro has seen many different gear types, purse seine fishermen were historically present in large numbers. Estimates of the San Pedro purse seine fleet were as high as 140 to 200 vessels during the 1930s to the 1950s. Yugoslavians and Italians made up a large portion of the fishermen in this fleet.^{31, 32}

During the last 40 years, a variety of interrelated ecological, regulatory, and economic changes have contributed to dramatic impacts on San Pedro’s fishing industry. As biological awareness improves, federal regulations have increasingly limited access to these fisheries by implementing more stringent license requirements and by prohibiting access to overfished species. In some cases this transition has resulted in globalization of the seafood market. Southern Californian fishermen may be at an economic disadvantage to overseas competitors. For example, Latin American and Asian fishing industries can deliver fish at lower costs because labor costs are generally cheaper and they often face a less constrictive regulatory system. As a result, many of San Pedro’s canneries relocated overseas in the 1970s.³³ At the same time, fishermen encountered a reduced local demand for their

catch. Fishermen found they could no longer make a living and their numbers declined.³⁴

Field work in 2004 revealed the number of commercial fishermen in San Pedro has dropped significantly since the 1960s and the variation in gear types has consolidated. Currently, seiners and gillnetters make up the largest contingent of fishermen. Longliners have faced substantial reductions and the area's dive fleet has dwindled to only a few regularly active vessels.

While the area's commercial fishermen have struggled over the last 40 years, the region's sportfishing industry has grown. Some commercial fishermen express frustration regarding their sportfishing counterparts, asserting state and federal policy makers favor sport fishermen over commercial fishermen because sport fishermen produce larger tax and permit revenues.

A recent study of 21 vessels conducted by scientists at the University of Southern California's Wrigley Institute for Environmental Study revealed these boats were generally owned by the same persons for long periods of time (sometimes passed down), captained by second generation fishermen, and that the local wetfishing industry was very much a familial enterprise. It is feared competition generated by out-of-state fishermen, an increasingly stringent regulatory system, and a rise in costs may contribute to the end of San Pedro's traditional purse seine fleet. Given the fleet's rich history in San Pedro, such a loss could create a cultural and economic challenge. For example, the fleet generated more than \$11 million in gross revenues in 2000 and much of the money stayed in the area.³⁵

As the regulatory and economic landscape of Southern California's fishing industry has changed in recent decades, so has the associated labor force. During the site visit, it was evident many European immigrants and their descendents have left the industry to pursue more stable sources of income. Those who have remained have transitioned into executive positions in the industry as owners, captains, and managers. Latin Americans (particularly those from Mexico) and Asian immigrants have filled the vacant labor positions. These jobs, considered low paying, unstable, and grueling to second and third generation Americans, are viewed favorably by the new immigrants. They stay in the positions for several months to several years. This temporary labor source is recognized as very useful.

San Pedro's wetfish fishermen and industry leaders have offered suggestions which they believe may improve the current regulatory system. A key concern is improving official representation for the interests of fishermen, particularly regarding closures, licensing changes, and development of new marine protected

areas. Fishermen also want more transparency in the research and policy process.

Infrastructure—San Pedro

Current Economy

According to the 2000 U.S. Census, 17% of San Pedro's population was living below the poverty level in 1999, compared to the 12.4% national average.³⁶ San Pedro had 30,745 housing units in 2000, of which 94% were occupied and 6% were vacant. Of the occupied units, 43% were by owner and 57% were by renter.

Governance

San Pedro is in Los Angeles' Fifteenth City Council District, which also encompasses Harbor-Gateway, an approximately 16 mile strip running from central Los Angeles to the port area, as well as the Wilmington-Harbor City area and a portion of Terminal Island. The district is represented by a council person on the city's 15-member council. Los Angeles is a charter city that incorporated in 1850.³⁷ Charter cities differ from general law cities because charter cities allow the citizenry more official access to the city's operations (e.g., laws, governing bodies). A charter law or regulation can only be adopted or changed by majority vote.

In 1999 Los Angeles authorized neighborhood councils. These councils are involved with neighborhood improvement projects, and have championed local opinions on city issues.³⁸ The community of San Pedro is represented by three neighborhood councils: the Northwest San Pedro Neighborhood Council, the Central San Pedro Neighborhood Council, and the Coastal San Pedro Neighborhood Council. The councils can express concerns regarding harbor issues to the Port of Los Angeles Community Advisory Committee. Established in 2001, this committee is comprised of members of the Los Angeles Board of Harbor Commissioners. The committee assesses port development issues to assure compliance with state and federal law and to foster development beneficial to nearby communities such as Wilmington, San Pedro, and Harbor City.³⁹

The nearest offices of the National Marine Fisheries Service and the California Department of Fish and Game are 7 miles away in Long Beach. A U.S. Coast Guard (USCG) station is in the Port of Los Angeles and a USCG Maritime Safety and Security Team is in San Pedro. The nearest U.S. Citizenship and Immigration Office is in Los Angeles, and the nearest Pacific Fishery Management Council meetings take place 120 miles south in San Diego.

Facilities

Los Angeles International Airport is 24 miles from San Pedro. The community has a variety of primary and secondary educational options including 5 magnet schools, 13 elementary schools, 2 middle schools, 4 high schools, 2 kindergarten through eighth grade parochial schools, and a K-2 grade school. San Pedro has seven hotels and one hostel. The community also has a hospital, the Little Company of Mary Hospital, and is served by two police forces, the Los Angeles Police Department and the Los Angeles County Sheriff's Department. Los Angeles Water and Power, Southern California Edison Company, and Southern California Gas Company provide utilities. For harbor statistics see the facilities section in the Los Angeles community profile.

Involvement in West Coast Fisheries—San Pedro

Commercial Fishing

At least one commercial fish processing plant operated in San Pedro during 2000. Fieldwork indicates approximately six off-loading and icing operations in the Municipal Fish Market on Pier 1 at the southern terminus of 22nd Street (a city owned warehouse leased to private entities).

In 2000 234 vessels, all commercially registered, delivered landings to San Pedro. Landings in the community were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 74,253 t/\$12,899,766/100; crab 24 t/\$62,439/19; groundfish 20 t/\$29,763/45; highly migratory species 1,025 t/\$3,651,586/94; salmon confidential/confidential/1; shrimp confidential/confidential/2; and other species 955 t/\$2,808,053/152.

Community members owned 66 vessels that fished in 2000, of which 50 participated in the federally managed groundfish fishery. The number of vessels owned by residents of San Pedro that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/23, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/2, shellfish NA/0/NA, shrimp NA/0/2, and other species 2/0/2.⁴⁰

Community members held 221 registered state permits in 2000. The number of residents holding state permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/60, groundfish 0/0/26, highly migratory species NA/0/36, salmon 0/0/5, shellfish 0/0/NA, shrimp 0/0/8, and other species 3/0/82.⁴¹

In 2000 San Pedro residents held at least 398 registered state permits. The number of state permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/136, groundfish 0/0/31, highly migratory species NA/0/61, salmon 0/0/8, shellfish 0/0/NA, shrimp 0/0/13, and other species 4/0/149.⁴²

Sportfishing

San Pedro had 10 licensed commercial passenger fishing vessels in 2002 and 2003. The community belongs to the Seal Beach, Long Beach, San Pedro port complex, which received 883,806 commercial passenger fishing vessel landings in 2000 made by 148,977 anglers. The top five species landed were barred sand bass, California barracuda, kelp bass, unspecified flatfishes, and unspecified rockfishes.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the San Pedro area, however, specific information on subsistence fishing in San Pedro is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries—San Pedro

Commercial Fishing

San Pedro community members owned 13 vessels that fished in the North Pacific during 2000. Residents participated in the following North Pacific fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): Bering Sea and Aleutian Islands (BSAI) groundfish confidential/confidential/1, Gulf of Alaska groundfish confidential/confidential/1, halibut confidential/confidential/1, and salmon 252 t/\$368,000/12.

In 2000 San Pedro residents held 14 registered federal and state North Pacific permits. These permits included: 1 federal groundfish License Limitation Program (LLP) permit, 2 State of Alaska Commercial Fisheries Entry Commission (CFEC) groundfish permits for the Bering Sea Aleutian Islands, and 10 Alaska CFEC permits for salmon. Community members also held 914,318 individual fishing quota (IFQ) shares for halibut and 1,379,530 IFQ shares for sablefish.

Sportfishing

Community members purchased 69 Alaskan sportfishing licenses in 2000.

People and Place—Terminal Island

Location

Terminal Island is an artificially constructed island, located between Los Angeles Harbor and Long Beach Harbor. The island has canneries, shipyards, a U.S. Naval base and a federal prison.⁴³ Terminal Island is approximately 26 miles from downtown Los Angeles. The area, including all port facilities, encompasses 2.96 square miles of land and 5.23 square miles of water. The geographic coordinates of Terminal Island are lat 33°45'39"N, long 118°14'90"W.

Demographic Profile

The 2000 U.S. Census does not calculate statistics for communities within incorporated cities. The following is the available demographic information provided by The Los Angeles Almanac and is based upon 2000 U.S. Census data.⁴⁴

In 2000 the population of Terminal Island was 1,434, of which 62.5% were between the ages of 22 and 44. Of the population 25 years of age and older, 37% had no high school education, 26% had a high school education, and 24% had some college but no degree.

The racial composition of Terminal Island was predominantly white (45.9%), followed by black (23.9%), individuals who identified with some other race (21.1%), individuals who identified with two or more races (4.1%), Asian (2.8%), American Indian and Alaskan Native (1.4%), and Native Hawaiian and Other Pacific Islander (0.8%). About 37.9% identified as Hispanic.

History

Terminal Island was a mud flat originally named “Isla Raza de Buena Gente” (Island of the Race of Good People), then became known as Rattlesnake Island.⁴⁵ In 1909 the island had several hundred Japanese inhabitants. In 1911 Terminal Island assumed its present name after the Los Angeles Terminal Railway built a line from the city to the island. Fishermen Hall was built in 1916 and became the community center. By 1929 Terminal Island had about 900 Japanese fishermen who caught fish for local canneries. By 1942 the Japanese community on Terminal Island had a population of 3,500. In the years before World War II, Terminal Island was known as a “typical Japanese fishing village.”⁴⁶ Six fish canneries

were located on the island, each with its own employee housing.

Due to its proximity to the San Pedro U.S. Naval Base (across the harbor), Terminal Island was designated a “strategic area” in late January 1942. In February residents of Terminal Island became the first Japanese to be evicted from their homes. Most went to the Manzanar internment camp, about 226 miles north of Los Angeles.⁴⁷

Terminal Island was once a major commercial fishery hub with 16 canneries that processed a variety of fish including tuna, salmon, and herring. Fish Harbor had numerous processing plants, canneries, and commercial boats.⁴⁸ As of 2000 Terminal Island housed Fish Harbor, and its 1,200 fishing vessels, shipyards, canneries, a navy seaplane base, a meteorological station, and a federal prison.⁴⁹

Infrastructure—Terminal Island

Current Economy

The Port of Los Angeles is Terminal Island’s major employer. Its per capita income in 1999 was \$7,639 while the median household income was \$31,500. According to the 2000 U.S. Census, Terminal Island had 253 housing units.

Governance

Terminal Island is a community within the incorporated City of Los Angeles. See the governance section of the Los Angeles community profile.

Facilities

Terminal Island is a manmade island devoted primarily to port and industrial activities. There are no transient lodging facilities, health care facilities, or schools currently located on the island.

Involvement in West Coast Fisheries—Terminal Island

Commercial Fishing

In 2000 258 commercially registered vessels delivered landings to Terminal Island. Landings were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/ number of vessels landing): coastal pelagic 40,646.9 t/ \$7,155,735/46; crab 0.5 t/\$1,511/18; groundfish 34.4 t/ \$153,384/56; highly migratory species 3,778.1 t/ \$8,357,035/82; salmon confidential/confidential/NA;

shrimp 20.4 t/\$178,343/18; and other species 1,980.4 t/\$4,619,355/205.

In 2000 Terminal Island residents owned two commercial vessels, one of which participated in the federally managed groundfish fishery. The number of vessels owned by Terminal Island residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/0.⁵⁰

In 2000 the number of Terminal Island residents holding permits in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/1.⁵¹

In 2000 Terminal Island residents held at least three commercial fishing permits, all state registered. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/3.⁵²

In 2001 both Chicken of the Sea International and Heinz Pet Food closed the oldest remaining fish canneries on the island.⁵³ Although there are no processors on Terminal Island, fieldwork indicates there are three wetfish operations at Fish Harbor. These operations unload commercial fishing vessels and ice the product in preparation for transport to nearby processors. A Heinz Pet Food Products research laboratory and distribution center remains in operation at Fish Harbor. Approximately 40 to 50 commercial fishing vessels still moor at Terminal Island. Roughly one-third are involved in the seine fisheries and one-third in gill net fisheries. The remaining vessels are longliners or commercial dive boats.

Sportfishing

Many sportfishing and pleasure craft moor in Fish Harbor at Terminal Island, but there are no charter businesses located on the island.

In 2000 vendors in Los Angeles County sold 76,385 resident sportfishing licenses, 59 nonresident sportfishing licenses, 164 sport salmon punch cards, and 174 abalone report cards. In the port group consisting of Seal Beach, Long Beach, and San Pedro, 54 commercial passenger fishing vessels served 148,977 anglers in 2000. These vessels reported 883,806 landings composed of more than two dozen species. Sea bass (various species), barracuda, flatfishes (unspecified), and rockfishes (unspecified) accounted for 47.6%, 14.1%, 10.4%, and 9.2% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Terminal Island area. However, specific information on subsistence fishing is

not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries—Terminal Island

Terminal Island had no involvement in North Pacific fisheries in 2000.

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Los Osos

People and Place

Location

Los Osos is in San Luis Obispo County, approximately 208 miles north of Los Angeles and 244 miles south of San Francisco. It covers 7.62 square miles of land. The geographic coordinates of Los Osos are lat 35°18'54"N, long 120°49'52"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Los Osos was 14,351, a 0.2% decrease from 1990. The gender composition was 52% female and 48% male. The median age in 2000 was 42.9, higher than the national median of 35.3. About 51.3% of the population was between the ages of 22 and 59. Of the population 18 years of age and older, 90.9% had a high school education or higher, 33.8% had a bachelor's degree or higher, and 13.1% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial composition was white (88.5%), followed by Asian (5.9%), individuals who identified with two or more races (3%), individuals who identified with some other race (1.7%), black (0.6%), and American Indian and Alaskan Native (0.4%). Ethnicity data indicate 8.2% identified as Hispanic. Approximately 8.2% of the population was foreign-born, of which 35.4% were born in Malaysia and 16.5% in Mexico.

In 2000 80.8% of the population lived in family households.

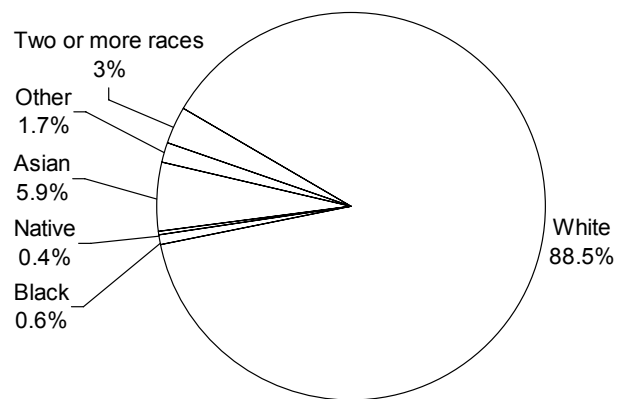
History

The community of Los Osos and its neighbor Baywood share much of their history with San Luis Obispo County. The area was the heart of Chumash Indian territory for centuries. Chumash hunters, fishermen, and foragers used local marine, coastal, and river resources and transported resources from their offshore islands to the mainland in unique redwood-planked boats, known as "tomols." They imported specialized stone blades and drills made on the islands, plus marine resources such as shark, bonito, and halibut. Chumash fishermen used a variety of nets, traps, baskets, hooks, spears, and plant poisons to catch or stun fish and catch seals and sea otters. On the coast they collected abalone and mussels, and their trade network passed raw

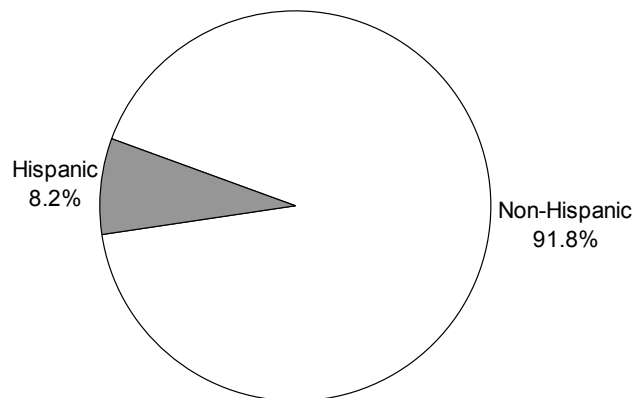
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



marine materials such as fish, whale bones, and oils to the interior.

The Portuguese conquistador Juan Rodriguez Cabrillo first encountered the Chumash in 1542, but it was not until 1772 that five Catholic missions were established within Chumash territory. After secularization of the missions in 1833, the Indian population severely declined. In 1901 the U.S. government allocated 75 acres along Zanja de Cota Creek near the Santa Ynez Mission to the surviving Chumash. Today the Chumash have their own business council, a thriving bingo operation, and a federal housing program on the small reservation. Approximately 5,000 identify themselves as Chumash.¹

Between 1821 and 1848, California came under the jurisdiction of Mexico after it gained independence from Spain. Settlers received land grants in the area until California became a territory of the United States and San Luis Obispo became one of California's original 27 counties. Local place names reflect this heritage.² Burgeoning agriculture and quarrying in the area spurred rapid population growth in the late 1800s, facilitated by the Southern Pacific Railroad. By the 1950s conveyors were installed on the waterfront for unloading sardine boats, accelerating commercial development in response to newly discovered fishing grounds.³

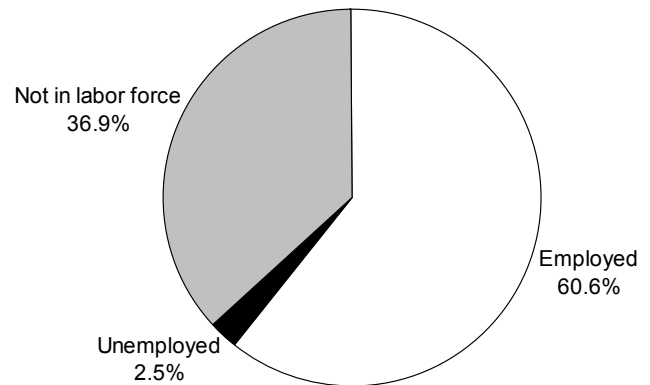
Infrastructure

Current Economy

According to the 2000 U.S. Census, 60.6% of the potential labor force of Los Osos 16 years of age and older were employed, 2.5% were unemployed, and the unemployment rate was a 4.0% (calculated by dividing the unemployed population by the labor force). In addition, 36.9% were not in the labor force. The top employment sectors were local, state, or federal government (26.5%), education, health, and social services (24.9%), and retail trade (10.4%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 1.5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income of Los Osos in 1999 was \$24,838, the median household income was \$46,558, and 8.5% lived below the poverty level. In 2000 Los Osos had 6,214 housing units, of which 94.8% of which were occupied and 5.2% were vacant. Of the occupied units, 69.9% were by owner and 30.1% were by renter. About 49.4% of the vacant units were for seasonal, recreational, or occasional use.

2000 Employment structure



Governance

In 1998 Los Osos created the Los Osos Community Services District (LOCSD), which replaced San Luis Obispo County's Service Area 9 and provided the first public agency governed by Los Osos residents.⁴ The LOCSD has a board of directors consisting of five members elected at-large. The board then chooses two members to be president and vice president.⁵ Residents pay a 7.25% sales and use tax rate and the county levies a 9% transient lodging tax, which earned \$4,229,463 in revenue for fiscal year 2001.⁶ See the Governance subsection (page 43) for a more detailed discussion of taxes affecting fisherman and processors in California.

A California Department of Fish and Game Marine Region field office and a U.S. Coast Guard station are approximately 6 miles away in Morro Bay. Foster City, approximately 225 miles away, holds Pacific Fishery Management Council meetings. The nearest National Marine Fisheries Service office is the Pacific Fisheries Environmental Laboratory, 130 miles north in Pacific Grove.

Facilities

Los Osos is 12 miles west of U.S. Highway 101, 3 miles south of California Highway 1, and 14 miles from the San Obispo County Airport, which is serviced by major airlines. Los Osos is in the San Luis Coastal Unified School District, which has six schools. The LOCSD provides fire protection and emergency service to area residents, as well as maintaining storm water drainage, the water supply, and wastewater service. The district also manages parks and street lighting. Private providers supply telephone, electricity, and gas services. Los Osos and the surrounding area have an extensive tourism industry with a well-established infrastructure, including accommodations.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no landings were made and no processors operated in Los Osos. Residents did own 35 commercial vessels, of which 13 participated in the federally managed groundfish fishery. The number of vessels owned by Los Osos residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/14, shellfish NA/0/NA, shrimp NA/0/4, and other species 1/0/0.⁷

Five residents held four federal groundfish permits. The number of Los Osos residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/2, groundfish 0/0/21, highly migratory species NA/0/6, salmon 0/1/28, shellfish 0/0/NA, shrimp 1/0/11, and other species 2/0/23.⁸

In 2000 residents held at least 137 commercial fishing permits, including 133 state registered permits. The number of state permits held by Los Osos residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/2, groundfish 0/0/25, highly migratory species NA/0/10, salmon 0/1/49, shellfish 0/0/NA, shrimp 1/0/17, and other species 2/0/25.⁹

Sportfishing

In 2002 and 2003, at least eight charter businesses served sport fishermen and tourists in Los Osos. There were no sportfishing license agents in Los Osos, however, in 2000 vendors in San Luis Obispo County sold 43,399 resident sportfishing licenses, 40 nonresident sportfishing licenses, 52 sport salmon punch cards, and 30 abalone report cards. In the port group consisting of Avila Beach and Morro Bay, 12 commercial passenger fishing vessels served 17,759 anglers in 2000. The vessels reported 123,441 landings composed of more than a dozen species. Rockfish (unspecified) and Albacore tuna accounted for 93.9% and 4.6% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Los Osos area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Los Osos resident owned a vessel that participated in North Pacific fisheries. It made landings in the North Pacific salmon fishery, but specific information (landings in metric tons/value of landings) is confidential.

In 2000 one resident held a Commercial Fisheries Entry Commission salmon permit for Alaska fisheries. Five Los Osos residents held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 Los Osos residents purchased 27 Alaska sportfishing licenses.

Notes

1. Houghton Mifflin Company. No date. Encyclopedia of North American Indians: Chumash. Online at <http://www.rain.org/eagle/chumash1.htm> [accessed 23 February 2007].
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4. Los Osos, CA. No date. Local government. Online at http://www.losososbaywoodpark.org/local_government_Los_Osos.html [accessed 23 February 2007].
5. Los Osos Community Service District. No date. About the CSD. Online at <http://www.losososcsd.org/> [accessed 23 February 2007].
6. State of California. 2004. California counties transient lodging tax revenue. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 23 February 2007].
7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
8. See note 7.
9. See note 7.

Marina

People and Place

Location

Marina is on Monterey Bay 6 miles north of the City of Monterey along California Highway 1. The community is in Monterey County, approximately 177 miles southwest of Sacramento and 104 miles south of San Francisco. Marina encompasses 8.75 square miles of land and 0.85 square mile of water. Its geographic coordinates are lat 36°41'04"N, long 121°48'04"W.

Demographic Profile

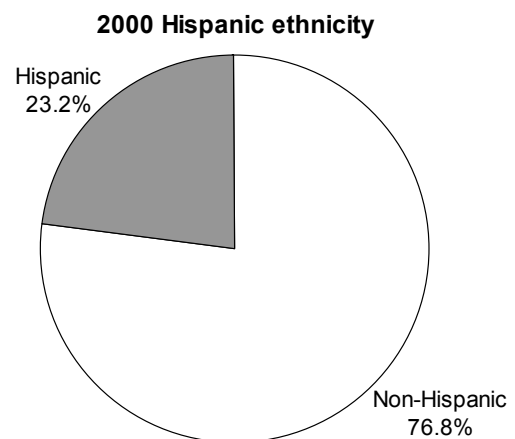
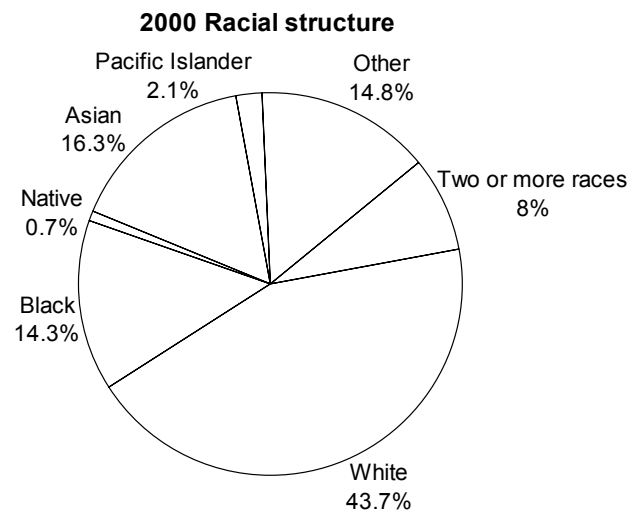
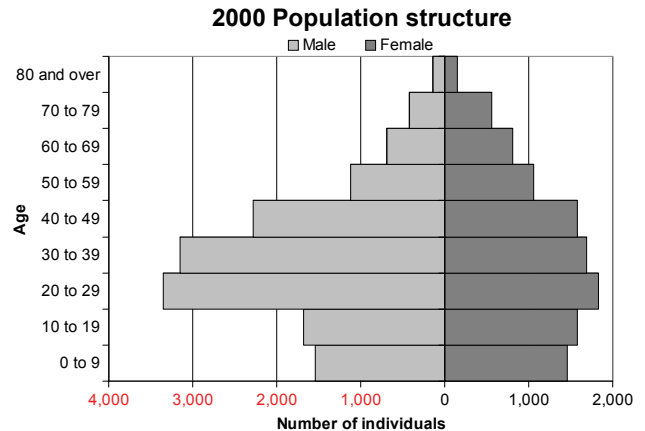
According to the 2000 U.S. Census, the population of Marina was 25,101, a 5% decrease from 1990. In 2000 the gender structure was uneven: 42.8% female and 57.2% male. The median age in 2000 was 32.3, slightly lower than the national median of 35.3. Of the population 18 years of age and older, 71.3% had a high school education or higher, 12.6% had a bachelor's degree or higher, and 4.0% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial composition of Marina was predominantly white (43.7%), followed by Asian (16.3%), individuals who identified with some other race (14.8%), black (14.3%), individuals who identified with two or more races (8%), Native Hawaiian and Other Pacific Islander (2.1%), and American Indian and Alaskan Native (0.7%). Approximately 23.2% identified as Hispanic. About 22.8% were foreign-born, of which 26.5% were born in Mexico, 16.7% in Korea, and 15.5% in the Philippines. According to the Marina Chamber of Commerce, these demographic data make Marina the seventh most ethnically diverse community in the United States.¹

In 2000 64.7% of the population lived in family households, compared to 82.2% nationally.

History

The area surrounding Marina is the aboriginal homeland of the Ohlone and Esselen tribes. Members of the tribes relied heavily on acorn meal and salmon for subsistence and utilized a shell currency for trading throughout the area.² There are no data available on the precontact Indian population in this area, and many were forcibly removed to missions and reservation lands after the arrival of Euro-American settlers. Today, the Ohlone and Esselen tribes have approximately 500 enrolled members, of which 60% live in Monterey and San Benito



counties. The tribes are seeking federal recognition, which could reestablish traditional land and resource rights in this area.³

In 1912 real estate developer William Locke-Paddon, the founder of Marina, purchased 1,500 acres from David Jacks, a powerful entrepreneur who once owned much of the land surrounding Monterey Bay. Locke-Paddon subdivided the land into 300 five-acre parcels, which he marketed to prospective residents as the “Locke-Paddon Colony.”⁴ A few years later, Locke-Paddon convinced the Southern Pacific Railroad to construct a flag stop in his new community to accommodate travelers and prospective customers en route from San Francisco. In 1918 Locke-Paddon officially changed the name of the community to Marina, after the Spanish word for “seacoast” or “shore.” The town grew rapidly from the 1930s through the 1950s as its commercial district developed, and dunes lining the Pacific Ocean near Marina became important sites for industrial sand mining.⁵ In the 1980s, the sand mines surrounding Marina were closed due to environmental concerns, and in 1983 much of the local beachfront was protected as the Marina Dunes Nature Preserve, an 8,000-acre parcel administered by the U.S. Bureau of Land Management. Today Marina State Beach, which is within the Marina Dunes Nature Preserve, provides a number of recreational opportunities, and the Monterey Coastal Bike Path runs through the community.⁶ Marina has a number of hotels and resorts that cater to tourists.

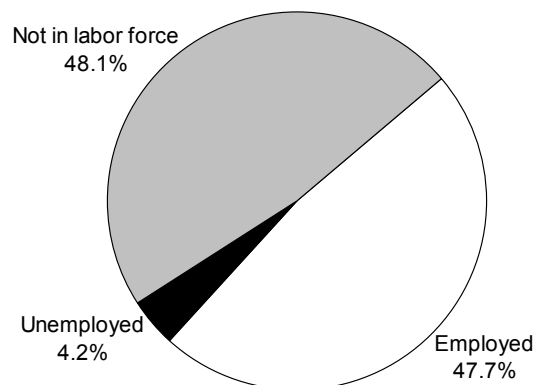
The military, through Fort Ord (located between Marina and Seaside), has had an important presence in Marina throughout the community’s history. Fort Ord began as a cavalry outpost in 1917 and became an important army training facility during World War II. Although the base closed in 1993, many Fort Ord soldiers permanently settled in the area. Parts of the former Fort Ord complex now house the campus of California State University of Monterey Bay. Monterey remains an important commercial fishing port and many Marina residents may commute to jobs in the fishing industry. The City of Marina officially incorporated in 1975, making it the youngest community on the Monterey Peninsula.⁷

Infrastructure

Current Economy

According to the 2000 U.S. Census, 47.7% of Marina’s potential labor force 16 years of age and older were employed, 4.2% were unemployed, and the unemployment rate was 8.1% (calculated by dividing the unemployed population by the labor force). In addition, 48.1% were not in the labor force. The top employment

2000 Employment structure



sectors were local, state, or federal government (21.3%), education, health, and social services (20.6%), retail trade (12.8%), accommodation and food services (12.4%), and the armed forces (1.8%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 3.5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the Marina Chamber of Commerce, the community’s largest employer is Albertson’s Grocery. The tourism and outdoor recreation industries are also central to the local economy.⁸

According to the U.S. Census, Marina’s per capita income was \$18,860 in 1999, below the national per capita income of \$21,587. The median household income was about \$43,000, above the national median household income of \$41,994. Approximately 13.1% lived below the poverty level in 1999, slightly higher than the 12.4% nationally average. In 2000 Marina had 8,537 housing units, of which 79% were occupied and 21.0% were vacant. Of the occupied units, 45.8% were by owner and 54.2% were by renter. Of the vacant units, only 1.2% was due to seasonal, recreational, or occasional use.

Governance

Marina is governed by a mayor, a mayor pro tem, and a three-member city council. Residents pay a 7.25% sales tax and Monterey County levies a 10.5% transient lodging tax.⁹ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The California Department of Fish and Game headquarters for Marine Region 7 is in Monterey.¹⁰ The National Oceanic and Atmospheric Administration’s Southwest Regional office is in Long Beach (360 miles), and the National Marine Fisheries Service Southwest

Fisheries Science Center is in Santa Cruz (34 miles). A U.S. Coast Guard station is in Monterey. Sacramento, approximately 177 miles northeast, is the nearest city hosting Pacific Fishery Management Council meetings. The nearest U.S. Citizenship and Immigration Services office is 64 miles away in San Jose.

Facilities

Marina lies along California State Highway 1, which connects the city to other coastal communities. Marina Municipal Airport has paved runways. The nearest airport certified for carrier flights is Monterey Peninsula Airport in Monterey and the nearest major international airport is in San Jose.

Marina is within the Monterey Peninsula Unified School District, which has 13 elementary schools, 4 middle schools, and 4 high schools. Marina has 3 elementary schools, a continuation school, and an adult education center. Students attend middle school in Salinas (12 miles) and high school in Seaside (6 miles). California State University of Monterey Bay has operated a campus on the former Fort Ord site since 1995, and Marina is home to Golden Gate University and Monterey Peninsula College.

The Marina Coast Water District provides water and sewage treatment services, and Pacific Gas and Electric Company supplies electricity and natural gas. The nearest hospital is Community Hospital of the Monterey Peninsula in Monterey. The Marina Department of Public Safety administers police and fire services.¹¹ Several hotels, including the luxury Marina Dunes Resort, are in Marina.

The nearest marine facilities are in Monterey. The Monterey Harbor Municipal Marina is a full service marina with 413 slips that accommodate vessels from 20 to 50 feet, six end ties for vessels from 40 to 75 feet, and a public launch ramp.¹² Fisherman's Wharf (Municipal Wharf I) at one time was used for the sardine industry. Today the wharf is a tourist destination with restaurants, fish markets, gift shops, and charter operations for sportfishing, whale watching, and sightseeing. Municipal Wharf II is more commercially oriented, featuring five wholesale fish companies and a commercial abalone farm. Additionally, the Monterey Peninsula Yacht Club is located on the end of Wharf II. Commercial dive charters depart from there. A 700-foot public fishing promenade extends from Wharf II. There are 150 privately owned mooring buoys in the outer harbor, and boats 50 feet and less can obtain a permit to use the seasonal East Mooring Program. There is open anchorage at Del Monte Beach east of Wharf II and the East Moorings. Breakwater Cove Marina is a 70-slip

private marina and fuel dock. A chandlery is next to the marina's office.

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, there were no seafood processors in Marina in 2000. Landings data for Marina were recorded as part of the Other Santa Cruz and Monterey County Ports port group, which includes the communities of Aptos, Big Sur, Capitola, Carmel, Davenport, Felton, Fort Ord, Freedom, Gilroy, Hollister, Lucia, Mill Creek, Monterey, Morgan Hill, Pacific Grove, Pebble Beach, Point Lobos, Salinas, San Juan Bautista, Seaside, Soquel, Watsonville, and Willow Creek.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic confidential/confidential/1; groundfish 10 t/\$87,427/23; and other species <1 t/\$187/7. See the Seaside and Pebble Beach community profiles for additional information. In 2000 22 commercial vessels were owned by Marina residents, of which 8 participated in the federally managed groundfish fishery.

The number of vessels owned by Marina residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/4, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/18, shellfish NA/0/NA, and shrimp NA/0/1.¹³

In 2000 three residents held three federal groundfish permits. The number of Marina residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/9, groundfish 0/0/11, highly migratory species NA/0/2, other species 0/0/10, salmon 0/0/31, shellfish 0/0/NA, and shrimp 0/0/4.¹⁴

In 2000 Marina residents held at least 109 commercial fishing permits, including 106 registered state permits. The number of state permits held by residents in 2000 in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/21, groundfish 0/0/13, highly migratory species NA/0/3, salmon 0/0/50, shellfish 0/0/NA, shrimp 0/0/8, and other species 0/0/11.¹⁵

Sportfishing

A number of charter vessels operate out of the area, targeting albacore tuna, rock cod, salmon, and others species. Many also offer seasonal whale-watching tours. In 2002 at least 10 charter businesses served sport fishermen and tourists in Marina. A single license agent sold sportfishing licenses in Marina. In 2000 vendors in

Monterey County sold 11,071 resident sportfishing licenses, 9 nonresident sportfishing licenses, 175 sport salmon punch cards, and 184 abalone report cards. In the port group consisting of Monterey, Moss Landing, and Santa Cruz, 20 commercial passenger fishing vessels served 37,884 anglers in 2000, and reported 139,058 landings composed of more than 15 species. Rockfish (unspecified) and Chinook salmon accounted for 70.8% and 20.6% respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Marina area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Marina residents owned two vessels that participated in the North Pacific Alaska salmon fishery, but specific information (landings in metric tons/value of landings) is confidential. In 2000 two residents held state permits for Alaska fisheries, both for Commercial Fisheries Entry Commission (CFEC) salmon permits. Eighteen Marina residents held crew member licenses for North Pacific fisheries.

Sportfishing

Marina community members purchased 18 Alaska sportfishing licenses in 2000.

Notes

1. Marina Chamber of Commerce. 2005. Demographics. Online at <http://www.marinachamber.com/community/community2.php?pageID=31> [accessed 26 February 2007].
2. Monterey County California Regional Guide and Search Engine. No date. A brief history of Monterey County. Online at <http://www.mtycounty.com/pgs-history/indians.html> [accessed 26 February 2007].
3. Ohlone/Costanoan Esselen Nation. 2004. Ohlone/Costanoan Esselen nation. Online at <http://www.esselenation.com/index.html> [accessed 26 February 2007].
4. Monterey Peninsula Regional Park District. 2003. Locke-Paddon community park. Online at <http://www.mprpd.org/parks/lockepaddon.htm> [accessed 26 February 2007].

5. Monterey Peninsula Regional Park District. 2002. Marina dunes preserve. Online at <http://www.mprpd.org/parks/marina.htm> [accessed 26 February 2007].
6. Monterey County California Regional Search Engine and Guide. No date. Marina. Online at <http://www.mtycounty.com/pgs/marina.html> [accessed 26 February 2007].
7. City of Marina. 2005. Home page. Online at <http://www.ci.marina.ca.us> [accessed 26 February 2007].
8. See note 1.
9. State of California. 2004. California counties transient lodging tax revenue. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 26 February 2007].
10. State of California. 2003. Department of Fish and Game: Marine region 7. Online at <http://www.dfg.ca.gov/mrd/> [accessed 26 February 2007].
11. City of Marina. No date. Department of Public Safety. Online at <http://www.ci.marina.ca.us/depsafety1x.htm> [accessed 26 February 2007].
12. City of Monterey. 2004. Monterey Harbor Municipal Marina. Online at <http://www.monterey.org/harbor/marina.html> [accessed 26 February 2007].
13. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
14. See note 13.
15. See note 13.

McKinleyville

People and Place

Location

McKinleyville is in Humboldt County on U.S. Highway 101 near Humboldt Bay. Situated on Mad River, it is approximately 285 miles north of San Francisco and 302 miles north of the state capital, Sacramento. McKinleyville encompasses 20.9 square miles of land and 1.92 square miles of water. Its geographic coordinates are lat 40°56'48"N, long 124°05'58"W.

Demographic Profile

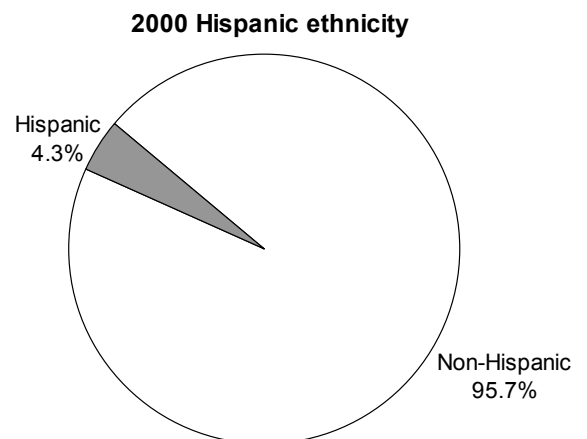
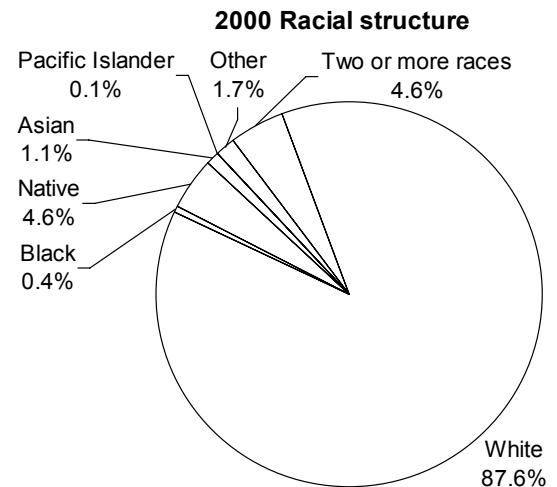
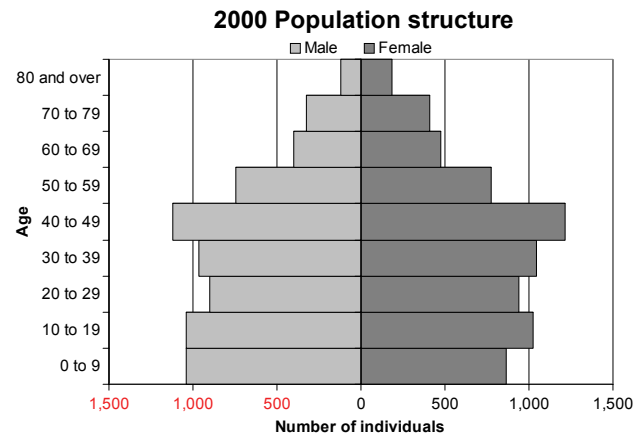
According to the 2000 U.S. Census, the population of McKinleyville was 13,599, a 26.5% increase from 1990. The gender composition was 51% female and 49% male. The median age in 2000 was 35.2, comparable to the national median of 35.3. Of the population 18 years of age and older, 85.7% had a high school education or higher, 23% had a bachelor's degree or higher, and 6.6% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial composition was white (87.6%), followed by individuals who identified with two or more races (4.6%), American Indian and Alaska Native (4.6%), individuals who identified with some other race (1.7%), Asian (1.1%), black (0.4%), and Native Hawaiian and Other Pacific Islander (0.1%). About 4.3% identified as Hispanic. Only 2.2% were foreign-born, of which 18.8% were born in Canada, 12% in China, and 9.9% in Mexico.

In 2000 82.7% of the population lived in family households.

History

Before the arrival of Euro-American settlers, the area now known as Humboldt County was occupied by several Indian tribes. The Wiyot, Yurok, Hupa, Karuk, Chilula, Whilkut, and southern Athabascans occupied specific territories, spoke individual languages, and shared similar, yet distinct cultural systems.¹ McKinleyville is within the original territory of the Wiyot. The Wiyot people utilized surrounding resources for food, medicine, and basketry, including wildlife, salmon, and roots. Across the bay from nearby Eureka is Indian Island, "the center of the Wiyot People's world" and home of the ancient village of Tuluwat.² Beneath this site is a large clamshell midden more than six acres in size and estimated to be 1,000 years old. It contains



burial sites and the remains of meals, tools, and ceremonies. Today many of Wiyot live on the 88-acres Table Bluff Reservation, 30 miles south of McKinleyville.

The first recorded entrance into Humboldt Bay was in 1806 by employees of the Russian-American Company from Sitka, Alaska. The Gregg-Wood party arrived by land in 1849 and by 1850 the first ships came to the bay bringing prospectors looking for gold. At the turn of the century, local businessman Isaac Minor began constructing facilities to support the influx of miners and timber workers including a lodge, dance hall, and general store. At the time the area was known as Dows Prairie. The town was named McKinleyville for President William McKinley, but in 1897 it was renamed Minorville for its founder. After McKinley's assassination in 1901, the name was changed back to McKinleyville.³

The Humboldt Bay area developed quickly after 1850. Mining lured people to the area and with it brought the need for goods and services. As the gold rush waned, the economy shifted to natural resources, mainly timber, salmon, and the land. Logging developed substantially in Eureka and Fields Landing, which had both built docks by the mid-1880s. The area was also a prime exporter of agricultural products from 1857 to 1900.⁴

Development around Humboldt Bay led to the displacement of the Wiyot and increased tensions between groups. During the 1860 World Renewal Ceremony on Indian Island, a group of armed American settlers paddled to the island during the night and killed the sleeping Wiyot. Two other village sites were raided that same night. The remaining Wiyot were moved to Fort Humboldt for their protection and from there to a series of other reservations. The fort was built in 1853 in what is present day Eureka to assist in resolving conflicts between American Indians and settlers. An Indian Candlelight Vigil is held every February to remember the 200 lives lost in the massacre.⁵

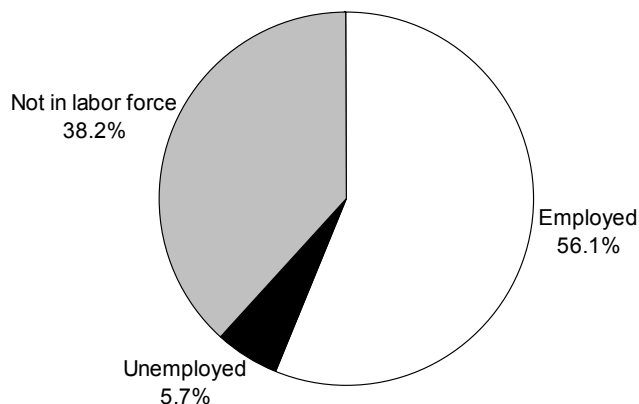
McKinleyville holds an annual Azalea Festival (formerly called Pony Express Days), which was first celebrated in the 1970s. This event includes a Fireman's Muster by the Arcata Volunteer Fire Department, a barbecue, booths, a McKinleyville High School Alumni football game, and a parade.⁶

Infrastructure

Current Economy

According to the 2000 U.S. Census, 56.1% of McKinleyville's potential labor force 16 years of age and older were employed, 5.7% were unemployed, and the

2000 Employment structure



unemployment rate was 9.2% (calculated by dividing the unemployed population by the labor force). In addition, 38.2% were not in the labor force. The top employment sectors were education, health, and social services (26.6%), local, state, or federal government (24.1%), retail trade (13.8%), and manufacturing (10.1%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 4.7%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, McKinleyville's per capita income in 1999 was \$17,870, the median household income was \$38,047, and 14.9% lived below the poverty level. In 2000 McKinleyville had 5,494 housing units, of which 96.1% were occupied and 3.9% were vacant. Of the occupied units, 65.3% were by owner and 34.7% were by renter. Of the vacant units, 31.3% were for rent, 20.3% were for sale, and 20.3% were for seasonal, recreational, or occasional use.

Governance

McKinleyville is an unincorporated community. The sales tax is 7.25% based on the standard statewide rate. Humboldt County has no district tax but the transient lodging tax is 10%. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

McKinleyville is 358 miles north of the National Marine Fisheries Service's Southwest Fisheries Science Center in Santa Cruz. A California Department of Fish and Game field office is in Eureka, about 13.5 miles away. McKinleyville is 18.3 miles from the closest U.S. Coast Guard Station in Humboldt Bay. A U.S. Citizenship and Immigration Services office is in San Francisco. The closest Pacific Fishery Management Council meetings are held in Foster City, 306.4 miles

from McKinleyville. The nearest North Pacific Fishery Management Council meetings are held 400.8 miles away in Portland, Oregon.

Facilities

McKinleyville is accessible by U.S. Highway 101 and the Arcata-Eureka Airport. The community is 298 miles from the San Francisco International Airport.

The community has two elementary schools, a middle school, and a high school. McKinleyville also has one high school for continuing education. The McKinleyville Community Services District provides water and sewer services, streetlights, and parks and recreation services.⁷ Pacific Gas and Electric is the primary supplier of electricity. A Humboldt County Sheriff's Office substation is in the community. The closest health care facility is Mad River Community Hospital in Arcata, about 6 miles away. St. Joseph Hospital is also in Arcata. McKinleyville accommodations include one hotel within the city and three others in neighboring communities.⁸ McKinleyville has no marine facilities and is not located on the water. Nearby Humboldt Bay is the only deepwater port between Coos Bay, Oregon, and San Francisco. Shipping terminals and marinas are in Eureka.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 there were no seafood processors in McKinleyville. Landings data for McKinleyville were recorded as part of the Other Humboldt County Ports group, which includes Arcata, Blue Lake, Carlotta, Crannel, Ferndale, Fortuna, Garberville, Honeydew, Humboldt, King Salmon, Loleta, Miranda, Moonstone Beach, Orick, Petrolia, Ruth, Scotia, Shelter Cove, and Weott. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): crab confidential/confidential/1; groundfish 5.4 t/\$18,003/8; highly migratory species confidential/confidential/1; salmon confidential/confidential/2; and other species confidential/confidential/1.

McKinleyville residents owned 20 commercial vessels in 2000, of which 13 participated in the federally managed groundfish fishery. The number of vessels owned by McKinleyville residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/0/19, groundfish 0/0/NA, highly migratory species

NA/0/NA, salmon 0/0/13, shellfish NA/0/NA, and shrimp NA/0/1.⁹

In 2000 one resident held a federal groundfish permit. The number of McKinleyville residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/21, groundfish 0/0/8, highly migratory species NA/0/1, salmon 0/1/24, shellfish 0/0/NA, shrimp 0/0/3, and other species 0/0/7.¹⁰

In 2000 McKinleyville residents held at least 87 registered commercial fishing permits, including 86 state registered permits. The number of state permits held by McKinleyville residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, crab 0/0/23, groundfish 0/0/10, highly migratory species NA/0/1, salmon 0/1/40, shellfish 0/0/NA, shrimp 0/0/3, and other species 0/0/7.¹¹

Sportfishing

Several charter vessels operate out of the area, targeting rockfish, salmon, and other species. In 2002 at least 18 charter businesses served sport fishermen and tourists in McKinleyville. Five license agents sold sportfishing licenses in McKinleyville. In 2000 vendors in Humboldt County sold 122,642 resident sportfishing licenses, 66 nonresident sportfishing licenses, 9,572 sport salmon punch cards, and 2,605 abalone report cards. In the northern California port group of Fort Bragg, McKinleyville, and Crescent City, 15 commercial passenger fishing vessels served 11,574 anglers in 2000, and reported 49,983 landings composed of at least nine species. Rockfish (unspecified) and Chinook salmon accounted for 81.2% and 16.1% of the landings respectively.

Subsistence

Specific information on subsistence fishing in McKinleyville is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 three vessels owned by McKinleyville residents participated in the North Pacific Alaska salmon fishery, but specific information (landings in metric tons/value of landings) is confidential. In 2000 three community residents held state permits for Alaska

fisheries; all were Commercial Fisheries Entry Commission salmon permits. Six residents held crew member licenses for North Pacific fisheries in 2000.

Sportfishing

McKinleyville residents purchased 37 Alaska sportfishing licenses in 2000.

Notes

1. S. Van Kirk. 1999. Humboldt County: A briefest of histories. Online at <http://www.humboldthistory.org/> [accessed 27 February 2007].

2. Wiyot Tribe. No date. History and culture: Indian Island. Online at <http://www.wiyot.com/history.htm> [accessed 27 February 2007].

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4. 2001. Humboldt Bay trails feasibility study: Humboldt Bay area history.

5. See note 2.

6. McKinleyville Press. 2005. Pony Express days. Online at <http://www.mckinleyvillepress.com/ponyex.htm> [accessed August 2005].

7. McKinleyville Chamber of Commerce. 2005. Business listings, lodging. Online at <http://www.mckinleyvillechamber.com> [accessed 27 February 2007].

8. See note 7.

9. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

10. See note 9.

11. See note 9.

Monterey

People and Place

Location

Monterey is at the southernmost curve of Monterey Bay in Monterey County, approximately 345 miles north of Los Angeles and 113 miles south of San Francisco. The community encompasses 8.44 square miles of land and 3.29 square miles of water. The geographic coordinates of Monterey are lat 36°36'01"N, long 121°53'39"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Monterey was 29,674, a 7.1% decrease from 1990. The gender composition was 50.8% female and 49.2% male. The median age was 36.1, comparable to the national median of 35.3. Almost half (47.4%) were between the ages of 25 and 54. Of the population 18 years of age and older, 91.4% had a high school education or higher, 40.5% had a bachelor's degree or higher, and 15.7% had a graduate or professional degree; significantly higher than the national averages of 79.7%, 22.3%, and 7.8% respectively.

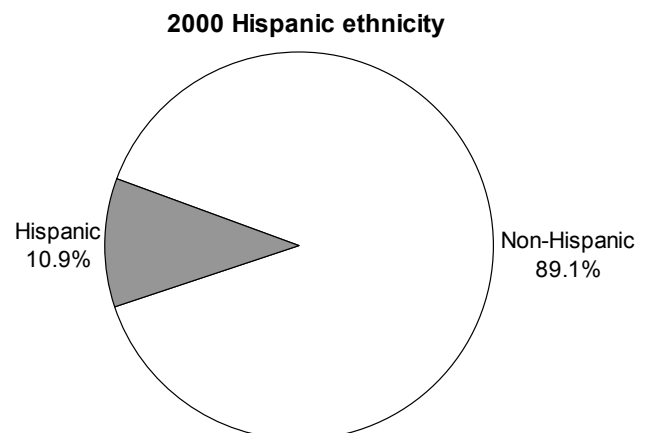
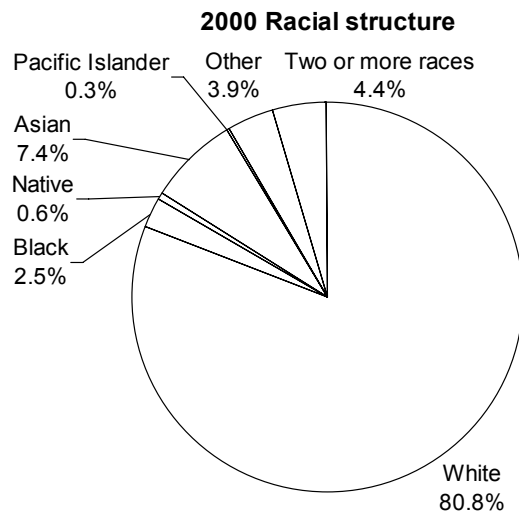
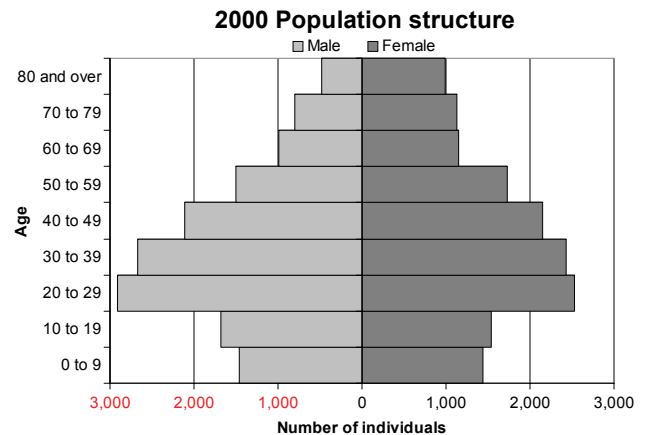
The majority of the racial structure was white (80.8%), followed by Asian (7.4%), individuals who identified with two or more races (4.4%), individuals who identified with some other race (3.9%), black (2.5%), American Indian and Alaska Native (0.6%), and Native Hawaiian and Other Pacific Islander (0.3%). About 10.9% identified as Hispanic, and 17.8% identified as foreign-born.

In 2000 63.7% of the population lived in family households.

History

The southern Monterey Bay area is the aboriginal homeland of the Ohlone/Costanoan Esselen tribe. Today the tribe consists of approximately 500 enrolled members, of which 60% live in Monterey and San Benito counties. Currently the tribe is "in the process of reaffirming its status as an American Indian Tribe with the U.S. Bureau of Indian Affairs through the Federal Acknowledgement Process administered by the Branch of Acknowledgement and Research."¹ Within the tribe, the Achasta District was in the area of present-day Monterey.

Monterey was the capitol of Alta (upper) California under Mexican rule. The California state constitution was signed in Monterey on October 13, 1849.² The



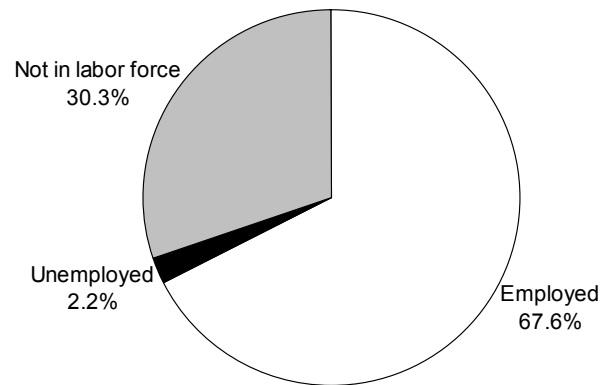
area's first Chinese inhabitants settled on the cove of Point Lobos in 1851, several miles to the south of Cannery Row. Their industrious efforts helped make Monterey one of California's most successful fishing ports. The success of Chinese fishermen led to serious conflicts with Italian-American fishermen. A fire destroyed the Chinese settlement in 1906, and the Chinese fishing fleets on Monterey Bay never fully recovered. The Japanese also had a significant presence in the area in the 1920s and 30s. Since the 1930s, however, Italian fishermen have been the predominant ethnic group.

The year 1902 marked the beginning of Monterey's canning industry. Wartime demand for canned fish drove cannery expansion during World War I. In 1928 the arrival of large and modern purse seiners, with their large nets, increased the efficiency of the local fishing fleet. The fishery was sustained through the Depression by annually turning two-thirds of 1 billion edible sardines into fertilizer. In the 1930s and 1940s Monterey was the center of a thriving fishing industry at Cannery Row and was known as the "Sardine Capital of the World" during WWII. The collapse of the sardine industry was largely economic due to the community's heavy dependence on the fishery, rather than biologic. Current research has shown the disappearance of sardines from the fishery 50–60 years ago was due to long oceanographic cycles and not overfishing; fieldwork indicates sardines have returned to area waters.

Author John Steinbeck brought notoriety to the area in 1945 with his novel *Cannery Row*. In 1958 Ocean View Avenue was officially renamed "Cannery Row." The Monterey waterfront suffered after the crash of the sardine fishery, but experienced a revitalization in the early 1950s and 1960s with new businesses such as cafes, restaurants, and hotels. Monterey continues to celebrate its commercial fishing heritage, and views the current economic contributions of the industry as vital to the community's successful tourism industry.

Monterey Bay attracts millions of tourists every year. The Monterey Bay Aquarium opened in 1984 on the site of the Hovden Cannery.^{3, 4} It is visited by about 1.8 million people each year and has been rated the nation's number three top-rated family attraction by Zagat Survey.⁵ Monterey State Historic Park is in Monterey, located on the old site of California's capitol under Spanish and Mexican rule. On this site the U.S. flag was first officially raised, bringing the California Territory into the Union.⁶ Adjacent to the park is the Monterey Maritime Museum with displays and lectures featuring Monterey's commercial fishing history.

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 67.6% of Monterey's potential labor force 16 years of age and older were employed, 2.2% were unemployed, and the unemployment rate was 3.1% (calculated by dividing the unemployed population by the labor force). In addition, 30.3% were not in the labor force. The top employment sectors were education, health, and social services (24.8%), local, state, or federal government (19.4%), arts, entertainment, recreation, accommodation, and food services (15.7%), and the armed forces (14%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 1.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

The California Employment Development Department lists McGraw-Hill Publishing, Monterey Peninsula College, and the Naval Postgraduate School as major Monterey employers.⁷

According to the 2000 U.S. Census, Monterey's per capita income in 1999 was \$27,133, the median household income was \$49,109, and 7.8% lived below the poverty level. In 2000 Monterey had 13,382 housing units, of which 94.2% were occupied and 5.8% were vacant. Of the occupied units, 38.5% were by owner and 61.5% were by renter. About 46.5% of the vacant units were for seasonal, recreational, or occasional use.

Governance

Monterey was founded 3 June 1770 and incorporated 30 May 1850.⁸ Monterey is a charter city that operates under a council-city manager government. The five-member city council consists of the mayor and four council members, all elected.⁹ Residents pay a

7.25% sales and use tax rate and Monterey County levies a 10.5% transient lodging tax rate, which earned \$14,330,001 in revenue for fiscal year 2001.¹⁰ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The California Department of Fish and Game headquarters for Marine Region 7 is in Monterey.¹¹ The National Oceanic and Atmospheric Administration's (NOAA) Southwest Regional office is in Long Beach, and NOAA Fisheries Service' Southwest Fisheries Science Center is across Monterey Bay in Santa Cruz. The U.S. Coast Guard has a station in Monterey. Meetings of the Pacific Fishery Management Council are held 95 miles away in Foster City. The U.S. Citizenship and Immigration Services has an office 72 miles away in San Jose.

Facilities

California Highway 1, which follows the California coast, runs through Monterey. Salinas is approximately 24 miles northeast of Monterey on U.S. Highway 101, where there is daily Amtrak rail service with free bus service to downtown Monterey. Monterey also has connecting service to the Salinas Greyhound bus station. The Monterey Peninsula Airport, approximately 5 miles from Monterey, has direct flights to San Francisco, Los Angeles, and Phoenix, Arizona.¹²

The Monterey Peninsula Unified School District encompasses the communities of Monterey, Seaside, and Marina. In Monterey there are six public elementary schools (grades K-5), a public middle school (6-8), and a public high school (9-12). There is also a K-5 charter school and a charter high school, as well as two private high schools (PK-12 and 8-12). Monterey has several colleges and universities: Monterey Peninsula College, the Naval Post Graduate School, Monterey Institute of International Studies, Defense Language Institute, Golden Gate University–Monterey, Monterey College of Law, and Chapman College.¹³

The Monterey Regional Water Pollution Control Agency provides wastewater services, and Pacific Gas and Electric supplies gas and electricity. The Cal-American Water Company provides water.¹⁴ Community Hospital of the Monterey Peninsula is in Monterey and another hospital is in Salinas, approximately 17 miles away.¹⁵ The Monterey Police Department and its 56 officers administer public safety.¹⁶ According to the Monterey County Convention and Visitors Bureau, Monterey has 53 hotels and inns.¹⁷

There are numerous harbor facilities in Monterey. The Monterey Municipal Marina is a full service facility with 413 slips that accommodate 20- to 50-foot vessels,

six end ties for vessels 40 to 75 feet, and a public launch ramp. Fisherman's Wharf (Municipal Wharf I) was once used by the sardine industry. Today it is a tourist destination with restaurants, fish markets, gift shops, and charter operations for sportfishing, whale watching, and sightseeing.

Municipal Wharf II is more commercially oriented with five wholesale fish companies and a commercial abalone farm. Wharf II has a public hoist that services boxed fish and fishing gear. The Monterey Peninsula Yacht Club is located on the end of Wharf II. Commercial dive charters depart from this wharf and a 700-foot public fishing promenade is located alongside it. The City of Monterey charges wharfage fees on a sliding scale based on the value of fish and other ocean products that pass over the wharf for sale. The city supports the commercial fleet through numerous policies for berthing and fees that contribute to the infrastructure found largely on Wharf II.

Additional facilities include approximately 180 privately owned mooring buoys located in the outer harbor that can accommodate commercial vessels up to 100 feet; permits are required for these buoys. There is open anchorage at Del Monte beach east of Wharf II and the East Moorings. Breakwater Cove Marina is a 90-slip private marina and boatyard with a fuel dock and travelift. A chandlery is located next to the marina office.

The Coast Guard wharf was constructed atop a 1,700-foot breakwater that protects the north side of Monterey harbor. This is home port for the *Hawksbill*, a 110-foot cutter. Smaller Coast Guard boats have slips on the shore side of the breakwater. Located near the Breakwater Cove Marina and the Coast Guard Wharf is a modern launch ramp compliant with the Americans with Disabilities Act.

The Monterey Bay National Marine Sanctuary, the largest marine sanctuary in the United States, was established in 1992 and covers 5,322 square miles of ocean. The most extensive kelp forest in the nation is within the sanctuary, and is home to sea otters, seals, shorebirds, fishes, and many other species.¹⁸ The sanctuary was established for resource protection, research, education, and public use; however, it is not authorized to establish commercial or sport fishing regulations.¹⁹

Monterey has several commercial fishing organizations, the largest being the Alliance of Communities for Sustainable Fisheries, headquartered in Monterey but representing fishing interests throughout central California. There are two aquaculture facilities in Monterey, raising primarily red abalone and rock scallops.

Involvement in West Coast Fisheries

Commercial Fishing

At least one seafood processor operated in Monterey in 2000. The company primarily produced squid products; however, specific information (pounds of product/value of product) is confidential. Fieldwork revealed additional processing facilities and fish buyers including Seven Oceans, Monterey Fish Company, So Cal Seafood, and Royal Seafood. Field research also indicated substantial landings of squid in Monterey Bay (including Moss Landing) in 2002 and 2003; squid boats travel to the Channel Islands area during the winter months to fish, contributing greatly to the local economy.

In 2000 139 vessels, including 138 commercially registered vessels, delivered landings to Monterey. Landings in Monterey were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 3,550.1 t/\$729,861/15; crab 0.2 t/\$1,036/8; groundfish 429.7 t/\$617,863/59; highly migratory species 45.7 t/\$160,300/18; salmon 117.5 t/\$416,434/51; shrimp 13.9 t/\$284,361/7; and other species 15.7 t/\$42,278/31.

In 2000 Monterey residents owned 53 commercial vessels, of which 31 participated in the federally managed groundfish fishery. The number of vessels owned by Monterey residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/26, crab 0/0/3, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/33, shellfish NA/0/NA, and shrimp NA/0/7.²⁰

In 2000 five residents held five federal groundfish permits. The number of Monterey residents holding permits in the each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/112, crab 0/0/4, groundfish 0/0/10, highly migratory species NA/0/9, salmon 0/0/71, shellfish 0/0/NA, shrimp 0/0/14, and other species 0/0/25.²¹

In 2000 Monterey residents held at least 442 registered commercial fishing permits, including 437 registered state permits. The number of state permits held by residents in the each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/246, crab 0/0/4, groundfish 0/0/12, highly migratory species NA/0/11, salmon 0/0/115, shellfish 0/0/NA, shrimp 0/0/23, and other species 0/0/26.²²

Sportfishing

A number of charter vessels operate out of Monterey, targeting salmon, rock cod and lingcod, tuna, and other species. Many also offer seasonal whale watching tours. In 2002 at least 73 charter businesses

served sport fishermen and tourists. Nine license agents sold sportfishing licenses in Monterey. In 2000 vendors in Monterey County sold 11,071 resident sportfishing licenses, 9 nonresident sportfishing licenses, 175 sport salmon punch cards, and 184 abalone report cards. In the port group consisting of Monterey, Moss Landing, and Santa Cruz, 20 commercial passenger fishing vessels served 37,884 anglers and reported 139,058 landings composed of more than 15 species. Rockfish (unspecified) and Chinook salmon accounted for 70.8% and 20.6% of the landings respectively.

Monterey has two boat launch ramps utilized by approximately 4,000 launchers per year, of which the great majority are recreational fishing vessels. Vessels primarily target rockfish, halibut, and Chinook salmon.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Monterey area, particularly around Monterey Breakwater and Wharf II. However, specific information on subsistence fishing in Monterey is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 48 vessels owned by Monterey residents participated in North Pacific fisheries, landing 1,426.4 metric tons in the Alaska salmon fishery at a value of more than \$2,092,100. Monterey residents held 51 state permits for Alaska fisheries, but none held federal permits. Residents held 59 crew member licenses for North Pacific fisheries.

In 2000 Monterey residents held 55 commercial fishing permits for North Pacific fisheries, 52 salmon Commercial Fisheries Entry Commission (CFEC) permits, and three herring CFEC permits.

Sportfishing

Monterey residents purchased 43 Alaska sportfishing licenses in 2000.

Notes

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4. See note 2.
5. Monterey Bay Aquarium Foundation. 2004. Visitor information. Online at <http://www.mbayaq.org/vi/> [accessed 28 February 2007].
6. State of California. 2004. Monterey state historic park. Online at http://www.parks.ca.gov/default.asp?page_id=575 [accessed 28 February 2007].
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14. City of Monterey. 2004. Utilities. Online at <http://www.monterey.org/utility.html> [accessed 28 February 2007].
15. See note 13.
16. City of Monterey. 2003. Police services: Monterey police structure. Online at http://www.monterey.org/mpd/general_info/structure.html [accessed 28 February 2007].
17. Monterey County Convention and Visitors Bureau. 2004. Lodging. Online at <http://montereyinfo.org/?p=4422#monterey> [accessed 28 February 2007].
18. Monterey County Convention and Visitors Bureau. 2004. Cities and regions. Online at <http://montereyinfo.org/?p=4422#monterey> [accessed 28 February 2007].
19. National Oceanic and Atmospheric Administration. 2002. Monterey Bay National Marine Sanctuary. Online at <http://montereybay.noaa.gov/intro/welcome.html> [accessed 28 February 2007].
20. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
21. See note 20.
22. See note 20.

Morro Bay

People and Place

Location

Morro Bay is located on the coast in San Luis Obispo County. The community is approximately 213 miles north of Los Angeles and 231 miles south of San Francisco. Morro Bay encompasses 5.2 square miles of land and 5 square miles of water. Its geographic coordinates are lat 35°22'39"N, long 120°51'03"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Morro Bay was 10,350, a 7.1% decrease from 1990. The gender composition was 52.3% female and 47.3% male. The median age in 2000 was 45.7, 10 years higher than the national median of 35.3. Of the population 18 years of age and older, 89.6% had a high school education or higher, 25% had a bachelor's degree or higher, and 9.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. A high school education was the highest level of educational attainment for 24.3%.

The majority of the racial composition was white (89.4%), followed by individuals who identified with some other race (4.1%), individuals who identified with two or more races (2.9%), and Asian (1.8%). Blacks, American Indian and Alaska Natives, and Native Hawaiian and Other Pacific Islanders each accounted for less than 1% of the population. Ethnicity data indicate 11.4% identified as Hispanic and 7.2% of the population was foreign-born with a high percentage from Mexico.

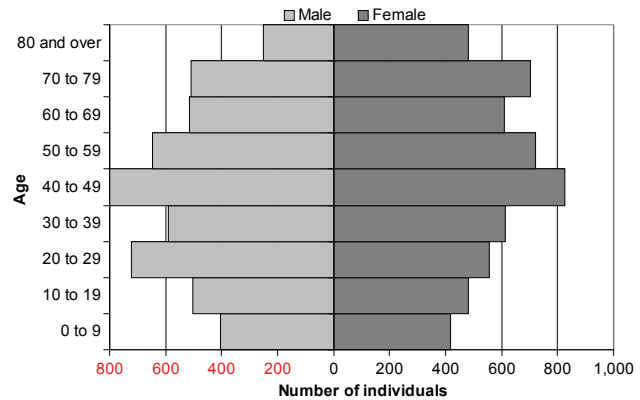
In 2000 69.2% of the population lived in family households.

History

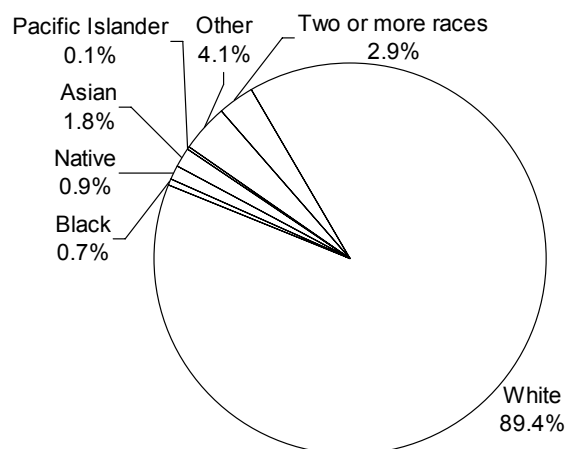
Morro Bay takes its name from Morro Rock, an ancient landmark towering 576 feet above the entrance to the bay. Morro Rock is one of nine extinct volcanic peaks that run in a straight line for 12 miles. In 1542 Portuguese conquistador Juan Rodriguez Cabrillo dubbed the rock "the Gibraltar of the Pacific" and Spanish galleons sailing the coast used it to identify Morro Bay's safe harbor.

Coastal Chumash Indians had settlements in area. Chumash hunters, fishermen, and foragers exploited their marine, coastal, and river resources. They regularly transported resources from their offshore islands to the mainland in unique redwood-planked boats known as "tomols." The Chumash imported specialized stone

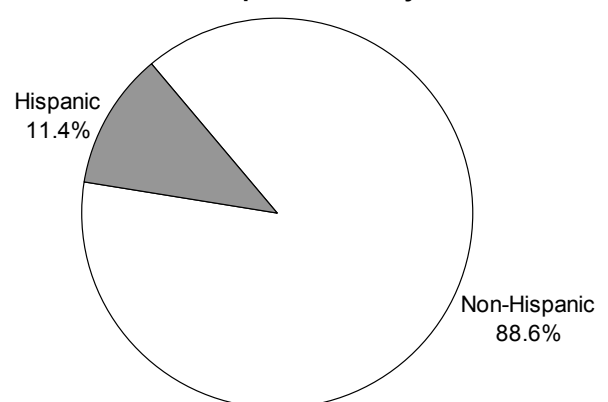
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



blades and drills manufactured on the islands, plus marine resources such as shark, bonito, and halibut. Their fishermen used a variety of nets, traps, baskets, hooks, spears, and plant poisons to catch or stun fish and catch seals and sea otters. On the coast they collected abalone and mussels, and established a trade network to pass raw marine materials such as fish, whale bones, and oils to the interior.

Juan Rodriguez Cabrillo first encountered the Chumash in 1542, but it was not until 1772 that five Catholic missions were established within Chumash territory. After the secularization of the missions in 1833, the Chumash population fell into severe decline. In 1901 the U.S. government allocated 75 acres along Zanja de Cota Creek near Mission Santa Ynez to the surviving Chumash. Today they have their own business council, a thriving bingo operation, and a federal housing program on the small reservation. About 5,000 people identify themselves as Chumash Indians.¹

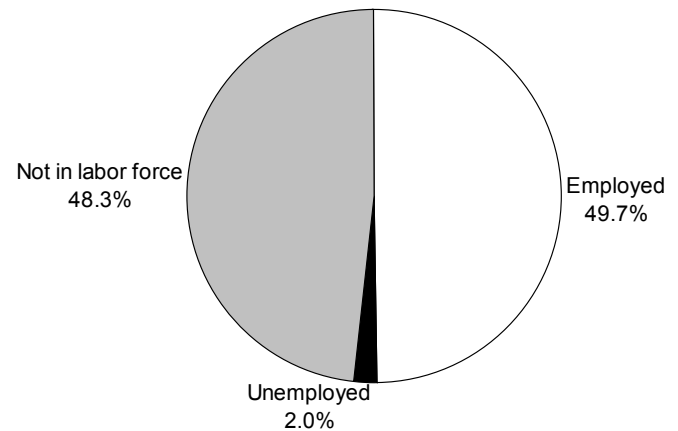
The town of Morro Bay was founded in 1870 and a wharf was built, soon to become the bustling “Embarcadero.” The town grew quickly based on trade in wool, dairy products, potatoes, and barley.

Boats entered the harbor through channels on the north and south sides of the rock, but these entrances were dangerous due to erratic winds and surging tides. This resulted in competition from nearby Port Cayucos. Many ships called at this deep water port rather than face the dangers of Morro Bay’s entrance. By the 1930s Morro Bay had developed as a community, and attention turned to improving the harbor. Quarrying on Morro Rock provided the materials for a jetty closing the north entrance of the harbor and a breakwater protecting the south entrance. The south channel was then dredged, resulting in a safe entrance to Morro Bay.

The Embarcadero bustled as commercial fishermen soon began landing large catches of albacore tuna, cod, and salmon. By 1939 Morro Bay’s population reached 400, and a year later the U.S. Navy began operations. The facilities fell into disrepair after World War II. In 1968 Morro Rock was designated as a state historical landmark and is now protected against human alterations.² In the 1940s an abalone fishing industry developed in and around the bay. Although abalone stocks have dramatically declined, Morro Bay remains a significant fishing port for halibut, rockfish, sole, and other species. The community now combines fishing with coastal tourism.³

Today Morro Bay State Park features a natural bay habitat and lagoon. The park has opportunities for birding, fishing, hiking, and sailing. The park museum features exhibits on natural (geology/oceanography) and cultural (Native American) features of the area. The park

2000 Employment structure



also has a small marina and a pristine marsh that supports a flourishing bird population.⁴ Along the waterfront Embarcadero is the Morro Bay Aquarium. This family owned, nonprofit aquarium was built in the 1960s, and became a rehabilitation center for marine mammals in 1984. It currently features a harbor seal and three sea lions, as well as 14 tanks filled with local marine life.⁵

Tourism is an important component of Morro Bay’s contemporary economy. The Morro Bay Harbor Festival is an annual celebration of the area’s unique food, wine, lifestyle, and working waterfront. The festival also offers music and numerous marine and harbor-oriented educational activities. “Since its inception, a primary goal of the festival has been to ... focus public awareness on the special value of Morro Bay’s harbor and its environment.”⁶

Infrastructure

Current Economy

According to the 2000 U.S. Census, 49.7% of Morro Bay’s potential labor force 16 years of age and older were employed, 2% were unemployed, and the unemployment rate was 3.8% (calculated by dividing the unemployed population by the labor force). In addition, 48.3% were not in the labor force. Top employment sectors were local, state, or federal government (24.5%), education, health, and social services (21.8%), and arts, entertainment, recreation, accommodation, and food services (14.8%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 3.7%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data. The City of Morro Bay is the area’s largest employer.⁷

According to the 2000 U.S. Census, Morro Bay’s per capita income in 1999 was \$21,687 and the median

household income was \$34,379. About 13% lived below the poverty level, slightly above the national average of 12.4%. In 2000 Morro Bay had 6,251 housing units, of which 79.8% were occupied and 20.2% were vacant. Of the occupied units, 55.6% were by owner and 44.4% were by renter. About 77.5% of the vacant units were for seasonal, recreational, or occasional use.

Governance

In 1964 Morro Bay became a general law city and elected its first five-member city council. City government includes the mayor and the city manager, who carries out council policies. Morro Bay has a 7.25% sales and use tax and San Luis Obispo County levies a 9% lodging tax that earned \$4,229,463 in fiscal year 2001.⁸ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region field office and a U.S. Coast Guard station are located in Morro Bay. Pacific Fishery Management Council meetings are held in Foster City, approximately 211 miles away. National Marine Fishery Service (NMFS) laboratories are 125 miles away at Pacific Grove and 163 miles away at Santa Cruz, and the NMFS Southwest Regional Office is in Long Beach, approximately 234 miles south.

Facilities

Morro Bay is located northeast of San Luis Obispo on California Highway 1. San Luis Obispo County Regional Airport is about 19 miles from Morro Bay. The nearest major international airports are in Los Angeles and San Francisco, 213 and 231 miles away respectively. Morro Bay has two elementary schools and one high school. The city's public works department supplies water and wastewater services and its police department administers public safety. Three hospitals within 13 miles of Morro Bay provide health care. Morro Bay has more than two dozen hotels and inns.

The Morro Bay Marina has 24 moorings, 16 slips, and offers a variety of services for recreational vessels. The Morro Bay Yacht Club offers an additional six mooring spaces and a 150-foot dock for transient yachts. The City of Morro Bay manages the Morro Bay Harbor, which stretches along 1.5 miles of coast and was originally built as a military base during World War II. Morro Bay has a rich history of abalone harvesting and shark fishing. Commercial and recreational fishing have been the nucleus of the port, but today it primarily draws tourists and sportfishermen. The harbor has 150 off-shore moorings, 50 slips for commercial vessels, and about 400 berths.⁹ The commercial slips are subsidized

by the city. Additional moorage is available at Morro Bay State Park's small marina.

The Morro Bay Commercial Fisherman's Organization has received two grants from the Santa Barbara County Fisheries Enhancement Fund to pave two areas for storing fishing equipment and repairing nets at the harbor and to upgrade the computer system for offshore weather patterns and water temperatures.¹⁰

The Morro Bay National Estuaries Program encompasses the principle wetland system on south central coast. This estuary serves a critical environmental function and provides the eelgrass beds and wetlands that serve as a habitat for a number of migratory birds and as a nursery for juvenile off-shore marine fish. An aquaculture facility based in Morro Bay specializes in pacific oysters, bay mussels, and manila clams.

Involvement in West Coast Fisheries

Commercial Fishing

All large commercial processors have left Morro Bay, and landings are usually taken to processors in nearby Atascadero or Salinas. According to an employee of the Morro Bay Harbor Department, the commercial fishing culture of Morro Bay is rapidly disappearing.¹¹

In 2000 249 commercial vessels delivered landings to Morro Bay. Landings were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 173.6 t/\$42,462/8; crab 1.8 t/\$5,779/17; groundfish 157.3 t/\$839,790/134; highly migratory species 592.5 t/\$1,507,833/94; salmon 154.8 t/\$573,072/70; shrimp 69 t/\$1,104,912/16; and other species 21 t/\$64,943/80.

Morro Bay residents owned 62 commercial vessels in 2000, of which 31 participated in the federally managed groundfish fishery. Five vessels participated in the 2003 Groundfish Vessels Buyback Program. The number of vessels owned by residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/0/7, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/28, shellfish NA/0/NA, shrimp NA/0/5, and other species 2/0/0.¹²

In 2000 six Morro Bay residents held six federal groundfish permits. The number of residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/5, crab 0/0/6, groundfish 0/0/41, highly migratory species NA/0/14, salmon 0/1/42, shellfish 0/0/NA, shrimp 2/1/21, and other species 0/1/59.¹³

There were at least 292 commercial fishing permits registered to Morro Bay residents in 2000, including 286

registered state permits. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/11, crab 0/0/6, groundfish 0/0/50, highly migratory species NA/0/28, salmon 0/1/76, shellfish 0/0/NA, shrimp 2/1/35, and other species 0/5/71.¹⁴

Sportfishing

A number of charter vessels operate out of Morro Bay, targeting albacore tuna, rock cod, salmon, and other species. Many also offer seasonal whale watching tours. In 2002 at least 36 charter businesses served sport fishermen and tourists in Morro Bay; by 2003 that number had dropped to 27. Two license agents sold sportfishing licenses in Morro Bay. In 2000 vendors in San Luis Obispo County sold 43,399 resident sportfishing licenses, 40 nonresident sportfishing licenses, 52 sport salmon punch cards, and 30 abalone report cards. In the port group consisting of Avila Beach and Morro Bay, 12 commercial passenger fishing vessels served 17,759 anglers in 2000 and reported 123,441 landings composed of more than a dozen species. Rockfish (unspecified) and albacore tuna accounted for 93.9% and 4.6% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Morro Bay area, however, specific information is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 a Morro Bay resident owned one vessel that participated in North Pacific fisheries. The vessel made landings in the North Pacific salmon fishery, but specific information (landings in metric tons/value of landings) is confidential.

In 2000 one Morro Bay resident held a state Commercial Fisheries Entry Commission salmon permit for Alaska fisheries. Four residents held crew member licenses for North Pacific fisheries.

Sportfishing

Morro Bay residents purchased 19 Alaska sportfishing licenses in 2000.

Notes

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11. See note 7.
12. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
13. See note 12.
14. See note 12.

Moss Landing

People and Place

Location

Moss Landing is in Monterey County on the eastern shore of Monterey Bay at the mouth of Elkhorn Slough. The community is 25.4 miles south of Santa Cruz and 95.8 miles south of San Francisco. It encompasses 0.4 square mile of land and 0.2 square mile of water. Moss Landing's geographic coordinates are lat 36°48'16"N, long 121°47'09"W.

Demographic Profile

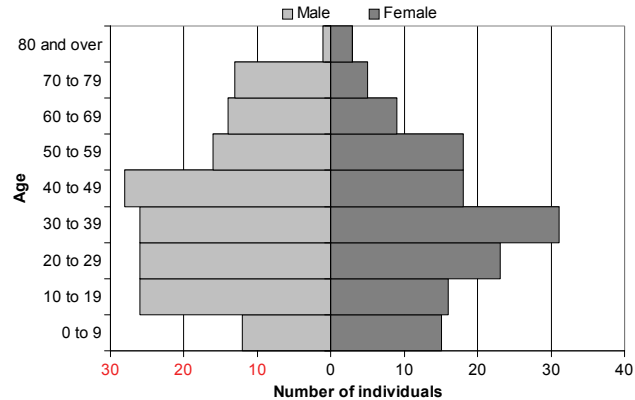
According to the 2000 U.S. Census, the population of Moss Landing was 300. Population trends were difficult to determine, as Moss Landing was not recognized by the U.S. Census as a census designated place until 2000. The gender composition was 46% female and 54% male. The median age was 36.4, slightly higher than the national average of 35.3. Of the population 18 years of age and older, 66.7% had a high school education or higher, 24.2% had a bachelor's degree or higher, and 18.6% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The high level of graduate education attainment for Moss Landing may be due in part to the presence of the Monterey Bay Aquarium Research Institute and the Moss Landing Marine Lab.

The majority of the racial composition was white (59.3%), followed by individuals who identified with some other race (21.7%), individuals who identified with two or more races (13.3%), black (3%), Asian (2%), and American Indian and Alaska Native (0.7%). Ethnicity data indicate 28.3% identified as Hispanic, and 27.5% were foreign-born compared to the national average of 11.1%. Of the foreign-born, 18.9% were from Mexico.

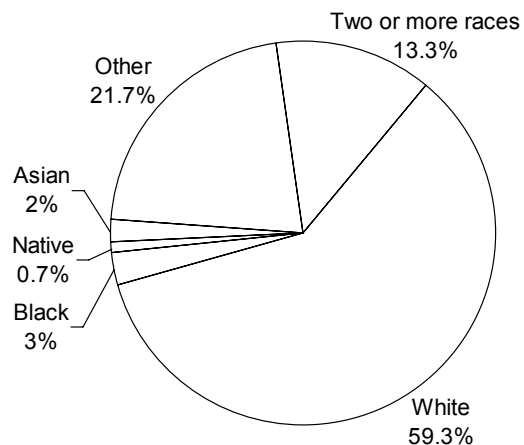
History

The aboriginal lands of the Ohlone/Costanoan Esselen tribes extend from the southern Monterey Bay area and include the northern Salinas Valley, Monterey Peninsula, Big Sur coastline, and the mountainous interior from the Carmel highlands to the area around Soledad. Before colonization by the Spanish Empire in the 1700s, the Indians developed complex social and religious systems within tribal territorial boundaries composed of a central permanent village and other secondary or seasonal village sites. Part of the Wacharon

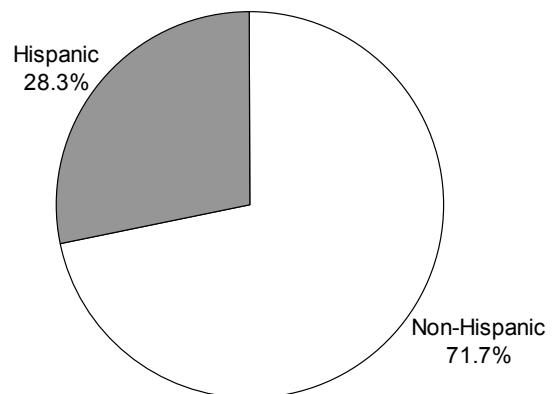
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



(Guachirron) and Calendaruc village area was in the present-day Moss Landing area.¹

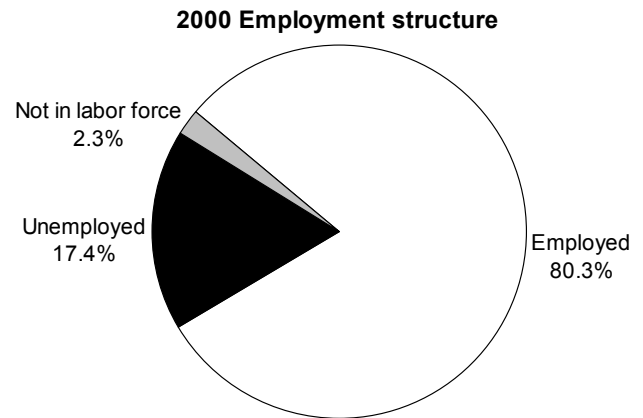
In the early seventeenth century many Europeans sailed to California looking for land to colonize for the Spanish Empire. The Spanish called the native people of the Central Coast, *costeños* or coast-dwellers, which eventually became Costanoan.² In 1770 Spanish missionaries and soldiers moved Indians from their villages to missions in Monterey. The ancestral villages were emptied and the Indians were not allowed to practice their religion, speak their language, or dress in their traditional clothing. When the United States took over California in 1848, the Treaty of Guadalupe Hidalgo obligated it to prevent the loss of Indian owned lands, but it was never carried out. A series of treaties that followed also did not guarantee or recognize a land base for the Esselen tribes.

In the 1900s anthropologist Alfred Kroeber said the Esselen- and Costanoan-speaking people were extinct, a statement which created current problems for the tribe in its efforts to receive federal recognition.³ Today the Esselen Nation has about 500 enrolled members. The tribe was not legally terminated during the termination period; however, due to an administrative error the tribe lost its recognition status and the opportunity to receive land from the federal government. The tribe has submitted a petition for federal recognition through the Federal Acknowledgment Process.⁴

Moss Landing was named after Captain Charles Moss in 1866. Moss was a Texan who, with Portuguese whaler Cato Vierra, constructed a wharf and a pier for commercial water traffic.⁵ Chinese immigrants were the first to dike, ditch, and drain local wetlands for agriculture. Lumber, wheat, sugar beets, potatoes, and other products were shipped to San Francisco. In 1906 an earthquake destroyed the wharf and much of the infrastructure.⁶

Portuguese whalers introduced commercial whaling to Monterey Bay in 1853. Blubber was rendered into oil for use in lanterns. Many Asian immigrants came to the area to work in the whaling industry, which went into decline when the price of whale oil dropped due to the introduction of kerosene in the 1870s.⁷ However, modern whaling equipment prompted the California Sea Products Company to build a large whaling factory in Moss Landing in 1918. The factory closed in 1927 due to the drastic decline in the number of whales, the drop in whale oil prices, and competition from offshore factory ships.^{8,9}

The 1900s also brought in fishing boats called Monterey clippers and Sicilian lamparas with fishing gear that targeted coastal pelagic species.¹⁰ The sardine fishery stimulated the small-scale fishery in Moss



Landing that had been in place since the 1880s. World War I shut down Europe's fishing grounds, giving a boost to West Coast fisheries. Production from the sardine canneries increased. Sardines were shipped to soldiers during both world wars.¹¹ Growth in the fishery in the 1930s stimulated development and prompted the California Legislature in 1947 to establish the Moss Landing Harbor District. The harbor provided a safe channel and supported new canneries and reduction plants on a narrow spit of land that extends northwest from the mainland, known as the "Island." Within five years, however, the sardine population collapsed and many sardine fishermen moved south to San Pedro, only to have that fishery collapse a few years later.¹²

The fishermen and buyers who remained in the Monterey Bay area shifted their focus to other species such as anchovy, mackerel, and squid. Over time, fisheries for groundfish, halibut, spot prawn, crab, salmon, albacore, and other species developed at Moss Landing. By the mid-1970s there were five fish buyers in Moss Landing who received and processed a range of species.¹³ Moss Landing also played a role in the first commercial transfer of eyed oyster larvae, which were produced at Pigeon Point and then moved to the Moss Landing setting facility.¹⁴ Today Moss Landing Harbor is one of the largest commercial fishing ports in California. In 2001 it ranked third in pounds landed behind the Los Angeles and Ventura/Port Hueneme/Oxnard Harbor complexes, and fourth in ex-vessel revenues behind the San Francisco Bay area.¹⁵

In the 1960s California State University's Moss Landing Marine Laboratories (MLML) was established. Unfortunately MLML's facilities were damaged beyond repair during the 1987 Loma Prieta earthquake. These facilities have since been rebuilt at a new site south of town.¹⁶ In the 1990s the Monterey Bay Aquarium

Research Institute established extensive facilities in Moss Landing at the site of the old whaling factory.

In 1992 the Monterey Bay National Marine Sanctuary was designated. Fieldwork indicates local processing workers believe regulations are the biggest factor affecting today's fisheries. Some say conflicts over regulations opened divisions in the community between those who supported the designation of the marine sanctuary and those who did not.

Today, Moss Landing is a tourist destination well-known for antiques. It is the gateway to the Elkhorn Slough National Estuarine Research Reserve, the second largest marine wetland in California.^{17, 18} More attractive commercial rental costs have attracted business owners from the Monterey area to Moss Landing. The first antique store opened in 1969 and many others soon followed. Many stores retain a nautical theme in décor and merchandise.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 80.3% of Moss Landing's potential labor force 16 years of age and older were employed, 17.4% were unemployed, and the unemployment rate was 17.8% (calculated by dividing the unemployed population by the labor force). In addition, 2.3% were not in the labor force. The primary employment sectors were entertainment, recreation, and accommodation, and food services (28.4%), local, state, or federal government (22.1%), and professional, scientific, and technical services (15.7%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 9.6%, but this percentage may be artificially low because many persons in these job categories are self-employed and are underrepresented in the data.

Moss Landing's economy is based on commercial fishing, research, and recreation and tourism. In addition to the fishing industry, other major employers in the area are Duke Energy and the Monterey Bay Aquarium Research Institute. Estimates of local commercial fishing employment can be derived from Pomeroy and Dalton.¹⁹ Antique dealing has also become an important component of the economy. Few employees reside in Moss Landing, and many of its residents work in other nearby communities.²⁰

According to the 2000 U.S. Census, the per capita income in 1999 was \$28,005, the median household income was \$66,442, and 18.8% lived below the poverty level. Of the 135 housing units in 2000, 92.6% were occupied and 7.4% were vacant. Of the occupied units, 47.2% were by owner and 52.8% were by renter.

Governance

Moss Landing is an unincorporated, census-designated place (CDP). Residents pay a 7.25% sale tax based on the standard statewide rate. Monterey County has no district tax in effect, but does levy a 10.5% transient lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

Moss Landing is 29 miles from the National Marine Fisheries Service (NMFS) Southwest Regional Santa Cruz lab and 357.1 miles north of the Southwest Regional Office in Long Beach. It is about 18.3 miles from the California Department of Fish and Game Monterey Field Office and a U.S. Coast Guard Station, both located in Monterey. Moss Landing is 83.3 miles from the nearest U.S. Citizenship and Immigration Services Center in San Francisco. Pacific Fishery Management Council meetings are held in Foster City, 76.5 miles away, and North Pacific Fishery Management Council meetings are held 717.8 miles away in Portland, Oregon.

Facilities

Moss Landing is 10.2 miles from U.S. Highway 101. A local transportation system runs buses to nearby communities. The community is 19.3 miles from the Monterey Peninsula Airport and 55.3 miles from San Jose International Airport.

Students attend elementary schools 3.7 miles away in Castroville and the local middle school in Moss Landing. The closest high school is in Castroville.²¹ Pacific Gas and Electric (PG&E) supplies electricity, and Cal-American Water Company provides water and wastewater services. In the early 1950s, PG&E constructed the Moss Landing Power Plant, the second largest fossil fuel thermal electric power plant in the world. Duke Energy purchased the plant in 1998 and has redesigned facilities to minimize environmental impacts.²² The Monterey County Sheriff's Department administers local law enforcement. The nearest health care facility is Watsonville Community Hospital in Watsonville (9.4 miles).²³ Moss Landing accommodations include a bed and breakfast, recreational vehicle park, and vacation rentals. Nearby communities also have lodging accommodations.²⁴

Moss Landing Harbor, Woodward's Marine (a small supply/tackle store and fuel dock), a boatyard with travelift, a marine electrician, a marine diesel mechanic, a marine covers/upholstery shop, and a metal fabricator/welder provide fishing related goods and services.²⁵ In

addition, the Elkhorn Yacht Club is a private club for recreational boaters.

A political subdivision of the state, the Moss Landing Harbor District is governed by a Harbor Commission of five members elected by local residents.²⁶ The district is divided into two areas: North and South harbors. North Harbor serves recreational boating and visitor activities. South Harbor supports commercial fishing and marine research and also serves coastal and marine sportfishing, recreation, and tourism services. From the late 1990s through 2003, the district oversaw reconstruction of the Santa Cruz Cannery Building, which houses two fish buyers with small-scale processing facilities; renovation of adjacent K-dock for commercial fish unloading; and the opening of a restaurant and fish market at North Harbor.²⁷

Moss Landing Harbor has 743 berths. In 2001 approximately 125 vessels homeported at the harbor. Another 175 vessels actively used the harbor but homeported elsewhere.²⁸ Many commercial slips have gone unused as the fishing fleet decreased in size, while there is a waiting list for recreational boats.²⁹ Historically, the main purpose of the harbor district was commercial fishing. The first sportfishing business applied to the board of directors 10 years ago to be a part of the district. In the past, crewmembers were at sea for months and then stayed on the boats when they were in port. However, the number of live aboards has dropped significantly.

The Moss Landing Marine Lab and the Monterey Bay Aquarium Research Institute are located in the Moss Landing Harbor District. The institute has 200 people working on deep water research instruments, 60 scientists, and 40 to 50 engineers. Research includes developing instruments, discovering new species, monitoring buoys, video recording, and other specialized studies. Of major concern is a new undersea observatory monitored by the Monterey Accelerated Research System that will be connected to the institute with a large cable that may impact or be impacted by trawlers.

Moss Landing is also home to the California Marine Pollution Studies Lab and the Monterey-Santa Cruz County Sea Grant marine advisor. Another Sea Grant marine advisor is in Watsonville, 11.5 miles northeast of Moss Landing. Several fisheries-related organizations operate in or near Moss Landing, including the Pacific Coast Federation of Fishermen's Associations and the Marine Mammal Center. The Alliance for Communities for Sustainable Fisheries is a regional organization based in the Monterey Bay area. It is an umbrella group with members in the Channel Island area that funds and supports the California Fisheries Coalitions. The Fishermen's Marketing Association of Moss Landing is a

subgroup of the Pacific Coast Federation of Seafood Harvesters.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 all of the 355 vessels that delivered landings to Moss Landing were commercial. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 22,720 t/\$3,398,666/33; crab 20 t/\$94,081/16; groundfish 812 t/\$1,547,736/91; highly migratory species 346 t/\$745,032/56; salmon 404 t/\$1,410,687/184; shrimp confidential/confidential/2; and other species 6 t/\$26,405/37.

In 2000 residents owned 27 vessels, of which two participated in the Groundfish Vessel Buyback Program. In 2004 three Moss Landing vessels participated in the buyback program. Community members owned 15 vessels that participated in the federally managed groundfish fishery. The number of vessels owned by Moss Landing residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/3, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/20, shellfish NA/0/NA, and shrimp NA/0/3.³⁰

Moss Landing residents held three federal groundfish fishery permits in 2000. The number of individual community members holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/6, crab 0/0/3, groundfish 0/0/11, highly migratory species NA/0/1, salmon 0/1/44, shellfish 0/0/NA, shrimp 0/0/5, and other species 1/0/13.³¹

Moss Landing residents held 136 registered permits, of which 133 were registered state permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/15, crab 0/0/3, groundfish 0/0/13, highly migratory species NA/0/3, salmon 0/1/76, shellfish 0/0/NA, shrimp 0/0/7, and other species 1/0/14.³²

A 2003 study by Pomeroy and Dalton found most of the fish landed or received at Moss Landing are trucked to nearby facilities for processing. In 2001–02, seven resident and dozens of nonresident buyers received fish at Moss Landing. For the three resident buyers who provided detailed employment data, the results showed 307 full-time and 825 part-time fish receiving and processing employees. An estimated 12 to 15 full-time employees from these three buyers (of about 750 FTEs) worked at the receiving stations at Moss Landing. Plants in Watsonville and other communities employed the other workers. The study showed not all resident buyers are headquartered in Moss Landing; most of their employees work at the headquarters or other processing

or receiving locations.³³ In 2004 there were at least four processor or off-loading/icing facilities located in the harbor district.

Sportfishing

Moss Landing is part of the Monterey, Moss Landing, Santa Cruz port complex. In 2000 it received 139,058 commercial passenger fishing vessel landings made by 37,884 anglers. The majority of landings were rockfishes, Chinook salmon, albacore tuna, and flatfishes. In addition, the Moss Landing beachfront and harbor are used by resident sport fishermen. A 2004 site visit and internet sources confirm at least two sportfishing businesses in the community.³⁴

Subsistence

Both nontribal and tribal fishermen, including members of the Ohlone/Costanoan Esselen Nation, utilize marine and stream resources for subsistence resources within and surrounding Moss Landing, however, specific information on subsistence fishing is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Moss Landing resident held a crew member license for North Pacific fisheries.

Sportfishing

Moss Landing residents purchased two Alaska sportfishing licenses in 2000.

Notes

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2. Ohlone/Costanoan Esselen Nation. 2004. Our nation's name. Online at <http://www.esselennation.com/OurName.html> [accessed 1 March 2007].

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8. S. Lydon. 2004. The Moss Landing whaling station: 1919–1926. Online at <http://www.sandylydon.com/html/sec5.html> [accessed 1 March 2007].

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11. Field notes, Monterey Bay Aquarium, Cannery history exhibit, 1–4 September 2004.

12. C. Pomeroy and M. Dalton. 2003. Socio-economics of the Moss Landing commercial fishing industry: Report to the Monterey County Office of Economic Development. Online at http://www.psmfc.org/efin/docs/otherpublications/ML_Cmcl_Fishing_Ind_Report.pdf [accessed 1 March 2007].

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21. North Monterey County Unified School District. 2003. Directory of schools and services. Online at <http://www.nmcusd.org/directory/directory.asp> [accessed 1 March 2007].

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25. See note 16.

26. See note 12.

27. See note 16.

28. See note 12.

29. A. Weinstein. 2002. Site characterization: Human influences: Socioeconomic uses: Harbors. Online at <http://bonita.mbnms.nos.noaa.gov/sitechar/soci6.html#6b> [accessed July 2004].

30. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

31. See note 30.

32. See note 30.

33. See note 12.

34. Sportfishing businesses determined via internet search. Online at <http://humguide.com>; <http://www.sportsmansresource.com> [accessed 1 March 2007].

Novato

People and Place

Location

Novato is in Marin County, 29 miles north of San Francisco and 78 miles southwest of Sacramento. The community encompasses 27.7 square miles of land and 0.6 square mile of water. The geographic coordinates of Novato are lat 38°06'27"N, long 122°34'07"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Novato was 47,630, a 0.1% increase from 1990. The gender composition was 51.6% female and 48.4% male. The median age of the population in 2000 was 39.6, higher than the national median of 35.3. Of the population 18 years of age and older, 89.1% had a high school education or higher, 34.6% had a bachelor's degree or higher, and 11.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

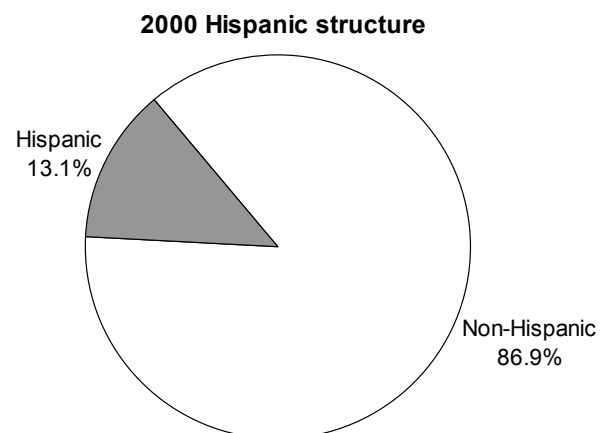
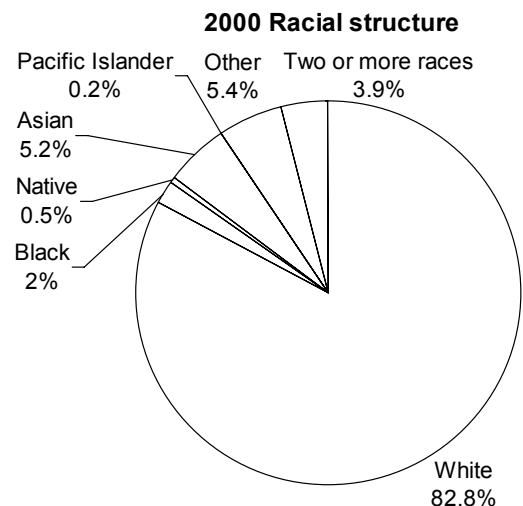
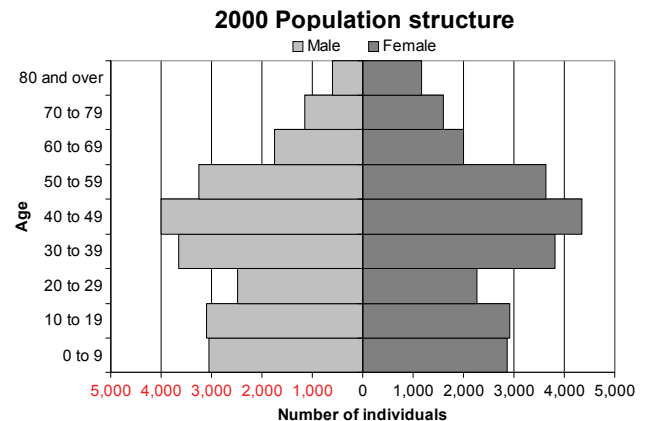
The majority of the racial structure was white (82.8%), followed by individuals who identified with some other race (5.4%), Asian (5.2%), individuals who identified with two or more races (3.9%), black (2%), American Indian and Alaska Native (0.5%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 13.1% identified as Hispanic. About 17.2% percent were foreign-born, of which 23% were from Mexico.

In 2000 81.1% of the population lived in family households.

History

The first inhabitants of the Novato area were Miwok Indians who lived in a village at the base of Mount Burdell at Olompali. The area is now a state historic park with a re-created Miwok village. The Coastal Miwok are part of the Penutian language family.¹ They occupied territory bounded on the north by the Cosumnes River, the east by the ridge of the Sierra Nevada, the south by Fresno Creek, and the west by the San Joaquin River.² The Miwok were the largest "nation" in California. It is said a tribal member could travel from the Cosumnes River to Fresno Creek and be understood without difficulty, so uniform was the language."³

The Coast Miwok inhabited about 885 square miles of Marin and southern Sonoma counties. At the beginning of the nineteenth century, there were 3,000 Miwok in about 40 villages; each village consisted of 75

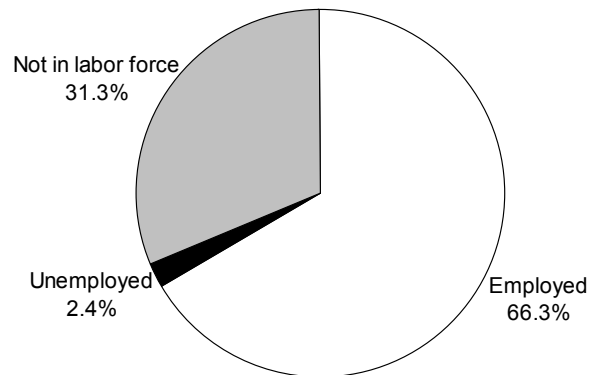


to 100 persons.⁴ By 1910 the population had declined to an estimated 699.⁵ The Miwok used boats made from tule reeds to travel around San Francisco Bay and to Angel Island, the largest island in the bay.⁶ The diet of the Miwok consisted primarily of nuts, pinole (a meal made of seeds), roots, fruit, jack rabbit, deer, sea lions, seals, sea otters, fish, and shellfish. Annual salmon spawning runs came through Raccoon Strait just offshore of Angel Island.⁷ Fish were taken by gorge-hook (made from bone) and spear, dip nets (netting attached to wooden frames on a handle), and by narcotization. They used woven surf nets along open beaches.^{8, 9}

The Miwok's first contact with Euro-Americans occurred in 1579 when Sir Francis Drake, the first Englishman to sail around the world, was greeted by Indians from a village near Tomales, 50 miles northwest of Sausalito. In 1775 Father Vincente, who arrived to claim San Francisco Bay with Captain Ayuala, described the Coast Miwok as "humorous, with courteous manners."¹⁰ During the Spanish Mission Era, the Coast Miwok learned to build with adobe and cultivate new food crops, which they traded to the Spanish missions.¹¹ For decades the Coast Miwok resisted the Spanish and Mexicans, but fell before European weapons. In 1953 Congress passed Public Law 280, which transferred law enforcement on California reservations to state and county agencies. By 1958 the federal government terminated the recognition of several tribes including the Coast Miwok.¹² In December 2000 legislation was signed granting the Federated Indians of the Graton Rancheria, formerly known as the Federated Coast Miwok, full rights and privileges afforded federally recognized tribes. Today there are more than 500 registered tribal members.¹³

Mexican governors made land grants in the Novato area beginning in the 1800s. In 1839 Rancho de Novato was granted to Fernando Feliz and the following year Ygnacio Pacheco received Rancho San Jose. In 1843 Camilo Ynitia, son of the last Coast Miwok chief, was granted Rancho Olompali. Rancho Novato was sold several times and was eventually purchased in 1856 by Francis DeLong and Joseph Sweetser. DeLong and Sweetser planted thousands of apple trees and Rancho Novato became one of the largest orchards in the world. In the 1870s Portuguese and Swiss-Italian farmers and dairymen began to settle in the area. The Northwest Pacific Railroad connected Novato to the north San Francisco Bay area in the 1880s. By 1910 vineyards, dairies, orchards, and chicken ranches formed the base of the economy. DeLong's 6,000 acres, purchased and subdivided by the Home and Farm Company in 1888, was the beginning of Novato.

2000 Employment structure



Hamilton Air Force Base was constructed in 1928 and remained in operation until 1975. The base served as Marin County's main employer during most of its operational years. In the 1940s water and sewer districts were formed in Novato. The city incorporated in 1960 and in 1963 the city hall was established in what was then the Presbyterian Church.

Today downtown Novato has an active retail area with several shops and restaurants. Because of its low population density, it has a rural atmosphere and offers visitors and residents more than 3,000 acres of preserves and open spaces and 27 city parks. The Novato History Museum, founded in 1976 in the home of Novato's first Postmaster, Henry F. Jones, offers a glimpse of area history. The Novato Historical Guild, a volunteer nonprofit organization also founded in 1976, publishes a quarterly newsletter, *The Novato Historian*. Major community events include the Novato Festival of Art, Wine, and Music held in June; concerts and movies in Pioneer Park throughout the summer; an annual July 4 parade; and the city's Labor Day picnic at Stafford Lake.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 66.3% of Novato's potential labor force 16 years of age and older were employed, 2.4% were unemployed, and the unemployment rate was 3.6% (calculated by dividing the unemployed population by the labor force). In addition, 31.3% were not in the labor force, less than the national average of 36.1%. In 1999 5.6% lived below the poverty line. The primary employment sectors were management, professional, and related occupations (43.4%), sales and office work (28.1%), service jobs (14.3%), and local, state, or federal government (12.3%). Natural resource jobs including agriculture, forestry,

fishing, and hunting employed 0.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

Fireman's Fund Insurance Company was the largest employer in Novato with more than 2,400 employees.¹⁴ Novato is also the corporate headquarters for the footwear company Birkenstock Footprint Sandals and gardening retailer Smith and Hawken.

According to the 2000 U.S. Census, Novato's per capita income in 1999 was \$32,402, the median household was \$63,453, and 5.6% lived below the poverty level. In 2000 there were 18,994 housing units in Novato, of which 97.5% were occupied and 2.5% were vacant. Of the occupied units, 67.6% were by owner and 32.4% were by renter. Of the vacant units, 10.9% were due to seasonal, recreational, or occasional use.

Governance

Novato operates under a council-manager government. The mayor serves a one-year term and five city council members serve four-year terms. Residents pay a 8.25% sales and use tax and Marin County collects a 10% transient lodging tax.^{15, 16} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The National Marine Fisheries Service's (NMFS) Southwest Fisheries Science Center has laboratories 103 miles south in Santa Cruz and a NMFS Regional Office is located 426 miles south in Long Beach. The California Department of Fish and Game has offices in Bodega Bay, Sacramento, and Monterey. San Francisco has offices of the U.S. Citizenship and Immigration Services. Pacific Fishery Management Council meetings are held 50 miles south in Foster City. The Novato area is under the jurisdiction of the U.S. Coast Guard (USCG) Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the USCG.

Facilities

Novato is accessible by land and air. Major roads connecting Novato to neighboring communities are California Highway 37, Interstate Highway 80 northeast to Sacramento and U.S. Highway 101 south to San Francisco. Golden Gate Transit provides bus service. The San Francisco International Airport is 40.7 miles south.

The Novato Unified School District consists of a number of elementary, middle, high schools, and alternative schools. The North Marin Water District and Novato Sanitary District provide water and wastewater services. Pacific Gas and Electric supplies electricity and natural gas. The Novato Police Department administers

public safety and Novato Community Hospital provides medical services. Additional facilities include a public library, senior center, museums, and city parks. Novato has no port facilities; the closest port is 30 miles south in San Francisco.

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Novato were recorded as part of the Other Sonoma and Marin County Outer Coast Ports group including Bolinas, Cloverdale, Corte Madera, Dillon Beach, Drakes Bay, Forest Knolls, Greenbrae, Guerneville, Hamlet, Healdsburg, Inverness, Jenner, Kentfield, Marconi, Marshall, Mill Valley, Millerton, Muir Beach, Nicasio, Occidental, Petaluma, Rohnert Park, San Quentin, San Rafael, Santa Rosa, Sebastopol, Sonoma, Stewarts Point, Stinson Beach, Tiburon, and Windsor.

In 2000 landings for this port group were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic 135 t/\$116,723/15; crab 6 t/\$42,768/7; groundfish 1 t/\$1,704/9; highly migratory species confidential/confidential/1; salmon 5 t/\$31,805/4; shrimp 3 t/\$23,875/6; and other species 4 t/\$23,656/16. There are no fish processors located in Novato. See the Sebastopol, Dillon Beach, Corte Madera, Santa Rosa, and San Francisco community profiles for additional information.

Novato residents owned five vessels in 2000 that participated in West Coast fisheries, three of which participated in the federally managed groundfish fishery. The number of vessels owned by Novato residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/3, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/2, shellfish NA/0/NA, and shrimp NA/0/0.¹⁷

In 2000 the number of Novato residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/4, crab 0/0/5, groundfish 0/0/1, highly migratory species NA/0/0, salmon 0/0/18, shellfish 0/0/NA, shrimp 0/0/3, and other species 0/0/9.¹⁸

Novato residents held 53 state permits in 2000. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/8, crab 0/0/5, groundfish 0/0/1, highly migratory species NA/0/0, salmon 0/0/33, shellfish 0/0/NA, shrimp 0/0/3, and other species 0/0/3.¹⁹

Sportfishing

Novato sport fishermen are involved in West Coast and Alaskan fisheries. There are three sportfishing license agents in Novato. There were two commercial passenger fishing vessels licensed in Novato 2002 and one in 2003.

Subsistence

Specific information on subsistence fishing in Novato is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Novato resident held a crew member license for North Pacific fisheries.

Sportfishing

Novato residents purchased 129 Alaska sportfishing licenses in 2000.

Notes

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17. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

18. See note 17.

19. See note 17.

Oxnard

People and Place

Location

Oxnard, Ventura County's largest city, is 62 miles northwest of Los Angeles, 37 miles southeast of Santa Barbara, and 375 miles south of San Francisco. The city lies in a rich fertile delta plain south of the Santa Clara River. Oxnard encompasses 25.3 square miles of land and 11.3 square miles of water. Its geographic coordinates are lat 34°11'29"N, long 119°10'57"W.

Demographic Profile

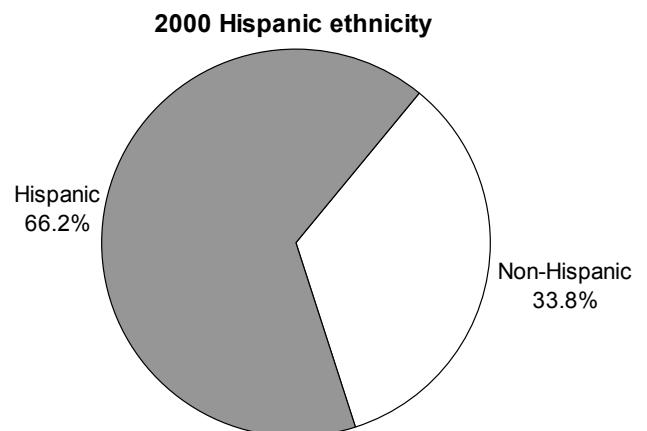
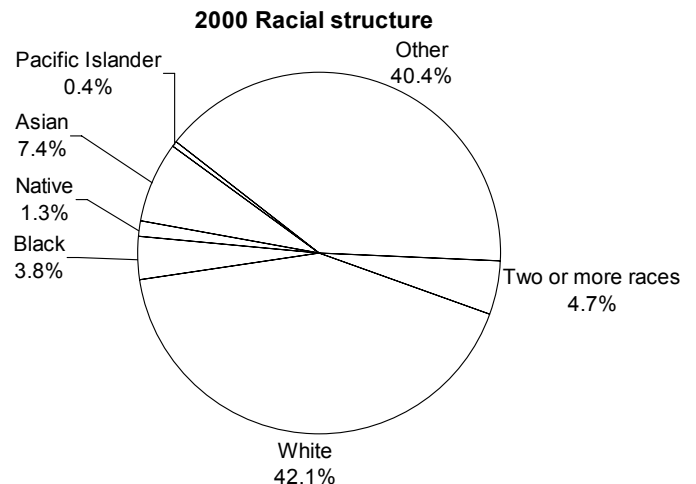
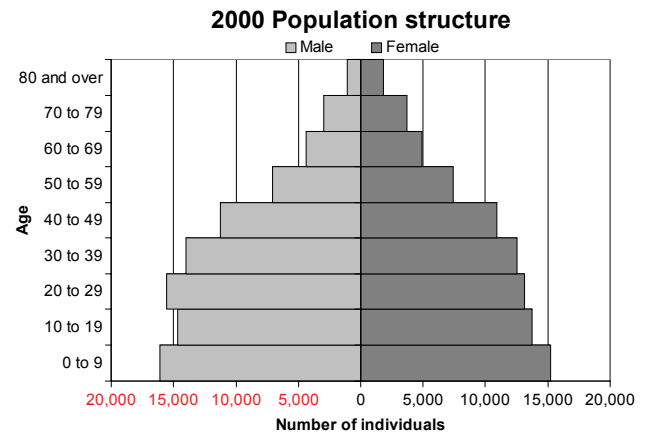
According to the 2000 U.S. Census, the population of Oxnard was 170,358, a 19.8% increase from 1990. The gender composition was 48.9% female and 51.1% male. The median age in 2000 was 28.9, lower than the national median of 35.3. In 2000 31.8% of the population of Oxnard was under 18 years of age. Of the population 18 years of age and older, 59% had a high school education or higher, 11.7% had a bachelor's degree or higher, and 3.8% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial structure of Oxnard was white (42.1%), followed by individuals who identified with some other race (40.4%), Asian (7.4%), individuals who identified with two or more races (4.7%), black (3.8%), American Indian and Alaska Native (1.3%), and Native Hawaiian and Other Pacific Islander (0.4%). Ethnicity data indicate 66.2% identified as Hispanic. About 36.9% were foreign born, of which 80% were from Mexico.

In 2000 91.1% of the population lived in family households.

History

The 250 miles of shoreline between present-day San Luis Obispo and Oxnard were once home to numerous coastal Chumash villages; Chumash means "islander." The Chumash people settled along the southern California coast approximately 8,000 years ago and made extensive use of the marine, estuarine, and river environments along the coast and on the Channel Islands. Their fishermen used a variety of nets, traps, baskets, hooks, spears, and plant poisons to catch or stun fish, and catch seals and sea otters.¹ On shore they gathered mussels and abalone. The Chumash are well known for their redwood-planked canoes, called "tomols," which enabled them to fish and trade with other coastal villages.



To avoid relocation during the mission period, 1772–1808, many Chumash adopted Spanish surnames.² Because the Chumash had no written language, there are few birth records or written documents identifying them. As a result many Hispanic residents in Ventura and Santa Barbara Counties today unknowingly have a Chumash heritage.³ Today more than 5,000 identify as Chumash Indians.⁴

In 1854 the Portuguese explorer Juan Rodriquez Cabrillo sailed into Point Mugu lagoon and called the area the “land of everlasting summers.”⁵ Several years later Spain appointed Father Junípero Serra to head missions in Alta (upper) California. Several pueblos and ranchos were established around the missions. In 1897 Albert Maulhardt invited Henry and Robert Oxnard of San Francisco to look into establishing a sugar beet factory in the area. The Southern Pacific Railroad established service directly to the sugar beet factory and it soon became the second largest sugar beet factory in the region. With the factory came construction of several houses and saloons. In 1903 Oxnard incorporated, named after the founders of the sugar beet factory.

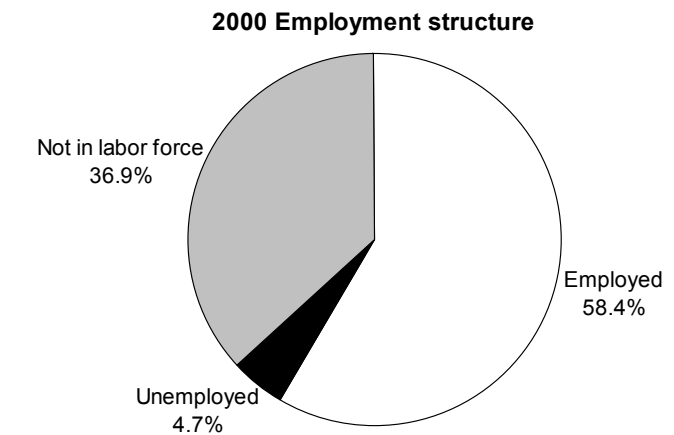
Oxnard’s population grew as workers came from China, Japan, and Mexico. Since its incorporation, the city has transitioned from cattle grazing to sugar beet and bean cultivation and intensive agriculture. Oxnard became home to the Lima Bean Growers Association, the Walnut Growers Association, the Sierra Oil and Refinery Company, and several dairy businesses. The city’s population increased dramatically when military bases were established at Port Hueneme and Point Mugu during World War II. Today the city is known for its housing, industrial, and commercial development.⁶

Oxnard hosts several festivals that draw tourists to the area, including the Channel Islands Harbor Seafood Festival, the Salsa Festival, Channel Islands Indie Film Festival, and the Oxnard Multicultural Festival, among others. At the mid-September Seafood Festival, visitors enjoy seafood from local restaurants, purchase fresh seafood from fishing boats, and can browse educational displays from local marine agencies.

Infrastructure

Current Economy

According to 2000 U.S. Census, 58.4% of Oxnard’s potential labor force 16 years of age and older were employed, 4.7% were unemployed, and the unemployment rate was 7.4% (calculated by dividing the unemployed population by the labor force). In addition, 36.9% were not in the labor force compared to the national average of 36.1%. The top employment sectors were sales and office occupations (24.9%), management,



professional, and related occupations (21.6%), production, transportation, and material moving occupations (19.6%), and local, state, or federal government (14%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 10.4%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in these data.

According to the Economic Development Corporation of Oxnard, the top five employers in Oxnard are St. John’s Regional Medical Center (1,363), Oxnard Union High School District (1,201), the City of Oxnard (1,000), Haas Automation (900), and Verizon (860).⁷

Port Hueneme plays a significant role in the local community and the greater Ventura County area. Approximately 3,500 jobs are directly tied to port activities.⁸ The port serves as an import/export platform for break-bulk, neo-bulk, and dry-bulk cargo. It is utilized by offshore oil operations in the Santa Barbara Channel, by local sport and commercial fishing fleets, and is home to a large dockside refrigeration facility. It also serves as a U.S. Customs Port of Entry and a Foreign Trade Zone. The U.S. Naval Base Ventura County, which shares its military wharfs with the adjacent deep water harbor, occupies more than half of the total land area of the port. Direct and induced activity from the port and Navy account for more than 28,070 jobs and \$1.123 billion in combined economic impact throughout Ventura County.⁹

According to the 2000 U.S. Census, Oxnard’s per capita income in 1999 was \$15,288 and the median household income was \$48,603. About 15.1% lived below the poverty level, compared to the national average of 12.4%. In 2000 there were 45,166 housing units in Oxnard, of which 96.5% were occupied and 3.5% were vacant. Of the occupied units, 57.3% were by owner and 42.7% were by renter. Of the vacant units,

44.6% were due to seasonal, recreational, or occasional use.

Governance

Oxnard is one of 10 incorporated cities in Ventura County, originally named San Buenaventura County by early Spanish settlers, meaning “good fortune.”¹⁰ The city has a council-manager government with an elected mayor who serves a two-year term and four council members elected at large to four-year terms. Residents pay a 7.25% sales and use tax and Ventura County levies an 8% transient lodging tax.^{11, 12} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

There is a National Marine Fisheries Service Regional Office 80 miles south of Oxnard in Long Beach and a California Department of Fish and Game office 185 miles south in San Diego. The nearest U.S. Citizenship and Immigration Services office is 60 miles south in Los Angeles. Oxnard is within the jurisdiction of the U.S. Coast Guard (USCG) Marine Safety Office/Group Lost Angeles-Long Beach. The USCG Channel Islands Station is located in Oxnard; the station has three boats at its disposal.

Facilities

Oxnard is accessible by U.S. Highway 101 northwest to Ventura and Santa Barbara and southeast to Los Angeles. Oxnard Airport, with a 6,000 foot runway, offers charter planes, helicopter transport, and commuter service to Los Angeles International Airport (LAX) and other destinations. LAX is Oxnard’s closest international airport, 60 miles southeast. Metrolink provides commuter service to Los Angeles, and Greyhound bus and Amtrak rail services serve Oxnard.

Oxnard encompasses six school districts and one community college. The city has 26 elementary schools, 3 intermediate schools, 2 junior high schools, 9 high schools, 1 adult school, and 1 alternative school. Oxnard Community College has an enrollment of more than 7,000. Southern California Edison supplies electricity, and the City of Oxnard provides water and wastewater services. The Oxnard Police Department administers public safety. St. John’s Regional Medical Center was constructed in Oxnard in 1992 and the next year merged with Pleasant Valley Hospital to become Ventura County’s largest acute-care health organization. Tourism is on the rise with about 10 hotels located in the city. Additional facilities include a public golf course, Gull Wings Children’s Museum, Oxnard Public Library, Performing Arts and Convention Center, Heritage Square and the Henry T. Oxnard Historic District.

Port Hueneme and Oxnard have the largest commercial deep water harbor between Los Angeles and San Francisco. The boundary of the Oxnard Harbor District, which owns and operates the Port of Hueneme, also encompasses the greater Oxnard area. According to the port, niche markets served include automobile imports and exports, fresh fruit and produce, fertilizer, and forest products. The port has no public facilities for small boats and leisure craft. One aquaculture facility, Proteus Seafarms International Inc., is nearby at Oxnard Harbor District’s S Terminal.¹³ Its produces abalone, kelp and algae, shellfish, and bottomfish, among others.

Channel Islands Harbor, 5 miles southwest of Oxnard, has more than 2,400 berths for pleasure and sportfishing boats. The Ventura County Harbor County Department administers the harbor district. Two marine repair yards are on the east side of the channel; their lifts can handle craft up to 60 tons.¹⁴

The Ventura County Commercial Fishermen’s Association is in Oxnard and is active in commercial fishing issues in the area, particularly concerning the Channel Islands.

Involvement in West Coast Fisheries

Commercial Fishing

Oxnard is primarily involved in West Coast fisheries, including groundfish, coastal pelagic, and highly migratory species. In southern California, in the five years prior to 2000, squid, albacore/other tuna, sea urchin, coastal pelagic, shark/swordfish, lobster, and groundfish combined for 90% of the total landing value.

In 2000 140 vessels, all commercially registered, delivered landings to Oxnard. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 1 t/\$1,053/7; crab 44 t/\$129,855/34; groundfish 107 t/\$472,821/74; highly migratory species 11 t/\$34,086/19; shellfish confidential/confidential/2; shrimp 80 t/\$495,078/16; and other species 1,124 t/\$3,052,237/142.

Oxnard residents owned 39 vessels in 2000, including 22 that participated in the federally managed groundfish fishery. The number of vessels owned by Oxnard residents that participated in each said fishery by state (WA/OR/CA) was: coastal pelagic 0/0/4, crab 0/1/0, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/5, shellfish NA/0/NA, and shrimp NA/1/4.¹⁵

Two Oxnard residents held two federal groundfish fishery permits in 2000. The number of Oxnard residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 1/0/12, crab 0/1/0, groundfish 0/0/46, highly migratory species NA/0/19, salmon 0/0/6,

shellfish 0/0/NA, shrimp 0/1/12, and other species 0/0/105.¹⁶

In 2000 Oxnard residents held 338 registered state and federal permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 1/0/18, crab 0/2/0, groundfish 0/0/56, highly migratory species NA/0/0, salmon 0/0/12, shellfish 0/0/NA, shrimp 0/2/18, and other species 0/0/227.¹⁷

In 2000 at least two seafood processors operated in Oxnard. Sun Coast Calamari, an affiliate of Lund's Fisheries based in New Jersey, can produce up to 200 metric tons of frozen squid per day.¹⁸ Tradewind Seafood Inc. specializes in sea urchin processing, transporting them by air to Japan and generating annual sales of \$3 million to \$5 million.¹⁹

Sportfishing

The sportfishing industry in southern California is well developed. In Oxnard sport fishermen are involved in both West Coast and Alaska fisheries. Ten licensed agents sell fishing permits in Oxnard. In the port group consisting of Port Hueneme, Oxnard, Ventura, and Santa Barbara, 35 commercial passenger fishing vessels (CPFVs) or "party boats" reported serving 77,345 anglers who made 352,260 landings of more than 26 species in 2000. In 2002 three CPFVs were licensed in Oxnard and each vessel purchased an ocean enhancement stamp allowing anglers to fish in ocean waters south of Point Arguello in Santa Barbara County. In 2003 four CPFVs were licensed, each with ocean enhancement stamps.

Several charter fishing businesses are located in Oxnard, including Channel Island's Sportfishing Center and Captain Hook's Sportfishing, that offer half to full day trips and overnight excursions. Popular sportfishing destinations include the Anacapa, Santa Cruz, Santa Barbara, Santa Rosa, and San Miguel islands. Most of the charter businesses also provide whale watching and marine life trips.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Oxnard area, however, specific information on subsistence fishing is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Oxnard resident held a Bering Sea and Aleutian Islands groundfish Commercial Fisheries Entry Commission permit. Ten residents held crew members licenses for North Pacific fisheries.

Sportfishing

In 2000 Oxnard community members purchased 76 Alaska sportfishing licenses.

Notes

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18. Lund's Fisheries Inc. 2004. Affiliate companies. Online at <http://www.lundsfish.com/affiliates.html> [accessed 2 March 2007].

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Pebble Beach

People and Place

Location

Pebble Beach is on the Pacific coast in Monterey County on California's Monterey Peninsula between Pacific Grove and Carmel. It is 118 miles south of San Francisco and 190 miles south of Sacramento. Pebble Beach's geographic coordinates are lat 36°33'59"N, long 121°56'44"W.

Demographic Profile

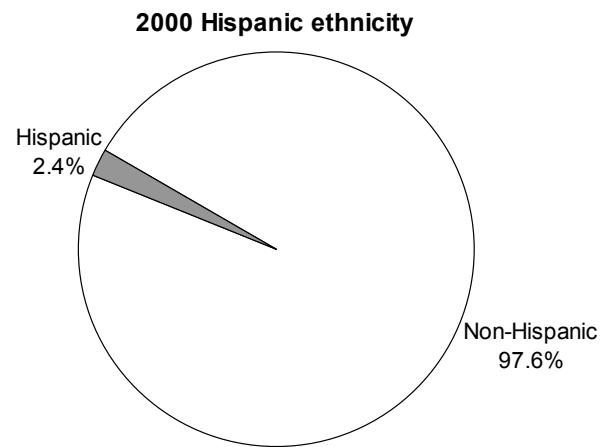
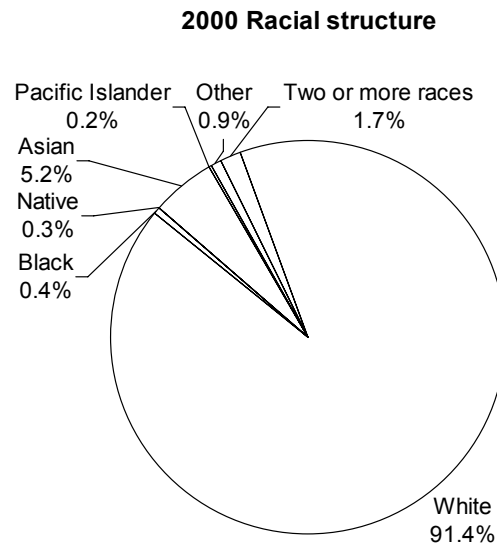
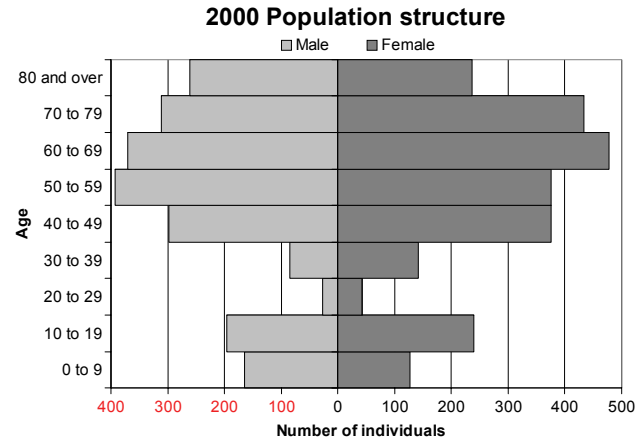
According to the 2000 U.S. Census, the population of Pebble Beach was 4,590. The gender composition was 53.6% female and 46.4% male. The median age in 2000 was 57.2, considerably higher than the national median of 35.3. Only 12.7% of residents were under the age of 18, compared to the national average of 25.7%, and 33.3% were age 67 or older, compared to national average of 10.13%. Of the population 18 years of age and older, 96.9% had a high school education or higher, 59.0% had a bachelor's degree or higher, and 30.1% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial composition of Pebble Beach was white (91.4%), followed by Asian (5.2%), individuals who identified with two or more races (1.7%), individuals who identified with some other race (0.9%), black (0.4%), American Indian and Alaska Native (0.3%, and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 2.4% identified as Hispanic. Approximately 14.7% of the population was foreign-born, of which 14% were born in Korea, 11.2% in China, and 9% in Mexico.

In 2000 82.8% of the population lived in family households.

History

The portion of Monterey County surrounding Pebble Beach is the aboriginal homeland of the Ohlone/Costanoan and Esselen Tribes. Members of these Indian tribes relied heavily on acorn meal and salmon to meet subsistence needs and utilized a shell currency for trading throughout the area.¹ There are no data available on the precontact native population, and many were forcibly removed to missions and reservation lands after the arrival of Euro-American settlers. Today the Ohlone/Costanoan Esselen Nation has approximately 500 enrolled members, of whom 60% live in Monterey and San Benito Counties. The tribes are pursuing federal



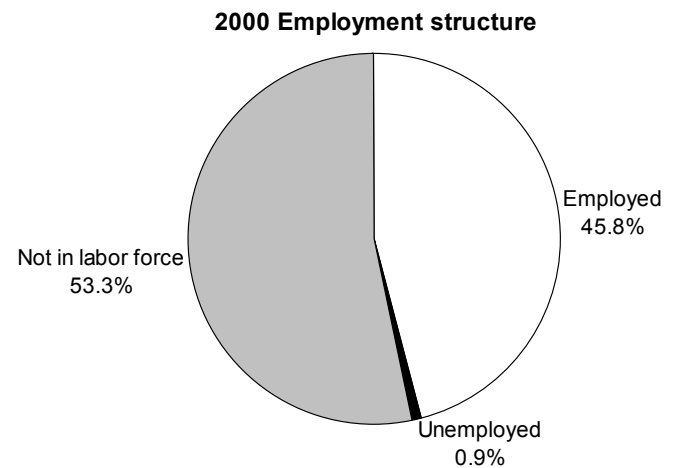
recognition, which could reestablish some traditional land and resource rights for tribal members in the area.²

The Spanish were the first Euro-Americans to settle in the area, creating the Rancho El Pescadero Land Grant, which included the land surrounding Pebble Beach. Other settlers poured in during and after the Gold Rush. Following completion of the first transcontinental railroad in 1869, the area became home to a large population of Chinese laborers originally recruited to work on the railroad. These immigrants established fishing villages throughout the region, including a small settlement at Pescadero Point just west of contemporary Pebble Beach. In this village and in a larger settlement in nearby Monterey, Chinese fishermen launched the area's first commercial fishing industry. They harvested abalone, cod, flounder, yellowtail, sardines, and shark from the open ocean and oysters and mussels from within the bay.³ They built shanties on the rocky beachfront and fished from flat-bottomed boats. When the fishery became more competitive and other immigrant fishermen (especially Italian) gained more control over the regional fishing industry amidst waves of racist conflict and anti-Chinese laws, Chinese fishermen shifted some of their efforts to harvesting squid, which were dried and used as fertilizer.⁴

In the early 1900s the Pacific Improvement Company, a real estate development company with extensive landholdings on the Monterey Peninsula, acquired the area as a route for tourist excursions from the new Del Monte Lodge through the Del Monte Forest (an area with thick stands of Gowen and Monterey cypress and Monterey and Bishop pine) to the beachfront. The contemporary 17 Mile Drive follows this original route.

In 1919 Samuel F.B. Morse, grandnephew of the inventor of Morse code and a manager for the Pacific Improvement Company, bought the land and founded Del Monte Properties Company. Morse renamed the area Pebble Beach, after the water-rolled rocks along the shoreline, and developed it as an exclusive resort and residential area based on the concept: "Profits are incidental to the orderly projection of subdivisions that will not mar the rare beauty of this place; Pebble Beach is one spot on 1,100 miles of gorgeous coastline which will remain completely unspoiled."⁵ The centerpieces of Morse's vision were the Pebble Beach Golf Course and The Lodge at Pebble Beach, both famous West Coast landmarks. The land is now controlled by the Pebble Beach Company and includes three resorts, four golf courses, and the Del Monte Forest (which is protected from certain types of development).⁶

Pebble Beach is a private, gated community, the only community in the United States where visitors must



pay a fee (\$8) to enter. Most permanent residents are employees of the Pebble Beach Company, but the community also features palatial estates and expensive beachfront condominiums. Residents pay a premium to prevent unwanted development, and easements originally established by Morse preserve the forest and coastline. The Pebble Beach Golf Course is world renowned and hosts several major tournaments each year.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 45.8% of Pebble Beach's potential labor force 16 years of age and older were employed, 0.9% was unemployed, and the unemployment rate was 2% (calculated by dividing the unemployed population by the labor force). In addition, 53.3% were not in the labor force (not actively seeking work). The primary employment sectors were education, health, and social services (25.9%), professional, scientific, and technical services (13.2%), and local, state, or federal government (13%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.4%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data. In 2000 the armed forces employed 0.8% of the labor force.

The California Employment Development Department lists Pebble Beach Company as a major employer in Pebble Beach,⁷ employing about 1,600.⁸ According to the Monterey Peninsula Chamber of Commerce, many Pebble Beach residents work in personal and professional services (58%), followed by wholesale and resale trades (22%), manufacturing (13%), transportation, communications, and utilities (4%), public administration (2%), and agriculture (1%).⁹

The per capita income in Pebble Beach was approximately \$68,504 in 1999, more than three times the national average per capita income of \$21,587. The median household income in Pebble Beach was about \$98,608, also more than twice the national median household income of \$41,994. In 1999 approximately 2.3% lived below the poverty level, far less than the national average of 12.4%. In 2000 Pebble Beach had 2,723 housing units, of which 78.1% were occupied and 21.9% were vacant. Of the occupied units, 87.8% were by owner and 12.2% were by renter. In 2000 the national home ownership rate was 66.2%. Of the vacant units, 85.4% were due to seasonal, recreational, or occasional use.

Governance

Pebble Beach is unincorporated and managed by the Monterey County Board of Supervisors. Pebble Beach falls within Monterey County District 5, headquartered in Monterey (6 miles). Residents, many of whom belong to the Pebble Beach Homeowners Association, are politically active and have legislated, lobbied, and otherwise fought to maintain the exclusive, private status of their community.¹⁰ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The California Department of Fish and Game Headquarters for Marine Region 7 is in Monterey.¹¹ The National Oceanic and Atmospheric Administration's Southwest Regional office is 372 miles south in Long Beach, and the National Marine Fisheries Service (NMFS) Southwest Fisheries Science Center is 48 miles away in Santa Cruz. Additionally, the NMFS Pacific Fisheries Environmental Laboratory is 6 miles away in Pacific Grove and the Monterey Bay National Marine Sanctuary headquarters is in Monterey, which also has a U.S. Coast Guard station. Sacramento, approximately 190 miles north, is the nearest city to host Pacific Fisheries Management Council meetings. The nearest U.S. Citizenship and Immigration Services office is 77 miles away in San Jose.

Facilities

Pebble Beach is a short distance from California Highway 1, which runs the length of the California Coast. The nearest airport certified for carrier flights is Monterey Peninsula Airport in Monterey, and the nearest major international airport is at San Jose.

Pebble Beach is in the Monterey Peninsula Unified School District, which has 13 elementary schools, 4 middle schools, and 4 high schools in Monterey, Seaside (8 miles), and Marina (14 miles). Stevenson School, a

private boarding school, operates a high school facility in Pebble Beach and a lower and middle school in Carmel (2 miles). The original Del Monte Hotel is now the U.S. Naval Postgraduate School, which offers classes, training, and research to Navy personnel.

The Coastal/Peninsula Unit of the Monterey County Sheriff's Office administers public safety. The Pebble Beach Community Services District provides fire protection, wastewater collection, and garbage disposal.¹² Pacific Gas and Electric supplies electricity and natural gas, and the Monterey County Water Management District supplies potable water. The primary health care facility near Pebble Beach is Community Hospital of the Monterey Peninsula in Monterey.

Pebble Beach has only a few beach landing sites and no port infrastructure. Residents utilize marine facilities in the nearby communities of Moss Landing and Monterey; see their community profiles for additional information. Moss Landing Harbor has about 743 berths.¹³ Many of the commercial slips have gone unused as the fishing fleet has decreased in size, while there is a waiting list for recreational boat slips.¹⁴ See the Monterey community profile for additional information on harbor facilities.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no seafood processors operated in Pebble Beach and no vessels made landings. Data for Pebble Beach were recorded as part of the Other Santa Cruz and Monterey County Ports group, which includes the nearby communities of Aptos, Big Sur, Capitola, Carmel, Davenport, Felton, Fort Ord, Freedom, Gilroy, Hollister, Lucia, Marina, Mill Creek, Monterey, Morgan Hill, Pacific Grove, Point Lobos, Salinas, San Juan Bautista, Seaside, Soquel, Watsonville, and Willow Creek. Many of these communities are inland cities and towns.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic confidential/confidential/1; groundfish 10 t/\$87,427/23; and other species <1 t/\$187/7. See the Seaside and Marina community profiles for additional information about these communities.

Pebble Beach residents owned three commercial vessels in 2000, and all participated in the federally managed groundfish fishery. The number of vessels owned by Pebble Beach residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, groundfish 0/0/NA, highly migratory species NA/

0/NA, salmon 0/0/5, shellfish NA/0/NA, and shrimp NA/0/0.¹⁵

In 2000 the number of Pebble Beach residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/8, highly migratory species NA/1/2, salmon 0/0/9, shellfish 0/0/NA, and shrimp 0/0/1.¹⁶

Residents held at least 40 commercial fishing permits, all state registered, in 2000. The number of state permits held by Pebble Beach residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/17, highly migratory species NA/1/5, salmon 0/0/16, shellfish 0/0/NA, and shrimp 0/0/1.¹⁷

Sportfishing

A number of charter vessels operate out of the area, targeting albacore tuna, rock cod, salmon, and other species. Many also offer seasonal whale watching tours. In 2002 at least eight charter businesses served sport fishermen and tourists in Pebble Beach. No license agents sold sportfishing licenses in Pebble Beach. In 2000 vendors in Monterey County sold 11,071 resident sportfishing licenses, 9 nonresident sportfishing licenses, 175 sport salmon punch cards, and 184 abalone report cards. In the port group consisting of Monterey, Moss Landing, and Santa Cruz, 20 commercial passenger fishing vessels served 37,884 anglers in 2000. The vessels reported 139,058 landings composed of more than 15 species. Rockfish (unspecified) and Chinook salmon accounted for 70.8% and 20.6% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Pebble Beach area, however, specific information on subsistence fishing in Pebble Beach is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Pebble Beach residents owned five vessels that participated in North Pacific fisheries. These vessels landed 144.8 metric tons in the Alaska salmon fishery at a value of more than \$209,980.

Five residents held state permits for Alaska fisheries in 2000. Residents also held five commercial fishing

permits for North Pacific fisheries, all Commercial Fisheries Entry Commission salmon permits. One Pebble Beach resident held a crew member license for North Pacific fisheries.

Sportfishing

Pebble Beach residents purchased 12 Alaska sportfishing licenses in 2000.

Notes

1. Monterey County California Regional Guide and Search Engine. No date. A brief history of Monterey County. Online at <http://www.mtycounty.com/pgs-history/indians.html> [accessed 5 March 2007].
2. Ohlone/Costanoan Esselen Nation. 2004. Ohlone/Costanoan Esselen Nation. Online at <http://www.esselelnation.com/index.html> [accessed 5 March 2007].
3. J. Kemp. 2005. Chinese start Monterey fishing industry. Online at <http://www.mchsmuseum.com/chinesefishing.html> [accessed 5 March 2007].
4. See note 1.
5. Pelican Network. No date. Pebble Beach. Online at <http://www.pelicannetwork.net/pebble.beach.htm> [accessed 5 March 2007].
6. The Pebble Beach Company. 2005. Pebble Beach Company history. Online at http://www.pebblebeach.com/page.asp?pageName=Pebble_Beach_Company_History [accessed 5 March 2007].
7. State of California. No date. Labor market information: Major employers in Monterey County. Online at <http://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Monterey+County&selectedindex=28&menuChoice=localAreaPro&state=true&geogArea=0604000053&countyName=> [accessed 5 March 2007].
8. Monterey Peninsula Chamber of Commerce. 2004. Our community: Pebble Beach. Online at <http://www.mpcc.com/community/PebbleBeach.asp> [accessed 5 March 2007].
9. See note 8.
10. See note 5.
11. State of California. 2003. Department of Fish and Game: Marine region 7. Online at <http://www.dfg.ca.gov/mrd/> [accessed 5 March 2007].
12. Pebble Beach Community Services District. 2004. Home page. Online at <http://www.pbcsd.org/> [accessed 5 March 2007].
13. C. Pomeroy and M. Dalton. 2003. Socio-economics of the Moss Landing commercial fishing industry: Report to the Monterey County Office of Economic Development. Online at http://www.psmfc.org/efin/docs/otherpublications/ML_Cmcl_Fishing_Ind_Report.pdf [accessed 5 March 2007].
14. A. Weinstein. 2002. Site characterization: Human influences: Socioeconomic uses: Harbors. Online at <http://bonita.mbnms.nos.noaa.gov/sitechar/soci6.html#6b> [accessed 5 March 2007].
15. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
16. See note 15.
17. See note 15.

Point Arena

People and Place

Location

Point Arena is a small coastal community encompassing 1.36 square miles of land in Mendocino County along California Highway 1. It is approximately 178 miles northwest of Sacramento and 129 miles north of San Francisco. The geographic coordinates of Point Arena are lat 38°54'32"N, long 123°41'31"W.

Demographic Profile

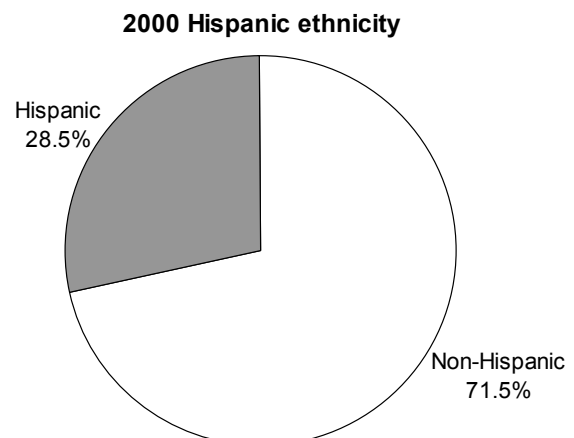
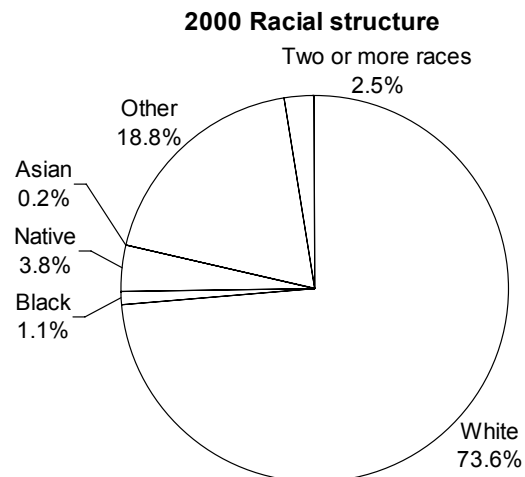
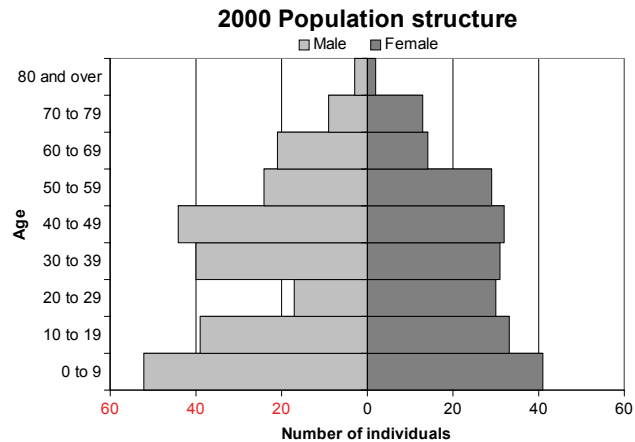
According to the 2000 U.S. Census, the population of Point Arena was 474, a 16.5% increase from 1990. The gender composition was 47.5% female and 52.5% male. The median age was 33.3, compared to the national median of 35.3. Of the population 18 years of age and older, 75.6% had a high school education or higher, 17.2% had a bachelor's degree or higher, and 3.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attainment was a high school education for 24.1% of the population and 30.3% reported having some college but no degree.

The majority of the racial structure was white (73.6%), followed by individuals who identified with some other race (18.8%), American Indian and Alaska Native (3.8%), individuals who identified with two or more races (2.5%), black (1.1%), and Asian (0.2%). Ethnicity data indicate 28.5% identified as Hispanic. About 22.8% were foreign-born, of which 85.6% were born in Mexico.

In 2000 77.2% of the population lived in family households.

History

Archaeological findings suggest this area of the California coast has been inhabited by Native American groups for at least 10,000 years. Point Arena is in Mendocino County, the original home of the Central and Western Pomo Indians and other groups prior to European contact. The Pomo were known for their expertise in basket making and lived a subsistence lifestyle focused on marine resources.¹ The name "Mendocino" comes from Juan Rodriguez Cabrillo, a famous sixteenth century Spanish navigator, who led a voyage along the Pacific coast in 1542 and named the area in honor of his patron, Don Antonio de Mendoza, the first Viceroy of New Spain (Mexico). Even after such an early expedition, the area had no permanent



European settlements for nearly three centuries after contact.²

On July 25, 1850, the merchant ship *The Frolic* ran aground near present day Mendocino. The ship and its captain, Edward Horatio Faucon, had sailed 6,000 miles from China hoping to deliver a valuable cargo of silks, jewelry, and furniture to the growing city of San Francisco. An expedition organized to salvage some of the goods from the shipwreck found little cargo but discovered huge redwood trees, which became one of the most symbolic and valuable commodities of this region. Shortly after the expedition, Henry Meiggs bought a steam-powered sawmill to cut and process redwood timber, and established the first settled town in the area, which he named Meigsville. The town, and later the county, were renamed Mendocino.³

The Point Arena Lighthouse, a local historic landmark, was constructed in 1870 and nearly destroyed in the 1906 earthquake that devastated San Francisco. The damage to the lighthouse was so extensive that it was later condemned. The 115-foot lighthouse that now stands on the site was constructed in 1908.⁴ Point Arena remains a small community, thanks to its location on a scenic stretch of the Pacific Coast Highway, however, the community is visited frequently by tourists and outdoor enthusiasts.

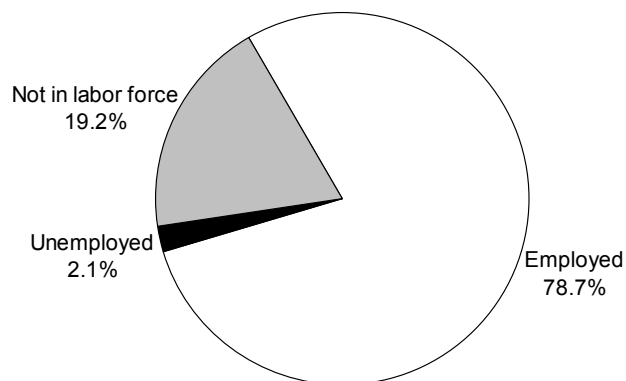
Infrastructure

Current Economy

According to the 2000 U.S. Census, 78.7% of Point Arena's potential labor force 16 years of age and older were employed, 2.1% were unemployed, and the unemployment rate was 2.6% (calculated by dividing the unemployed population by the labor force). In addition, 19.2% were not in the labor force. The top employment sectors were accommodation and food services (16.7%), local, state, or federal government (14.4%), education, health, and social services (14.1%), and retail trade (13.3%). Natural resource jobs including agriculture, forestry, fishing, and mining employed 7.9%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, Point Arena's per capita income in 1999 was \$12,591 and the median household income was \$27,083. About 26% lived below the poverty level, more than twice the national average of 12.4%. In 2000 there were 218 housing units in Point Arena, of which 87.6% were occupied and 12.4% were vacant. Of the occupied, 38.7% were by owner and 61.3% were by renter. About 44.4% of the vacant units were due to seasonal, recreational, or occasional use.

2000 Employment structure



Governance

Point Arena is an incorporated city governed by a five-member council, which includes a mayor and vice-mayor. City revenue is generated from property taxes, a transient occupancy tax, and taxes on pier facility services and products.⁵ The sales tax is 7.75%, based on the standard statewide rate. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The nearest National Marine Fisheries Service office is in Ukiah, 51 miles east. Point Arena is in California Department of Fish and Game Central Coast Region 3, which has its headquarters in Yountville, 122 miles south. The U.S. Coast Guard has its nearest installation in Bodega Bay, 62 miles south. The nearest U.S. Citizenship and Immigration Services office is in San Francisco. Pacific Fishery Management Council meetings are held 150 miles south in Foster City. North Pacific Fishery Management Council meetings are held 592 miles north in Portland, Oregon.

Facilities

Point Arena is accessible by California Highway 1, also known as the Pacific Coast Highway. The nearest airports available for public use are in Little River (Mendocino County Airport) and Gualala (Ocean Ridge Airport). The closest major airport is at San Francisco.

Local schools include an elementary school, a school with grades kindergarten through twelfth, and a high school. A privately owned company supplies water. The Mendocino County Sheriff's Office administers public safety and several officers from the sheriff's office also provide contract law enforcement services. The Redwood Coast Fire District, headquartered in Manchester, provides fire and emergency services.⁶

Point Arena has a medical and dental clinic, and a regional hospital is in Ukiah, the seat of Mendocino County. Local lodging accommodations include three small bed and breakfasts. There are a number of hotels in Gualala.

The Arena Fishing Pier, located in Arena Cove, has a small wharf building where fishing vessels deliver commercial fish landings. The pier is a popular sportfishing destination. Recreational facilities and attractions in the vicinity include Schooner Gulch State Beach and Manchester State Park.

Involvement in West Coast Fisheries

Commercial Fishing

There were no seafood processors in Point Arena in 2000. In 2000 46 vessels delivered commercial landings to Point Arena in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab 7.1 t/\$39,950/7; groundfish 6.6 t/\$64,640/16; highly migratory species confidential/confidential/2; salmon 4.4 t/\$21,916/6; and other species 552.6 t/\$1,109,974/confidential.

Point Arena residents owned 12 commercial vessels in 2000, but none participated in the federally managed groundfish fishery. The number of vessels owned by residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/3, shellfish NA/0/NA, and shrimp NA/0/0.⁷

The number of Point Arena residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, crab 0/0/2, groundfish 0/0/5, highly migratory species NA/0/0, salmon 0/0/7, shellfish 0/0/NA, and other species 0/1/14.⁸

In 2000 residents held at least 39 commercial fishing permits, all state registered. The number of state permits held by Point Arena residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/3, crab 0/0/2, groundfish 0/0/6, highly migratory species NA/0/0, salmon 0/0/11, shellfish 0/0/NA, and other species 0/2/15.⁹

Sportfishing

Point Arena has a relatively small (330 feet long) public fishing pier. A number of charter vessels operate out of the area, targeting albacore tuna, rock cod, salmon, and other species. In 2002 at least eight charter businesses served sport fishermen and tourists. No license agents sold sportfishing licenses in Point Arena. In 2000 vendors in Mendocino County sold 8,838 resident sportfishing licenses, 64 nonresident sportfishing

licenses, 382 sport salmon punch cards, and 8,864 abalone report cards.

Subsistence

Specific information on subsistence fishing in Point Arena is not discussed in detail in this community profile due to the lack of available data. Some subsistence fishing is conducted by area residents from local public piers. Licenses are not required to fish from public piers.¹⁰ The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Point Arena residents had no involvement in North Pacific commercial fisheries.

Sportfishing

Six Point Arena residents purchased Alaska sportfishing licenses in 2000.

Notes

1. A. Kroeber. 1953. Handbook of the Indians of California: The Pomo. California Book Company, Berkeley.
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3. Mendocino.com. 2005. Picturesque Victorian village by the sea. Online at <http://www.mendocino.com/> [accessed 6 March 2007].
4. Point Arena Lighthouse Keepers. 2005. Point Arena lighthouse. Online at <http://www.pointarenalighthouse.com/> [accessed 6 March 2007].
5. City of Point Arena. 2005. City of Point Arena. Online at <http://www.cityofpointarena.com/> [accessed 6 March 2007].
6. Mendocino County. 2002. Mendocino County grand jury final report: Point Arena city government. Online at http://www.co.mendocino.ca.us/grandjury/01-02/08-Point_Arena_City_Government.pdf [accessed 6 March 2007].
7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
8. See note 7.
9. See note 7.
10. Field notes, City of Point Arena, CA, 30 April 2006.

Port Hueneme

People and Place

Location

Port Hueneme (why nee mee) is in Ventura County, 60 miles northwest of Los Angeles, 40 miles southeast of Santa Barbara, and 330 miles south of San Francisco. The city encompasses 4.5 square miles of land and 0.2 square mile of water. The geographic coordinates of Port Hueneme are lat 34°0'37"N, long 119°11'40"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Port Hueneme was 21,845, a 7.5% increase from 1990. The gender composition was 49.7% female and 50.3% male. The median age in 2000 was 30.3, lower than the national median of 35.3. Of the population 18 years of age and older, 78% had a high school education or higher, 12.7% had a bachelor's degree or higher, and 4.2% had a graduate or professional degree. These figures were below the national averages of 79.7%, 22.3%, and 7.8% respectively.

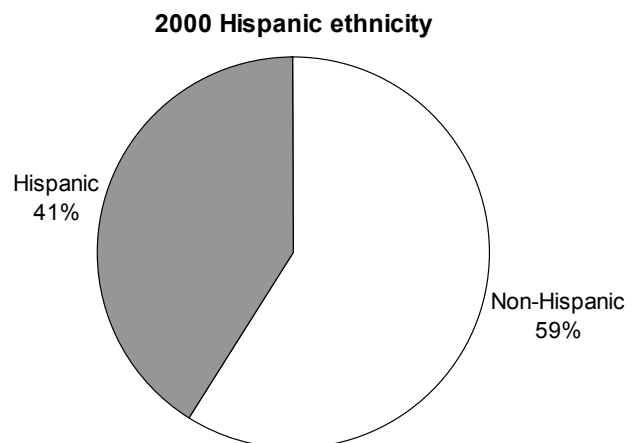
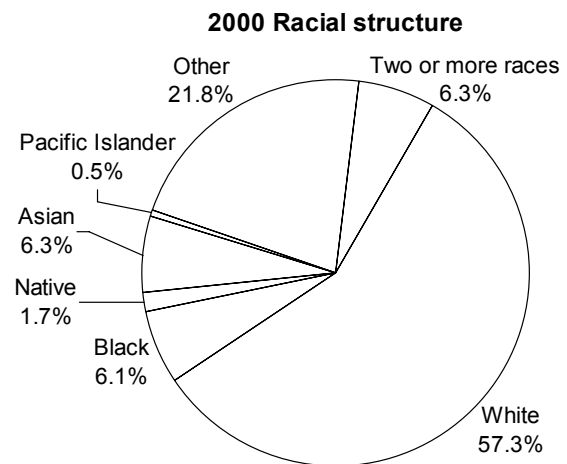
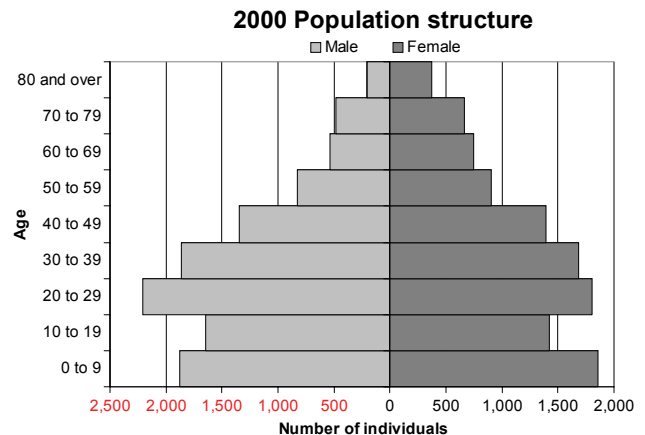
The majority of the racial structure was white (57.3%), followed by individuals who identified with some other race (21.8%), individuals who identified with two or more races (6.3%), Asian (6.3%), black (6.1%), American Indian and Alaska Native (1.7%), and Hawaiian Native and Other Pacific Islander (0.5%). Ethnicity data indicate 41% identified as Hispanic. About 20.9% were foreign-born, of which 64% were from Mexico.

In 2000 81.7% of the population lived in family households.

History

The name Hueneme is apparently derived from the Chumash Indian village Wene'me or Wene'mu, meaning "resting place" or "half-way." It is believed the Canalinios Indians, part of the Chumash nation, stopped at Point Hueneme as they passed between today's Point Mugu and the mouth of the Santa Clara River. The point is the closest spot (11 miles) from which to navigate the Santa Barbara channel transiting between the mainland and Anacapa Island. In 1856 James Alden, in charge of the Coast Survey steamer *Active*, gave the name Hueneme to the point. In 1870 the town was settled and the name adopted.¹

The 250 miles of shoreline between present day San Luis Obispo and Oxnard were once home to numerous coastal Chumash villages; Chumash means "islander" in



the language of mainland Chumash. The Chumash settled along the Southern California coast approximately 8,000 years ago and made extensive use of the marine, estuarine, and river environments for hunting, fishing, and shellfish resources along the coast and Channel Islands. Chumash fishermen used a variety of nets, traps, baskets, hooks, spears, and plant poisons to catch or stun fish, and catch seals and sea otters.² On shore the Chumash gathered mussels and abalone. The Chumash were known for their redwood-planked canoes, called “tomols,” which enabled them to fish and trade with other coastal villages.

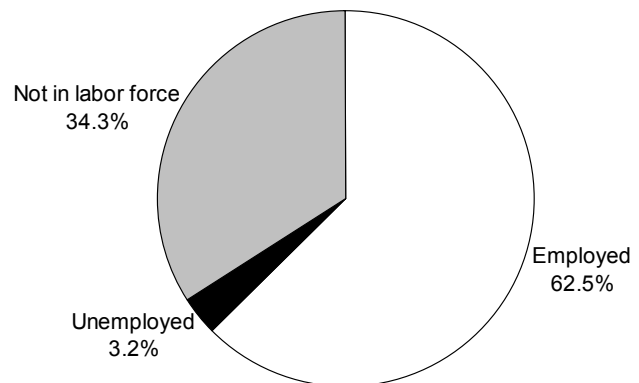
To avoid relocation during the mission period, 1772–1808, many Chumash adopted Spanish surnames.³ Since the Chumash had no written language, there are few birth records or written documents identifying Chumash people. As a result, many Hispanic residents in Ventura and Santa Barbara counties unknowingly have a Chumash heritage.⁴ Today more than 5,000 people identify themselves as Chumash Indians.⁵

In 1867 Thomas Bard, who held claim to a Spanish land grant for the area, and Captain W.E. Greenwald of the U.S. Geodetic Survey surveyed the shoreline. They learned of an underwater canyon just east of the point that reduced the size of the surf near the shore, leading Bard to believe the area was an ideal site for a wharf. In 1871 when the Port Hueneme or Bard’s Wharf opened, it was the first major wharf between Santa Cruz and San Pedro, extending 1,500 feet. By 1887 the Port Hueneme Wharf had become an important locale for local trade. Activity at the wharf decreased in 1898 when the Atlantic Pacific Railroad reached the area and chose to locate in Oxnard, 5 miles northwest of Port Hueneme.

In the 1920s Port Hueneme saw increased tourism activity but the wharf never regained its commercial success. In 1939 the original wharf was damaged during a winter storm and then cut in half by a barge that broke loose of its moorings. However, Richard Bard, son of Thomas Bard, never gave up on his father’s dream of a truly modern deep sea commercial port. In 1937 the Oxnard Harbor District was created and in 1940 the harbor now known as the Port of Hueneme was officially completed. In 1967 construction began on a 1,000-foot extension and renovation of the old pier. The pier reopened in 1968 and became a favorite fishing spot for local anglers.

Port Hueneme attracts thousands of visitors every year. The Port Hueneme Beach Festival in August and Harbor Days in October offer various outdoor activities including tours of the Port Hueneme Lighthouse, constructed in 1943. The annual Ventura County Boat Show is held in Oxnard at the Channel Islands Harbor in July.

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 62.5% of Port Hueneme’s potential labor force 16 years of age and older were employed, 3.2% were unemployed, and the unemployment rate was 4.9% (calculated by dividing the unemployed population by the labor force). In addition, 34.3% were not in the labor force. The top employment sectors were sales and office jobs (31.2%), management, professional, and related occupations (25.6%), local, state, or federal government (21.6%), production, transportation, and material moving (15.6%), and the armed forces (9.3%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 3.8%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Port Hueneme’s economy is driven by five sectors: transportation, defense, manufacturing, agriculture, and tourism. The Port of Hueneme, one of the city’s largest employers, generates more than \$450 million each year. Additionally 3,500 jobs in Ventura County are directly tied to port activities.⁶ It serves as an import/export platform for break-bulk, neo-bulk, and dry-bulk cargo. It is utilized by offshore oil operations in nearby Santa Barbara Channel, local sport and commercial fishing fleets, and is home to a large dockside refrigeration facility.

The port also serves as a U.S. Customs Port of Entry and Foreign Trade Zone. The Naval Base Ventura County (NBVC), which shares its military wharfs with the adjacent deepwater harbor, occupies more than half the port’s land area. The port and NBVC account for more than 14,364 jobs with a combined payroll of \$399 million. Direct and induced activity from the port and

the Navy account for more than 28,070 jobs and \$1.123 billion in combined economic impact throughout Ventura County.⁷

According to the 2000 U.S. Census, Port Hueneme's per capita income in 1999 was \$17,311, the median household income was \$42,246, and 12.2% lived below the poverty line. In 2000 Port Hueneme had 7,908 housing units, of which 91.9% were occupied and 8.1% were vacant. Of the occupied units, 49.1% were by owner and 50.9% were by renter. Of the vacant units, 36.6% were due to seasonal, recreational, or occasional use.

Governance

Port Hueneme is one of 10 incorporated cities located in Ventura County, originally named San Buenaventura County by early Spanish settlers, meaning "good fortune."⁸ The city, incorporated in 1948, has a council-manager government with the mayor and council members elected to four-year terms. Residents pay a 7.25% sales and use tax and Ventura County levies a 10% transient lodging tax.^{9, 10} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

A National Marine Fisheries Service Regional Office is 85 miles south in Long Beach and a California Department of Fish and Game office is 190 miles south in San Diego. The nearest U.S. Citizenship and Immigration Services is 60 miles south in Los Angeles. Port Hueneme is within the jurisdiction of the U.S. Coast Guard (USCG) Marine Safety Office/Group Los Angeles-Long Beach. The Channel Islands Station in Oxnard is the closest USCG installation; the station has three boats at its disposal.

Facilities

Port Hueneme is accessible by California Highway 1 (southeast to Malibu and Long Beach) and U.S. Highway 101 (northwest to Ventura and Santa Barbara and southeast to Los Angeles). Oxnard Airport is 3 miles north of the city and offers commuter service, charter planes, and helicopter transport. Los Angeles International Airport is Port Hueneme's closest international airport. Metrolink commuter service to Los Angeles and Amtrak passenger service connect in Oxnard.

The Hueneme School District has nine elementary schools and two junior high schools. The public high school is in Oxnard. Oxnard College has an enrollment of more than 2,000. Southern California Edison supplies electricity, and the Port of Hueneme Water Agency (PHWA) provides water services. The city operates the

water treatment plant on behalf of PHWA. The Port Hueneme Police Department administers public safety. St. John's Regional Medical Center was constructed in Oxnard in 1992 and the next year merged with Pleasant Valley Hospital to become Ventura County's largest acute-care health organization. There are five hotels in Port Hueneme and additional accommodations are available in Ventura and Oxnard. Other local facilities include the Orvene S. Carpenter Community Center, Ray D. Prueter Library, an athletic center, City Hall/Civic Center, and an historical museum.

Port Hueneme has the largest commercial deep water harbor between Los Angeles and San Francisco. The boundary of the Oxnard Harbor District, which owns and operates the civilian portion of the Port of Hueneme, also encompasses the greater City of Oxnard area. According to the district, niche markets the port serves include automobile imports and exports, fresh fruit and produce, fertilizer, and forest products. There are no public facilities for small boats and leisure craft. Several aquaculture facilities are in the 5 acre Hueneme Aquaculture Business Park.

The Channel Islands Harbor, 1 mile northwest of the city, provides more than 2,400 berthing facilities for pleasure and sportfishing vessels and 70 guest berths. Channel Islands Harbor is a no-discharge zone; the discharge of sewage, treated or untreated, is prohibited. Channel Islands Harbor is administered by the Ventura County Harbor Department. Two marine repair yards are based on the east side of the channel and lifts can handle craft up to 60 tons.¹¹

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 75 vessels, all commercially registered, delivered landings to Port Hueneme in 2000. At least one seafood processor operated in Port Hueneme: Hueneme Fish and Bait Processors. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 59,953 t/\$11,052,716/70; crab confidential/confidential/2; groundfish 0.3 t/\$1,450/5; highly migratory species 14 t/\$26,690/5; salmon confidential/confidential/3; and other species confidential/confidential/3.

Port Hueneme residents owned eight vessels in 2000, including four that participated in the federally managed groundfish fishery. The number of vessels owned by Port Hueneme residents that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/1.¹²

The number of Port Hueneme residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, groundfish 0/0/5, highly migratory species NA/0/1, shellfish 0/0/NA, shrimp 0/0/2, and other species 0/0/17.¹³

In 2000 Port Hueneme residents held 43 registered state permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, groundfish 0/0/6, highly migratory species NA/0/1, shellfish 0/0/NA, shrimp 0/0/4, and other species 0/0/31.¹⁴

Sportfishing

The sportfishing industry in southern California is well developed. In Port Hueneme sport fishermen are involved in both West Coast and Alaska fisheries. Port Hueneme, located on the eastern edge of the Santa Barbara Channel, offers sport fishermen diverse fishing habitats including undersea canyons, rocky substrate, and sandy bottoms. There is one sportfishing license agent located in Port Hueneme. In the port group consisting of Port Hueneme, Oxnard, Ventura, and Santa Barbara, a total of 35 commercial passenger fishing vessels (CPFV), or party boats, reported that 77,345 anglers made 352,260 fish landings of more than 26 species in 2000. In 2002 and 2003 there were two CPFVs licensed in Port Hueneme and each vessel purchased an ocean enhancement stamp allowing anglers to fish in ocean waters south of Point Arguello in Santa Barbara County.

Located on Dock 1, Port Hueneme Sportfishing provides charter fishing services, offering half to full day trips and overnight excursions. The Port Hueneme pier in Port Hueneme Beach Park is popular with local anglers.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Port Hueneme area, however, specific information on subsistence fishing in Port Hueneme is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Port Hueneme residents owned one vessel involved in North Pacific fisheries. Community

members landed fish in the following North Pacific fishery (data shown represents landings in metric tons/value of landings/number of vessels landing): salmon confidential/confidential/1.

In 2000 one resident held two registered state permits. Residents also held one herring and one salmon Commercial Fisheries Entry Commission permit. Two Port Hueneme residents held crew member licenses for North Pacific fisheries.

Sportfishing

Port Hueneme residents purchased 22 Alaska sportfishing licenses in 2000.

Notes

1. Pier Fishing in California. 2004. Port Hueneme pier. Online at http://www.pierfishing.com/pier_of_the_month/2000-12.html [accessed 6 March 2007].
2. Encyclopedia of North American Indians. No date. Chumash. Online at http://college.hmco.com/history/readerscomp/naind/html/na_007400_chumash.htm [accessed July 2004].
3. Wishtoyo Project. No date. Chumash history. Online at <http://www.wishtoyo.org/projects-cultural-chumash-history.html> [accessed 6 March 2007].
4. See note 3.
5. See note 2.
6. The Port of Hueneme. No date. Port of Hueneme: History. Online at <http://www.portofhueneme.org> [accessed 6 March 2007].
7. Port Hueneme Chamber of Commerce. No date. Business and employment. Online at <http://www.huenemechamber.com/employe.htm> [accessed 6 March 2007].
8. County of Ventura. 2002. Visitor center. Online at <http://www.countyofventura.org/visitor/visitor.asp> [accessed 6 March 2007].
9. California Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 6 March 2007].
10. California Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000–2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 6 March 2007].
11. The Log. 2004. Navigation information: Channel Islands harbor. Online at <http://www.thelog.com/special/specialview.asp?c=116486> [accessed 6 March 2007].
12. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
13. See note 12.
14. See note 12.

Princeton

People and Place

Location

Princeton, also known as Princeton-by-the-Sea, is one of several unincorporated coastal communities south of San Francisco. It is 25 miles south of San Francisco and 44 miles northwest of San Jose. The geographic coordinates of Princeton are lat 37°30'18"N, long 122°29'09"W.

Demographic Profile

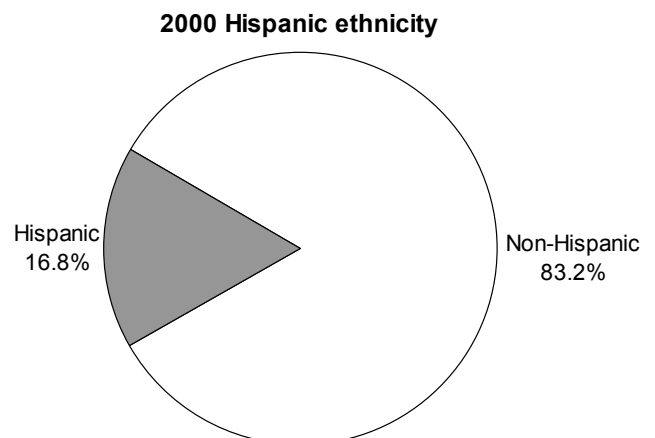
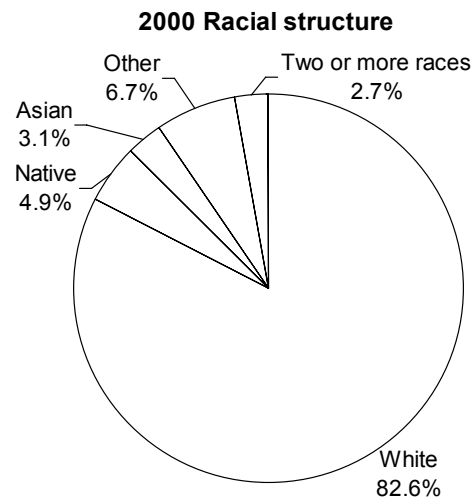
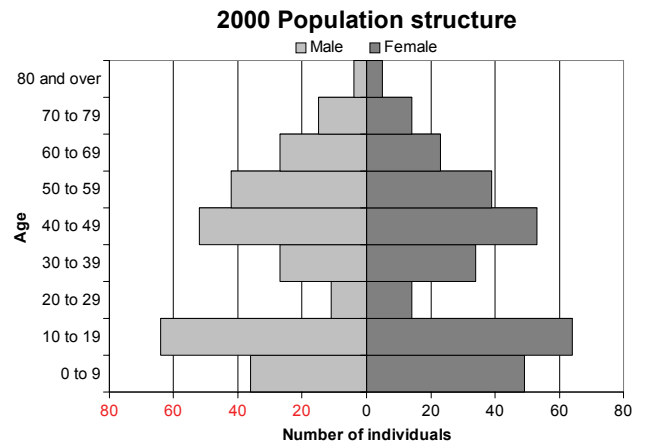
According to the 2000 U.S. Census, the population of Princeton was 489. The gender composition was 50.1% female and 49.9% male. The median age was 38.6, higher than the national median age of 35.3. In 2000 approximately 41.3% of the population was between the ages of 25 and 59. Of the population 18 years of age and older, 78.2% had a high school education, 15.3% had a bachelor's degree or higher, and 1.9% had a graduate or professional degree. The national averages were higher: 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial composition was white (82.6%), followed by individuals who identified with some other race (6.7%), American Indian and Alaska Native (4.9%), Asian (3.1%), and individuals who identified with two or more races (2.7%). According to the 2000 U.S. Census, no blacks or Native Hawaiian or Other Pacific Islanders lived in Princeton. Ethnicity data indicate 16.8% identified as Hispanic. About 9.6% of the population was foreign-born, of which 78.2% were from Mexico and 18.2% from Korea.

In 2000 88.1% of the population lived in family households.

History

In 1769 Gaspar de Portola, captain of a Spanish exploration team, found San Francisco Bay while looking for Monterey Bay. At the time of his arrival, more than 10,000 Indians lived in the California coastal area between Big Sur and San Francisco Bay. This group consisted of approximately 40 tribal groups ranging in size from 100 to 250 members. The Spanish referred to the tribal groups collectively as Costenos, meaning "coastal people." The name was eventually changed to Costanoan. Native Americans in the San Francisco Bay area were referred to as Costanoans for years until descendants chose to call themselves Ohlones, meaning the abalone people.¹



The Ohlones utilized hunting and gathering technology, taking advantage of the area's natural resources. Adults hunted big game animals including deer, elk, bear, whale, sea lion, otter, and seal. Freshwater and saltwater fish were important in the Ohlone diet, including steelhead trout, salmon, sturgeon, and lamprey. Shellfish were also important. Residents of the Monterey and San Francisco bays gathered mussels, abalone, clams, oysters, and hornshell from local tidelands.²

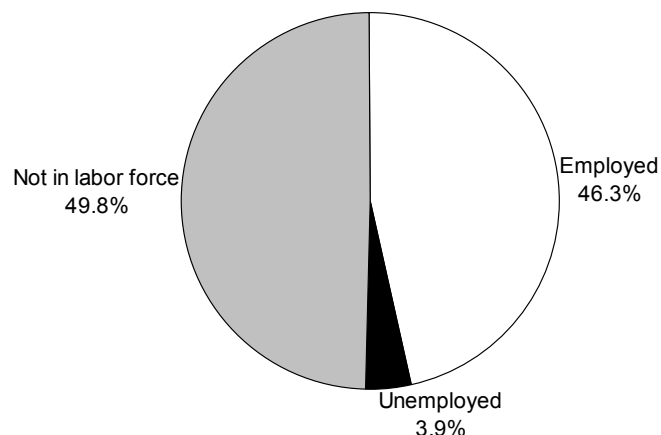
The Muwekma Ohlone Tribe, one of several Ohlone groups, is comprised of lineages aboriginal to the San Francisco Bay region who trace their ancestry through the Dolores, Santa Clara, and San Jose missions. The aboriginal homeland of the Muwekma Tribe encompasses several counties, including San Mateo County. The Muwekma Tribal Council organized between 1982 and 1984 and tribal members are working for federal recognition.³

During 23 years of Mexican rule, San Mateo County became the site of 17 large ranchos. Two years after the Mexicans were defeated by the Americans in 1846, gold was discovered in the area and the population of the San Francisco peninsula grew rapidly. Many influential persons purchased land in San Mateo County, building large mansions on the old Mexican land grants. San Mateo County, which to this point had been part of San Francisco County, was created in 1856.

Princeton, as with other coastal communities in the area, was established between 1906 and 1909 during the real estate boom that followed construction of the Ocean Shore Railroad. The Princeton Inn, constructed in 1908 as a seaside resort hotel, attracted numerous San Francisco tourists. When the railroad failed, the tourist atmosphere faded, but the hotel became popular again during the 1920s as a brothel and haven for rumrunners.

Originally envisioned as an ocean resort, Princeton is now known principally for its harbor, Pillar Point. The land adjacent to Pillar Point is primarily industrial for boatbuilding and other marine-related industries. Johnson Pier, built in the 1960s, is a popular spot among local anglers and outdoor enthusiasts. A trail heading north from the pier leads to another public fishing pier on the inner breakwater. Presently, increased commercial development is occurring along Capistrano Road at the harbor's entrance, the site of a number of seafood restaurants. Harbor Day, held the last Saturday of September, is sponsored by the Half Moon Bay Fishermen's Marketing Association. For additional information on the area see the El Granada, Half Moon Bay, and San Francisco community profiles.

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 46.3% of Princeton's potential labor force 16 years of age and older were employed, 3.9% were unemployed, and the unemployment rate was 7.8% (calculated by dividing the unemployed population by the labor force). In addition, 49.8% were not in the labor force, higher than the national average of 36.1%. The primary employment sectors were agriculture, forestry, fishing, hunting, and mining (35.1%), local, state, or federal government (25.5%), education, health, and social services (19.7%), and transportation, warehousing, and utilities (14.3%). The percentage employed in agriculture, forestry, fishing, and hunting may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income of Princeton in 1999 was \$17,481, the median household income was \$40,417, and 21.8% lived below the poverty line. In 2000 Princeton had 219 housing units, of which 82.6% were occupied and 17.4% were vacant. Of the occupied units, 68.5% were by owner and 31.5% were by renter. Of the vacant housing, 60.5% were due to seasonal, recreational, or occasional use.

Governance

Princeton is not incorporated. Residents pay a 8.25% sales and use tax and San Mateo County levies a 10% transient lodging tax.^{4,5} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The National Marine Fisheries Service (NMFS) Southwest Fisheries Science Center has laboratories 65

miles southeast in Santa Cruz and NMFS has a regional office approximately 405 miles south in Long Beach. The California Department of Fish and Game has a marine field office 16 miles east in Belmont. The nearest U.S. Citizenship and Immigration Services office is in San Francisco. The Pacific Fishery Management Council holds meetings 19 miles northeast in Foster City. Princeton falls within the jurisdiction of the U.S. Coast Guard Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the USCG.

Facilities

Princeton is accessible by land and air. The major roads connecting Princeton to neighboring cities are California Highway 1 north to San Francisco and south to Santa Cruz, and California Highway 92 and Interstate Highway 280 east to San Jose. The closest public use airport is at Half Moon Bay, just outside of Princeton. San Francisco International Airport is the nearest international airport. The San Mateo County Transit District provides SamTrans bus service throughout the county and into parts of San Francisco and Palo Alto.

Children in Princeton attend school in Half Moon Bay. The College of San Mateo, with an enrollment of more than 5,000, is 17 miles northeast in San Mateo. The nearest San Mateo County library is 5 miles south in Half Moon Bay. The Coastsides County Water District provides water for Princeton residents and the Granada Sanitary District provides wastewater services. Pacific Gas and Electric supplies electricity and natural gas. The San Mateo County Sheriff's Office administers public safety.

Pillar Point is a working fishing harbor with 369 berths. The harbor was constructed in 1961 and the inner breakwater was added in 1982. Pillar Point offers a modern fish dock, six-lane boat launch ramp, ice-making facility, and serves as a fish-buying hub for local commercial vessels. About 40 families live aboard their vessels in a floating community near the north end of the harbor. The Half Moon Bay Yacht Club is located at the harbor and Pillar Point's Search and Rescue service, averaging 110 rescues annually, maintains a 32-foot fiberglass boat there.

Pillar Point Harbor is home to other marine-related businesses, including California Canoe and Kayak, Essex Marine Electronics, Half Moon Bay Surf Company, Half Moon Bay Diving Company, Harbor Fuel Dock, and others. Internet resources indicate several restaurants at the harbor such as the Fresh Fish House, Ship-to-Shore Fish Market and Barbeque, and Barbara's Fish Trap. The San Mateo County Harbor District operates Oyster Point Marina in the City of South San Francisco, a 600-berth recreational boating marina.

The San Mateo County Harbor District supports the Alliance of Communities for Sustainable Fisheries, a group of fishermen from the four harbors that adjoin or lie within the Monterey Bay National Marine Sanctuary: Monterey, Moss Landing, Pillar Point, and Santa Cruz. Pillar Point fishermen actively participate in alliance activities including hearings regarding the Marine Life Protection Act, Marine Sanctuary Advisory Council meetings, conferences, and other meetings regarding area fishing.⁶

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no vessels owned by Princeton residents participated in West Coast fisheries, however, 336 commercial fishing vessels made landings at the Princeton/Half Moon Bay port group. Landings data for Princeton include records from Half Moon Bay and were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 319 t/\$53,582/30; crab 165 t/\$879,522/72; groundfish 699 t/\$766,728/89; highly migratory species 16.3 t/\$36,204/22; salmon 350 t/\$1,465,453/231; shrimp confidential/confidential/2; and other species 52 t/\$276,978/57. See the Half Moon Bay community profile for additional information.

The number of vessels owned by Princeton residents that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/0.⁷ According to available data, no Princeton residents held commercial fishing permits in 2000.

One fish processor operated at Pillar Point Harbor: Exclusive Freshness Inc., founded in 1984. The company processes more than 25 species of fish and employs approximately 30.⁸ Fishermen are allowed to sell fresh caught fish "off-the-boat" directly to the public at Pillar Point Harbor.

Sportfishing

No sportfishing license vendors worked in Princeton and there were no commercial passenger fishing vessels licensed to Princeton residents in 2002 and 2003. Available data indicates at least four sportfishing businesses moor at Pillar Point Harbor: Queen of Hearts, Riptide Sportfishing, Huck Finn, and Captain John's Sportfishing. They offer sportfishing, whale watching, ecotourism, and specialty trips.

Subsistence

Specific information on subsistence fishing in Princeton is not discussed in detail in this profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Princeton residents were not involved in North Pacific commercial fisheries.

Sportfishing

Princeton residents purchased three Alaska sportfishing licenses in 2000.

Notes

1. National Park Service. No date. An “unvanishing” history. Online at <http://www.cr.nps.gov/seac/sfprehis.htm> [accessed 7 March 2007].

2. Santa Cruz Public Libraries. 1991. An Overview of Ohlone culture. Online at <http://www.santacruzpl.org/history/spanish/ohlone.shtml> [accessed 7 March 2007].

3. The Muwekma Ohlone Tribe. No date. Mewekma Ohlone Tribe: A brief history and the federal recognition process. Online at <http://www.muwekma.org/history/tribe.html> [accessed 7 March 2007].

4. California Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 7 March 2007].

5. California Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000–2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 7 March 2007].

6. San Mateo County Harbor District. 2003. Pillar Point Harbor. Online at <http://www.smharbor.com/pillarpoint/index.htm> [accessed 7 March 2007].

7. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

8. Field notes, Exclusive Freshness Inc., Pillar Point Harbor, Princeton, CA, 19 January 2005.

San Diego

People and Place

Location

San Diego is the southern most urban area on California's coast, 121 miles south of Los Angeles. The city is in San Diego County and encompasses 324.34 square miles of land and 47.69 square miles of water. San Diego's geographic coordinates are lat 32°42'55"N, long 117°52'25"W.

Demographic Profile

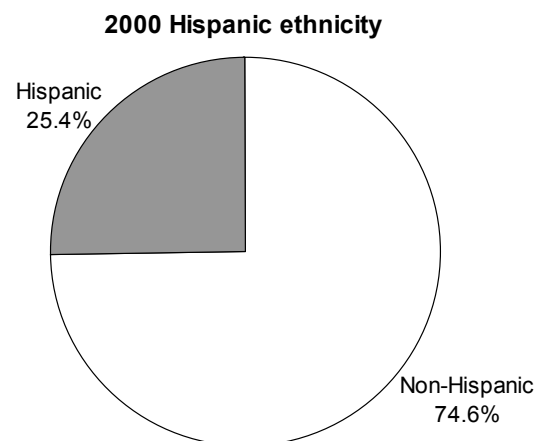
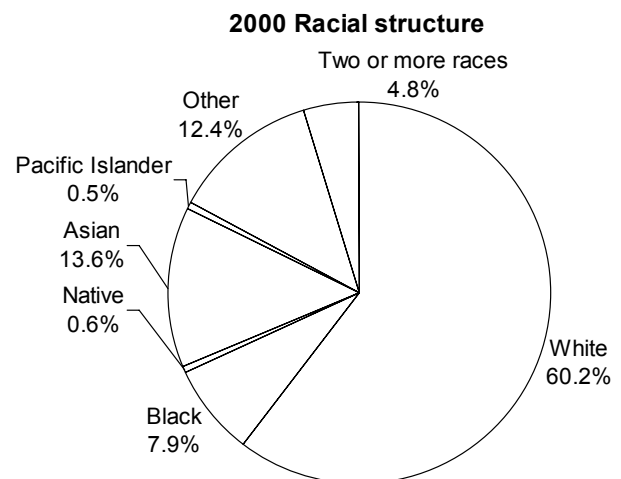
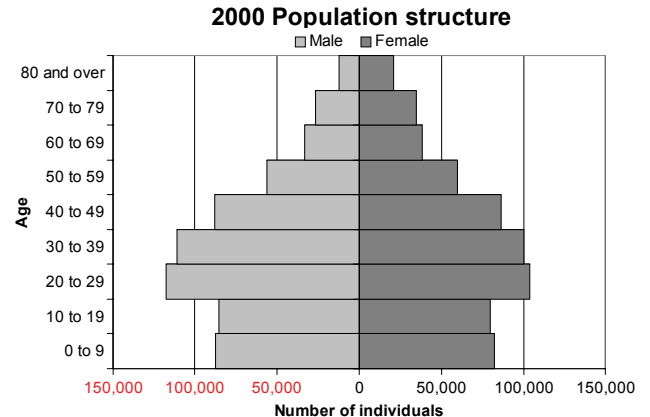
According to the 2000 U.S. Census, the population of San Diego was 1,223,400. San Diego is the second largest city in California and seventh largest in the nation. San Diego has undergone strong and steady growth throughout the twentieth century. In 1870 its population was 2,300; by 1930 it was 147,995. In 1960 the city's population surpassed the half million mark at 573,224. The gender composition was 49.6% female and 50.4% male. In 2000 the median age was 32.5, younger than the average national median age of 35.3. Of the population 18 years of age and older, 82.9% had a high school education or higher, 31% had a bachelor's degree or higher, and 11.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure of San Diego was white (60.2%), followed by Asian (13.6%), individuals who identified with some other race (12.4%), black (7.9%), individuals who identified with two or more races (4.8%), American Indian and Alaska Native (0.6%), and Native Hawaiian and Other Pacific Islander (0.5%). Ethnicity data indicate 25.4% identified as Hispanic. About 25.7% of San Diego's population was foreign-born.

In 2000 75.8% of the population lived in family households.

History

The San Diego area dating back to 11,000 BP was populated by Indians now called the San Dieguito. They were descendents of Asians who crossed the land bridge in the Bering Strait and others who moved over the Sierra Nevadas and down the Pacific coast. About 3,000 years ago the Digueño or Kumeyaay Indians arrived in the region and mixed with the local inhabitants. The Digueño were named by the Spanish who were known for naming Indian groups after the mission that had jurisdiction over them, in this case the San Diego de



Alcalà Mission. When the mission was established in 1769, there were roughly 25,000–30,000 Indians living in the area.

The term Kumeyaay, coined by the native people in the 1970s, is all inclusive of the Digueño and Kamia, the Yuman-speaking Indians of Imperial County east of San Diego County. The Kumeyaay were seasonal hunters and gatherers whose bands ranged from the waterways of San Diego's coastal region, eastward past the Salton Sea, and south beyond present day Enseñada, Mexico. The Kumeyaay Indians were known for their resistance to Christianity and revolted against Spanish soldiers on several occasions. At the time of Mexican independence in 1821, the Kumeyaay fled to the mountains to escape forced labor for Mexican settlers from the army. In 1875 the Kumeyaay were expelled from their homes and their land expropriated. In 1910 the population began to revive, and currently there are about 20,000 Kumeyaay descendants living in San Diego County on 18 reservations, more than in any other county in the United States.¹

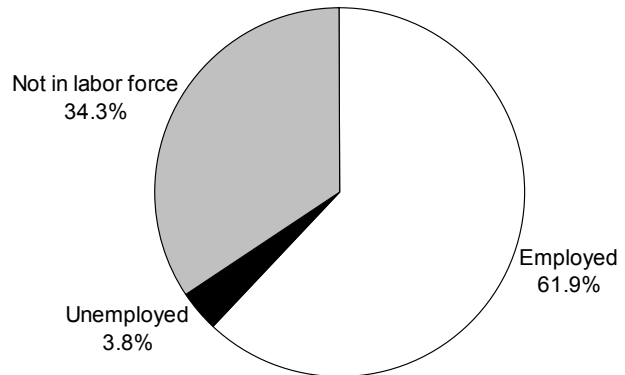
In the middle of the 1500s, Juan Rodríguez Cabrillo, exploring for Spain, sailed into the San Diego Harbor and named his discovery San Miguel. Sixty years later, in 1602 on the feast day of San Diego de Alcalà, Sebastián Vizcaíno arrived and renamed the area San Diego. At the time Spain was not interested in settling California, as it was drawn to the riches in the Pacific and the Orient. In the mid-1700s Spain colonized Mexico's Baja California and pushed upwards into California in an effort to discourage Russian fur traders who were moving down the northwest coast of America. Spain lent military support to mission priests and consequently raised the Spanish flag.

In 1769 the Franciscan priest Junípero Serra established the first mission, San Diego de Alcalà, in San Diego. In 1821 Mexico declared its independence from Spain and 12 years later the Mexican government began parceling out mission property to political leaders. By 1846 the Mexican-American War reached the West Coast and San Diego was taken by U.S. forces.²

The California Gold Rush came two years later. The first rail link bypassed San Diego. In 1867 San Francisco speculator and businessman Alonzo Horton, recognizing the city's port potential, acquired 960 acres of waterfront and promoted it as "New Town." A year later San Diego was incorporated with a population of 650. Shortly after its incorporation, gold was discovered in the hills east of San Diego, but the mining boom ended by 1874. Following the gold rush the population of San Diego fell by half to 2,000.³

The town's Mediterranean style, mission architecture and Spanish street names seen today were

2000 Employment structure



constructed by developers for the Panama-California Expositions of 1915–1916, rather than being remnants of the city's colonial past. The aviation and maritime industries arrived in San Diego during the 1920s and 1930s and jump started the city's economy. In 1941 following the bombing of Pearl Harbor, the headquarters of the U.S. Pacific Fleet moved to San Diego. San Diego's role in wartime activity transformed the city and provided employment opportunities for up to a fourth of the population. Today the city is growing due to several factors including climate, seafront location, abundant recreation opportunities, and a revitalized downtown area.

San Diego's Fishing History

Numerous ethnic groups participated in San Diego's fishing history, including the Chinese, Portuguese, Italians, and Japanese. While many Chinese pioneers were forced into low paying and unskilled jobs, some found a niche in the developing fishing industry. By 1869, a year before Alonzo Horton built his bank, two colonies of Chinese fishermen were established on San Diego Bay, and by 1872 the trade in dried fish was well underway.

By 1880 the abalone fishery was producing 700 tons annually, primarily for export to China. The Chinese sold the shells to California jewelry makers. Beginning in 1885 a series of events transpired to decrease Chinese fishing activity and fleet size, and in 1890 the industry ceased when the State Board of Fish Commissioners implemented restrictions on the taking and export of abalone and shrimp. Over the next 10 years, San Diego businessmen built processing plants, and by 1897 the railroad was carrying fresh fish and shellfish to markets as far away as Denver and Kansas City.⁴ In the early 1910s Portuguese fishermen moved into abandoned Chinese settlements and revived the tuna industry. In

1936 it was reported businesses were again shipping abalone to the Orient.⁵

The late 1800s saw a wave of immigration from southern and eastern Europe. Between 1900 and 1910 Italian immigration to California nearly tripled, rising from 22,707 in 1900 to 66,615 in 1910. Most came from maritime backgrounds and settled in the bay area around San Francisco. The San Francisco fire in 1906 brought many Italian fishermen to San Diego, who joined Italians who had arrived in 1871. The Italians came with a variety of boats and gear types and by 1910 the capabilities of the fishery exceeded market demand. Access to national markets was the only way to realize the full potential of the San Diego fishery and this access awaited successful development of a cannery.⁶

In 1909 the first fish cannery was built, designed solely for processing sardines. The lampara net, developed in Italy, was introduced to the San Diego sardine fishery in 1907, extending the fishery to areas outside the bays to which earlier fishermen were restricted.⁷ During a lull in the sardine fishery, a processor in San Pedro experimented with canning albacore tuna, and in 1911 the Pacific Tuna Canning Company began canning albacore in San Diego.⁸ For more information on the San Pedro fishing community, see the Los Angeles community profile.

In 1913 Japanese fishermen arrived in Magdalena Bay and Turtle Bay 300 miles south of San Diego and established abalone camps, employing local Mexicans. Abalone processing was done in Turtle Bay but the dried product was shipped to a warehouse in San Diego to be stored until the meat could be sent to market in China or Japan. The operation transitioned to tuna fishing in the 1920s with the arrival of 70 Japanese tuna fishermen.

While fishing for tuna, the Japanese introduced a technique that would transform the American tuna industry: long, flexible, and exceedingly strong bamboo poles. San Diego canneries favored the pole technique because the Japanese fishermen brought the fish aboard without damaging the meat.⁹ In 1923 the U.S. Department of Commerce stated the “Japanese in San Diego make up 50% of the [fishing boat] crews, 30% are Italian, 10% Portuguese, and 10% are Americans.”¹⁰

The fishing industry hit its peak in California between 1919 and 1921; however, it was already apparent that overfishing was threatening several species, including halibut. Depletion of local white fish stocks affected the San Diego fishing fleet.¹¹ Over the next several years, many fishermen left their boats to enter fish processing and marketing. San Diego quickly transitioned from being a seafood exporter to an importer to supply local markets.

Beginning in the 1920s and 1930s, fishermen were forced into deeper water to fish for the yellowfin and skipjack tunas. During this time processing techniques improved, and canning these tuna became a profitable enterprise. Unfortunately San Diego fishermen were then forced to compete with imported tuna from Japan, whose canneries could purchase the fish at lower cost. As a result in 1930 Edward Ghio helped found the American Fishermen’s Tunaboat Association, the forerunner of the present-day American Tunaboat Association, which united fishermen and improved their dealings with the canneries. By the end of the 1930s, approximately 15% of the tuna boats operating out of San Diego were owned and operated by Italian fishermen.¹²

New citizenship laws passed in the early 1940s had negative consequences for Italians. Of the 1,511 Italian fishermen in the state, 787 were forced to abandon offshore fishing. In the mid-1940s, as the boats became larger and more expensive, boat investment changed and ownership concentrated in the hands of individuals not actively engaged in fishing. As a result 69 tuna boat owners in 1946 authorized the American Tunaboat Association to represent them in negotiations with the Cannery Workers and Fishermen’s Union of San Diego and with the International Association of Machinists, the bargaining agents for tuna boat crews.¹³

In the 1950s the tuna industry changed dramatically due to two events. First, canneries began importing large quantities of cheap tuna from Japan. Second, many Latin American countries closed their waters to foreign fishermen. This devastated the San Diego bait fishery which relied on them for 85–90% of the bait fish used in the industry. By 1960 the tuna fleet in San Diego decreased by 30%, from 210 to 149 vessels. Technology saved the fleet with the advent of nylon nets and the Puretec power block, which solved both of the fleet’s problems. Japan’s fishing fleet could no longer outperform the efficient tuna seiners and the need for bait was eliminated.¹⁴

Over the next 20 years the San Diego tuna industry faced tremendous pressure from the environmental movement to end the killing of porpoises in the tuna fishery, and by 1975 porpoise kill quotas were established. By 1980 San Diego’s fleet of large purse seiners operating in the Eastern Tropical Pacific numbered 101,¹⁵ of which about 30 were bait boats.¹⁶ Approximately 25% of the family-owned boats belonged to Italian-Americans.¹⁷

Several events over the next few years exacerbated the problems of the tuna fishermen. The El Nino current of 1982–83 caused tuna to migrate to cooler waters in the Western Tropical Pacific. Canneries moved overseas and U.S. tuna boats were seized for illegally fishing in

Central American waters. By 1990 the number of San Diego purse seiners had dropped to 30. Then when the three major American tuna canners agreed to purchase only “dolphin-safe” tuna, the number of boats dropped from 30 to 8. Today many San Diego tuna captains and fishermen fly to Guam or American Samoa, where they base their boats, to fish for tuna.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 61.9% of San Diego’s potential labor force 16 years of age and older were employed, 3.8% were unemployed, and the unemployment rate was 5.8% (calculated by dividing the unemployed population by the labor force). In addition, 34.3% were not in the labor force. The major industries in San Diego are manufacturing, defense, tourism, and agriculture.¹⁸ Local, state, or federal government employed 16.5% of the work force and the armed forces employed 3.8%. Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 0.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, San Diego’s per capita income in 1999 was \$23,609, slightly higher than the national per capita income of \$21,587. The median household income was \$45,733, compared to the national median household income of \$41,994. In 1999 14.6% lived below the poverty level, compared to the national average of 12.4%. In 2000 San Diego had 469,689 housing units, of which 96% were occupied and 4% were vacant. Of the occupied housing units, 49.5% were by owner and 50.5% were by renter.

Governance

San Diego operates under a council-manager government, headed by the mayor and eight council members. The city manager handles the day-to-day operations of city government. San Diego is a charter city and incorporated 27 March 1850. Charter cities differ from general law cities in that they allow the citizenry to shape city operations (e.g., laws, governing bodies) to meet particular characteristics. A charter can only be adopted or changed by majority vote. San Diego levies a 7.75% sales and use tax and San Diego County has a 9% transient lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The nearest National Marine Fisheries regional office is 106 miles away in Long Beach. San Diego is the headquarters for the California Department of Fish and Game’s Region 5. The city also has a U.S. Coast Guard station and a U.S. Citizenship and Immigration Services district office. The Pacific Fishery Management Council meets in San Diego on a rotating basis every 2 to 3 years.

Facilities

San Diego is accessible by land, sea, and air. The city is located on the Interstate Highway 5 corridor that connects it to Los Angeles. Several other transportation options are available to persons traveling between the two cities. San Diego also has an international airport.

The San Diego School District serves approximately 138,600 students and is the second largest district in California with 123 elementary schools, 23 middle schools, 18 high schools, 13 atypical schools, and 10 alternative schools. As a major metropolitan area, it has a large number of health care facilities, including acute care hospitals, pediatric centers, and a variety of clinics and specialty outlets.

The San Diego Police Department administers public safety. The San Diego Water Department serves more than 1.2 million people. Local water sources contribute only about 10% of the water used by the city; approximately 90% comes from northern California and the Colorado River. The Metropolitan Wastewater Department manages the city’s sewage system. On average 180 million gallons of wastewater are treated daily, and the system has capacity to annually treat 240 billion gallons. The tourism industry in southern California is well developed and San Diego supports more than 400 hotels.

The California Legislature created the Port of San Diego in 1962 to manage the San Diego Harbor and administer public lands on San Diego Bay.¹⁹ The port is governed by a seven-member Board of Port Commissioners appointed by the city councils of San Diego, Chula Vista, Coronado, Imperial Beach, and National City. The port has two marine cargo terminals, the National City Marine Terminal and the Tenth Avenue Marine Terminal. The port also owns the B Street cruise ship terminal. The Tenth Avenue Marine Terminal offers a variety of storage and warehousing options, for example, cold, dry, bulk.

The port has 1 million square feet of warehouses and transit sheds, 25 acres of open space for cargo, and 8 berths. The National City Marine Terminal is a 125-acre complex with 7 berths. It is a main point of entry for foreign automobiles and can accommodate more than

300,000 vehicles per year. The B Street Marine Terminal has five berths, two of which are adjacent to the terminal.

Involvement in West Coast Fisheries

Commercial Fishing

San Diego residents are principally involved in West Coast fisheries, including groundfish, coastal pelagics, and highly migratory species. In southern California in the 5 years prior to 2000, 90 percent of the total landing value were contributed by squid, albacore and other tuna, sea urchin, coastal pelagics, shark, swordfish, lobster, and groundfish.

Of the 151 vessels that delivered landings to San Diego in 2000, all were commercially registered vessels. Landings were made in the following West Coast fisheries (data shown represents landings in metric tons/ value of landings/number of vessels landing): coastal pelagic 1.8 t/\$3,012/18; crab 65 t/\$168,741/31; groundfish 8 t/\$29,939/47; shrimp 5 t/\$104,169/5; and other species 143 t/\$1,020,479/116.

In 2000 San Diego residents owned 106 vessels, including 51 that participated in the federally managed groundfish fishery. The number of vessels owned by San Diego residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 3/0/8, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/5, shellfish NA/0/NA, shrimp NA/0/4, and other species 6/0/4.²⁰

One San Diego resident held a single federal groundfish fishery permit in 2000. The number of San Diego residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 1/0/12, crab 0/1/0, groundfish 0/0/46, highly migratory species NA/0/19, salmon 0/0/6, shellfish 0/0/NA, shrimp 0/1/12, and other species NA/0/105).²¹

In 2000 San Diego residents held 463 registered state and federal permits. The number of permits held in each fishery by state (WA/OR/CA) was: coastal pelagic 2/0/43, groundfish 0/0/45, highly migratory species NA/0/0, salmon 0/0/18, shellfish 0/0/NA, shrimp 0/0/19, and other species 6/0/329.²²

In 2000 at least six seafood processors operated in San Diego, employing about 296 people. The estimated weight of the processed products was 5,858,962 pounds valued at \$41,096,402. In 2000 the top three processed products, in terms of pounds and revenue earned were kelp (confidential/confidential), salmon (confidential/confidential), and swordfish (311,694 pounds/\$2,298,692). San Diego is also home to International Specialty Products, which manufactures alginates from California giant kelp; alginates are used in food, beverage, personal, and pharmaceutical products.²³ In

addition, numerous sportfishing companies offer processing and canning services such as Fishermen's Landing, Sportsmen's Seafood, and Anthony's Seafood Group in affiliation with Point Loma Sportfishing.

Sportfishing

The sportfishing industry in southern California is well developed. San Diego sport fishermen are involved in both West Coast and Alaska fisheries. Year round the San Diego sportfishing fleet offers a wide range of open party and private charter trips varying from a half day to three weeks. Half day fishing trips ply the California coastline from Point Loma southward to Imperial Beach. Longer trips take anglers to the Outer Banks where they target migrating schools of albacore, yellowfin, bluefin, big eye tuna, and dorado. Sportfishing companies also provide dinner cruises, ecology excursions, and whale watching trips between December and March for the California gray whale migration to Baja California, Mexico.

There are 37 licensed agents selling hunting and fishing licenses and one licensed dealer for Deeper Nearshore Species Permits in San Diego. In the port group consisting of San Diego and Mission Bay, a total of 75 commercial passenger fishing vessels (CPFV) or "party boats" reported 555,479 fish landings of more than 26 species in 2000. The number of anglers involved was 176,690. In 2002 there were 37 licensed CPFVs and in 2003 there were 48. Operators purchased 38 ocean enhancement stamps in 2002 and 49 in 2003, allowing anglers to fish in ocean waters south of Point Arguello in Santa Barbara County.

In 1998 and 1999, 2.9 million marine recreational trips were made in southern California (Santa Barbara County and south), compared to 4.7 million trips statewide. The figure includes recreational anglers fishing from man-made structures (e.g., piers), beaches, commercial passenger fishing vessels, and private boats. Based on the average number of marine anglers in southern California during this time, aggregate annual trip-related expenditures were estimated to be \$202 million. Licenses, fishing gear, and boat-related expenses contributed an additional \$128.4 million.²⁴

Subsistence

The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data. Individuals of Native American descent living in San Diego may engage in

tribal subsistence fishing, but that information is not discussed due a lack of data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 San Diego residents owned seven vessels involved in North Pacific fisheries, landing fish in the following North Pacific fishery (data shown represents landings in metric tons/value of said landings/number of vessels landing): salmon 199 t/\$178,330/4. In 2000 8 community residents held registered state permits, 3 held registered federal permits, and 69 held crew member licenses for North Pacific fisheries.

In 2000 nine state and federal permits were registered to individuals in San Diego. Residents also held one groundfish License Limitation Program permit. Residents held two Bering Sea and Aleutian Islands groundfish and six salmon Commercial Fisheries Entry Commission permits. Residents also held 11,647 halibut individual fishing quota shares.

Sportfishing

San Diego residents purchased 1,028 Alaska sportfishing licenses in 2000.

Notes

1. Desert USA. 1999. Native American desert peoples: The Kumeyaay of San Diego County and Baja. Online at <http://www.desertusa.com/mag99/july/papr/kumeyaay.html> [accessed 7 March 2007].
2. San Diego Online. No date. San Diego history. Online at <http://www.sandiegomag.com/metro/history/history.shtml> [accessed 7 March 2007].
3. Lonely Planet. No date. San Diego: History. Online at http://www.lonelyplanet.com/destinations/north_america/san_diego/history.htm [accessed 7 March 2007].
4. A. McEvoy. 1977. The journal of San Diego history: In places men reject: Chinese fishermen at San Diego, 1870-1893. Online at <http://www.sandiegohistory.org/journal/77fall/chinese.htm> [accessed 7 March 2007].
5. See note 4.
6. W. Richardson. 1977. The Journal of San Diego History: Fishermen of San Diego: The Italians. Online at <http://www.sandiegohistory.org/journal/81fall/fishermen.htm> [accessed 7 March 2007].
7. See note 6.
8. See note 6.
9. D. Estes. 1977. The Journal of San Diego History: Kondo Masaharu and the best of all fishermen. Online at <http://www.sandiegohistory.org/journal/77summer/kondo.htm> [accessed 7 March 2007].
10. See note 9.
11. See note 6.
12. See note 6.
13. See note 6.
14. See note 6.

15. M. Schoell. 1999. The journal of San Diego history: The Marine Mammal Protection Act and its role in the decline of San Diego's tuna fishing industry. Online at <http://www.sandiegohistory.org/journal/99winter/tuna.htm> [accessed 7 March 2007].

16. See note 6.

17. See note 6.

18. The City of San Diego. 2004. Important facts and figures. Online at <http://www.sannet.gov/economic-development/glance/sdfacts.shtml> [accessed 7 March 2007].

19. Unified Port of San Diego. No date. Unified port of San Diego, building a community vision: Overview.

20. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

21. See note 20.

22. See note 20.

23. International Specialty Products. ISP's world class manufacturing facilities. Online at <http://www.ispcorp.com/about/manufacture/manufacture.html> [accessed 7 March 2007].

24. The State of California. 2003. California's living marine resources: A status report. Online at <http://www.dfg.ca.gov/mrd/status/> [accessed 7 March 2007].

San Francisco

People and Place

Location

San Francisco is located on the San Francisco Peninsula, approximately 87 miles southwest of Sacramento and 48 miles northwest of San Jose. It covers 46.7 square miles of land and 185.2 square miles of water. San Francisco's geographic coordinates are lat 37°46'30"N, long 122°25'06"W.

Demographic Profile

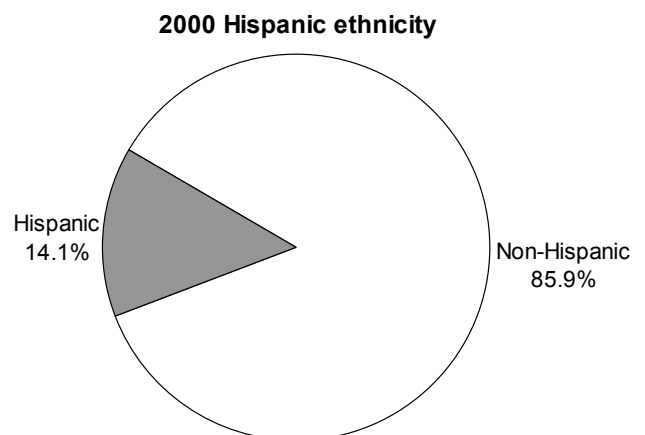
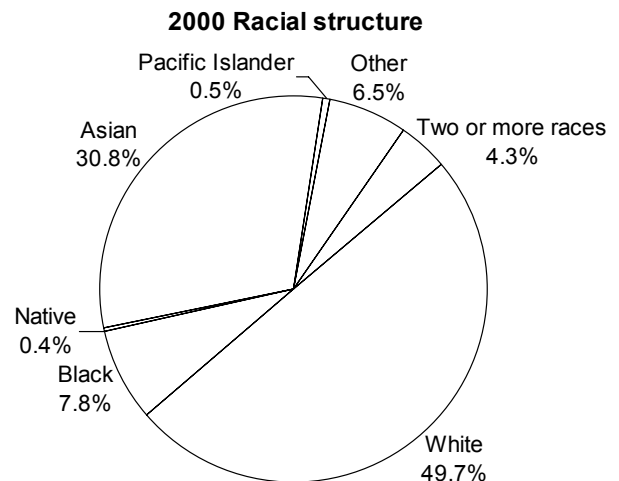
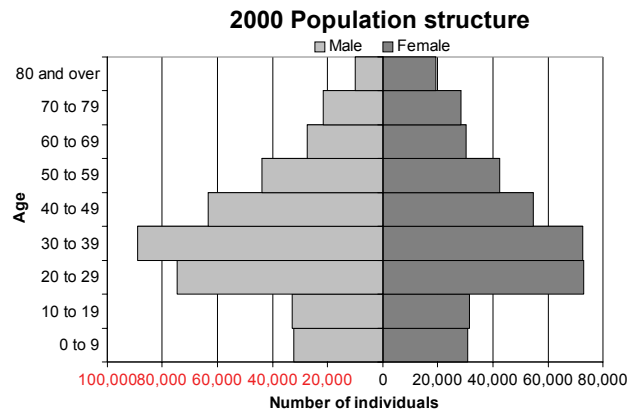
According to the 2000 U.S. Census, the population of San Francisco was 776,733, an increase of 7.3% from 1990. The gender composition was 49.2% female and 50.8% male. The median age was 36.5, slightly higher than the national median of 35.3. San Franciscans are generally well educated. Of the population 18 years of age and older, 81.5% had a high school education or higher, 42.9% had a bachelor's degree or higher, and 14.9% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial structure of San Francisco was predominantly white (49.7%), followed by Asian (30.8%), black (7.8%), individuals who identified with some other race (6.5%), individuals who identified with two or more races (4.3%), Native Hawaiian and Other Pacific Islander (0.5%), and American Indian and Alaska Native (0.4%). Ethnicity data indicate 14.1% identified as Hispanic. About 36.8% of the population was foreign-born, of which 33.8% were from China, 11% from the Philippines, and 8% from Mexico.

In 2000 63.4% of the population lived in family households.

History

In 1769 Gaspar de Portola, a Spanish explorer, found San Francisco Bay while searching for Monterey Bay. Upon Portola's arrival more than 10,000 Indians lived in central California's coastal areas between Big Sur and San Francisco Bay. This group of Indians consisted of approximately 40 tribal groups ranging in size from 100 to 250 members. When the Spanish arrived they referred to the tribal groups collectively as Costenos, meaning "coastal people." The name was eventually changed to Costanoan. Native Americans in the San Francisco bay area were referred to as Costanoans for years until descendants chose to call themselves Ohlones, meaning "the abalone people."¹



The Ohlones utilized hunting and gathering technology, taking advantage of the rich natural resources in the area. Adults hunted large mammals including deer, elk, bear, whale, sea lion, otter, and seal. Freshwater and saltwater fish were important in the Ohlone diet, such as steelhead, salmon, sturgeon, and lamprey. Shellfish including mussels, abalone, clams, oysters, and hornshell were also important.² The Ohlones, equipped with reed boats, ventured short distances into the ocean to fish for mackerel, sardine, and other nearshore species.³

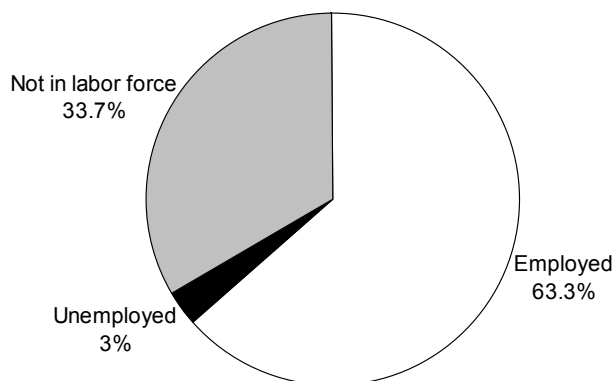
The Muwekma Ohlone Tribe, one of several Ohlone groups, is comprised of lineages aboriginal to the San Francisco Bay region who trace their ancestry through the Dolores, Santa Clara, and San Jose missions. The aboriginal homeland of the Muwekma Tribe includes several counties, including San Francisco County. Between 1982 and 1984 the Muwekma Tribal Council organized and tribal members are working for federal recognition.⁴

In November 1770 the Viceroy of Spain instructed Don Pedro Fages, the comandante of California, to explore San Francisco for the purpose of establishing a mission. In 1775 the Viceroy authorized Juan Bautista de Anza to command an expedition escorting soldiers and their families to settle the port of San Francisco. Spain established numerous missions throughout California, envisioned as temporary structures and intended to last approximately 10 years. The intentions of the mission priests were to Christianize and acculturate the Indians. The mission settlements would then become pueblos, or cities, and the mission churches would become parish churches. In 1834 California Governor General José Figueroa ordered the missions converted to pueblos and the Indians given land to raise cattle.⁵

San Francisco grew rapidly and, with the immigration to the area following the discovery of gold, organization and government came quickly. Most economic activity occurred just east of San Francisco in the Sacramento-San Joaquin watershed, which drains several rivers through San Francisco Bay. When the Gold Rush declined in the Sierras in the late 1840s, the Euro-American settlers turned to fishing. The salmon trade picked up during the 1850s and 1860s when the price for river freight dropped and steamship service began to Hawaii, China, Japan, and Australia.

In the mid-1850s the first Chinese fishermen arrived on the eastern shores of San Francisco Peninsula and began exporting dried fish and shellfish. The most important Chinese fishery in the bay was the shrimp fishery, which began in 1871. In 1895 the Chinese landed approximately 5.4 million pounds of shrimp

2000 Employment structure



valued at \$163,000, and the fishery was considered one of the most productive in California, second to the bay area's oyster business.⁶

The Italians, arriving in the late 1860s, were also important to San Francisco's fishing industry. They were involved in the shrimp fishery but proved less successful than the Chinese.⁷ The Italians built traditional boats called "silenas" (known later as "San Francisco feluccas") which they moored along the San Francisco waterfront.⁸ By 1880 the lateen-rigged Italian boats made up about two-thirds of the 85 fishing boats.⁹

Union Street Wharf, the first wharf specifically for the fishing fleet, was built in 1884. The wharf had several amenities including a maintenance shed, four large boiling vats for tanning nets and sails, a boat ramp, and a market house where the daily catch was unloaded and sold to the local market. Alongside the feluccas moored at the wharf were the gillnet sailboats that fished the shallower waters of the San Pablo and San Francisco bays, and the Sacramento and San Joaquin rivers. These boats used paranzella drag nets—introduced by Sicilians in 1876—that were particularly efficient in catching offshore rockfish. The gillnet boats also served as tenders to the paranzella feluccas that fished outside the bay in the open ocean. The crab fishery was also important with 50 vessels in the fleet in the 1880s. Due to construction the wharf was moved to the intersection of Jefferson and Taylor streets in 1900 and a new market house was constructed.¹⁰

Mining, agriculture, and development in and around the bay area brought pollution in the twentieth century, which caused the bay area oyster industry to collapse as well as several salmon fisheries. By 1925 industrialization came to the area's fisheries; vessel and gear modifications began to allow fishermen to shift their occupations from nearshore to offshore waters. Boat builders in San Francisco outfitted the old Italian boats

with single-cylinder gasoline engines. These new vessels, known as the Monterey clippers, could engage in multiple types of fishing and spend several days at sea.¹¹ The markets also expanded in the early twentieth century. Bay area products were transported by truck, rail, and ship throughout the country and many of the traditional market houses were replaced by industrial scale processing and packing facilities. The increased efficiency of the motorized vessels and the seafood market networks encouraged a boom for the fisheries held in check only by the impact of the Great Depression. Fisherman's Wharf was soon enlarged to three basins to accommodate the increased number of vessels.¹²

In the 1930s the sardine fishery came alive and canneries were constructed onshore. In 1936–1937 the industry peaked when “230 seiners delivered 726,000 tons of sardine to 52 processing plants in California alone,”¹³ of which 27 were located onshore in San Francisco and Monterey.¹⁴ Sardine fishing continued in San Francisco until the early 1950s when productivity and exploitation of the fishery peaked.¹⁵ San Francisco Bay remains home to the state's largest spawning population of Pacific herring, which uses the bay for a breeding ground and nursery. This herring fishery is known as one of the last urban fisheries in the United States. Fishermen participate in the fishery under a limited entry gillnet system, fishing in platoons that have specified periods of time on the water to limit congestion and conflicts with other bay user groups.¹⁶

The decline in some area fisheries caused many fishermen to abandon the business in favor of more lucrative fish distribution and restaurant businesses. Alioto's, a woman owned and operated Italian seafood restaurant located on Fishermen's Wharf, was established in the 1950s, taking advantage of bay area fisheries including the rich Dungeness crab fishery. Soon sportfishing and charter boats emerged alongside the commercial fishing fleet. Today numerous visiting vessels, participating in the area's herring and salmon fisheries, compete for space along San Francisco's waterfront.

San Francisco area fisheries, like many West Coast fisheries, fluctuate depending on fisheries management decisions, ocean and weather cycles, and economic factors. Fishermen's Wharf is the traditional home of the fishing fleet and still serves commercial fishermen, although to a lesser extent. Fieldwork revealed the Crab Boat Owners Association remains a central player at the wharf and is one of the oldest commercial fishing associations on the West Coast. Several Internet sites mention that fishermen can be seen in the early morning hours, unloading fish at Pier 45, and fish and seafood can be purchased from Fish Alley Market.¹⁷ Today the wharf

is frequented primarily by tourists and has several museums, shops, and old maritime vessels. Many of the fishermen in the wharf community are not San Francisco residents due to San Francisco's high cost of living. Fishermen live in the nearby communities of East Bay, South Bay, Sonoma, Peninsula, and others. The wharf is also home to a Fisherman's Memorial, located in a chapel on Pier 45, and a Blessing of the Fleet procession to the Golden Gate Bridge to honor fishermen who lost their lives at sea.

San Francisco hosts many museums, parks, and festivals. The San Francisco Maritime National Historic Park on Hyde Street Pier is an outdoor museum that offers an overview of the area's maritime history. Numerous annual events take place in San Francisco including crab feed cruises on the bay, an anniversary celebration for the Sea Lions' arrival to Pier 39, Pier 39's Tulipmania, an Earth Day celebration, the Fourth of July Waterfront Festival, and Viva Las Americas.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 63.3% of San Francisco's potential labor force 16 years of age and older were employed, 3% were unemployed, and the unemployment rate was 4.6% (calculated by dividing the unemployed population by the labor force). In addition, 33.7% were not in the labor force, less than the national average of 36.1%. The top employment sectors were management, professional, and related positions (48.3%), sales and office jobs (25.6%) service occupations (14.3%), and local, state, or federal government (11.7%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 0.1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The top five employers in San Francisco in 2002 were ABM Industries Inc. and ABM Janitorial Services (business services), Catholic Health Care West; Charles Schwab Corporation (security brokers and dealers), and Chevron Corporation (oil and gas).¹⁸

According to the 2000 U.S. Census, the per capita income in 1999 was \$34,556, the median household income was \$55,221, and 11.3% lived below the poverty level. In 2000 San Francisco had 346,527 housing units, of which 95.1% were occupied and 4.9% were vacant. Of the occupied units, 65% were by owner and 35% were by renter. Of the vacant units, 22.4% were due to seasonal, recreational, or occasional use.

Governance

San Francisco is the largest city in the bay area. Because the city is also a county, its government structure is unique. Instead of having a city manager and council, county supervisors govern on the city level. The mayor is the official representative of the City and County of San Francisco and is aided by a city administrator and city controller.¹⁹ San Francisco levies an 8.25% sales and use tax and a 10% transient lodging tax.^{20, 21} San Francisco County is one of nine counties in the San Francisco-Oakland Bay Area.

See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The National Marine Fisheries Service (NMFS) Southwest Fisheries Science Center has laboratories located 73 miles south in Santa Cruz and there is a NMFS Regional Office 405 miles south in Long Beach. The California Department of Fish and Game has a marine field office 22 miles south in Belmont. The U.S. Citizenship and Immigration Services has offices in San Francisco. The Pacific Fishery Management Council holds meetings 22 miles south in Foster City. San Francisco is within the jurisdiction of the U.S. Coast Guard (USCG) Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the USCG.

Facilities

San Francisco is accessible by land, sea, and air. The major roads serving San Francisco are U.S. Highway 101 south to San Jose and Interstate Highway 80 northeast to Sacramento. San Francisco has numerous transportation services including cable cars, an extensive bus system, the Bay Area Rapid Transit (BART) system, Caltrain, and miles of bike paths. Several ferries serve the San Francisco area, including Alameda/Oakland Ferry, the Blue & Gold Fleet, Golden Gate Ferries, Harbor Bay Maritime, and the Vallejo Baylink. San Francisco International Airport is located just south of the city.

The San Francisco Unified School District, established in 1851, educates more than 60,000 students annually in more than 160 preschool, elementary, middle, and high schools. Additionally there are several alternative schools. The largest university is San Francisco State University with an enrollment of more than 21,000. The San Francisco Public Utilities Commission (SFPUC) provides freshwater and wastewater services. SFPUC also produces hydroelectric and solar power. Pacific Gas and Electric supplies electricity and natural gas. The San Francisco Police

Department administers public safety, and there are several medical clinics and hospitals in the area. Additional local facilities include public libraries, city parks, community centers, recreational facilities, museums, the Aquarium of the Bay, and the San Francisco Maritime National Historic Park Visitor Center.

The Port of San Francisco provides berthing for commercial fishing boats at Fisherman's Wharf. The port offers full service ship repair, two dry docks, fuel, ice and other supplies, and numerous portside facilities. Additionally, the wharf's Pier 45 houses the West Coast's largest concentration of commercial fish processors and distributors.²² The Hyde Street Commercial Fishing Harbor opened for business in 2001 and accommodates seasonal fishing fleets that deliver herring, salmon, and crab to processors at Pier 45. It is port policy that commercial fishing vessels have top priority for berths at the harbor. Recreational vessels are allowed access for up to 10 days a month when space is available.

Several organizations based in San Francisco focus on marine conservation including Waterkeepers Northern California, and recreational fishing organizations such as CalTrout and Golden West Women Flyfishers. For example, Golden West Women Flyfishers donates funds to groups such as CalTrout and The California Sportfishing Alliance. They also donate to organizations such as the Aquatic Outreach Alliance and Kids for the Bay, which promote environmental consciousness among bay area children. The Pacific Coast Federation of Fishermen's Associations is another local group specializing in marine resource and water protection issues. The federation has 25 member groups including the Crab Boat Owners Association.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 363 commercial vessels delivered landings to San Francisco. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 2,940 t/\$2,465,383/120; crab 178 t/\$989,754/45; groundfish 1,114 t/\$1,920,661/77; highly migratory species 81 t/\$150,409/23; salmon 373 t/\$1,436,021/162; shrimp confidential/confidential/1; and other species 101 t/\$537,709/65.

San Francisco residents owned 57 vessels in 2000 that participated in West Coast fisheries, of which one was part of the Groundfish Vessel Buyback Program. Community members owned 29 vessels that participated in the federally managed groundfish fishery. The number

of vessels owned by San Francisco residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/18, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/25, shellfish NA/0/NA, and shrimp NA/0/2.²³

Eleven San Francisco residents held 11 federal groundfish fishery permits in 2000. The number of San Francisco residents that held permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/15, crab 0/0/18, groundfish 1/0/26, highly migratory species NA/0/2, salmon 1/0/69, shellfish 0/0/NA, shrimp 1/0/3, and other species 0/0/17.²⁴

In 2000 San Francisco residents held 234 registered state and federal permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/30, crab 0/0/19, groundfish 3/0/31, highly migratory species NA/0/0, salmon 1/0/118, shellfish 0/0/NA, shrimp 1/0/3, and other species 0/0/17.²⁵

In 2000 at least 12 seafood processors operated in San Francisco in 2000, employing about 168 persons and processing an estimated 3,661,760 lbs of fish valued at \$183,118,517. The top three processed products in the community, in terms of pounds and revenue earned, were salmon 700,253 pounds/\$2,640,496, yellowfin tuna 532,146 pounds/\$3,360,774, and swordfish 478,405 pounds/\$2,964,152.

San Francisco sport fishermen are heavily involved in West Coast and Alaska fisheries, and the city has eight license agents. Two commercial passenger fishing vessels (CPFV) were licensed in San Francisco 2003, however, fieldwork revealed several more CPFVs docked at area wharfs. San Francisco's charter sportfishing fleet is located on Jefferson Street at the wharf; 10 boats offer daily departures from this location.²⁶ Fieldwork indicates several charter operations conduct tours of the bay to supplement their income.

Fishing from city piers is popular. The San Francisco Municipal Pier, built in the early 1930s, was used primarily for recreational fishing. Today it is frequented by fishermen, joggers, and tourists. Additional fishing piers include Black Point Pier (located at the foot of the Municipal Pier), Pier 7 (the second longest fishing pier in the city and reputedly one of the best), Fort Point Pier, McNear Beach Fishing Pier, Oyster Point Fishing Pier, Dumbarton Pier, and several others. Overall there are more than 35 fishing piers in San Francisco Bay.²⁷

Subsistence

Specific information on subsistence fishing in San Francisco is not discussed in detail in this community profile due to the lack of available data. The California

Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 San Francisco residents owned three vessels involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/ value of landings/number of vessels landing): Bering Sea Aleutian Islands groundfish confidential/confidential/1 and herring confidential/confidential/1.

In 2000 four San Francisco residents held four registered state permits. Residents held one salmon, one shellfish Commercial Fisheries Entry Commission (CFEC), and two herring permits. Eighteen residents held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 San Francisco community members purchased 754 Alaska sportfishing licenses. One sportfishing business in San Francisco participated in Alaskan fisheries.

Notes

1. National Park Service. No date. An "unvanishing" history. Online at <http://www.cr.nps.gov/seac/sfprehis.htm> [accessed 14 March 2007].
2. Santa Cruz Public Libraries. 1991. An overview of Ohlone culture. Online at <http://www.santacruzpl.org/history/spanish/ohlone.shtml> [accessed 14 March 2007].
3. A. McEvoy. 1986. The fisherman's problem: Ecology and law in the California fisheries 1850–1980. Cambridge University Press, Cambridge, UK.
4. The Muwekma Ohlone Tribe. No date. Mewekma Ohlone Tribe: A brief history and the federal recognition process. Online at <http://www.muwekma.org/history/tribe.html> [accessed 14 March 2007].
5. ZPub.com. No date. San Francisco history. Online at <http://www.zpub.com/sf/history/> [accessed 14 March 2007].
6. See note 3.
7. See note 3.
8. National Park Service. No date. Tides of change: Fisherman's wharf: 1870–1930. Online at <http://www.nps.gov/safr/local/wharf.html> [accessed 14 March 2007].
9. See note 3.
10. See note 8.
11. See note 3.
12. See note 8.
13. See note 3.
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15. J. Radovich. 1982. The collapse of the California sardine fishery: What have we learned? *CalCOFI Rep.* Vol. XXIII: 56–78.
16. D. Watters and E. Larson. 2001. The California herring fishery. Online at http://www.dfg.ca.gov/mrd/herring/oc_article.html [accessed 14 March 2007].
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19. SFPolitics.com. No date. San Francisco city and county government. Online at <http://www.sfpolitics.com/> [accessed 14 March 2007].
20. California Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 14 March 2007].
21. California Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000–2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 14 March 2007].
22. The Port of San Francisco. 2004. Fishing and fish processing. Online at http://www.sfgov.org/site/port_page.asp?id=31757 [accessed 14 March 2007].
23. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
24. See note 23.
25. See note 23.
26. See note 22.
27. California Lands Commission. 2004. Fishing piers in San Francisco Bay. Online at http://www.slc.ca.gov/Division_Pages/DEPM/DEPM_Programs_and_Reports/Shore_Terminals/PDF/36%20Appendix%20C-4.pdf [accessed 14 March 2007].

San Jose

People and Place

Location

San Jose is the seat of Santa Clara County, one of the nine counties in the San Francisco-Oakland Bay Area. It is 70 miles north of Monterey and 48 miles southeast of San Francisco. San Jose has 174.9 square miles of land and 3.3 square miles of water. The geographic coordinates of San Jose are lat 37°25'00"N, long 121°57'30"W.

Demographic Profile

According to the 2000 U.S. Census, the population of San Jose was 894,943, a 14.4% increase from 1990. The gender composition was 49.2% female and 50.8% male. The median age in 2000 was 32.6, lower than the national median of 35.3. Of the population 18 years of age and older, 77.3% had a high school education or higher, 28.5% had a bachelor's degree or higher, and 9.4% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

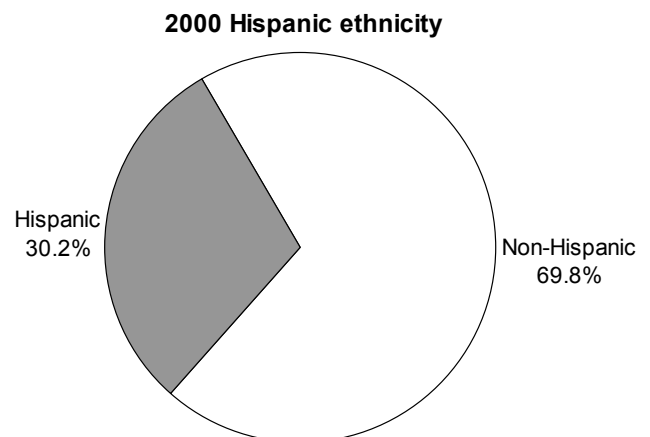
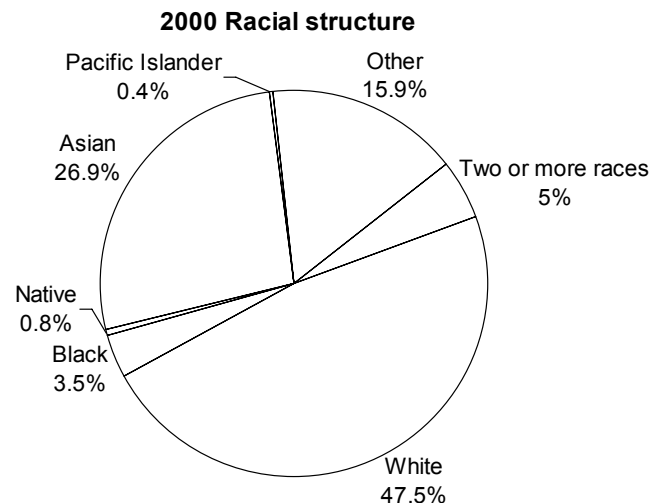
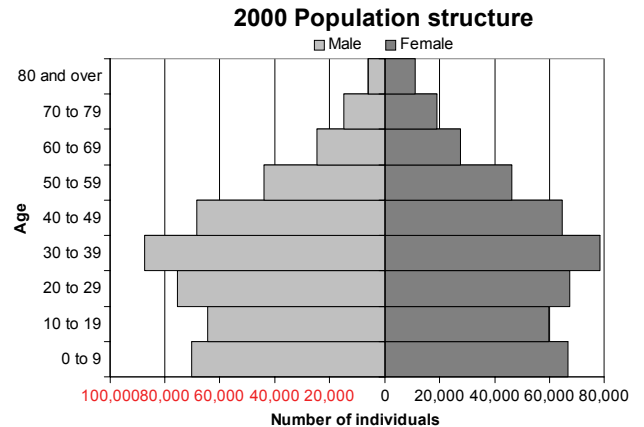
The racial composition of San Jose was predominantly white (47.5%), followed by Asian (26.9%), individuals who identified with some other race (15.9%), individuals who identified with two or more races (5%), black (3.5%), American Indian and Alaska Native (0.8%), and Native Hawaiian and Other Pacific Islander (0.4%). Ethnicity data indicate 30.2% identified as Hispanic. Of the 36.9% who were foreign-born, 30.2% were from Mexico, 20.4% from Vietnam, and 10.9% from the Philippines.

In 2000 86.9% of the population lived in family households.

History

Prior to the arrival of the Spaniards in the sixteenth century, more than 10,000 Indians lived in central California's coastal areas between Big Sur and San Francisco Bay. This group of Indians consisted of approximately 40 tribal groups ranging in size from 100 to 250 members. When the Spanish arrived they referred to the tribal groups collectively as Costenos, meaning "coastal people." The name was eventually changed to Costanoan. Indians in the San Francisco Bay area were referred to as Costanoans for years until descendants chose to call themselves Ohlones, meaning "the abalone people."¹

The Ohlones were hunter-gatherers, taking advantage of the area's rich natural resources. Adults



hunted large animals such as deer, elk, bear, whale, sea lion, otter, and seal. Freshwater and saltwater fish were important in the Ohlone diet, including steelhead, salmon, sturgeon, and lamprey. They also gathered mussels, abalone, clams, oysters, and hornshell from local tidelands.²

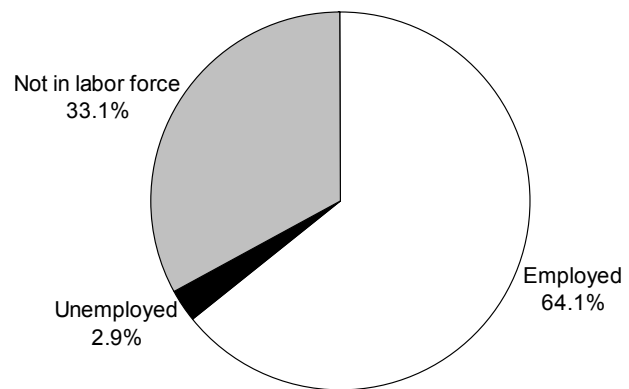
The Muwekma Ohlone Tribe, one of several Ohlone groups, is comprised of lineages aboriginal to the San Francisco Bay region who trace their ancestry through the Dolores, Santa Clara, and San Jose missions. The aboriginal homeland of the Muwekma Tribe covers several counties including Santa Clara County. The Muwekma Tribal Council organized between 1982 and 1984, and is working for federal recognition.³

Founded in 1777 and incorporated in 1850, San Jose is the oldest civil settlement in California.⁴ It was the site of California's first state capitol between 1849 and 1851 and today serves as the seat of Santa Clara County. Known as the Gateway to the Bay Area, San Jose is the third largest city in California. Before San Jose was recognized as a technological center, it was known for its fruit orchards, ranches, and canneries. Today the area offers cultural arts, professional sports, several educational institutions, and numerous hotels and restaurants catering to more than 6 million visitors each year.

San Jose has many historical sites and museums including the Silicon Valley Institute of Art and Technology, the Children's Discovery Museum, San Jose Historical Museum, and the Winchester Mystery House. The San Jose Opera, Wind Symphony, and San Jose Chamber Orchestra are among the artistic companies that perform in the area. The Jose Theatre, occupied by the Improv Comedy Club, is popular with residents. The theatre was established in 1904 by David Jacks, a Scotsman lured to California by the Gold Rush. A wealthy landowner, Jacks once owned the City of Monterey, and Monterey Jack cheese was a product of one of his enterprises.⁵

Alviso, located within the city of San Jose, is on the National Register of Historic Places. In 1849 Chester Layman, the San Jose surveyor, laid out streets for the City of Alviso. A toll road was built, as were hotels, taverns, and stores around the busy wharves. Incorporated in 1852, Alviso is located on San Francisco Bay and was one of the oldest towns in Santa Clara County. Up until the late 1800s, Alviso served as a major commercial shipping point for the south county. In the 1880s the Guadalupe River and the Alviso Slough were connected to facilitate shipping between San Francisco and the Sacramento Delta regions. Ships could travel through the port at Alviso up the Guadalupe River to the

2000 Employment structure



Embarcadero de Santa Clara and the tiny community of San Jose.

Residents had great hopes of Alviso becoming a prominent city in the region until the San Francisco and San Jose Railroad diverted travel from the town in 1864. In 1896 the South Bay Yacht Club was established, which remains in operation today. Thomas Foon Chew took over his father's Precity Canning Company in 1906 and renamed it the Bayside Canning Company, employing hundreds of Chinese workers. Specializing in asparagus, the cannery became the third largest in the world, closing in 1936 due to the Great Depression and Chew's death in 1931. During the Great Depression the town became known for its saloons, gambling, and prostitution. Alviso was finally annexed to San Jose in January 1968.⁶ Today residents and visitors enjoy the area's waterfront, small town culture, and its natural beauty; Alviso's wetlands are part of the San Francisco Bay National Wildlife Refuge.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 64.1% of San Jose's potential labor force 16 years of age and older were employed, 2.9% were unemployed, and the unemployment rate was 4.3% (calculated by dividing the unemployed population by the labor force). In addition, 33.1% were not in the labor force, slightly less than the national average of 36.1%. The primary employment sectors were management, professional, and related occupations (40.8%), sales and office positions (24.4%), production, transportation, and material moving jobs (14.3%), and local, state, or federal government (9.8%). Natural resource jobs such as agriculture, forestry, fishing, and hunting employed 0.3%, but this percentage

may be artificially low because many fishermen are self-employed and are underrepresented in the data.

San Jose's economy is driven primarily by the manufacturing and service industries. The top five employers in 2000 were Cisco Systems Inc. (14,500); Hewlett-Packard Company (11,000); Apple Computer Inc. (8,790); Intel Corporation (7,750); and Applied Materials Inc. (7,000).⁷

According to the 2000 U.S. Census, San Jose's per capita income in 1999 was \$26,697 and the median household income was \$70,243. About 8.8% lived below the poverty line, compared to the national average of 12.4%. In 2000 San Jose had 281,841 housing units, of which 98.1% were occupied and 1.9% were vacant. Of the occupied units, 61.8% were by owner and 38.2% were by renter. Of the vacant units, 15.6% were due to seasonal, recreational, or occasional use.

Governance

San Jose is the largest city in the San Francisco Bay area. The city council is comprised of a mayor and 10 council members. Santa Clara County levies an 8.25% sale and use tax and San Jose has an 8% transient lodging tax.^{8,9} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The National Marine Fisheries Service (NMFS) Southwest Fisheries Science Center has laboratories 32 miles southwest in Santa Cruz and a NMFS regional office is about 365 miles south in Long Beach. The California Department of Fish and Game has a marine field office about 70 miles southwest in Monterey. The nearest U.S. Citizenship and Immigration Services office is 48 miles northwest in San Francisco. Pacific Fishery Management Council meetings are held 30 miles northwest in Foster City. San Jose is within the jurisdiction of the U.S. Coast Guard (USCG) Marine Safety Office San Francisco Bay, one of the largest and busiest marine safety units in the USCG.

Facilities

San Jose is accessible by land and air. The major roads connecting San Jose to neighboring cities are U.S. Highway 101 north to San Francisco and south to Los Angeles, and Interstate Highway 880/80 northeast to Sacramento. The Norman Y. Mineta San Jose International Airport is located within the city and has several commercial carriers. The Altamont Commuter Express offers rail service to Stockton and Amtrak's Capitol Corridor route provides service to Auburn, San Francisco, Sacramento, and Oakland. The Santa Clara Valley Transportation Authority provides bus, light rail, and shuttle transportation throughout the city.

The San Jose area has 16 school districts and nine universities and colleges. The San Jose Municipal Water System, owned and operated by the city, serves more than 10% of San Jose's population. Pacific Gas and Electric supplies electricity and natural gas. The San Jose/Santa Clara Water Pollution Control Plant provides wastewater treatment to the 1.5 million people in the greater San Jose area. The San Jose Police Department administers public safety. Additional local facilities include 22 public libraries, more than 150 city parks, numerous community centers, and several museums. There are no port facilities located in San Jose. The closest port is 45 miles north in San Francisco.

Several fishing organizations are based in San Jose including the Silichip Chinook Salmon and Steelhead Restoration Group, Santa Cruz Fishermen's Association (commercial), United Anglers of California (sportfishing), and the Flycasters of San Jose (sportfishing). In 1988, after years of struggle with the Santa Clara Valley Water District, Silichip Chinook and other fishery activists in the San Jose area succeeded in constructing a fish ladder on a concrete weir in San Jose at the Hillsdale Avenue Bridge that had impeded the progress of salmon and steelhead up the Guadalupe River. In the late 1990s two fishery biologists hired by the water district established minimum flows on the Guadalupe and assisted in the removal of dams on Los Gatos Creek. In addition, San Jose is incorporating the river's fishery into its park and flood control plans.¹⁰

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for San Jose were recorded as part of the Other San Francisco Bay and San Mateo County Ports group, which includes the nearby communities of Alamo, Albany, Alviso, Antioch Bridge, Antioch, Benicia, Bird Landing, Brentwood, Burlingame, Campbell, China Camp, Collinsville, Concord, Crockett, Daly City, Danville, El Cerrito, El Sobrante, Emeryville, Fairfield, Farallone Island, Fremont, Glen Cove, Hayward, Lafayette, Livermore, Los Altos, Los Gatos, Martinez, Martins Beach, McNears Point, Moss Beach, Mountain View, Napa, Newark, Oakley, Pacifica, Palo Alto, Pescadero, Pigeon Point, Pinole, Pittsburg, Pleasant Hill, Pleasanton, Point Montara, Point San Pedro, Port Costa, Poster City, Redwood City, Rio Vista, Rockaway Beach, Rodeo, San Bruno, San Carlos, San Francisco area, San Leandro, San Mateo, South San Francisco, Suisun City, Sunnyvale, Vacaville, Vallejo, Walnut Creek, and Yountville.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown

represent landings in metric tons/value of landings/ number of vessels landing): coastal pelagic confidential/confidential/1; crab confidential/confidential/1; groundfish 1 t/\$2,112/5; salmon confidential/confidential/3; shrimp 438 t/\$245,851/5; and other species 8 t/\$16,380/12. See the El Sobrante, Lafayette, and San Francisco profiles for additional information.

San Jose residents owned 26 vessels in 2000 that participated in West Coast fisheries, including 13 that participated in the federally managed groundfish fishery. The number of vessels owned by residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/7, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/22, shellfish NA/0/NA, and shrimp NA/0/1.¹¹

Three San Jose residents held federal groundfish fishery permits in 2000. The number of residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, crab 0/0/7, groundfish 0/0/8, highly migratory species NA/0/3, salmon 0/0/41, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/9.¹²

In 2000 San Jose residents held 113 permits, including 100 state registered permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/5, crab 0/0/7, groundfish 0/0/10, highly migratory species NA/0/3, salmon 0/0/72, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/12.¹³

San Jose's inland location has prevented the area from having a seafood processing sector. However, some fishermen in the bay area may prefer to live in San Jose over San Francisco and other coastal communities due to its lower cost of living.¹⁴ The city has several seafood wholesalers and distributors who purchase from processors located in San Francisco, Monterey, Half Moon Bay, and other national and international companies. Race Street Foods, established in 1947, is the oldest wholesale distributor in the area. It has expanded from a small family operation to become an industry leading wholesale center employing more than 100. Race Street Foods delivers seafood, poultry, and other meat products to customers in 10 counties in the bay area. Pacific Harvest Seafoods, founded as a wholesale distributor in 1974, employs about 50. It purchases salmon and crab from coastal processors and imports halibut, shrimp, and scallops from other national and international companies. Pacific Harvest Seafoods distributes within a 100 mile radius of San Jose.

Asian seafood distributors in San Jose include Vietnamese-owned seafood markets that sell Vietnamese catfish (basa and tra) to restaurants in the area. In 2002 U.S. importers purchased about \$55 million worth of Vietnamese catfish, which enters primarily through the

ports of San Francisco and Los Angeles.¹⁵ According to the 2000 U.S. Census, the Vietnamese population in San Jose was more than 67,000 people, the second largest group of foreign-born citizens in the city.

Sportfishing

The sportfishing industry in southern California is well developed. San Jose sport fishermen are involved in both West Coast and Alaska fisheries. San Jose had 17 sportfishing license agents. One commercial passenger fishing vessel was licensed in 2002 and two in 2003.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the San Jose area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 San Jose residents owned four vessels involved in North Pacific fisheries. Community members landed fish in the following North Pacific fishery (data shown represents landings in metric tons/ value of said landings/number of vessels landing): salmon confidential/confidential/1.

In 2000 four community members held three registered state permits. Residents of San Jose also held four salmon Commercial Fisheries Entry Commission permits. Fourteen San Jose residents held crew member licenses for North Pacific fisheries.

Sportfishing

San Jose residents purchased 737 Alaska sportfishing licenses 2000, and one San Jose sportfishing business participated in Alaska fisheries.

Notes

1. National Park Service. No date. An "unvanishing" history. Online at <http://www.cr.nps.gov/seac/sfprehis.htm> [accessed 14 March 2007].

2. Santa Cruz Public Libraries. 1991. An overview of Ohlone culture. Online at <http://www.santacruzpl.org/history/spanish/ohlone.shtml> [accessed 14 March 2007].

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5. J. Douglas. February 2003. The Jose theatre: The show goes on. The exchange. Online at <http://www.historysanjose.org> [accessed 14 March 2007].

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8. California Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 14 March 2007].

9. California Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000–2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 14 March 2007].

10. Fish Sniffer. 1998. Fish ladder on Guadalupe River promises hope for salmon and steelhead recovery. Online at <http://www.fishsniffer.com/dbachere/112298guadalupe.html> [accessed 14 March 2007].

11. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

12. See note 11.

13. See note 11.

14. Field notes, Pacific Harvest Seafoods, San Jose, CA, 23 November 2004.

15. Asian Voices. 2003. Catfish wars pit Vietnamese against U.S. fish farmers. Online at <http://domino.ips.org/ips/eng.NSF/vwWEBMainView?SearchView&Query=%28%22Catfish+wars%22%29++and+Y%2E2003x&SearchMax=100&SearchWV=FALSE&SearchOrder=3> [accessed 14 March 2007].

Santa Ana

People and Place

Location

Santa Ana is located in Orange County along Interstate Highway 5. It is east of Long Beach, about 32 miles south of Los Angeles and 89 miles north of San Diego. The community covers 27.14 square miles of land and 0.3 square mile of water. Santa Ana's geographic coordinates are lat 33°44'44"N, long 117°52'01"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Santa Ana was 337,977, a 15.1% increase from 1990. The gender composition was 48.2% female and 51.8% male. The median age in 2000 was 26.5, considerably lower than the national median of 35.3. About 34.2% were under the age of 18 and 44.6% were between 22 and 49. Of the population 18 years of age and older, 44.5% had a high school education or higher, 7.8% had a bachelor's degree or higher, and 2.3% had a graduate or professional degree; lower than the national averages of 79.7%, 22.3%, and 7.8% respectively.

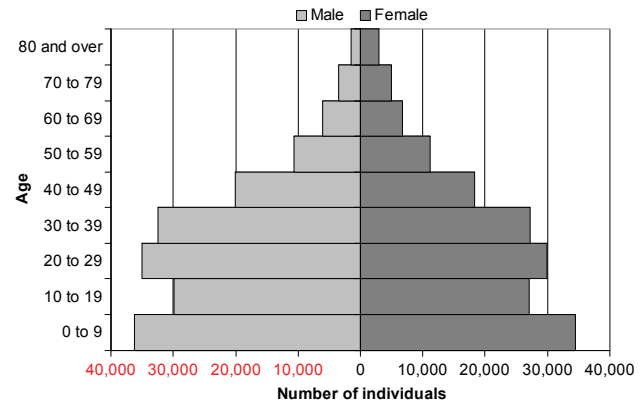
The racial composition was predominantly white (42.7%), followed by individuals who identified with some other race (40.6%), Asian (8.8%), individuals who identified with two or more races (4.6%), black (1.7%), American Indian and Alaska native (1.2%), and Native Hawaiian and Other Pacific Islander (0.3%). Ethnicity data indicate 76.1% identified as Hispanic. About 53.3% were foreign-born, of which 78.8% were born in Mexico and 9% in Vietnam.

In 2000 92.3% of the population lived in family households.

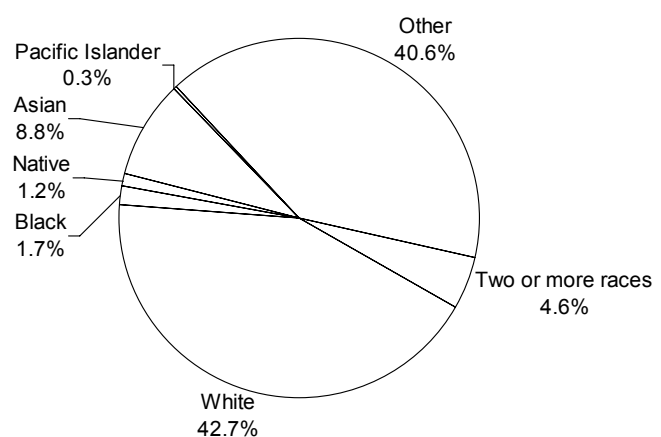
History

In 1769 Don Gaspár de Portolá, leader of a Spanish expedition, discovered a valley and river that he named Santa Ana. José Antonio Yorba, an expedition soldier, and his nephew Juan Peralta received a land grant from the Spanish authority and developed Rancho Santiago de Santa Ana for grazing cattle and farming. A century later in 1869, William H. Spurgeon purchased 70 acres from the Yorba family and plotted a town site, naming it Santa Ana. The city incorporated in 1886. Three years later Orange County was formed by annexing a portion of Los Angeles County. Santa Ana was designated the county seat. At formation Orange County had three incorporated cities: Santa Ana, Anaheim, and Orange.

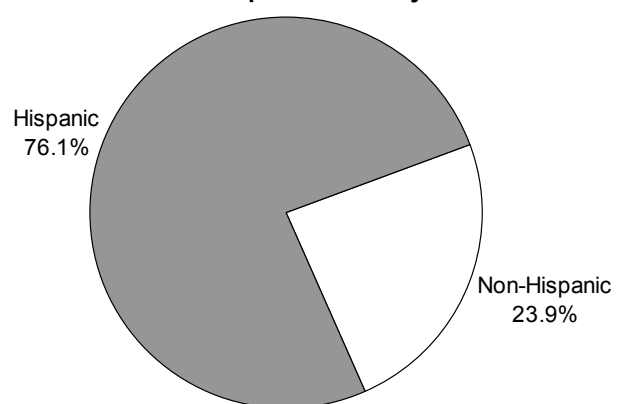
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



During World War II, the Santa Ana Army Air Base was an important site for military operations. The population of Santa Ana boomed immediately after World War II as local industry grew, creating more jobs. Trolley services to Los Angeles made commuting possible, beginning the era of suburbanization as the population of the greater Los Angeles metropolitan area spilled over into small cities like Santa Ana. Growth throughout Orange County continued through the latter half of the twentieth century, aided by construction of the freeway system. Today Santa Ana is a satellite community to Los Angeles and an important administrative and financial center in its own right.¹

Infrastructure

Current Economy

According to the 2000 U.S. Census, 54.7% of Santa Ana's potential labor force 16 years of age and older were employed, 4.7% were unemployed, and the unemployment rate was 8.0% (calculated by dividing the unemployed population by the labor force). In addition, 40.6% were not in the labor force. The primary employment sectors were manufacturing (24.7%), education, health, and social services (10.4%), retail trade (10.4%), local, state, or federal government (7.7%), and the armed forces (< 1.0%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 1.5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

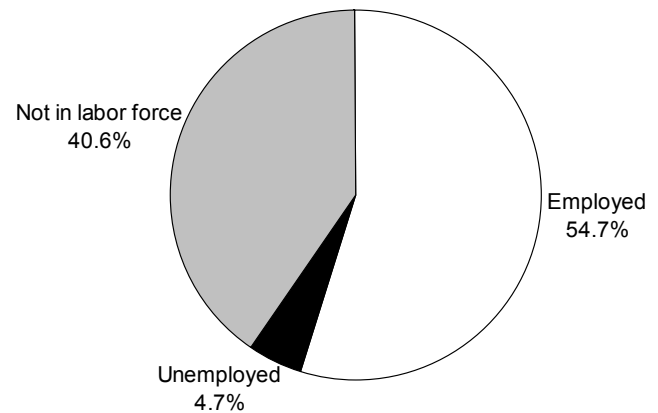
According to the California Employment Development Department, the major employers in Santa Ana are First American Title Insurance, Ingram Micro Inc., and Santa Ana College.²

According to the 2000 U.S. Census, Santa Ana's per capita income in 1999 was \$12,152 and the median household income was \$43,412. About 19.8% lived below the poverty level, higher than the national average of 12.4%. In 2000 Santa Ana had 74,588 housing units, of which 97.9% were occupied and 2.1% were vacant. Of the occupied units, 49.3% were by owner and 50.7% were by renter. Of the vacant units, 44.1% were for rent and 18.4% were for sale.

Governance

Santa Ana is the county seat of Orange County and has a council-manager government, consisting of six council members and an elected mayor. The sales and use tax is 7.25% based on the standard statewide rate. See the Governance subsection (page 43) in the

2000 Employment structure



Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The U.S. Citizenship and Immigration Services has an office in Santa Ana. The National Marine Fisheries Service, California Department of Fish and Game, and U.S. Coast Guard all have offices in Long Beach, 22 miles west. Pacific Fishery Management Council meetings are held in Del Mar, about 70 miles south, and the nearest North Pacific Fishery Management Council meetings are held in Portland, Oregon, nearly 1,000 miles north.

Facilities

Santa Ana is accessible by Interstate Highway 5, which runs north and south through the city, and by air at John Wayne Orange County Airport, located within Santa Ana. Los Angeles International Airport is about 33 miles north. Greyhound and Amtrak provide bus and rail service respectively to nearby communities and links to metropolitan areas.

Santa Ana has 43 elementary schools, 12 middle schools, 9 high schools, 32 private schools of all levels, 4 junior colleges or higher education centers, and 3 universities or colleges.³ Santa Ana's Public Works Agency provides water and wastewater services and collects garbage. Southern California Edison supplies electric utilities, and the Santa Ana Police Department and the Orange County Sheriff's Office administer local law enforcement. Santa Ana has its own fire department, and is home to three major hospitals: Western Medical Center, Coastal Communities Hospital, and Children's Hospital of Orange County. The city also has a variety of smaller medical clinics, surgery centers, and hospice care facilities. Lodging accommodations include 22 hotels and motels, and one bed and breakfast.

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Santa Ana were recorded as part of the Other Los Angeles and Orange County Ports port group which includes the nearby communities of: Alhambra, Anaheim, Avalon, Balboa, Beaumont, Bell Gardens, Bloomington, Capistrano, Carson, Catalina Island, Chatsworth, Corona Del Mar, Costa Mesa, Covina, El Segundo, Elsinore, Fountain Valley, Fullerton, Gardena, Glendale, Granada Hills, Harbor City, Hawaiian Gardens, Hermosa Beach, Huntington Beach, Inglewood, Irvine, La Canada, Laguna, Lancaster, Los Alamitos, Los Angeles Area, Los Angeles, Lynwood, Malibu, Manhattan Beach, Mission Viejo, Newhall, Norco, Norwalk, Ocean Park, Ontario, Orange, Pacific Palisades, Paramount, Pasadena, Playa Del Ray, Point Dume, Rancho Palos Verdes, Redondo Beach, Reseda, Riverside, San Bernardino, San Clemente, Santa Monica, Seal Beach, South Gate, Sunset Beach, Topanga Canyon, Torrance, Upland, Venice, Vernon, Walnut, West Lost Angeles, Westminster, and Whittier.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic 73 t/\$54,656/13; crab 16 t/\$53,799/14; groundfish 38 t/\$196,068/24; highly migratory species 4 t/\$22,968/18; shrimp 6 t/\$110,054/5; and other species 91 t/\$431,800/52. Santa Ana had no seafood processors in 2000. See the Costa Mesa community profile for additional information.

No vessels delivered landings to Santa Ana in 2000, however a Santa Ana resident owned a commercial vessel that participated in the federally managed groundfish fishery. The number of vessels owned by Santa Ana residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, shrimp NA/0/0, and other species (0/0/2).⁴

The number of Santa Ana residents holding permits in each fishery by state (WA/OR/CA) was: groundfish 0/0/1, highly migratory species NA/0/0, shellfish 0/0/NA, and other species (0/0/6).⁵

In 2000 Santa Ana residents held at least 10 commercial fishing permits, all state registered. The number of state permits held by Santa Ana residents in each fishery by state (WA/OR/CA) was: groundfish 0/0/1, highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/9.⁶

Sportfishing

A number of charter vessels operate out of the area, targeting albacore and yellowfin tuna, rock cod, sharks, salmon, and other species. Many also offer seasonal whale watching tours. In 2002 at least two charter businesses served sport fishermen and tourists, and three agents sold sportfishing licenses in Santa Ana. Vendors in Orange County sold 26,250 resident sportfishing licenses, 47 nonresident sportfishing licenses, 7 sport salmon punch cards, and 29 abalone report cards. In the port group around Newport Beach, 27 commercial passenger fishing vessels served 57,515 anglers in 2000, making 2,427,746 landings composed of more than two dozen species. Sea bass (unspecified) and California barracuda accounted for 59.1% and 8.8% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Santa Ana area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 six Santa Ana residents held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 124 Santa Ana community members purchased Alaska sportfishing licenses.

Notes

1. Santa Ana Historical Preservation Society. No date. The history of Santa Ana. Online at <http://www.santaanahistory.com/history.html> [accessed 14 March 2007].
2. State of California. No date. Labor market information: Major employers in Sonoma County. Online at <http://www.calmis.ca.gov/file/majorer/countymajorer.cfm?CountyCode=000097> [accessed 14 March 2007].
3. National Center for Education Statistics. No date. National Center for Educational Statistics. Online at: <http://nces.ed.gov/globallocator/> [accessed 14 March 2007].

4. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
5. See note 4.
6. See note 4.

Santa Barbara

People and Place

Location

Santa Barbara, 95 miles northwest of Los Angeles in Santa Barbara County, is on the Santa Barbara Channel. It encompasses approximately 19 square miles of land and 22.4 square miles of water. The geographic coordinates of Santa Barbara are lat 34°25'15"N, long 119°41'50"W.

Demographic Profile

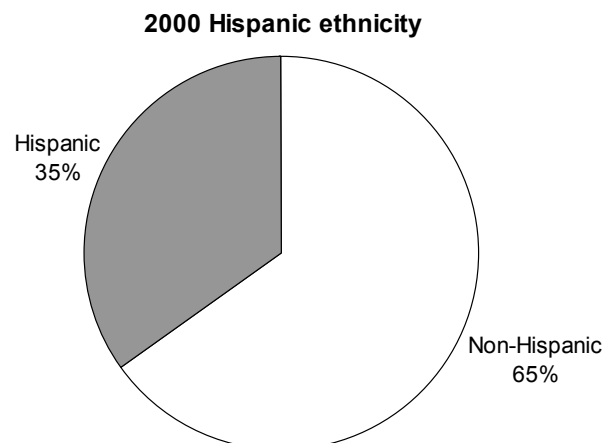
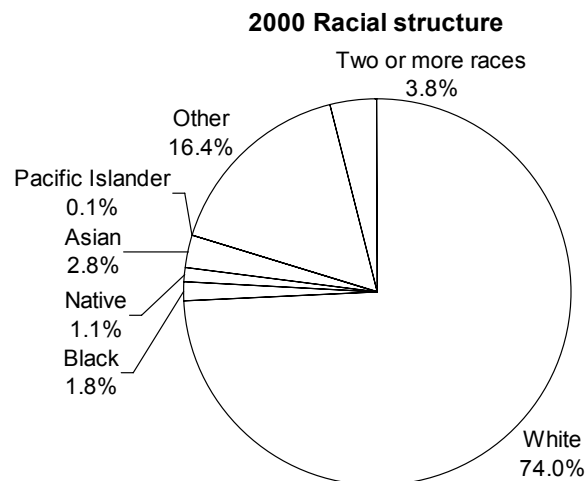
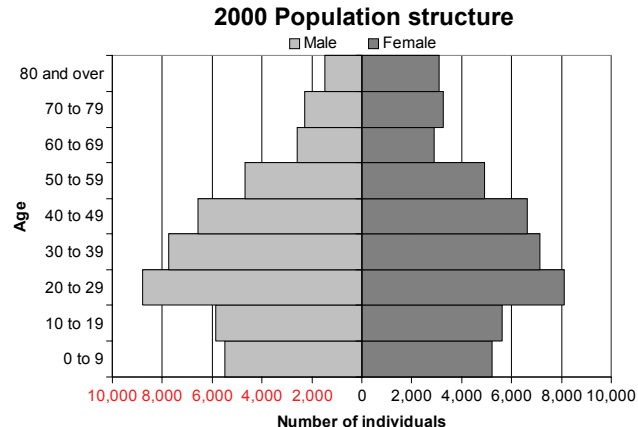
According to the 2000 U.S. Census, Santa Barbara had a population of 92,325, an increase of 7.3% from 1990. The gender composition was 50.8% female and 49.2% male. The median age was 34.6, slightly lower than the national median age of 35.3. Of the population 18 years of age and older, 81.4% had a high school education or greater, 34.5% had a bachelor's degree or higher, and 11.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure of Santa Barbara was white (74%), followed by individuals who identified with some other race (16.4%), individuals who identified with two or more races (3.8%), Asian (2.8%), black (1.8%), American Indian and Alaska Native (1.1%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 35% identified as Hispanic. About 25.3% of the population was foreign-born, of which more than half were from Mexico.

History

Chumash Indians settled the Santa Barbara area about 13,000 years ago. Their homeland was along the coast between the current cities of Malibu and Paso Robles, and on the Northern Channel Islands.¹ The Chumash had a population of about 18,000 spread between 150 independent villages by the time Spanish missionaries arrived. It is believed this high population level was brought about by intensified fishing, possibly a result of the plank canoe innovation, the "tomol," at about 2,000 years before present. Newly developed barbed harpoons and shell hooks also allowed the Chumash to harvest a more expansive array of fish species.²

In the 1780s Spanish missionaries settled Mission and El Presidio, which began a time of Christianization and colonization for the Chumash. The Spanish governed the area until 1822 when Mexico won its



independence. In the 1820s the missions were secularized. Colonel John Fremont and his soldiers took the area in 1846 for the United States during the Mexican-American War. From 1830 to 1865 ranching and agriculture became important livelihoods.³ The community began to change in 1865 as large numbers of Victorian houses were built in contrast to the more traditional Spanish Colonials. Local industry also changed. The port began to grow with increases in shipping and the importance of agriculture.

In 1925 a magnitude 6.3 earthquake collapsed many of the commercial buildings in Santa Barbara and damaged residences.⁴ Many of the buildings that survived the quake and were not lost to fire were built in the Spanish Colonial style. This led to a strict building code for downtown Santa Barbara. Today the resulting architecture continues to lure tourists to the city. In the 1930s the Rincon section of U.S. Highway 101 was constructed, connecting Santa Barbara to the coastal highway.

The Chumash experienced a sharp decline during the nineteenth century. In 1901 the Chumash were allotted 75 acres near Mission Santa Ynez. Today this small reservation is home to a Chumash business council, a thriving bingo operation, and a federal housing program. Approximately 5,000 identify themselves as Chumash Indians.⁵

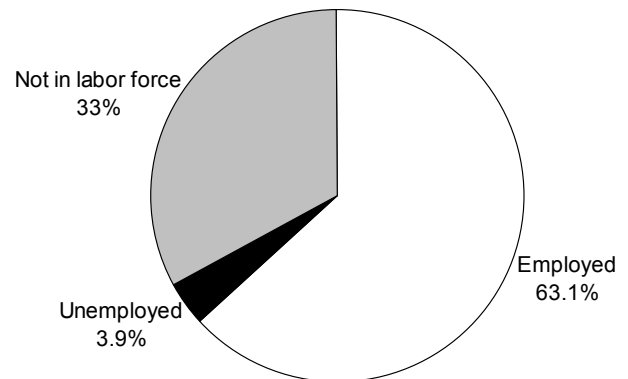
Infrastructure

Current Economy

According to the 2000 U.S. Census, 63.1% of Santa Barbara's potential labor force 16 years of age and older were employed, 3.9% were unemployed, and the unemployment rate was 5.8% (calculated by dividing the unemployed population by the labor force). In addition, 33% were not in the labor force, compared to the national average of 36.1%. The top employment sectors were local, state, or federal government (14%), education services (12%), retail trade (10.5%), health care and social assistance (10.4%), and manufacturing (8.5%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 0.8%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The city's major employers are the County of Santa Barbara, Santa Barbara Cottage Hospital, Santa Barbara City College, Santa Barbara High School District, Santa Barbara Medical Foundation Clinic (Sansum), the City of Santa Barbara, U.S. Postal Service, Santa Barbara Bank & Trust, Santa Barbara Elementary School District, Santa Barbara County Schools Office, McGhan Medical,

2000 Employment structure



Albertson's Stores, Fess Parker's Double Tree, and Nordstrom.⁶

According to the U.S. Census, Santa Barbara's per capita income in 1999 was \$26,466 and the median household income was \$47,498. About 13.4% lived below the poverty level, slightly higher than the national average of 12.4%. In 2000 Santa Barbara had 37,076 housing units, of which 96% were occupied and 4% were vacant. Of the occupied housing units, 40.3% were by owner and 55.7% were by renter.

Governance

Santa Barbara is a charter city incorporated in April 1850 and governed by a city council that includes a mayor and six council members.⁷ The city is the seat of Santa Barbara County. Residents pay a retail sales tax of 7.75% and the city levies a property tax rate from 1.0% to 1.25%. In November 2000 voters approved Measure B, an increase in the transient occupancy tax from 10% to 12%. Proceeds from the increase are restricted to the Creeks Restoration and Water Quality Improvement Program. In 2006 Measure B funds, plus interest, generated \$2,297,778, which was supplemented by \$8,000 from local grants.⁸ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The closest National Marine Fisheries Service office is in Long Beach, 115.5 miles south. A California Department of Fish and Game office is in Santa Barbara. A U.S. Coast Guard (USCG) station is located at Station Channel Islands, 37.2 miles away, and is the home port of three vessels. In addition, a USCG patrol boat is stationed in Santa Barbara. The nearest U.S. Citizenship and Immigration Services office is in Los Angeles, approximately 95 miles away. Pacific Fishery Management Council meetings are held 219 miles away

in San Diego and 319 miles away in Foster City. North Pacific Fishery Management Council meetings are 955 miles away in Portland, Oregon.

Facilities

Santa Barbara is accessible by land, sea, and air. U.S. Highway 101 links Santa Barbara to Los Angeles and San Francisco. The Santa Barbara Airport provides nonstop commercial service to Dallas/Fort Worth, Denver, Las Vegas, Los Angeles, Phoenix, Portland, Salt Lake City, San Francisco, San Jose, and Seattle, however, the nearest international airport is 95.1 miles away in Los Angeles.⁹

Santa Barbara schools include 12 elementary, 9 secondary, and 16 private schools. Eight colleges, universities, or technical schools are located in the community, including the University of California Santa Barbara, Santa Barbara City College, Westmont College, Antioch University, Brooks Institute of Photography, Santa Barbara College of Law, Music Academy of the West, and the Santa Barbara Business College.

Southern California Edison supplies electricity, and the City of Santa Barbara provides water and wastewater services. Southern California Gas Company supplies natural gas. MarBorg & Browning Ferris Industries provides garbage removal.¹⁰ Two main hospitals are located in the community, Santa Barbara Cottage Hospital and the Rehabilitation Institute at Santa Barbara.¹¹ The Santa Barbara Police Department and Santa Barbara County Sheriff's Department administer public safety, and the Santa Barbara City Fire Department provides emergency services. According to the Santa Barbara Chamber of Commerce, the community has 40 hotels, 24 motels, 14 bed and breakfasts, and 11 vacation rentals.¹²

The Santa Barbara Harbor includes a breakwater, marina, loading dock, hoist, fueling dock, marine services and repair, and other facilities. The harbor has mooring space for more than 1,100 pleasure and commercial vessels, "providing a safe haven and the doorway to the Channel Islands, the open seas, and the last harbor before rounding Point Conception on your way up the coast."¹³

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 248 registered vessels made fisheries landings at Santa Barbara. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 1,722.1 t/\$263,888/20;

crab 216 t/\$629,278/53; groundfish 66.9 t/\$440,085/86; highly migratory species 110.1 t/\$261,685/24; salmon 5.1 t/\$17,781/6; shellfish confidential/confidential/1; shrimp 515.6 t/\$1,379,635/33; and other species 1,115.5 t/\$3,476,509/171.

In 2000 Santa Barbara residents owned 120 vessels, including 40 that participated in the federally managed groundfish fishery. The number of vessels owned by Santa Barbara residents that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/4, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/22, shellfish NA/0/NA, shrimp NA/0/5, and other species 1/0/2.¹⁴

In 2000 a resident held one federal groundfish fishery permit. The number of Santa Barbara residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/11, groundfish 0/0/65, highly migratory species NA/0/25, salmon 0/1/28, shellfish 0/0/NA, shrimp 0/0/23, and other species 0/2/232.¹⁵

Santa Barbara residents held at least 570 permits in 2000, including one federal groundfish permit and 569 state permits. The number of permits held in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/18, groundfish 0/0/79, highly migratory species NA/0/44, salmon 0/1/46, shellfish 0/0/NA, shrimp 0/0/34, and other species 0/4/393.¹⁶

At least three processors operated in Santa Barbara in the 2000: Kanoloa Imports, Mu's Seafood Company, and Sovereign Seafoods Inc. The average number employed by these processors was 63. The total pounds and value reported as processed by the companies is confidential. Processed items included salmon, sea bass, swordfish, halibut, and shark fillets, as well as dried sea cucumber and yellowfin tuna.

Sportfishing

Eight authorized California Department of Fish and Game agents sell fishing licenses in Santa Barbara.¹⁷ Five sportfishing guides or charter businesses are listed in Santa Barbara as well as two main fishing clubs, one specifically for fly fishermen and the other for general sports fishermen.¹⁸ According to the Santa Barbara Sportfishing Club, marine species caught in the area include salmon, albacore tuna, lingcod, kelp bass, white sea bass, halibut, yellowfin tuna, yellow tail, and marlin. Freshwater species caught in nearby Cachuma and Casitas lakes include largemouth bass, trout, catfish, and red ear perch.¹⁹ In 2000 the port group consisting of Port Hueneme, Oxnard, Ventura, and Santa Barbara reported 35 commercial passenger fishing vessels or "party boats" made 352,260 landings of more than 26 species.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Santa Barbara area, however, specific information is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Santa Barbara residents owned eight vessels involved in North Pacific fisheries. Community members landed fish in the following North Pacific fisheries (data shown represents landings in metric tons/ value of landings/number of vessels landing): herring confidential/confidential/3 and salmon 286 t/\$407,790/8.

In 2000 two Santa Barbara residents held federal commercial fishing permits and nine residents held state permits. Twenty-nine residents held crew member licenses for North Pacific fisheries.

Residents held 358,035 halibut individual fishing quota (IFQ) shares and 52,900 sablefish IFQ shares. In 2000 residents held one Alaska Commercial Fisheries Entry Commission shellfish, five herring, and seven salmon permits.

Sportfishing

In 2000 Santa Barbara residents purchased 245 Alaska sportfishing licenses.

Notes

1. Santa Barbara Museum of History. 2002. Welcome to Chumash Indian life. Online at <http://www.sbnature.org/research/anthro/chumash/index.htm> [accessed 16 March 2007].
2. Santa Barbara Museum of History. 2002. 13,000 years of change along the central coast. Online at <http://www.sbnature.org/research/anthro/chumash/time1.htm> [accessed 16 March 2007].
3. SantaBarbara.com. No date. Local history. Online at http://www.santabarbara.com/community/local_history/ [accessed 16 March 2007].
4. Institute for Crustal Studies, University of California at Santa Barbara. 2001. The 1925 Santa Barbara earthquake: In brief. Online at http://www.crustal.ucsb.edu/ics/sb_eqs/1925/1925.html [accessed 16 March 2007].
5. Houghton Mifflin. No date. Encyclopedia of North American Indians, Chumash. Online at http://www.college.hmco.com/history/readerscomp/naind/html/na_007400_chumash.htm [accessed July 2004].

6. City of Santa Barbara. 2004. City of Santa Barbara facts. Online at http://www.santabarbaraca.gov/Business/Demographic/City_Facts/ [accessed 16 March 2007].
7. City of Santa Barbara. 2003. Mayor and city council. Online at http://www.santa-barbara.ca.us/departments/mayor_and_council/ [accessed 16 March 2007].
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9. Santa Barbara Airport. 2005. Non-stop destinations from the Santa Barbara Airport. Online at <http://www.flysba.com/?pageID=42> [accessed 16 March 2007].
10. See note 6.
11. See note 6.
12. Santa Barbara Region Chamber of Commerce. 2004. Santa Barbara lodging. Online at <http://www.sbchamber.org/visitors/lodging.php> [accessed 16 March 2007].
13. Makai Promotions. 2003. Welcome to Santa Barbara harbor. Online at <http://www.sailorschoice.com/santabarbara/> [accessed 16 March 2007].
14. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
15. See note 14.
16. See note 14.
17. California Department of Fish and Game. No date. Search for an authorized license agent. Online at <http://www.dfg.ca.gov/lrbweb/jsp/> [accessed 16 March 2007].
18. SantaBarbara.com. No date. Santa Barbara activity guide, fishing. Online at <http://www.santabarbara.com/activities/fishing/default.asp> [accessed 16 March 2007].
19. Santa Barbara Sport Fishing Club. No date. Online at <http://groups.yahoo.com/group/SBSportFishingClub/> [accessed 16 March 2007].

Santa Cruz

People and Place

Location

Santa Cruz is on the northern shore of Monterey Bay along California's central coast in Santa Cruz County. San Francisco is the nearest major metropolitan area, 73 miles north. The community encompasses 12.53 square miles of land and 3.07 square miles of water. The geographic coordinates of Santa Cruz are lat 36°58'27"N, long 122°01'47"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Santa Cruz was 54,593. The gender composition was 50.2% female and 49.8% male. The median age in 2000 was 31.7, younger than the national median age of 35.3. Of the population 18 years of age and older, 89.1% had a high school education or higher, 35.7% had attained a bachelor's degree or higher, and 13.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure was white (78.7%), followed by individuals who identified with some other race (9.1%), Asian (4.9%), individuals who identified with two or more races (4.5%), black (1.7%), American Indian and Alaskan Native (0.9%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 17.4% identified as Hispanic, and 15.1% of the population was foreign-born.

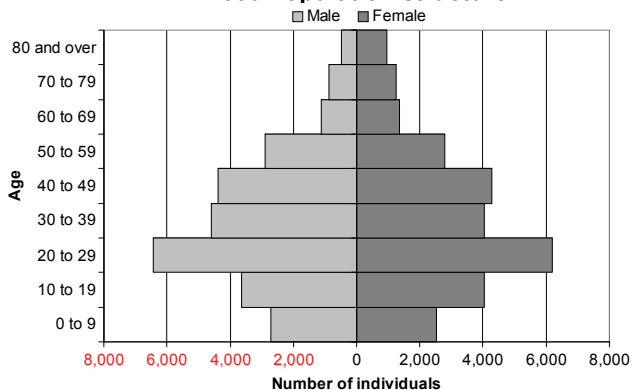
In 2000 60.5% of the population lived in family households.

History

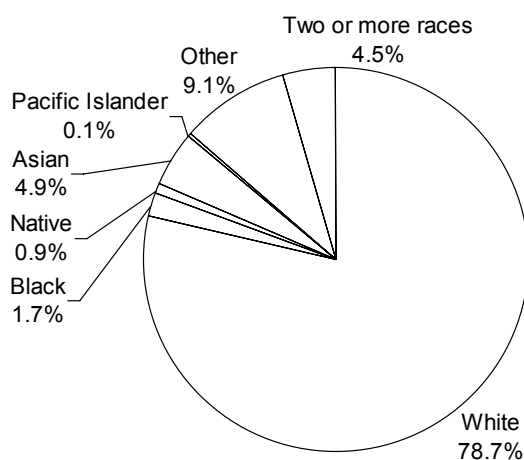
Before Euro-American contact, Indians of the Ohlone Esselen tribe inhabited the area. They were removed from their lands and brought to missions by Spanish soldiers and missionaries in the 1770s. The Spanish had a profound impact on their way of life, disrupting existing social, economic, and religious systems. In 1995 the tribe petitioned for federal recognition. The Ohlone Esselen fished for subsistence purposes and the tribe may be awarded fishing rights in the Santa Cruz area if it is recognized.¹ For a more detailed history of the Ohlone Esselen, see the Moss Landing community profile.

In 1791 Father Fermin de Lasuen established the Santa Cruz Mission. The construction of missions along California's coastline marked the beginning of the Spanish Colonial Era in California. During this period,

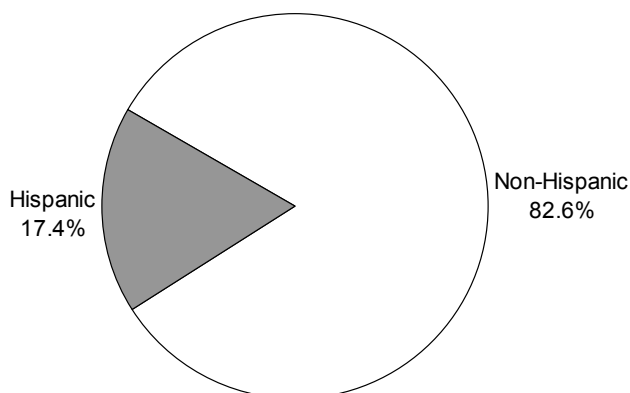
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity

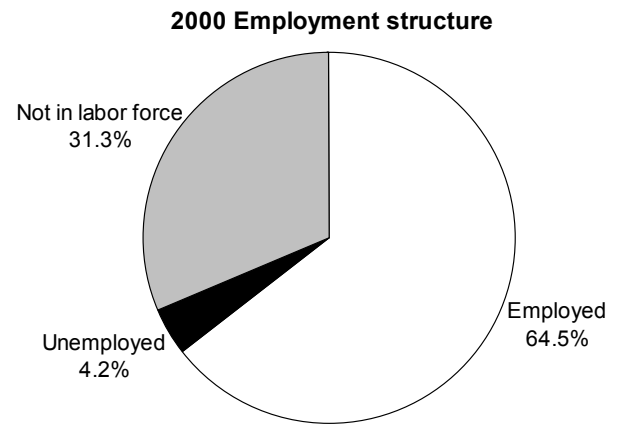


mission lands were used for the beginnings of agriculture in the region. In 1848, at the end of the Mexican-American War, California came under U.S. control and a short time later became a state. Santa Cruz County was created in 1850. The area's early industries were logging, lime processing, leather processing, and fishing. Between 1841 and 1864, 28 logging mills were built in the county. During this period the lime industry in Santa Cruz County also began to grow. The first lime plant was constructed in Santa Cruz in 1853, and a 450-foot wharf was erected on Santa Cruz Bay to ship it to San Francisco. With the opening of several more lime plants, the county was producing 8,000 barrels a month by the end of the 1860s.² The first tannery was founded in 1846, followed by three more in following years. The Salz Tannery operated the longest, 1856 to 2001.³

Commercial fishing in Santa Cruz County began in the 1850s, initiated by a small group of Chinese immigrants. Their settlement did not last long and Santa Cruz's fishing industry languished until a rail line was constructed between Santa Cruz and Watsonville in 1875. The Santa Cruz terminus became home to a fresh fish business started by local residents and Italian immigrants. The rail line also enhanced the distribution of lumber and lime. By 1879, approximately 139,000 pounds of fish annually were shipped out of Santa Cruz. While the fishing industry prospered well into the 1900s, the logging and lime industries declined around the turn of the century. Virtually all of the quality timber had been harvested by the late 1890s, ending the lumber boom. Lime was still relatively abundant in the late 1800s, however, the resource intensive manufacturing process required to produce lime and the development of an alternative building material, cement, decreased demand and production.⁴

Involvement of Italian immigrants and their families in the Santa Cruz fishing industry increased over time. In 1902 John and Sunday Faraola established a commercial fishing company on the old railroad wharf. They built a fishing fleet that became one of the largest on the central California coast. At the height of the industry, 75 to 100 boats a day landed salmon, sea bass, rock cod, and sole. Sportfishing has been a top attraction since the turn of the century and the Faraola family also ran a charter service.

Japanese commercial fishermen made important contributions to the area's fishing industry between 1900 and 1930 through canning abalone and salmon and the development of Cannery Row. During the 1920s and 1930s, the sardine industry boomed in the Monterey Bay area. By 1937 Monterey canneries had produced some 800,000 tons of sardines. Overfishing, coupled with war time policies, took its toll and Santa Cruz's commercial fishing industry went into decline in the early 1940s. In



1942 Executive Order No. 9066 was passed, mandating that Italians were not permitted to enter restricted areas, which included coastlines. As a result, Italian fishermen were forced to move inland and find other forms of employment. The area's commercial fishing industry never fully recovered after the war. Many of the former fishermen had found new ways to earn a living and did not return to fishing. Many who did remain left in 1963 when wharf davits were removed in the process of building a yacht harbor.^{5,6}

While commercial fishing in the area has declined, other industries have risen in prominence, namely tourism and education. Santa Cruz has been a haven for tourists since the 1800s, as sunbathers and sport fishermen took advantage of the San Lorenzo River and the sea.⁷ Tourism declined in the 1950s but has since rebounded. Today more than 4.5 million persons annually visit Santa Cruz, its beaches, downtown, and wharf.⁸ Santa Cruz offers a wealth of recreational and leisure activities. Tourists may visit the Monterey Bay Marine Sanctuary, Seymour Marine Discovery Center, Santa Cruz Surfing Museum, Santa Cruz Boardwalk, and many parks and beaches. The Santa Cruz Municipal Pier and Santa Cruz Harbor have sportfishing operations. While Santa Cruz's commercial fishing industry has endured challenges over the last century, it is still relatively robust. Most commercial fishermen in the area moor their boats in Santa Cruz Harbor.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 64.5% of the Santa Cruz potential labor force 16 years of age and older were employed, 4.2% were unemployed, and the unemployment rate was 6.1% (calculated by dividing the unemployed population by the labor force). In addition,

31.3% were not in the labor force. The top employment sector was local, state, or federal government (20.8%). Natural resource jobs including agriculture, forestry, and fishing employed only 1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The other major industries in Santa Cruz are education and health and social services; professional, scientific, management, administrative, and waste management services; arts, entertainment, recreation, accommodation, and food services; and retail trade.

The University of California Santa Cruz was established in 1965 and is considered a world class university with a 2006 enrollment of 15,000.⁹ It is widely known for its scenic campus and top scholars in a number of disciplines. In 1997 the university was the top employer in Santa Cruz County.¹⁰

According to the 2000 U.S. Census, the per capita income of Santa Cruz in 1999 was \$25,758, compared to the average national per capita income of \$21,587. Approximately 16.5% lived below the poverty level in 1999, compared to the national average of 12.4%. In 2000 Santa Cruz had 21,504 housing units, of which 95% were occupied and 5% were vacant. Of the occupied housing, 46.6% were by owner and 53.4% were by renter.

Governance

Santa Cruz incorporated as a town in 1866 and received its first charter as a city in 1876. In 1948 the city adopted a new charter, which established a council/manager government with the mayor and six council members setting policy and the city manager administering policies. The council members are elected at large for four-year terms. Residents pay an 8.25% sales tax and Santa Cruz County levies a 10% lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

The closest office of the National Marine Fisheries Service is in San Francisco. Meetings of the Pacific Fishery Management Council are also held in San Francisco. The headquarters for the California Department of Fish and Game's Marine Region 7 is 42 miles away in Monterey. The nearest U.S. Coast Guard stations are in Monterey and San Francisco. A suboffice of the U.S. Citizenship and Immigration Services is 32 miles away in San Jose.

Facilities

Santa Cruz is within a one hour drive of three airports certified for commercial carrier operations: Monterey, San Jose International (32 miles), and San

Francisco International (51 miles). The community is in the Santa Cruz City School District, which has four elementary schools, two middle schools, and four high schools, with a total enrollment of approximately 5,500. The district also has three alternative education schools and one school for continuing education.

Santa Cruz Municipal Utilities provides water, sewer, refuse, and recycling services, and Pacific Gas and Electric supplies electricity. Santa Cruz has two medical centers, Dominican Hospital and Sutter Maternity and Surgery Center. The community offers a variety of overnight accommodations, including, hotels, motels, inns, recreational vehicle facilities, state parks, short-term rentals, and bed and breakfasts. The Santa Cruz Police Department and its 100 officers administer public safety.

Several marine-related organizations operate within the area, including the Santa Cruz Commercial Fisherman's Association, a nonprofit group active in local fisheries issues. The Monterey Bay Salmon and Trout Project, founded in 1976, is a nonprofit organization dedicated to the restoration and enhancement of native salmon and steelhead populations in the greater Monterey Bay area. The organization, based in Davenport, operates hatcheries in the Santa Cruz and Monterey harbors, releasing coho salmon and steelhead into local rivers and streams.¹¹ US Abalone, an aquaculture business founded in 1988, is in Davenport.¹² Located on the Santa Cruz Municipal Wharf, Stagnaro Brothers is a family owned and operated business founded in 1937 that also delivers fresh and frozen seafood within Santa Cruz, Monterey, and San Benito counties.¹³

A five-member elected board governs Santa Cruz Harbor which serves commercial and recreational boaters. The harbor is a 1,200 slip multiuse facility on the north end of Monterey Bay. A fleet of 40–50 commercial fishing vessels makes up about 5% of the boats moored in the harbor. The rest are pleasure boats. The harbor offers a fueling station, four-lane boat ramp (19,000 boats annually), commercial fish off-loading area with a resident fish buyer, flaked ice for fish holding tanks, a boat haul-out and repair facility with a 60-ton travel lift, and primary processing facilities. The harbor has recreational vehicle facilities, a beach, and a shopping area and is next to a 55-acre natural area open to the public. The City of Santa Cruz oversees the municipal moorage area that provides berthing for seasonal visiting vessels.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 166 vessels, all commercially registered, delivered landings to Santa Cruz. Landings were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 7.7 t/\$4,226/12; crab 16.7 t/\$97,190/18; groundfish 54 t/\$137,995/49; highly migratory species 28 t/\$57,381/27; salmon 98.1 t/\$372,985/64; shrimp confidential/confidential/1; and other species 28.5 t/\$106,669/30.

Santa Cruz's residents owned at least 39 commercial fishing vessels in 2000, including 23 that participated in the federally managed groundfish fishery. The number of vessels owned by Santa Cruz's residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/12, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/2/31, shellfish NA/0/NA, shrimp NA/0/1, and other species 0/0/1.¹⁴

Six Santa Cruz residents held five federal groundfish fishery permits in 2000. The number of Santa Cruz residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/9, crab 0/0/12, groundfish 0/0/12, highly migratory species NA/0/7, salmon 0/2/61, shellfish 0/0/NA, shrimp 0/0/3, and other species 0/0/20.¹⁵

In 2000 Santa Cruz residents held at least 180 permits, including 175 registered state permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/21, crab 0/0/13, groundfish 0/0/15, highly migratory species NA/0/0, salmon 0/0/102, shellfish 0/0/NA, shrimp 0/0/4, and other species 0/0/20.¹⁶

Sportfishing

In 2003 three licensed commercial passenger fishing vessels offered services in Santa Cruz. In 2000 the port group consisting of Monterey, Moss Landing, and Santa Cruz reported 139,058 landings by 37,884 anglers. The five most landed species were unspecified rockfishes, Chinook salmon, albacore, unspecified flatfishes, and unspecified fishes. A moratorium on rockfish and the establishment of a Rockfish Conservation Area (a depth-based closure) has deeply affected local sport and commercial fisheries.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Santa Cruz area, however, specific information on subsistence fishing in Santa Cruz is not discussed in detail due to the lack of

available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Santa Cruz residents owned two vessels involved in North Pacific fisheries. Community members landed fish in the following North Pacific fishery (data shown represents landings in metric tons/value of said landings/number of vessels landing): salmon confidential/confidential/1.

In 2000 one Santa Cruz resident held a single salmon Commercial Fisheries Entry Commission permit, and 10 held crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 Santa Cruz residents purchased 147 Alaskan sportfishing licenses and one local sportfishing business participated in Alaska's sportfishing industry.

Notes

1. Santa Cruz Wharf. 2004. Historic fishing communities. Online at <http://www.ci.santa-cruz.ca.us/pr/wharf/index.html> [accessed 23 February 2007].
2. S. Lehman. 2000. Economic development of the city of Santa Cruz 1850-1950. Online at <http://scplweb.santacruzpl.org/history/work/edindlum.shtml> [accessed 23 February 2007].
3. Field notes, City of Santa Cruz staff, Santa Cruz, CA, 9 May 2006.
4. See note 2.
5. See note 1.
6. See note 2.
7. E. Gibson. 2000. San Lorenzo once was full of fish. Online at <http://scplweb.santacruzpl.org/history/rec/river.shtml> [accessed 23 February 2007].
8. See note 3.
9. See note 3.
10. Santa Cruz County Government. 2004. County of Santa Cruz profile information. Online at <http://www.co.santa-cruz.ca.us/cao/econprof.htm> [accessed 4 April 2007].
11. The Monterey Bay Salmon and Trout Project. No date. Welcome to the Monterey Bay salmon and trout project. Online at <http://www.mbstp.org/> [accessed 4 April 2007].
12. US Abalone. No date. US Abalone: In harmony with nature. Online at <http://www.usabalone.com/> [accessed 23 February 2007].
13. Stagnaro Brothers Seafood Inc. 2006. Wholesale, retail, restaurant: Santa Cruz. Online at <http://www.stagnarobrothers.com/history/html> [accessed 23 February 2007].

14. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

15. See note 14.

16. See note 14.

Santa Rosa

People and Place

Location

Santa Rosa is in Sonoma County along U.S. Highway 101, about 55 miles north of San Francisco. The city covers 40.13 square miles of land and 0.25 square mile of water. The geographic coordinates of Santa Rosa are lat 38°26'26"N, long 122°42'48"W.

Demographic Profile

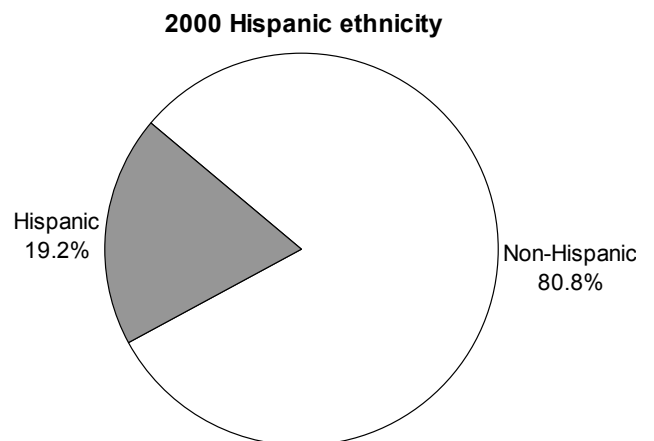
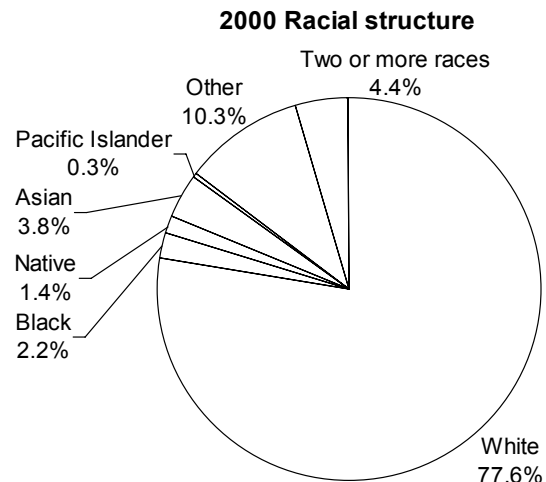
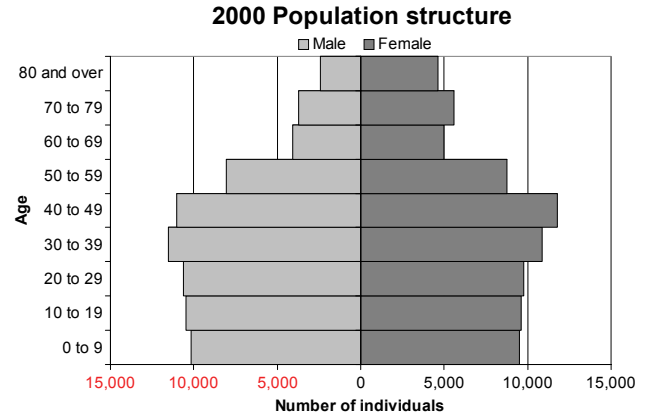
According to the 2000 U.S. Census, the population of Santa Rosa was 147,595, a 23.2% increase from 1990. The gender composition was 51.2% female and 48.8% male. The median age was 36.2, comparable to the national median of 35.3. Of the population 18 years of age and older, 82.5% had a high school education or higher, 24.6% had a bachelor's degree or higher, and 8.0% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. A high school education was the highest level of attainment for 21.6%.

The majority of the racial structure of Santa Rosa was white (77.6%), followed by individuals who identified with some other race (10.3%), individuals who identified with two or more races (4.4%), Asian (3.8%), black (2.2%), American Indian and Alaska native (1.4%), and Native Hawaiian and Other Pacific Islander (0.3%). Ethnicity data indicate 19.2% identified as Hispanic. About 16.3% were foreign-born, of which 54.9% were born in Mexico and 3.6% in Canada.

In 2000 97.4% of the population lived in family households.

History

Indian tribes including the Pomo, Miwok, and Wappo inhabited the area around Santa Rosa and Sonoma County long before European contact. The Pomo were known for their expertise in basket making and lived a subsistence lifestyle focused on marine resources.¹ According to legend, the area was named Santa Rosa after Spanish Priest Juan Amorosa baptized a young Indian woman in a stream, calling the stream and local valley Santa Rosa because the baptism took place on the day of the Feast of Santa Rosa de Lima. Spanish explorers and later Euro-American settlers occupied the area by the early 1800s, and local Spanish authorities deeded the first plot of land to Maria Ignacia Lopez de Carillo, the mother-in-law of General Vallejo,



commander of the Mexican forces north of San Francisco.

The gold rush of the late 1840s and early 1850s brought a steady flow of people to the area, and many stayed after discovering the area's rich agricultural land. In the 1850s Berthold Hoen, Feodor Gustav Hahman, William Hartman, and Julio Carrillo formed a partnership on a plot of land, called it Santa Rosa, and began selling land for \$25 per lot. Santa Rosa incorporated in 1868.² Today the community is known for its tourism activities and its more than 175 wineries.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 62.6% of Santa Rosa's potential labor force 16 years of age and older were employed, 2.9% were unemployed, and the unemployment rate was 4.4% (calculated by dividing the unemployed population by the labor force). In addition, 34.5% were not in the labor force. Top employment sectors include education, health, and social services (19.2%), manufacturing (14.3%), local, state, or federal government (12.8%), and retail trade (12.3%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

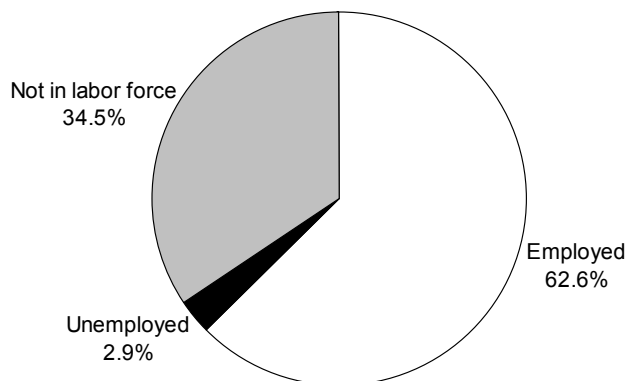
According to the California Employment Development Department, the major employers in Santa Rosa were Santa Rosa Memorial Hospital, Sonoma County Government, and the Army National Guard.³ In 2004 the top five employers in the area were Santa Rosa Junior College (3,115), Agilent Technologies (2,500), St. Joseph Health System (2,370), Sonoma State University (1,799), and Kaiser Permanente (1,423).⁴

According to the 2000 U.S. Census, Santa Rosa's per capita income in 1999 was \$24,495 and the median household income was \$50,931. About 8.5% lived below the poverty level, lower than the national average of 12.4%. In 2000 Santa Rosa had 57,578 housing units, of which 97.3% were occupied and 2.7% were vacant. Of the occupied units, 58.5% were by owner and 41.5% were by renter. About 31.9% of the vacant housing was for rent and 15.2% was for sale.

Governance

Santa Rosa, the county seat of Sonoma County, is an incorporated city with a council-manager government. The city council has seven members and the mayor. The sales and use tax is 8%. See the Governance subsection (page 43) of the Overview section for a more detailed

2000 Employment structure



discussion of taxes affecting fisherman and processors in California.

The nearest California Fish and Game office is in Napa, 44 miles southeast of Santa Rosa. The nearest U.S. Coast Guard station and U.S. Citizenship and Immigration Services office are in San Francisco, 55 miles south. Meetings of the Pacific Fishery Management Council are held in Foster City, 77 miles south. Meetings of the North Pacific Fishery Management Council are held in Portland, 653 miles north. Santa Rosa is 453 miles from the National Marine Fisheries Service (NMFS) Regional Office in Long Beach and 128.9 miles from the NMFS Southwest Fisheries Science Center laboratory at Santa Cruz.

Facilities

Santa Rosa is accessible by U.S. Highway 101 and from the Sonoma County Airport, located within the community. The San Francisco, Oakland, and San Jose international airports are all within 100 miles of Santa Rosa. Greyhound and Amtrak provide bus service and rail links to nearby communities and metropolitan areas.

Santa Rosa has 37 elementary schools, 18 secondary schools (including middle, junior, and high schools), 28 private schools of all levels, two junior colleges, a two-year school of business, and a beauty school.⁵ The Santa Rosa Utilities Department provides water and wastewater services, and administers the Subregional Wastewater System. Pacific Gas and Electric Company provides natural gas and electrical services. The Santa Rosa Police Department and the Sonoma County Sheriff's Department administer public safety. The city also has a fire department. Santa Rosa has two major hospitals, two convalescent hospitals, three mental health and behavioral medicine clinics, and several surgical centers and smaller health clinics. According to the Santa Rosa

Chamber of Commerce, lodging includes 28 hotels and motels, and three bed and breakfasts.

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Santa Rosa were recorded as part of the Other Sonoma and Marin County Outer Coast Ports group, which includes the communities of Bolinas, Cloverdale, Corte Madera, Dillon Beach, Drakes Bay, Forest Knolls, Greenbrae, Guerneville, Hamlet, Healdsburg, Inverness, Jenner, Kentfield, Marconi, Marshall, Mill Valley, Millerton, Muir Beach, Nicasio, Novato, Occidental, Petaluma, Rohnert Park, San Quentin, San Rafael, Sebastopol, Sonoma, Stewarts Point, Stinson Beach, Tiburon, and Windsor.

Santa Rosa had at least one operating seafood processor in 2000, however, specific information (estimated pounds of product/value of product) is confidential. Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels landing): coastal pelagic 135 t/\$116,723/15; crab 6 t/\$42,768/7; groundfish 1 t/\$1,704/9; highly migratory species confidential/confidential/1; salmon 5 t/\$31,805/4; shrimp 3 t/\$23,875/6; and other species 4 t/\$23,656/16. See the Novato, Dillon Beach, Corte Madera, and Sebastopol community profiles for additional information.

Santa Rosa residents owned 12 vessels in 2000, seven of which participated in the federally managed groundfish fishery. The number of vessels owned by Santa Rosa residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/4, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/1/7, shellfish NA/0/NA, and shrimp NA/1/0.⁶

One Santa Rosa resident held a federal groundfish fishery permit in 2000. The number of Santa Rosa residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/7, crab 0/0/5, groundfish 0/0/3, highly migratory species NA/0/0, salmon 0/1/27, shellfish 0/0/NA, shrimp 0/1/3, and other species 0/0/6.⁷

In 2000 Santa Rose resident held 83 registered state and federal permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/15, crab 0/0/5, groundfish 0/0/4, highly migratory species NA/0/0, salmon 0/0/44, shellfish 0/0/NA, shrimp 0/0/5, and other species 0/0/9.⁸

Sportfishing

In 2002 Santa Rosa had 19 licensed commercial passenger fishing vessels (CPFVs), decreasing to 17 CPFV licensed vessels in 2003. Santa Rosa is in the vicinity of the Port Hueneme, Oxnard, Ventura, Santa Barbara port complex, which received 352,260 commercial passenger fishing vessel landings in 2000 made by 77,345 anglers. The top five fish landed were unspecified rockfish, ocean whitefish, barred sand bass, kelp bass, and California barracuda.

Subsistence

Specific information on subsistence fishing in Santa Rosa is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Santa Rosa residents held seven crew member licenses for North Pacific fisheries.

Sportfishing

In 2000 Santa Rosa residents purchased 299 Alaska sportfishing.

Notes

1. A. Kroeber. 1953. Handbook of the Indians of California: The Pomo. California Book Company, Berkeley.
2. City of Santa Rosa. 2005. City founders. Online at <http://ci.santa-rosa.ca.us/default.aspx?PageId=68> [accessed 16 March 2007].
3. State of California. No date. Labor market information: Major employers in Sonoma County. Online at <http://www.calmis.ca.gov/file/majorer/majorer.htm> [accessed 16 March 2007].
4. Economy.com, Inc. 2004. Employment and industry. Online at <http://www.economy.com/research> [accessed 16 March 2007].
5. National Center for Education Statistics. No date. Online at <http://nces.ed.gov/globallocator/> [accessed 16 March 2007].
6. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
7. See note 6.
8. See note 6.

Sausalito

People and Place

Location

Sausalito is on the southeastern tip of Marin County, one of nine counties in the San Francisco-Oakland Bay Area. Ten miles north of San Francisco off U.S. Highway 101, it encompasses 1.9 square miles of land and 0.3 square mile of water. The geographic coordinates of Sausalito are lat 37°57'38"N, long 122°30'05"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Sausalito was 7,330, an increase of 2.5% from 1990. The gender composition was 51.7% female and 48.3% male. The median age was 45.4, higher than the national median of 35.3. Of the population 18 years of age and older, 98% had a high school education or higher, 69.1% had a bachelor's degree or higher, and 28.5% had a graduate or professional degree; numbers significantly higher than the national averages of 79.7%, 22.3%, and 7.8% respectively.

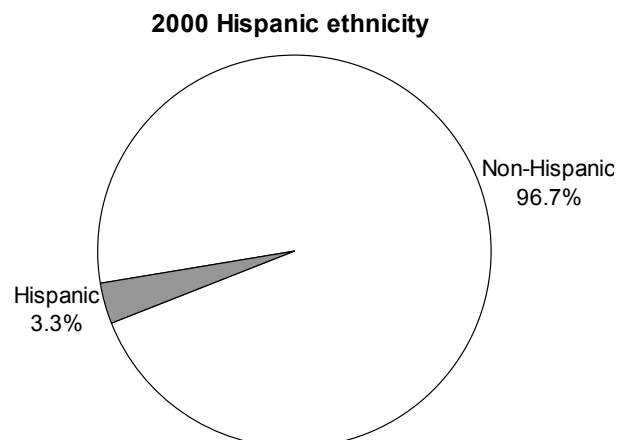
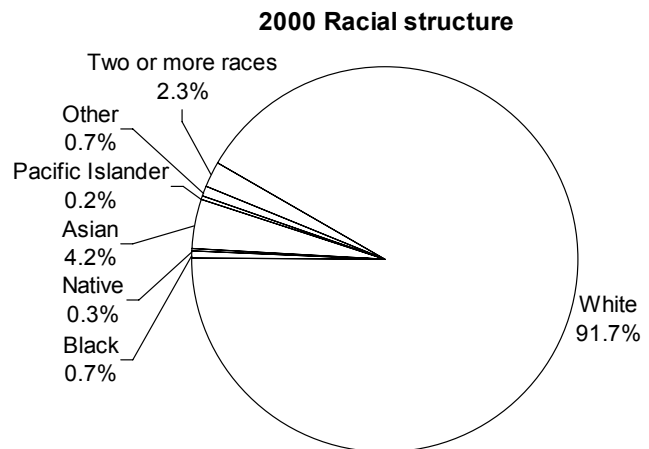
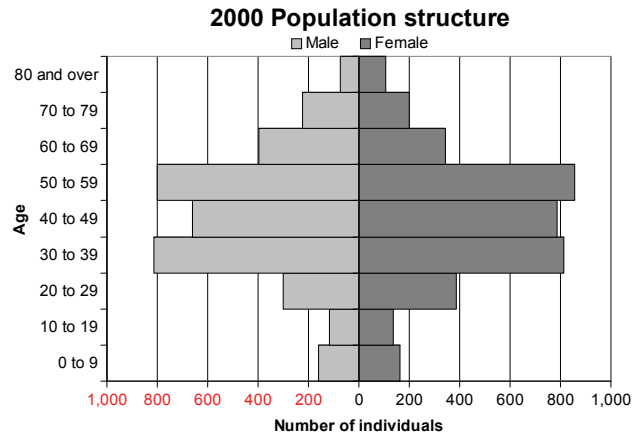
The racial composition of the population was predominantly white (91.7%), followed by Asian (4.2%), individuals who identified with two or more races (2.3%), individuals who identified with some other race (0.7%), black (0.7%), American Indian and Alaska Native (0.3%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 3.3% identified as Hispanic. About 15.7 percent were foreign-born, of which 15.6% were from Germany, 9.6% from Canada, and 7.9% from the United Kingdom.

In 2000 54.6% of the population lived in family households.

History

Miwok Indians were the first inhabitants of the Sausalito area. The Coastal Miwok, called Olamentke by early writers, are part of the Penutian language family.¹ The Miwok occupied territory bounded on the north by Cosumnes River, on the east by a ridge of the Sierra Nevada, on the south by Fresno Creek, and on the west by the San Joaquin River.² The Miwok are known as the largest "nation" in California. It is said a tribal member could travel from the Cosumnes River to Fresno Creek and be understood without difficulty, so uniform was the language.³

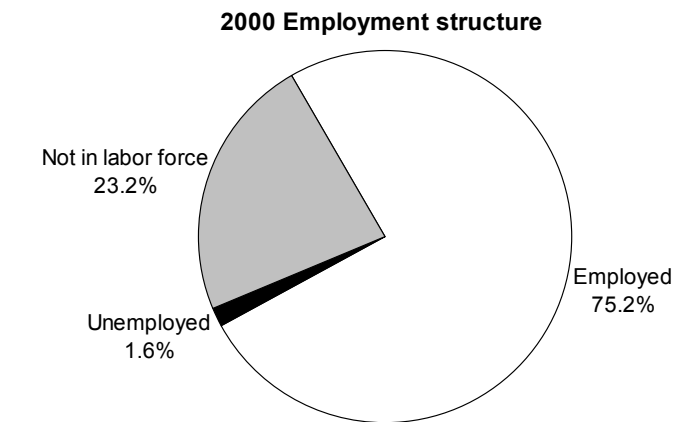
The Coast Miwok inhabited about 885 square miles of Marin and southern Sonoma counties. At the



beginning of the nineteenth century, about 3,000 Miwok lived in about 40 villages, each consisting of 75 to 100 persons.⁴ Disease and Euro-American encroachment took its toll on the Miwok and in 1910 the population was estimated at 699.⁵ The Miwok made boats from tule reeds and used them to travel around San Francisco Bay and to Angel Island, the largest island in the bay.⁶ The Miwok diet consisted primarily of nuts, pinole (a meal made of plant seeds), roots, fruit, jack rabbit, deer, sea lions, seals, sea otters, and various species of fish and shellfish. Annual salmon spawning runs came through Raccoon Strait, just offshore of Angel Island.⁷ Fish were taken by gorge hook (made from bone) and spear, dip nets (bags of netting attached to wooden frames on a handle), and narcotization. Woven surf nets were used along open beaches.^{8, 9}

The first contact between the Miwok and Europeans occurred in 1579 when Sir Francis Drake, the first Englishman to sail around the world, was greeted upon his arrival by Indians in a village near Tomales, approximately 50 miles northwest of Sausalito. In 1775 Father Vincente, who arrived to claim San Francisco Bay for Spain, described the Coast Miwok as “humorous, with courteous manners.”¹⁰ During the Spanish Mission Era, the Coast Miwok learned to build with adobe and cultivate new food crops, which they in turn traded to the Spanish missions.¹¹ For decades the Coast Miwok resisted the Spanish and Mexicans, but fell before European weapons. In 1953 Congress passed Public Law 280, which transferred law enforcement on California reservations to state and county agencies. By 1958 the federal government terminated the recognition of several tribes including the Coast Miwok.¹² In December 2000 legislation was signed granting the Federated Indians of the Graton Rancheria, formerly known as the Federated Coast Miwok, full rights and privileges afforded federally recognized tribes. Today there are more than 500 registered tribal members.¹³

In 1838 an Englishman of Mexican citizenship, William Richardson, received a Mexican land grant which he called Rancho del Sausalito, meaning “Ranch of the Little Willow Grove.” The property, in addition to raising cattle, provided safe anchorage close to what would become the north end of the Golden Gate. Nearby springs provided Richardson with an abundant source of freshwater, which he sold to visiting whaling ships. Richardson sought power and wealth and soon became Captain of the Port of San Francisco and married the daughter of the Commandant of the Presidio. But the gold rush brought hardship to the rancho. Richardson’s land was squatted on, his cattle stolen, and his Whaler’s Cove bypassed in favor of Yerba Buena, a new port



across the bay. These events forced him to sell most of his rancho.¹⁴

Several ambitious businessmen and companies, interested in Sausalito’s promising real-estate, attempted to establish Sausalito as California’s next big city. But Sausalito, with no rail service, provided little opportunity for growth. In 1871 the Sausalito Land and Ferry Company struck a deal with the North Pacific Coast Railroad, convincing it to extend its tracks into Sausalito. The railway brought merchants, workers, and the wealthy from San Francisco. Soon a residential pattern was established where the rich lived in the hills and the workers lived in the lowlands. Residents decided to incorporate in 1893 to control the town’s development.¹⁵

When the Golden Gate Bridge was built in the 1930s, a road was constructed from Sausalito to the bridge. The construction of the bridge brought increased land prices in Marin County and a flood of people from the bay area. The railway and ferries were soon dismantled and by 1941 Sausalito was in decline. World War II, however, brought new industries to the area. With a need for more merchant ships, Bechtel Company chose to locate on North Sausalito’s waterfront. The area soon became known as Marinship, which employed 70,000 workers from around the world and operated around the clock. By the end of World War II, Marinship had constructed 93 vessels in only three and a half years.¹⁶

Change came slowly to Sausalito during the postwar years. Tourism emerged during the 1960s and the Marinship site became home to tourist shops, small businesses, and arts and crafts. Today Sausalito residents and visitors enjoy numerous community events including the Sausalito Art Festival, Art Festival at Sea, Annual Chili Cook-off, Annual Floating Homes Showcase Tour, Farmers Market, and Opera by the Bay.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 75.2% of Sausalito's potential labor force 16 years of age and older were employed, 1.6% were unemployed, and the unemployment rate was 2.1% (calculated by dividing the unemployed population by the labor force). In addition, 23.2% were not in the labor force, less than the national average of 36.1%. The top employment sectors were management, professional, and related positions (66.9%), sales and office occupations (20.9%), service jobs (7.4%) and local, state, or federal government (6.4%). Natural resource jobs including agriculture, forestry, fishing, hunting, and mining employed only 0.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income in 1999 was \$81,040 and the median household income was \$87,469, both significantly higher than the national averages. About 5.1% lived below the poverty level in 1999, less than half the national average of 12.4%. In 2000 Sausalito had 4,511 housing units, of which 94.3% were occupied and 5.7% were vacant. Of the occupied units, 49.1% were by owner and 50.9% were by renter. Of the vacant housing, 41.2% were vacant due to seasonal, recreational, or occasional use.

Governance

Sausalito is just north of the Golden Gate Bridge. The city has a council-manager government. The five-member council consists of the mayor, vice mayor, and three council members. Residents pay a 7.25% sale and use tax and Marin County levies a 10% lodging tax.^{17, 18} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The National Marine Fisheries Service's (NMFS) Southwest Fisheries Science Center has laboratories 81 miles south in Santa Cruz and a NMFS regional office is 421 miles south in Long Beach. The California Department of Fish and Game has a marine field office about 32 miles south in Belmont. The nearest U.S. Citizenship and Immigration Services is 10 miles south in San Francisco. Pacific Fishery Management Council meetings are held 31 miles south in Foster City. Sausalito is within the jurisdiction of the U.S. Coast Guard Marine Safety Office San Francisco Bay, one of the Coast Guard's largest and busiest marine safety units.

Facilities

Sausalito is accessible by land and water. U.S. Highway 101 is the major road connecting Sausalito south to San Francisco and north to Santa Rosa. Golden Gate Transit provides bus service. The Golden Gate Sausalito Ferry Terminal is located downtown and provides nine trips daily to San Francisco. San Francisco International Airport is 10 miles south.

The Sausalito Marin City School District has three elementary schools, and high school students attend classes in the Tamalpais Union High School District. Sausalito also has several private and nonprofit schools. In 2000 the College of Marin, located 10 miles north in Kentfield, had an enrollment of about 8,000. The Marin Municipal Water District serves the southern Marin area, including Sausalito. The city's Public Works Department administers the storm water, drainage, and sanitary sewer collection systems. Pacific Gas and Electric provides electricity and natural gas. The Sausalito Police Department administers public safety. Additional facilities include the Bay Area Discovery Museum, numerous city parks and recreational opportunities, a public library, the Sausalito Historical Society, the Sausalito and Golden Gate Tall Ships societies, and a Marine Mammal Center, among others.

Sausalito has eight marinas and harbors, primarily serving recreational boaters and sailors. Clipper Yacht Harbor, founded in the 1947, has more than 730 slips. Offering a fuel dock, more than 80 dry storage units, and Salty's Bait and Tackle, Clipper is homeport for several charter vessels and hundreds of recreational fishing boats. Galilee Harbor is home to one of the last original houseboat communities. Cass' Marina, located by Dunphy Park, provides public rental sailboats. Several wooden boats are on display at the old Marine Ways Shipyard, where Menotti Pasquinucci built Monterey fishing boats. The Pelican Yacht Harbor, once owned by Donlon Arques—founder of the Arques School of Traditional Boat Building—is home to the largest collection of classic wooden boats on the Sausalito waterfront. The Sausalito Yacht Harbor was founded in 1940 when three log steamers were filled with mud and left to sink on the north end of the new harbor. Schoonmaker Point Marina, known as one of the most prestigious marinas in the bay area, has wet berths and side ties, guest moorage, dry storage, and commercial and light industrial rental space. Schoonmaker offers boat slips from 35 to 75 feet and side ties for yachts up to 220 feet. The Richardson Bay Marina, formerly Kappas Marina, is also in Sausalito.

Fishing organizations based in Sausalito include the California Herring Association (commercial) and the Pacific Coast Federation of Fishermen's Association,

representing 26 commercial fishing and port associations from San Diego to Alaska. The Golden Gate Fishermen's Association, founded in 1948, is based in nearby San Rafael.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 landings in Sausalito were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 364 t/\$249,538/31; crab 22 t/\$103,891/9; groundfish 3 t/\$7,641/15; highly migratory species 17 t/\$31,449/10; salmon 180 t/\$730,075/82; and other species 9 t/\$7,463/11.

Sausalito residents owned nine vessels in 2000 that participated in West Coast fisheries, of which four participated in the federally managed groundfish fishery. Landings were delivered by 130 commercial vessels. The number of vessels owned by Sausalito residents that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/2, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/1.¹⁹

In 2000 the number of Sausalito residents who held permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/5, crab 0/0/2, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/0/15, shellfish 0/0/NA, shrimp 0/0/2, and other species 1/0/3.²⁰

Sausalito residents held 47 registered state permits in 2000. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/12, crab 0/0/2, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/0/24, shellfish 0/0/NA, shrimp 0/0/2, and other species 2/0/3.²¹

Sportfishing

The livelihoods of many residents depend on Sausalito's sportfishing industry.²² Sport fishermen are involved in West Coast and Alaska fisheries. Numerous marinas in Sausalito cater to recreational fishermen and charter vessels and one license agent is based in the community. Internet resources show at least six sportfishing businesses based in Sausalito.

Subsistence

Specific information on subsistence fishing in Sausalito is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information

on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Sausalito resident held a single registered state permit: an Alaska Commercial Fisheries Entry Commission salmon permit. One resident held a crew member license for North Pacific fisheries.

Sportfishing

Sausalito community members purchased 39 Alaska sportfishing licenses in 2000.

Notes

1. E. Curtis. 1924. The Miwok. Online at <http://www.yosemite.ca.us/history/curtis/> [accessed 20 March 2007].
2. Access Genealogy. 2004. California Indian tribes. Online at <http://www.accessgenealogy.com/native/tribes/californiatribes.htm> [accessed 20 March 2007].
3. See note 2.
4. Rohnert Park Historical Society. 2000. Miwok villages. Online at <http://www.rphist.org/html/miwok.html> [accessed 20 March 2007].
5. See note 1.
6. Angel Island Association. 2003. Miwok information. Online at <http://www.angelisland.org/miwok.htm> [accessed 20 March 2007].
7. See note 6.
8. See note 1.
9. Miwok Archeological Preserve of Marin. No date. History of the Coast Miwok at Point Reyes. Online at http://www.pointreyesvisions.com/NewFiles/Science_Folder/Coast_Miwok.html [accessed 20 March 2007].
10. R. Walker. 2001. A hidden geography. Online at http://geography.berkeley.edu/PeopleHistory/faculty/R_Walker/AHiddenGeography.html [accessed 20 March 2007].
11. Novato Chamber of Commerce. No date. Novato's history. Online at <http://www.novatochamber.com/about/advantages.cfm> [accessed 20 March 2007].
12. See note 9.
13. See note 9.
14. City of Sausalito. 1997. Sausalito history. Online at <http://www.ci.sausalito.ca.us/shs/saus-hist/Sausalito%20History.htm> [accessed 20 March 2007].
15. See note 14.
16. See note 14.
17. California Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 20 March 2007].
18. California Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for fiscal year 2000–2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 20 March 2007].
19. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
20. See note 19.
21. See note 19.

22. Pacific States Marine Fisheries Commission. 2004. West Coast marine fishing community descriptions. Online at <http://www.psmfc.org/efin/abstracts-data.html> [accessed 20 March 2007].

Seaside

People and Place

Location

Seaside, located in Monterey County, is 3 miles north of the City of Monterey on the California coast, 110 miles south of San Francisco, and about 345 miles northwest of Los Angeles. It encompasses 8.8 square miles of land and 0.1 square mile of water. Seaside's geographic coordinates are lat 36°36'40"N, long 121°51'02"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Seaside was 31,696, an 18.5% decrease from 1990. The gender composition was 49.7% female and 50.3% male. The median age was 29.5, lower than the national median of 35.3. In 2000 a total of 26.1% of the population were under 15 years of age and 34.4% were between the ages of 25 and 45. Of the population 18 years of age and older, 68.1% had a high school education or higher, 15.4% had a bachelor's degree or higher, and 4.5% had a graduate or professional degree, all below the national averages of 79.7%, 22.3%, and 7.8% respectively.

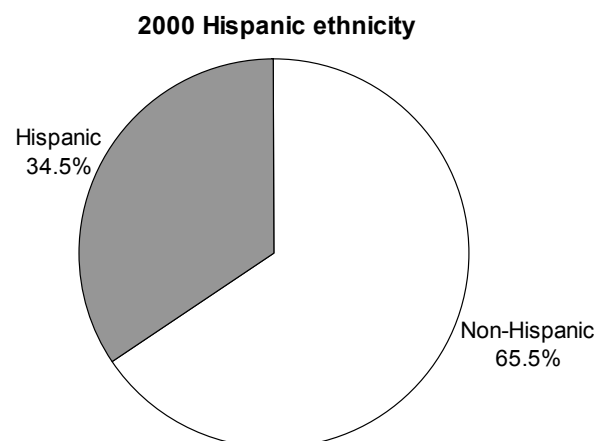
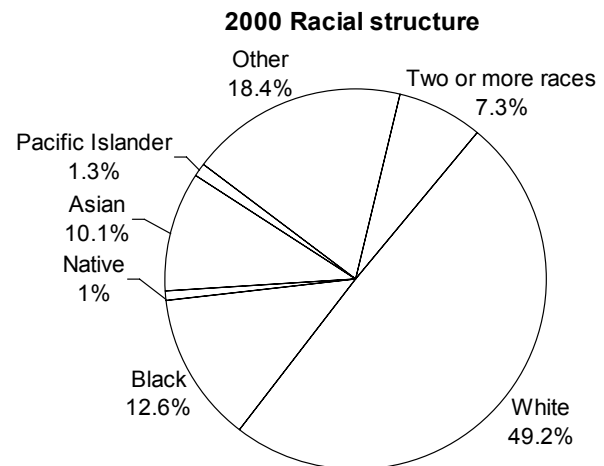
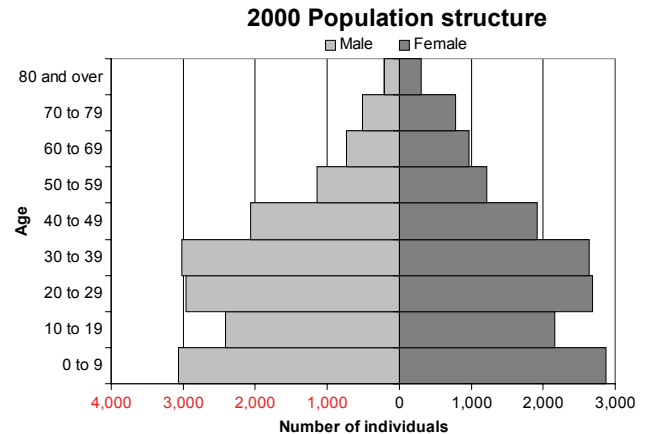
The racial structure was predominantly white (49.2%), followed by individuals who identified with some other race (18.4%), black (12.6%), Asian (10.1%), individuals who identified with two or more races (7.3%), Native Hawaiian or Pacific Islander (1.3%), and American Indian and Alaska Native (1%). Ethnicity data indicate 34.5% identified as Hispanic. About 31.2% were foreign-born, of which 59.3% were born in Mexico and 12.9% in the Philippines.

In 2000 88.9% of the population lived in family households.

History

Seaside was founded by Dr. L.D. Roberts from New York, who moved to the Monterey Peninsula in 1887 when the area was known as East Monterey. Roberts bought his uncle's ranch and subdivided 150 acres into lots selling for \$25 each. Roberts renamed the area Seaside in 1890. He also established the post office and served as its postmaster for more than 40 years.

Seaside was once home to the Fort Ord U.S. Army Base. In 1993 the base was eliminated and its soldiers transferred. An educational center took its place; California State University–Monterey Bay was founded in the 1990s on former Fort Ord lands. Two former



military 18-hole golf courses, Bayonet and Black Horse, opened to the public in 1997 when Seaside acquired the property.

Today Seaside, a culturally and ethnically diverse community, is the largest city on the peninsula. The area is popular among outdoor enthusiasts with numerous recreational activities such as surfing, rock climbing, hang gliding, golfing, and swimming.

Infrastructure

Current Economy

According to 2000 U.S. Census, 61.9% of Seaside's potential labor force 16 years of age and older were employed, 3% were unemployed, and the unemployment rate was 4.7% (calculated by dividing the unemployed population by the labor force). In addition, 35% were not in the labor force, slightly less than the national average of 36.1%. The primary employment sectors were service jobs (34.5%), sales and office positions (23.7%), management, professional, and related occupations (20.4%), local, state, or federal government (12.8%), and the armed forces (6.3%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed 2.5%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The Monterey Peninsula draws much of its revenue from tourism, with more than 15 hotels located in the Seaside. The city's major retail revenue, however, comes from the Seaside Auto Center. The largest employer is California State University–Monterey Bay.

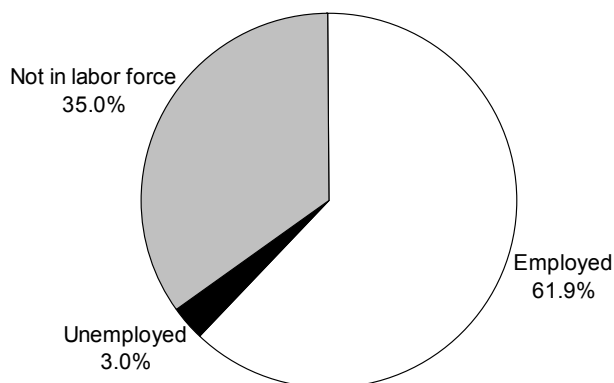
According to the 2000 U.S. Census, the per capita income in 1999 was \$15,183, the median household income was \$41,393, and 12.1% lived below the poverty level. In 2000 Seaside had 11,005 housing units, of which 89.4% were occupied and 10.6% were vacant. Of the occupied units, 44% were by owner and 56% were by renter. Of the vacant units, 2.3% were due to seasonal, recreational, or occasional use.

Governance

Seaside, incorporated in 1954, is governed by a mayor, mayor pro tem, and three city council members. Seaside levies a 7.25% sales and use tax and Monterey County levies a 10.5% transient lodging tax.^{1,2} See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The National Marine Fisheries Service's (NMFS) Southwest Fisheries Science Center has laboratories located 40 miles north in Santa Cruz and a NMFS

2000 Employment structure



regional office is about 365 miles south in Long Beach. The California Department of Fish and Game has a marine field office in nearby Monterey. The nearest U.S. Citizenship and Immigration Services is 110 miles north in San Francisco. Pacific Fishery Management Council meetings are held 90 miles north in Foster City. Seaside falls within the jurisdiction of the U.S. Coast Guard (USCG) Station Monterey, which is under operational control of the USCG Group San Francisco.

Facilities

Seaside is accessible by California Highway 1 south to Monterey and north to Santa Cruz. The Monterey Peninsula Airport provides commercial service to San Francisco, Los Angeles, and Phoenix, Arizona. The San Jose and San Francisco international airports are about 50 and 80 miles away respectively. Monterey-Salinas Transit provides bus transportation south to Big Sur and north to Watsonville.

The Monterey Peninsula Unified School District has five elementary schools, two middle schools, a high school, and a charter high school in Seaside. California State University–Monterey Bay has an enrollment of more than 3,500. The Seaside Municipal Water System provides water services and the Seaside County Sanitation District is responsible for the wastewater collection system. The Seaside Police Department administers public safety. Seaside has a medical center but the closest hospital, Community Hospital of the Monterey Peninsula, is 5 miles away in Monterey. Additional local facilities include the Seaside community library, art galleries, and more than 25 parks.

There are no port or marina facilities in Seaside. The closest facilities are 3 miles south in Monterey, home to the Monterey Municipal Marina with more than 400 slips, fish markets, charter operations, and commercial fishing facilities. There are also several

smaller marinas and yacht clubs located in the Monterey area.

Seaside hosts several festivals throughout the year including the Holiday Party, the Monterey Bay Blues Festival, Hot Cars/Cool Nites, and an annual Halloween Festival. Another event, Concorso Italiano—a popular week-long classic car event—moved to the Seaside area in August 2003.

Involvement in West Coast Fisheries

Commercial Fishing

Landings data for Seaside were recorded as part of the Other Santa Cruz and Monterey County Ports group which includes the communities of Aptos, Big Sur, Capitola, Carmel, Davenport, Felton, Fort Ord, Freedom, Gilroy, Hollister, Lucia, Marina, Mill Creek, Monterey, Morgan Hill, Pacific Grove, Pebble Beach, Point Lobos, Salinas, San Juan Bautista, Soquel, Watsonville, and Willow Creek.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represent landings in metric tons/value of landings/number of vessels delivering landings): coastal pelagic confidential/confidential/1; groundfish 10 t/\$87,427/23; and other species <1 t/\$187/7. See the Marina and Pebble Beach community profiles for additional information.

Seaside residents owned 18 vessels in 2000, including 13 that participated in the federally managed groundfish fishery. The number of vessels owned by Seaside residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/7, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/22, shellfish NA/0/NA, and shrimp NA/0/1.³

In 2000 the number of Seaside residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/10, groundfish 0/0/15, highly migratory species NA/0/1, salmon 0/0/24, shellfish 0/0/NA, shrimp 0/0/1, and other species 0/0/7.⁴

In 2000 Seaside residents held 95 registered state permits. The number of permits held by these community members in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/26, groundfish 0/0/18, highly migratory species NA/0/1, salmon 0/0/40, shellfish 0/0/NA, shrimp 0/0/2, and other species 0/0/8.⁵

Sportfishing

Several sportfishing charter businesses are located in the area, primarily operating from Monterey. Many also offer seasonal ecotours and whale watching excursions. In 2000 there were at least 139 charter

businesses and 9 license agents in Monterey. Seaside has one sportfishing license agent. For more information on area sportfishing see the Monterey community profile.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Seaside area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game describes as “recreational” fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Seaside residents owned four vessels involved in North Pacific fisheries. Community members landed fish in the following North Pacific fishery (data shown represents landings in metric tons/value of said landings/number of vessels landing): salmon 127 t/\$186,200/4.

In 2000 five Seaside residents held registered state permits and one held a registered federal permit. Five state and federal permits were registered to Seaside residents, and community members held five Commercial Fisheries Entry Commission salmon permits. Residents held 100,289 halibut individual fishing quota shares, and 39 had crew member licenses for North Pacific fisheries.

Sportfishing

Seaside residents purchased 24 Alaska sportfishing licenses in 2000.

Notes

1. California Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 22 March 2007].

2. California Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for fiscal year 2000–2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 22 March 2007].

3. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

4. See note 3.

5. See note 3.

Sebastopol

People and Place

Location

Sebastopol is in Sonoma County 58 miles north of San Francisco, 7 miles west of Santa Rosa, and 16 miles east of Bodega Bay and the Pacific Ocean. The community encompasses 1.88 square miles. The geographic coordinates of Sebastopol are lat 38°24'08"N, long 122°49'22"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Sebastopol was 7,774. The gender structure was 55.2% female and 44.8% male. The median age was 41.5, more than 6 years higher than the national median age of 35.3. Of the population 18 years of age and older, 66.3% had a high school education or higher, 24.7% had a bachelor's degree or higher, and 8.9% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest attainment was a high school education for 13.6% of the population.

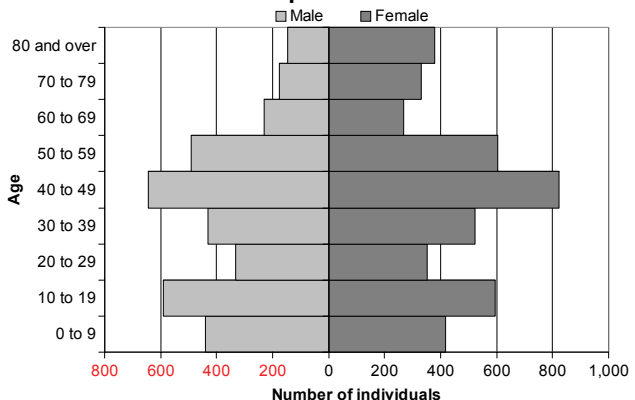
The majority of the racial composition of Sebastopol was white (89.9%), followed by individuals who identified with some other race (3.9%), individuals who identified with two or more races (3.2%), Asian (1.5%), American Indian and Alaska Native (0.8%), black (0.7%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 9.3% identified as Hispanic and about 6.3% of the population was foreign-born. Of the foreign-born population, 46.1% were from Mexico, 13.8% from Canada, and 12.7% from the United Kingdom.

In 2000 76.1% of the population lived in family households.

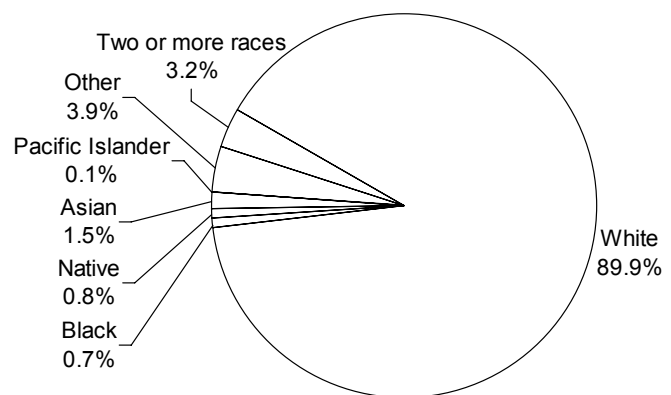
History

The area surrounding contemporary Sebastopol was first inhabited by the Miwok and Pomo Indians. There was no single Pomo Tribe; instead 72 independent tribes spoke 7 related but distinct languages.¹ Pomo Indians wove intricate basketry and fashioned beads from clamshells and magnesite that were used as regional trade currency. The Pomo were hunter-gatherers. Coastal groups relied on salmon, marine shellfish, and sea mammals (particularly Stellar sea lions, California sea lions, sea otters, Northern fur seals, and harbor seals).² Acorns were also an important food, and some Pomo bands relied on edible roots and tubers. The Miwok also fished, hunted, and gathered on a seasonal basis in the

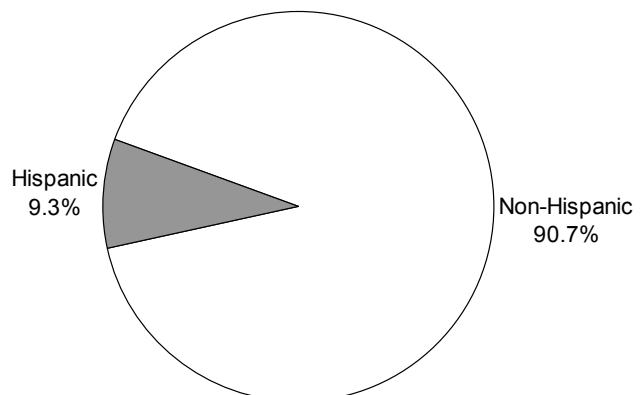
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



coastal areas and inland portions of what is now Sonoma County. Today the Coast Miwok have reorganized as the Federated Indians of Graton Rancheria and are seeking federal recognition.³

Spanish explorers arrived on the Pacific Coast near Sebastopol as early as 1607, but European settlement did not begin until the late 1700s, when Spanish missionaries and Russian fur traders established permanent residence in the area. While nearby coastal communities like Bodega Bay developed as lucrative hubs of the regional fishing industry, the fertile inland region surrounding Sebastopol became an important agricultural site. Sebastopol first took shape in the 1850s, when local farmers established a post office and a small trade center. With the California Gold Rush in full swing, the local population grew substantially throughout the 1850s. Early residents supposedly referred to the outpost as Sebastopol following a heated fistfight between two local men said to resemble Britain's siege of the Russian seaport Sevastopol during the then ongoing Crimean War, one of the first wars to be widely covered by international journalists and photographers.⁴

In the 1880s farmers began cultivating apples near Sebastopol. These ventures were a success, and the town soon became the center of a lucrative apple industry and the location of the world's first applesauce cannery. In 1890 the Northwestern Pacific Railroad began service to Sebastopol, and by 1904 the community was connected to Santa Rosa and Petaluma with a passenger electric train line.

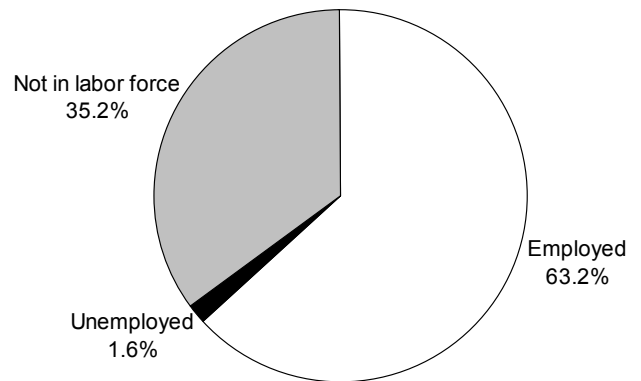
In the mid 1900s the apple industry began to decline amidst competition from other apple-producing regions. Although apples are no longer Sebastopol's largest industry, the area continues to provide most of the world supply of Gravenstein apples, and the community hosts an annual apple blossom festival.⁵ More recently, western Sonoma County has become a significant producer of wine-quality grapes, and the Sebastopol region now has a number of wineries popular with tourists. The nearby Russian River Recreation Region also draws visitors that use services in Sebastopol.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 63.2% of Sebastopol's potential labor force 16 years of age and older were employed, 1.6% were unemployed, and the unemployment rate was 2.5% (calculated by dividing the unemployed population by the labor force), less than half the national jobless rate of 5.7%. In addition, 35.2% were not in the labor force. The top employment sectors were education, health, and social services (24.4%),

2000 Employment structure



local, state, or federal government (17.2%), manufacturing (11.3%), construction (10.8%), retail trade (10.3%), and professional, scientific, and technical services (6.6%). Natural resource jobs including agriculture, forestry, fishing, and hunting, employed only 0.6%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

The community's major employers include O'Reilly and Associates (a publisher of computer related books), Safeway Stores, Analy Union High School, Sebastopol Union School, and Palm Drive Hospital.⁶ Many fishermen living in Sebastopol likely commute to nearby Bodega Bay, which has extensive marina facilities.

According to the 2000 U.S. Census, Sebastopol's per capita income in 1999 was \$22,881, slightly higher than the national average of \$21,587. The median household income was \$46,436, higher than the national median household income of \$41,994. About 6.9% of residents lived below the poverty level, well below the national poverty level of 12.4%.

In 2000 Sebastopol had 3,321 housing units, of which 97.9% were occupied and 2.1% were vacant. Of the occupied units, 55.9% were by owner and 44.1% were by renter. Of the vacant housing, 16.9% were due to seasonal, recreational, or occasional use.

Governance

Sebastopol incorporated 13 June 1902. The community operates under a council-manager government with a five-member city council.⁷ The city has an 8% sales and use tax,⁸ and Sonoma County levies a 9% lodging tax.⁹ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The nearest California Department of Fish and Game marine region field office is 16 miles away in Bodega Bay. The National Oceanic and Atmospheric Administration's Southwest Regional office is 455 miles south in Long Beach. The closest U.S. Coast Guard stations are in Bodega Bay and San Francisco. Sacramento, 107 miles northeast, hosts the nearest Pacific Fishery Management Council meetings. The nearest U.S. Citizenship and Immigration Services field office is in San Francisco.

Facilities

Sebastopol is on California highways 12 and 116 near U.S. Highway 101. Sonoma County Airport in nearby Santa Rosa (7 miles) provides passenger and freight services, and the nearest international airport is at San Francisco. Sonoma County Transit provides local bus service. The city supports a number of hotels, motels, and bed and breakfasts.

The Sebastopol Union School District operates two elementary schools and one middle school.¹⁰ Sebastopol students attend two high schools operated by the West Sonoma County Union High School District, which serves residents of western Sonoma County from north of Petaluma up the coast to near Fort Ross. This district is headquartered in Sebastopol.¹¹ The Sebastopol Department of Public Works provides water and wastewater services. Pacific Gas & Electric Company supplies natural gas and electricity. Sebastopol and the Sonoma County Sheriff's Department administer public safety, and the Sebastopol Volunteer Fire Department provides fire protection. The main health care facility in Sebastopol is Palm Drive Hospital.¹²

Bodega Bay has the nearest marine facilities, including four marinas. Spud Point Marina offers 244 berths (80% allocated to commercial fishing), shower facilities, a laundromat, service dock, and boat yard. Mason's Marina offers 115 berths, a hoist, several docks, fuel, and a convenience store. Porto Bodega Marina has 95 berths, several boat docks, a launch, and trailer hookups. In addition, the Golden Hinde Inn has an adjacent marina, and Sonoma County provides boat launching at Doran and Westside parks in the vicinity of Bodega Bay.

Involvement in West Coast Fisheries

Commercial Fishing

No seafood processors operated in Sebastopol in 2000. Landings data for Sebastopol were recorded as part of the Other Sonoma and Marin County Outer Coast Ports group which includes Bolinas, Cloverdale, Corte

Madera, Dillon Beach, Drakes Bay, Forest Knolls, Greenbrae, Guerneville, Hamlet, Healdsburg, Inverness, Jenner, Kentfield, Marconi, Marshall, Mill Valley, Millerton, Muir Beach, Nicasio, Novato, Occidental, Petaluma, Rohnert Park, San Quentin, San Rafael, Santa Rosa, Sonoma, Stewarts Point, Stinson Beach, Tiburon, and Windsor.

Reported landings for this port group in 2000 were in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 135 t/\$116,723/15; crab 6 t/\$42,768/7; groundfish 1 t/\$1,704/9; highly migratory species confidential/confidential/1; salmon 5 t/\$31,805/4; shrimp 3 t/\$23,875/6; and other species 4 t/\$23,656/16. See the Novato, Dillon Beach, Corte Madera, and Santa Rosa community profiles for additional information.

In 2000 no vessels delivered landings to Sebastopol, however, residents owned 19 fishing vessels active in West Coast commercial fisheries, of which 11 participated in the federally managed groundfish fishery. The number of vessels owned by residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/0, crab 0/0/4, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/13, shellfish NA/1/NA, shrimp NA/1/0, and other species 1/0/0.¹³

In 2000 four Sebastopol residents held five federal groundfish fishery permits. The number of residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/9, crab 0/0/7, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/0/23, shellfish 0/1/NA, shrimp 0/1/3, and other species 1/0/7.¹⁴

Sebastopol residents held at least 82 commercial fishing permits in 2000, including 77 state registered permits. The number of state permits held by residents in 2000 in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/15, crab 0/0/7, groundfish 0/0/2, highly migratory species NA/0/0, salmon 0/0/40, shellfish 0/0/NA, shrimp 0/0/5, and other species 1/0/7.¹⁵

Sportfishing

In 2002 at least 18 charter businesses served sport fishermen and tourists in Sebastopol. Three local license agents sell sportfishing licenses. In 2000 vendors in Sonoma County sold 27,938 resident sportfishing licenses, 51 nonresident sportfishing licenses, 993 sport salmon punch cards, 7,115 abalone report cards, 3,362 steelhead report cards, and 5,965 striped bass stamps.

In 2000 the Princeton-Bodega Bay port complex received 147,926 commercial passenger fishing vessel landings made by 27,274 anglers. The top five species

landed were unspecified rockfishes, Chinook salmon, lingcod, cabezon, and albacore.

Subsistence

Specific information on subsistence fishing in Sebastopol is not discussed in detail due to the lack of available data. The California Department of Fish and Game terms “recreational” fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 at least five Sebastopol residents held crew member licenses for North Pacific fisheries.

Sportfishing

Sebastopol residents purchased 63 Alaska sportfishing licenses in 2000.

Notes

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10. Sebastopol Union School District. No date. Home page. Online at <http://sebastopolschools.org> [accessed 28 March 2007].
11. West Sonoma County Union High School District. 2005. Home page. Online at <http://www.wscuhd.k12.ca.us/> [accessed 28 March 2007].
12. See note 6.
13. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
14. See note 13.
15. See note 13.

Sunset Beach

People and Place

Location

Sunset Beach is located in Orange County, about 30 miles south of Los Angeles and 97 miles north of San Diego. The geographic coordinates of Sunset Beach are lat 33°42'59"N, long 118°04'05"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Sunset Beach was 1,097. The gender composition was 45.4% female and 54.6% male. The median age was 39.5, higher than the national median of 35.3. Of the population 18 years of age and older, 97.9% had a high school education or higher, 47.2% had a bachelor's degree or higher, and 14.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

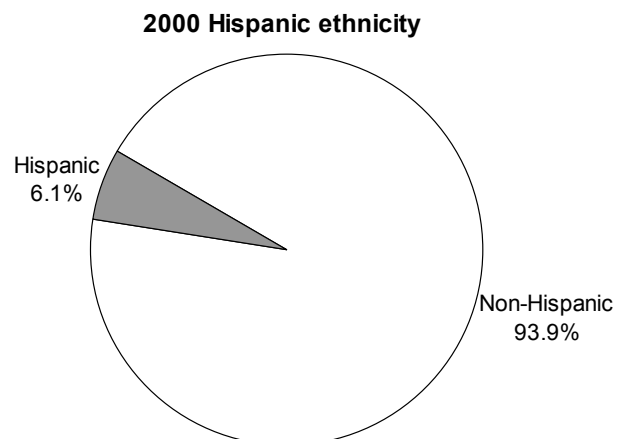
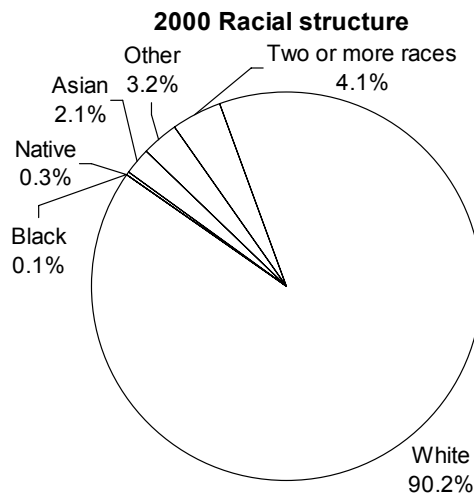
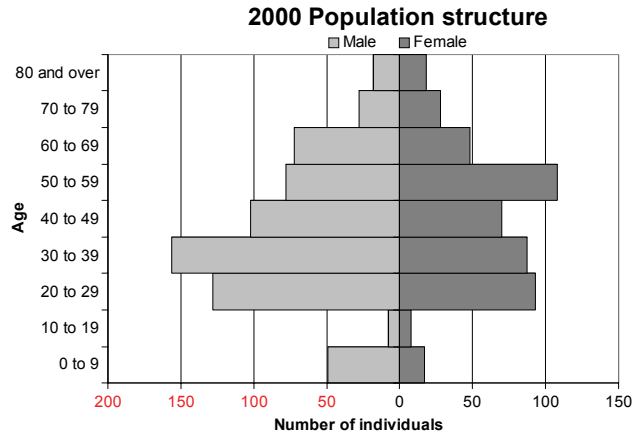
The majority of the racial structure was white (90.2%), followed by individuals who identified with two or more races (4.1%), individuals who identified with some other race (3.2%), Asian (2.1%), American Indian and Alaska Native (0.3%) and black (0.1%). Ethnicity data indicate 6.1% identified as Hispanic. About 2.7% of the population were foreign-born with 50% from Sweden.

In 2000 59.7% of the population lived in family households.

History

During the early 1900s the Pacific Electric Railway ran north-south through what is now Sunset Beach and played an important role in the development of Orange County. Homes and businesses sprang up alongside the railroad tracks as residents in smaller towns could more conveniently commute to larger population centers such as Los Angeles. Sunset Beach became a popular recreation destination and residential community during the early and mid-1900s.

In 1968 the Orange County Parks Board of Supervisors recognized the need to improve and maintain the beachfront area and began a series of infrastructure improvement projects. One such project, completed in 1974, redeveloped the right-of-way of the former rail line to create larger parking facilities for the growing number of visitors. Sunset Beach Park is a major visitor attraction. Another popular site between the U.S. Naval Weapons Station and Sunset-Huntington Harbor is the Anaheim Bay National Wildlife Refuge, a protected area



home to diverse marine and bird life. Sunset Beach is an unincorporated community known for surfing and beach sports.¹

Infrastructure

Current Economy

According to the 2000 U.S. Census, 74.3% of Sunset Beach's potential labor force 16 years of age and older were employed, 4% were unemployed, and the unemployment rate was 5.1% (calculated by dividing the unemployed population by the labor force). In addition, 21.8% were not in the labor force. The top employment sectors were education, health, and social services (14.6%), manufacturing (11.6%), local, state, or federal government (11.8%), and arts, entertainment, recreation, accommodation, and food services (10.8%). No one was employed in natural resource jobs such as agriculture, forestry, fishing, and hunting, but this may be misleading because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, Sunset Beach's per capita income in 1999 was \$53,507 and the median household income was \$65,990, both well above the respective national averages. Only 6.6% lived below the poverty level compared to the national average of 12.4%. In 2000 Sunset Beach had 685 housing units, of which 83.1% were occupied and 16.9% were vacant. Of the occupied units, 40.1% were by owner and 59.9% were by renter. About 54.3% of the vacant housing was due to seasonal, recreational, or occasional use.

Governance

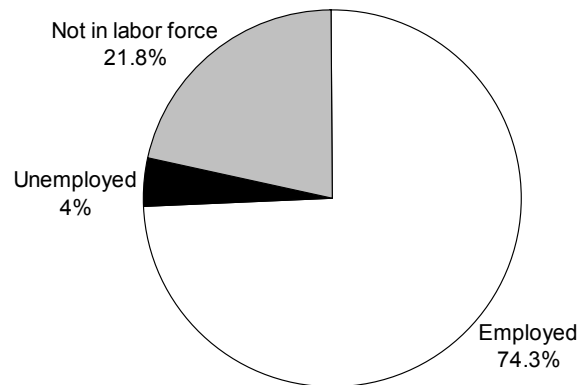
Sunset Beach is an unincorporated residential area within Orange County. The sales tax is 7.25% based on the standard statewide rate. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The National Marine Fisheries Service, California Department of Fish and Game, and U.S. Coast Guard have offices in Long Beach, 9 miles north of Sunset Beach. The nearest U.S. Citizenship and Immigration Services suboffice is in Santa Ana, 19 miles east. Pacific Fishery Management Council meetings are held in Del Mar, 79 miles south. The nearest North Pacific Fishery Management Council meeting location is Portland, Oregon, 997 miles north.

Facilities

Sunset Beach is accessible by land, air, and sea. California Highway 1, also known as the Pacific Coast

2000 Employment structure



Highway, runs north and south through the community. Interstate highways 5 and 405 are also nearby. The John Wayne Orange County Airport in Santa Ana is east of Sunset Beach, and Los Angeles International Airport is about 31 miles north. Greyhound and Amtrak provide bus and rail service respectively to nearby communities and metropolitan areas throughout the country.

There are no schools in Sunset Beach. Students attend schools in nearby Huntington Beach and Westminster. The Huntington Beach Water Division provides water and wastewater services. Southern California Edison supplies electricity, and Southern California Gas Company provides natural gas. The Orange County Sheriff's office administers local law enforcement, and the Orange County Fire Authority provides fire and emergency response services. There are no hospitals in Sunset Beach, although a major hospital and a variety of medical clinics are located in Huntington Beach. Similarly, there are no lodging accommodations located in Sunset Beach, but there are hotels, motels, and bed and breakfasts in Huntington Beach and Long Beach.

The Sunset-Huntington Harbor area has five marinas with capacity for more than 3,000 vessels. The main marine facility is the Sunset Beach County Park, operated and maintained by Orange County. The popular beachfront park has a 45-acre beach, a 627-space parking lot, and various visitor accommodations and amenities. The Orange County Sheriff's Harbor Patrol, in cooperation with agencies including the U.S. Coast Guard and U.S. Navy, is responsible for patrolling the Sunset-Huntington marina area.

Involvement in West Coast Fisheries

Commercial Fishing

No vessels delivered landings to Sunset Beach in 2000, however, Sunset Beach residents owned two

commercial vessels. The number of vessels owned by residents that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/2.² No seafood processors operated in Sunset Beach in 2000.

In 2000, no community members held federal groundfish permits. The number of Sunset Beach residents holding permits in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/1.³

Residents held at least two state-registered, commercial fishing permits in 2000. The number of state permits held by Sunset Beach residents in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/2.⁴

Sportfishing

A number of charter vessels operate out of the area targeting albacore and bluefin tuna, marlin, yellowtail, rock cod, salmon, shark, yellowfin tuna, and other species. Many also offer seasonal whale watching tours. In 2002 and 2003, no charter businesses served sport fishermen and tourists in Sunset Beach and no license agents sold sportfishing licenses. In 2000 vendors in Orange County sold 26,250 resident sportfishing licenses, 47 non-resident sportfishing licenses, 7 sport salmon punch cards, and 29 abalone report cards. Sunset Beach is near the port group consisting of Seal Beach, Long Beach, and San Pedro, where a total of 54 commercial passenger fishing vessels served 148,977 anglers in 2000. These vessels reported 883,806 landings consisting of more than two dozen species. Sea bass (various species), barracuda, flatfishes (unspecified), and rockfishes (unspecified) accounted for 47.6%, 14.1%, 10.4%, and 9.2% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Sunset Beach area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game terms “recreational” fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 there was no involvement in North Pacific commercial fisheries by Sunset Beach residents.

Sportfishing

In 2000 10 Sunset Beach residents purchased Alaska sportfishing licenses.

Notes

1. Orange County Parks Department. 2005. Sunset Beach. Online at <http://www.ocparks.com/sunsetbeach/> [accessed 30 March 2007].

2. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

3. See note 2.

4. See note 2.

Tarzana

People and Place

Location

Tarzana is a community within Los Angeles that encompasses 6.45 square miles. It is in Los Angeles County toward the western end of the San Fernando Valley at the foothills of the Santa Monica Mountains, 22 miles northwest of Los Angeles. Neighboring communities include Canoga Park, Winnetka, and Reseda to the north; Encino to the west; Pacific Palisades to the south; and Woodland Hills to the east. U.S. Highway 101 (Ventura Boulevard) runs through the northern portion of Tarzana. The geographic coordinates of Tarzana are lat 34°10'24"N, long 118°33'11"W.

Demographic Profile

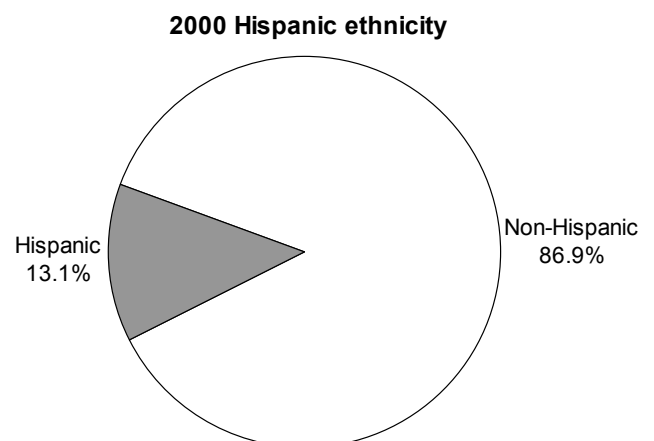
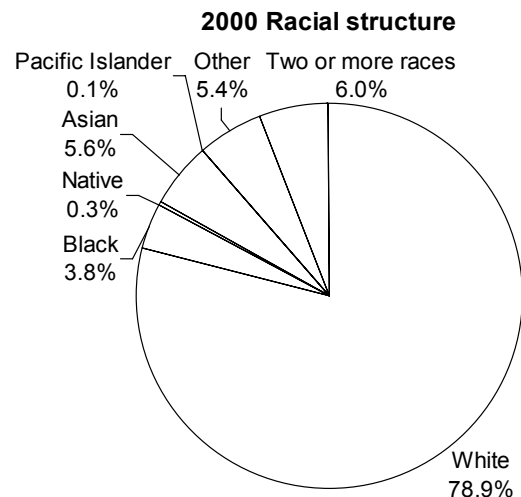
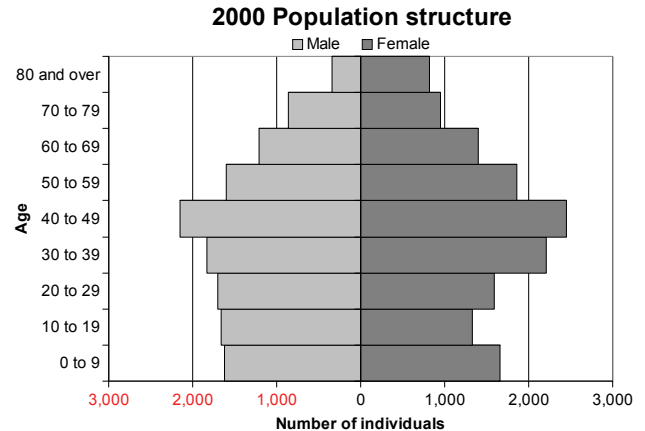
Tarzana was not recognized as a Census Designated Place by the 2000 U.S. Census, however, basic demographic data are available for the community at the Zip code level. According to the 2000 U.S. Census, Tarzana's Zip code (91356) had a population of 27,407. The gender composition was 52% female and 48% male. The median age was 39.6, higher than the national median age of 35.3. Of the population 18 years of age and older, 86.9% had a high school education or higher, 39.6% had a bachelor's degree or higher, and 15.3% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure was white, (78.9%), followed by individuals who identified with two or more races (6.0%), Asian (5.6%), individuals who identified with some other race (5.4%), black (3.8%), American Indian or Alaska Native (0.3%), and Native Hawaiian or Other Pacific Islander (0.1%). Ethnicity data indicate 13.1% identified as Hispanic. About 35.2% of the population was foreign-born, including 21.9% from Iran and 10.6% from Mexico.

In 2000 80.2% of the population lived in family households.

History

Native peoples first inhabited the California coast about 13,000 years ago. The Los Angeles area was home to the Chumash, whose territory spanned the length of California coast from Malibu to Pasa Robles.¹ The Chumash were hunter-gatherers and relied heavily on maritime resources, including clams, mussels, abalone, and many fish species. They developed sophisticated technologies for harvesting marine resources, established



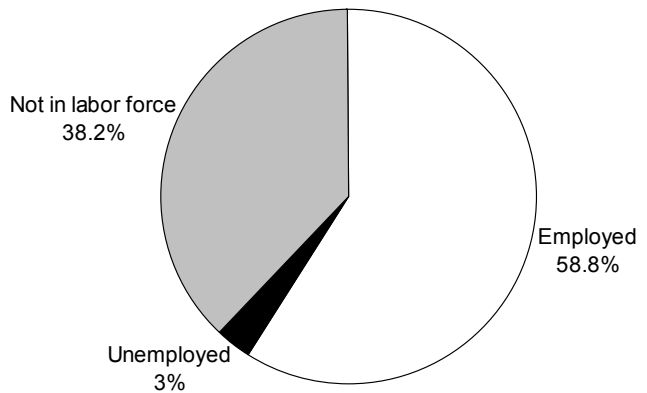
large coastal villages, and traded extensively within their territory. The Chumash became known as Gabrielenos due to their association with the San Gabriel Mission. Between 200 and 500 years ago, Tongva Indians migrated from the Mojave Desert region, establishing 25 villages throughout what is today the Los Angeles County area and becoming similarly dependent on marine resources.² Today the Gabrieleno/Tongva Tribe is headquartered in San Gabriel, where it seeks federal recognition and tribal fishing rights.

Europeans first reached the area in 1542 when Spanish explorer Juan Rodriguez Cabrillo entered Santa Monica Bay and was met by Tongva Indians in canoes. At the onset of European settlement, it is estimated there were at least 5,000 Indian residents in the San Fernando Valley.³ The Indian population declined rapidly as European-introduced diseases and conflicts killed an estimated two-thirds the native population in what is now California.⁴ Beginning with the founding of the San Fernando Mission in 1797, Spanish settlers and missionaries established permanent residence. The Tarzana area was originally part of the mission lands, but when the territory was seized first by Mexico and later by the United States, it became part of a succession of large cattle ranches owned by wealthy, powerful individuals active in local politics and business.⁵ In the 1870s the Tarzana area was purchased by investors who developed it into a large-scale wheat farm.

The acreage surrounding Tarzana was sold to the Los Angeles Suburban Homes Company in 1909 in anticipation of the Los Angeles aqueduct and annexation of the area into the City of Los Angeles. One of the investors, General Harrison Gray Otis, founder and publisher of the Los Angeles Times, bought 550 acres in what is now the center of Tarzana. Another investor founded a small town, Runnymede, in the vicinity and subdivided the surrounding land into small plots for poultry ranches and berry farms. In 1915, Edgar Rice Burroughs, author of the Tarzan novels, purchased Otis' acreage, built a large home, and renamed the property Tarzana Ranch. Burroughs subdivided and sold the land for homes in 1923 and, as development proceeded, the neighboring small farms also converted to residential areas. In 1927 local residents renamed the town Tarzana in honor of Burroughs and his famous literary character.

Today Tarzana is regarded as a Los Angeles bedroom community with many neighborhoods zoned single family residential or residential/agricultural that attract people interested in a suburban lifestyle and larger home lots.⁶ The community has many swimming pools (local lore holds the first residential swimming pool was constructed in Tarzana) and movie stars, as well as

2000 Employment structure



luxury housing developments and country club golf courses.⁷

Tarzana also supports a growing Iranian population, and the community is well known for its Persian restaurants, booksellers, and language training institutes.⁸ A thriving Jewish community attends four synagogues and provides the customer base for the first and only branch of the Hebrew-language bookseller Steimatzky constructed outside of Israel.⁹ In February 2000 Tarzana residents formed the Tarzana Community and Cultural Center, which stages community festivals and events and collects photos and memorabilia related to Tarzana's history to help foster a sense of history and place within the community.¹⁰

Infrastructure

Current Economy

According to the 2000 U.S. Census, 58.8% of Tarzana's population 16 years of age or older were employed, 3% were unemployed, and the unemployment rate was 4.8% (calculated by dividing the unemployed population by the labor force), less than the national jobless rate of 5.7%. In addition, 38.2% were not in the labor force. The primary employment sectors were education, health, and social services (19.5%), retail trade (13.2%), professional, scientific, and technical services (12.1%), and local, state, or federal government (8.4%). Natural resource jobs including agriculture, forestry, fishing, and mining employed only 0.1%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Because of its location within the Los Angeles metro area and its status as a bedroom community, many Tarzana residents likely commute to jobs in the city and surrounding communities. The area supports a number

of retail businesses, many of which are clustered along Ventura Boulevard, which runs through the northern portion of Tarzana. Other than this strip, the community does not have an easily distinguishable commercial core.¹¹ In addition to these retail stores, Tarzana is home to the Encino-Tarzana Medical Center and a number of smaller medical clinics, law offices, real estate agencies, country clubs, and professional offices.¹²

According to the U.S. Census, Tarzana's per capita income in 1999 was \$36,327, well above the national per capita income of \$21,587. The median household income was \$51,420, also above the national median household income of \$41,994. About 11.1% lived below the poverty level, slightly below the national poverty level of 12.4%. In 2000 Tarzana had 11,422 housing units, of which 96.6% were occupied and 3.4% were vacant. Of the occupied units, 57% were by owner and 43% were by renter. Of the vacant units, 32.2% were for rent and 21.5% were for sale.

Governance

In 1915 the City of Los Angeles annexed the portion of the San Fernando Valley containing Tarzana. Although not an independent city, Tarzana is recognized as a distinct community within Los Angeles. It does not have a separate municipal government, but is one of 80 communities within the city that have formed active neighborhood councils. The Los Angeles city charter was reformed in 1998 to allow the formation of these councils, each of which is allotted a yearly operating budget of \$50,000 and run by community members on a volunteer basis. The Tarzana Neighborhood Council, certified in January 2003, functions as an advisory body meant to make the city government more accountable and more responsive to local residents.¹³

Los Angeles was founded in 1781 and incorporated on 4 April 1850. It is a charter city that operates under a council-city manager government.¹⁴ Los Angeles has a 15-member council and mayor, all elected.¹⁵ Residents pay an 8.25% sales and use tax. Los Angeles County has a 12% lodging tax rate, which earned \$10,202,899 in fiscal year 2001.¹⁶ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The nearest California Department of Fish and Game Marine Region field office is 47 away in Los Alamitos. The National Oceanic and Atmospheric Administration (NOAA) Southwest Regional Office is in Long Beach (42 miles). Eight U.S. Coast Guard vessels are stationed at the USCG Marine Safety Office/Group Los Angeles-Long Beach in San Pedro (40 miles). Delmar and San Diego, 126 miles and 145 miles away

respectively, are the nearest cities that hold Pacific Fishery Management Council meetings. A U.S. Citizenship and Immigration Services District Office is in Los Angeles.

Facilities

Tarzana is 22 miles from the heart of Los Angeles. The main thoroughfare is U.S. Highway 101 (Ventura Boulevard). Los Angeles is accessible by land, sea, and air. Interstate highways 5, 10, and 110 contribute to the 527 freeway miles in the city. Seventeen Amtrak trains serve Union Station (27 miles from Tarzana), making it the eighth busiest Amtrak station in the nation. Los Angeles International Airport, 25 miles from Tarzana, ranks third in the world based on passenger volume. Ontario International Airport, Bob Hope Airport, and Long Beach Airport also serve the area.¹⁷

Tarzana is in the Los Angeles Unified School District, and students attend schools in Tarzana and surrounding neighborhoods. Three public elementary schools and one public middle school are located in the community. High school students attend Taft High School in neighboring Woodland Hills. The immediate area also has a number of private and parochial schools. Nearby hospitals include the Kaiser Foundation Hospital and Encino Hospital, both in adjacent communities. The Encino-Tarzana Medical Center and a number of clinics located in the vicinity also provide medical services. The Los Angeles Department of Public Works provides water and wastewater services. Pacific Gas and Electric and other private power companies supply electricity. The Los Angeles Police Department and a number of fire companies administer law enforcement and emergency services.

The Port of Los Angeles in San Pedro Bay (40 miles) is the nearest marine facility. This port complex, outfitted for both commercial and recreational purposes, stretches along 43 miles of waterfront and occupies 7,500 acres, 3,300 of which are water.¹⁸ The port is within the jurisdiction of Los Angeles and is under the direction of a five-member board of harbor commissioners appointed by the mayor.¹⁹ The port has 29 state-of-the-art cargo facilities and five intermodal rail yards.²⁰ The complex includes the Cabrillo Marina, which provides slips for 1,100 pleasure crafts, Cabrillo Beach (popular with swimmers), three museums, the Cabrillo Marine Aquarium, and the S.S. Lane Victory (a national historic landmark). Charter boats offer a number of harbor cruise and whale watching tours.²¹ The Port of Los Angeles World Cruise Center is the primary cruise passenger complex on the West Coast, handling the world's largest cruise ships.²² In 1997 the 47-acre terminal island

transfer facility was completed, allowing direct transfer of containers from ships to trains.²³

Involvement in West Coast Fisheries

Commercial Fishing

No seafood processors operated in Tarzana in 2000 and no vessels delivered landings. Residents owned two commercial vessels; both participated in the federally managed groundfish fishery. One vessel participated in both the nearshore and high seas pelagic fisheries. The number of vessels owned by Tarzana residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, groundfish 0/0/NA, highly migratory species NA/1/NA, shellfish NA/0/NA, and shrimp NA/0/2.²⁴

In 2000 no federal groundfish fishery permits were held by community members. The number of Tarzana residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/3, highly migratory species NA/1/1, shellfish 0/0/NA, and shrimp 0/0/2.²⁵

Tarzana residents held at least 13 commercial fishing permits in 2000, all state registered. The number of state permits held by Tarzana residents in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/5, highly migratory species NA/1/3, shellfish 0/0/NA, and shrimp 0/0/4.²⁶

Sportfishing

A number of charter vessels operate out of the Los Angeles area targeting albacore tuna, rock cod, salmon, and other species. In 2002 at least two charter businesses served sport fishermen and tourists in Tarzana. There are no license agents selling sportfishing licenses in Tarzana, however, in 2000 vendors in Los Angeles County sold 76,385 resident sportfishing licenses, 59 nonresident sportfishing licenses, 164 sport salmon punch cards, and 174 abalone report cards. The nearest commercial passenger fishing vessels port complex consists of Redondo, Marina Del Rey, and Malibu. In 2000 13 commercial passenger fishing vessels served 63,765 anglers out of this complex, reporting 326,222 landings composed of more than two dozen species. Sea bass (various species), California scorpionfish, and rockfishes (unspecified) accounted for 39.9%, 22.7%, and 15.8% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Tarzana area, however, specific information on subsistence fishing is not discussed in detail in this community profile due to

the lack of available data. The California Department of Fish and Game terms “recreational” fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Tarzana residents were not involved in North Pacific fisheries.

Sportfishing

In 2000 42 Tarzana community members purchased Alaska sportfishing licenses.

Notes

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15. City of Los Angeles. 2004. Los Angeles almanac: Mayors and city councils: Cities of Los Angeles County. Online at <http://www.laalmanac.com/cities/ci93.htm> [accessed 4 April 2007].
16. State of California. 2004. California counties transient lodging tax revenue. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/county/0001cotranslodgtax.pdf> [accessed 4 April 2007].
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24. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
25. See note 24.
26. See note 24.

Torrance

People and Place

Location

Torrance covers 20.5 square miles of land in the southwest corner of Los Angeles County in the South Bay area. The community is 4 miles east of Redondo Beach, about 20 miles south of Los Angeles, and 118 miles north of San Diego. The geographic coordinates of Torrance are lat 33°50'09"N, long 118°20'23"W.

Demographic Profile

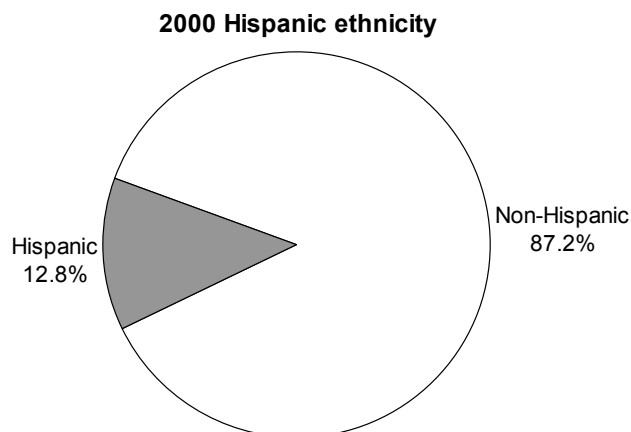
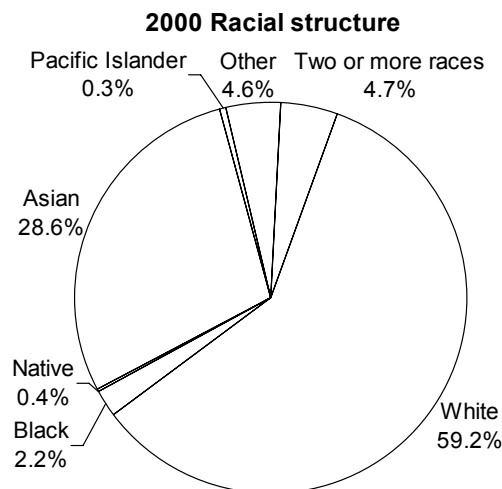
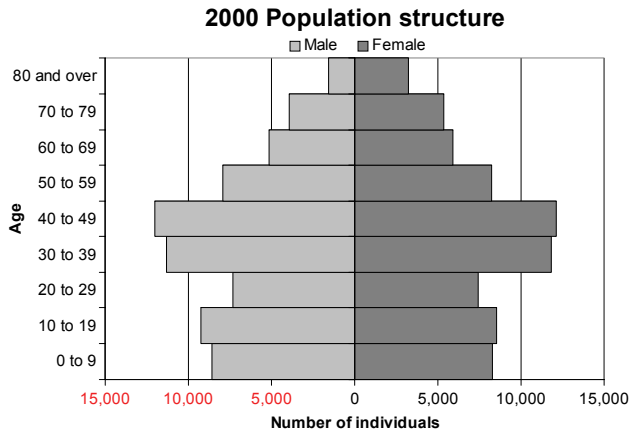
According to the 2000 U.S. Census, the population of Torrance was 137,946, a 3.6% increase from 1990. The gender structure was 51.4% female and 48.6% male. The median age was 38.7, higher than the national median age of 35.3. Of the population 18 years of age and older, 89.9% had a high school education or higher, 34.2% had a bachelor's degree or higher, and 10.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest educational attainment for 20.6% was a high school diploma or equivalency.

The majority of the racial structure was white (59.2%), followed by Asian (28.6%), individuals who identified with two or more races (4.7%), individuals who identified with some other race (4.6%), black (2.2%), American Indian and Alaska Native (0.4%), and Native Hawaiian and Other Pacific Islander (0.3%). About 12.8% identified as Hispanic, and 27.6% of the population was foreign-born. Of the foreign-born, 16.7% were from Korea, 14% from Japan, and 12.7% from China.

In 2000 83.0% of the population lived in family households.

History

Native peoples first inhabited the California coast about 13,000 years ago. The Los Angeles County area was home to the Chumash Indians, whose territory spanned the California coast from Malibu to Paso Robles.¹ The Chumash were hunter-gatherers and relied heavily on maritime resources, including clams, mussels, abalone, and many fish species. They developed sophisticated technologies for harvesting marine resources, established large coastal villages, and traded extensively within their territory. They became known as Gabrielenos because of their association with the San Gabriel Mission during Spanish occupation. Between 200 and 500 years ago, Tongva Indians migrated from



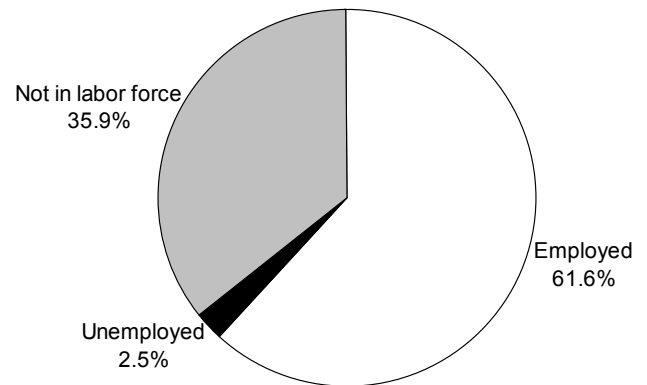
the Mojave Desert region, establishing 25 villages throughout what is today the Los Angeles County area, becoming similarly dependent on marine resources.² Today the Gabrieleno/Tongva tribe is headquartered in the Los Angeles Metropolitan Area in San Gabriel, and is seeking federal recognition and tribal fishing rights.

In 1784 the Torrance area became part of a 75,000-acre land grant given to Juan Jose Dominguez by the Spanish government in recognition of his military service. The land grant, which extended from the Los Angeles River on the east to the Pacific Ocean on the west, became known as the Rancho San Pedro (later the Dominguez Ranch). The contemporary communities of Torrance, Carson, Redondo Beach, and the Los Angeles Harbor all lie within the former Dominguez Land Grant.³ Dominguez and his descendants were active in local politics and business enterprises, and many contemporary streets, businesses, water bodies, and other public structures in the South Bay area bear the Dominguez name. Until the early twentieth century, most land surrounding Torrance was used for agricultural purposes, mainly cattle grazing.

In the early 1900s, the Dominguez Land Company, under the leadership of Jarred Sidney Torrance, president, purchased a portion of the original rancho from the Dominguez family to develop the West's first planned industrial city.⁴ Renowned city planner Frederick Law Olmstead designed the city's initial layout with a balanced mix of industrial, commercial, and residential land uses.⁵ Members of Dominguez Land Company's Board of Directors chose the name Torrance (after the company president) in 1912. Its early growth was driven by the discovery of oil in the area in the 1920s, and Torrance continues to support a number of oil refineries. After World War II, the area experienced a second boom as wartime production facilities were converted to aerospace and related industries.⁶ Most of the city's housing was constructed during post-war years. In the 1970s city officials emphasized the further development of recreational, retail, and service sectors to meet the needs of a growing population.

Today Torrance remains a powerful industrial center, strategically located between the Los Angeles International Airport and the Long Beach Airport and between Los Angeles and Orange Counties. The city is corporate headquarters of a number of prominent companies, including Honda, Toyota, Epson, and the Kubota Tractor Corporation. Aerospace and oil have a continuing importance to the local economy.

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 61.6% of Torrance's potential labor force 16 years of age and older were employed, 2.5% were unemployed, and the unemployment rate was 3.9% (calculated by dividing the unemployed population by the labor force). In addition, 35.9% were not in the labor force. The primary employment sectors were education, health, and social services (17.5%), manufacturing (17.5%), local, state, or federal government (12.7%), and retail trade (11.4%). Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 0.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Torrance is a regional business and industrial center with employment opportunities in light manufacturing (electronics, aluminum, and plastics), healthcare, education, and a growing number of retail stores, including many upscale shopping complexes and restaurants. Because Torrance is between recreational marina facilities at Redondo Beach (5 miles) and commercial facilities at the Port of Los Angeles in San Pedro (10 miles), some residents may also commute to jobs in the sport and commercial fishing industries.

According to the 2000 U.S. Census, Torrance's per capita income in 1999 was \$28,144, compared to a national per capita income of \$21,587. The median household income was \$56,489, 34.5% above the national median household income of \$41,994. About 6.4% lived below the poverty level, about half the national average of 12.4%.

In 2000 Torrance had 55,967 housing units, of which 97.5% were occupied and 2.5% were vacant. Of

the occupied units, 56% were by owner and 44% were by renter. Of the vacant housing units, 42.0% were for rent and 20.7% were for sale.

Governance

Torrance officially incorporated in 1921 and is a charter city with a council-manager government.⁷ Most California cities are general law cities that closely follow state statutes, but charter cities develop and follow statutes set forth in their own charters. City government consists of a mayor, six council members, a clerk, and a treasurer. Torrance levies an 8.25% sales and use tax. Los Angeles County levies a 12% lodging tax rate that earned \$10,202,899 in revenue during fiscal year 2001.⁸ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The nearest California Department of Fish and Game Marine Region Field Office is 20 miles away in Los Alamitos. The National Oceanic and Atmospheric Administration (NOAA) Southwest Regional office is in Long Beach (15 miles). Eight U.S. Coast Guard (USCG) vessels are stationed at the USCG Marine Safety Office/Group Los Angeles–Long Beach in San Pedro (10 miles). Delmar and San Diego, approximately 118 miles away, are the nearest cities that host Pacific Fishery Management Council meetings. A U.S. Citizenship and Immigration Services District Office is in Los Angeles.

Facilities

The main thoroughfare connecting Torrance to the greater metropolitan area is Interstate Highway 110, which runs north into Los Angeles. The city is midway between Los Angeles International Airport (10 miles) and the Long Beach Airport (15 miles). The smaller Torrance Municipal Airport has two paved public access runways.

Torrance is in the Torrance Unified School District, which supports 17 elementary schools, 8 middle schools, 6 high schools, 4 adult education centers, and the South California Regional Occupational Center (a vocational education facility). It has several private schools, most of which are nondenominational. Higher education centers include El Camino Community College and branches of ITT Technical Institute and Bryman College.

Torrance Municipal Water and the California Water Service Company provide water and wastewater services. Southern California Edison and other private power companies supply electricity. The Torrance Police and Fire departments administer law enforcement and emergency services. Local hospitals include the Torrance Memorial Medical Center, the Little Company

of Mary Hospital, and the Harbor-University of California Los Angeles (UCLA) Medical Center.

The nearest noncommercial marine facilities are 4 miles west at King Harbor and the Municipal Pier in nearby Redondo Beach. King Harbor has four marinas, with boat hoists and more than 1,000 slips.⁹ A number of sportfishing, charter, and whale watching vessels homeport at this harbor complex. Torrance Beach, a small section of open waterfront popular with long board surfers, provides marine recreation opportunities.¹⁰

The Port of Los Angeles in San Pedro Bay (10 miles) has the nearest commercial marine facilities. This complex, outfitted for both commercial and recreational purposes, stretches along 43 miles of waterfront and encompasses 7,500 acres, of which 3,300 are water.¹¹ The port is within the jurisdiction of the City of Los Angeles and is under the direction of a five-member Board of Harbor Commissioners appointed by the mayor.¹² The port has 29 state-of-the-art cargo facilities and 5 intermodal rail yards.¹³ The complex includes the Cabrillo Marina, which provides slips for 1,100 pleasure crafts, Cabrillo Beach (popular with swimmers), three museums, the Cabrillo Marine Aquarium, and the S.S. Lane Victory (a national historic landmark). Charter operators offer a number of harbor cruise and whale watching tours.¹⁴ The Port of Los Angeles' World Cruise Center is the primary cruise passenger complex on the West Coast, handling the world's largest cruise ships.¹⁵ In 1997 the 47-acre terminal island transfer facility was completed, allowing direct transfer of containers from ships to trains.¹⁶

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 no seafood processors operated in Torrance and no vessels delivered landings. Residents owned six commercial vessels, of which four participated in the federally managed groundfish fishery. The number of vessels owned by residents in 2000 that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/1, groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/2.¹⁷

In 2000 Torrance residents held no federal groundfish permits. The number of residents holding permits in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/2, groundfish 0/0/3, highly migratory species NA/0/3, shellfish 0/0/NA, and other species 0/0/16.¹⁸

Torrance residents held at least 43 commercial fishing permits, all state registered, in 2000. The number of state permits held by residents in each fishery by state

(WA/OR/CA) was: coastal pelagic 0/0/6, groundfish 0/0/4, highly migratory species NA/0/5, shellfish 0/0/NA, and other species 0/0/28.¹⁹

Sportfishing

Several charter vessels operate out of Torrance targeting albacore tuna, rock cod, salmon, and other species. In 2002 at least three charter businesses served sport fishermen and tourists, and five license agents sold sportfishing licenses in Torrance. In 2000 Los Angeles County vendors sold 76,385 resident sportfishing licenses, 59 nonresident sportfishing licenses, 164 sport salmon punch cards, and 174 abalone report cards. The nearest commercial passenger fishing vessels port complex consists of Seal Beach, Long Beach, and San Pedro. In this port complex in 2000, 54 commercial passenger fishing vessels served 148,977 anglers and reported 883,806 landings composed of more than two dozen species. Sea bass (various species), barracuda, flatfishes (unspecified), and rockfishes (unspecified) accounted for 47.6%, 14.1%, 10.4%, and 9.2% of the landings respectively.

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the Torrance area, however, specific information on subsistence fishing is not discussed in detail due to the lack of available data. The California Department of Fish and Game terms “recreational” fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 three Torrance residents held North Pacific fisheries crew member licenses.

Sportfishing

Torrance residents purchased 194 Alaska sportfishing licenses in 2000.

Notes

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16. Port of Los Angeles. 2001. The Port of Los Angeles: A historical look. Online at http://www.portofla.org/about_history.htm [accessed 5 April 2007].

17. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

18. See note 17.

19. See note 17.

Trinidad

People and Place

Location

Trinidad is in Humboldt County just south of Redwood National Park, about 295 miles north of San Francisco. The community encompasses 0.5 miles of land and 0.2 square miles of water. The geographic coordinates of Trinidad are lat 41°03'43"N, long 124°08'29"W.

Demographic Profile

According to the 2000 U.S. Census, Trinidad had a population of 311 people, a decrease of 14.1% from 1990. The gender composition was 50.5% female and 49.5% male. The median age was 50.2, significantly higher than the national median of 35.3. About 47.3% were between the ages of 40 and 64, compared to the national average of 30%, and only 16.7% were under the age of 25, compared to the national average of 35.3%. Of the population 18 years of age and older, 88.1% had a high school education or higher, 46.5% had a bachelor's degree or higher, and 16.4% had a graduate degree or higher; the national averages were 79.7%, 22.3%, and 7.8% respectively.

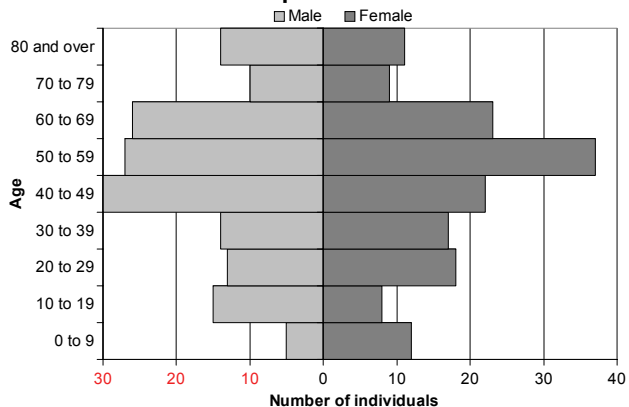
The majority of the racial structure was white (94.9%), followed by individuals who identified with two or more races (1.9%), black (1.6%), Asian (0.6%), American Indian and Alaska Native (0.3%), individuals who identified with some other race (0.3%), and Native Hawaiian and Other Pacific Islander (0.3%). Ethnicity data indicate 2.3% identified as Hispanic. About 5.5% were foreign-born, compared to the national average of 11.1%. Trinidad Rancheria residents are also part of the community. The 2000 U.S. Census indicated the rancheria had a population of 73, of whom 80.8% identified as American Indian and 19.2% as white. Ethnically, 13.7% identified as Hispanic.

It is significant to note changes in Trinidad's ethnic composition over the last decade. The 2000 U.S. Census revealed an increase of 12.2% of inhabitants who identified as Hispanic, while there was a 90% decrease of those who identified as American Indian.

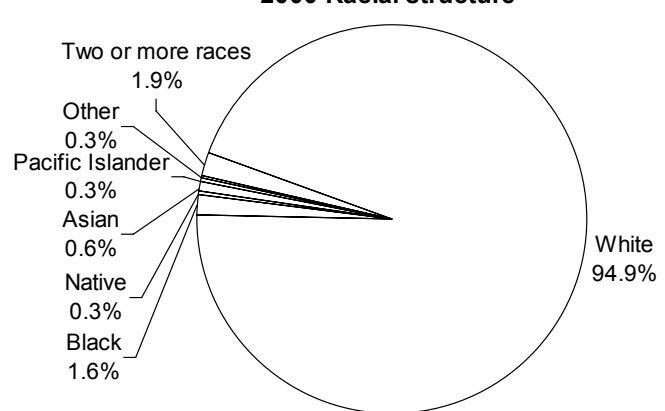
History

Before the arrival of European settlers, the Wiyot, Yurok, Hupa, Karuk, Chilula, Whilkut, and southern Athabascans occupied the area now known as Humboldt County. The tribes spoke individual languages and shared similar, yet distinct cultural systems.¹ Trinidad is

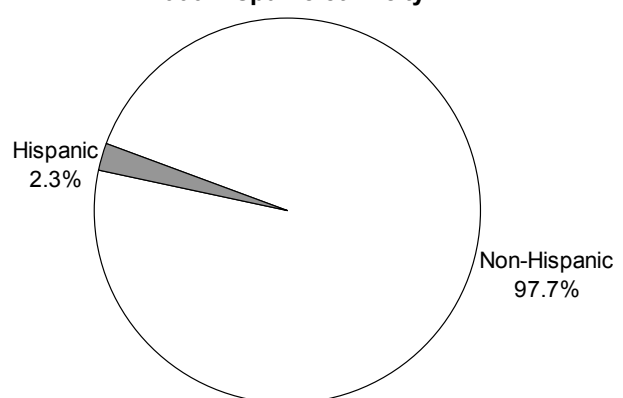
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



within the original territory of the Tsurai Indians, one of many groups that make up the Yurok Tribe. While the redwood environment did not provide well for some Indian groups due to the thick overgrowth and the size of the trees, the Yurok used the large trees for shelter and canoes.²

In 1595 a Portuguese ship entered Trinidad's natural harbor but did not land. Spanish explorers arrived on Trinity Sunday in 1775 and named the area Trinidad.^{3, 4} The harbor was used for many years as an anchorage for ships active in exploration and fur trade. In 1850 the town was established by Americans as a point of entry to the Trinity and Klamath diggings during the Gold Rush. Trinidad was the Humboldt County seat from 1852 to 1854. The town incorporated in 1870 and is the smallest city in the county. By the 1870s, lumber had replaced gold mining and boats arrived at Trinidad to load lumber from the community's two sawmills.⁵ Trinidad Bay served as a lumber port, whaling station, and landing site for commercial and sport fisheries.⁶ The Trinidad Head Lighthouse was built in 1871 to aid vessels transporting these goods. The economic history of Trinidad also includes fishing and whaling.

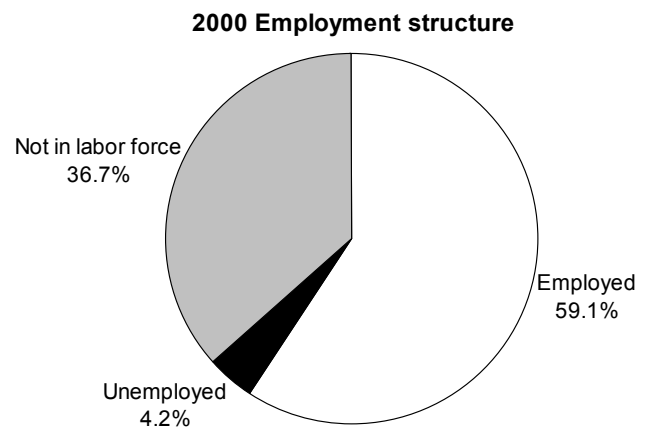
The Cher-Ae Heights Indian Community of the Trinidad Rancheria is a federally-recognized tribe composed of descendents of three tribes who share a similar cultural history, the Yurok, Weott, and Tolowa. The rancheria was established in 1906 by federal law. In 1908 60 acres of land were purchased on Trinidad Bay for homeless Indians, however, it was not until the 1950s that a community was developed.⁷ The rancheria plays an important role in the Trinidad economic base through three business enterprises, the North Coast Inn, the Seaside Restaurant and Pier, and the Cher-Ae Heights Casino.

Today Trinidad is described as a "charming rural residential area" that combines small town living with "a unique mix of social and cultural activities, outdoor recreational activities, and accessibility." Community members include a diverse mix of commercial fishermen, retired people, students and staff of nearby Humboldt State University, timber industry employees, artists and craftspeople, and the local business community.⁸ Trinidad is also home to a fleet of winter crab fishermen. Local festivals and events include the Blessing of the Fleet, the Trinidad Clam Beach Run, the Fish Festival, and the Storytelling by the Sea Festival.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 59.1% of Trinidad's potential labor force 16 years of age and older



were employed, 4.2% were unemployed, and the unemployment rate was 6.6% (calculated by dividing the unemployed population by the labor force). In addition, 36.7% were not in the labor force. The primary employment sectors were education, health, and social services (36%) and local, state, or federal government (25.1%). No one worked in natural resource jobs including agriculture, forestry, fishing, and hunting industries, but this may be misleading because many fishermen are self-employed and are underrepresented in the data.

The economic base of Trinidad was founded on fishing and timber. Commercial fishing experienced a downsizing in recent years and today the major industries are tourism and timber.⁹ Major employers in Trinidad and the surrounding area are Humboldt State University and its marine laboratory, Cher-Ae Heights Bingo and Casino, and Mad River Community Hospital.

According to the 2000 U.S. Census, Trinidad's per capita income in 1999 was \$28,050, the median household income was \$40,000, and 8.8% lived below the poverty level. Of Trinidad's 228 housing units, 73.7% were occupied and 26.3% were vacant. Of the occupied units, 62.5% were by owner and 37.5% were by renter. Of the vacant units, 43% were due seasonal, recreational, or occasional use.

Governance

Trinidad is an incorporated city that operates under a council-manager charter. The sales and use tax is 7.25% based on the standard statewide rate. Humboldt County levies a 10% transient lodging tax. The property tax for Humboldt County is approximately 1% of assessed value. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

Trinidad is 22.8 miles from a California Department of Fish and Game field office in Eureka and 9.8 miles from the U.S. Coast Guard Station in McKinleyville. The nearest U.S. Citizenship and Immigration Services office is 294.9 miles away in San Francisco. Pacific Fishery Management Council meetings are held 316.3 miles away in Foster City. Portland, Oregon (391.6 miles), hosts meetings of the North Pacific Fishery Management Council. Trinidad is 564.6 miles south of the Northwest Regional Office of the National Marine Fisheries Service in Seattle, Washington.

Facilities

Trinidad is accessible by U.S. Highway 101. A public transit bus system connects Trinidad to nearby communities. The Arcata-Eureka Airport in McKinleyville offers service to West Coast cities and San Francisco International Airport is 306.8 miles south.

Trinidad has one charter and two primary schools, plus a private high school. Students attend local high schools in nearby Arcata (15.9 miles) and McKinleyville (9.8 miles). Pacific Gas and Electric supplies electricity and Cal-American Water Company provides water and wastewater services. The Trinidad Police Department administers public safety. The closest health care facility is Mad River Community Hospital in Arcata. Local accommodations include two bed and breakfasts, recreational vehicle parks, vacation rentals, and hotels and motels. Neighboring communities offer additional lodging.¹⁰

Trinidad Bay is a natural bay formed behind Trinidad Head, a large domed prominence connected to the mainland on its northern end.¹¹ Trinidad Pier, situated in the bay, is the northernmost oceanfront pier in California. This all-wooden pier was constructed in 1946 by the Arcata Lumberjacks' Association and remains one of the primary sportfishing craft launching sites along the West Coast. A gas dock and a skiff rental operation are located under the pier.¹² The Prairie Creek Fish Hatchery in nearby Orick is one of the first small local hatcheries in the area, constructed in 1936. It is on the National Register of Historic Places.¹³

Involvement in West Coast Fisheries

Commercial Fishing

Trinidad is known for its crab fishing as well as salmon, lingcod, rockfish, bottomfish, surf fish, and clamming.¹⁴ In 2000 38 vessels, all commercially registered, delivered landings in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): crab

217 t/\$974,425/33; groundfish 2 t/\$5,061/7; and salmon 3 t/\$12,066/5. No fish processors operated in the community in 2000.

In 2000 Trinidad residents owned 11 vessels, of which 8 participated in the federally managed groundfish fishery. The number of vessels owned by residents in 2000 that participated in each fishery by state (WA/OR/CA) was: crab 0/0/9, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/3, shellfish NA/0/NA, and shrimp NA/0/0.¹⁵

A Trinidad resident held one federal groundfish fishery permit in 2000. The number of community members holding permits in each fishery by state (WA/OR/CA) was: crab 0/0/11, groundfish 0/0/1, highly migratory species NA/0/0, salmon 0/0/9, shellfish 0/0/NA, and other species 0/0/2.¹⁶

Trinidad residents held 30 registered permits in 2000, of which 29 were registered state permits. The number of permits held by community members in each fishery by state (WA/OR/CA) was: crab 0/0/12, groundfish 0/0/1, highly migratory species NA/0/0, salmon 0/0/14, shellfish 0/0/NA, and other species 0/0/2.¹⁷

Sportfishing

Trinidad Bay, with its protected harbor and pier, offers deep water angling for salmon, lingcod, bottomfish, rockfish, crabbing, clamming, and surf fishing.^{18, 19} It had at least three sportfishing business vessel permits in 2003. Internet fishing guide sources indicate at least one sportfishing businesses located in the community.²⁰

Subsistence

Nontribal and tribal fishermen, including members of the Trinidad Rancheria, may use area marine and stream resources for subsistence purposes. Specific information on subsistence fishing in Trinidad is not discussed in detail due to the lack of available data. The California Department of Fish and Game terms "recreational" fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Trinidad residents owned one vessel involved in North Pacific fisheries. Community members landed fish in the following fisheries (data

shown represents landings in metric tons/value of landings/number of vessels landing): Gulf of Alaska groundfish confidential/confidential/1, halibut confidential/confidential/1, and shellfish confidential/confidential/1.

One Trinidad resident held a registered state permit in 2000, and two Alaska state and federal permits were registered to Trinidad residents, including a halibut and a shellfish Commercial Fisheries Entry Commission (CFEC) permit. One resident held a crew member license for North Pacific fisheries.

Sportfishing

In 2000 Trinidad residents purchased four Alaska sportfishing licenses.

Notes

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3. Coldwell Banker Sellers Realty. 2003. Trinidad. Online at <http://www.coldwellbankersrealty.com/towns/trinidad.html> [accessed 5 April 2007].

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15. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

16. See note 15.

17. See note 15.

18. See note 8.

19. See note 4.

20. Sportfishing businesses determined via Internet search.

Online at <http://www.caohwy.com> and <http://www.trinidadcalif.com> [both accessed 5 April 2007].

Ukiah

People and Place

Location

Ukiah is located in Mendocino County on U.S. Highway 101 in the fertile Yokayo Valley north of Santa Rosa. The community is 115 miles north of San Francisco and 146 miles west of Sacramento, the state capitol. Ukiah encompasses 4.73 square miles of land. Its geographic coordinates are lat 39°09'01"N, long 123°12'24"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Ukiah was 15,497, a 6.2% increase from 1990. The gender structure was 52.1% female and 47.9% male. The median age was 35, comparable to the national median of 35.3. Of the population 18 years of age and older, 76.9% had a high school education or higher, 14.4% had a bachelor's degree or higher, and 5.1% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest level of educational attainment for 28.6% of the population was a high school diploma or equivalency.

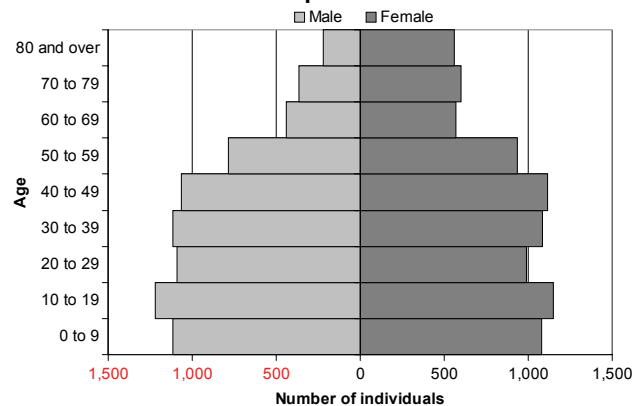
The majority of the racial structure of Ukiah white (79.5%), followed by individuals who identified with some other race (9.7%), individuals who identified with two or more races (4.3%), American Indian and Alaska Native (3.8%), Asian (1.7%), black (1.0%), and Native Hawaiian and Other Pacific Islander (0.1%). Ethnicity data indicate 19.3% identified as Hispanic, and about 10.4% were foreign-born. Of the foreign-born, 81.5% were from Mexico.

In 2000 76.8% of the population lived in family households.

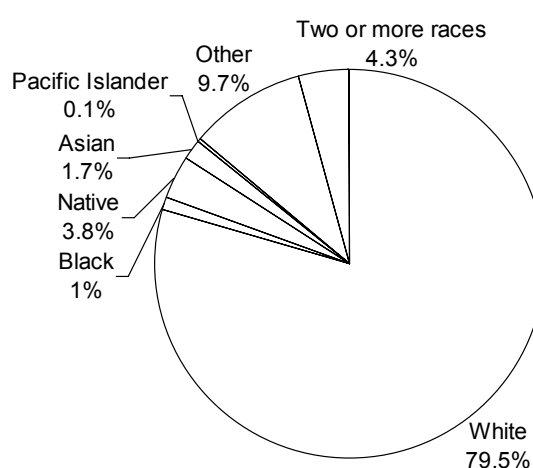
History

Northern California was originally inhabited by several related groups known today as Pomo Indians. There was no single Pomo Tribe, rather 72 independent groups speaking seven related but distinct languages.¹ The Pomo wove intricate basketry and fashioned clamshell and magnesite beads used as a regional trade currency. The Pomo were hunter-gatherers. Coastal groups relied heavily on salmon, marine shellfish (especially sea mussels), and sea mammals (particularly Stellar sea lions, California sea lions, sea otters, Northern fur seals, and harbor seals).² Pomo groups used complex hunting and fishing technologies, and community life often focused on rituals surrounding the first harvests of

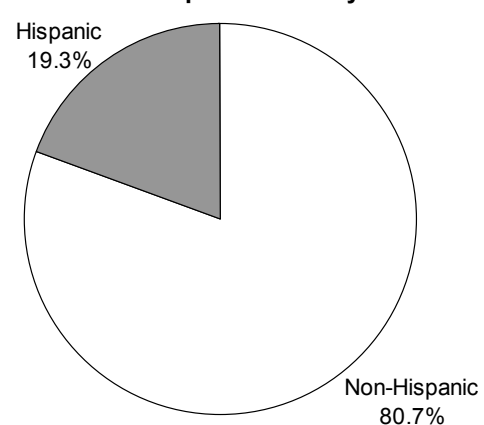
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



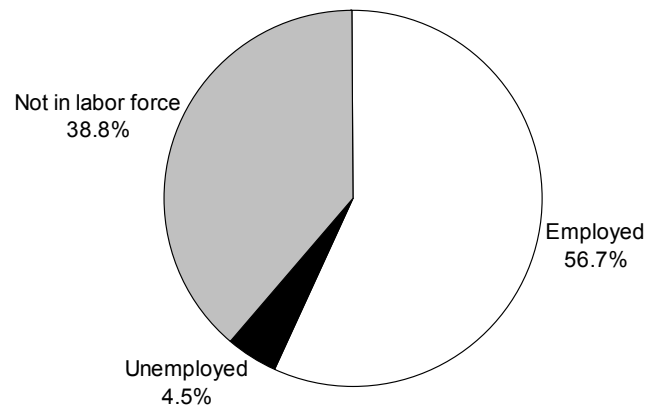
the season and cooperative fishing endeavors. Acorns were also an important food. The Pomo group whose territory included present-day Ukiah called themselves the Yokaya, which means “people of the South or Deep Valley.”³ Euro-American settlers adopted this name, changing the spelling to Ukiah.

Spanish immigrants were the first Europeans to settle in the area beginning in the mid-1500s. They established two large land grants, the Sanel (or Feliz) Grant and the Yokayo Grant, which encompassed the Ukiah area. After Russian fur traders and then failed Gold Rush miners established settlements in the region in the 1800s, native populations were rapidly decimated by disease and conflict. A commission from the Bureau of Indian Affairs (BIA) signed 18 treaties with California tribes between 1851 and 1852. These agreements would have reserved about 8.5 million acres for Indians, but with the Gold Rush in full swing, Congress did not ratify the treaties.⁴ Instead, the BIA established a system of smaller reservations and “rancherias.” Survivors later described their forced removal by the military to these reservations as “death marches.”⁵ Today many Indians living in the Ukiah area reside on the Redwood Valley Rancheria, 177 acres near the town of Redwood Valley (10 miles). The population of this rancheria is around 265, with a total tribal enrollment of 149.⁶

Ukiah was founded in 1856, when Samuel Lowry built a log cabin in what is now the central part of the town. Like many small communities in the fertile Yokayo Valley, Ukiah attracted settlers who were primarily interested in farming. Some of these early entrepreneurs established vineyards, laying the groundwork for a winegrowing industry that thrives today.⁷ In 1859 the community became the seat of Mendocino County, and land prices boomed after the railroad arrived in 1889.

After World War II, Ukiah became a timber town and residents became heavily involved in harvesting redwoods, known on the market as “red gold.” Mendocino Forest Products still operates a sawmill in Ukiah, which annually processes 60 million board feet of redwood.⁸ This mill is one of only a handful left in Mendocino County since the decline of the West Coast timber industry. In the 1960s Ukiah experienced an influx of former urbanites following the “back to the land movement.” Ukiah is the largest city in Mendocino County. As the county seat, it plays a central role in providing services and hosts a number of businesses and some light manufacturing. Vineyards, pear orchards, and a growing number of organic farms surround the community, making the area popular with tourists interested in wine tasting and a scenic rural retreat.

2000 Employment structure



Infrastructure

Current Economy

According to the 2000 U.S. Census, 56.7% of Ukiah’s potential labor force 16 years of age and older were employed, 4.5% were unemployed, and the unemployment rate was 7.4% (calculated by dividing the unemployed population by the labor force). In addition, 38.8% were not in the labor force. Major employment sectors are education, health, and social services (23.4%) and retail trade (13.9%). The armed forces accounted for less than 1% of the labor force. Natural resource jobs including agriculture, fishing, forestry, and hunting employed 4.4%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the City of Ukiah, major employers are the city (1,672 employees), Ukiah Unified School District (809), Mendocino College (640), Ukiah Valley Medical Center (570), Fetzer Vineyards (500), and Mendocino Companies, a group of three wood products processors (400).⁹ The city reported small manufacturing firms and mail order businesses are on the rise. Surrounding farms and a pear processing plant also provide jobs in the agricultural sector. Although Ukiah is located inland from the California coast, some residents may operate or work on fishing vessels berthed in Fort Bragg’s Noyo Harbor (58 miles).

According to the 2000 U.S. Census, Ukiah’s per capita income in 1999 was \$17,601, below the national per capita income of \$21,587. The median household income was about \$32,707, also below the national median household income of \$41,994. About 18.1% lived below the poverty level, greater than the national average of 12.4%. In 2000 Ukiah had 6,137 housing units, of which 97.5% were occupied and 2.5% were

vacant. Of the occupied units, 48.4% were by owner and 51.6% were by renter. This is a lower rate of home ownership than the national average (66.2%). Of the vacant units, 35.5% were for rent and 15.8% were for sale.

Governance

Ukiah operates under a council-manager government. The four-member council acts as the local legislative body, which sets policy and develops the city budget. The council appoints the mayor, city manager, treasurer, clerk, and members of various commissions that deliberate over local issues. Ukiah levies a 7.25% sales and use tax and Mendocino County has a 10% transient lodging tax.^{10, 11} In 1850 Ukiah became the county seat of Mendocino County. See the Governance subsection (page 43) of the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

Meetings of the Pacific Fishery Management Council are held in San Francisco. The nearest U.S. Coast Guard station is 83 miles south in Bodega Bay.¹² Ukiah is in California Department of Fish and Game Marine Region 7, which is headquartered 229 miles south in Monterey.¹³ The nearest field offices for the National Marine Fisheries Service and the U.S. Citizenship and Immigration Services are in San Francisco.

Facilities

Ukiah is located along U.S. Highway 101, which runs along the western edge of California. Ukiah Municipal Airport has a paved airstrip open to the public. The nearest major international airport is at Sacramento.

The Ukiah Unified School District operates a preschool, seven middle schools (in Ukiah, Hopland, and Redwood Valley), two middle schools, two high schools, and an adult education center.¹⁴ The community also supports a number of charter, parochial, and private schools. The Mendocino County Regional Occupational Program, which offers training in agricultural and computer sciences and special education classes, is headquartered in Fort Bragg (58 miles). Mendocino College, a two-year community college, operates a campus in Ukiah.¹⁵

Ukiah provides electric, water, and wastewater services. Pacific Gas and Electric supplies natural gas. The city's police and fire departments provide law enforcement and emergency services, supplemented by the Mendocino County Sheriff's Office, which is also located in Ukiah. The main health care facility is the Ukiah Valley Medial Center, a 78-bed, nonprofit, community hospital. Other health care facilities include the Mendocino Community Health Clinic, a private

nonprofit primary care clinic and pharmacy, and the Consolidated Tribal Health Project, which provides mental, dental, and community services to the eight consortium tribes of Mendocino County and is located in Redwood Valley (10 miles).¹⁶ The city supports a number of hotels, motels, and bed and breakfasts.

The nearest marine facility is Noyo Harbor in Fort Bragg.^{17, 18} One of four main harbors between San Francisco and the Oregon border, Noyo Harbor supports a large commercial fishing fleet. The harbor features two public launch ramps, a 10,000 pound hoist with an 8-foot beam, and 265 berths for commercial vessels. These berths are typically at capacity with a waiting list of about 20 vessels, depending on the season. The harbor is maintained by the U.S. Army Corps of Engineers, which periodically dredges and removes silt. The harbor area offers numerous support facilities, such as fuel, ice, restaurants, and lodging. Lake Mendocino, located 5 miles northeast of Ukiah, provides a boat launch and freshwater sportfishing opportunities.

Involvement in West Coast Fisheries

Commercial Fishing

Ukiah is part of the Other Mendocino County Ports group, which includes the nearby communities of Almanor, Anchor Bay, Caspa, Elk, Little River, Mendocino, Westport, and Willits. There are no available landings data for this port group in 2000 and no seafood processors operated in Ukiah. Because the community has no port and is located inland from the coast, no vessels delivered landings to Ukiah in 2000. However, residents owned three commercial vessels in 2000, two of which participated in the federally managed groundfish fishery.

The number of vessels owned by Ukiah residents that participated in each fishery by state (WA/OR/CA) was: crab 0/0/2, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/2, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/2.¹⁹

In 2000, Ukiah residents held no federal groundfish permits. The number of Ukiah residents holding permits in each fishery by state (WA/OR/CA) was: crab 0/0/1, groundfish 0/0/1, highly migratory species NA/0/0, salmon 0/0/6, and shellfish 0/0/NA, and other species 0/0/3.²⁰

In 2000 Ukiah residents held at least 14 commercial fishing permits, all state registered. The number of permits held by Ukiah residents in each fishery by state (WA/OR/CA) was: crab 0/0/1, groundfish 0/0/1, highly migratory species NA/0/0, salmon 0/0/9, shellfish 0/0/NA, and other species 0/0/3.²¹

Sportfishing

A number of charter vessels operate out of the area targeting salmon, albacore tuna, rockfish, rock cod, and other species. In 2002 at least seven charter businesses served sport fishermen and tourists in Ukiah, and eight such businesses operated in 2003. Six license agents sold sportfishing licenses in Ukiah. In 2000 vendors in Mendocino County sold 8,838 resident sportfishing licenses, 64 nonresident sportfishing licenses, 382 sport salmon punch cards, and 8,864 abalone report cards. The nearest commercial passenger fishing vessel port complex consists of Fort Bragg, Eureka, and Crescent City. At this port complex, 15 commercial passenger fishing vessels served 11,574 anglers in 2000 and reported 49,983 landings composed of at least 9 species. Rockfish (unspecified) and Chinook salmon accounted for 81.2% and 16.1% of the landings respectively.

Nearby Lake Mendocino, maintained by the San Francisco District of the Army Corps of Engineers, is stocked with striped bass, large and small mouth bass, bluegill, and catfish. The lake is a popular destination for Ukiah sport fishermen interested in freshwater species.²²

Subsistence

Specific information on subsistence fishing in Ukiah is not discussed in detail due to the lack of available data. The California Department of Fish and Game terms “recreational” fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

No Ukiah residents were involved in North Pacific fisheries in 2000.

Sportfishing

In 2000 53 Ukiah community members purchased Alaska sportfishing licenses.

Notes

1. B. Ortiz. No date. Houghton Mifflin Encyclopedia of North American Indians: Pomo. Online at http://college.hmco.com/history/readerscomp/naind/html/na_030100_pomo.htm [accessed July 2004].

2. C. Smith. 1999. California's native people, the northwest region: Subsistence. Online at http://www.cabrillo.edu/~crsmith/anth6_nwcoast_subsist.html [accessed 9 April 2007].

3. Ukiah Chamber of Commerce. 2003. Ukiah area history. Online at <http://www.ukiahchamber.com/history.html> [accessed 9 April 2007].

4. P. Giese. 1997. Native American Indian: Art, culture, education, history, science-Pomo people: Brief history. Online at <http://kstrom.net/isk/art/basket/pomohist.html> [accessed 9 April 2007].

5. J. Elliot. 1995. The dark legacy of Nome cult. Albion Monitor, 2 September. Online at <http://www.monitor.net/monitor/9-2-95/history.html> [accessed 9 April 2007].

6. San Diego State University libraries. 2004. California Indians and their reservations: An online dictionary. Online at <http://infodome.sdsu.edu/research/guides/calindians/calinddictqs.shtml> [accessed 9 April 2007].

7. Mendocino County Alliance. 2004. Brief history of Mendocino wine growing. Online at <http://www.gomendo.com/wineries/history.html> [accessed 9 April 2007].

8. D. Bischel. 2003. Press release for June 3: Last sawmill in Fort Bragg to close after 50 years of operation. Online at <http://www.foresthealth.org/June3PR.htm> [accessed 9 April 2007].

9. City of Ukiah. 2003. About Ukiah: Demographics. Online at <http://www.cityofukiah.com/pageserver/?page=demographics> [accessed 9 April 2007].

10. California Board of Equalization. 2004. California city and county sales and use tax rates. Online at <http://www.boe.ca.gov/pdf/pub71.pdf> [accessed 9 April 2007].

11. California Board of Equalization. 2001. California counties transient lodging tax revenue, rate and date for the fiscal year 2000–2001. Online at <http://www.sco.ca.gov/ard/local/locprep/adhoc/country/0001cotranslodgtax.pdf> [accessed 9 April 2007].

12. U.S. Coast Guard. 2004. Pacific Northwest unit list. Online at <http://www.uscg.mil/D11/> [accessed 9 April 2007].

13. California Department of Fish and Game. 2003. Marine region 7. Online at <http://www.dfg.ca.gov/mrd/> [accessed 9 April 2007].

14. Ukiah Unified School District. 2003. Home page. Online at <http://www.uusd.net> [accessed 9 April 2007].

15. Mendocino College. 2004. Home page. Online at <http://www.mendocino.cc.ca.us> [accessed 9 April 2007].

16. Ukiah Chamber of Commerce. 2003. Healthcare. Online at <http://www.ukiahchamber.com/healthcare.html> [accessed 9 April 2007].

17. Grand Jury of Mendocino County. 2001. 2000–2001 final report: The Noyo harbor district: Mendocino Council of Governments. Modal Alternatives System, B. Online at <http://www.co.mendocino.ca.us/grandjury/00-01/10-NoyoHarborDistrict.pdf> [accessed 9 April 2007].

18. Maritime System Element. No date. Online at http://www.mendocinocog.org/regional_trans_plan2005.shtml [accessed 9 April 2007].

19. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.

20. See note 19.

21. See note 19.

22. U.S. Army Corps of Engineers. 2004. Lake Mendocino. Online at <http://www.spn.usace.army.mil/mendocino/> [accessed 9 April 2007].

Valley Ford

People and Place

Location

Valley Ford is located in northern California's Sonoma County 6 miles inland from the coast on U.S. Highway 1 and about 58 miles north of San Francisco. The community is a part of the Santa Rosa metropolitan area and covers an area of 3.27 square miles. The geographic coordinates of Valley Ford are lat 122°55'23"W, long 38°19'05"N.

Demographic Profile

According to the 2000 U.S. Census, the population of Valley Ford was 60. The gender composition was 46.6% female and 53.4% male. The median age in 2000 was 30.7, younger than the national median of 35.3. Of the population 18 years of age and older, 100% had a high school education or higher, 26.3% had a bachelor's degree or higher and 13.2% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

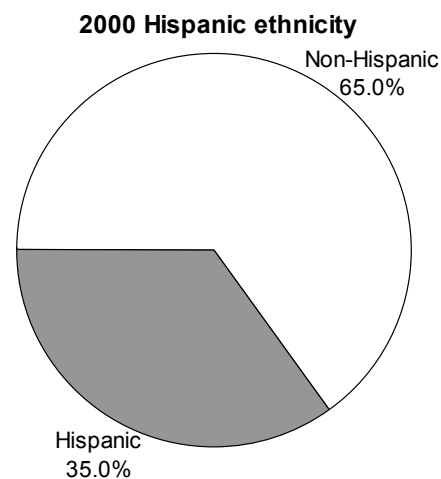
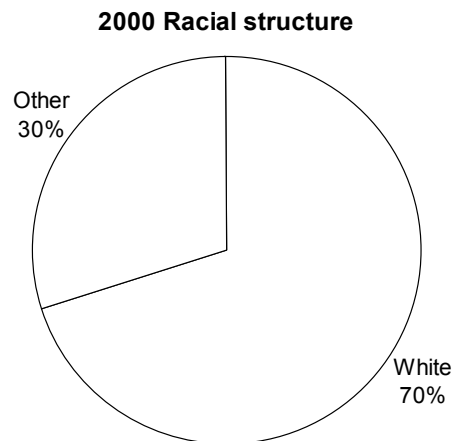
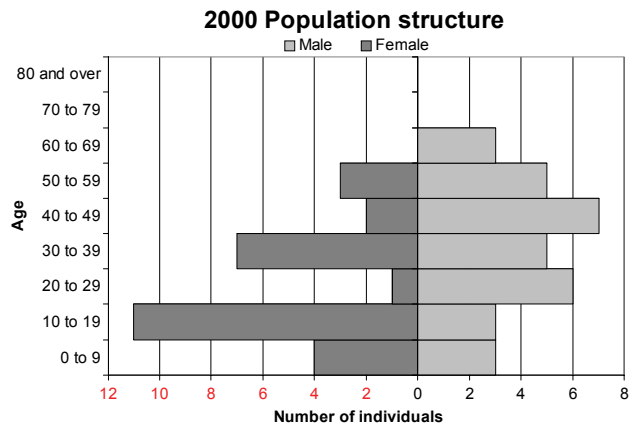
The majority of the racial structure was white (70%) and 30% identified with some other race. Ethnicity data indicate 35% identified as Hispanic and there were no foreign-born residents.

In 2000 78.3% of the population lived in family households.

History

Valley Ford is inland from Bodega Bay, a community in which fishing plays an important role, and with which it shares much of its history. Long before Euro-Americans inhabited the area surrounding Sonoma County, the Miwok and Pomo Indians lived throughout region. The Coastal Miwok fished, hunted, and gathered on a seasonal basis in the coastal areas. During the summers, the Pomo harvested clams, seals, and bird eggs, and fished in coastal waters. The Coast Miwok and Southern Pomo banded together in the 1990s and were recognized as the Federated Indians of Graton Rancheria in 2000. Indian fishermen harvest salmon and various other species. Salmon holds cultural significance for the Miwok and Pomo, as it was historically a staple of their diet. In recent decades, salmon numbers have declined, although the coho salmon population seems to have risen in the last few years.¹

Europeans first visited the area in the early 1600s, but it was not until the 1700s that explorers anchored there.^{2, 3, 4} The first European settlers were Russian fur



traders who came south from Alaska in 1812. They sought otters and seals as well as a warmer climate to grow food for their northern outposts. They built Fort Ross, 24 miles north of Bodega Bay, with the help of local Indians. The Russians enslaved the Pomo and exploited the area's natural resources. Spanish missionaries began inhabiting coastal California in the late 1700s and set up a number of missions.

By the 1800s the Spanish had begun to use the local Miwok and Pomo Indians as laborers. California came under Mexican control during this time and plots were granted to Mexican citizens, who built ranchos along the Sonoma coast. The Russians left the area around 1841. Many of the area's Indians went into servitude to Mexicans who controlled much of the land. By 1850 those Indians not working as farm laborers fished for their livelihood.^{5, 6}

Residents of Valley Ford rely predominantly on marine facilities in Bodega Bay. The area's fishing industry received a boost when rail lines were created between Sonoma County and San Francisco in the 1870s. These rail lines opened up a large market for local fishermen.⁷ Commercial fishing grew rapidly during World War I, connecting the area to a global economic network. The industry, primarily focused on salmon, drove the local economy and structured local life. The industry fluctuated significantly over the past century, due in large part to human-influenced changes in the marine and coastal environment, and to transformations in the industry itself. These fluctuations are reflected through migration in and out of the area.^{8, 9}

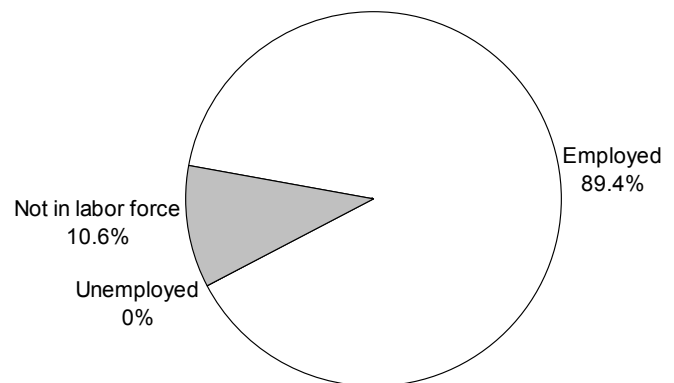
Contemporary commercial fishermen harvest albacore, Chinook salmon, halibut, rockfish, Dungeness crab, sole, and more recently sea urchin. In recent years, silt deposits have become a problem. The depth of Bodega Bay's channel has decreased to five feet in some areas, and numerous vessels have run aground. The siltation problem is important to the community as Bodega Bay is the only port between San Francisco and Fort Bragg large enough for many of today's ocean-going vessels. The channel was dredged under a project from 2004 to 2005.¹⁰

Infrastructure

Current Economy

According to the 2000 U.S. Census, 89.4% of Valley Ford's potential labor force 16 years of age and older were employed and the unemployment rate was reported to be 0%. In addition, 10.6% were not in the labor force. About 15% were employed in natural resource jobs such as agriculture, fishing, forestry, or hunting, but this percentage may not be accurate because

2000 Employment structure



many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, Valley Ford's per capita income in 1999 was \$24,750, compared to the national per capita income of \$21,587. The median household income was 45,903, compared to the national median household income of \$41,994. In 2000 Valley Ford had 21 housing units, all occupied either by owners (57.1%) or renters (42.9%).

Governance

Valley Ford is an unincorporated area within Sonoma County. Residents pay a 7.5% sales and use tax rate, and the county levies a 9% transient lodging tax. The county is governed by a board of five supervisors. The board also manages the county landfill, the public water transmission system, and several wastewater treatment facilities.¹¹ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

The nearest office of the National Marine Fisheries Service is 17 miles away in Santa Rosa. A California Fish and Game Office is located in Yountville 51 miles away. The nearest U.S. Citizenship and Immigration Office is in San Francisco, which also hosts meetings of the Pacific Fishery Management Council. Neighboring Bodega Bay has a U.S. Coast Guard station.

Facilities

Valley Ford is accessible by ground by California Highway 1 that connects Valley Ford to Bodega Bay and Tomales. Commercial airports are in San Francisco and Santa Rosa. Valley Ford's students attend school in Marin County Shoreline Unified School District, enrolling in Tomales Elementary and Tomales High School.

Pacific Gas and Electric supplies electricity. Residents tap groundwater for their water supply. The Santa Rosa Police Department and the Sonoma County Sheriff's Office administer public safety. Nearby hospitals are in Santa Rosa and 10 miles away in Sebastopol. Valley Ford has a hotel and an inn. Other accommodations are available in Bodega Bay, Sebastopol, and Santa Rosa. Due to the community's inland location, Valley Ford has no marine facilities, however, facilities exist in Bodega Bay. See the Bodega Bay community profile for more information.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 Valley Ford residents owned one vessel that fished in the region and participated in the federally managed groundfish fishery. The number of vessels owned by community members that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/2, shellfish NA/0/NA, and shrimp NA/0/0.¹²

The number of residents holding state permits in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, salmon 0/0/3, shellfish 0/0/NA, and other species 0/0/1.¹³

In 2000 Valley Ford residents held at least seven permits, all state registered. The number of permits held by community members in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, salmon 0/0/5, shellfish 0/0/NA, and other species 0/0/2.¹⁴

Sportfishing

Valley Ford did not participate in the local sportfishing industry in 2000.

Subsistence

Specific information on subsistence fishing in Valley Ford is not discussed in detail in this community profile due to the lack of available data. The California Department of Fish and Game terms "recreational" fishermen who do not earn revenue from their catch, but fish for pleasure or for food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 the residents of Valley Ford were not involved in North Pacific fisheries.

Sportfishing

Valley Ford residents did not participate in Alaska's sportfishing industry in 2000.

Notes

1. T. Colombo, Tribal Representative for the Federated Indians of Graton Rancheria, Bodega Bay, CA. Pers. commun., 28 September 2004.
2. Bodega Bay.com. 2004. Bodega Bay area history—200 years of change. Online at http://www.bodegabay.com/visitor_info/overviewmap.html [accessed 9 April 2007].
3. Federated Indians of Graton Rancheria. No date. Historical background. Online at <http://www.gratonrancheria.com/timeline.htm> [accessed 9 April 2007].
4. Go Boating America. 2004. Windswept getaway. Online at <http://goboatingmag.com/main/article.asp?id=528> [accessed September 2004].
5. See note 2.
6. See note 3.
7. See note 2.
8. Coldwell Banker. 2002. Bodega Bay area profile: Economy. Online at <http://www.bodegabayhomes.com/profile/economy.htm> [accessed 9 April 2007].
9. See note 4.
10. C. Benfell. 2004. Channel dredging to begin. Online at <http://www1.pressdemocrat.com> [accessed September 2004].
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12. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
13. See note 12.
14. See note 12.

Ventura

People and Place

Location

Ventura is on the southern coast of California between the Ventura and Santa Clara river valleys. The community is 68 miles north of Los Angeles and 27 miles south of Santa Barbara. Part of the Los Angeles metropolitan area, Ventura encompasses 21.07 square miles of land and 11.59 square miles of water in Ventura County. The city's geographic coordinates are lat 34°26'83"N, long 119°17'32"W.

Demographic Profile

In 1930 Ventura's population was 11,603 and by 1950 it reached 16,643. While the city's population grew slowly in the first half of the century, it grew rapidly in the latter part, reaching 100,916 by the year 2000, according to the 2000 U.S. Census.¹ The gender composition was 50.8% females and 49.2% male. The median age in 2000 was 36.8, compared to the national median of 35.3. Of the population 18 years of age and older, 83.8% had a high school education or higher, 26.8% had a bachelor's degree or higher, and 10.2% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The majority of the racial structure was white (78.8%), followed by individuals who identified with some other race (11.1%), persons who identified with two or more races (4.3%), Asian (3%), black (1.4%), American Indian and Alaska Native (1.2%), and Native Hawaiian and Other Pacific Islander (0.2%). Ethnicity data indicate 24.3% identified as Hispanic. About 13% were foreign-born, 61.1% from Latin America.

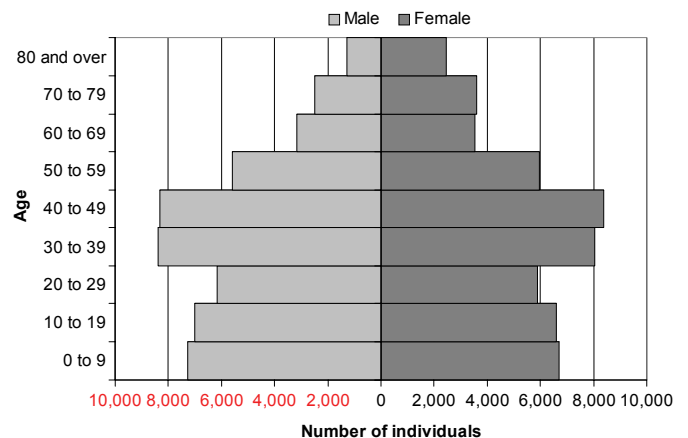
In 2000 80.6% of the population lived in family households.

History

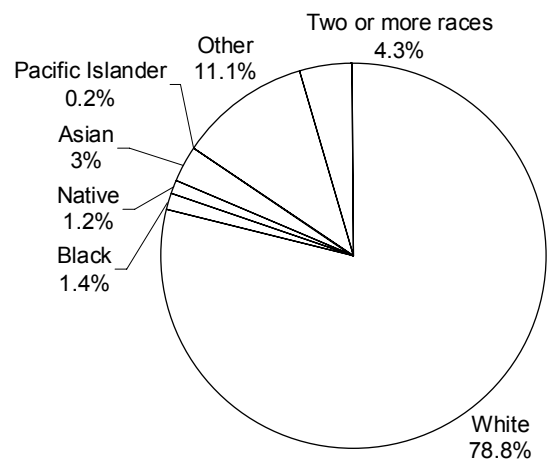
Southern California was inhabited by Indians as early as 13,000 years ago. The Chumash, perhaps the most prominent native group in the Ventura area, were present approximately 2,000 years ago. They engaged in a maritime economy, harvesting fish (particularly sardines) and sea mammals.²

Missionaries came to California in the late 1700s. The San Buenaventura mission was dedicated by a Spanish Missionary, Father Junipero Serra, on 31 March 1782.³ The mission period was followed by Mexican rule. Ranchos, large agrarian manors, dominated the landscape during the Mexican period. In the early 1800s,

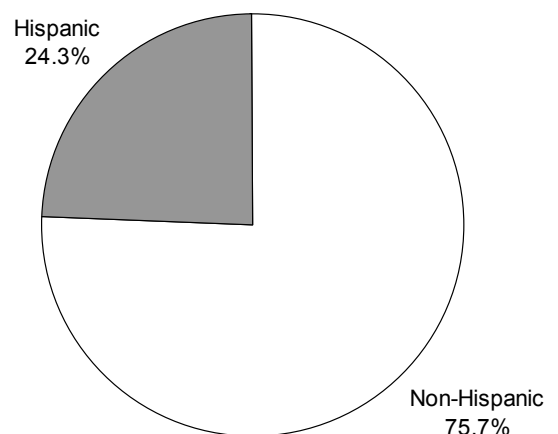
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



the area's population was predominantly Mexican. The state was ceded to the U.S. at the end of the Mexican-American War in 1848. From this point on the area underwent a demographic transition as Euro-Americans migrated from the East Coast, increasing dramatically at the end of the Civil War in 1865.

Ventura's original name was San Buenaventura. Thomas Bard is considered to be the father of Ventura. Bard helped organize Ventura County and became president of Union Oil. The primary Ventura oil field was drilled in 1914 and produced up to 90,000 barrels a day. The topography surrounding Ventura—mountains to the east and coastline to the south and west—contributed to the area's isolation well into the 1900s. The soils of Ventura County are some of the richest in California and are excellent for growing citrus crops. Growers in this area early in the twentieth century formed what would be the highly successful Sunkist organization.

Although Ventura residents wanted to develop their harbor for some time, it was not until the state got involved through highway construction that the harbor was actually built. In the 1950s the state, needing fill material for highway construction, offered to excavate Ventura harbor. The city took charge of harbor design and maintenance. In 1968 the U.S. Army Corps of Engineers began maintaining the harbor. With completion of the Ventura Freeway in 1969, the area was connected to Los Angeles and became more accessible.⁴ Ventura harbor and much of the southern Californian coast were hit hard by El Niño storms in 1998. Waves as high as 10 feet pounded the coast, while a water spout "ripped the roofs off mobile homes."⁵

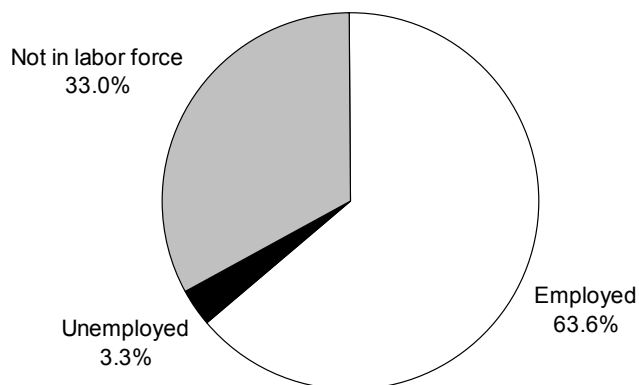
Infrastructure

Current Economy

According to the 2000 U.S. Census, 63.6% of Ventura's potential work force 16 years of age and older were employed, 3.3% were unemployed, and the unemployment rate was 5% (calculated by dividing the unemployed population by the labor force). In addition, 33% were not in the labor force. The primary employment sectors were service (29%), local, state, or federal government (19.4%), and retail (17%).⁶ Natural resource jobs including agriculture, fishing, forestry, and hunting employed only 1.3%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

Major employers include Ventura County, the Ventura Unified School District, Ventura Community College, and the Ventura County Health Care Agency.

2000 Employment structure



According to the 2000 U.S. Census, Ventura's per capita income in 1999 was \$25,065, above the national per capita income of \$21,587. The median household income was 52,298 compared to the national median household income of \$41,994. About 9% lived below the poverty level, compared to the national average of 12.4%. In 2000 Ventura had 39,803 housing units, of which 96.8% were occupied and 3.2% were vacant. Of the occupied units, 58.7% were by owner and 41.3% were by renter. Of the vacant units, about 27.1% were due to seasonal, recreational, or occasional use.

Governance

Ventura is a charter city incorporated 10 March, 1866.⁷ The city is governed by a mayor, deputy mayor and five-member council, all elected. Ventura's first charter was adopted on 7 January, 1932. Charter cities differ from general law cities in that they allow the citizenry to mold the city's operations (e.g., laws, governing bodies) to meet its particular characteristics. A charter can only be adopted or changed by majority vote.⁸ Ventura levies a 7.25% sales and use tax and Ventura County has a 8% transient lodging tax. See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fisherman and processors in California.

Long Beach, 89 miles away, has the nearest offices of the National Marine Fisheries Service and California Department of Fish and Game. An office of the U.S. Citizenship and Immigration Services is in Los Angeles. Pacific Fishery Management Council meetings are held in San Diego.

Facilities

U.S. Highway 101 runs through Ventura and connects it with Los Angeles to the southeast and with Santa Barbara 27.5 miles to the northwest. Commercial

airports are nearby in Oxnard (6 miles), Santa Barbara, and Los Angeles.

The Ventura Unified School District has 17 elementary schools, 4 middle schools, and 5 high schools.⁹ Southern California Edison supplies electricity and Southern California Gas Company provides natural gas. The city's water supply comes from three sources: Lake Casitas Reservoir, the Ventura River, and several groundwater wells. The city's wastewater plant has a capacity of 14 million gallons per day.¹⁰ The Ventura Police Department has 126 officers, and the city's crime rate is one of the lowest in the country for cities with a population of 100,000 or more.¹¹ Ventura has two hospitals, Community Memorial Hospital of San Buenaventura and Ventura County Medical Center. St. John's Regional Medical Center is 6 miles away in Oxnard. Ventura has 38 hotels and 2 recreational vehicle parks.

Ventura harbor was completed in 1963 and offers nearly 1,600 recreational berths and 200 commercial berths.¹² At present the harbor houses about 10 sportfishing boats, 73 commercial fishing vessels, and 1,400 other craft. The harbor also has a marina center, resort, boat repair yard, commercial fish processing facility, a support facility for offshore oil drilling, and headquarters for Channel Island National Park.¹³

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 121 vessels, all commercially registered, landed fish in Ventura. Residents landed fish in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/number of vessels landing): coastal pelagic 12,026 t/\$2,544,449/19; crab 26 t/\$76,048/23; groundfish 34 t/\$92,584/43; highly migratory species 127 t/\$455,459/18; salmon confidential/confidential/2; shrimp 139.1 t/\$483,396/27; and other species 149 t/\$816,323/66. In 2000 Ventura had at least three processing plants that employed about 48. The companies processed sea urchin roe, halibut, rockfish, and shark fillets.

Ventura residents owned 40 vessels in 2000 that fished in the region, including 18 that participated in the federally managed groundfish fishery. The number of vessels owned by community members that participated in each fishery by state (WA/OR/CA) was: coastal pelagic 0/0/7, groundfish 0/0/NA, highly migratory species NA/0/NA, salmon 0/0/4, shellfish NA/0/NA, shrimp NA/0/0, and other species 0/0/1.¹⁴

In 2000 a resident held a single permit for the federal groundfish fishery. The number of residents holding permits in each fishery by state (WA/OR/CA)

was: coastal pelagic 1/0/15, crab 0/0/1, groundfish 0/0/27, highly migratory species NA/0/11, salmon 1/0/5, shellfish 0/0/NA, shrimp 0/0/4, and other species 0/0/89.¹⁵

Ventura residents in 2000 held at least 249 permits, including 248 state registered permits. The number of permits held by community members for each fishery by state (WA/OR/CA) was: coastal pelagic 1/0/23, crab 0/0/1, groundfish 0/0/33, highly migratory species NA/0/16, salmon 1/0/8, shellfish 0/0/NA, shrimp 0/0/7, and other species 0/0/158.¹⁶

Sportfishing

In 2002 four commercial passenger fishing vessels were licensed to Ventura residents. Ventura belongs to the Port Hueneme, Oxnard, Ventura, Santa Barbara port complex, which received 352,260 landings in 2000 by 77,345 anglers. The top five fish landed were unspecified rockfishes, ocean whitefish, barred sand bass, kelp bass, and California barracuda.

Subsistence

Local tribal and nontribal community members may be engaged in subsistence fishing in the Ventura area, however, specific information on subsistence fishing in Ventura is not discussed in detail due to the lack of available data. The California Department of Fish and Game terms "recreational" fishermen who do not earn revenue from their catch, but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Ventura was moderately involved in North Pacific fisheries. Residents owned two vessels that fished in the region and landed fish in the following North Pacific fishery (data shown represents landings in metric tons/value of said landings/number of vessels landing): salmon (confidential/confidential/1).

In 2000 one Ventura resident held a single state permit, a Commercial Fisheries Entry Commission permit for salmon. Seven community members held crew member licenses for North Pacific fisheries.

Sportfishing

Ventura residents purchased 166 Alaskan sportfishing licenses in 2000.

Notes

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5. W. Booth. 1998. Intense winter storms pummel California with proof of El Niño's power. The Washington Post, February 7, p. A07.
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7. City of Ventura. 2004. Introduction: Charter of the city of San Buenaventura. Online at <http://www.ci.ventura.ca.us/cityhall/resources/citycharter.doc> [accessed 10 April 2007].
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13. U.S. Corps of Engineers, Los Angeles District. 2003. Navigation home page. Online at <http://www.spl.usace.army.mil/co/navigation/counties.html> [accessed 10 April 2007].
14. NA refers to data that were not available, for example, due to few or no recorded permit numbers, or the partially permitted nature of a fishery in 2000.
15. See note 14.
16. See note 14.

4.4 Other

Pleasantville, New Jersey
Seaford, Virginia

Pleasantville, New Jersey

People and Place

Location

Pleasantville is located in Atlantic County along the Atlantic City Expressway, a toll road. The community is about 5 miles west of Atlantic City, 57 miles southeast of Philadelphia, Pennsylvania, and 120 miles south of New York City. Pleasantville encompasses 5.8 square miles of land and 1.6 square miles of water. The geographic coordinates of Pleasantville are lat 39°23'23"N, long 74°31'28"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Pleasantville was 19,012, an 18.6% increase over 1990. The gender structure was 53.1% females and 46.9% male. The median age in 2000 was 32.7, lower than the national median of 35.3. Of the population 18 years of age and older, 68.9% had a high school education or higher, 9% had a bachelor's degree or higher, and 2.7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. A high school diploma or equivalency was the highest attainment for 39.2%.

The racial structure of Pleasantville was predominantly black (57.7%), followed by white (25%), individuals who identified with some other race (11%), individuals who identified with two or more races (4.1%), Asian (2%), American Indian and Alaska Native (0.3%), and Native Hawaiian and Other Pacific Islander (<0.1%). Ethnicity data indicate 21.9% identified as Hispanic, and 12.9% of the population was foreign-born. Of the foreign-born population, 24.9% were from the Dominican Republic and 23% were from Haiti.

In 2000 83.4% of the population lived in family households.

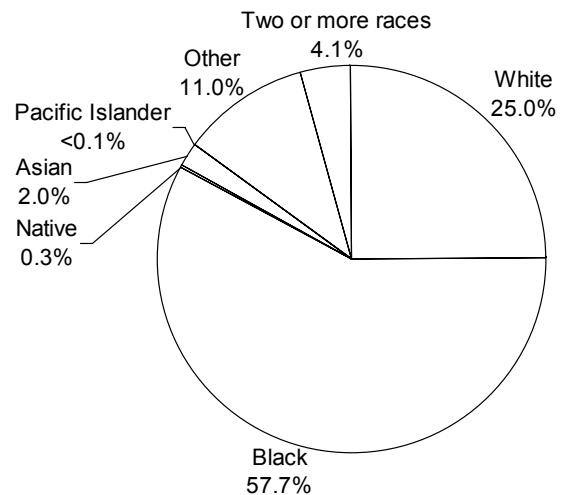
History

The area surrounding Pleasantville was originally inhabited by the Leni-Lenape Indians, who form the base of the contemporary Delaware (Lenape) Tribe. The Leni-Lenape lived within several loosely confederated independent communities and inhabited the Delaware River Valley in present day New Jersey and Pennsylvania. They moved seasonally between permanent inland villages, where they cultivated corn, squash, beans, pumpkin and tobacco, and the nearby Atlantic Coast, where they harvested clams and oysters during the summer season. They also hunted extensively

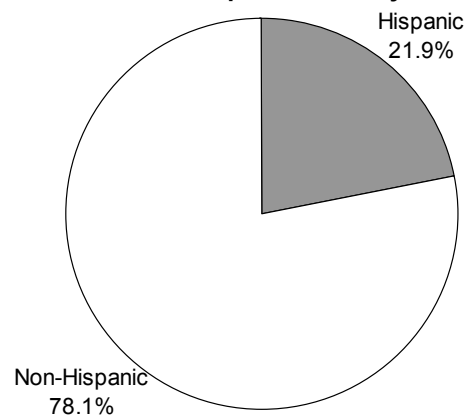
2000 Population structure



2000 Racial structure



2000 Hispanic ethnicity



in wooded areas in what is now Pennsylvania and boiled maple sap to make sugar.¹

Europeans first explored the Atlantic County area in the sixteenth century and Henry Hudson surveyed it in 1609. The first permanent European settlers arrived in the 1690s. Many early settlers were whalers. Shipyards, mills, iron furnaces, and brickyards soon became the foundation of the local economy.² Shipbuilding in particular became an important local enterprise. The community that would become Pleasantville was first settled in the seventeenth century, along a stagecoach route from Port Republic to the Somers Point Ferry. The community was originally part of Egg Harbor Township, which became a borough in 1888. The first town council meeting was held in January 1889. According to local lore, the present name was coined when a local storeowner named Daniel Lake asked the local wheelwright to make a sign for his storefront. It read “Lake’s Store, Pleasantville, New Jersey,” and the name became permanent.³

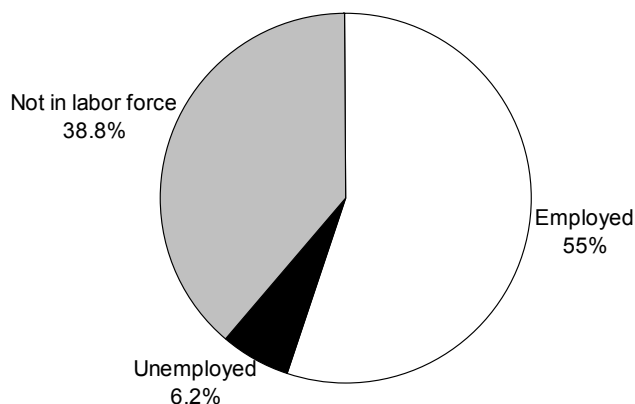
Pleasantville is known as the “Gateway to Atlantic City.” The community has been designated as a New Jersey Urban Enterprise City and markets itself as a prime location for casino and hotel industries.⁴ Businesses established in Pleasantville are known as Urban Enterprise Industries and benefit from tax exemptions, unemployment tax reductions, property tax abatements, other corporate tax breaks, and low interest business loans. In addition, retailers can offer customers a 50% reduction in state sales tax on eligible goods. The New Jersey Urban Enterprise Program (UEP) is part of an aggressive redevelopment plan meant to revitalize the local economy.

Infrastructure

Current Economy

According to the 2000 U.S. Census, 55% of Pleasantville’s potential labor force 16 years of age and older were employed, 6.2% were unemployed, and the unemployment rate was 10.2% (calculated by dividing the unemployed population by the labor force), well above the national unemployment rate of 5.7%. In addition, 38.8% were not in the labor force (not actively seeking work). The primary employment sectors were arts, entertainment, recreation, accommodation, and food services (27.7%), education, health and social services (16.2%), and local, state, or federal government (13.8%). Reportedly, no one worked in natural resource jobs including agriculture, forestry, fishing, and mining, but this may be misleading because many fishermen are self-employed and are underrepresented in the data.

2000 Employment structure



Pleasantville relies heavily on revenue from retail, professional, and light industrial businesses. Major employers include: Coach USA, Kmart, South Jersey Publishing, Verizon, AC Coin & Slot, International Gaming Technology, and Tri County Building Supply.⁵

According to the 2000 U.S. Census, Pleasantville’s per capita income in 1999 was \$17,668, below the national per capita income of \$21,587. The median household income was \$36,913, also less than the national median household income of \$41,994. About 15.8% lived below the poverty level, compared to the national average of 12.4%. In 2000 Pleasantville had 7,042 housing units, of which 90.9% were occupied and 9.1% were vacant. Of the occupied units, 56.3% were by owner and 43.7% were by renter.

Governance

Pleasantville is governed by a mayor and a seven-member city council.⁶ Because Pleasantville falls within an Urban Enterprise Zone, it levies a sales and use tax of only 3% (versus the 6% statewide rate). The state also levies a 5% lodging tax.⁷

New Jersey levies a 10% excise tax on sportfishing equipment, which is used to fund state fish and wildlife conservation programs.⁸ Commercial fishing vessels and commercial party boat sportfishing vessels are exempt from state sales and use taxes and are eligible for a refund of state motor fuel taxes.⁹ The New Jersey Division of Taxation does not levy landing taxes on commercially harvested fish and shellfish, but the New Jersey Division of Fish, Game, and Wildlife requires commercial fishermen to purchase various fishery and gear-specific licenses and pay additional associated fees.

Pleasantville is within the jurisdiction of the Mid-Atlantic Fisheries Management Council. The nearest council meetings are held in Atlantic City, which is also home to a U.S. Coast Guard station. The National

Marine Fisheries Service Northeast Regional Office is 369 miles away in Gloucester, Massachusetts. The Southern Region Office of the New Jersey Division of Fish, Game, and Wildlife is 35 miles away in Sicklerville.

Facilities

The Pleasantville Public School District has a high school, middle school, and four elementary schools.¹⁰ The city also has one private elementary school. The Pleasantville Police and Fire departments administer public safety. The Pleasantville Department of Public Works operates the wastewater system. South Jersey Gas Company provides natural gas, and the New Jersey American Water Company supplies water. Connecticut Energy supplies electricity.¹¹

Atlantic City International Airport is 5 miles northwest of Pleasantville. The city has several major hotels, including several with gambling facilities. The nearest major hospitals are located in Atlantic City and Somers Point (8 miles).

Atlantic City has the closest commercial and recreational marine fishing facilities: Farley State Marina and Kammerman's Marina. It also has a number of casino-hotels with marina facilities. Farley State Marina offers transient dockage and fuel. Kammerman's Marina is a full service facility with transient docking, slips, and fuel.

Involvement in West Coast Fisheries

Commercial Fishing

According to available data, no Pleasantville residents were involved in West Coast fisheries in 2000.

Sportfishing

In 2000 Pleasantville residents may have been active in sportfishing in the West Coast fisheries, however, no data on this activity are available.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 one Pleasantville resident held a federal permit for North Pacific fisheries, a License Limitation Program (LLP) scallop permit.

Sportfishing

Two Pleasantville residents purchased Alaska sportfishing licenses in 2000.

Additional Information

Involvement in East Coast Fisheries

Pleasantville area residents are heavily involved in East Coast fisheries, and commercial fishing contributes substantially to the New Jersey economy. The commercial fishing fleet operating out of the marina in Atlantic City focuses almost exclusively on harvesting surf clams and ocean quohogs.¹² The local fleet consists primarily of larger vessels (70 to 150 feet long) equipped with hydraulic dredges. Because there are no clam processors in Atlantic City, landings are taken elsewhere in New Jersey or on the Delmarva Peninsula to be processed into minced clams and clam strips.

According to data collected by the National Marine Fisheries Service and published by the New Jersey State Department of Agriculture, approximately 2,706 people were employed full-time by the state's commercial fishing industry in 1998.¹³ About 1,078 worked in fish and seafood processing, 100 in aquaculture, 909 in wholesale trade, and 3,278 in retail trade. Commercial and recreational marine fishing contributed an estimated \$625 million to New Jersey's economy. Fishing enterprises also generated an estimated \$100 million in federal, state, and local taxes.

A number of charter vessels operate out of the Pleasantville area targeting tuna, blue fish, fluke, sea bass, striped bass, drum, flounder, and shark off the coast of New Jersey. A single license agent sells sportfishing licenses in Pleasantville.

Notes

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2. Atlantic County Government. 2004. Atlantic County history. Online at <http://www.aclink.org/HISTORY/homepage.asp> [accessed 11 April 2007].

3. Atlantic County Government. 2004. Pleasantville. Online at <http://www.aclink.org/HISTORY/mainpages/PVILLE.asp> [accessed 11 April 2007].

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5. See note 4.

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Seaford, Virginia

People and Place

Location

Seaford, located near the convergence of the York River and Chesapeake Bay, is 70 miles east of Richmond in lower York County. The community encompasses 3,220 acres of land, defined by Zip code 23696.¹ The geographic coordinates of Seaford are lat 37°11'53"N, long 76°26'00"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Seaford was 3,441. The gender structure was 50.2% female and 49.8% male. The median age in 2000 was 41.2, higher than the national median of 35.3. Of the population 18 years of age and older, 88.7% had a high school education or higher, 27.2% had a bachelor's degree or higher, and 10.1% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively. The highest educational attainment for 25.1% was a high school diploma or equivalency.

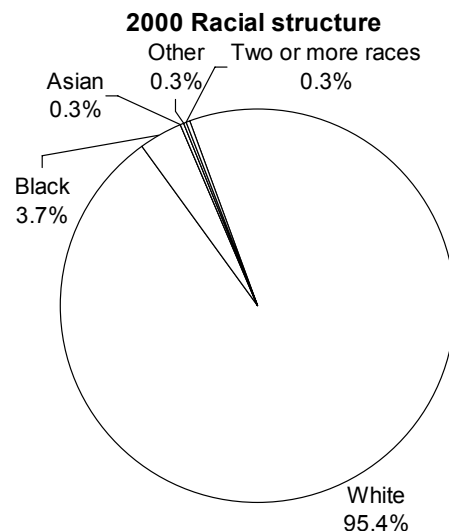
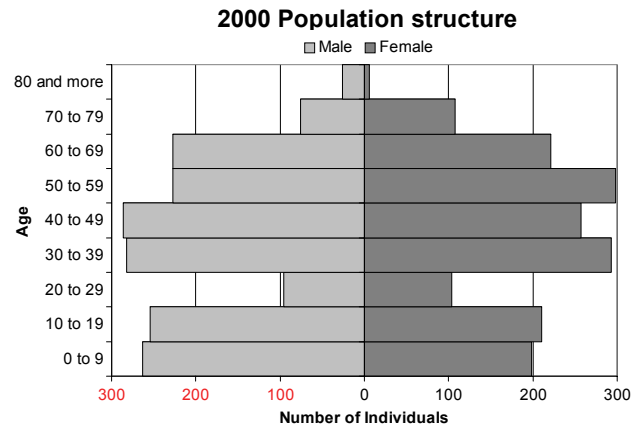
The majority of the racial structure of Seaford was white (95.4%), followed by black (3.7%), Asian (0.3%), individuals who identified with two or more races (0.3%), and individuals who identified with some other race (0.3%). Ethnicity data indicate 3.2% identified as Hispanic, and 1.7% of the population was foreign-born. Of the foreign-born residents, 29.3% were from Greece and 15.5% were from Japan.

In 2000 87.7% of the population lived in family households.

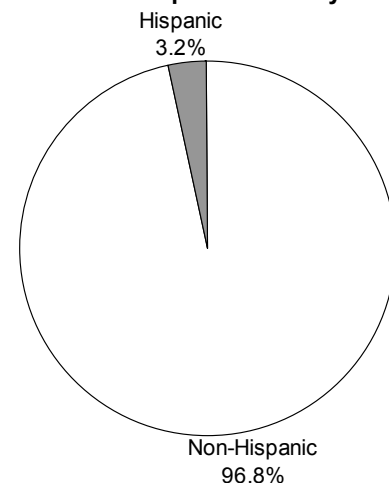
History

Algonquian-speaking Indians originally inhabited the Seaford area. They were united in the early seventeenth century by Chief Wahunsunacock, who later changed his name to Powhatan after the village where he was born.² The tribes united by Chief Powhatan came to be known collectively as the Powhatans or the Powhatan Confederacy. Their primary village was near Gloucester, but they had hundreds of satellite villages throughout the Chesapeake Bay area and the Virginia coastal plain.

The Powhatans cultivated corn and other vegetables and depended heavily on fish, oysters, clams, and waterfowl.³ They were the first Indians encountered by the European settlers who founded Jamestown in 1607. Chief Powhatan agreed to the marriage of his daughter, Pocahontas, and the leader of the colony, James Smith, in



2000 Hispanic ethnicity



the hope the gesture would prevent conflict between the two groups, but disease and bloody encounters with Euro-American settlers soon decimated the Indian population. Smith and Pocohontas never married. Powhatan tribes gradually lost control of their ancestral lands, but many descendants still reside in the area.

York County was established in 1634 as one of eight shires in colonial Virginia. The community that became Seaford was originally called Crab Neck, Crab Rock, and Calamar.⁴ Prior to the Civil War, only 30 families lived in Crab Neck. During the war, Northern troops tore down the local Methodist Church to build a hospital for Union soldiers. A post office first opened in 1889, and the first local elementary school was constructed in 1920.

Today the community remains small, and the majority of businesses are oriented toward fishing, boating, lighthouse construction, and other marine-related activities. The community also depends on scallop fishing (in both the Mid-Atlantic and North Pacific). Seaford has a large scallop processing facility, which operates more than 20 scallop dredgers and markets its products under the name Captain Wells Brand Scallops. The Seaford Scallop Company was founded in 1979 and quickly became one of the largest processing facilities on the East Coast. Today the company also includes Wells Scallops and Wells Ice and Cold Storage and supplies fresh scallops to consumers year-round.⁵

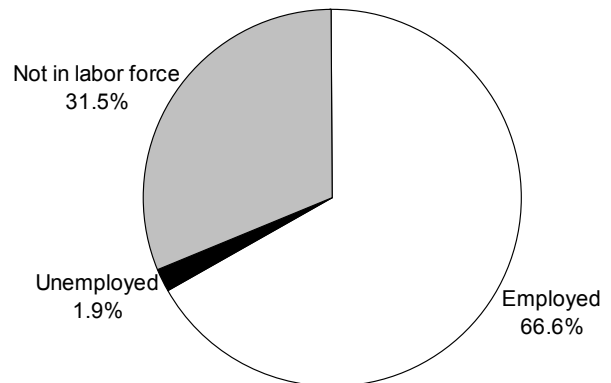
Infrastructure

Current Economy

According to the 2000 U.S. Census, 66.6% of Seaford's potential labor force 16 years of age and older were employed, 1.9% were unemployed, and the unemployment rate was 2.7% (calculated by dividing the unemployed population by the labor force), less than half the national jobless rate of 5.7%. In addition, 31.5% were not in the labor force. The top employment sectors were local, state, or federal government (19.3%), manufacturing (18.2%), education, health and social services (14.8%), and the armed forces (7%). None were reported working in natural resource jobs including agriculture, forestry, fishing, and mining, but this may be misleading because many fishermen are self-employed and are underrepresented in the data.

Businesses in Seaford include Calvin Huges Welding and Machine Works, Lighthouse Marine Surveying and Consulting, Mill's Marina, Seaford Transfer, Seaford Scallop Company, Seaford Country Market, and the Seaford Yacht Club.⁶ A Coca Cola bottling plant is located in the community, which employs 112 people. The Seaford Scallop Company, Wells Scallop, and Wells Ice and Cold Storage, which

2000 Employment structure



operate jointly from a facility in Seaford, employ 62.⁷ Other major employers include York County Schools and York County Government. Two large industrial complexes, Virginia Power and the Yorktown Refinery (owned by Giant Industries), may also employ Seaford residents.

According to the 2000 U.S. Census, the per capita income in Seaford in 1999 was \$28,905, compared to the national per capita income of \$21,587. The median household income of \$64,392 was well above the national median household income of \$41,994. Only 3.3% lived below the poverty level in 1999, compared to the national poverty level of 12.4%. In 2000 Seaford had 1,354 housing units, of which 95.3% were occupied and 4.7% were vacant. Of the occupied units, 91.2% were by owner and 8.8% were by renter.

Governance

Seaford is not incorporated and has no local government. The community is under the jurisdiction of York County, headquartered in nearby Yorktown (9 miles). York County levies a 5% sales and use tax and a 5% lodging tax plus an additional \$2 per room, per night.⁸

Virginia has a 2% tax on the sale of watercraft, with a maximum tax burden of \$2,000. Motor vehicle fuel is taxed at 16 cents per gallon, but commercial watercraft operators are eligible for a refund of 14.5 cents per gallon. Commercial watercraft operators may also direct the state to credit their share of this motor fuel tax to the state's Marine Fishing Improvement Fund.⁹ Boats of more than five tons are taxed as personal property.

The Virginia Department of Taxation does not levy landing taxes on commercially harvested fish and shellfish, but the Virginia Marine Resources Commission requires commercial fishermen to purchase various fishery and gear-specific licenses and pay additional associated fees.

The Mid-Atlantic Fisheries Management Council holds its nearest meetings in nearby Hampton. The closest U.S. Coast Guard station is in Yorktown. The National Marine Fisheries Service Northeast Regional Office is 652 miles away in Gloucester, Massachusetts. The Virginia Marine Resources Commission has a law enforcement field office 10 miles away in Gloucester Point.

Facilities

Seaford is located at the junction of Virginia highways 718 and 622, about 3 miles east of U.S. Highway 17. The Newport News-Williamsburg International Airport is about 6 miles from Seaford in Newport News. The nearest hospital facilities are located in Newport News, Hampton (9 miles), and Yorktown. According to available sources, there are no hotels or motels in Seaford.

Seaford is located in the York County School Division, which is headquartered in Yorktown. Seaford students attend elementary school in Seaford and middle school and high school in Yorktown.

The York County Sheriff's office administers law enforcement services in Seaford and fire safety services are provided by Neighborhood Fire Station #6, located in Seaford and operated by the county.¹⁰ Dominion Virginia Power supplies electricity and Virginia Natural Gas provides gas. Most Seaford residents use private wells and septic tanks.

The community has a marina for commercial and recreational fishermen and a scallop processing facility with more than 20 scallop dredgers that operate along the Atlantic Coast. Mill's Marina, located on Chesapeake Bay at the mouth of the York River, is a full-service facility.

Involvement in West Coast Fisheries

Commercial Fishing

In 2000 available data indicates no Seaford residents involved in West Coast fisheries.

Sportfishing

Seaford residents may have been active in sportfishing in the West Coast fisheries in 2000, however, no data are available.

Involvement in North Pacific Fisheries

Commercial Fishing

In 2000 Seaford residents owned three vessels that participated in North Pacific fisheries. These vessels

made landings in the North Pacific scallop fishery, but specific information (landings in metric tons/value of landings) is confidential.

In 2000 five Seaford residents held commercial fishing permits for North Pacific fisheries. Two held state permits for Alaska fisheries and three held federal permits.

Residents held two Commercial Fisheries Entry Commission scallop permits and two License Limitation Program scallop permits.

Sportfishing

In 2000 four Seaford residents purchased Alaska sportfishing licenses.

Additional Information

Involvement in East Coast Fisheries

Seaford residents are heavily involved in the East Coast fisheries, especially the scallop fishery. Seaford Scallop, Wells Scallop, and Wells Ice and Cold Storage, which operate a scallop processing facility in Seaford, employ more than 60 full-time employees and operate more than 20 vessels active in the New England and Mid-Atlantic scallop fisheries.¹¹

Notes

1. Field notes, York County Government, VA, June 2006.
2. York County Government. 2004. Native Americans. Online at <http://www.yorkcounty.gov/cyc/native.html> [accessed 11 April 2007].
3. K. Spaar. No date. The Potomac Appalachian trail club-short history of the Powhatan Indians. Online at http://www.patc.net/history/native/ind_hist.html [accessed 11 April 2007].
4. B. Quass. 2003. Seaford Virginia home page. Online at <http://www.quass.com/seafordvirginia.html> [accessed 11 April 2007].
5. Captain Wells Scallops. 2005. History. Online at <http://www.captainwellsscallops.com/history.html> [accessed 11 April 2007].
6. See note 4.
7. York County Office of Economic Development. 2004. Top employers. Online at http://www.yorkcounty.gov/econdev/industry/top_employers.htm [accessed 11 April 2007].
8. York County Government. 2004. Business tax information. Online at <http://www.yorkcounty.gov/revenue/businessstax.htm> [accessed 11 April 2007].
9. Virginia Department of Taxation. 2005. Tax code of Virginia. Online at <http://www.policylibrary.tax.virginia.gov/OTP/Policy.nsf> [accessed 11 April 2007].
10. York County Government. 2004. Neighborhood fire station #6. Online at <http://www.yorkcounty.gov/fls/fstat/Stat6.htm> [accessed 11 April 2007].
11. See note 5.

Appendices

Appendix A: Invalid Communities Due to DEA Nonconvergence

Appendix B: Place-based Communities

Appendix C: Authors

Appendix D: List of Common and Scientific Names

Appendix A: Invalid Communities due to DEA Nonconvergence

Nonconvergence in the DEA model occurred for various reasons, including the particular indicator mix or the scale of the different indicators relative to other communities. The following communities showed nonconvergence and many were removed after consideration.

The scores of two Alaska communities did not converge for the West Coast (WC) and North Pacific (NP) combined dependence score and 23 did not converge for the WC and NP combined engagement score. These communities were omitted from the analysis because they are situated in Alaska and were profiled previously in a separate document.¹

WC and NP combined engagement scores did not converge for 68 communities in 7 states: Alaska 23, California 29, Florida 1, Idaho 1, Nebraska 1, Oregon 7, and Washington 6. For 34 communities in three states—California 29, Oregon 4, and Washington 1—WC only engagement scores did not converge. Although the communities listed below failed to converge, many of these communities were profiled due to their high WC dependence and WC and NP combined dependence scores. Italics indicate communities profiled.

WC and NP Combined Dependence Score

Alaska: Port Alexander and Whittier.

WC and NP Combined Engagement Score

Alaska: Ambler, Anchorage, Angoon, Chefnak, Copper Center, Cordova, Craig, Edna Bay, Ekwok, Elim, Goodnews Bay, Haines, Homer, Igiugig, Kake, Ketchikan, Klawock, Kongiganak, Metlakatla, Ninilchik, Platinum, Skagway, and Toksook Bay.

California: Alpine, *Bodega Bay*, Carlsbad, Cazadero, Concord, Fairfield, Gardena, Livermore, Lomita, *Monterey*, *Moss Landing*, Napa, *Oxnard*, Perris, Petaluma, *Princeton*, Rancho Palos Verdes, Rodeo, Sacramento, Salinas, San Anselmo, San Bruno, *San Francisco*, *San Jose*, Santa Clara, *Santa Cruz*, Stockton, Thousand Oaks, and Woodland.

Florida: Dade City.

Idaho: Bayview.

Nebraska: Grand Island.

Oregon: *Astoria*, *Brookings*, *Coos Bay*, Lincoln City, Portland, *Toledo*, and Vernonia.

Washington: *Bellingham*, *Gig Harbor*, *Ilwaco*, Kalama, Renton, and Seabeck.

WC Only Engagement Score

California: Carlsbad, Concord, *El Granada*, *El Sobrante*, Fairfield, Fremont, Garden Grove, Livermore, *Marina*, *Monterey*, *Morro Bay*, *Moss Landing*, Oroville, *Princeton*, Petaluma, Ranchos Palos Verdes, Redwood City, Redwood Valley, Rodeo, Sacramento, Salinas, *San Francisco*, San Lorenzo, San Pedro, Santa Clara, *Santa Cruz*, Stockton, Westminster, and Woodland.

Oregon: *Astoria*, *Brookings*, *Coos Bay*, and Portland.

Washington: *Ilwaco*.

Notes

1. J.A. Sepez, B.D. Tilt, C.L. Package, H.M. Lazrus, I. Vaccaro. 2005. Community profiles for North Pacific fisheries-Alaska. U.S. Dept. Commer., NOAA Tech. Memo. NMFS-AFSC-160.

Appendix B: Place-based Communities

The demographic characteristics of many U.S. communities are readily available at the U.S. Census Bureau Web site or other data formats produced by the bureau. Unfortunately, this is not always the case for what can be referred to as “nested, place-based communities.” Large urban areas such as Seattle, San Francisco, Los Angeles, and San Diego encompass numerous smaller subcommunities. These subcommunities may be defined by affiliation, interest, or place. Some smaller communities, such as San Francisco’s China Town may fit the criteria for several of these community definitions. In the fishing community profiling research, the team was required by the nature of the project to investigate nested, place-based communities.

Nested fishing communities fall geographically within larger communities, often in major U.S. cities. Some of these larger communities, Los Angeles for example, also participate in the fishing industry but generally to a more diffuse and less intensive degree. Within a coastal city such as Seattle or Los Angeles, a nested community can be geographically pinpointed that is substantially linked to fishing activities.¹ In such a nested community, the level of fishing involvement would be more significant per capita than in the larger urban area where economic diversification provides for multiple livelihoods.

At least two scenarios may arise in which a community’s demographic characteristics are not readily available from the more user-friendly U.S. Census formats. In some instances a community may not be a Census Designated Place (CDP). In these cases the U.S. Census offers zip code or block level data for these localities but does not offer integrated demographic characteristics for the locality as a whole. A second scenario occurs when there are discrepancies between a community’s boundaries as defined and applied by the U.S. Census and the community’s boundaries as identified or determined by a particular research endeavor.

Both scenarios were encountered while researching San Pedro and Terminal Island, both nested within the larger community of Los Angeles. Although Northwest Fisheries Science Center (NWFSC) policy interests and field research had identified these as unique communities, the U.S. Census defined these areas differently. The research team identified Terminal Island as a distinct community worthy of profiling despite the fact that the U.S. Census does not recognize Terminal Island as a distinct place. The boundaries used by the U.S. Census split Terminal Island into northern and southern portions. According to the U.S. Census, the northern half of Terminal Island rests within the nested community of San Pedro, while the southern portion lies within the boundaries of the Port of Long Beach.

Although the U.S. Census provided demographic data for the community of San Pedro through Zip Code Tabulation Areas (ZCTAs), these data were premised on geographical boundaries incongruent with the boundaries identified for National Oceanic and Atmospheric Administration social science research. Again, based on the U.S. Census circumscription, a portion of Terminal Island and several indiscriminate contiguous areas are encompassed within the boundaries of San Pedro, a nested community that required separate consideration in this analysis. As a result of the lack of ready data for the communities of Terminal Island and San Pedro, the research team needed to identify an appropriate method for obtaining demographic characteristics for both. The solution was to attain the data from another source. This required identification of organizations that have conducted demographic studies of the area. The research team ultimately sourced demographic characteristics for San Pedro from the City of Los Angeles Planning Department and for Terminal Island from the Los Angeles Almanac. The decision to acquire the data from an external source was premised on efficiency, as the calculation of the community data from Census Block and Tract level data would have required much more resources. A third source useful to clearly delineate the boundaries of non-CDP communities came from the U.S. Environment Protection Agency (EPA).² This Web-based community demographic analysis integrates geographic information system tools with U.S. Census-derived demographic information. For example, Terminal Island, nested within the City of Los Angeles, is not a CDP. Using EPA’s Web tool, team members could draw a border around Terminal Island and thereby obtain the necessary demographic information based on this articulation of its boundaries.

Some population centers have inherent difficulties in profiling fishing communities. Rapid growth, suburban sprawl, and local political issues occasionally result in the U.S. Census not designating some communities as CDPs despite their substantial size and importance in a fisheries-oriented framework. Several communities without the U.S. Census designation nevertheless appeared in a list of communities meriting a profile. These places are often listed in databases of fisheries information that rely on self-reporting by fisheries participants. In 2000 the U.S. Census Bureau for the first time dropped the minimum population size required for “place” designation. Even so, some large

areas and historically recognized communities escaped designation. Nested communities, because of their placement within larger CDPs, are also not designated as CDPs. When a community is not a CDP, it makes the reporting of demographic information more difficult. For example, in the case of Tarzana, California, and other West Coast communities, the U.S. Census data had to be assembled from a grouping of ZCTAs.

There are problems associated with ZCTAs, though they are not insurmountable. The two inherent problems in using ZCTAs are they may cross county boundaries and may thus be demographically inaccurate. The U.S. Census Bureau's CDP is the most defensible and efficient means of getting at demographic information, but the NWFSC project required more communities than were included in the U.S. Census' list of CDPs. In many instances, an assemblage of ZCTAs linked to a particular place name was used in developing demographic profiles of the communities. The ZCTAs were useful because only 27% of them had community boundary overlap, and they present a means of assembling U.S. Census-based demographic data when no others exist.

Notes

1. Impact Assessment Inc. 2004. Identifying communities associated with the fishing industry in Louisiana. La Jolla, CA. IAI for NOAA Fisheries, Southeast Regional Office.
2. More information is on line at <http://www.epa.gov/enviro/ej/> [accessed 19 April 2007].

Appendix C: Authors

Biographical Sketches

Karma Norman, Ph.D., is an anthropologist at the National Oceanic and Atmospheric Administration's (NOAA) Northwest Fisheries Science Center (NWFSC) in Seattle. He received a doctorate in environmental anthropology from the University of Washington in 2007. Norman has researched communities involved in fishing on the western and eastern sides of the Pacific Ocean, including Australia's Torres Strait Islands and the U.S. Pacific Northwest. His work has focused on traditional environmental knowledge, marine tenure systems, demographics, and fisheries management in small communities. He is also researching the human dimensions of salmon habitat needs in the Pacific Northwest.

Jennifer Sepez, Ph.D., is an anthropologist at NOAA's Alaska Fisheries Science Center (AFSC) in Seattle and helped organize and lead the joint community profiles project with Karma Norman. Sepez earned her doctorate in environmental anthropology at the University of Washington, where she is now an affiliate assistant professor of anthropology. Her research has focused on resource management, political ecology, ethnobiology, and demography in relation to marine fisheries and marine mammals. Her previous work includes such topics as Makah whaling, traditional environmental knowledge, subsistence hunting and fishing, marine mammal tourism, demographic consequences of climate change, and Alaska fishing communities.

Heather Lazrus is a doctoral student in the environmental anthropology program at the University of Washington. Since June 2003 she has worked with anthropologists at both the Alaska and Northwest Fisheries Science centers on various projects including community profiling of fishing communities, a review of the San Juan Islands whale watching industry, and compiling traditional environmental knowledge of climate change in Alaska. The subject of Lazrus' dissertation research is local perceptions of climate change, vulnerability, and the governance of both. She also spent 18 months, beginning in September 2005, in New Zealand and Tuvalu, South Pacific, conducting fieldwork on how people understand and cope with environmental change and natural hazards.

Nicole Milne is pursuing her doctorate in geography at the University of Hawaii-Manoa. She holds a B.S. in zoology and conservation biology, a graduate certificate in Geographic Information Systems from the University of Wisconsin, and received a master's degree in marine affairs from the University of Washington in 2004. Currently Milne is working on community profiles for Hawaiian fisheries at the Pacific Islands Fisheries Science Center in Honolulu.

Christina Package is working on her master's degree in Oregon State University's applied anthropology program with a minor in marine resource management. She received her B.A. in anthropology from the University of Washington in 2002. Package worked for AFSC for several years and was part of the profiling teams for both the West Coast and Alaska community profiles, working as a cosupervisor on the West Coast effort. Her thesis work focuses on a collaborative project in three Oregon coastal fishing communities.

Suzanne Russell is a staff social scientist for NWFSC and has worked for NOAA since 1992 in various capacities, including as a NOAA Corps officer. Her undergraduate degree from Old Dominion University is in marine biology with minors in chemistry and oceanography. She received a master's degree in marine affairs from the University of Washington in 2003. Russell's research interests include fishing communities, individual quotas and human and community effects, and sociocultural research of the whale watching industry of the Greater Puget Sound.

Kevin Grant earned his B.S. degree in biology from the University of Wisconsin in 1996 and his master's degree in marine affairs from the University of Washington in 2004. Grant also served as a Peace Corps volunteer in the Solomon Islands, and in 2005 received a Knauss Marine Policy Fellow for NOAA's National Marine Sanctuary Program. He is currently working in Hawaii as a policy specialist for the Papahānaumokuākea Marine National Monument.

Robin Petersen Lewis received her master's degree in applied environmental anthropology from Oregon State University. In her thesis research, she conducted ethnographic interviews with Yurok and Karuk tribal community members to understand the ecological and cultural significance of Pacific lamprey in the lower Klamath

Basin. Lewis earned her B.S. in natural resources from Ohio State University. She is a former Peace Corps volunteer and currently works for the Friends of Tryon Creek State Park in Portland, Oregon.

John Primo has a master's degree in applied anthropology and holds a graduate certificate in environmental management and policy, both from the University of South Florida. He is pursuing his doctorate in ecological anthropology at the University of Georgia. Primo recently completed a John A. Knauss Marine Policy Fellowship where he worked as a staff member and the acting coordinator for NOAA's Ecosystem Research Program. He is currently working as a graduate researcher in NOAA Fisheries' Office of Science and Technology.

Emilie Springer received a master's degree in marine affairs at the University of Washington in 2007. Her master's research focused on the social elements of the Bering Sea and Aleutian Islands Pacific cod fishery. With research funding from NOAA's AFSC, she interviewed approximately 35 fishermen in order to explain typical occupational characteristics of the various gear-types: trawl, long-line, and pot. Originally from Alaska, Springer has worked on commercial seine vessels in Alaska salmon and herring fisheries in Southeast, Prince William Sound, Kachemak Bay, Kodiak, and Togiak, Alaska. She received a B.A. degree in English and creative writing from Stanford University.

Megan Styles has a master's degree in anthropology from the University of Washington, where she is a doctoral student in the environmental anthropology program. She earned her B.A. in anthropology and environmental studies from Washington University in St. Louis in 2001. Styles began working for NOAA Fisheries in June 2004. She is conducting her dissertation research on the socioeconomic and ecological impacts of cut flower production in the vicinity of Kenya's Lake Naivasha in Africa.

Bryan Tilt, Ph.D., is an assistant professor of anthropology at Oregon State University. He earned his doctorate in anthropology from the University of Washington, and worked on the community profiles project during and immediately after his graduate studies. Tilt's research focuses on sustainable rural development in China.

Ismael Vaccaro, Ph.D., is an assistant professor of environmental science and anthropology at McGill University in Montreal, Canada. He received his doctorate in environmental anthropology at the University of Washington in 2005. His academic background includes a master's degree in anthropology from the Ecole d'Hautes en Sciences Sociales (Paris), and studies in political science.

Authors by Profile

Although the profiling was a collaborative effort, individual team members are largely responsible for the first draft of each profile. Subsequent revisions and edits were made by other members of the team, plus the NWFSC Technical Memorandum Editing Group.

Washington

Aberdeen: Bryan Tilt
Anacortes: Heather Lazrus
Bay Center: Megan Styles
Bellingham: Nicole Milne
Blaine: Heather Lazrus and Nicole Milne
Bothell: Christina Package
Cathlamet: Megan Styles
Chinook: Megan Styles
Edmonds: Christina Package
Everett: Nicole Milne
Ferndale: Jennifer Sepez
Fox Island: Christina Package
Friday Harbor: Heather Lazrus
Gig Harbor: Kevin Grant and Heather Lazrus
Grayland: Heather Lazrus and Bryan Tilt
Ilwaco: Suzanne Russell

La Conner: Nicole Milne
Lakewood: Christina Package
La Push: Christina Package
Long Beach: Suzanne Russell
Lopez Island: Heather Lazrus
Mount Vernon: Nicole Milne
Naselle: Megan Styles
Neah Bay: Christina Package and Jennifer Sepez
Olympia: Kevin Grant
Port Angeles: Nicole Milne
Port Townsend: Heather Lazrus and Nicole Milne
Raymond: Megan Styles
Seattle: Christina Package
Seaview: Megan Styles
Sedro-Woolley: Christina Package
Sequim: Nicole Milne
Shelton: Kevin Grant
Silvana: Nicole Milne
South Bend: Megan Styles
Stanwood: Nicole Milne
Tacoma: Kevin Grant
Tokeland: John Primo
Westport: Nicole Milne
Woodinville: Christina Package

Oregon

Astoria: Heather Lazrus
Bandon: Robin Petersen Lewis and Suzanne Russell
Beaver: Kevin Grant and Heather Lazrus
Brookings: Heather Lazrus and Robin Peterson Lewis
Charleston: Suzanne Russell
Clatskanie: Bryan Tilt
Cloverdale: Kevin Grant and Heather Lazrus
Coos Bay: Suzanne Russell
Depoe Bay: Nicole Milne
Florence: Kevin Grant and Karma Norman
Garibaldi: John Primo
Gold Beach: Robin Peterson Lewis and Christina Package
Hammond: Bryan Tilt
Harbor: Heather Lazrus and Robin Petersen Lewis
Logsdon: John Primo
Monument: Bryan Tilt
Newport: Heather Lazrus and Robin Petersen Lewis
North Bend: Suzanne Russell
Pacific City: Heather Lazrus
Port Orford: Karma Norman
Reedsport: Suzanne Russell
Rockaway Beach: John Primo
Roseburg: Bryan Tilt
Seaside: Nicole Milne
Siletz: John Primo
Sisters: Robin Petersen Lewis
South Beach: John Primo

Tillamook: Kevin Grant and Heather Lazrus
Toledo: John Primo
Warrenton: Heather Lazrus
Winchester Bay: Suzanne Russell

California

Albion: Bryan Tilt
Arroyo Grande: Kevin Grant and Heather Lazrus
Atascadero: Kevin Grant and Heather Lazrus
Avila Beach: Kevin Grant and Heather Lazrus
Bodega Bay: John Primo
Corte Madera: Nicole Milne
Costa Mesa: Kevin Grant and Heather Lazrus
Crescent City: Robin Peterson Lewis and Suzanne Russell
Culver City: Megan Styles
Dana Point: Bryan Tilt
Dillon Beach: Kevin Grant and Nicole Milne
El Granada: Nicole Milne
El Sobrante: Nicole Milne
Eureka: Heather Lazrus and Robin Petersen Lewis
Fields Landing: Heather Lazrus and Robin Petersen Lewis
Fort Bragg: Megan Styles
Half Moon Bay: Nicole Milne
Kneeland: Megan Styles
Lafayette: Nicole Milne
Long Beach: Kevin Grant and Heather Lazrus
Los Angeles (including San Pedro and Terminal Island): Kevin Grant and John Primo
Los Osos: Kevin Grant and Heather Lazrus
Marina: Megan Styles
McKinleyville: Megan Styles and Christina Package
Monterey: Kevin Grant
Morro Bay: Kevin Grant
Moss Landing: Heather Lazrus and Robin Petersen Lewis
Novato: Nicole Milne
Oxnard: Nicole Milne
Pebble Beach: Megan Styles
Point Arena: Bryan Tilt
Port Hueneme: Nicole Milne
Princeton: Nicole Milne
San Diego: Nicole Milne and John Primo
San Francisco: Nicole Milne
San Jose: Nicole Milne
Santa Ana: Bryan Tilt
Santa Barbara: Christina Package
Santa Cruz: John Primo
Santa Rosa: Bryan Tilt
Sausalito: Nicole Milne
Seaside: Nicole Milne
Sebastopol: Megan Styles
Sunset Beach: Bryan Tilt
Tarzana: Megan Styles
Torrance: Megan Styles
Trinidad: Heather Lazrus and Robin Petersen Lewis

Ukiah: Megan Styles
Valley Ford: Heather Lazrus
Ventura: John Primo

Other states

Pleasantville, New Jersey: Megan Styles
Seaford, Virginia: Megan Styles

Appendix D: List of Common and Scientific Names

This community profiles technical memorandum refers to fish, other animals, and plants by their common names only. For reference, this appended alphabetical list of common names for species also provides the scientific names in parentheses.

Abalone:

- Black (*Haliotis cracherodi*)
- Flat (*H. walallensis*)
- Green (*H. fulgens*)
- Pink (*H. corrugata*)
- Pinto (*H. kamtschatkana*)
- Red, California (*H. rufescens*)
- Threaded (*H. assimilis*)
- White (*H. sorenseni*)

Anchovy (*Engraulis mordax*)

Arctic char (*Salvelinus alpinus alpinus*)

Atlantic lobster (*Homarus americanus*)

Beach ryegrass (*Leymus mollis*)

Beaver (*Castor canadensis*)

Black crappie (*Pomoxis nigromaculatus*)

Blood worm:

- Tufted gilled (*Glycera americana*)
- Proboscis worm (*G. dibranchiata*)

Blue fish, Atlantic (*Pomatomus saltatrix*)

Bluegill (*Lepomis macrochirus*)

Bonito:

- Pacific (*Sarda chiliensis lineolata*)
- Eastern Pacific (*S. chiliensis chiliensis*)

California barracuda (*Sphyrnaea argentea*)

California redwood:

- Coastal (*Sequoia sempervirens*)
- Inland (*S. gigantea*)

California scorpionfish (*Scorpaena guttata*)

California sea lion (*Zolaphus californianus*)

Catfish (order Siluriformes):

- Asian redbtail (*Hemibagrus nemurus*)
- Basa, Vietnamese (*Lactarius lactarius*)
- Blue (*Ictalurus furcatus*)
- Brown bullhead (*Ameiurus nebulosus*)
- Channel (*Ictalurus punctatus*)
- Giant sea (*Arius thalassinus*)

Cattail, common (*Typha latifolia*)

Cedar:

- Western red (*Thuja plicata*)
- Port Orford (*Chamaecyparis lawsoniana*)

Chiton (order Neoloricata):

Chiton (*Mopalia lignosa*)

Black leather chiton (*Katherina tunicata*)

Clams:

- Atlantic surf (*Spisula solidissima*)
- Butter (*Saxidomus giganteus*)
- Eastern softshell (*Mya arenaria*)
- Geoduck, Pacific (*Panopea abrupta*)
- Horse, fat gaper (*Tresus capax*)
- Horse, Pacific gaper (*T. nuttallii*)
- Littleneck (*Protothaca staminea*)
- Manila (*Tapes japonica*)
- Nuttall's cockle (*Clinocardium nuttallii*)
- Pacific littleneck (*Protothaca staminea*)
- Pismo (*Tivela stultorum*)
- Purple varnish, nuisance (*Nattalia obscurata*)
- Quahog (*Arctica islandica*)
- Quahog (*Mercenaria mercenaria*)
- Razor, Atlantic (*Siliqua costata*)
- Sand (*Macoma secta*)

Crab:

- Dungeness (*Cancer magister*)
- Rock (*C. productus*)
- Tanner (*Chionoecetes bairdi*)

Crayfish (*Pacifastacus leniusculus*)

Deer:

- Mule deer (*Odocoileus hemionus*)
- White tailed deer (*O. virginianus*)

Dolphin (family Delphinidae):

- Common (*Delphinus delphis*)

Dorado (*Coryphaena hippurus*)

Douglas fir (*Pseudotsuga menziesii*)

Drum, Atlantic

- Black (*Pagionias cromis*)
- Red (*Sciaenops ocellatus*)

Eelgrass (*Zostera marina*)

Elk (*Cervus elaphus*)

Flounder:

- Arctic (*Liopsetta glacialis*)
- Arrowtooth (*Atheresthes stomias*)
- Dusky, Atlantic (*Syacium papillosum*)
- Eyed, Atlantic (*Bothus ocellatus*)
- Starry (*Platichthys stellatus*)
- Summer, fluke, Atlantic (*Paralichthys dentatus*)

Winter (*Pseudopleuronectes americanus*)
 Yellowtail, Atlantic (*Limanda ferrugineal*)
 Goose neck barnacle (*Lepas anserifera*)
 Gracillaria, green (*Gracillaria gracilis*)
 Greenling, kelp (*Hexagrammos decagrammus*)
 Haddock, New England (*Melanogrammus aeglefinus*)
 Harbor seal (*Phoca vitulina*)
 Horn shell:
 California (*Cerithidea hegewischii californica*)
 Monterey miniature cerith (*Cerithiopsis montereyensis*)
 Jack rabbit, black tailed (*Lepus californicus*)
 Kelp:
 Bullhead, Northeast and Alaska (*Nereocystis leutkeana*)
 Pacific northwest (*Agarum fimbriatum*)
 Southern California (*Macrocystis pyrifera*)
 Lamprey:
 Pacific (*Lampetra tridentata*)
 River (*L. ayresii*)
 Western brook (*L. richardsoni*)
 Largemouth bass, freshwater (*Micropertus salmoides*)
 Lingcod (*Ophiodon elongatus*)
 Mackerel
 Atka (*Pleurogrammus manopterygius*)
 Monterey Spanish (*Scomberomorus concolor*)
 Jack (*Trachurus symmetricus*)
 Pacific (*Scomber japonicus*)
 Spanish (*Scomberomorus sierra*)
 Marlin:
 Blue (*Makaira mazara*)
 Black (*M. indica*)
 Pacific striped (*Tetrapturus audax*)
 Mussels:
 Mediterranean (*Mytilus galloprovincialis*)
 California (*M. californianus*)
 Blue (*M. edulis*)
 Nori (*Porphyra yezoensis*) and (*P. tenera*)
 Northern elephant seal (*Mirounga augustirostris*)
 Northern fur seal (*Callorhinus ursinus*)
 Northern Pikeminnow (*Ptychocheilus oregonensis*)
 Octopus:
 Giant Pacific (*Enteroctopus dofleini*)
 Red (*Octopus rubescens*)

Orca, killer whale (*Orcinus orca*)
 Oysters:
 Eastern (Virginia), farmed (*Crassostrea virginica*)
 Pacific, farmed (*C. gigas*)
 Olympia (*Ostreola conchaphila*)
 Pacific cod (*Gadus macrocephalus*)
 Pacific halibut (*Hippoglossus stenolepis*)
 Pacific herring (*Clupea pallasii*)
 Pacific tomcod (*Microgadus proximus*)
 Pacific sardine (*Sardinops sagax*)
 Pacific saury (*Cololabis saira*)
 Pacific spotted scorpionfish (*Scorpaena mystes*)
 Perch:
 Barred surfperch (*Amphistichus argenteus*)
 Black perch (*Embiotoca jacksoni*)
 Calico surfperch (*Amphistichus koelzi*)
 Inshore sand perch (*Diplectrum pacificum*)
 Pike perch (*Rhacochilus vacca*)
 Redtail surfperch (*Amphistichus rhodoterus*)
 Rubberlip seaperch (*Rhacochilus taxotes*)
 Sacramento tuleperch (*Hysterocarpus traskii traskii*)
 Shiner perch (*Cymatogaster aggregata*)
 Striped seaperch (*Embiotoca lateralis*)
 Walleye surfperch (*Hyperprosopon argenteum*)
 White perch (*Phanerodon furcatus*)
 Yellow perch (*Perca flavescens*)
 Pollock, walleye (*Theragra chalcogramma*)
 Rock crab (family Cancridae):
 Yellow rock crab (*Cancer anthonyi*)
 Slender rock crab (*C. gracilis*)
 European green crab, invasive (*C. maenas*)
 Rockfish:
 Aurora (*Sebastes aurora*)
 Black (*S. melanops*)
 Blue (*S. mystinus*)
 Bocaccio (*S. paucispinis*)
 Brown (*S. auriculatus*)
 Cabezón (*Scorpaenichthys marmoratus*)
 Canary (*Sebastes pinniger*)
 Chilipepper (*S. goodei*)
 China (*S. nebulosus*)
 Copper (*S. caurinus*)
 Cowcod (*S. levis*)
 Darkblotched (*S. crameri*)
 Greenstriped (*S. elongatus*)
 Pacific Ocean perch (*S. alutus*)
 Puget Sound (*S. emphaeus*)
 Quillback (*S. maliger*)
 Rosy (*S. rosaceus*)

Thornyhead, longspine (*Sebastolobus altivelis*)
 Thornyhead, shortspine (*S. alascanus*)
 Tiger (*Sebastes nigrocinctus*)
 Vermillion (*S. miniatus*)
 Widow (*S. entomelas*)
 Yelloweye (*S. ruberrimus*)
 Yellowmouth (*S. reedi*)
 Yellowtail (*S. flavidus*)
 Sablefish, aka Black cod (*Anoplopoma fimbria*)
 Salmon, Atlantic (*Salmo salar*)
 Salmon, Pacific:
 Chinook salmon (*Oncorhynchus tshawytscha*)
 Sockeye salmon (kokanee) (*O. nerka*)
 Chum salmon (*O. keta*)
 Coho salmon (*O. kisutch*)
 Pink salmon (*O. gorbuscha*)
 Sand lance
 Pacific sandeel (*Ammodytes personatus*)
 Pacific sand lance (*A. hexapterus*)
 Scallop:
 Atlantic bay (*Aequipecten irradians concentricus*)
 New England sea (*Placepten magellanicus*)
 Rock (*Crassedoma giganteum*)
 Weathervane (*Patinopectin caurinus*)
 Sea bass:
 Black sea (*Stereolepis gigas*)
 Black sea, Atlantic (*Centropristis striata*)
 Barred sand (*Paralabrax nebulifer*)
 Kelp (*P. clathratus*)
 Striped, Atlantic (*Morone saxatilis*)
 Sea cucumber (*Cucumaria* and *Parastichopus* species)
 Sea lettuce (*Ulva lactuca*)
 Sea otter (*Enhydra lutris*)
 Sea urchin:
 Purple (*Strongylocentrotus purpuratus*)
 Red (*S. franciscanus*)
 Shad (*Alosa sapidissima*)
 Sharks:
 Sixgill (*Hexanchus griseus*)
 Thresher (*Alopias vulpinus*)
 Soupfin (*Galeorhinus galeus*)
 Pacific Angel (*Squatina californica*)
 Shield limpet (*Colisella pelta*)
 Shrimp:
 Coonstripe (*Pandalus hypsinotus*)
 Humpy (*P. goniurus*)
 Northern (*P. borealis*)
 Pink (*P. jordani*)
 Spot (*P. platyceros*)
 Sand, Atlantic (*Crangon crangon*)
 Tiger, farmed (*Penaeus monodon*)
 Sitka periwinkle (*Littorina sitkana*)
 Sitka spruce (*Picea sitchensis*)
 Skates:
 Bering (*Bathyraja interrupta*)
 Big (*Raja binocularata*)
 California (*R. inornata*)
 Longnose (*R. rhina*)
 Starry (*R. stellulata*)
 Steller sea lion (*Eumetopias jubata*)
 Sturgeon:
 Green (*Acipenser medirostris*)
 White (*A. transmontanus*)
 Smelt:
 Eulachon (*Thaleichthys pacificus*)
 Longfin (*Spirinchus thaleichthys*)
 Surf (*Hypomesus pretiosus*)
 Sanddab:
 Speckled (*Citharichthys stigmaeus*)
 Pacific (*C. sordidus*)
 Sole:
 Butter (*Iopsetta isolepis*)
 Curlfin (*Pleuronichthys decurrens*)
 Dover (*Microstomus pacificus*)
 English (*Parophrys vetulus*)
 Flathead (*Hippoglossoides elassodon*)
 Squid:
 California market (*Loligo opalescens*)
 Giant (*Architeuthis dux*)
 Swordfish (*Xiphias gladius*)
 Trout
 Brook (*Salvelinus fontinalis*)
 Brown (*Salmo trutta*)
 Cutthroat trout (*Oncorhynchus clarki clarki*)
 Dolly Varden (*Salvelinus malma*)
 Rainbow (*O. mykiss*)
 Steelhead (*O. mykiss*)
 Tube worm (*Riftia pachyptila*)
 Tule reeds (*Schoenoplectus californicus*) and (*S. acutus*)
 Tuna:
 Albacore (*Thunnus alalunga*)
 Bigeye (*T. obesus*)
 Bluefin, Pacific (*T. orientalis*)
 Bluefin, Atlantic (*T. thynnus*)
 Bullet, Atlantic (*Auxis rochei rochei*)
 Frigate, Atlantic (*A. thazard thazard*)

Little tunny, Atlantic (*Euthynnus alletteratus*)

Skipjack (*Katsuwonus pelamis*)

Yellowfin (*T. albacares*)

Whale:

Blue (*Balaenoptera musculus*)

Bowhead (*Balaena mysticetus*)

Gray (*Eschrichtius robustus*)

Humpback (*Megaptera novaengliae*)

Sperm (*Physeter macrocephalus*)

Western hemlock (*Tsuga heterophylla*)

Whiting, Pacific, or Pacific hake (*Merluccius productus*)

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- 77 Sloan, C.A., D.W. Brown, G.M. Ylitalo, J. Buzitis, D.P. Herman, D.G. Burrows, G. Yanagida, R.W. Pearce, J.L. Bolton, R.H. Boyer, and M.M. Krahn. 2006.** Quality assurance plan for analyses of environmental samples for polycyclic aromatic compounds, persistent organic pollutants, fatty acids, stable isotope ratios, lipid classes, and metabolites of polycyclic aromatic compounds. U.S. Dept. Commer., NOAA Tech. Memo. NMFS-NWFSC-77, 30 p. NTIS number PB2007-104919.

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