

Los Angeles, California: *San Pedro and Terminal Island*

Neither San Pedro nor Terminal Island are “census defined places.” That being the case, this profile uses data for the greater surrounding area of Los Angeles. However, data specific to San Pedro or Terminal Island will be used where available.

People and Place

Location

The City of Los Angeles (L.A.) covers 469 square miles of land and 29.2 square miles of water. L.A. is located in Southern California approximately 121 miles north of San Diego and 383 miles south of San Francisco. Los Angeles covers a diverse geographic area; a desert basin surrounded by the San Gabriel Mountains. The geographic coordinates of Los Angeles, California, are: 34°03’08”N, 118°14’34”W.

Demographic Profile

According to the 2000 U.S. Census, the population of Los Angeles was 3,694,820. The population of Los Angeles has increased by at least 200,000 each decade since the 1900 U.S. Census. L.A.’s population “expanded by 4.8% during the 1970s, by more than 17.4% during the 1990s, and by 6% from 1990 to 2000. This latter expansion compares to a 7.4% growth rate for the County...during the same period.”¹

In 2000 the gender structure was evenly divided with slightly more females (50.2%) than males (49.8%). The median age of the population in 2000 was 36.1, which is comparable to the national median of 35.3 for the same year. According to the same data, 45.7% of the population was between the ages of 25 and 54, while 22.7% of the population was between the ages of zero and 14. For the population 18 years and over, 66.1% had a high school education or higher, a figure slightly less than the national average of 79.7%. In addition, 22.9% earned a bachelor’s degree or higher, and 7.8% had earned graduate or professional degrees. The highest level of educational attainment was a high school diploma or equivalency for 18.2% of the population.

The 2000 U.S. Census shows that the racial composition was predominantly White (46.9%), followed by Black or African American (11.2%), Asian (10.0%), American Indian and Native Alaskan (0.8%), and Native Hawaiian and Other Pacific Islander (0.2%). Overall, 25.7% classified themselves as belonging to some other race and 5.2% identified themselves with two or more races. A total of 46.5% identified themselves as Hispanic or Latino. Approximately 40.9% of Los Angeles’ population was foreign-born.

History

The Chumash are one of the earliest peoples to inhabit the greater Los Angeles area. They first settled there sometime between 5000 and 2000 B.P.^{2,3} They relied heavily 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 it is estimated there were 300,000 Native Americans in California. This number was drastically reduced as European diseases killed off approximately two-thirds of the native population during the colonial era.⁴ Today the Gabrieleno/Tongva Tribe is headquartered within the Los Angeles Metropolitan Area in San Gabriel. They have sought federal recognition since 1994 and may obtain federally recognized fishing rights as their 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 be the Los Angeles area.^{5,6}

Development of the L.A. area started under Spanish rule in the late 1700s. San Pedro, a coastal community located at the entrance to L.A.'s harbor, has been the heart of L.A.'s port area since this time. Although the Spanish restricted all trade to two ships per year, the community of San Pedro grew as a result of cargo smuggling. Under Mexican rule San Pedro grew even more dramatically. As the Spanish's trade restrictions were lifted settlers were drawn to the area and commerce in San Pedro began to increase.⁷

In 1818, American Joseph Chapman was shipwrecked in San Pedro and became the first English-speaking person to settle in L.A.⁸ In 1820, the City of Los Angeles reached a population of 650 people and Los Angeles County grew to 3614 people. By mid-century the Mexican-America War had ended and California was ceded to the United States. By 1870, Caucasian residents outnumbered Latinos and American Indians for the first time

In the latter part of the 19th Century, the relationship between San Pedro and L.A. was strengthened as they were connected by rail to one another and to the East Coast.⁹ By the end of the decade, 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 deep-water port for L.A.¹⁰ Although San Pedro had been an active port for over 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 L.A. area. The Owens Valley Water Project was completed amongst much debate. The projection's completion earmarked water once used for agriculture for urban purposes. The first Japanese settlers arrived in L.A. to fish and started the seafood canning industry. San Pedro, along with the surrounding communities of Wilmington and Harbor City, was annexed by the City of L.A. In 1914 heavy flooding caused extensive damage (\$10 million) to L.A. and its harbor. Los Angeles's population reached one million by 1924. By 1940, Los Angeles became the largest commercial fishing port in the nation.

By 1985 the port was handling one million containers per year. In 1986 the port of L.A. opened the inter-modal container transfer 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 L.A. surged ahead of the Port of New York as the nation's busiest seaport. In 1997 the 47-acre terminal island transfer facility was completed allowing the direct transfer of containers from ships to trains.¹²

The significance of the Port of Los Angeles to the City of L.A. and the region cannot be understated. Port activities are responsible for creating 259,000 jobs in Southern California. The Port of L.A. and the Port of Long Beach handle 25% of the cargo coming into the United State'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 eighth busiest in the world.¹³

Infrastructure

Current Economy

Six employers are listed by the California Economic Development Department as "Major Employers" for the City of Los Angeles. They are: Northrop Grumman Corp. (Aircraft & Parts),

Ralph's Grocery Co. (Grocery Stores), Southern California Edison (Electric Services), Times Mirror Co. (Newspapers), and the University of California - Los Angeles and University of Southern California.¹⁴ According to the 2000 U.S. Census, 54.6% of the potential labor force was employed. There was a 9.3% unemployment rate (calculated by dividing the unemployed population by the labor force), more than 60% higher than the national unemployment rate (5.7%) for the same time period. Approximately 39.8% of the population 16 years and over was not in the labor force. The "Armed Forces" accounted for only 0.1% of the labor force. Only 0.2% of the employed civilian population over the age of 16 was involved in "Agriculture, forestry, fishing, and hunting" according to the 2000 U.S. Census. The local, state, or federal government employed a total of the 10.6% of the employed civilian population in 2000; however only 0.6% of government workers are listed under the category of "Agriculture, forestry, fishing and hunting."

The per capita income for Los Angeles in 1999 was \$20,671 while the median household income was \$36,687. In 1999 a total of 22.1% of the population was below poverty level. In 2000, 80.7% of the population lived in family households. In the same year, there were 1,337,706 housing units in Los Angeles, 95.3% of which were occupied, 4.7% were vacant. Of the occupied housing units, 38.6% were owner occupied and 61.4% were renter occupied. Almost half (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 on 4 April 1850. It is a Charter City that operates under a Council-City Manager form of government.¹⁵ Los Angeles has a 15-member City Council and Mayor; all are elected officials.¹⁶ Los Angeles has an 8.25% sales and use tax rate. Los Angeles County uses a 12.0% Transient Lodging tax rate, which earned \$10,202,899 in revenue for the 2000-2001 fiscal year.¹⁷

California state law assesses commercial vessels, charter boats, and oceanographic research vessels at 4% of their full cash value.¹⁸ Vessels registered in California with either the Department of Motor Vehicles or the U.S. Coast Guard (USCG) are assessed property taxes by the county tax collector where it is moored.¹⁹ Some commercial vessels are also subject to a Ballast Water Management Fee of about \$500 per voyage.²⁰ California levies a fuel tax of \$0.18 per gallon, a portion of which goes toward marine safety and education programs and boating facility administration and development.²¹

The State of California levies landing taxes that must be 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 of fish.²² The California Department of Agriculture also 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 these specific fisheries.²³

There is a California Department of Fish and Game Marine Region Field Office located approximately 25 miles away in Los Alamitos. The National Oceanic and Atmospheric Administration's (NOAA) Southwest Regional office is located in Long Beach. Eight Coast Guard vessels are stationed at the U.S. Coast Guard 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 Fisheries Management Council

meetings. There is a U.S. Citizenship and Immigration Services District Office located in Los Angeles.

Facilities

The City of Los Angeles is accessible by land, sea, and air. Freeways 5, 10, and 110 contribute to the 527 freeway miles in the city. Seventeen Amtrak trains service L.A.'s Union Station making it the 8th 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 service the Los Angeles area.²⁴

The Port of Los Angeles is located approximately 20 miles south of downtown L.A. in San Pedro Bay. The Port complex stretches along 43 miles of waterfront and occupies 7500 acres, 3300 of which are water.²⁵ The Port is a department of the City of Los Angeles and is under the direction of a mayor appointed, 5-member Board of Harbor Commissioners.²⁶ The Port has 29 state-of-the-art cargo facilities and five intermodal railyards.²⁷ The Port also offers a number of recreational activities. The 1100 pleasure craft-slip Cabrillo Marina is located within the Port. Also associated with the Port complex is Cabrillo Beach - a popular swimming beach, three museums, the Cabrillo Marine Aquarium, and the S.S. Lane Victory – a national historic landmark. There are also a number of harbor cruise and whalewatching tours offered.²⁸ The Port of Los Angeles' World Cruise Center is the primary cruise passenger complex on the West Coast, with the ability to handle the world's largest cruise ships.²⁹ In 1997 the 47-acre terminal island transfer facility was completed allowing the direct transfer of containers from ships to trains.³⁰

San Pedro, California

People and Place

Location

The community of San Pedro lies on California's southern coast and is within the city limits of Los Angeles (L.A.). 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 total population was 76,028. The community's population grew by 6% or 4058 persons from its 1990 level of 71,970. In 2000 there were 37,112 males who comprised 49% of the population, while females comprised 51% of the population and numbered 38,917. Over one third or roughly 35% of San Pedro's population lied between 35 and 59 years of age. About 75% of those eighteen and over earned the equivalent of a high school diploma or higher, while 22% earned at least a bachelor's degree, and 7% earned a post graduate degree or certificate. Approximately 78.4% of all San Pedro's resident's lived in family housing in the year 2000. According to the 2000 U.S. Census San Pedro's population was 45% White (non-Hispanic), 41% Hispanic or Latino, 6% Black or African American (non-Hispanic), 5% Asian, 3% mixed race, 0.4% Native American, 0.3% Pacific Islander, 0.2% other race, and 24% of the population was foreign-born. Approximately 58% of all persons five years of age or older lived in households that spoke only English, while 27% of those five years of age or older lived in households that spoke Spanish, and roughly 10% of those five years of age or older spoke some other Indo-European language.

History

In 1851 Phineas Banning constructed a small wharf and warehouse in San Pedro, which was destroyed only seven years later. However, his wharf was a sign of things to come. Over the next century the Port of San Pedro and its progeny the Port of Los Angeles would accommodate commerce, fishing, and military activities.

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 trades had blossomed. In 1907 the Port of San Pedro became part of the newly created Port of Los Angeles.^{31,32}

Prior to World War I the first submarine base on the Pacific West Coast was constructed in San Pedro. Commerce declined sharply during the Great Depression. With the onset of World War II the Port of Los Angeles began to thrive again as a shipping center for military equipment. The port also served as a submarine base during this time. Although the fishing industry's contribution to port activities has declined since the 1950s and 1960s, the Port of Los Angeles currently ranks as the 7th busiest container port in the world.

California's commercial fishing industry was spurred on during the 1800s by Asian immigrants and then by European immigrants after the turn of the century. The Chinese began gathering and diving for abalone on Southern California's coast around 1850. They were almost too successful as California's coastal counties banned the harvesting of abalone at depths less than 20 feet around the turn of the century due to their over-exploitation. The Chinese abalone industry was effectively shut down as they lacked the technology to dive deeper. Japanese divers

who were the first to use compressed air and enclosed helmets quickly filled their niche. As a result the Japanese could dive in deeper waters and were quite successful. They originally focused on White Point just northwest of San Pedro's coast, within several years they set up a camp on Terminal Island. This eventually became a major settlement for Japanese fishers. The economic significance of San Pedro's fishing industry was evident then (1800s) as abalone meat was exported to markets in Asia and abalone shells were sent to Europe.³³

Not only was abalone a popular catch in the late 1800s, so were sardines. One of the earliest sardine fisheries developed in San Pedro. The first sardine processing plant was established in San Pedro in 1893 by Chinese fishers. By 1907 about 150 Japanese were fishing out of Terminal Island and processing sardines, mackerel, and abalone at their settlement. Commercial fishers from the area traveled as far south as Peru for sardines.³⁴

Approximately, 10 to 15 years after the Japanese arrived (ca. 1910) various groups of European immigrants with rich fishing histories in their native land came to San Pedro. These fishers came from places such as Scandinavia, Italy, Yugoslavia, and Austria. Each group brought the tricks of the trade from their homeland with them. As time would tell they would be very effective in their new homeland. San Pedro and Southern California in general would be home to a variety of fishers: gillnetters, divers, purse seiners, longliners, bait fishers, and lampara fishers. These fishers thrived for decades due to their versatility, when target populations declined San Pedro's fishers would harvest another species.

The town of San Pedro was built on monies brought into the community by the fishing and long shoring industries. The shops and markets of San Pedro were directly supported by the purchases of local fishers. "In 1935, following the depression, 6000 people were directly employed in the fishing industry. Its payroll was the largest in San Pedro, approximately three-quarters of a million dollars per month."³⁵ The families of San Pedro not only worked as fishers but also as canners and processors. These businesses employed men and women. Quite often whole families would be employed in the fishing industry as packers, canners, crewmembers, and captains. As one Los Angeles Times article notes, "[a]t its height, ...[L.A.] harbor had 18 canneries and provided jobs for 17,000 people who processed the catches of 2000 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."³⁶

The community was comprised of various enclaves each catering to the tastes of their people. These immigrant groups were not unlike others the world over, developing economic alliances with those who shared a common mother language and customs. As a result Italians fished and docked their boats in specific areas, as did those from Yugoslavia, and elsewhere.

The fishing industry has waxed and waned as landings of abalone, sardines, tuna, and squid have all risen and fallen. Wetfish species including mackerel, market squid, sardines, and anchovies have been a major focus of Southern California's fisheries in recent years.³⁷ These species are referred to as wetfish, because they are packaged while still wet. These fish are typically caught with purse seine nets. While San Pedro has been home to all different gear types, the purse seine fishers were historically present in large numbers. Estimates of the size of San Pedro's purse seine fleet range as high as 140-200 vessels during the 1930s, 1940s, and 1950s. Persons of Yugoslavian and Italian descent comprised a large contingent of the fishers in this fleet.^{38,39}

In the last four decades a variety of interrelated, ecological, regulatory, and economic changes have occurred. These changes have had drastic impacts on San Pedro's fishing industry, resulting in an enormous loss of jobs and a disruption of the community's socioeconomic fabric.

Concern with overfishing was spawned by the decline of various species and a newly heightened awareness of the earth's environmental fragility in the 1970s. The tightening of governmental regulations limited access to fisheries by increasing the licensing and outfitting apparatus necessary to fish and by closing degraded fisheries. As a result many fishers catch less and pay more toward overhead (licenses, equipment). Many believe that this change placed Southern Californian fishers at an economic disadvantage to their competitors overseas, in places such as Asia and Latin America. The fishing industries of Latin America and Asia can deliver fish at cheaper costs as their overhead for labor is generally cheaper and they often face a less constricting regulatory system. These economic trends manifested when San Pedro's canneries began to close and relocate overseas in the 1970s.⁴⁰

Cannery closures hurt San Pedro's fishing community, as hundreds of people working in the canneries and ancillary industries lost jobs they had held for decades, and fishers found a reduced local market for their goods (reducing their bargaining power and the local demand for their fish). This scenario ultimately reduced the number of fishers as many were no longer able to make a living.⁴¹

A site visit by a National Oceanic and Atmospheric Administration (NOAA) team member in the summer of 2004 revealed that the number of commercial fishers in San Pedro has declined significantly since the 1960s. Seiners and gillnetters comprise the largest contingent of fishers, while longliners have been reduced to a handful as recent regulations have severely constrained their profitable operation in the San Pedro area. There are also a few remaining fishers who harvest groundfish, salmon, lobster, crab, and king-prawn although regulatory measures (particularly protected areas) and rising overhead costs (licensing, bait, tackle) have severely constrained their ability to make a profit. The areas once robust diving fleet has dwindled to a couple regularly active boats, who – when allowed – harvest sea cucumbers and sea urchins.

While the area's commercial fishers have increasingly struggled over the last 40 years, the region's sportfishers have thrived. Southern California is home to hundreds of sportfishing businesses. As might be expected in a competitive industry such as fishing, some of San Pedro's commercial fishers expressed resentment for their sportfishing counterparts during the aforementioned site visit. These fishers asserted that sportfishers are favored by state and federal policy-makers over commercial fishers due to the larger amount (vs. commercial monies) of overhead monies sportfishers give annually to the government (taxes, permits). They asserted that the government's bias was actualized in the current regulatory system, which tended to constrain their (commercial fishers) activities more than those of sportfishers.

The decline of San Pedro's commercial fishing industry is also evident in the number of wetfishing vessels that call San Pedro home. A count of vessels taken during the aforementioned site visit placed the size of San Pedro's wetfishing fleet between 30 to 35 vessels, all of which are not regularly active. In the last decade San Pedro's purse seine fleet has met increasing competition from out-of-state vessels (e.g., Washington, Oregon). As a result the total number of vessels fishing for wetfish in Southern California has increased, raising concerns about overfishing, both biologically and economically.^{42,43,44}

The historic and economic significance of San Pedro's purse seine fleet cannot be understated. A recent study of 21 vessels conducted by scientists at the University of Southern California's Wrigley Institute for Environmental Study revealed that these boats were generally owned by the same persons for long periods of time (sometimes passed down), captained by second generation fishers, and that the local wetfishing industry was very much a familial

enterprise. It is feared that the competition generated by out-of-state fishers, a burdensome regulatory system (e.g., closures, limited entries, protected areas), and a related rise in overhead costs may ultimately result in the disintegration of San Pedro's purse seine fleet. As this fleet has a rich history in the community of San Pedro such a loss would be culturally and economically devastating to the community. The fleet generated over \$11 million in gross revenues in 2000 and much of this money stayed in the local area.⁴⁵

As the regulatory and economic landscape of Southern California's fishing industry has changed in recent decades so has the composition of the labor force associated with the fishing industry (laborers, captains, crewpersons, off-loaders, processors, etc.). During the aforementioned site visit it was evident that many of the European immigrants and their descendents who labored for decades as crewmen, off-loaders, processors, drivers, and packers have left the industry for more stable sources of income. Those who have stayed are often part of management as owners, captains, and managers. New immigrants from Latin America (particularly Mexico) and Asia have filled the vacant labor positions. These jobs, while considered low paying, unstable, and grueling to 2nd and 3rd generation Americans, are viewed favorably by this new generation. Some of these individuals work directly for the fishing industry, while others are long-term day laborers hired from a labor service. These individuals hold on to their jobs from anywhere between several months to years (particularly the more skilled workers). Their labor is recognized as being invaluable by local managers and owners. These laborers, both male and female, are often in their 20s, 30s and 40s, and support families with their paychecks.

An increasing degree of foreign ownership in the processing industry has garnered the attention of San Pedro's fishers. As several of San Pedro's remaining processing operations have fallen under foreign ownership. Local fishers communicated their concern about the increasing degree of foreign ownership in the processing industry. They fear that foreign ownership may result in "rock bottom" returns to the local community (i.e., reduced wages and payments for landings) further jeopardizing the livelihood of local fishers and laborers in ancillary industries.

On a final note, some of San Pedro's wetfishers and industry leaders offered a few suggestions for improving the current regulatory system. They called for greater representation of the fishing industry's concerns in the policy realm, particularly with regard to closures, permits, and protected areas. Fishers also expressed a desire for more transparency in the research and policy process. This concern stems from their desire to know how decisions are made, and their general distrust of the government. In addition, they called for a professionalizing (i.e., paid force, increase in reliability and participation) of the governing boards or committees (federal and especially state) that oversee fisheries.

Infrastructure

Current Economy

According to the 2000 U.S. Census in 1999, 17% of San Pedro's population was living below the poverty level; in comparison, 12.4% of the U.S.'s total population lived below the poverty level during the same time.⁴⁶ There were 30,745 housing units in 2000, and 94% of these were occupied, while 5.6% of these were vacant. About 43% of the occupied housing units were owner occupied, and 57% of the occupied units were renter occupied.

Governance

San Pedro is located within LA's 15th City Council district which also encompasses the Harbor-Gateway, an approximately 16 mile strip running from central L.A. 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 Los Angeles's 15-member City Council. The City of L.A. is under mayoral governance. It is a charter city and was incorporated in 1850.⁴⁷ Charter cities differ from general law cities, as charter cities 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.

In 1999 the City of L.A. authorized neighborhood councils. These councils have been involved with neighborhood improvement projects, and have brought local opinions on city issues to the fore.⁴⁸ 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 voice their concerns about harbor issues to the Port of Los Angeles Community Advisory Committee. The committee was established in 2001 and is comprised of members of the Los Angeles Board of Harbor Commissioners. The committee assesses port development issues in order to assure compliance with state and federal law and to foster development that is beneficial to nearby communities – e.g., Wilmington, San Pedro, Harbor City.⁴⁹

The nearest enforcement office for the National Marine Fisheries Service and the nearest California Fish and Game Office are located approximately 7 miles away in Long Beach, California. A U.S. Coast Guard Station is located in the Port of Los Angeles several miles away from the community, however there is a U.S. Coast Guard Maritime Safety and Security Team located in San Pedro. The nearest U.S. Citizenship and Immigration Office is located 16 miles away in Los Angeles, and the nearest Pacific Fisheries Management Council meeting takes place 120 miles to the south in San Diego.

Facilities

The Los Angeles International Airport is approximately 24 miles from San Pedro. The community houses 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 1 kindergarten through second grade school. San Pedro has seven hotels and one hostel. The community also houses one hospital, the Little Company of Mary Hospital, and is serviced by two police forces the L.A. Police Department and the L.A. County Sheriff's Department. Utilities are provided by L.A. Water and Power, the Southern California Edison Company, and the Southern California Gas Company. For harbor statistics see the facilities section in the Los Angeles Community Profile.

Involvement in West Coast Fisheries

Commercial Fishing

In the year 2000, a total of 234 vessels delivered landings to San Pedro, all of them 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 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 (1025 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 the region's fisheries in 2000, 50 of these vessels participated in the Federally Managed Groundfish fishery. According to recorded data the number of vessels owned by residents of San Pedro that participated in each said 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),⁵⁰

A total of 221 community members held registered state permits in 2000. Recorded data indicates that the number of residents holding state permits in each said 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).⁵¹

In 2000, at least 398 state permits were registered to San Pedro residents. Recorded data indicates that the number of state permits held by community members in each said 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).⁵²

According to the available data, at least one commercial fish processing plant operated in the community of San Pedro during 2000. In a recent site visit to San Pedro during the summer of 2004 a NOAA team member observed 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).

Sportfishing

In 2002 and 2003, a total of 10 Commercial Passenger Fishing Vessels were licensed in San Pedro. The community of San Pedro belongs to the Seal Beach, Long Beach, San Pedro port complex, which received a total of 883,806 commercial passenger fishing vessel landings in 2000, made by a total of 148,977 anglers. The top five species landed, in descending order, were barred sand bass, California barracuda, kelp bass, unspecified flatfishes, and unspecified rockfishes.

Subsistence

Local tribal and nontribal community members might be engaged in subsistence fishing in the San Pedro area. However, specific information on subsistence fishing in San Pedro 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" to refer to fishermen that do not earn revenue from their catch but rather fish for pleasure and/or to provide food for personal consumption. Therefore information on subsistence fishing in California is captured, to some degree, within the above sportfishing data.

Involvement in North Pacific Fisheries

Commercial Fishing

While there were no landings in San Pedro from vessels fishing in the North Pacific's fisheries during 2000, community members owned 13 vessels that fished in the region that year. Community members 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).

Twenty-nine community members participated as crewmembers aboard vessels involved in North Pacific fisheries in 2000. Three community members held permits for the federally managed groundfish fishery, while eleven community members held registered Alaskan state permits.

Residents of San Pedro held 1 groundfish License Limitation Program (LLP) permit, 2 BSAI groundfish Commercial Fisheries Entry Commission (CFEC) permits, 1 halibut CFEC permit, and 10 salmon CFEC permits. In 2000, a total of 14 North Pacific (federal and state) permits were registered to people residing in San Pedro. Community members 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.

Terminal Island, California

People and Place

Location

Terminal Island, an artificial island located in Los Angeles County, California, is situated between Los Angeles Harbor and Long Beach Harbor. The Island hosts canneries, shipyards, a U.S. Navy base and a federal prison.⁵³ The geographic coordinates of Terminal Island, California, are 33°45'39"N, 118°14'90"W. Terminal Island is approximately 26 miles from downtown L.A.. The area known as Terminal Island, including all port facilities, covers 2.96 square miles of land and 5.23 square miles of water.

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.⁵⁴

In 2000, the population of Terminal Island was 1434 with a population density of 438.8 persons per square mile. Only 5.2% of the population was under the age of 18 and 4.0% were over the age of 64. According to the same data, 62.5% of the population was between the ages of 22 and 44. Of the population 25 years and over, 37% had no high school diploma or equivalency, 26% were high school graduates (includes equivalency), and 24% had some college with no degree. The racial composition was predominantly White (45.9%), followed by Black or African American (23.9%), Asian (2.8%), American Indian and Alaskan native (1.4%), and Native Hawaiian and Other Pacific Islander (0.8%). Overall, 21.1% classified themselves as belonging to some other race and 4.1% of the population identified themselves with two or more races. A total of 37.9% identified themselves as Hispanic or Latino.

History

Terminal Island was originally named "Isla Raza de Buena Gente" (Island of the Race of Good People), then became known as Rattlesnake Island.⁵⁵ In 1909, Terminal Island had several hundred Japanese inhabitants. In 1911 the 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. Women and children joined the primarily male population on the Island and in 1918 a school was established. The women worked in the canneries, and by 1929 it was reported that Terminal Island had approximately 900 Japanese fishermen who caught fish for the canneries. By 1942 the Japanese community on Terminal Island had a population of approximately 3500. In the years before WWII, Terminal Island was known as a "typical Japanese fishing village."⁵⁶ Six fish canneries were located on the Island, each with its own employee housing.

Due to its proximity to the U.S. Navy Base at San Pedro (just across the harbor) the Island was designated as a "strategic area" in late January 1942. In February of that year, residents of Terminal Island became the first Japanese to be evicted from their homes, most of who would end up in the Manzanar internment camp.⁵⁷

Terminal Island was once a world fishery center complete with 16 canneries that processed a variety of fish including tuna, salmon, and herring. Fish Harbor, on Terminal Island, was home to numerous processing plants, canneries, and commercial boats.⁵⁸ As of 2000,

Terminal Island housed Fish Harbor and its 1200 fishing vessels, shipyards, canneries, a navy seaplane base, a meteorological station and a Federal prison.⁵⁹

Infrastructure

Current Economy

The 2000 U.S. Census does not calculate statistics for communities within incorporated cities. The following is the available economic information provided by The Los Angeles Almanac and is based upon 2000 U.S. Census data.

The major employer on Terminal Island is the Port of Los Angeles. Terminal Island's per capita income in 1999 was \$7,639 while the median household income was \$31,500. There were 253 housing units on Terminal Island according to the 2000 U.S. Census.

Governance

Terminal Island is a community within the incorporated city of Los Angeles. See the Governance section of the Los Angeles profile above.

Facilities

Terminal Island is an 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

Commercial Fishing

In 2000 landings were delivered to Terminal Island by 258 commercially registered vessels. In the same year, landings in Terminal Island 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 (40,646.9 t/\$7,155,735/46), crab (0.5 t/\$1511/18), groundfish (34.4 t/\$153,384/56), highly migratory species (3778.1 t/\$8,357,035/82), salmon (confidential/confidential/), shrimp (20.4 t/\$178,343/18), and other species (1980.4 t/\$4,619,355/205).

There were only two commercial vessels owned by Terminal Island residents in 2000, one of which participated in the Federally Managed Groundfish fishery. According to recorded data the number of vessels owned by Terminal Island 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).⁶⁰

Recorded data indicates that in 2000 the number of Terminal Island residents holding permits in each said fishery by state (WA/OR/CA) was: highly migratory species (NA/0/0), shellfish (0/0/NA), and other species (0/0/1).⁶¹

According to available data, there were at least three commercial fishing permits, all state registered, held by Terminal Island residents in 2000. Recorded data indicates that the number of state permits held by Terminal Island residents in each said fishery by state (WA/OR/CA) was: highly migratory species (NA/0/0), shellfish (0/0/NA), and other species (0/0/3).⁶²

In 2001, both Chicken of the Sea International and Heinz Pet Food closed their decades-old fish canneries on Terminal Island. They were the last full canneries on the Island.⁶³ Although there are no processors on Terminal Island, a site visit by a NOAA team member in 2004 determined that there are three wetfish operations at Fish Harbor. These operations unload commercial fishing vessels and ice the product for its transport to nearby seafood processors. In

addition, a research laboratory and distribution center of Hienz Pet Food Products remains in operation at Fish Harbor on Terminal Island. The same site visit found an estimated 40-50 commercial fishing vessels moored on Terminal Island. Roughly one-third were involved in the seine fishery, one-third were involved in gillnet fisheries, and the remaining one-third consisted of longliners and commercial sea cucumber divers.

Sportfishing

During a site visit by a NOAA team member in September 2004, it was noted that many sportfishing and pleasure craft are moored in Fish Harbor at Terminal Island, but there are no charter businesses located on the island.

In 2000 Los Angeles County residents purchased: 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 a total of 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 might be engaged in subsistence fishing in the Terminal Island area. However, specific information on subsistence fishing in Terminal Island 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” to refer to fishermen that do not earn revenue from their catch but rather fish for pleasure and/or to provide food for personal consumption. Therefore information on subsistence fishing in California is captured, to some degree, within the above sportfishing data.

Involvement in North Pacific Fisheries

According to available data, Terminal Island had no involvement in North Pacific fisheries in 2000.

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