

PATRON-CLIENT RELATIONSHIP PATTERN IN FISHERY BUSINESS CATCH IN DUDEPO PORT, BOLAANG UKI DISTRICT SOUTH BOLAANG MONGONDOW REGENCY

Pola Hubungan Patron-Klien Pada Usaha Perikanan Tangkap di Pelabuhan Dudepo Kecamatan Bolaang Uki Kabupaten Bolaang Mongondow Selatan

Erlansyah*, Mukhlisnah Djalil, Mohamad Pidra Hasani

Fisheries Socio-Economic Study Program Nahdlatul Ulama University, Gorontalo

By Pass Road, Pauwo, Kabila District, Bone Bolango Regency, Gorontalo 96135

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*Correponding Author: erlansyah@unugorontalo.ac.id

ABSTRACT

The rapid activity of increasing fishing productivity creates an intense relationship called patron and client between ship owners and ship workers who are often in conditions of uncertainty or unequal relations. The aim of this research is to determine relationship patterns, supporting factors and inhibiting factors in patron-client relationships in fisheries businesses. The research method used is a case study by examining phenomena comprehensively, intensely, in detail and in depth. The data analysis used is qualitative analysis using three stages including; data reduction, data presentation, and drawing conclusions. The research results show that the patron-client relationship at Dudepo Port is a relationship of reciprocity or exchange in both economic and non-economic forms. For example Patron; Apart from providing wages to clients for their services and energy, they also provide living space in the form of housing, political protection and other social assistance. There are three supporting factors for patron-client relationships, namely; kinship, trust, and remuneration. Meanwhile, factors inhibiting patron-client relations are the price of fish, patron superiority, and profit sharing.

Keywords: *Patron-Client Relationship, Dudepo Port, Capture Fisheries,*

ABSTRAK

Pesatnya kegiatan peningkatan produktivitas penangkapan ikan menciptakan intensitas hubungan relasi yang disebut patron dan klien antara pemilik kapal dan buruh kapal yang sering kali berada dalam kondisi tidak menentu atau hubungan yang tidak setara. Tujuan penelitian ini yaitu untuk mengetahui pola hubungan, faktor pendukung, dan faktor penghambat hubungan patron-klien pada usaha perikanan. Metode penelitian yang digunakan adalah studi kasus dengan mengkaji fenomena secara komprehensif, intens, rinci, dan mendalam. Analisis data yang dipakai yaitu analisis kualitatif dengan menggunakan tiga tahap diantaranya; reduksi data, penyajian data, dan penarikan kesimpulan. Hasil penelitian menunjukkan bahwa hubungan patron-klien di Pelabuhan Dudepo merupakan hubungan resiprositas atau pertukaran baik

dalam bentuk ekonomi ataupun non- ekonomi. Misalnya Patron; selain memberikan upah pada klien atas jasa dan tenaganya ia juga memberikan ruang hidup berupa tempat tinggal, perlindungan politik, dan bantuan sosial lainnya. Faktor pendukung hubungan patron-klien ada tiga yakni; kekeluargaan, kepercayaan, dan imbal jasa. Sementara, faktor penghambat hubungan patron-klien adalah harga ikan, superioritas patron, dan pembagian hasil.

Kata Kunci: *Hubungan Patron-Klien, Pelabuhan Dudepo, Perikanan Tangkap*

INTRODUCTION

One of the goals of national development is to improve the economy in order to be able to create jobs and organize a decent life for all people in realizing the welfare of the population in a country. People whose lives depend on marine products are called fishermen or ship workers. According to Elanda & Alie, (2020) Indonesia is known as a maritime country because its territory is surrounded by the sea, even the majority of the territory of the Republic of Indonesia is waters or sea. With the wealth of the sea it has, it is not surprising that most of its people rely on the marine sector for their livelihood. One of the social interaction relationships that is built in the labor or fishing community is the Patron-Client relationship which is basically a power relationship. This bond is a social product and the activities of fishermen who are often in uncertain conditions or in other words their interactions are unequal. Inequality can be seen from various aspects such as income, power, status and others. Their relationship is not only economic but also social and even political. Their work relationship is built on unwritten cooperation. However, on that basis they are also sufficient in regulating various work behaviors including the profit-sharing system. The profit-sharing system between them is one characteristic in the work relationship system. Usually, patron-client still have social closeness from kinship lines. The patterns in social organization are called social structures (Nurani *et al.*, 2022).

The rapid increase in productivity activities creates an intensity of relations between patrons and clients where internal conflicts are often found between patrons and clients in terms of capital to support facilities and infrastructure for going to sea as conveyed by Kausar & Zaman, (2015). Workers who are pressed for urgent needs, to increase productivity results will borrow money to cover production costs. From this capital problem, it will affect the social relations between patrons and clients in running their businesses. The dominance of patrons over clients creates a social gap between the two due to the existence of debts (Rusydi *et al.*, 2020). The capital loans given make ship workers have to be bound and not allowed to move from place to place to sell their catch. This is an unconscious attachment but has become common and normal for ship workers. This limited capital is also often the main reason for clients in running their economic lives, the dominance of patrons and the power they have makes clients unable to do anything but surrender to the prices offered by patrons. However, in some cases there is also a healthy relationship between clients and patrons. In social relations, capital owners will need workers to help them create and manage their businesses which are then marketed, while those who are funded also need capital owners to get jobs and receive their salaries (Nuraini *et al.*, 2024).

Generally, the patron-client relationship between fishermen and skippers is very minimal with conflict. However, this relationship pattern has a very large potential for injustice. This is because the market pattern and structure that occurs between fishermen and skippers is a monopsony market. This type of market is characterized by the presence of one buyer facing many sellers. This condition makes this relationship pattern very vulnerable to injustice (Rusydi *et al.*, 2020). Elements of exploitation can be seen in the work cycle which is entirely regulated by the Patron. Ship workers generally have no control over production activities.

They work under the command of the owner or his representative (skipper). When the finances are divided, the owner or skipper does not explain openly and in detail how much the total operating costs are and how much the total income is (Putri 2020). Based on the background above, the purpose of this study is to determine the relationship pattern, supporting factors and inhibiting factors of the Patron-Client relationship in the fisheries business in Dudepo Port, Bolaanguki District, South Bolaang Mongondow Regency.

RESEARCH METHODS

Type of Research

This type of research is descriptive with a qualitative approach. Descriptive research is research conducted on independent variables, namely without making comparisons or connecting with other variables. While qualitative is a research method that uses direct analysis of activities in the field. Qualitative research methods are used to research natural object conditions where researchers are key instruments, data collection techniques are carried out in combination, data analysis can be inductive or qualitative, and research results emphasize meaning more than generalization (Sugiyono, 2014).

Time and Place

This study was conducted from September to December 2023 at Dudepo Port, Bolaang Uki District, South Bolaang Mongondow Regency, North Sulawesi Province.

Sampling Technique

The population in this study were fishermen in Dudepo Port, Bolaang Uki District, South Bolaang Mongondow Regency based on observations made by the relevant agency Dudepo Port, Bolaang Uki District has a total of 469 ship workers (Clients) and 15 ship owners (Patrons) consisting of 26 operating fishing vessels (DKP Bolsel, 2019).

According to Sugiyono, (2015) purposive sampling is a sampling technique with certain considerations or selection using criteria determined by researchers based on research objectives. The sampling criteria based on the objectives of this study are active fishermen in Dudepo Port, as well as fishermen using a patron-client relationship pattern. Based on these criteria, the respondents taken as samples in this study were 15 ship owners and 25 ship workers. This study uses a survey method and direct interviews with the community, using a questionnaire list. This primary data in the form of data on patron-client relationship patterns at Dudepo Port is data obtained from the government agency of the Maritime Affairs and Fisheries Service of South Bolaang Mongondow Regency, the Dudepo port manager and from other literature related to the topic of this study.

Data Analysis

Data analysis in qualitative research is carried out during data collection. In qualitative data analysis, there are three flows of activities that occur simultaneously. Activities in data analysis are: data reduction, data presentation, drawing conclusions/verification (Miles & Huberman, 2014). Activities in qualitative data, namely:

activities carried out by the researcher to obtain valid data. This data collection is carried out through interviews with parties related to this research, field observations and documentation.

Data reduction is defined as the process of selecting, focusing attention and simplifying, abstracting and transforming "rough" data that emerges from written notes in the field. This process takes place during the research, from the beginning to the end of the research. In this reduction process, researchers look for valid data.

The second important flow of analysis activities is data presentation. Presentation of data as a set of structured information that provides the possibility of drawing conclusions and taking action. Conclusion Drawing The third important analysis activity is drawing conclusions and verification. From the beginning of data collection, a qualitative analyst begins to look for the meaning of things, noting the regularities of explanations, causal flows, and propositions. "Final" conclusions may not emerge until after data collection, depending on the size of the field note collection, its coding, storage, and methods, the search used, the skill of the researcher, and the demands of the funder.

RESULT AND DISCUSSION

Overview of Research Location

South Bolaang Mongondow Regency is one of the regencies in the province of North Sulawesi, Indonesia with its center of government in Bolaang Uki. Formed based on Law No. 30 of 2008 which is a division of Bolaang Mongondow Regency. The culture in South Bolaang Mongondow itself consists of coastal fishing communities. Almost all sub-districts and villages in the South Bolaang Mongondow Regency area are the coastline of Tomini Bay which is a potential sea in North Sulawesi Province, so this does not directly affect the people of South Bolaang Mongondow to become a capable fishing community and have competence in the sea area, especially in the fisheries sector. Geographically, South Bolaang Mongondow Regency is located between 00°22'54.5" North Latitude and 123°28'59.2" East Longitude. South Bolaang Mongondow Regency has a land area of 1,932.30 km² and a coastline that stretches 294 km and a protected area of 168,910.35 km² (BPS Bolsel 2015).

Dudepo Port is one of the centers of fisheries trade in South Bolaang Mongondow, precisely located in Bolaang Uki District. Dudepo Port itself has a Fish Auction Place (TPI) which is the center of fishermen's activities which are related to the service of landing fish catches, fuel needs services, and clean water and ice needs services. Every day, ship workers at Dudepo Port usually catch at sea which is done in the morning before dawn at 04.00 WITA in the rompons that have been spread in the waters of South Bolaang Mongondow with a distance of about 17-30 miles from the coastline.

Patron-Client Working Relationship Pattern

The pattern of work relationships between ship workers (clients) and ship owners (patrons) is usually established in their respective efforts to overcome the economic situation, namely by establishing social relationships. The social relationship is a patron-client relationship. The relationship between ship owners and ship workers is usually established in two aspects, namely economic and non-economic aspects. In the economic aspect, there is a dependence of ship workers on the fulfillment of daily economic needs and ship owners usually provide assistance in the form of loans or capital for the survival of the workers. Meanwhile, for non-economic reasons, ship owners provide facilities such as private vehicles and decent housing.



Figure 1. Unloading Activities of Ship Workers' Catch

Fishing activities and catches depend on the presence of laborers, the more productive the laborers are, the more results they will get. This makes ship owners at Dudepo Port very selective in recruiting laborers who will be entrusted to run their ships. Usually, ship owners in recruiting laborers tend to prioritize personal closeness requirements such as kinship, friendship or family relationships that are communal or traditional in nature. According to Hamzah (2021), his research states that the recruitment of laborers by ship owners is carried out based on the strength of the communal structure or tradition. They are recruited based on family relationships, as well as neighbors, but do not ignore the requirements for individual ability to go to sea. This statement is in line with the statement of one of the sources, the ship owner, Mr. Iyong Gobel as the ship owner:

“They usually come with me on average because they want to get more income (a little work space on land), but there are some (young people) who come because they want to have a motorbike, so I give them a down payment and then continue the monthly payments. They are also partly my relatives/family”.

In line with Mr. Iyong Gobel, this statement was confirmed by Mr. Turo Abas as the head of the ship's laborers:

“I have been with the boss for a long time. He is my cousin, because he already has a ship, I took the initiative to invite other friends who are skilled at sea. I am also a bit reluctant (indebted morally), because the house and land I live in are his. So I want to help his business”

Based on the statement above, on average, the ship workers join the ship owner because of their own will to fulfill their daily needs. Kinship/family relationships are also one of the factors that cause ship workers to join the ship owner, namely having been given a place to live, therefore ship workers feel responsible for helping the ship owner. After analyzing data on 40 ship workers and ship owners, the researcher found that the percentage of kinship relationships influenced the recruitment/hiring pattern between ship owners and ship workers as follows:

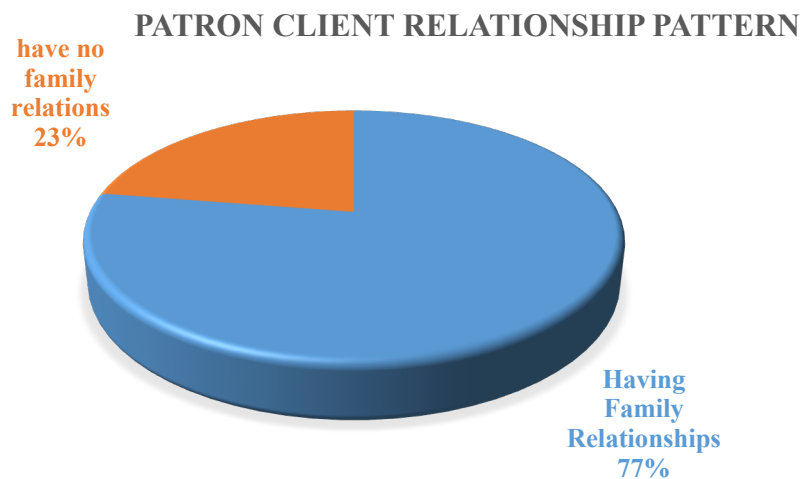


Figure 2. Patron-Client Relationship Pattern Diagram

According to Firzan and Erawan (2020), that in the patron-client work relationship, one of the factors for ship workers to go to sea on the ship is the kinship/blood relationship factor so that ethically ship workers will participate because of solidarity to help their brothers in this case the ship owner. In terms of recruitment, ship owners also use ship heads to recruit ship workers. The selected ship heads not only have the capacity to run the ship, the ship head is also a person who is quite respected in the community. With the capacity and prestige of the ship head who is influential in the community, it will be easy to build trust in recruiting ship workers to work on the ship.

In terms of work contracts, ship workers have a responsibility to the ship owner to carry out basic work services, in this case, carrying out the main work of ship workers, namely ship workers catching fish at sea as much and as much as possible. After getting the results they have obtained, they will return and give the catch to the ship owner. The ship owner will provide results that make the ship workers satisfied with receiving the profit sharing given by the ship owner. The relationship between the ship workers/clients and the ship owner/patron will continue because there has been a work contract relationship such as a loan in advance. The difference between owing to the ship owner and other loan providers is that the ship workers do not need to include any collateral to the ship owner, and there is no repayment deadline. so that this is seen by the ship workers as a kindness that will be repaid by participating in working with the ship owner. The ship owner will not collect the loan that has been given as long as the ship workers are still working with the patron.

According to Vellanda *et al.*, (2020) that local bosses (ship owners) often provide assistance in the form of loans to ship workers when they experience difficulties. Through this assistance, ship workers ultimately empathize with local bosses and trust them as patrons and places to depend on for life. This strengthens the research above with the statement of one of the patrons/ship owners, Mrs. Lisa (41) as follows:

“I will give them a loan on average for their children's school needs. I will give it on the condition that they agree to continue working with me.”

In addition to providing debt, in Dudepo Port itself in running a fishing boat business there are several supporting facilities that must be provided by the patron as the ship owner to the ship workers/clients. Some of the facilities provided by the patron are ships as a means of transportation, nets for catching fish, rope pulling machines, workers' beds, and work safety equipment. Each ship usually contains 15-30 ship workers. This was confirmed by one of the ship workers, Mr. Awi Gobel:

“On my ship there is 1 pulley machine to pull the giob rope, nets and beds for the night ship workers. All the ship workers on the ship are around 28 people including the ship's chief”.

Looking at the statement above, several supporting facilities for fishing operations are provided by the ship owner, and each ship is run by approximately 15 to 30 people, consisting of one person as the ship's captain, two people as the ship's captain, then the others as net spreaders, net pullers, and laborers who will collect the fish caught and put them in the holding tank. The cooperation carried out by all the ship's workers is to get maximum catch results.

However, from several facilities provided, it is still lacking, ship workers and ship owners tend to still ignore the supporting facilities for work safety on board the ship. from the results of the study, researchers did not find several supporting facilities for work safety on ships such as life rings/vests, fire extinguishers and diving suits. In accordance with the Manpower Law No. 13 of 2003 Articles 86 and 87 workers/laborers have two main rights. First, every worker/laborer has the right to obtain protection for work safety and health. Second, to protect the safety of workers/laborers in order to realize optimal work productivity, occupational safety and health efforts are carried out in accordance with laws and regulations. In contrast to the research above, most workers and ship owners tend to ignore the operational safety of the fishing activities they carry out as conveyed by one of the ship's workers, Mr. Iskandar Gobel, who is in charge of diving:

“Usually when I dive (in a group) I don't wear a shirt, sometimes I catch a cold, especially during the wave and rainy season, it's really cold at dawn.”.

The facilities provided by ship owners generally only function to support fishing operations while personal safety equipment for workers tends to be ignored, this is also not fully realized by ship workers because of their limited knowledge. According to the Regulation of the Minister of Maritime Affairs and Fisheries No. 42 Article 30 of 2016, Fishing vessel owners are required to provide work risk protection in the form of insurance for Fishing Vessel Crew for health, work accidents, death, and social security.

From the results of the interviews above, the work patterns that are built between ship workers and ship owners at Dudepo Port have similarities. These similarities can be seen from the aspect of the catch, ship workers only receive money from the catch given by the ship owner. Meanwhile, for the work pattern that occurs, the ship owner explains that they will look for ship workers who are willing to work with him. Ship workers will also be given a work contract by the ship owner by providing capital (debt) to bind the ship workers. While working, ship workers will get facilities in the form of consumption, cigarettes, and fish caught by the ship owner.

From the results of the interview, the researcher also conducted observations by directly observing the work pattern process that occurs. Researchers see that the work pattern carried out starts from ship owners looking for ship workers who are ready to work with them. The relationship between ship owners and ship workers has specific and general characteristics. Based on the results of structured interviews that have been obtained, it can be said that the relationship between ship owners and ship workers in Dudepo Port has an exploitative relationship. This can be seen from respondents who work as ship workers who say they have difficulty stopping work because of debts or services that must be paid to the ship owner.

In addition, the absence of a written and binding agreement makes the ship workers unable to do anything by allowing the exploitation conditions carried out by the ship owner. Ship workers and ship owners only make agreements or work agreements through deliberation and symbolic commitments so that this makes the workers have no strong grip to sue at any time a problem arises in the fishing business activity which becomes a binding legal document. According to the Regulation of the Minister of Maritime Affairs and Fisheries of the Republic

of Indonesia Number 42 of 2016 Article 7. That the Establishment of PKL (sea work agreement) must be carried out in accordance with binding standards made and signed by the owner of the Fishing Vessel, Fishing Vessel Operator, Fishing Vessel Crew Agent, or Fishing Vessel Captain with the Fishing Vessel Crew. From the research that has been conducted at Dudepo Port, researchers found that many ship owners and ship workers do not fully understand the rules or laws that have been issued by the central and regional governments.

Important points that occur in the patron client work pattern at Dudepo Port are as explained below:

1. The relationship of mutual need between patron and client makes the ship owner/patron need ship workers/clients to work with the recruitment process carried out by the patron and the head of the ship workers, while the ship workers also need work given by the boss.
2. Social differences, the better economy of the patron compared to the ship workers/clients makes it easier for ship owners to invite ship workers/clients to work and provide capital (debt) to fishermen.
3. The work contract relationship or PKL (sea work agreement) between the ship owner and ship workers that occurred at Dudepo Port has not been implemented properly in accordance with applicable regulations. This is due to the lack of knowledge from the workers themselves and the ship owner. so that at any time problems arise in the effort to catch ship poachers and the ship owner does not have a binding legal basis.

Profit Sharing System

At Dudepo Port, there is a profit-sharing system between ship workers and ship owners. Usually, the profit sharing will be calculated once a year. The results that have been collected for a year are calculated and reduced by the operational costs for a year, only after that the results that have been reduced by the operational costs will be divided into 2 between the ship and the ship workers. For example, in a year the results obtained are IDR 100,000,000 and the operational costs for a year are IDR 50,000,000. Then the workers and ship owners will divide IDR 50,000,000 by dividing it into two. After being divided into two, IDR 25,000,000 is obtained, this result will be divided equally among all workers on the ship.

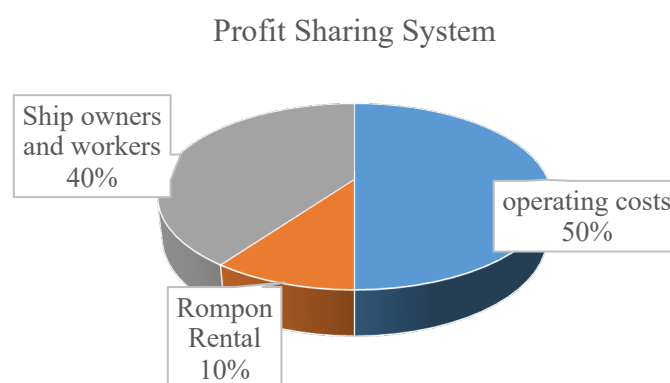
According to Hamzah *et al.* (2021), the profit-sharing system that is applied is first a middle cut (deduction of labor costs) is carried out, namely the calculation of fuel costs, supplies and repairs and sales levies at the PPI, then the catch is divided into 2 parts. The owner acts as a retainer (ship owner) who gets 1 share, while the other 1 share becomes the right of the sawi (ship laborer). The distribution of results for ship laborers will be divided differently according to the duties of the ship laborers on the ship when fishing at sea. The ship's head will get 3 more shares, while for the engineer 2 shares, the net caster and diver 2 shares, the net lifter, and the fish collector will get 1 share of the distribution of results. So the difference in the distribution of results lies in the head of the ship's laborer, the ship's engineer and diver which are slightly more than the duties of other ship laborers. Strengthening the research above, the following is a statement from the ship owner, Mr. Matt Atta 41 as the ship owner:

“The rules on my ship are that the profits will be divided after a year at sea, 3 days before Eid, so the total of the party fish (1 year's results) will be reduced by the costs and damage to the boat, then after that it will be divided 50:50.”

From the interview above, it is explained that from the results of the seafarers, the fish obtained will be totaled according to the price of fish each day then divided by the costs incurred for a year and divided 50:50 between the ship owner and the ship's workers. According to Yunizar (2022), the regulation on the distribution of fishery results in Indonesia is regulated in Law Number 16 of 1964 concerning fishery profit sharing. This law explains that the results

that are the share of the fishermen (Ship Owners) are a minimum of 75% of the net results (for those using sailboats) and a minimum of 50% of the net results (for those using motorboats).

From the results of in-depth interviews, it was also found that different rules in Dudepo Port in the profit sharing system include the addition of fish aggregating device rental which will divide 3 parts. For example, in a year the Harapan Laut ship earns a profit of Rp. 100,000,000 and the cost of going to sea for one year is Rp. 50,000,000 along with fish aggregating device rental of Rp. 10,000,000. So, the results for 1 year. Rp. 100,000,000 will be reduced by the cost of Rp. 50,000,000, minus the fish aggregating device rental of Rp. 10,000,000, then after that the remainder of the reduction in costs and fish aggregating device rental of Rp. 40,000,000 will be divided by the ship owner by dividing 2. The following is an example of an annual profit sharing diagram at Dudepo Port which can be seen in Figure 3. below:



Gambar 3. Diagram Sistem Bagi Hasil

After getting the results of the 50:50 division with the ship owner, the workers will divide the results with their respective parts according to the duties and functions of the workers on the ship, namely 3 parts for the ship's workers, 2 parts for the ship's engineer and the rest will get equal results after deducting the absence from going to sea for each ship worker. In accordance with the division of results above According to the Regulation of the Minister of Maritime Affairs and Fisheries No. 42 Article 27 of 2016, That the production bonus given to the Fishing Vessel Crew is at least 10% of the total production value distributed to all Fishing Vessel Crew according to position and workload. The following diagram of the division of results for ship workers can be seen in the diagram below:

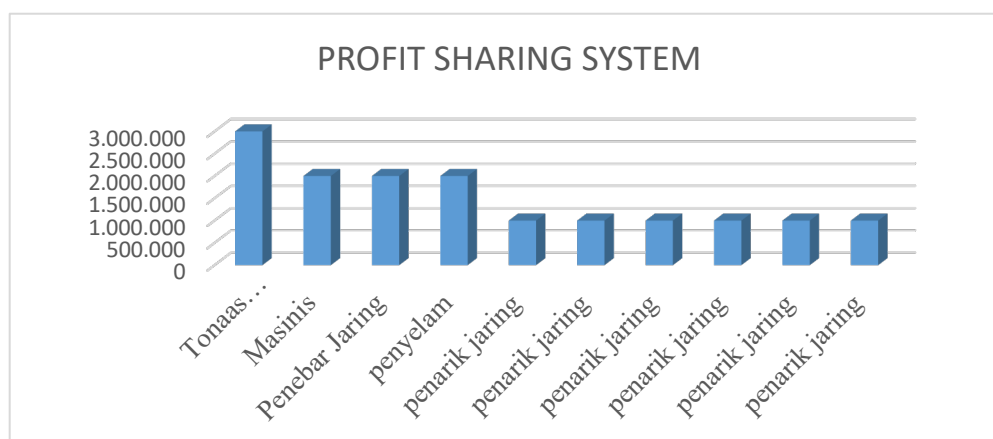


Figure 4. Diagram of the Ship Labor Profit Sharing System

The division agreed upon by the workers and ship owners at the Dudepo port above explains the division of the ship workers' results after being divided in two with the ship owner. For example, the division result obtained from the division with the ship owner is Rp. 15,000,000 and the number of ship workers is 10 people, then the head of the ship workers will get Rp. 3,000,000, Rp. 2,000,000 for the engineer, net caster and diver, the remaining 1,000,000 for the ship workers. This means that the head of the ship workers gets the equivalent of three ordinary ship workers while the engineer, diver, and net caster get two parts which are equivalent to two ordinary ship workers.

From the results of interviews with ship workers at Dudepo Port, there is also a daily profit sharing system or what the Dudepo community usually calls Goso-goso (daily distribution), the Dudepo community said that their daily income is uncertain every day. The ship workers said that if the fish catch is large, the ship workers will get a large fish share, but if the catch is small, the ship workers will get a small fish share too. As explained by Mr. Rapo Hasani (41) as a ship worker below:

Every day if the fish yield is 10 baskets, the severe ship workers will usually get a share of 1 bag for each worker, all depending on the fish that will be obtained, not to mention the price of fish if it falls. Then the rest will be shared every year.

In the daily distribution, the incoming fish will be measured and weighed in the fish basket and will be totaled as a whole, the fish that have been weighed are then cut by 20% as the daily distribution of the fish results then the remaining 80% will be stored and calculated after a year at sea. For example, in one day the catch can produce 10 baskets of 50kg fish, then the ship workers will get 2 baskets every day as the daily income of the ship workers. The following is a diagram of the daily distribution of results:

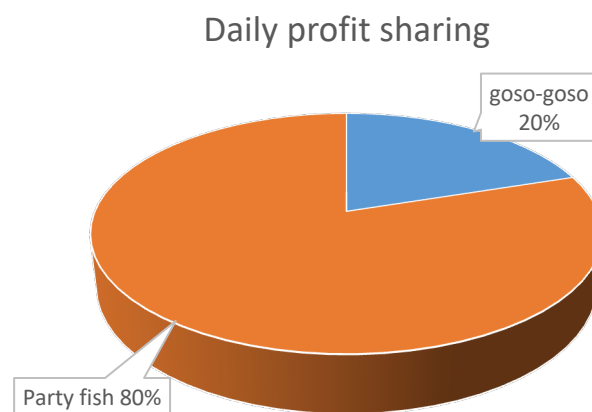


Figure 5. Daily Profit Sharing System Diagram

The workers and ship owners are very dependent on the stability of fish prices which greatly affect the daily and annual distribution of the workers and ship owners, such as high operational costs will affect the results obtained each year. In the distribution of results obtained by ship owners and ship workers are still considered dirty, these results will be reduced by the daily costs of ship owners and ship workers such as oil for fuel added to the cost of rice and other basic necessities that must be spent every time going to sea.

Inhibiting Factors of Patron-Client Relationship Fish Price

Research found from direct observation results, knowing that the buying and selling process at Dudepo Port is carried out through laborers who get 20% goso-goso Party fish 80% Daily distribution of goso-goso results Party fish caught are then handed over to the ship owner

and divided by 10% of the daily fish results obtained. After the ship owner gets the fish from the ship laborers, the ship owner sells the catch to the tibo-tibo (collectors) at Dudepo Port. At Dudepo Port itself, several ship owners also double as tibo-tibo (collectors) and the selling price of fish depends on the tibo-tibo, only the ship owner knows the selling price of the fish so that the ship workers do not know the selling price of the fish they catch. The ship workers will be given a deposit (down payment) first while waiting for the ship owner to negotiate the price of the fish with the tibo-tibo (collectors). According to Rusydi *et al.* (2020) that the price of fish set by a middleman when the price of fish rises is meaningless for fishermen because the price of their catch will be purchased at the normal price without any increase in the price of the catch, but when the price of fish falls the price of fish also skyrockets.

The above is because the fish trading network has been totally controlled by patrons, of course they have high abilities and skills to overcome the limitations of the durability of the quality of the catch so that it can be sold immediately. The patrons in this case are local bosses who also have the same abilities and skills to determine the price of fish for fishermen. The role of the ship owner is very dominant, this is because the boss is a person who has large capital, with the capital they have, ship owners can also accommodate fish in very large quantities at the Port and are able to create their own market distribution channel relationship instruments.

Patron Superiority

In addition, the problem that occurs in the patron-client relationship is also the superior behavior carried out by the patron. Patrons or ship owners such as requiring workers to continue to go to sea even though it is not yet a good fishing season. Ship owners and ship workers usually give each other sanctions which usually end with unilateral dismissal or termination of contracts carried out by the ship owner or ship workers. According to Putri (2020), that the patron-client problem, a anak bagan (ship worker) rarely refuses what the boss says. If the boss says to go to sea, then there is no choice for the anak bagan not to follow it. Unless, there are certain conditions that require the anak bagan not to be able to go to sea.

From the results of interviews, data analysis, and observation results at Dudepo Port, the problems that often occur between ship owners and ship workers by observing directly in the field were found to be the problem of the dominant authority of the ship owner who cannot directly order whatever the ship owner wants. This can be seen from how the ship owner continues to order to go to sea even though it is not the fishing season so that sometimes the catch cannot cover the cost of going to sea. On the other hand, ship owners must meet the market demand of ship owners to boost the capital turnover of ship owners so that ship owners must continue to stimulate the productivity of ship workers.

Profit Sharing

Profit sharing is also one of the inhibiting factors in the patron-client relationship between ship workers and ship owners at Dudepo Port. The agreement that has been built between ship workers and ship owners at Dudepo Port has set a percentage of 10% of the results obtained must be submitted first to ship workers before being reduced by sea costs or operational costs for a year. However, in practice, ship workers have great difficulty when their annual results cannot be disbursed, there is a fear of ship workers when they suddenly need large costs that they cannot fulfill so that the ship workers' great hope is the annual results that they work on, while the problem that arises is that the results of a year at sea cannot be expected. According to the Regulation of the Minister of Maritime Affairs and Fisheries No. 42 Article 24 of 2016, that ship owners must pay wages to ship workers regularly and on time every month or every trip which includes basic salary, sailing allowance, production bonus, overtime pay, and waiting money or it can also be in the form of a profit sharing system. In contrast to the Regulation of the Minister of Maritime Affairs and Fisheries above, ship owners argue that the

distribution of 10% every year applies if the cost of transportation can be covered in half first, then the 10% result can be released to the workers, the consideration of ship owners is the unexpected costs every day that they incur, such as sudden increases in oil prices or engine maintenance, damaged ship nets.

Supporting Factors of Patron-Client Relationship

Trust Factor

Trust is very important in building a business, especially in the fishing business in Dudepo Port, one of the advantages of the relationship pattern between patrons and clients in Dudepo Port is mutual trust between ship owners and ship workers. This can be seen from how the ship owner is responsible by providing and funding the ship workers and the responsibility of the ship workers in running the business with fish products to the ship owner and maintaining and caring for the ship. Basically, the pattern of work relations between ship workers in Dudepo Port can be seen in the activities carried out daily. The work relationship is also based on a work agreement as an agreement between the ship owner and the ship workers, the majority of workers and ship owners who cooperate are driven by the condition of mutual symbiosis or a mutually beneficial relationship pattern between one and the other. This trust factor is built continuously along with the progress of the fishing business in the port between ship owners and ship workers so that it becomes a tradition and culture that has spread to all communities in the Dudepo Port area.

Family Factors

Relationships that are close in kinship, such as family relationships between ship workers and ship owners are one of the supporting factors for the patron-client relationship pattern that is built in the lives of the Dudepo Port community. Not only family relationships between ship owners and ship workers, but relationships between ship workers are also formed when they are at sea, they help each other. Some ship owners also still have family relationships, neighbors or close friends. From this family relationship, ship workers are very reluctant to move to other ship owners. The existence of close and kinship relationships, ship owners consider ship workers as their own brothers so that it creates a sense of trust in each other, a desire to help each other, work together, and a sense of responsibility between the two.

Service Reciprocity Factor

Ship owners often provide bonuses according to the needs of ship workers so that ship workers feel comfortable working with ship owners. According to Widayati *et al.*, (2021), even with a dominant position, patrons are still considered good working partners by providing services and basic needs for clients. This interpretation includes being the reason for patrons to implement fair profit sharing, provide bonuses, and provide freedom to fish and become full owners of the mustard greens in between fishing activities. From the results of the interviews, various types of services were found that ship owners gave to ship workers so that they remained comfortable working with ship owners, such as providing money for school fees or college fees for ship workers' children so that conditions for the work environment for workers were created to meet the economic needs of the workers' families. The strong bond between ship owners and ship workers does not directly create a strong family culture, and encourages each other to work together to build healthy patron-client relations at Dudepo Port.

CONCLUSION

Based on the results of research that has been carried out by researchers regarding the patron client relationship patterns that occur at Dudepo Port as follows:

1. The pattern of patron-client relationships that occur in Dudepo Port is a pattern of reciprocity or exchange. This can be seen from the aspect of the catch, ship workers

only receive money from the catch given by the ship owner. While working, ship workers will get facilities in the form of consumption, cigarettes, and fish caught by the ship owner. The relationship between the ship owner and ship workers aims to be mutually beneficial, interdependent between the ship owner and ship workers, giving and receiving each other even in an unbalanced state.

2. Supporting factors in the patron-client relationship that occurs are three factors: family factors, trust factors, and service reward factors.
3. Inhibiting factors in the patron-client relationship that occurs in Dudepo Port are fish prices, patron superiority and profit sharing.

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