

A Socio-Cultural Exploration of Filipino Crew in the Hawaii Longline Fleet

Stewart Allen

Amy Gough

Pacific Islands Fisheries Science Center

June 2, 2005.



Outline of Presentation

- Description of longline fleet
- Study objectives and methods
- Filipino crew
 - Logistics
 - Characteristics
 - Role in industry
 - Job satisfaction/issues
- What's next



Longline Fleet

- Limited entry capped at 164 permits
- Tuna, swordfish, mixed trips until swordfish ban in 2000; model fishery opens in 2004
- Lands vast majority of commercial fish landed in Hawaii
- One primary wholesaler

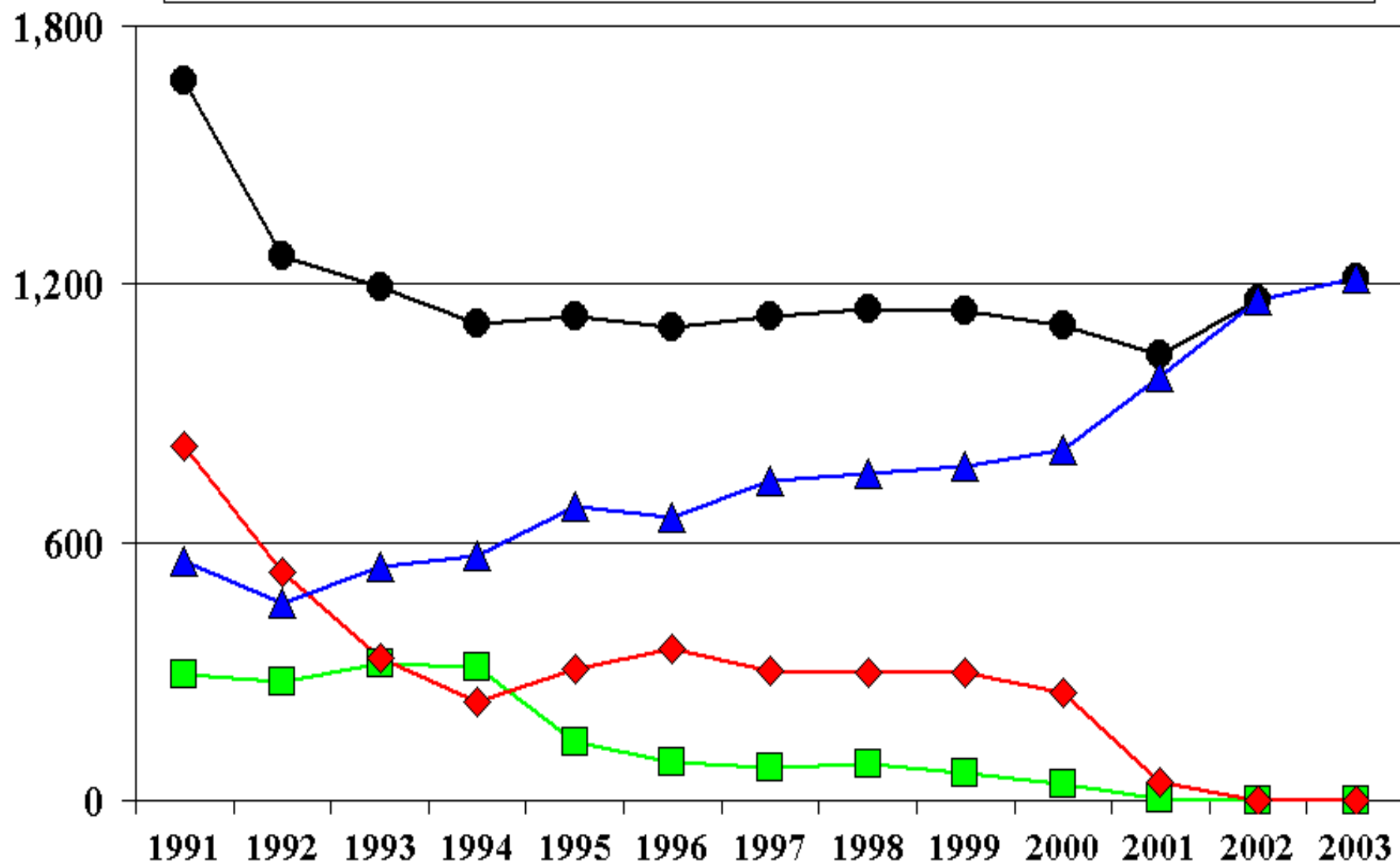


Longline Fleet 2003

- 110 active vessels
- 1,216 trips
- 14,560 sets, 29 million hooks
- 100k bigeye; 70k other tuna; 49k billfish; 2k sharks, 131k other
- 3.6 bigeye caught per 1,000 hooks

Number of trips by the Hawaii-based longline fishery, 1991-2003.

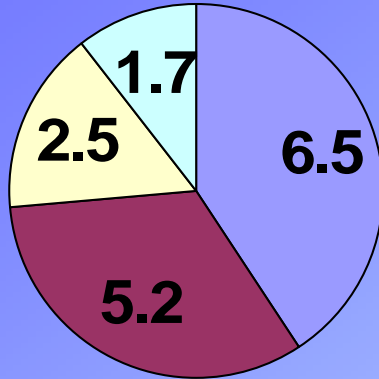
● Total ■ Swordfish trips ◆ Mixed trips ▲ Tuna trips



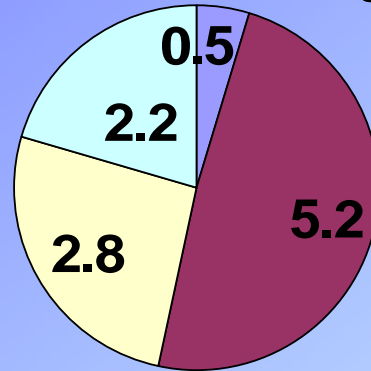
Hawaii's Longline Industry

Composition of Catch (million lbs)

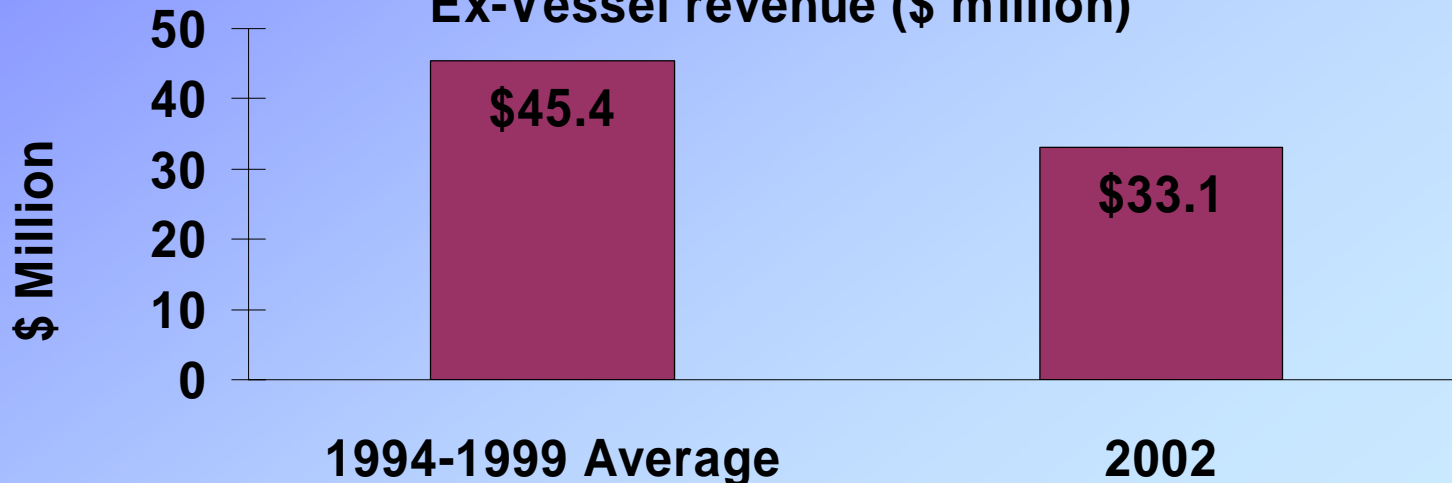
1994 - 1999 Average



2002 Average



Ex-Vessel revenue (\$ million)



Study Objectives

- Compile a comprehensive social profile of the longline fishing industry of Hawaii
- Provide social and cultural information to decision-makers on regulatory impacts and implementation strategies



Methods

- Semi-structured interviews conducted in small groups or individually
- Owners, captains, crew
- Quota sampling based on role in industry, pier, ethnicity
- Interviewer and interpreter-community liaison are participant observers



Interview Schedule

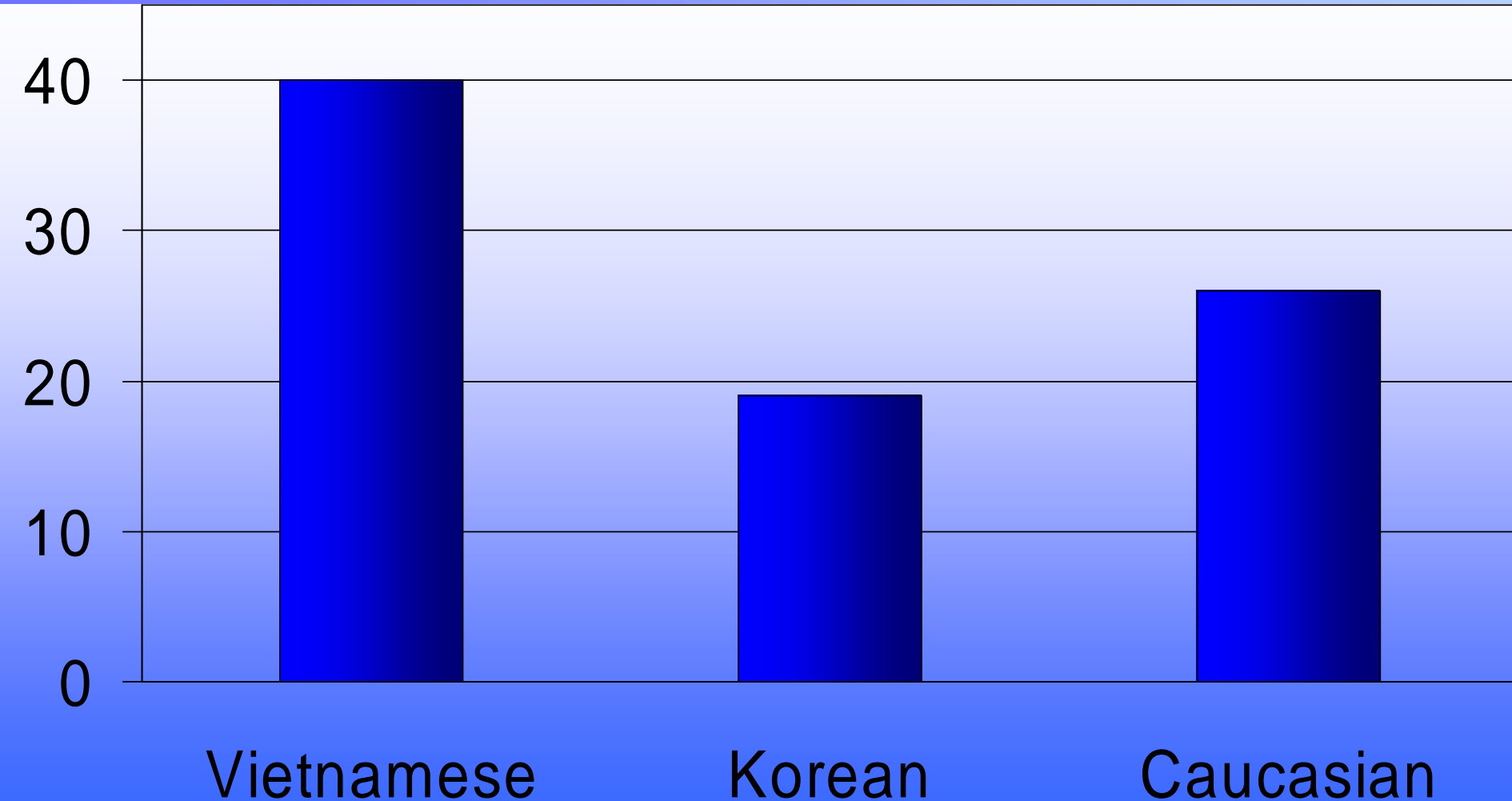
- History and background; how they came to be involved with the Hawaii longline industry
- Current position in the longline industry, job satisfaction, what they like most and least
- Obstacles faced, responses and impacts; future plans for longline involvement
- Behavior and perceptions regarding fishing regulations
- Level, source, perceptions of information about fishing regs. and management
- Ethnicity, education and training, household composition, proportion of income from fishing, social networks

Overview of Results

- 234 in-depth interviews representing 79 vessels
- Estimated 50% of owners and captains, over 50% of crew populations
- Data bases developed and all data entered



Ethnicity of Interviewees: Owners, Captains, Local Crew



Owner Ratings of Crew Issues

- Obtaining desirable/preferred crew is one of top three problems facing industry
 - (Other two: swordfish ban; mgmt/regs)
- Obtaining desirable/preferred crew:
 - Not at all a problem: 5%
 - Somewhat of a problem: 20%
 - Very much a problem: 75%

Filipino Crew Logistics

- HI vessels began hiring in the late 1990s
- 4 manning agencies provide crew on 1-year contracts (extendable) using C1/D visas
- Immigration visits new arrivals and spot checks; prohibits direct entry to HI



Crew Transfer Intricacies

- One vessel picks up crew for several
- Transfer to vessels takes place at sea (outside EEZ)
- Variety of arrangements among owners
- Delays are typical



Crew Paths to Honolulu

- Early 2003:
Philippines –
Honolulu
- Late 2003:
Philippines – Los
Angeles – Honolulu;
virtually no new
entries



Current Paths

- 2004: Philippines – Guam – 7 island stops – Honolulu – Kiribati – vessel to Honolulu;
- 2004: Philippines – Los Angeles – Mexico City – Tijuana – Ensenada – vessel
- 2005: Philippines – New Zealand – Sydney – Western Samoa -American Samoa - vessel

Costs to Owner

- Agency fee per crewman (\$700 - \$1400)
- Monthly salary of \$400+
- Catch bonus/ton; \$60 paroles; fines; transportation within airport; medical care...
- Transportation to and from Honolulu; often indirect pick-up costs added



Advantages of Filipino Crew

- Experienced fishermen with trade skills
- Savings in repairs and maintenance
- Increased security for docked vessel
- Reliability and consistency
- May be cheaper than paying shares



Filipino Crew Characteristics Compared to Owners/Captains

	Filipino	Korean	Caucasian	Vietnamese
Average age	37	52	48	47
Average # years commercial fishing	11	28	27	19
From fishing family	49%	56%	40%	81%
Didn't finish high school	8%	7%	0%	71%
Currently married	77%	68%	33%	86%
Family dependent on longline	63%	63%	47%	71%

Diversity of Ethnicity/Birthplace

	North	Central	South	Capital Region
Birthplace in Philippines	15%	49%	16%	18%

	Southern Tagalog	Visayan	Ilocano	Tagalog	Ilongo
Ethnicity	15%	15%	12%	10%	10%

Biggest Problem Faced

None	25%
Problems with Supervisor	19%
Immigration Issue	18%
Personal/Family Problem	8%
Unstable Income	8%

- Additional problems reported include:
 - Problems with the agency
 - Lack of solidarity/voice
 - Other foreign labor taking jobs

Perceptions of Fishery Management

	Not A Problem	Somewhat of a Problem	Very Much a Problem	Not Aware
Regulations	50%	14%	1%	35%
Finding Fish	73%	25%	2%	n/a
Swordfish Closure Issues	24%	8%	1%	67%



Perceptions of Observers

- 57% said have no problems with observers
- 28% said they have moderate problems with observers
- 2% said they have major problems with observers
- 13% said they *prefer* trips with observers

Explanations of Perceptions of Observers

- Many became friends with observers during the trip; relieved monotony
- Were able to separate person from role
- Captains treated crew better
- Some issues with slowing work effort and lower potential for making additional money

Basic Trends in Satisfaction

Made reasonable income	79%
Level of job satisfaction is high or very high	67%
Reported no problem with workload	77%
<ul style="list-style-type: none"> 80% of PI crew working on Vietnamese owned vessels Reported no problem with living conditions	80%
<ul style="list-style-type: none"> 40% of PI crew working on Korean owned vessels Reported they would get involved again	71%
<ul style="list-style-type: none"> 61% of PI crew working on Caucasian owned vessels Reported they would encourage children to get involved	35%



Other Foreign Crew

- Micronesian crew
 - Decreasing proportion
 - Frequently shift vessels
- Shift to hiring Kiribati early 2004
 - 50-some crew, mostly on Korean vessels
 - 1 Filipino or Micronesian teaches through 1 Kiribati
 - Initial high return rate
- Influx of Indonesian crew in late 2004
 - Approximately 40 crew
 - No training needed
 - Moderate return rate



Next Phase

- Continue qualitative and quantitative analyses and develop report series by topic
- Continue interviews with shoreside support businesses
- Begin interviews with fish distributors



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Any Questions?