

PFRP PROGRESS REPORT FY 2005

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Project Proposal Title: Sociological Baseline of Hawaii-Based Longline Fishery: Extension and Expansion of Scope

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1. Purpose of the project and indicative results.

The Hawaii-based longline fishing industry has been heavily regulated with little understanding of the socio-cultural impacts of those regulations and management. The ethnically diverse makeup of longline industry participants in Hawaii and the dynamic nature of the industry highlight the need for primary data on contemporary sociocultural characteristics. For example, due to a lack of data, the 2001 pelagics fishery Environmental Impact Statement (EIS) was forced to cite a study of workers laid off from the sugar industry on the island of Hawaii to describe the range of possible effects of closure of the swordfish fishery. Project researchers are addressing this problem by:

- Compiling a comprehensive social profile of the longline fishing industry of Hawaii; and
- Providing social profile information to decision-makers on regulatory impacts and implementation strategies

Project researchers are conducting in-person interviews and, as needed, focus groups with longline captains, owners, crews, and family members, as well as key individuals in associated shoreside businesses (including the auction, fishing supply and support industries, wholesale and retail seafood dealers. Deliverables will include a database of responses from the Hawaii longline fishing community and a series of reports summarizing those data and providing contextual information. Although some of these data will be confidential due to the sensitivity and potentially statutorily confidential nature of these responses, a research database to be shared with other researchers will be constructed as well. These deliverables, to be updated on a regular basis, will constitute the baseline for subsequent NEPA analyses.

2. Progress during FY 2005.

Researchers have conducted interviews with longline captains, owners, crew, family members, and local fishing supplier businesses. Interviewees provide information about their background, how they came to be involved in the fishery, the nature of their job, what they like most and least about their work, perceptions of the industry, and their community. The interviewees' knowledge regarding fishing regulations and management and their adequacy is explored. Information is also collected on interviewees' social networks, particularly regarding social and community ties to Hawai'i's industry. The

interviews are really oral histories, with the interviewee determining the focus of the conversation. There is no survey form or questionnaire, although we attempt to cover similar content areas with each person. Interviews are conducted by University of Hawaii (RCUH) personnel under a research plan approved by the University's Committee on Human Subjects.

The interviewer was typically accompanied by an appropriate interpreter/community liaison. Even in situations where interpretation was not essential, this person served to make the interviewees more comfortable and to allow expression of some terms in a native language. In many cases multiple conversations with an individual may have occurred before an actual interview was completed, allowing an individual to develop trust with the interviewee and interpreter. Similarly, in many cases an interview was followed up with a series of multiple discussions over time, increasing the accuracy of the responses. The interviewer and interpreters also utilized participant observation as a study method, and over time have been come to be perceived as part of the longline community.

Sampling is opportunistic, although researchers are careful to include representations of the various ethnicities present among the diverse industry participants, as well as any distinct social networks within those ethnic groups. For owners and captains this means samples of Vietnamese-American, Korean-American, and Caucasian industry participants; among crewmen this has ensured adequate crew representation of Filipino and local crew. Vessels are concentrated in three distinct locations within the Port of Honolulu, and researchers also plan to analyze differences across these three locations.

Interviews have been conducted with 234 individuals including vessel owners, captains, and crew from a total of 79 vessels. We estimate that this number reflects roughly 50% of owners and captains present in the Hawaii longline industry; as well as 45% of crew involved in the industry. Although an occasional additional interview may be conducted, data collection for the producer side of the industry is essentially complete. Information from the 234 interviews has been captured in qualitative and quantitative data bases and preliminary analyses are underway.

Preliminary Characterizations

Owners and Captains. In October, 2004 there were approximately 44 Vietnamese-American operated vessels in Hawai'i, owned by an estimated 35 families. Researchers spoke with 28 family members involved with a Hawai'i based longline vessel, including owners, owner/suppliers, ex-owners, captains, and wives), along with 12 Vietnamese crew (or ex-crew). Together, these individuals reflected an estimated 34 vessels. All of the Vietnamese-owned vessels docked at Pier 17, space permitting; however some respondents had relocated to California's swordfishery at the time of their interview. A total of 18 of the 44 vessels had, at some time between 2002-2004, fished for swordfish in California. Of the 28 owner/captains interviewed, 8 individuals worked in California's swordfishery. All have since returned to Hawai'i's longline industry.

In October, 2004 there were 33 Korean operated vessels in Hawaii, owned by roughly 26 families. Researchers spoke with 19 individuals, reflecting an estimated 23 vessels. Virtually all of Korean-owned vessels dock at Kewalo Basin. However, like the Vietnamese owned vessels, they have recently begun to dock at Pier 38 when off-loading fish and preparing to depart.

In October, 2004 there were roughly 35 Caucasian operated vessels owned by an estimated 25 families. Researchers interviewed 17 owners and captains. In addition, there were 3 owners/captains of ‘other’ ethnic affiliations, but who interacted as part of the Caucasian Hawai’i based longline community. When these individuals were added to the Caucasian owner responses, there were a total of 20 owners/captains in this network, reflecting a total of 25 vessels. At the time of interviews, a majority of Caucasian-owned vessels docked at Pier 35-38, with a few vessels docking at Kewalo basin, and even fewer at Pier 17. In late 2004, with the move of the United Fishing Agency’s auction to Pier 38, most of the Caucasians also moved their vessels to Pier 35-38.

Basic demographic characteristics for owners, owner captains, and captains have been analyzed by ethnicity (Table 1). Notable differences included the slightly higher average age of Korean owners and captains, the slightly lower number of years fishing of the Vietnamese owners and captains, the high frequency of Vietnamese owners and captains who did not finish high school, and the marital status of Caucasian owners and captains.

Table 1.	Vietnamese	Korean	Caucasian
Average age	47	53	48
Average # years commercial fishing	19	29	27
From fishing family	81%	56%	41%
Didn’t finish high school	74%	7%	0%
Currently married	86%	68%	33%
Family dependent on longline	71%	58%	50%

Vessel owners also exhibited differences across in job satisfaction, problems faced, and opinions of their own financial situation (Table 2). For example 90% of Caucasian owners reported making a profit in the previous year, while only 14% and 12% of Vietnamese and Korean owners/captains respectively reported such earnings. Similarly, when asked about the types of problems an individual faced, there were different problems noted among different ethnic groups. However the problems associated with manning a vessel and with National Marine Fisheries Service policies, regulations, and enforcement, were reported by all ethnic groups.

Table 2.	Vietnamese	Korean	Caucasian
Reported making profit	15%	12%	90%
Would quit fishing for higher income	31%	53%	19%
Auction monopoly is major problem	46%	67%	27%
Biggest problems facing industry	Swordfish ban, NMFS, Manning vessel	NMFS, Manning vessel, Market	Manning vessel, NMFS

Crew. In October, 2004, there were roughly 112 active vessels in the Hawaii-based fleet. Researchers interviewed 166 crewmen from a total of 64 vessels. In many cases, follow up interviews were conducted with an interviewee who may have transferred to work on a different vessel. Most vessels use 4 working crewmen at sea, however considering the difficulty in obtaining labor it is uncommon for all vessels to be completely manned at any given time. Vessel owners hire local laborers from a very small pool of workers who work a number of vessels on a transitional basis. Because of the difficulty in obtaining local labor, Hawai'i longline vessel owners frequently employ foreign laborers from the Philippines, Indonesia, Republic of Kiribati, and other regions.

In October, 2004 we estimate that there were roughly 250 foreign laborers present in the Hawai'i longline industry, mostly from the Philippines. Researchers interviewed 145 Filipino crew; including 71 Filipino laborers working on Vietnamese operated vessels, 42 working on Korean operated vessels, and 32 working on Caucasian operated vessels.

In addition to foreign laborers, researchers also interviewed 19 local crew or x-crew; reflecting 12 Vietnamese, 5 Caucasian, 1 Micronesian, and 1 other. In early 2004 there was an influx of approximately 50 crewmen from the Republic of Kiribati arriving predominately on Korean operated vessels. However, due to an initially high return rate, only an estimated 20 individuals remained by the end of 2004. These individuals were not interviewed as part of the study. Additionally, there was a large influx of Indonesian crewmen arriving in late 2004. Two of these individuals were interviewed and it is possible that the number of Indonesian crewmen working on Hawai'i longline vessels may increase. Together, all 165 crew (foreign, local and x-crewmen) constituted 82 individuals working on Vietnamese operated vessels, 46 working on Korean operated vessels, and 37 working on Caucasian vessels.

With the dominant source of labor in Hawaii's longline industry being that of foreign crew, analyses were conducted to explore the desirability, characteristics, and satisfaction of these workers. Vessel owners considered Filipino laborers a valuable source of labor because many Filipino workers were experienced fishermen with trade skills; almost all had completed high school and nearly half had attended or completed some form of tertiary education. Additionally, because Filipino crewmen visa status in Hawaii requires that they remain on board the vessel, owners reported savings in repairs, maintenance,

and increased security for the vessel. Similarly, having crew reside on board the vessel provided vessel owners with a reliable and consistent crew. Finally, vessel owners reported that foreign labor may be cheaper than hiring local crew, who have traditionally been paid in shares.

Analyses to date have covered basic information about Filipino crew. Among Filipino crew respondents there was a considerably high level of job satisfaction (Table 3). When asked specifically about problems relating to living conditions, working conditions, and income, a strong majority reported having no such problems. A majority of Filipino crewmen said they would return to the industry for future employment (assuming they were able to do so). However, crewmen were more reluctant to encourage their children to seek employment working as a crewman in Hawaii’s longline industry; only about one-third reported that they would.

Table 3.	
Made reasonable income	79%
Level of job satisfaction is high or very high	67%
Reported no problem with workload	77%
Reported no problem with living conditions	80%
Reported they would get involved again	71%
Reported they would encourage children to get involved	35%

Although job satisfaction was high, a small proportion of Filipino crewmen did mention some issues such as problems with supervisors, immigration restrictions, personal or family problems, and unstable incomes. Other concerns voiced by fewer individuals included problems with the agency with whom their employment is contracted, lack of solidarity among foreign laborers, and ironically, other foreign labor taking their jobs.

3. Plans for the next fiscal year.

We plan to continue analyzing the extensive data and producing a series of management/policy issue reports. Planned report topics include: impacts of the swordfish closure on Vietnamese-American fishermen; attitudes toward and beliefs about industry management and regulations; and issues associated with observers.

We also plan to extend our interviews to shoreside supply businesses and begin interviewing fish distributors. The additional interviews will include an estimated 30-40 individuals in the distribution chain for longline-caught pelagic fish, including representatives of the auction, wholesalers, and retailers.

4. List of papers published in refereed journals during FY 2005.

Allen, Stewart D. and Amy Gough. **2005. Impacts of the Hawaii Swordfish Closure on Vietnamese-American Longline Fishing Community**, Forthcoming in Human Organization.

5. Other papers, technical reports, meeting presentations, etc.

Allen, Stewart & Amy Gough. 2004. A Sociological baseline of the Hawaii longline fishery. PFRP Newsletter (9)2, April - June 2004.

Sociological Baseline of the Hawaii Longline Fishery: 2004 Update. Stewart Allen and Amy Gough. November 30, 2004.

The Trials and Tribulations of Obtaining Crew for the Hawaii Longline Fleet. Stewart Allen and Amy Gough. Presentation at annual meeting of NOAA Fisheries Economists and Social Scientists, New Orleans, LA. October 27, 2005.

Allen, Stewart D. and Amy Gough. 2005. **Yes, They Do Eat the Bait: Ethnic Differences in Fishing Practices and Attitudes Toward Management within the Hawaii Longline Fleet**. Paper accepted for presentation at American Fisheries Society annual conference, Anchorage AK, Sept. 11-15, 2005.

Gough, Amy and Stewart D. Allen. 2005. **Determinants of Job Satisfaction for Filipino Crew in the Hawaii Longline Fleet**. Paper accepted for presentation at American Fisheries Society annual conference, Anchorage AK, Sept. 11-15, 2005.

6. Names of students graduating with MS or Ph.D. degrees during FY 2005. Include title of thesis or dissertation.

N.A.