

Los Angeles (including San Pedro and Terminal Island)

Though San Pedro and Terminal Island are essential to the commercial fishing industry in the Los Angeles area, the U.S. Census Bureau has not officially designated the communities affiliated with San Pedro and Terminal Island as “census designated places.”

This profile begins with data and historical descriptions for the greater Los Angeles area, then has subprofiles describing San Pedro and Terminal Island.

People and Place

Location

Los Angeles is in Los Angeles County in southern California about 121 miles north of San Diego and 383 miles south of San Francisco. Los Angeles is a diverse geographic area, a desert basin surrounded by the San Gabriel Mountains. The city encompasses 469 square miles of land and 29.2 square miles of water. The geographic coordinates of Los Angeles are lat 34°03'08"N, long 118°14'34"W.

Demographic Profile

According to the 2000 U.S. Census, the population of Los Angeles was 3,694,820. The population has increased by at least 200,000 each decade since the 1900 U.S. Census. Its population expanded by 4.8% during the 1970s and by 6% from 1990 to 2000.¹

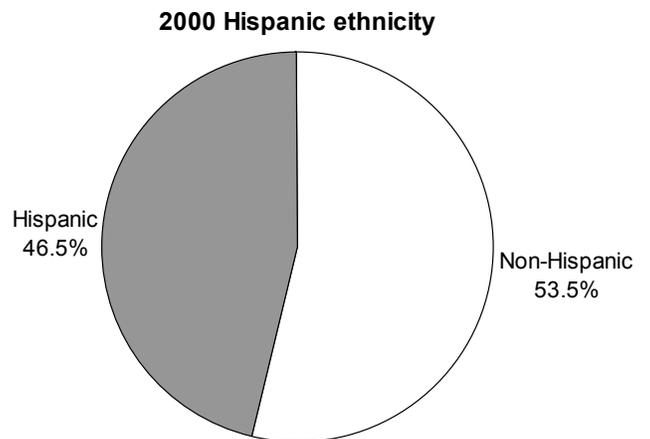
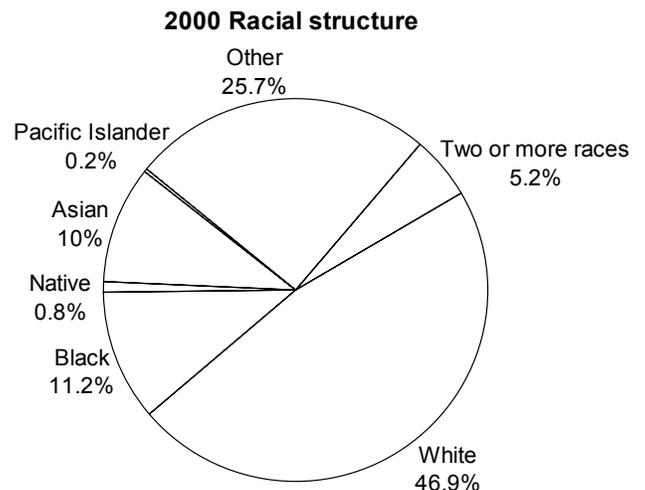
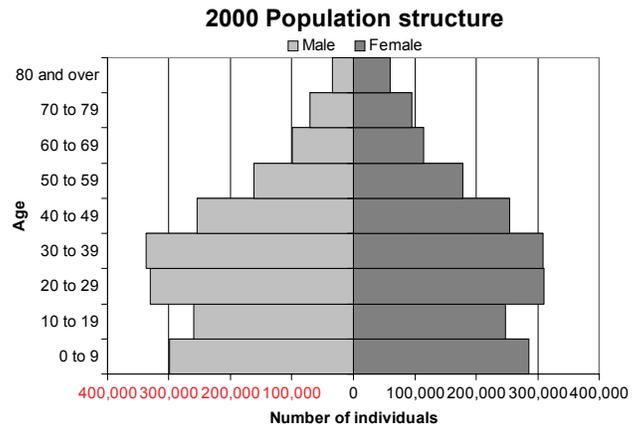
The gender composition was 50.2% female and 49.8% male. The median age in 2000 was 36.1, comparable to the national median of 35.3. Of the population 18 years of age and older, 66.1% had a high school education or higher, 22.9% had a bachelor’s degree or higher, and 7.8% had a graduate or professional degrees; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial structure was predominantly white (46.9%), followed by individuals who identified with some other race (25.7%), black (11.2%), Asian (10.0%), individuals who identified with two or more races (5.2%), American Indian and Native Alaskan (0.8%), and Native Hawaiian and Other Pacific Islander (0.2%). In 2000 46.5% identified as Hispanic and 40.9% were foreign-born.

In 2000 80.7% of the population lived in family households.

History

The Chumash Indians were one of the earliest peoples to inhabit the greater Los Angeles area, settling there between 5000 and 2000 BP.^{2,3} They relied heavily



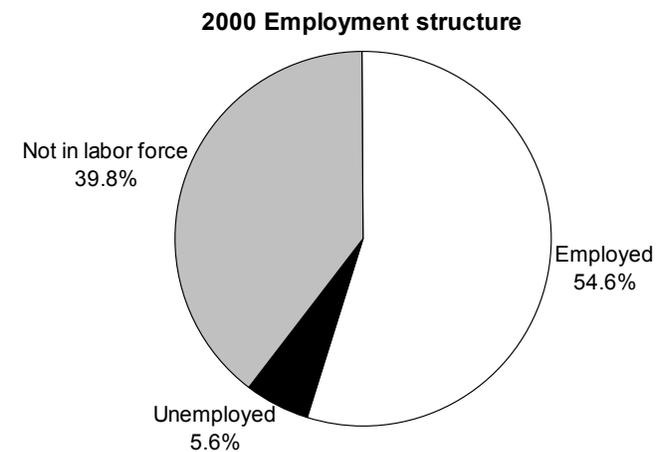
on a maritime economy (e.g., gathering and fishing). The Chumash later became known as Gabrielenos because of their association with the San Gabriel Mission. By 500 AD, the Tongva Indians had arrived in Southern California from the Mojave Desert. At the onset of Euro-American contact, an estimated 300,000 Indians lived in California. This number declined drastically as European diseases killed two-thirds of the Indian population during the colonial era.⁴ Today the Gabrieleno/Tongva Tribe is headquartered in San Gabriel. The tribe has sought federal recognition since 1994 and may obtain federally recognized fishing rights because its 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 become the Los Angeles area.^{5, 6}

Development of the area originated under Spanish rule in the late 1700s. San Pedro, a coastal community located at the entrance to Los Angeles harbor, has been the heart of its port area since that time. Although the Spanish restricted trade to two ships per year, San Pedro expanded, partially as a result of smuggling. San Pedro grew even more dramatically under Mexican rule. As Spanish trade restrictions were lifted, settlers were drawn to the area and commerce in San Pedro increased.⁷

In 1818 American Joseph Chapman landed a small vessel in San Pedro and became the first English-speaking person to settle in Los Angeles.⁸ In 1820 the community had a population of 650 and the Los Angeles County area had 3,614. By 1848 the Mexican-American War had ended and California was ceded to the United States. By 1870 white residents outnumbered Indians and Hispanics for the first time

In the latter part of the 1800s, the relationship between San Pedro and Los Angeles strengthened when the two communities were connected by rail to the East Coast.⁹ 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 deepwater port for Los Angeles.¹⁰ Although San Pedro had been an active port for more than 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 Los Angeles area. The Owens Valley Water Project was completed amidst much debate and controversy. The project redistributed water once used for agriculture to urban purposes. The first Japanese arrived in Los Angeles to fish and started the seafood



canning industry. Los Angeles annexed San Pedro along with Wilmington and Harbor City. In 1914 heavy flooding caused extensive damage to the city and its harbor. Los Angeles population reached 1 million by 1924. By 1940 Los Angeles was the largest commercial fishing port in the nation.

By 1985 the port was handling 1 million cargo containers per year. In 1986 the port opened an intermodal container 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 Los Angeles surged ahead of the Port of New York as the nation's busiest seaport.

The significance of the Port of Los Angeles to the City of Los Angeles and the region cannot be understated. Port activities are responsible for 259,000 jobs in Southern California. The Port of Los Angeles and the Port of Long Beach handle 25% of the cargo coming into the U.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 fifth busiest port complex in the world.¹²

Infrastructure

Current Economy

According to the 2000 U.S. Census, 54.6% of Los Angeles's potential labor force 16 years of age and older were employed, 5.6% were unemployed, and the unemployment rate was 9.3% (calculated by dividing the unemployed population by the labor force), compared to the national jobless rate of 5.7%. In addition, 39.8% were not in the labor force.

The California Economic Development Department listed six employers as major employers for the City of

Los Angeles: Northrop Grumman Corporation (aircraft and parts), Ralph's Grocery Company (grocery stores), Southern California Edison (electric service), Times Mirror Company (newspapers), and the University of California Los Angeles and University of Southern California.¹³ In 2000 local, state, or federal government employed 10.6% of the population and the armed forces accounted for 0.1% of the labor force. Natural resource jobs including agriculture, forestry, fishing, and hunting employed only 0.2%, but this percentage may be artificially low because many fishermen are self-employed and are underrepresented in the data.

According to the 2000 U.S. Census, the per capita income for Los Angeles in 1999 was \$20,671 and the median household income was \$36,687. About 22.1% lived below poverty level compared to the national average of 12.4%. In 2000 Los Angeles had 1,337,706 housing units, of which 95.3% were occupied and 4.7% were vacant. Of the occupied units, 38.6% were by owner and 61.4% were by renter. About 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 in April 1850. It is a charter city that operates under a council-city manager government.¹⁴ Los Angeles has a 15-member council and mayor, all elected.¹⁵ Residents pay an 8.25% sales and use tax rate, and Los Angeles County levies a 12% transient lodging tax, which earned \$10,202,899 for fiscal year 2001.¹⁶ See the Governance subsection (page 43) in the Overview section for a more detailed discussion of taxes affecting fishermen and processors in California.

A California Department of Fish and Game Marine Region field office is 25 miles away in Los Alamitos. The National Oceanic and Atmospheric Administration's Southwest Regional office is in Long Beach. Eight U.S. Coast Guard vessels are stationed at the USCG 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 Fishery Management Council meetings. Los Angeles has a U.S. Citizenship and Immigration Services District Office.

Facilities

Los Angeles is accessible by land, sea, and air. Interstate highways 5, 10, and 110 contribute to the 527 freeway miles in the city. Seventeen Amtrak trains serve the city's Union Station, making it the nation's eighth 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 serve the area.¹⁷

The Port of Los Angeles is 20 miles south of downtown Los Angeles in San Pedro Bay. The port complex stretches along 43 miles of waterfront and occupies 7,500 acres, of which 3,300 are water.¹⁸ The port is a department of the city under the direction of a five-member Board of Harbor Commissioners appointed by the mayor.¹⁹ The port has 29 state-of-the-art cargo facilities and five intermodal rail yards.²⁰

There are also several recreational facilities affiliated with the Los Angeles port complex. Cabrillo Marina holds 1,100 recreational vessels. The Cabrillo Beach area includes a popular swimming beach, three museums, the Cabrillo Marine Aquarium, and the S.S. Lane Victory—a national historic landmark. The area also offers harbor cruises and whale-watching tours.²¹ Los Angeles' World Cruise Center is the primary cruise passenger terminal on the West Coast, and can handle the world's largest cruise ships.²² In 1997 the 47-acre terminal island transfer facility was completed allowing the direct transfer of containers from ships to trains.²³

People and Place—San Pedro

Location

The community of San Pedro is on California's southern coast within the city limits of Los Angeles. 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 population was 76,028, an increase of 6% from 1990. The gender composition was 51% female and 49% male. About 35% were between the ages of 35 and 59. Of the population 18 years of age and older, 75% had a high school education or higher, 22% had a bachelor's degree or higher, and 7% had a graduate or professional degree; the national averages were 79.7%, 22.3%, and 7.8% respectively.

The racial structure was predominantly white (45%), followed by black (6%), Asian (5%), individuals who identified with two or more races (3%), Native American and Alaska Native (0.4%), Native Hawaiian and Other Pacific Islander (0.3%), and individuals who identified with some other race (0.2%). Ethnicity data indicate 41% identified as Hispanic, and 24% were foreign-born.

In 2000 78.4% of the population lived in family housing.

History

In 1851 a local entrepreneur, Phineas Banning, initiated construction of a small wharf and warehouse in San Pedro. Banning later became known as “the father of Los Angeles Harbor.”²⁴ 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 had blossomed. In 1907 the Port of San Pedro became part of the newly created Port of Los Angeles.^{25, 26}

Prior to World War I the first submarine base on the West Coast was constructed in San Pedro. Commerce declined sharply during the Great Depression, but with the onset of World War II, the Port of Los Angeles thrived again as a shipping center for military equipment. The port also served as a submarine base during the war. Although fishing has declined since the 1950s and 1960s, the Port of Los Angeles is the busiest U.S. port and the fifth busiest port complex in the world.

California’s commercial fishing industry began during the 1800s, initiated primarily by Asian immigrants. Chinese settlers began diving for abalone on Southern California’s coast around 1850. Abalone meat was typically exported to markets in Asia and the shells were sent to Europe. The industry was quite successful and, at the turn of the century, California’s coastal counties banned abalone harvests in ocean depths less than 20 feet due overexploitation. Dive technology in this era was not advanced enough to support diving in deeper water and the ban temporarily closed the Chinese abalone industry.

Eventually Japanese divers, who developed an improved dive system using compressed air and enclosed helmets, were able to transition the abalone industry to deeper water. These divers focused on White Point, northwest of San Pedro’s coast, and within several years set up a more permanent camp on Terminal Island. This eventually became a major settlement for Japanese fishermen.

One of the earliest West Coast sardine fisheries also developed in San Pedro. The first sardine processing plant was established in 1893 by Chinese fishermen. By 1907 about 150 Japanese were fishing out of Terminal Island and processing sardines, mackerel, and abalone. Commercial fishermen from the area traveled as far south as Peru for sardines.²⁷

In the 1920s European immigrants with rich fishing histories of their own from Italy, Portugal, Yugoslavia, and Scandinavian countries among others came to San Pedro. Each group introduced its own fishing

technologies. San Pedro and Southern California in general became home for a variety of gear types, including gill nets, purse seines, longline gear, and lampara gear. The versatility of the various gear types enabled the fishing industry to thrive. As a particular fish species fluctuated in value and volume, San Pedro’s fishermen could transfer harvest efforts to other species.

San Pedro was founded on income from fishing (including canneries and processors) and commercial freight industries. In 1935 6,000 people were directly employed in the fishing industry, and its aggregate payroll was the largest in San Pedro, approximately \$750,000 per month.²⁸ It was typical for entire families to work in the industry. As a Los Angeles Times article noted, “at its height ... Los Angeles harbor had 18 canneries and provided jobs for 17,000 people who processed the catches of 2,000 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.”²⁹

The fishing industry waxed and waned as landings of abalone, sardines, tuna, and squid rose and fell. Coastal pelagic species (including mackerel, market squid, sardines, and anchovies) have become a major focus of Southern California’s fisheries in recent years.³⁰ In Southern California these species are frequently referred to as “wetfish” because they are often packaged immediately after harvest (i.e., still wet from the ocean). These fish are typically caught with purse seine nets, a gear type that captures large schools of fish quickly and efficiently. While San Pedro has seen many different gear types, purse seine fishermen were historically present in large numbers. Estimates of the San Pedro purse seine fleet were as high as 140 to 200 vessels during the 1930s to the 1950s. Yugoslavians and Italians made up a large portion of the fishermen in this fleet.^{31, 32}

During the last 40 years, a variety of interrelated ecological, regulatory, and economic changes have contributed to dramatic impacts on San Pedro’s fishing industry. As biological awareness improves, federal regulations have increasingly limited access to these fisheries by implementing more stringent license requirements and by prohibiting access to overfished species. In some cases this transition has resulted in globalization of the seafood market. Southern Californian fishermen may be at an economic disadvantage to overseas competitors. For example, Latin American and Asian fishing industries can deliver fish at lower costs because labor costs are generally cheaper and they often face a less constrictive regulatory system. As a result, many of San Pedro’s canneries relocated overseas in the 1970s.³³ At the same time, fishermen encountered a reduced local demand for their

catch. Fishermen found they could no longer make a living and their numbers declined.³⁴

Field work in 2004 revealed the number of commercial fishermen in San Pedro has dropped significantly since the 1960s and the variation in gear types has consolidated. Currently, seiners and gillnetters make up the largest contingent of fishermen. Longliners have faced substantial reductions and the area's dive fleet has dwindled to only a few regularly active vessels.

While the area's commercial fishermen have struggled over the last 40 years, the region's sportfishing industry has grown. Some commercial fishermen express frustration regarding their sportfishing counterparts, asserting state and federal policy makers favor sport fishermen over commercial fishermen because sport fishermen produce larger tax and permit revenues.

A recent study of 21 vessels conducted by scientists at the University of Southern California's Wrigley Institute for Environmental Study revealed these boats were generally owned by the same persons for long periods of time (sometimes passed down), captained by second generation fishermen, and that the local wetfishing industry was very much a familial enterprise. It is feared competition generated by out-of-state fishermen, an increasingly stringent regulatory system, and a rise in costs may contribute to the end of San Pedro's traditional purse seine fleet. Given the fleet's rich history in San Pedro, such a loss could create a cultural and economic challenge. For example, the fleet generated more than \$11 million in gross revenues in 2000 and much of the money stayed in the area.³⁵

As the regulatory and economic landscape of Southern California's fishing industry has changed in recent decades, so has the associated labor force. During the site visit, it was evident many European immigrants and their descendents have left the industry to pursue more stable sources of income. Those who have remained have transitioned into executive positions in the industry as owners, captains, and managers. Latin Americans (particularly those from Mexico) and Asian immigrants have filled the vacant labor positions. These jobs, considered low paying, unstable, and grueling to second and third generation Americans, are viewed favorably by the new immigrants. They stay in the positions for several months to several years. This temporary labor source is recognized as very useful.

San Pedro's wetfish fishermen and industry leaders have offered suggestions which they believe may improve the current regulatory system. A key concern is improving official representation for the interests of fishermen, particularly regarding closures, licensing changes, and development of new marine protected

areas. Fishermen also want more transparency in the research and policy process.

Infrastructure—San Pedro

Current Economy

According to the 2000 U.S. Census, 17% of San Pedro's population was living below the poverty level in 1999, compared to the 12.4% national average.³⁶ San Pedro had 30,745 housing units in 2000, of which 94% were occupied and 6% were vacant. Of the occupied units, 43% were by owner and 57% were by renter.

Governance

San Pedro is in Los Angeles' Fifteenth City Council District, which also encompasses Harbor-Gateway, an approximately 16 mile strip running from central Los Angeles 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 the city's 15-member council. Los Angeles is a charter city that incorporated in 1850.³⁷ Charter cities differ from general law cities because charter cities allow the citizenry more official access to the city's operations (e.g., laws, governing bodies). A charter law or regulation can only be adopted or changed by majority vote.

In 1999 Los Angeles authorized neighborhood councils. These councils are involved with neighborhood improvement projects, and have championed local opinions on city issues.³⁸ 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 express concerns regarding harbor issues to the Port of Los Angeles Community Advisory Committee. Established in 2001, this committee is comprised of members of the Los Angeles Board of Harbor Commissioners. The committee assesses port development issues to assure compliance with state and federal law and to foster development beneficial to nearby communities such as Wilmington, San Pedro, and Harbor City.³⁹

The nearest offices of the National Marine Fisheries Service and the California Department of Fish and Game are 7 miles away in Long Beach. A U.S. Coast Guard (USCG) station is in the Port of Los Angeles and a USCG Maritime Safety and Security Team is in San Pedro. The nearest U.S. Citizenship and Immigration Office is in Los Angeles, and the nearest Pacific Fishery Management Council meetings take place 120 miles south in San Diego.

Facilities

Los Angeles International Airport is 24 miles from San Pedro. The community has 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 a K-2 grade school. San Pedro has seven hotels and one hostel. The community also has a hospital, the Little Company of Mary Hospital, and is served by two police forces, the Los Angeles Police Department and the Los Angeles County Sheriff's Department. Los Angeles Water and Power, Southern California Edison Company, and Southern California Gas Company provide utilities. For harbor statistics see the facilities section in the Los Angeles community profile.

Involvement in West Coast Fisheries— San Pedro

Commercial Fishing

At least one commercial fish processing plant operated in San Pedro during 2000. Fieldwork indicates approximately 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).

In 2000 234 vessels, all commercially registered, delivered landings to San Pedro. 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 1,025 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 2000, of which 50 participated in the federally managed groundfish fishery. The number of vessels owned by residents of San Pedro that participated in each 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 2/0/2.⁴⁰

Community members held 221 registered state permits in 2000. The number of residents holding state permits in each 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 3/0/82.⁴¹

In 2000 San Pedro residents held at least 398 registered state permits. The number of state permits held by community members in each 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 4/0/149.⁴²

Sportfishing

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

Subsistence

Local tribal and nontribal community members may engage in subsistence fishing in the San Pedro area, however, specific information on subsistence fishing in San Pedro is not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term "recreational" for fishermen who do not earn revenue from their catch but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing in California is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries— San Pedro

Commercial Fishing

San Pedro community members owned 13 vessels that fished in the North Pacific during 2000. Residents 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.

In 2000 San Pedro residents held 14 registered federal and state North Pacific permits. These permits included: 1 federal groundfish License Limitation Program (LLP) permit, 2 State of Alaska Commercial Fisheries Entry Commission (CFEC) groundfish permits for the Bering Sea Aleutian Islands, and 10 Alaska CFEC permits for salmon. Community members also 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.

People and Place—Terminal Island

Location

Terminal Island is an artificially constructed island, located between Los Angeles Harbor and Long Beach Harbor. The island has canneries, shipyards, a U.S. Naval base and a federal prison.⁴³ Terminal Island is approximately 26 miles from downtown Los Angeles. The area, including all port facilities, encompasses 2.96 square miles of land and 5.23 square miles of water. The geographic coordinates of Terminal Island are lat 33°45'39"N, long 118°14'90"W.

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.⁴⁴

In 2000 the population of Terminal Island was 1,434, of which 62.5% were between the ages of 22 and 44. Of the population 25 years of age and older, 37% had no high school education, 26% had a high school education, and 24% had some college but no degree.

The racial composition of Terminal Island was predominantly white (45.9%), followed by black (23.9%), individuals who identified with some other race (21.1%), individuals who identified with two or more races (4.1%), Asian (2.8%), American Indian and Alaskan Native (1.4%), and Native Hawaiian and Other Pacific Islander (0.8%). About 37.9% identified as Hispanic.

History

Terminal Island was a mud flat originally named "Isla Raza de Buena Gente" (Island of the Race of Good People), then became known as Rattlesnake Island.⁴⁵ In 1909 the island had several hundred Japanese inhabitants. In 1911 Terminal 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. By 1929 Terminal Island had about 900 Japanese fishermen who caught fish for local canneries. By 1942 the Japanese community on Terminal Island had a population of 3,500. In the years before World War II, Terminal Island was known as a "typical Japanese fishing village."⁴⁶ Six fish canneries

were located on the island, each with its own employee housing.

Due to its proximity to the San Pedro U.S. Naval Base (across the harbor), Terminal Island was designated a "strategic area" in late January 1942. In February residents of Terminal Island became the first Japanese to be evicted from their homes. Most went to the Manzanar internment camp, about 226 miles north of Los Angeles.⁴⁷

Terminal Island was once a major commercial fishery hub with 16 canneries that processed a variety of fish including tuna, salmon, and herring. Fish Harbor had numerous processing plants, canneries, and commercial boats.⁴⁸ As of 2000 Terminal Island housed Fish Harbor, and its 1,200 fishing vessels, shipyards, canneries, a navy seaplane base, a meteorological station, and a federal prison.⁴⁹

Infrastructure—Terminal Island

Current Economy

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

Governance

Terminal Island is a community within the incorporated City of Los Angeles. See the governance section of the Los Angeles community profile.

Facilities

Terminal Island is a manmade 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—Terminal Island

Commercial Fishing

In 2000 258 commercially registered vessels delivered landings to Terminal Island. Landings were made in the following West Coast fisheries (data shown represents landings in metric tons/value of landings/ number of vessels landing): coastal pelagic 40,646.9 t/ \$7,155,735/46; crab 0.5 t/\$1,511/18; groundfish 34.4 t/ \$153,384/56; highly migratory species 3,778.1 t/ \$8,357,035/82; salmon confidential/confidential/NA;

shrimp 20.4 t/\$178,343/18; and other species 1,980.4 t/\$4,619,355/205.

In 2000 Terminal Island residents owned two commercial vessels, one of which participated in the federally managed groundfish fishery. The number of vessels owned by Terminal Island residents in 2000 that participated in each fishery by state (WA/OR/CA) was: groundfish 0/0/NA, highly migratory species NA/0/NA, shellfish NA/0/NA, and shrimp NA/0/0.⁵⁰

In 2000 the number of Terminal Island residents holding permits in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/1.⁵¹

In 2000 Terminal Island residents held at least three commercial fishing permits, all state registered. The number of state permits held by residents in each fishery by state (WA/OR/CA) was: highly migratory species NA/0/0, shellfish 0/0/NA, and other species 0/0/3.⁵²

In 2001 both Chicken of the Sea International and Heinz Pet Food closed the oldest remaining fish canneries on the island.⁵³ Although there are no processors on Terminal Island, fieldwork indicates there are three wetfish operations at Fish Harbor. These operations unload commercial fishing vessels and ice the product in preparation for transport to nearby processors. A Heinz Pet Food Products research laboratory and distribution center remains in operation at Fish Harbor. Approximately 40 to 50 commercial fishing vessels still moor at Terminal Island. Roughly one-third are involved in the seine fisheries and one-third in gill net fisheries. The remaining vessels are longliners or commercial dive boats.

Sportfishing

Many sportfishing and pleasure craft moor in Fish Harbor at Terminal Island, but there are no charter businesses located on the island.

In 2000 vendors in Los Angeles County sold 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, 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 may engage in subsistence fishing in the Terminal Island area. However, specific information on subsistence fishing is

not discussed in detail due to the lack of available data. The California Department of Fish and Game uses the term “recreational” for fishermen who do not earn revenue from their catch but fish for pleasure or to provide food for personal consumption. Information on subsistence fishing is captured to some degree in the sportfishing data.

Involvement in North Pacific Fisheries—Terminal Island

Terminal Island had no involvement in North Pacific fisheries in 2000.

Notes

1. City of Los Angeles. 2003. Economic, demographic and financial information: City of Los Angeles. Online at <http://www.lacity.org/cao/econdemo.htm> [accessed 26 February 2007].
2. The Santa Barbara Museum of Natural History. 2002. Chumash Indian life. Online at <http://www.sbnature.org/research/anthro/chumash/index.htm> [accessed 26 February 2007].
3. Los Angeles Almanac. 2004. Los Angeles County-Pre-history to 1799. Online at <http://www.laalmanac.com/history/hi01a.htm> [accessed 26 February 2007].
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