



The Phenomenological Study of Multifunctional Fishing Ports for Revitalization of Marine Sports

Jae-Yong JANG[†]

(Korea Maritime and ocean University)

해양스포츠 활성화를 위한 다기능어항의 현상학적 연구

장 재 용[†]

(한국해양대학교)

Abstract

This study was carried out as a phenomenological study of multifunctional fishing ports for revitalization of ocean sports. Study methods included in-depth interview and participatory observation as qualitative methods and literature review. The results of this study are as follows.

First was prejudices and stereotypes about ocean sports. This study verified the fact that it is difficult for marina, a place to enjoy ocean sports, and fishing port, a place for fishing, to coexist. The biggest difficulty was caused by the prejudice of fishermen that marina is an elite sport for rich people.

Second was conflictive interactions between ocean sports and fishery. Some fishing ports in fishing villages of Busan were transformed into multifunctional fishing ports that combine marina for ocean sports and fishing port for fishermen. Such multifunctional fishing ports are becoming advanced bases for ocean sports. However, it is not easy to promote shared growth of marina for leisure activities and fishing port for livelihood. In addition, businesses operating ocean sports and fishermen have considerable conflicts in that they are sharing the same sea.

Third was satisfaction about accessibility and facility. Fishermen and athletes had considerable conflicts and distrust, In relation to the essential issue of ocean sports, the target place of this study showed favorable accessibility as an existing fishing port located at the center of Busan and great facilities for ocean sports such as parking and education facilities.

Key words : Marine sports, Multifunctional fishing ports, Phenomenological study, Conflict

I . Introduction

Developed nations around the world refer to the 21st century as the ‘new ocean era’, and they are deeply interested in ocean resources and tourism. Each nation is not only coming up with active plans for ocean-related policy and investment but

also presenting an advanced model for the ocean sports industry by turning it into a national strategic industry linked with tourism revenue (Kim Jin-Guk, 2007). In addition, the future of ocean sports will play an important role in constructing ocean sports facilities as social and environmental factors. The development of marina has become an

[†] Corresponding author : 051-410-4795, jjy80@kmou.ac.kr

※ 이 논문은 2015학년도 한국해양대학교 신진교수정착연구비의 지원사업에 의하여 연구되었음

urgent task due to increasing demand for marina facilities that accommodate for changing environmental factors (Seo Dong-Hwan, Kim Wu-Seong and Yoo Hong-Ju, 2010). With increasing interest of Koreans in marine sports, 'persons with marine leisure driver's license' have increased by more than twice in 2012 compared to 2006. The number of leisure ships such as yachts and boats has also increased by 40 times in 2012 compared to 2006, but there is a lack of port facilities that can accommodate for increasing demand (Jung Saeng-Hwa, 2015).

According to a recent study by Lee Seung-Woo titled 'A Study on Developing Premium Tours of Fishing Villages to Create Potential Value', in response to such lack of infrastructures, the Korean government set basic directivity of investment for 43 ports. Looking at the plan, the private sector is in charge of developing sites (including handling of poor grounds) and operating mooring and profit-making facilities (such as reports), whereas the government finances infrastructure construction expenses including breakwaters, roads and railroads. However, despite the fact that the marine port project promoted by the government has secured public necessity, it has not been promoted properly due to low priority of investment. One of reasons why such development project is not being carried out well is because of the awareness that the marine port development project is a 'game of rich.' For this reason, it is difficult to invest budget of the national government or local government entities into marine ports (Lee Seung-Wu, 2009). The development of multifunctional fishing ports has been proposed as an alternative to show the same effects and marina facilities while solving problems of enormous development expense and low publicity.

Multifunctional port in this study is defined as a facility that performs functions of fishing and marine sports at the same time.

Looking into multifunctional fishing ports, the Ministry of Oceans and Fisheries finalized its 'Master Plan for the Development of Multifunctional Fishing Ports' for five fishing ports in 2004, aiming for revitalization of fishing villages (Korea Fisheries Infrastructure Promotion Association, 2016). Various tourist facilities such as ocean sports, fishing experience centers and water-friendly spaces were constructed at these fishing ports. Such multifunctional fishing ports do not simply play the role of ocean leisure tourism but can also play the role of a new income source for residents of fishing villages in Korea who are experiencing difficulties from poor fishing environment. Population of ocean sports is increasing every year, and it is necessary to create infrastructure to accommodate for such demand. Japan is promoting revitalization of fishing villages by increasing exchange between urban residents and fishermen through the tourism industry, reorganizing leisure facilities in existing fishing ports. When marinas are built at fishing ports, construction expense can be reduced and fishing villages can be revitalized with tourism revenue (Jeong Won-Jo and Kim Jeong-Gil, 2012). Also, coasts of multifunctional fishing ports are water-friendly spaces that make use of excellent amenities and can function as important components of ocean resorts. Ocean resorts in Korea that focus on accommodations are located nearby seas, but they lack connection with ocean leisure activities. Accordingly, multifunctional fishing ports can be formed in places that have natural environment appropriate for ocean leisure activities and be utilized as spaces to create income for residents

and offer one-stop services for tourists (Lee Seung-Wu, 2009).

However, based on economic conditions and efficiency, fishing ports that make transition into marinas or play multiple functions of fishing port and marina may also lead to many side effects. While promoting such tour development, there can be conflicts related to support, coexistence, sharing and sympathy of the region (Kim Bo-Mi and Lee Eung-Jin, 2010).

In other words, unique regional characteristics may appear. For instance, fishermen still perceive ocean sports as extravagant sports or inexpensive elite sports that are not readily available to ordinary people. Such negative prejudices prevent coexistence of marinas and fishing ports, resulting in hindered development of ocean sports (Kang Shin-Beom, 2014). Therefore, discovering and managing causes of such negative conflicts can be an important factor related to sustainable development of ocean sports.

Studies on ocean sports and marina facilities have been consistently conducted at home and abroad. They have been steadily increasing in the recent (Jeong Jong-Seok, 2004; Lee Jae-Hyung, 2006; Ji Sam-Up, 2008; Seo Dong-Hwan, Kim Wu-Seong and Yoo Heung-Ju, 2010; Kim Seong-Gui, 2009; Yhang Wii-Joo and Gu Bon-A, 2011; Yoo Han-Na, 2012). However, most of previous studies on marina facilities emphasize economic aspect of the ocean sports industry and marina facilities or tourism element of putting significance on participation in ocean sports.

Accordingly, this study will conduct a phenomenological study as a qualitative method for the following purposes. First is to categorize the results of the phenomenological study carried out on fishing ports of Busan that have transformed

into marinas or play multifunctional roles of fishing port and marina. Second is to present basic data for revitalization of ocean sports by coming up with measures to cope with such phenomenon.

II . Study Method

1. Study Procedure

This study is a phenomenological study on multifunctional fishing ports intended for revitalization of ocean sports. A qualitative study method was implemented to deduce the results. Since this study is about experiences and thoughts of interested parties related to multifunctional fishing ports, a qualitative study was selected because there is a limitation in explaining the phenomenon through a quantitative study.

Data were mainly collected by recording voices during in-depth interview with participants, which were transcribed into documents. Triangulation, a method of using participatory observation to increase validity of data, was used. The in-depth interview was carried out using a semi-structured interviewing technique by designing an interview instruction. An unstructured interviewing technique was applied depending on responses of participants.

2. Selection of Scope and Participants

Target places of this study were selected as marinas A and B in Busan, which are functioning as multifunctional fishing ports and are considered to represent the respective region.

The author of this study provided sufficient explanation on overall details of this study through interview with marina operators and acquired their general opinions about marina operation.

Based on the meeting between the author and

marina operators, persons in appropriate positions who satisfy the purpose of this study were recommended and selected. In this way, 9 persons who showed favorable attitude towards this study and were able to share positive conversations with the author using active self-expression were selected as participants of this study. In order to remove the sense of distance before conducting the study, the study topic was sufficiently explained with an informant. The rapport for phenomenological interview was formed well. They were met in private to explain overall topic and progress of this study and collect necessary data from them.

Social characteristics of research participants are as presented in <Table 1>.

<Table 1> Research participants' social characteristics

Partici pants	Gender	Age	Division	Category
A	M	38	Marina operations	Marina A
B	M	41	Marina operations	
C	M	58	Local resident	
D	M	51	Marina member	
E	M	55	Marina operations	Marina B
F	M	44	Marina member	
G	M	37	Marina member	
H	M	53	Local resident	
I	M	58	Local resident	

3. Information Informant

In this study, the informant refers to a person who answers questions of the author during in-depth interview and participatory observation and

provides information for better understanding.

The informant of this study is the current operator of marina B, a research participant who offered extensive help in conducting this study. The informant provided general phenomenon found during preliminary survey and helped form appropriate rapport with marina users and authorities of fishing villages during the research period, when the author visited the target places for in-depth interview and participatory observation.

4. Data Collection

Data were collected from April 2016 to March 2017. Data collection was primarily done through in-depth interview, the basic method of qualitative study. Participatory observation was used to understand experiences of participants without bias. In principle, all data were recorded and summarized on the day or day after respective interview and observation. In addition, after selecting participants, sufficient explanation was provided and written consent of participants was received in order to form trust between the author and participants.

5. Data Analysis

First off, voice recording of interview was turned into documents through transcription, and details were confirmed by repeatedly listening to the recorded tape. To understand transcribed data as they are, they were read by 'putting parenthesis around one's experience', which is a method of excluding all prejudices of the author.

Phenomenological analysis and presentation were performed using a modified version of the Stevick-Colaizzi-Keen method proposed by Moustakas (1994), and each step can be briefly explained as below.

First, describe personal experience in the phenomenon being studied. The researcher begins by describing one's overall experience in the phenomenon. This is intended to exclude personal experience (which cannot be handled overall) of the researcher and put the focus on participants.

Second, create a list of meaningful statements. The researcher finds statements on how individuals are experiencing the topic (from interview and other data sources), make a list of meaningful statements (horizontalization of data), give equal value to each statement, and come up with a list of non-repeated or non-overlapping statements.

Third, meaningful statements are combined into a larger unit of information, defined as a 'unit of meaning' or topic.

Fourth, describe experiences of participants with the phenomenon. This is called 'textual description' of experiences-'what' happened- and literal examples.

Fifth, describe 'how' such experiences occurred. This is known as 'structural description', and the researcher reflects the place and context of the phenomenon experienced.

Sixth, combine and describe textual and structural descriptions of the phenomenon. This presents the highest view on the essence of experience and phenomenological study. This is a long paragraph that tells readers about 'what' was experienced by participants and 'how' they experienced it.

Also, data analysis using the phenomenological method stresses that contemplative dwelling must be strictly applied to data. Contemplative dwelling is an act of reading and re-reading the description with an intent to understand the meaning of living experience of participants (Choi Yeong-Hee, 1993). In this study, data acquired from in-depth interview and participatory observation were shown to

participants prior to data analysis to confirm and verify facts. In the reading process, contemplative dwelling was strictly applied as a behavior during phenomenological data analysis.

6. Ethicality of Study

Ethical issues considered in this study are as follows. First, consent of participants were obtained during selection of participants. The consent form clearly expressed the purpose of study and rights of participants, explaining all risks related to this study, informing that anonymity is guaranteed and the results of this study are not used for other purposes, and ensuring that participants can withdraw at any time without receiving any disadvantages and constraints.

Second, efforts were made to protect identity and personal information of participants. Names of participants were replaced by English initials to prevent disclosure of personal data, and best efforts were made to maintain confidentiality of personal information acquired during data collection.

Third, data collection through in-depth interview and participatory observation was done by accommodating for schedules of participants. The interview was officially carried out in a place where participants feel comfortable to refrain from disrupting privacy of participants.

III. Study Results and Discussions

This study used a qualitative method to understand phenomenology of multifunctional fishing ports for revitalization of ocean sports, and the results are as follows.

1. Prejudices and Stereotypes

This study verified the fact that it is difficult for marina, a place to enjoy ocean sports, and fishing port, a place for fishing, to coexist. The biggest difficulty was caused by the prejudice of fishermen that marina is an elite sport for rich people.

A prejudice refers to a common negative attitude about people who belong to a certain group. In other words, a prejudice defines people in a group by the name of the group and negatively evaluates them. In this sense, a prejudice contains three factors of attitude including belief aspect, emotional aspect and behavioral aspect. Among them, the belief aspect is a stereotype that refers to common and abstract knowledge about characteristics of people who belong to a group. The emotional aspect, the fundamental source of prejudice, refers to a negative or hostile emotion about people who belong to a group. The behavioral aspect of prejudice refers to an act of discrimination that gives disadvantages to a group in relation to voting, employment or friendship in daily life (Kim Hye-Suk, 2002). Such biased thoughts lead people to regard other groups as factors that hinder and threaten their recreation purpose and lifestyle, thus avoiding to share resources with other groups and resulting in recreation conflict (Lee Hye-Rin, Kim Nam-Jo and Lee Hun, 2013).

As explained by previous studies above, prejudices are acting as a primary factor that leads people to differentiate their group from other groups and oppose sharing of same resources.

We are trying to make a living in this place (fishing port), and they (ocean sports) simply play music and wander around on a nice boat (yacht)...(omitted)...How do you expect us to like them? (C)

We are so busy organizing fishing nets and ships after returning to the port, while people over there drink alcohol and coffee on their ships all day long...(omitted)...Are we supposed to give up our

livelihood to let them enjoy their leisure time? (H)

We have to run (navigate) slowly nearby ports, yet they are running too fast nearby, as if to boast high performance of their ships...(omitted)...They pass our fishing boats like an arrow, and this is very dangerous. (I)

As shown by interviews, fishermen were found to have great hostility towards people who enjoy ocean sports. In addition, the author frequently discovered water motorcycles driving faster than speed limit inside and nearby ports during participatory observation. Such behaviors acted as primary factors causing opposition of many fishermen.

In addition, tools for ocean sports such as yachts for leisure and sporting activities looked clearly different from fishing boats for livelihood. In this perspective, ocean sports cannot easily be freed from the prejudice of being elite sports. Also, fishermen were found to be regarding ocean sports as extravagant sports that are not available to ordinary people. When such prejudices continue for long time, they turn into stereotypes. Stereotypes arouse partiality in processing information about a subject, leading people to be more attentive towards partial information that agrees with their stereotype and to remember and support it better. Furthermore, stereotypes and prejudices make individuals to change their behaviors accordingly, thus leading the subject to change its behaviors as well. In addition, people avoid contacting and forming close relationship with targets of prejudice in daily life (Kim Hye-Suk, 2002). This study confirmed that prejudices of fishermen have turned into solid stereotypes, regarding ocean sports as elite sports. Consequently, they led to distrust in ocean sports.

However, 'A study on the conflict phenomenon of marine sports centers in Busan area' by Kang Shin-Beom (2014) argued that regarding ocean

sports as elite sports is an erroneous prejudice that such negative prejudice can turn into a stereotype if the current investment policy were to continue without presenting a solution to incorrect knowledge and information. This can hinder the development of ocean sports. In fact, <Table 2> shows that ocean sports programs available in different districts of Busan are inexpensive. Ships and yachts used during ocean sports are certainly luxurious compared to fishing boats, but it needs to be clarified that ordinary citizens who make use of them are enjoying leisure activities at low cost. In addition, local government entities are developing multifunctional fishing ports in order to develop ocean sports and allow ordinary citizens enjoy leisure activities at relatively low cost.

Therefore, it is important to make investment in ocean sports facilities and marine facilities, but it is also important to create a consensus that ocean sports are popular sports readily available to

everyone.

2. Conflictive Interactions

Interactions with other people involve sharing of actions and symbol systems, and they are classified into cooperative interaction, competitive interaction and conflictive interaction. A cooperative interaction refers to division of labor or cooperating for a common goal. This appears when it is guaranteed that benefits from the goal accomplished are distributed equally. A competitive interaction refers to a legitimate attempt to accomplish the same goal faster than others. A conflictive interaction refers to a case in which related parties have conflicting interest and show hostility towards each other, trying to remove or destroy the opponent. Severe conflicts may lead to continuation of anxiety. Conflicts can directly lead to confusions, but they can also provide an opportunity for improvement and change (Daum Encyclopedia, 2017).

<Table 2> Ocean sports experience programs in Busan (Busan, 2011)

Name of Organization	Location	Sports in Operation	Period / Place	Tuition Fee
Busan Rowing Association	Gangseo-gu, Busan	Rowing, rafting	April-October / Nakdonggang River	Actual expense 10,000 KRW, including insurance premium
Busan Canoe Federation	Gangseo-gu, Busan	Canoe, kayak, rafting	April-October / Nakdonggang River	
Korea Surfing Association	Nam-gu, Busan	Surfing, bodyboard	April-October / Haeundae	
Kroea Maritime and Ocean University	Yeongdo-gu, Busan	Dinghy yacht	April-October / KMOU	
Korea Kite Boarding Association	Saha-gu, Busan	Kite boarding, water ski, etc.	April-October / Dadaepo Port	
Busan Wind Surfing Federation	Haeundae-gu, Busan	Wind surfing, etc.	April-October / Dadaepo Port, Eulsukdo Island	
Sea Explorers of Korea Busan Council	Haeundae-gu, Busan	Dragon boat, kayak, etc.	April-October / Suyeong Bay Yachting Center	

Many recent studies claim that the development of ocean sports needs to occur using fishing villages and fishing ports. Lee Jaebin and Ji Sam-Up (2004), Ji Sam-Up, Kim Yong-Jae and Lee Jae-Hyung (2005) and Kim Seong-Gui and Hong Jang-Won (2006) argued that fishing ports should be developed for shared growth of the fishing industry and ocean sports industry, following the trend of increasing demand for marina and decreasing catch.

Some fishing ports of Busan have already transformed into multifunctional fishing ports that combined functions of marina for ocean sports and fishing port for fishing. These multifunctional fishing ports are becoming advanced bases for ocean sports. Nevertheless, it is not easy for marina and fishing port to coexist in one place. Also, businesses operating ocean sports and fishermen are experiencing considerable conflicts because of sharing the same sea.

Fishing villages in region A opposed ocean sports activities of a leisure sports center built in 2010, claiming that the center violates the fishing zone...(omitted)...The conflict was resolved in 2011 as the center decided to pay a fee for fishing rights (Busan Daily, 2014).

Our center is paying 00 to the nearby fishing village every month in order to manage its business in this place (fishing village B). This is a facility built for public interest, not as a private facility. We do not understand why we need to pay this to the fishing village...(omitted)...We are required to pay money, yet we still have to feel sorry about it. (A)

We cannot engage in our fishing activities because these boats (leisure boats) are moving around quickly in our fishing zone. (H)

The leisure area is nearby the beach, and fishing is done in the offing. Also, fishermen go out to the sea early in the morning and our business is mainly operated in the afternoon. It is a nonsense to say that we disrupt fishing. (E)

As shown by examples above, the relationship

between fishermen and ocean sports at multifunctional fishing ports of this study is closer to a conflictive interaction than a cooperative interaction. Especially, participants of ocean sports can show reduced satisfaction about leisure activities by experiencing such conflict and may show negative emotional reactions (Lee Hye-Rin, Kim Nam-Jo and Lee Hun, 2013).

It is a desirable policy of local government entities to develop ocean sports using existing fishing ports to revitalize ocean sports, if considered in terms of economic efficiency. However, economic efficiency policy for ocean sports has actually led to a conflicting interest between two groups because of a conflictive interaction. This can ultimately result in a social conflict.

After going through economic development, democratization, decentralization and development of civil society, our society came to prioritize interests and rights of individuals. Such social changes are bringing latent conflicts among individuals, groups and social classes to the surface. Social conflicts are being expanded and intensified due to differences in values pursued by individuals and methods of value embodiment, conflicting interests among members of the society, and lack of government policy that builds a national consensus. Simple occurrence of a conflict cannot be seen negatively, but wasteful debates add to social cost and burden if conflicts are not prevented and managed in a timely manner (Jang Wu-Hwan and Kwon Jung-Seob, 2010). Therefore, it is very important to take an appropriate approach to existing conflicts by identifying conflicts related to ocean sports facilities, and such policies can play a significant role in developing ocean sports.

3. Satisfaction about Accessibility and Facility

Convenient accessibility was found to be the regional advantage of the target places.

Since the target places are located at the center of Busan and used existing fishing ports, they have favorable accessibility and excellent facilities for ocean sports such as parking and education facilities.

This place has great conditions to lift ships and go out to the sea...(omitted)...Shower and equipment storage facilities are convenient. (G, F)

In ‘The Effects of the Fun Factor and Immersion of marine Sports on Leisure Satisfaction’ by Jang Jae-Yong (2013), many ocean sports participants showed social, physical, emotional and educational satisfactions as sub factors of leisure satisfaction, but they did not show environmental satisfaction. Based on this, existing ocean sports facilities seriously lack environment factors such as convenience facilities. In addition, Lee Keun-Mo (2012) pointed out in ‘The Exploration of the Feasibility of Marine Sports Education as Physical Education’ that facilities are one of fundamental factors of daily sports, explaining that sports cannot be vitalized without a facility and that facility-related difficulties of marine sports education are acting as considerable constraints. In ‘Qualitative Study on the Satisfaction and Dissatisfaction of Water Leisure Tourism Participants in Busan Area’ by Kim Young-Jun and Hong Sang-Min (2016), participants of water leisure tourism showed significant inconvenience from relative vulnerability of auxiliary facilities, which lead to dissatisfaction.

Ocean sports have supplemented many weaknesses based on such previous studies, and existing problems can be solved by turning existing

fishing ports into multifunctional fishing ports to build ocean sports facilities that arouse extensive time, social conflict and economic burden.

People can ride subway or bus to come here, and there is a large parking lot for convenient use on weekends...(omitted)...Ocean sports have difficulties carrying equipment, and good parking facility offers great convenience. (D)

Also, according to ‘Measurement of Accessibility between Urban Public Service Facilities and Their Users’ by Kim Kwang-Sik (1987), it would be difficult to fulfill the purpose of daily sports if the location is difficult to access, even if daily sports offer many benefits to different groups of people. In other words, even if related programs and participating groups increase, daily sports revitalization policies can act as the cause of complaints instead of a solution to complaints unless accessibility of daily sports programs is secured by considering equality and efficiency of service provision. Therefore, accessibility of daily sporting activities can be perceived as a social issue. Accessibility is a factor that affects opportunity to take part in daily sports, and the lack of accessibility can arouse complaints of social members and elevate social tension. According to a recent study conducted by Kim Young-Jun and Hong Sang-Min (2016), inconvenience experienced by participants of marine leisure tourism and inconvenient accessibility of remote locations lead to dissatisfaction. From this perspective, the target places of this study showed favorable accessibility, which can act as an advantage for the development of ocean sports in this region. Based on the results of this study, ocean sports facilities functioning as multifunctional fishing ports are essentially required for the development of ocean sports.

IV. Conclusions

This study was carried out as a phenomenological study of multifunctional fishing ports for revitalization of ocean sports. Study methods included in-depth interview and participatory observation as qualitative methods and literature review. The results of this study are as follows.

First was prejudices and stereotypes about ocean sports. This study verified the fact that it is difficult for marina, a place to enjoy ocean sports, and fishing port, a place for fishing, to coexist. The biggest difficulty was caused by the prejudice of fishermen that marina is an elite sport for rich people.

Second was conflictive interactions between ocean sports and fishery. Some fishing ports in fishing villages of Busan were transformed into multifunctional fishing ports that combine marina for ocean sports and fishing port for fishermen. Such multifunctional fishing ports are becoming advanced bases for ocean sports. However, it is not easy to promote shared growth of marina for leisure activities and fishing port for livelihood. In addition, businesses operating ocean sports and fishermen have considerable conflicts in that they are sharing the same sea.

Third was satisfaction about accessibility and facility. Fishermen and athletes had considerable conflicts and distrust, In relation to the essential issue of ocean sports, the target place of this study showed favorable accessibility as an existing fishing port located at the center of Busan and great facilities for ocean sports such as parking and education facilities.

Accordingly, local government entities should

thoroughly analyze the reality of marine sports based on the results of this study, making seas where fishers can show shared growth with marine sports facilities instead of hindering development with conflicts and prejudices. This study can be used as basic data for further development of marine sports.

References

- Busan Metropolitan City Hall(2011).
<http://www.busan.go.kr/>
- Busan Metropolitan City Hall(2011). www.busan.go.kr.
- Cheong Won-Jo & Kim Jeong-gil(2012). A Study on Pleasure Boat Development and Utilization of Fishing Port Area-Lessons from Japan. Korean Institute of Navigation and Port Research. 39~40
- Jang Jae-Yong(2013). The Effects of the Fun Factor and Immersion of marine Sports on Leisure Satisfaction, Journal of Korean Navigation and Port Research, 37(1), 101~111.
- Jang U-Hwan & Kwon Jung-Seop(2010). A Study on the Conflicting Patterns and Structure of Common Community in Rural Area. Korea Rural Economic Research Institute. 34(3), 17~40.
- Jeong Jong-Seok(2004). Institutional Improvement for the Development of Yachting in Korea. Korean Journal of Physical Education, 43(2), 67~79.
- Ji Sam-Eob(2008). Plan and Reality of Marina Development.
- Ji Sam-Up · Kim Yong-Jae & Lee Jae-Hyung (2005). The Promotion of Experiential Marine Sports by Developing a Plan for Fishing Village and Port. Studies on Education of Fisheries and Marine Sciences, 17(1), 86~105.
- Kim Bo-Mi & Lee Eung-Jin(2010). The Effect on Atmosphere and Result of Village Operation by the Conflict between the Rural Residents. Northeast Asia Tourism Study . 6(2): 43~61.
- Kim Hye-Suk(2002). Book Review: Lee, Jeong Bok [Korean Honorific Method and Sociolinguistics] Wahl, 2002.Pp.407. 10(2). 337~362.
- Kim Jin-Kook(2007). 2007 Marine Tourism

- Symposium for Developing a Marine Tourism Plan. Kang Won Univ.
- Kim Kwang-Sik(1987). Measurement of Accessibility between Urban Public Service Facilities and Their Users, *Journal of the Korea Planning Association*, 22(3), 69~84.
- Kim Sung-Gui & Hong Jang-Won(2006). A Study on Marina Development in Multifunctional Fishing Ports. Korea Maritime Institute, Research Report, 395, 1~310.
- Kim Sung-Gui(2009). Analysis on the Marina Development in Port Area. *Journal of Shipping and Logistics*, 60, 45~66.
- Kim Young-Jun & Hong Sang-Min(2016). Qualitative Study on the Satisfaction and Dissatisfaction of Water Leisure Tourism Participants in Busan Area, *Journal of Fishries and Marine Sciences Education*, 28(4), 1171~1181.
- Korea Fishing Village Fisheries Association(2016).
- Lee Hye-Rin · Kim Nam-Jo & Lee Hoon(2013). Research Articles : The Relationship between Prejudice, Tolerance, and Conflict in Outdoor Recreation:Focused on Hikers Encountering Mountain Bikers. *Korea Tourist Association*. 37(9). 295~315.
- Lee Jae-Hyung(2006). Marine Leisure Sports Tourism Activation Plan Though the Development of Small Fishing Villages and Harbors. *Journal of Korean Society of Leisure and Recreation*, 30(2), 151~167.
- Lee Keun-Mo(2012). The Exploration of the Feasibility of Marine Sports Education as Physical Education, *The Korean Journal of Physical Education*, 51(1), PP. 101~111.
- Moustakas, C.(1994). *Phenomenological research methods*. Thousand Oaks, CA: Sage
- Seo Dong-Hwan · Kim Woo-Sung · Yoo Heung-Joo (2010). The Effects of Marina Facilities on the Ocean Sports Participation in Kyeongin Area. *Journal of Sport and Leisure Studies*. 40(2). 863~873.
- Seo Dong-Hwan · Kim Wu`Seong & Yoo Hong-Ju (2010). The Effects of Marina Facilities on the Ocean Sports Participation in Kyeongin Area. *Journal of Sport and Leisure Studies*, 40(2), 863~873
- Yhang Wii-Joo & Gu Bon-A(2011). The effect of marina landscape design on images. *Journal of Korean Institute of Navigation and Port Research*, 35(5), 423~428.
- Yoo Han-Na(2012). 2012 Marina Industry Growth Plan: Expansion of Marine Leisure Sports Experience and Facilitation of Yacht Use. *Monthly Maritime Korea*, 2012(1), 115~117.
-
- Received : 07 December, 2017
 - Revised : 18 January, 2018
 - Accepted : 31 January, 2018