

4. COMMERCIAL FISHING FLEET

The census of the commercial fishing fleet shows a steady increase in the types and sizes of boats following the fisheries which are on the up-grade or which are at the height of activity. The mackerel fishery in the south has brought out almost every small craft that can float. All along the coast the boom in the shark fishery has been the reason for recommissioning many old boats and building new ones. Many new purse seiners were built for the sardine fishery. Perhaps the greatest increase was caused by the number of pleasure boats which were refitted for commercial fishing or whose equipment was increased to permit their use in a semicommercial capacity as party fishing boats. These boats ferry paying guests to the fishing grounds and the excess catches are sold to the markets when the boats return to port. In 1935 a law was enacted requiring operators of fishing party vessels to obtain a permit from the Division of Fish and Game. In 1937 the law was amended to include boats operating on inland waters, and the number of boats requiring permits has more than doubled in the past four years.

1936	266
1937	417
1938	574
1939	568

The commercial fishing boat registration follows the commercial fishing license year from April 1 of one year through March 31 of the next, but the party permit is issued on the basis of the calendar year.—*Geraldine Conner*.

TABLE 5
Commercial Fishing Fleet

Region of home port	Number of boats operating in California			
	1936-1937	1937-1938	1938-1939	1939-1940
Del Norte-Eureka	187	199	205	206
Sacramento	243	270	319	283
San Francisco	471	485	563	538
Monterey	321	331	345	391
Santa Barbara	120	109	130	156
Los Angeles	879	953	1,027	1,071
San Diego	290	307	318	320
Alaska, Washington and Oregon	148	186	149	145
Mexico and Panama	1	3	1	0
Totals	2,660	2,843	3,057	3,110

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