

GROUNDFISH FILLETS—U.S. PRODUCTION, IMPORTS INCLUDING BLOCKS AND SLABS, AND PERCENTAGE OF EACH TO THE TOTAL U.S. CONSUMPTION

[In millions of pounds]

Year	U.S. production	Percentage of U.S. consumption	Imports	Percentage of U.S. consumption
1956.....	107.1	44.2	135.5	55.8
1957.....	96.6	40.7	140.7	59.3
1958.....	99.1	40.3	146.6	59.7
1959.....	91.1	33.0	184.8	67.0
1960.....	93.8	37.6	155.6	62.4
1961.....	93.0	32.3	195.1	67.7
1962.....	90.5	29.0	221.4	71.0
1966.....	74.9	19.0	315.1	81.0

The preceding figures show that since 1956, a period of ten years, the United States production of groundfish fillets has decreased by 32.3 million pounds and its share of the United States consumption market by 25.2 percent. During this same period, imports of groundfish fillets, blocks, and slabs increased by 179.8 million pounds representing a further increase of 25.2 percent of this country's total consumption of groundfish fillets for that year.

The yield in processing fillets from whole fish is roughly $\frac{1}{3}$, in other words, three pounds of whole fish produces one pound of fillets. Imports of groundfish fillets, blocks, and slabs in 1966 amounted to 315.1 million pounds—the equivalent of 945.3 million pounds of whole groundfish. This was more than four times this country's catch of all species of groundfish during 1966.

The depletion of the Massachusetts Fishing Fleet and the decline in the number of dealers and domestic processors during the past ten years, has been indicative of the unsettled atmosphere that prevails throughout the New England Fishing Industry today. Yet, a positive side to the story has been the willingness (or call it yankee stubbornness) of boat owners and operators to build new fishing vessels which evidences the faith that constantly exists in the planning of members of the Massachusetts Fishing Industry who look hopefully toward a future.

Although the Fishing Fleet in Massachusetts shows a small decline numerically of fishing vessels actively engaged in the industry during the past ten years, careful consideration must be given to the age of the vessels which because of extensive repairs and equipment failures have reached the stage of obsolescence in most instances. Two new trawlers valued at approximately \$475,000 each were the first two new vessels to be added to the depleted Boston Fishing Fleet in more than fourteen years. These vessels became a reality through a $\frac{1}{3}$ Government subsidy, and in desperation, the remaining moneys were supplied by private capital. The investment evidences the willingness by persons in the Fishing Industry to invest their moneys in anticipation of the possible rebirth of the Fishing Industry, provided that if all concerned, particularly the Federal Government, will participate in fostering programs that will enable the New England Fisheries to offer at least some token opposition to the heavily subsidized fisheries of competing foreign nations.

According to figures submitted by two Fishermen's Unions, there has been a decrease of over 500 fishermen from 1958 to 1968. During the past few years the two Fishermen's Unions have participated in a Government sponsored fishermen's training program in an attempt to revitalize the Massachusetts Fishing Fleets with younger personnel.

This trend from fresh fillets to cooked fish products manufactured from imported fish blocks from 1958 to 1966 shows a change in the alignment of personnel employed in the industry—according to the roster of the Seafood Workers Unions. The number of male employees has declined approximately 15 percent, whereas there has been an increase in the female ranks due to the method of preparing the imported products for today's consumer.

We submit the following statistics on the Port of Boston, once internationally known as the home of the cod because they dramatically show what can and has happened to a major fishing port without tariff protection and without federal protection or assistance will eventually happen to all of the fishing ports in the United States.