

**Terminal Island Land Use Plan:  
Commercial Fisheries Sector**

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## **Terminal Island Land Use Plan – Commercial Fisheries Sector**

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## **Summary**

This report is an assessment of perceptions of Fish Harbor on Terminal Island by the commercial fishing tenants. Terminal Island has a long history of commercial fishing, and is still an important region of the Port of Los Angeles for this activity in terms of value in landings. The Terminal Island commercial fisheries discussed in this report are not associated with the processing plants and are distinct from those in the S.P. Slip. They are predominantly engaged in what are known as “dive fisheries” that target sea urchin and sea cucumbers from vessels 40 feet and under, followed by spiny lobster, tuna, and groundfish.

There is a strong attachment to Fish Harbor among the commercial fishing residents, some of who choose to live on their vessels (approximately 12). This attachment is based on multiple key characteristics of the island that provide a safe, logistically manageable, and convenient location from which to operate their business. They uniformly express a strong desire not to be moved.

The primary characteristics upon which the attachment to Fish Harbor are founded are the following:

1. There is not enough room in the S. P. Slip. Docking more than one to a berth with the large purse seine squid vessels in S. P. would cause harm to the smaller dive boats through wake, surge, and lack of visibility.
2. It would be difficult to share space based on scheduling conflicts. The S.P. vessels primarily fish for squid, which is a nighttime activity, whereas the Fish Harbor vessels mostly work during the day.
3. There are not enough back-land facilities for yard work, storage, and unloading.
4. There is a universal belief that the San Pedro side is unsafe due to criminal activity.
5. There is a lot of large boat traffic coming in and out of San Pedro, and this could be a safety hazard.
6. Fishermen depend on Terminal Island tenants for bait, ice, and selling their catch.
7. They have established a culture of trust within Fish Harbor that forms the basis for a functional working waterfront.

Moving the commercial fishing fleet from Fish Harbor to the S.P. Slip could prove a significant challenge in terms of logistics and issues of cultural relations. Logistically, there may not be enough space for the various types of fisheries to reconcile issues of vessel size and fishery. Culturally, people would feel more at risk for their personal and material safety, which could result in conflict.

Within Fish Harbor, the most important facilities for improvement are, in ranked order:

1. Showers
2. Crane/hoist for hauling out engines and other gear for repair
3. Restrooms
4. Pull-out area to offload and sell catch

### **Terminal Island, California**

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

#### *Demographic Profile*

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

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.<sup>1</sup>

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<sup>1</sup> Source - Community Profiles for West Coast and North Pacific Fisheries - Washington, Oregon, California, and other U.S. States. NOAA Socioeconomics Program Northwest Fisheries Science Center Economics and Social Sciences Research Program.

### *Culture*

The culture on Terminal Island is distinct from that of San Pedro. With the exception of the two vessels from Tri-Marine, the average vessel size is significantly smaller, which is due to the difference in fisheries on the island. Fish Harbor houses mostly small vessels (40 ft. and under, with only one finger pier designated for vessels over 40 ft.), which are not compatible with the larger purse seine vessels in San Pedro. Safety issues include hazards to vessels from wake, surge, and lack of visibility.

It was described by tenants of Fish Harbor that the culture of the two sides of the Port are also not compatible. People in Fish Harbor tend to be wary of those in San Pedro, citing drug use and an overall higher rate of crime. Fishermen on Terminal Island feel as though they have made a great effort to “clean things up”, and they do not want to lose the sense of security that they have established within Fish Harbor.

Terminal Island is also home to a large group of ethnic Cambodian and Vietnamese fishermen. These fishermen are insular and do not interact with the others. This subgroup was also entirely unwilling to complete the surveys, with the exception of one member, who is no longer an active fisherman. This is thought to be due to an established mistrust of government officials, in addition to a language barrier.

## **Commercial Fishing**

In 2009, landings were delivered to Terminal Island by 258 commercially registered vessels.<sup>2</sup> There are only approximately 55 registered *active* vessels in Fish Harbor. This indicates that over half of the landings come from vessels that use Fish Harbor seasonally to land their catch, but that are not permanent residents of Fish Harbor and/or Terminal Island. Growth in most commercial fisheries is anticipated as Chinese demand increases, especially the dive and trap fisheries (sea urchin, sea cucumber, spot prawn and California spiny lobster). This is echoed by the fishermen’s belief that their fishery is “good” or “very good” (81%). While the landings data are not available for years after 2009, the trend among dive and trap fisheries and some fin-fish fisheries has been growing (personal communication, Terminal Island, 2010-2011). See Figures 5-8, attached. It is important to note that while landings trends may indicate a downward trend, value may in fact be increasing, leading to less take and ultimately more sustainable fisheries.

Table 1. 2009 Terminal Island Landings

<b>2009 Landings<sup>3</sup></b>	<b>Pounds</b>	<b>Value (\$US)</b>
Market squid	25,872,152	\$8,213,082
Bonito	3,204,844	\$1,194,242
Pacific sardine	13,001,230	\$880,865
Pacific mackerel	6,813,508	\$656,149
<b>Red sea urchin</b>	<b>636,378</b>	<b>\$443,043</b>
<b>CA Spiny lobster</b>	<b>36,255</b>	<b>\$380,514</b>
<b>Bluefin tuna</b>	<b>653,508</b>	<b>\$317,865</b>
<b>Spot prawn</b>	<b>22,796</b>	<b>\$215,710</b>
<b>Sea cucumbers</b>	<b>80,214</b>	<b>\$174,019</b>
<b>Albacore tuna</b>	<b>128,034</b>	<b>\$136,892</b>
Thornyheads	17,667	\$83,680
Sablefish	22,214	\$56,577
Ridgeback prawn	19,323	\$37,942
CA halibut	5,603	\$32,534
Swordfish	5,792	\$30,295
CA sheephead	5,449	\$26,461
Anchovy (northern)	455,307	\$20,262
Other	158,067	\$61,684
<b>Total</b>	<b>51,138,341</b>	<b>\$12,961,922</b>

<sup>2</sup> Source - Community Profiles for West Coast and North Pacific Fisheries - Washington, Oregon, California, and other U.S. States. NOAA Socioeconomics Program Northwest Fisheries Science Center Economics and Social Sciences Research Program.

<sup>3</sup> Source – California Department of Fish and Game.

There are currently 80 commercial fishing vessels registered with the Port to dock at the finger piers on Berths 267-268, and another six that tie up on Berths 261-264. However, this is an inaccurate reflection of the actual fishing effort taking place in Fish Harbor. Some vessels are inactive as either current permit holders or fishing. This is due to some fishermen docking on Terminal Island who have let their permits expire and do not fish as a result, and to others who are not engaged in any fishery but who own or live on vessels previously used for commercial fishing. The current most accurate count of *active* vessels is approximately **55**. Note that this number is variable depending on the season, and can shrink or grow accordingly.

Figure 1. Berth 167 in Fish Harbor.



The vessels in Fish Harbor are small, averaging around 40 feet.

- Piers 268 A&B are designated for vessels 40 feet and under.
- Piers 268 C&D are occupied by the Vietnamese fishermen, and have a mix of vessel sizes.
- Pier 167 is designated for vessels 40 feet and higher.

*Vessels by Fishery (not including coastal pelagic owned by processors)*

**\*Note: There are more fisheries than boats as many of the vessels participate in more than one fishery.**

Dive Fisheries (urchin / sea cucumber) - 18

Dragners (all Vietnamese) of the approximately 15 Vietnamese boats, there are approximately 10 dragners, the remainder fish long lines, gill nets, or fish traps.

Lobster - 9

Albacore – 6

Ground Fish - Rock Fish - 6

Gill Nets - Halibut and Sea Bass - 5

Wetfish Seiners – 5. Note: this number can easily quadruple when local fishing peaks.

Sword Fish-Harpoon - 4

Slime Eels (hag fish) - 4

Spot Prawn - 3

Halibut (hook and line) - 3

Drift Nets - 2

Sheephead - 1 (Live Fish Market)

Approximately 12 fishermen live on their boats, and a similar number live on their boats part-time, when they are actively fishing.

A majority of the fishermen (62%) depend on other tenants in Fish Harbor, most notably Western Fish and Tri-Marine for ice and bait. Another 65% of the fishermen sell all or part of their catch to processors in the Port of Los Angeles, with Tri-Marine and Western Fish being mentioned most often.

## **Facilities**

A majority (84%) of the survey respondents believe it is important to improve the commercial fisheries-related facilities on Terminal Island. See addendum 3 for a list of all fisheries-related facilities on Terminal Island in 2008.<sup>4</sup>

Based on the survey responses, the commercial fisheries sector indicated that the following facilities would add value to Terminal Island:

- Yard space for traps
- Gates for the docks with keys only given to the owners of vessels
- More off-loading facilities
- Bathrooms
- Showers
- Hoist/crane
- Facilities for fishermen to sell their own catch
- Dry dock facility for small boats
- Ice facilities
- Cold storage area
- Laundry
- Food and drink
- Possible processing plant at former Starkist plant
- A boatyard
- Marine hardware stores
- Parking for visitors, mechanics, etc.
- Public phones
- Security cameras for parking lot and boats

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<sup>4</sup> Source – Pitchon 2008. Report to NOAA Southwest Regional Fisheries Policy Center, Long Beach, CA.

The following section provides detail on several of the most important areas for improvement on Terminal Island according to the commercial fishing sector. Each area includes a suggested alternative, based on comments from the survey and interviews with the fishermen.

**Bathrooms and showers:** In the parking lot adjacent to the berths are four portable toilets, which the majority of the survey respondents believing that this is insufficient (62%). There are no showers, and 92% of the survey respondents feel that this is insufficient for their needs.

*Alternative: Indoor bathroom and shower facility with entry only available to registered permit holders in the form of a key card and/or tokens.*

**Storage:** There are two dedicated land-based areas for commercial fishing: a fenced-in storage yard (located 0.6 miles away at the corner of Cannery and South Seaside, and is difficult to secure), and a net and trap yard (located 0.25 miles away at Barracuda and Sardine Street. The survey respondents would like to see improved storage facilities (30%).

*Alternative: consolidate yard and storage space to vacant lot on corner of Ways and Sardine Streets (see Figure 2).*

Figure 2. Proposed alternative storage yard



- Fishermen store nets, parts, and other fishing related gear on Terminal Island
- They would like a fenced area closer to the berths
- The proposed location would free up land better suited to other tenants

**Berths:** The docking space is adequate for the fishermen. There are some safety issues expressed with regard to pier 268 A and B during winter storms. Some fishermen feel that the berths should be secured by key-entry gates.

There is only one small location where the buyers' trucks can park alongside the vessels, which competes with the net storage and mending area for Tri-Marine and other seasonal vessels.

*Alternative: move finger piers to space along Ways Street where buyers could park trucks directly next to where the vessels unload (the current piers are too narrow to drive on), and where weather-related safety would not be as much of an issue (see Figure 3).*

Figure 3. Proposed location for new finger piers



- 86% of the fishermen believe that there is enough docking space for their needs
- 62% would like an improved pull-out area
- At least 100 feet of designated unloading space with a driveable dock is optimal
- Consolidation of berths, storage, and yard work space would use less land and facilitate fishing operations

**Growth:** A majority (94%) of the fishermen would like to be involved in “direct sales”, where the public could come to Terminal Island on weekends to buy directly from the fishermen. This is a trend among California Ports (see addendum 4).

Question 15 of the survey asked “What are the major areas of opportunity for your fishery over the next three years?” The majority of the comments were related to direct sales and growth in demand.

*Alternative: convert part of the Starkist Seafood building on Ways Street adjacent to parking lot into an area for direct sales (see Figure 4).*

Figure 4. Starkist Historic Building



Pre-existing structure could be used for:

- Meeting facilities
- Showers/Bathrooms
- Weekend market for direct sale
- Secure live tank/cold storage
- Processing

Terminal Island Landings Data – 2000-2009 - Source – California Department of Fish and Game

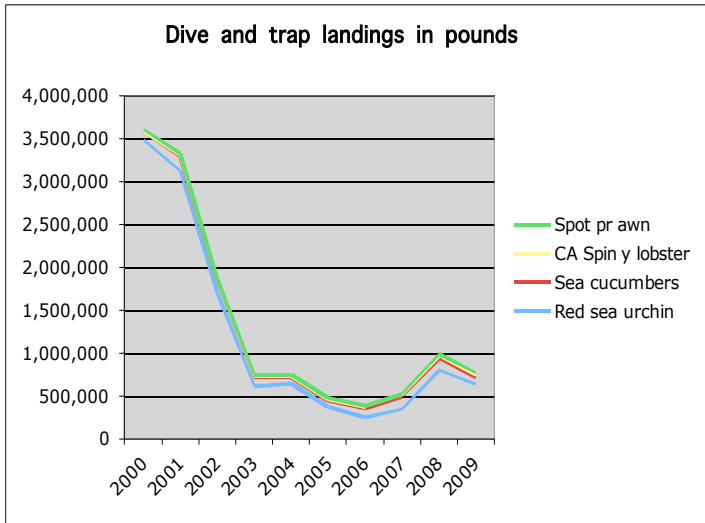


Figure 5

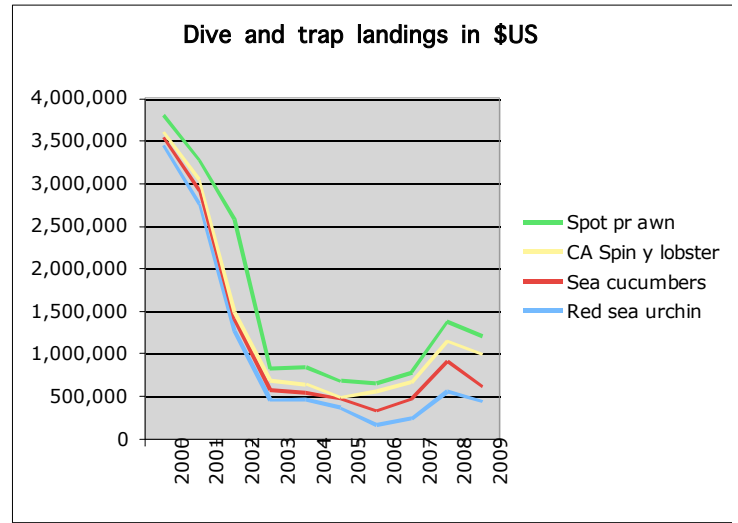


Figure 6

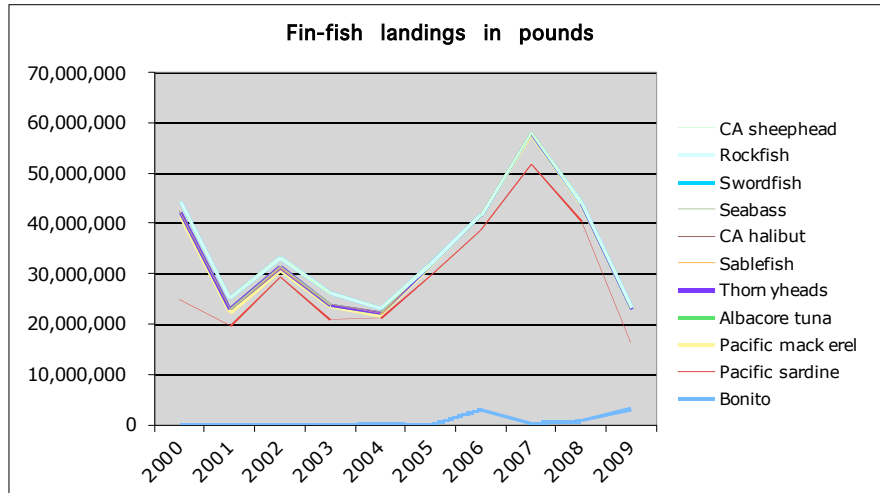


Figure 7

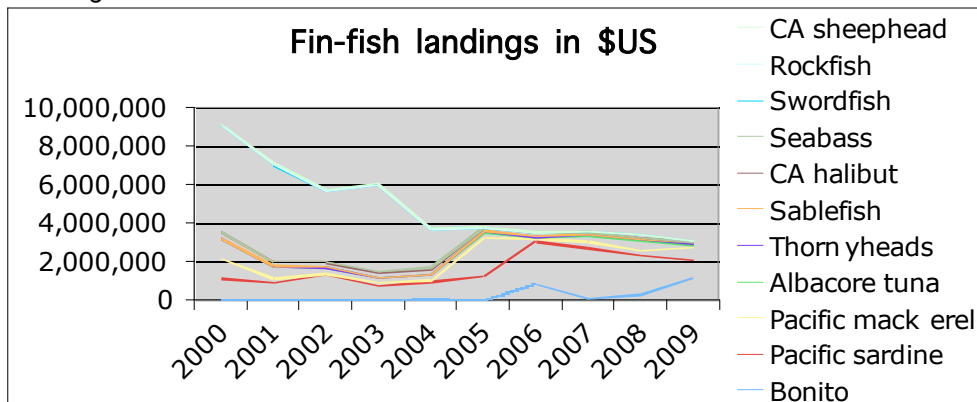
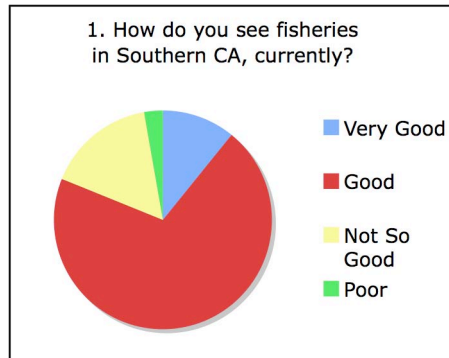


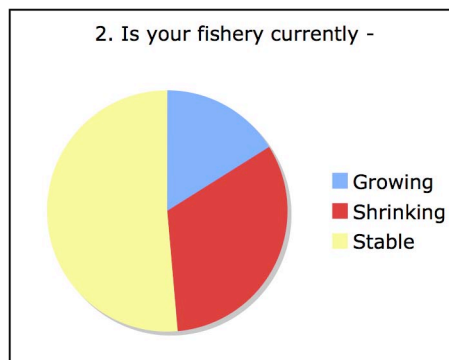
Figure 8

**Survey Data**

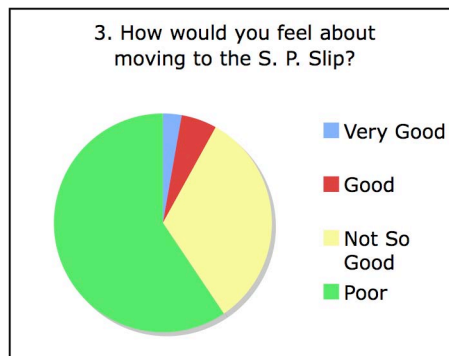
	Very Good	Good	Not So Good	Poor
1. How do you see fisheries in Southern CA, currently?	4	26	6	1



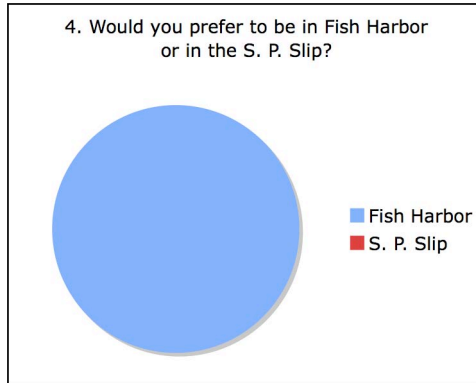
	Growing	Shrinking	Stable
2. Is your fishery currently -	6	12	19



	Very Good	Good	Not So Good	Poor
3. How would you feel about moving to the S. P. Slip?	1	2	12	22



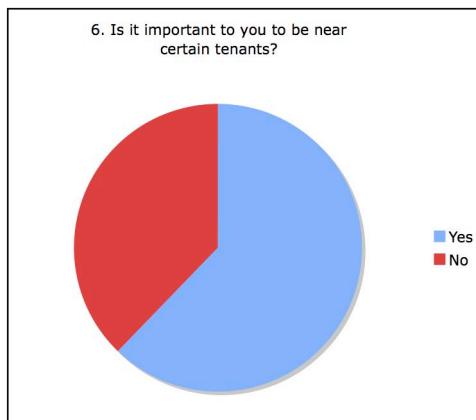
	Fish Harbor	S. P. Slip
4. Would you prefer to be in Fish Harbor or in the S. P. Slip?	37	0



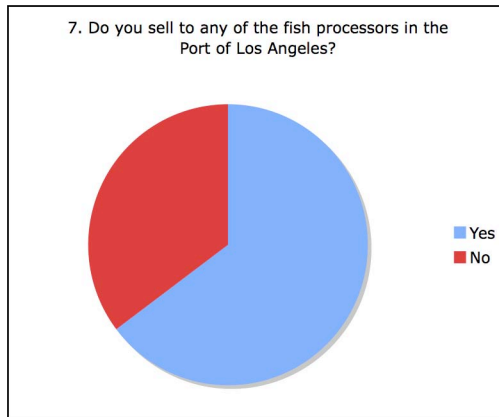
	Yes	No
5. Is it important to you to stay where you are?	31	6



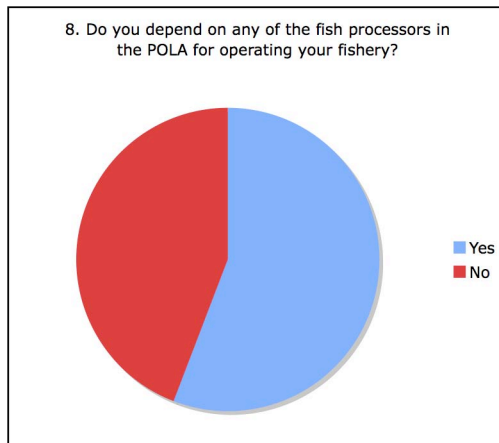
	Yes	No
6. Is it important to you to be near certain tenants?	23	14



	Yes	No
7. Do you sell to any of the fish processors in the Port of Los Angeles?	22	12

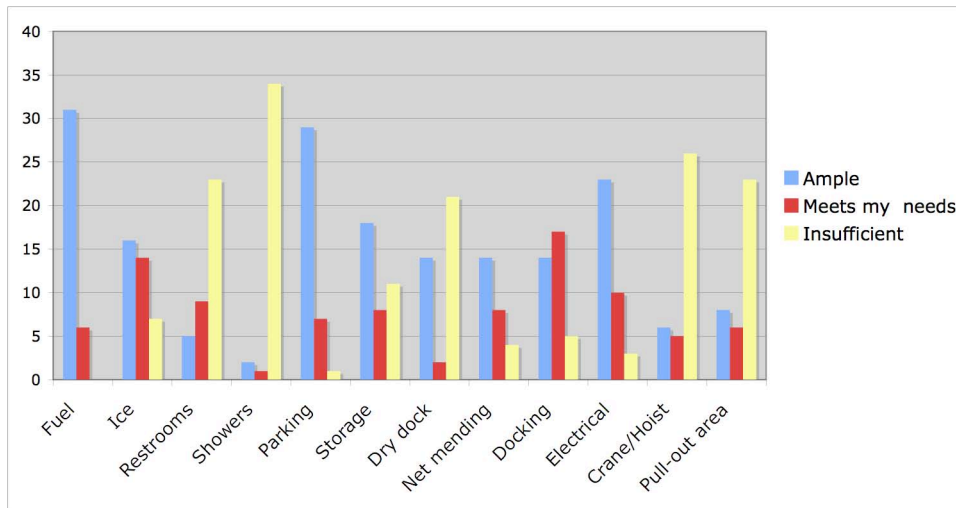


	Yes	No
8. Do you depend on any of the fish processors in the POLA for operating your fishery?	19	15

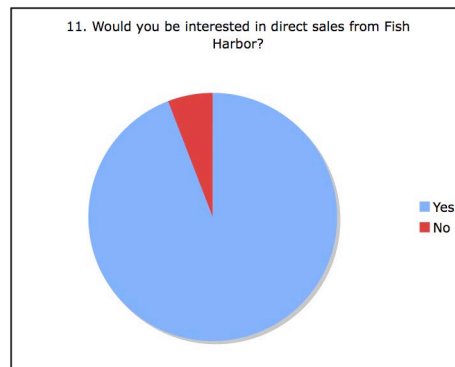


Question 10.

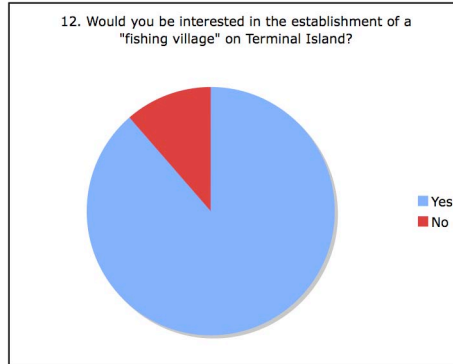
	Ample	Meets my needs	Insufficient
Fuel	31	6	0
Ice	16	14	7
Restrooms	5	9	23
Showers	2	1	34
Parking	29	7	1
Storage	18	8	11
Dry dock	14	2	21
Net mending	14	8	4
Docking	14	17	5
Electrical	23	10	3
Crane/Hoist	6	5	26
Pull-out area	8	6	23



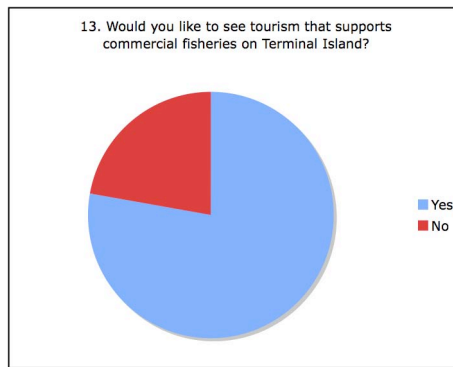
	Yes	No
11. Would you be interested in direct sales from Fish Harbor?	33	2



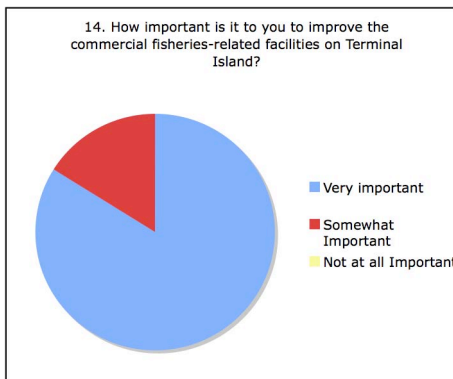
	Yes	No
12. Would you be interested in the establishment of a "fishing village" on Terminal Island?	31	4



	Yes	No
13. Would you like to see tourism that supports commercial fisheries on Terminal Island?	28	8



	Very important	Somewhat Important	Not at all Important
14. How important is it to you to improve the commercial fisheries-related facilities on Terminal Island?	31	6	0



**Addendum 1: Port of Los Angeles Terminal Island Land Use Project - Commercial Fisheries Sector Survey**

1. How do you see fisheries in Southern California, currently?

Very good

Good

Not So Good

Poor

2. Is your fishery currently -

Growing

Shrinking

Stable

3. How would you feel about moving to the S. P. Slip?

Very good

Good

Not So Good

Poor

Please Explain

4. Would you prefer to be in Fish Harbor or in the S. P. Slip?

Fish Harbor

San Pedro Slip

Please Explain

5. Is it important to you to stay where you are?

Yes

No

6. Is it important for you to be near certain tenants?

Yes

No

Which ones?

7. Do you sell to any of the fish processors in the Port of Los Angeles?

Yes

No

If so, which one(s)?

8. Do you depend on any of the fish processors in the Port of Los Angeles for operating your fishery?

Yes

No

If so, which one(s)?

What for?

9. What nearby shared land uses and/or facilities would add value for fisheries?

10. Describe the adequacy of the following facilities on or near Fish Harbor:

**A = ample**

**N= near what I need**

**I = insufficient**

\_\_\_\_\_ Fuel

\_\_\_\_\_ Dry dock

\_\_\_\_\_ Ice facilities

\_\_\_\_\_ Net mending areas

\_\_\_\_\_ Public restrooms

\_\_\_\_\_ Docking infrastructure

\_\_\_\_\_ Showers

\_\_\_\_\_ Electrical

\_\_\_\_\_ Parking

\_\_\_\_\_ Crane/hoist

\_\_\_\_\_ Storage

\_\_\_\_\_ Pull-out area

11. Would you be interested in direct sales from Fish Harbor?

Yes

No

12. Would you be interested in the establishment of a “fishing village” on Terminal Island?

Yes

No

13. Would you like to see tourism that supports commercial fisheries on Terminal Island?

Yes

No

14. How important is it to you to improve the commercial fisheries-related facilities on Terminal Island?

Very important

Important

Somewhat important

Not at all important

15. What are the major areas of opportunity for your fishery over the next three years?

16. Do you have any additional comments?

Addendum 2: Comments from commercial fisheries sector survey

**Question 3. How would you feel about moving to the S. P. Slip? Please explain.**

Birth 73 is awful – no security, lots of drug activity. If I have to move there I will leave this harbor for good as I have had thousands of dollars in parts stolen off my boat there!!

I want to stay at Fish Harbor because it's a lot easier to get out to go fishing and I'm fully established with yard space on the island (lobster).

Because I'm unfamiliar with the surroundings of that place.

Not enough room / too many big boats. X 2

Not conducive to the fishing industry, too crowded, etc.

Have had bad experiences with big boats moving my boat and not mooring back correctly.

I much prefer Fish Harbor.

Too far. X 2.

Too much theft.

Large and small boats don't mix.

All my bait, loading and unloading facilities are on Fish Harbor.

I live in Orange County and the Vincent Thomas bridge is closed too much.

Squid fleet is up all night – bunch of (expletive) tweekers ripping stuff off.

Tons of traffic going by creating wakes that damage our smaller more fragile boats.

Fish Harbor is less accessible to people who don't belong down here.

I don't like the neighborhood.

Too crowded.

I like it here!!!

Can't mix very many big and small boats.

Night fishing for squid vs. day fisheries.

Habit.

Rampant drug use.

No area for gear work.

No unloading facility.

My boat is too small.

***Question 4. Would you prefer to be in Fish Harbor or in the S. P. Slip? Please explain.***

Closer to the fishing grounds. X 3

I've been in Fish Harbor for 10 years and everything is accessible and Fish Harbor is the perfect place for my fishery (lobster).

At least you need a car to get there which keeps a lot of the careless drug addict thieves from getting there.

My yard space is very close to Fish Harbor and I like the fact that Fish Harbor is close to the Pedro light. The yard space I have is very important and big part of running my business (lobster).

Because I know this place.

Less big boat traffic.

Perfect location for the fishing and diving fleet.

All the divers work out of Fish Harbor.

Fish Harbor is preferable to me for maintenance and ease of off-loading product.

I live in Orange County and the Vincent Thomas bridge is closed too much.

Fuel Dock.

Calm water.

Market/bait/support all close.

Safer, no surge to tear up boat.

Secure parking.

We watch out for each other and when stuff starts coming up missing we find the guilty party and politely but firmly ask them to leave. They usually get a job over in the squid fleet.

Less riff-raff.

Close to harbor entrance, conserve time and fuel.

Better for small boats.

We are out of peoples way (non fishermen). This makes for a very safe and homogenous environment.

Convenient for loading, fuel, etc.

***Questions 6. Is it important for you to be near certain tenants? Which ones?***

Bob Bertelli – he and I need to share fisheries management info, strategies.

The ones who are actually trying to make a living at commercial fishing and not selling or doing drugs.

Gas, bait, ice. X 2

All.

Tri-Marine. X 3

Western Fish. X 3 for ice.

Maxum fuel dock. X 3

All the divers X 3 and the older guys with the albacore boats.

Machine shop.

Processors.

Fuel.

Where we are we have no assigned spot. I am happy with this situation.

**Question 7. Do you sell to any of the fish processors in the Port of Los Angeles? Which ones?**

San Pedro Fish Market. X 3

J & D Seafood. X 3

State Fish. X 2

Western Fish. X 4

Maruheda Marine Products. X 4

Tri Marine. X 4 for bait, ice, repairs.

Golden Resource.

Sea urchin and Sea cucumber are sold to buyers in LA and Long Beach area. X 2

**Question 8. Do you depend on any of the fish processors in the Port of Los Angeles for operating your fishery? Which ones? What for?**

San Pedro Fish Market.

J & D Seafood. X 3 – white sea bass

Western Fish. X 3 – white sea bass, bait, ice X 3, repairs.

Maruheda Marine Products. X 3 for sea urchins.

Golden Resource.

**Question 9. What nearby shared land uses and/or facilities would add value for fisheries?**

Yard space for traps. X 3

Gates for the docks with keys only given to the owners of vessels.

More off-loading facilities. X 3

Bathrooms. X 6

Showers. X 6 – users have a key card.

Hoist/crane. X 7 – pulling engines, etc.

Facilities for fishermen to sell their own catch.

Dry dock facility for small boats. X 3

Ice facilities. X 2

Cold storage area. X 2

Laundry.

Food and drink.

Possible processing plant at former Starkist plant.

A boatyard.

Marine hardware stores.

More restaurants.

Parking for visitors, mechanics, etc.

Public phones.

Security cameras for parking lot and boats.

***Question 15. What are the major areas of opportunity for your fishery over the next three years?***

Increases in marketing opportunity. With all the impending Marine Protected Areas (MPAs), demand will grow as product becomes less available.

Direct sale / marketing. X 7

Wholesale outlet.

Hopefully they can appeal the closures to the Laguna Beach Area.

To improve my fishery and to be able to stay at Fish Harbor and keep my current yard space in back of Western Fish.

Slips. X 3

Growing Chinese demand. X 3

Fishermen get to sell their own catch. By revitalizing Fish Harbor area by bringing people to visit the commercial fleet, other businesses will flourish.

Improved public sales opportunities. X 2

I am in a very limited fishery (very small number of permits). However, I see the possibility of gaining more market, possibly international. Direct sales are also a way to add value to my product.

Terminal Island.

Better public relations.

Expand gear development market.

I have four viable fishery permits that could be excellent with better public sales.

I think direct marketing is the way of the future and if tourists would like to come down and buy at the docks we don't have to transport these loads refrigerated – big savings in fuel and time. Terminal island is centrally located from most points. San Pedro is a chore to get to from most of Los Angeles and North Orange Counties.

Expanding market.

Develop local buyers.

***Question 16. Do you have any additional comments?***

The Larson Shipyard should be fined for pollution as debris constantly floating on the water and in the wind...

Showers and restrooms. X 2

By assisting fishermen to sell their own catch, taking product from end-to-end can only help increase the wages of fishermen.

I would very much like power for my berth.

Dry dock.

Large waste oil storage.

Cold storage facility would improve our situation dramatically.

Fishermen need to make more money with less.

Upgrade harbor.

I believe Fish Harbor is a very special place. It serves our purposes very well. It is safe and very accessible to us and our buyers. I do not think we need to change it.

Thanks.

Addendum 3 - POLA Facilities Related to Commercial Fishing

**Fishery Support Businesses**

**Fish Receiver/processor**

**Fish Harbor Tenants**

Tri Marine International Vince Torre, General Manager <i>Processor</i>	220 Cannery St. San Pedro, CA 90731 310-547-1144
Del Mar Seafoods, Inc. Joe Cappuccio, Owner	331 ford St. Watsonville, CA 95076 831-763-2444
Del Monte Corporation Mark Donatucci, Chief Executive	1054 Ways St. San Pedro, CA 90731 310-519-2295
Gleason; Larry/Western Fish Lillo Augello	PO Box 5282, San Pedro, CA 90733 310-519-0254
Southern Cal Seafood, Inc. Pete Guglielmo, President	1187 Coast Village Rd. Santa Barbara 805-969-2057
Tri-Union Seafoods, LLC. John Signorino	9330 Scranton Rd. San Diego, CA 92121 858-598-9662

**Ammenities**

**Retail Fish Market**

San Pedro Fish Market/Restaurant Tommy Amalfitano	1190 Nagoya Way, San Pedro, CA 90731 310-832-4251
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**Bait Shop**

San Pedro Bait Company Karl Smith	Berth 57, San Pedro, CA 90731 310-251-1815  Many fishermen by bait from nearby fish processors who aren't dealing specifically in bait.
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**Fuel Dock**

Jankovich & Son Tom Jankovich	Berth 74, San Pedro, CA 90731 310-547-3305
Mike's Main Channel Marine	Berth 73A San Pedro, CA 90731

Mike Albano 310-832-0348

Cathay Bank Berth 28 (210 Whaler's Walk) San Pedro  
John Boyt 310-833-8700

### **Ice Facility**

None

Ice has to be brought in from outside, though sometimes processors will sell ice to fishermen as a favor.

### **Cold Storage**

Tri Marine International  
Vince Torre, General Manager  
*Processor*

220 Cannery St. San Pedro, CA 90731  
310-547-1144

This is only for this processor. Other independent fishermen do not have access. There is cold storage in the port, but for container ships, not commercial fisheries.

### **Port and Maritime Services - Not all necessarily related to fisheries**

#### **Marine Supply store**

none as port tenants, though there are a couple (West Marine) nearby.

Port Marine of Southern California in Rancho Dominguez,

#### **Marine Maintenance**

Al Larson Boat Shop 1046 S. Seaside Ave, Terminal Island, CA  
Jack Wall 310-514-4100

Wilmington Marine Service 801 S. Fries Ave, Wilmington, CA  
310-834-1186

#### **Commercial Diver**

American Marine 1500 Barracuda, Terminal Island, CA  
Bob Shahnazarian 310-547-0919

Muldoon Marine Services, Inc. <http://www.muldoonmarine.com/>

Our services include ship inspection and repair, hull cleaning, propeller polishing, high capacity pumping, certified inwater nondestructive testing surveys and inspections, open top cofferdams, salvage, as well as inland power plant and potable water tank inspections and repairs.

Williamson Marine Services, Ltd.

<http://www.williamsonmarineserv.com/marine-diving-service-business-serving-the-underwater-needs-of-thousands-of-clients-all-over-the-world-for-forty-years>. The Company has pioneered the development of specialised underwater engineering works and ship repairs in Hong Kong and introduced Brush-Kart hull cleaning into the Territory in 1978.

International Inspection

<http://www.iinspect.com/>

Blackledge Diving, Inc.

<http://www.blackledgediving.com/>  
562.436.7838

**Commerical Fisheries Businesses and Ammenities. See print-out 4  
Charter Operation** - both have subleasses for sportfishing and harbor cruises/tours)

LA Harbor sportfishing

1150 Nagoya Way, San Pedro, CA 90731

Harbor cruises, whale watching, fleet of 6.

<http://www.laharborsportfishing.com>

Jim Petersen

310-547-9916

22nd Street Landing

141 W. 22nd St. San Pedro

There is a fleet of 7 vessels

<http://www.22ndstreet.com>. There is a restaurant associated with this operation with the same name. Part day and multi-day and whale watching.

310-832-8304

**Harbor Statistics: Ammenities.**

**Total number of berths for:**

	<b>7</b>	
	40 vessels dock regularly at berths 73 A-Y and 70 dock regularly at berths 265,266,267,26	
Commercial fishing vessels	7-A, 268 A-D	
Commercial passenger fishing vessels	Charter Fishing Vessels: Port o'Call = 4 docks with room for 8 vessels 22nd street	
Other commercial vessels	USCG - 3 berths	
Pleasure craft	Small craft slips at the port of LA are	
Berthing rates	\$4.24 per meter, per month, or fraction thereof, or \$1.24 per foot, per month.	
Moorage rate	Daily dockage rates apply based on vessel's overall length.	
Total number of tie-ups	none	
Transient rate	Daily dockage rates apply based on vessel's overall length.	
Number of dry storage spaces	none	
No. commercial fishing boats on waiting list	none	This is not served, not served
No. recreational boats on waiting list	none	This is served by the marinas
Number of fish receiving businesses		This does not account for the buyers who come in to buy sea urchin and other species who do not sell to a processor/fish
Number of fish processors in harbor		16 house in the harbor
Number of vessels, off the boat, sales	none	1

**Harbor Amenities**

	<b>Number</b>	<b>Description</b>	<b>Ownership</b>
Launch ramp	1	beach. for recreational use of of Cabrillo for marina uses	other
Hoist	1	only either municipal fish market or in	port
Receiving station	19	Fish Harbor	port
Oil pump-out	0		
Oil recycling	0		
Bilge pump-out	0		
Sewage pump-out	0		
Dredge yard	0	none of these services are provided by the port recreational	
Indoor dry storage	2	boats only there are several containers provided by the port for parts, etc. Observations show most nets/traps outside next to	port
Outdoor storage		the moorings.	port
Pier	2	berths 267, 268	port
Fish cleaning station	0		
Fuel dock	3		port leases to private ownership
Parking	2	there are parking lots next to the berths in Fish Harbor,, though a permit is required.	port

		portapotties	
Restrooms		7 only.	port
Showers		0	
Laundry		0	
Trash disposal	many		port
		located in Fish	
Grocery store		1 Harbor	port
<b>Restaurant</b>			
		Ports O'Call Village - largely tourist	
			subleases under Specialty
		8	Restaurant Corporation
			subleases under San
		3	Pedro Waterfront, LLC
		5	port
	<b>17 total</b>		

RV park                      none

**Addendum 4 - Information on Port improvements in San Diego for seafood direct marketing.**

**S.D. fishermen align to salvage industry**

By Mike Lee Reporter - Environment

Monday, February 28, 2011 at 1:01 p.m.

Sea urchins are among the most valuable species harvested in the waters off San Diego County. Local fishermen are trying to set up a dockside market to get more for their seafood than they do from processors.

Sea urchins are among the most valuable species harvested in the waters off San Diego County. Local fishermen are trying to set up a dockside market to get more for their seafood than they do from processors.

QuickTime™ and a  
TIFF (Uncompressed) decompressor  
are needed to see this picture.

Sea urchins are among the most valuable species harvested in the waters off San Diego County. Local fishermen are trying to set up a dockside market to get more for their seafood than they do from processors.

Nelvin C. Cepeda

**Infrastructure upgrades:**

A recent study for the Port of San Diego suggests several improvements at Tuna Harbor and Driscoll's Wharf to boost commercial fishing. They include:

Building No. 1 demolition and construction — \$1,812,900 to \$2,852,400

Dock and slip replacement — \$3,043,700

Fish offloading facility renovation — \$330,000 to \$430,000

Handrail upgrades — \$25,600 to \$64,000

Ice machine — \$59,400 to \$150,000

Live Holding Tank — \$35,400 to \$38,100

Public event space — \$293,700 to \$655,800

Restroom and laundry facilities — \$550,300 to \$865,300

Signage — \$14,000 to \$42,000

Piling repair and renovation — \$443,700 to \$1,803,700

Related

A dockside seafood market being planned by Point Loma fishermen likely would offer dozens of species from local waters, including:

California spiny lobster — A top catch at regional ports, the California “bugs” are among the largest of more than 40 spiny species worldwide. They can weigh up to 26 pounds and harvest is heavily regulated. The creatures may molt 40 times before they reach legal harvest size.

Sea urchin — The prickly red balls take work to open but they are prized for sushi. San Diego is a hotbed of urchin harvest, with more than 670,000 pounds collected in 2010.

Sheephead — Inhabit nearshore rocky reefs and kelp beds from Monterey Bay into the Gulf of California. They have been fished in nearshore waters since the 1800s and state officials set minimum size limits in 1999 to prevent depletion.

Swordfish — These famously strong fighters commonly patrol coastal waters between the mainland and the Channel Islands. Most swordfish caught off Southern California weigh between 100 and 300 pounds, and they can take hours to land.

Thresher shark — The population is faring well off the California coast but efforts to prevent shark fishing worldwide have made the species difficult to sell in San Diego. Commercial landings have plummeted in recent years as regulations have increased.

Sources: California Department of Fish and Game; National Marine Fisheries Service

Die-hard commercial fishermen in Point Loma are trying to reinvent their industry and save one of the region’s signature businesses from extinction.

With help from port officials and the California Coastal Conservancy, famously independent sea cowboys are banding together in a marketing association much like farmers who promote California avocados or Washington apples. Except in this case, the fishermen are touting locally caught seafood, which they are planning to sell directly to customers at the docks.

Doing so could boost the connection residents feel with the shrinking fishing fleet, promote a more ecologically sound business model and improve profit margins. Combined with a raft of physical improvements at local docks, the newly hatched plan is designed to keep commercial anglers from disappearing and take advantage of the bountiful waters offshore of San Diego County.

“The business model of fishing has failed,” said Peter Halmay, a longtime sea urchin diver at Driscoll’s Wharf and leader of the emerging marketing efforts. “Every fisherman says we have reached the point of no return. We are just barely making it this year. Next year will be worse and the year after that will be worse and it will go on and on because the costs will continue increasing.”

Individual efforts won’t be enough to buoy the entire industry, said Halmay. By cooperating, he figures his colleagues can supply a steady stream of seafood caught just hours before at prices similar to what people pay at the grocery store. With the diversity of cultures and palates in the San Diego region, there’s a potential market for virtually everything fishermen bring ashore.

Halmay’s concerns echo those raised across the West by ranchers, loggers and farmers: Environmental regulations have increased the cost of doing business and opened the door for cheap imported products that are harvested with few ecological safeguards.

And the San Diego enterprise touches on a national issue. On Wednesday, congressmen from California and Washington state are hosting a forum about "reviving coastal economies through healthy, vibrant fisheries and oceans" in the Capitol.

Fishing used to be a booming business along the San Diego waterfront. As late as 1980, it was home to the world’s largest and most successful tuna fleet, according to The Journal of San Diego History.

But the tuna industry was targeted by environmentalists concerned about the damage of the tuna fishery on dolphins. They were aided by the Marine Mammal Protection Act in 1972, followed by legal and administrative decisions that cut sharply into the fleet’s profits so that the domestic fishing industry shriveled. The United States now imports about 84 percent of its seafood, up from about 66 percent a decade ago.

These days, about 130 commercial fishermen work at San Diego County’s four commercial fishing hubs — Driscoll’s, Tuna Harbor, Mission Bay and Oceanside. Their numbers have declined by nearly half since 1997.

Local fish landings, which hit nearly 300 million pounds in 1980, dropped to 1.9 million pounds in 2010. The haul includes swordfish, lobster, spot prawns, thresher sharks and sea urchins.

Today, only about a third of the space at Tuna Harbor is occupied by commercial fishing boats and local fish markets rely heavily on fillets from Iceland to Costa Rica.

The slow decline of local fisheries has created a sense of desperation on San Diego’s docks.

“Bottom line: We have to get more for what we are catching to be able to sustain our lives,” said Mike Flynn, who takes welding jobs several weeks a year to supplement his fishing income. “If we don’t change and start getting more organized with our marketing, we will end up perishing.”

In 2007, the Coastal Conservancy put up \$450,000 for the Unified Port of San Diego to assess the situation. The port chipped in another \$100,000 for reports that describe the state of the region’s commercial fishing industry and outline a revitalization plan.

The strategy includes everything from signs and handrails to dock replacements and live holding tanks for seafood. Between Driscoll’s and Tuna Harbor, proposed projects will cost more than \$20 million — most of which has not been identified — and will take years to complete.

Port officials have set aside roughly \$250,000 to get started and fishermen are seeking state and national grants to advance their cause.

In the meantime, they formed the nonprofit San Diego Fishermen’s Working Group with help from pro bono lawyers. It’s designed to improve public outreach — for instance, by hosting school groups at the waterfront — and create a direct-marketing organization for more than 80 species that local fishermen regularly catch.

Proponents said they are planning to launch a dockside market at Driscoll's Wharf by the end of the year. In addition, fishermen dream of coordinating with farmers who deliver local produce to regular customers in hopes of making San Diego-caught fish part of the packages. They also are working with grocers in the region to set aside space for San Diego seafood and talking about a using a truck to take products into neighborhoods.

Such ideas aren’t new. Ventura Harbor offers weekly dockside fish sales and farmers have long used delivery trucks and roadside stands.

The sales pitch will run on an environmental theme because locally caught fish have a much smaller “carbon footprint” than products shipped from China or Africa.

In addition, California expanded the state’s marine protected areas across Southern California in December. That forced fishermen out of some of the richest waters and many anglers resisted. But Halmay sees an opportunity to court eco-conscious consumers who support no-take zones and want to buy from fishermen who respect them.

“First you sell the story,” he said. “Then you sell the fish.”

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<http://www.signonsandiego.com/news/2011/feb/28/fishermen-align-salvage-industry>

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