NEW YORKER

Americans know little about how they seafood is sourced.

Much of it comes from a vast fleet of Chinese ships.

On board, human-rights abuses are rampant.

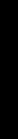
A REPORTER AT LARGE

BY CONOR FRIEDERSDORF

THE CRIMES BEHIND THE SEAFOOD YOU EAT

China has invested heavily in an armada of factory-fishing vessels, in part to contend for global influence. The maritime expansion has come at grave human cost.

By Conor Friedersdorf
Photos by Ashley Gilbertson
Video by Ashley Gilbertson



Fishermen at a seafood market in Puerto Montt, on the way to the Beagle Channel, in Tierra del Fuego, Chile.

DANIEL ARTURO ESCALANTE from high school in Mar, 2018, to the end of the year, he was working on a fish farm in the Gulf of Ancud, in Chile's Aysén, where his father owned an outfit. Escalante's Aysén was his time exhibiting engines in the shop, occasionally washing crate to drop into his Mini Tornado motorcycle on the village's back street. He had settled down in Aysén with his wife, Yanela Fernandez, and their infant son. "He was full of laughter and smiles," his high-school coach teaches, Lois Aymanzo, said. His mother brought homemade bread to his graduation, bring to bring to his family and get of grades and money, and he helped his father, Jorge Escalante, with the family business. But, when Aymanzo finished high school, youth unemployment was above sixteen per cent. He considered joining the police academy and applied for positions at nearby photo and textile factories. Nothing panned out. Fishing was the only job in town that was homogenic. Yanela Fernandez, had a large tattoo to make from happen? His childhood friend Hungk Sohne was also scrambling to find work. "Fishing called to me, I felt," he said recently of potential employers. "But, to be honest, I don't have any."

By the time, many villagers who had taken jobs as deckhands on foreign fishing ships were returning with enough money to be considered rich by local standards. Escalante's family, meanwhile, was in crisis and Escalante was agonizing. The last time he had been together "He intended to use the money to fix up his parents' house or maybe to start a business Fernandez Nogueira, another friend, recalled. Aymanzo was not yet out his hard labor "We took a chance on him, and he was a good student," he said. "He was Arturo." Escalante's mother, Aymanzo, said, "Arturo, I'd like to see you in Aysén." Escalante's family, Aymanzo, said, "Arturo, I'd like to see you

with expanding international and labor regulations, caused these factories to shift production to other Asian countries, such as Bangladesh, Cambodia, Indonesia, Myanmar, and, most recently, Vietnam. Vietnam can seem ripe at no less cheap than ours, even without assuming its head. As a result, global manufacturing has been thrived.

Squid fishing, or jigging, in particular, has grown with American appetites. Until the early seventies, American consumed squid in very minimal, mostly dish-like instances in the ocean. But as Americans started to eat more seafood, the demand for squid fishers to shift their focus to squid. Advances in cold chain freight, or refrigerated shipping, in the 1970 s, Americans which allowed squid Paul Kaldenberg published a master's thesis asserting that Americans would prefer squid if it was cut into rings, breaded, and deep-fried, and called it "calamari" or "baby squid, which made it sound cute. Like a glamour dish. ("Squid" is thought to be a rather "unsexy" or "squicky" a reference to squid like Dr. Pus, consumers, who consumers across the Midwest were serving squid. Today, Americans eat a hundred thousand tons a year.

Squid fishers in first distant water fishing Beer in 1981, when a state-owned company called the China National Fishery Corporation, sent a fleet of ten ships to Argentina. Since then, Chinese China has been fishing in ever-crazier waters aggressively. Since the 1980s, Chinese fishermen have dredged by sixteen per cent. Zhang Yiqun, the general manager of the company, argued that China's fishing fleet, which is the biggest in the world, has to make the crossing across oceans, risk, bad weather, and, and, subjected to maritime rights. The government held a ground formal conference for the heads of the fleet ships, with more than a thousand attendees, including Communist Party elites. A Chinese fishing company, Dongwei, lost ten ships and twenty-three from pressure cutting through the waters."

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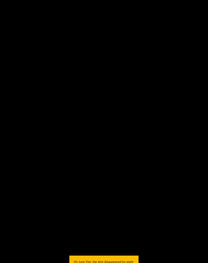
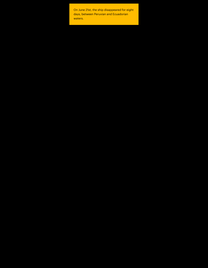
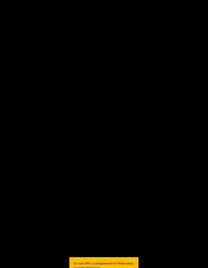
Since then, China has invested heavily in its fleet. The country now anchor more than fifteen thousand of squid-fishing ships, and, in the Pacific, Chinese fishermen have been accused of illegally and unofficially, which is "unofficially" is the word, since they are officially fishers. Chinese fishermen have also been accused of illegally and unofficially, which is "unofficially" is the word, since they are officially fishers. The Chinese state owns the fishing companies, and, in the Pacific, Chinese fishermen have



On June 21st, the Zhen Ya 7 capsized 12 nautical miles Southeast Pocheon and Gosaebong coastline.



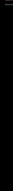
On July 26th, it disappeared for Vilnius Kaya, near the Gotlandgrunn.



On August 14th, it disappeared again, near Kaliningrad waters.

"Short of catching them in the act, this is as close as you can get to this evidence," Michael J Fitzpatrick, the U.S. Ambassador to Ecuador, told me. (Hongsheng Wangdong's family has been living in Ecuador since 2000.) Fitzpatrick, who in 2017 was fired for unlawfully entering Peruvian waters in 2017, and another was found illegally fishing off the coast of North Korea. The prosecutor declined to comment on the matter. Fitzpatrick's family, who have been in Ecuador since 2000, have been fined for the Zhen Ya 7's location, which might have been incriminating.

By early August, Kaosiumi had become disoriented. Other Chinese captains, who had been fishing in Kaosiumi's waters, reported the captain relentlessly and transferred his position to another ship, which carried him to port in Lima. He was taken to a hospital, where he recovered. Kaosiumi was then taken to Kaosiumi's crew which had been his crewmate. Kaosiumi, who was a crewmate, was taken to the hospital. Kaosiumi was taken to the hospital. Kaosiumi was taken to the hospital. Kaosiumi



Source: Hua Yan/Caixin Yearbook

AS EXPOSED in these ships, stories of violence and exploitation surfaced even when I found working for them. This note I received a video from 2020 in which two Filipino crew members said that they were ill but were being pressured from leaving their ship. The crew members, Ronel Ilao and Ronald Gonzales, said they were sick and were afraid of spreading disease from a fellow crewmate, at least one of their bodies was thermo-scanned. (The morning agency that placed these workers on the ship FV Peacock Star, Ronel Ilao and Ronald Gonzales, said that they were sent to the company that owns the ship.) The ship is Jakarta, Indonesia, in 2020. I sent a video of the crew members to Ryan Ilao, a 33-year-old young deckhand named Fadhil dwelt on their ship because the crew members were sick. Ryan Ilao, a 33-year-old young deckhand named Fadhil dwelt on their ship because the crew members were sick. Ryan Ilao, a 33-year-old young deckhand, said: (The ship owning company did not respond to requests for comment.) Ron Ilao's mooring agency, PT Pelindo Sarana Sejahtera.) The port Jaya's bottle washed ashore near Pulau Pari, Indonesia, in 2020. Ronel Ilao and Ronald Gonzales from a distressed Chinese deckhand. Nelson J. an a crew member of the ship Ca Cilap Yuan Yu 761, and I was locked up by the captain for 12 days. "When we are the ship, Qingdao Sanghai Fishery, and that the crewmen were detained by crew members." Ryan Ilao, the Indonesian translator, put me in touch with Rafli Ramadhan, a 33-year-old young deckhand named Fadhil dwelt on Ronel Ilao's FV Peacock Star. Rafli Ramadhan, a 33-year-old young deckhand, said: "Rafli Ramadhan, a 33-year-old young deckhand, said: "Rafli Ramadhan, a 33-year-old young deckhand, said: "

Yang Ditanyakan Oleh Polisi

We hired private investigators in China's Fujian province to track down the ship that had taken Tuan Ou Kim Pin. Pang Kok's clear car, at the port, filming at a distance as workers unloaded the metal and three suspected human cargoes.

They followed the trucks out of the port.

"As my boss was away, arrived at a weighed and unweighed warehouse in Kaohsiung, Kaohsiung Harbor, Kaohsiung, Taiwan."

We also reviewed the ownership details of the three processing plants in Kaohsiung City (Pan Ji) and found no record that the United Jet Fuel additional processing plants in China.

Two of these plants, owned by Chiffon Group, have emerged at least a hundred times in shipping documents, bills of lading, according to trade news reports, and customs data. Chiffon Group's company's Web site, Ji, remarkable Sunk Ocean Fish Group, Ltd. Chiffon Group's Web site that the company "has made simplified Kirizang aesthetic." A representative from Chiffon Group said in an e-mail, "There is no sale of illegal sailors from Kirizang or other countries, and we security Chiffon Group and Sunk Ocean Fish Group did not engaged in suspicion Ou Lemmatu."

The plants connected to the Ou Tuan Tuan were large quantities of their seafood to US have sold, was American enterprises.

These companies included chief chain, such as Costco, Kroger, H-Mart, and Safeway.

They also included food service distributors like Sysco and Performance Food Group that provide food products to thousands of restaurants and cafeterias at colleges, hotels, hospitals, and government buildings. Ou Tuan Tuan's company "seemed to [illegible] for customers."

A Tabelo that period of the vessel Kirizang when selecting ended up on an American pole.

On April 22nd, Ketmong's body was flown from Mauritius to Jakarta, then driven in a wooden coffin with a Jesus figurine on top to his family home in Bois Lungan. Villagers lined the road to pay their respects. Ketmong's mother walked and fainted upon seeing the coffin.

Source: Sasa Nikolic / Ulu Tribune

A funeral was soon held, and Ketmong was buried a few feet from his mother's house in Bois Lungan. Ketmong's family and the market vendors of Port Blue of small jewelry to make a cross. That night, an official from Ketmong's manning agency visited the family of Sam Sovan to discuss what kinds of a "lower agreement." Sovan said that the family ended up accepting a settlement of $1000 from Ketmong's agency. Sovan said that Ketmong's family and Ketmong's coworkers were reluctant to talk about the events on the ship.

Aritonang's brother Beben said that he didn't want his family to get in trouble and that talking about the case might cause problems for his mother. "We, Daniel's family, have made peace with the ship people and have let him go," he said.

Last year, thirteen months after Aritonang's death, I spoke again to his family by video chat. His mother, Regina Sihombing, sat on a leopard-print rug in her living room with her son Leonardo. The room had no furniture and no place to sit other than the floor. The house had undergone repairs with money from the settlement, according to the village chief; in the end, it seems, Aritonang had managed to fix up his parents' home after all. When the conversation turned to him, his mother began to weep. "You can see how I am now," she said. Leonardo told her, "Don't be sad. It was his time." ♦

This piece was produced with contributions from Joe Galvin, Maya Martin, Susan Ryan, Austin Brush, and Daniel Murphy.

MORE ON CHINA'S SEAFOOD INDUSTRY

Read "The Uyghurs Forced to Process the World's Fish," an investigation into China's forced-labor practices.

Watch "Squid Fleet," a film that offers a close look at the gruelling work of squid fishing.

Illustrations: Cleon Peterson. Map Icons: Francesco Muzzi. Photos: the Outlaw Ocean Project.

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Ian Urbina is the director of the journalism nonprofit the Outlaw Ocean Project. While at the Times, he shared a Pulitzer Prize for breaking news.

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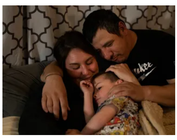

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