

FISHING NEWS

THE VOICE OF THE INDUSTRY SINCE 1913



£2.99

21st July 2016
Issue: 5319



Find us on Twitter

Join in the conversation

@YourFishingNews

TAC CUTS LOOM IN 2017

TURN TO
PAGE 2 FOR
THE FULL
REPORT

Rosebloom pairs up with Boy John

Avoch skipper Sandy McLeman berthed the new Rosebloom INS 353 alongside Peterhead fishmarket for the first time two weeks ago, as a project that started nearly six years ago moves to its next stage with the 28m pair-seiner now fishing with her 18-month-old sistership Boy John INS 110, reports **David Linkie**.

Taking delivery of the bespoke whitefish vessels represents a tremendous achievement for brothers Andrew, Donald, Johnny and Sandy McLeman,

together with their families, Heather Fishing Company Ltd, the vessels' agents Denholm Fishselling and boatbuilders Vestværflet ApS of Hvide Sande, Denmark.

Boy John and Rosebloom will be blessed in a special double ceremony at Peterhead later this week (Friday 22 July).

Turn to page 10 for a new boat feature on Rosebloom.

The new Rosebloom steaming in to land at Peterhead for the first time earlier this month, after pair-seining with her sistership Boy John.



REGIONAL NEWS

Momentous day for Barra and Vatersay

The communities of Barra and Vatersay celebrated a landmark event earlier this month with the opening of Ardveenish harbour, which will provide greatly sheltered berthing for the islands' local fishing fleet, reports **David Linkie**.

The new £1.6m Ardveenish harbour was officially opened by former Northbay Councillor Captain Roddy Mackinnon, who played a key role when a local group, the Northbay Port Users' Association, identified the need for improved sheltered berthing in the Ardveenish area for the long-term benefits of the local fishing fleet.

Continued on page 7.



Local trawlers, dressed overall, berthed in the new Ardveenish harbour for the official opening ceremony on Sunday 10 July.

REGIONAL NEWS

Genuine **saeplast** Quality



Saeplast Containers for Your Peace of Mind

- Over 30 year experience
- Better insulation = maximum fish quality
- Proven strength and durability
- Tried and tested

saeplast
www.saeplast.com



Exclusive UK distributor:
Tel: 01543 279122
E-mail: info@gwcontainers.co.uk
www.gwcontainers.co.uk

UK's no. 1
Seafood
Container

MSY pressures drive 'savage' TAC cut plans

'Heavy responsibility' on ministers to look at bigger picture

Heavy cuts in TACs are likely to be proposed for 2017 despite upbeat scientific assessment of most stocks and the discards ban that will require bigger not smaller quotas, reports **Tim Oliver**

CEFAS scientists briefed industry representatives on the scientific advice for 2017 at a meeting of the North West Waters Advisory Council and gave a generally positive outlook, with most stocks increasing and fishing mortality falling.

But the Commission is determined to cut TACs in a bid to get as many stocks as possible to MSY level next year (*Fishing News*, 14 July, 'TACs to be set to reach MSY in 2017'). This will put a 'huge responsibility' on EU fisheries ministers to fight the proposed cuts at the December Council, said NFFO chief executive Barrie Deas.

He also criticised environmental NGOs for their continual allegations that the EU and ministers were encouraging irresponsible over-fishing whenever TACs exceeded scientific single stocks advice, saying that the multi-species elements had to be taken into account when ministers agreed the final TACs each year.

He said that while the general picture was positive, the outlook in terms of TACs was 'not at

all optimistic' because of the 'overwhelming factor' of the Commission's determination to achieve MSY by 2017. The number of stocks already at MSY in the NE Atlantic is already well over 50% but measured by tonnage 80% are at MSY.

"The Commission feels politically and legally bound to set its TAC proposals in relation to MSY by 2017, even though legally they don't have to be met until 2020.

"That means we are going to get some very savage quota reductions," Barrie Deas told *Fishing News*. Another problem was that the scientific advice is provided on a single stock basis, and the Commission makes its TAC proposals accordingly, but the fisheries are mixed. There is also the requirement to reduce or, in some cases, eliminate discards.

He pointed out that setting TACs was a three-stage process starting with scientific advice, Commission proposals and finally ministers' decisions.

"That puts a huge responsibility on ministers when setting TACs," said Barrie Deas.

"They have to move beyond TAC recommendations based on

single stock assessments and take into account mixed fisheries dimensions, discard reduction and progress in implementing the landing obligation, and socio-economic concerns.

"Often when TACs are set by ministers at levels that depart from the scientific recommendations, it's as part of a plan to reach the objective over a slightly longer timeframe to reduce adverse socio-economic consequences, rather than a conspiracy to ignore science and fish irresponsibly."

He said that if the repeated allegations by some NGOs about ignored science were true, it was difficult to explain why so many stocks were at, close to, or headed for MSY.

"It's not legitimate for some of the NGOs to look at the single stock advice and then look at the final outcome and say quotas have been set irresponsibly and at variance with the science," he said. "It's wrong because the Commission doesn't take into account mixed fisheries and MSY flexibility – that all falls on the ministers. The more we can get that message over, not just to ministers but more generally, the better."

'Draconian' cuts on data-poor stocks

Barrie Deas also slammed the Commission's 'draconian policy' of automatic 20% TACs reductions for data-poor stocks. "We have yet to recover from that misconceived approach in fisheries such as skates and rays, which are inherently complex," he said.

"ICES has done a lot in recent years to develop a more sophisticated approach to data-limited stocks, but there is something inherently wrong in applying brutal TAC reductions for fisheries that are complex rather than over-exploited."

He said there was nothing inherently wrong with a precautionary approach, but the Commission's proposals were often 'over precautionary'. For example, successive 20% reductions in the Bristol Channel skates and ray fishery had led to fleet displacement and tie-ups for vessels that had no alternative fishing opportunities.

The MSY timetable had to be respected, but there would be 'difficult stocks and fisheries', such as West of Scotland cod, Irish Sea cod, and skates and rays, that required 'a less blunt and more sophisticated approach than blind TAC reductions'.

Barrie Deas said the Commission also had a 'heavy responsibility' to ensure that quota uplifts reflected total catch to help to avoid chokes under the landing obligation. It was 'vitally important' to have measures in place to deal with serious chokes, and it was 'surprising and disturbing' the Commission had not addressed this in its communication on 2017 fishing opportunities. "Facilitating international swaps and mid-year TAC increases where necessary are two of the more obvious ways in which the Commission could play a role in providing a chokes safety net," he said.

High Court hearing on Guernsey quotas row

The long-running argument between DEFRA and the States of Guernsey over quota management ended up in the High Court in London, in a two-day hearing (11-12 July) last week, reports **Tim Oliver**.

The High Court granted the States of Guernsey a judicial review of the UK Government's decision to suspend the Fisheries Management Agreement (FMA) between the UK and the Bailiwick of Guernsey in July last year.

DEFRA and the MMO suspended the FMA because of disagreement in the interpretation of the agreement and the application of UK quota control measures on the Bailiwick fleet fishing in Bailiwick waters. Guernsey argues that it is not subject to quota controls because it is not a member of the EU.

DEFRA and the MMO also suspended the UK licences held by some Bailiwick vessels. In August 2015 these suspended licences were reinstated pending further discussions between the Bailiwick and UK authorities, but

the FMA remained suspended.

In October 2015, the States of Guernsey lodged a judicial review claim against DEFRA and the MMO in the High Court in London, challenging the legality of the decision to suspend the FMA.

During the two-day High Court hearing lawyers acting for the States of Guernsey said the suspension of the FMA was 'devoid of logic' and had 'hammered the livelihoods of dozens of fishermen', reported BBC Guernsey.

The States' barrister, Marie Demetriou QC, said the decision to suspend the FMA was 'irrational' and had been taken without notice. Guernsey fisherman Stephen Fallaize said his licence, which cost £15,000 and was worth more than £43,000 in 2015, was now 'completely valueless'.

Mr Justice Jay said he would reserve his judgment on the case until a later date.

The States of Guernsey said it could not comment ahead of the judgement.

Cod in pipeline for discards ban in 2017

The high-level groups of member states advising the Commission on the phasing-in of the landing obligation/discards ban have sent their recommendations for species to be introduced in 2017 to the Commission's Scientific, Technical and Economics Committee on Fisheries (STECF), reports **Tim Oliver**.

Both groups recommended that cod should be included in the landing obligation from 2017 in some fisheries, provided that the cod recovery plan was amended because it was incompatible with the landing obligation. This has now happened (*Fishing News* 14 July), so clearing the way for cod to be included in the next stage of the phasing-in process in 2017.

Cod is a potential choke species but it has been included for 2017 in some fisheries so that fishery managers can gain experience of the potential problems that will arise with choke species, and develop measures to cope with the problem, rather than the 'big bang' approach of leaving all difficult choke species until the 2019 deadline for all species to be included.

There are two advisory groups, one advising on the North Sea (the Scheveningen Group) and one on North Western Waters. Both groups have worked closely with

the relevant North Sea and North Western Waters Advisory Councils, which are comprised mainly of fishing industry representatives but also environmental groups and other stakeholders.

Both groups also specify various exemptions as well as percentages of some species that may be discarded under the 'de minimis' provisions of the discards ban, and exemptions for species that have high survivability rates. Scientific research is continuing on these species, mainly flat fish.

The Commission is likely to approve the recommendations for 2017, as they did in 2016, with perhaps just a few minor changes.

North Sea

There are five defined fisheries in the North Sea defined by the following species: cod, haddock, whiting and saithe; Nephrops; sole and plaice; hake and Northern prawn.

The landing obligation applies only to any catches of those species when caught in a fishery defined by that species. Certain by-catches of the listed species are also to be introduced before 2019.

The North Sea group stresses the landing obligation is 'a wholly new regime in fisheries management in Europe and says the recommendations should remain

open to 'revision and adaptation throughout the phasing-in period'.

North Western Waters

The recommendation covers species which define the highly mixed cod, haddock, whiting and saithe fishery; Norway lobster (Nephrops) fishery; mixed common sole and plaice fishery; hake, megrims and pollack fisheries. By-catch species have also been added to some existing rules from 2016.

The recommended additional phasing-in for 2017 in Western Waters is based mainly on lowering the threshold catches in the defined fisheries, although some additional species to those defined in 2016 are included. This will make more vessels subject to the landing obligation in 2017.

Looking ahead to 2018, the NWW group says there are three ways in which the landing obligation can be progressed; by including new targeted fisheries; the reduction and/or removal of the catch thresholds currently associated with certain rules; the addition of by-catch species to existing rules which do not represent a significant 'choke'.

Full details of the recommendations can be seen on the websites of the North Sea and North Western Waters Advisory Council websites. (nsrac.org and nwwac.org)



"Right Alec... another fifty parlours and that'll do us..."

Rosebloom charity box

In keeping with a longstanding custom, the traditional first box of fish landed by a new vessel, in this case, a box of monkfish auctioned for charity by Andy Strachan of Don Fishing, sold for £560, reports **David Linkie**.

Sold at the top of Rosebloom's first landing into Peterhead fishmarket, Andy Strachan opened the bidding at £400 before Jason Jack of G & J Jack Seafoods Ltd of Fraserburgh successfully closed the bidding with a very generous offer of £560.

The proceeds from the monkfish were donated by Rosebloom skipper Sandy McLeman and crew to Peterhead RNLI.



Buyer Jason Jack (right) with Don Fishing salesman Andy Strachan, and Rosebloom skipper Sandy McLeman and his daughter Lara, after the first box of fish sold from the pair-seiner's shot raised £560 for Peterhead lifeboat station.

NFFO unity on Brexit

The principle of equal access to UK waters 'will be dead' when Brexit is completed, said the NFFO last week.

The federation made its comment in a statement issued after what was described as 'a very well-attended and united' meeting of its executive committee at its York offices last Tuesday (12 July), where there was a long discussion on Brexit and its implications.

The statement said: "The UK's withdrawal from the EU means that the UK, from the date of exit, will take control of UK waters out to 200 miles (or the median line.) This will mean an opportunity to fundamentally change the way our fisheries are managed in the future.

"Quota arrangements and access to UK waters by non-UK vessels will, in the future, be determined by the UK authorities, rather than being imposed by a remote and inflexible bureaucracy and parliament in Brussels.

"Brexit will provide an opportunity to address historic injustices in quota distribution and to control how many non-UK vessels fish in our waters, and how, and where, they fish.

"We are certain that both the UK and the remaining EU countries will want to negotiate sensible bilateral arrangement that will allow fair access arrangement for our vessels fishing in EU waters; and EU vessels fishing in UK waters. But the principle of equal access to UK waters will be dead.

"It is essential that, as part of the exit agreement, the UK negotiates access to EU markets. We also expect the UK to negotiate at least the same fishing



NFFO Executive Committee members at last week's 'very well-attended and united' meeting.

opportunities in third-country waters that our fleets enjoy today.

"We expect the UK to provide at least the same level of financial support for the fishing industry as has been channelled through European funds.

"We remain committed to the progressive elimination of discards from our fisheries; however any landing obligation that is applied to UK vessels fishing in UK waters must remove the threat of repeated 'chokes' that would prevent us from accessing our main economic quotas.

"The management of fisheries is far too complex and important to be left to government, and that is why it essential that respected industry representatives are at the heart of the fisheries component of the Brexit negotiations.

"The NFFO has already begun work on detailed policy options for both domestic and external fisheries that reflect the opportunities and challenges presented by the new post-CFP

regime."

Commenting after the meeting, chief executive Barrie Deas said everybody around the table supported the position taken.

"There were people from all sectors and regions – small boat, big boat, in between, south west, north east, and there were no dissenters from that statement," he told *Fishing News*.

"The meeting was very, very united, after having round table discussions where everybody put up their views, the opportunities, and their fears – we need access to markets, there are access issues on fishing grounds, historic injustices, quota distribution, all of that was in the mix and needed to be taken into account.

"There was a huge amount of unity on everything and, given the turbulent times ahead, it's a good place to start."

The NFFO has set up a small committee that will work on position papers on details of the major aspects of Brexit.

Plans for tighter rules in Manx scallop fishery

The Isle of Man government is considering introducing further restrictions on the king scallop fishery in the island's territorial waters between three and 12-miles, reports **Tim Oliver**.

The Manx fisheries department (DEFA) has launched a consultation on proposals to:

- Cap or restrict the number of licences for the fishery.
- Establish a management board.
- Introduce new technical measures on tow bar length.
- Introduce new measures on fishing at weekends.

The consultation asks whether respondents support a cap on licences issued for the fishery, and, if so, at the existing number, or whether they support reducing the number of licences issued to those vessels with a track record within a specified reference period. There are options for various reference periods and number of days fishing for a track record.

Respondents are asked whether they support the introduction of a tow bar length restriction, to prevent a vessel from carrying a

tow bar longer than that capable of carrying the maximum permissible number of dredges [currently seven per side].

The consultation asks for views on a possible weekend ban, and whether this should be a complete weekend ban or a ban on Saturdays only or Sundays only.

To manage the fishery, the consultation asks for views on whether this should be through effort control (days at sea), quotas, closures or other means.

The proposals are influenced by recommendations from the industry, the School of Ocean Sciences at Bangor University, management measures elsewhere, and lessons learnt through the management of the Manx queen scallop fishery.

Existing management measures would remain.

DEFA has placed an interim moratorium on any new licences being issued for king scallops, to prevent any latent effort entering the fishery ahead of any new regulations. It has also placed a moratorium on any new licences

for the crab and lobster fisheries to prevent displacement of effort to these fisheries.

DEFA says the new restrictions are needed to put a stop to a continuing rise in effort on the fishery and to protect stocks.

The fishery operates from November until the end of May each year and landings have 'increased substantially' since the 2009-10 season, says DEFA.

Byelaws were introduced in 2010 because of concerns over increasing fishing effort, both in Manx waters and the Irish Sea in general, but effort has continued to increase both in terms of number of vessels and kilowatt days fished. But although this has resulted in bigger landings there has been a decline in catch per unit effort (CPUE).

DEFA says recent MMO data shows that scallop landings in the UK overall more than doubled between 2008 and 2012, rising to a peak of 58,000t. In ICES statistical rectangles 36E5 and 37E5, which cover the majority of the Isle of Man territorial sea, there were the highest landings of scallops, the

Proposals to introduce further restrictions on the Isle of Man king scallop fishery are now open for consultation.



highest number of vessels over-10m using dredge gear and the highest kW days effort.

There was a 26% increase in the number of scallop vessels in the period in Western Waters and a 23% increase in effort in Area VII.

A king scallop stock assessment is being prepared and will be published 'in due course'.

The consultation says the industry itself has raised concerns

with DEFA and other UK fisheries administrations over 'the considerable effort within the scallop fishery in general, the lack of effective control measures for effort management, and the threat to stocks'. A further 'significant increase' in vessels prosecuting the fishery in the 2015-16 season is cause for 'serious concern'.

The consultation closes at 17.00 on 17 August 2016.

COMMENT

Brexit team takes shape

After the exhilaration of recent days, at the prospect of the UK finally being able to be rid of the CFP, it's time to come back to earth and the realisation that it is 'business as usual' for at least the next two or three years for the fishing industry.

The new Prime Minister, Theresa May, has said that she will not invoke Article 50 to start the UK's withdrawal from the EU until next year, and for the next two years following that EU regulations will continue to apply.

She has appointed leading Brexit campaigner Andrea Leadsom to the top DEFRA job, which perhaps signals that she will be anticipating a rough ride on leaving the CFP – or, more likely, that she wants to get a good deal for the much bigger farming industry. She is said to have been a tough negotiator in her earlier career in the City, which she will certainly need to be, not only with the EU but also to defend the fishing industry against other UK and government interests who will be doubtless pressuring her to sacrifice fishing as a trade-off to achieve other objectives.

At the time of going to press it was not known whether George Eustice will retain the fisheries job, but as a

committed Brexiteer, a man who has been in the job long enough to know his way around, and an MP for a coastal constituency, it would make sense for Mrs Leadsom to keep him in post.

Leading Brexiteers David Davis and Liam Fox have also been appointed to senior posts in departments that will be closely involved with fishing industry issues. David Davis, Secretary of State in the newly created Department for Brexit, and Liam Fox is Secretary of State for International Trade.

The new Prime Minister also lost no time heading up to Scotland for talks with First Minister Nicola Sturgeon to try to head off any moves towards a further push for Scottish independence following the 62% 'Remain' vote in Scotland. Mrs May went to Edinburgh last Friday (15 July), within 48 hours of becoming Prime Minister, indicating that preventing a break-up of the UK is a top priority for her.

Meanwhile, back at the ranch, the EU Commission continues down the well-trodden path of proposing more cuts in fishing opportunities next year, despite unequivocal evidence from both scientists and fishermen that most commercial fish stocks are now in a

healthy state, are continuing to rebuild, and are being fished sustainably.

The strong likelihood that the Commission will propose heavy cuts in TACs for many species is the result of the ridiculous policy of trying to achieve MSY for all stocks next year. This is a biological and managerial impossibility over any timescale, given stocks' interdependency and the vagaries of nature, but it not even legally necessary until 2020. Yet, once again, the Commission careers onwards down a path that, along with so many of its other policies, will create more hardship for fishermen and seems deliberately designed to alienate them.

And this is at a time when the discards ban means fishermen desperately need bigger, not smaller, quotas, and despite the Commission holding a conference last year to emphasise the necessity to take into account socio-economic factors, as well as the purely biological, when deciding on fishing opportunities. The European Union creates so many of its own problems and has only itself to blame for the antagonism it is now encountering across Europe.

Portuguese submarine caught in French trawler's nets

A Portuguese submarine taking part in exercises off the British coast became caught up in the nets of a French trawler on Tuesday 12 July.

The submarine, Tridente, was taking part in a training exercise with Britain's Royal Navy, 34 miles off Lizard Point, Cornwall.

Tridente was below the surface when it became entangled in the nets of the French

trawler Daytona, which was fishing in the area.

"The submarine immediately surfaced and made contact with the trawler," French maritime authorities said in a statement.

They said the incident did not cause any injuries and no damage was caused to either the submarine or the trawler.

In 2004, five crew died when the French

trawler Bugaled Breizh sank off Lizard Point.

The families of the victims claim the trawler was dragged underwater by a submarine involved in an international military exercise was taking place in the area at the time.

The case remains before the British courts.

LETTERS

Golden opportunity following Brexit

Dear Editor,
Brexit, for me, is a 40-year dream come true. Much of that time I have campaigned for this result.

The question is, will we make the most of this golden opportunity or squander it?

Bearing in mind we are food producers and 40% of the food we eat is imported; the population is rising; we had a bad EU deal in quotas; we discard millions of pounds-worth of fish, then have to import £2.75bn from outside the EU.

Norway, Iceland, the Faeroes, the Isle of Man and the Channel Islands all control their fisheries, and have one thing in common, they have access to the single market and are all wealthy countries.

We have lost 10,000s of jobs and boats through this injustice, and we have to address the problem.

SFI states that we have ageing boats

and crews, and with many of the younger generation new entrants it is almost impossible to enter the industry with a boat, licence, quota, etc.

To start with, under-10s could have no quota restrictions.

The industry is moving to big concerns buying up all the quota and licences, and that does not help the new entrants get on the ladder.

The under-10s can have grant money to rebuild for existing fishermen, and their older boats could be made available for the younger generation to get on the ladder without buying licences and having quota restrictions, and to be financially viable to repay any bank loans.

In order for this to happen, licenses and quota should belong to the nation and be distributed in a fairer manner, and licenses should only be issued to UK citizens and not flagged states, to

repatriate our 200-mile waters.

Norway has a bilateral agreement with other countries, and if we go into negotiations with a clean sheet and a positive mind, most things are possible.

Iceland, with the population of a small town, defended its natural resource from European countries and won the right to do so. It also got to the quarter-finals of the Euros, knocking out England on the way.

It is not what you've got; it's how you use it.

I recommend people Google **Brexitthemovie.com** and they will be shocked at the waste of our tax payers' money.

Regards,
Terry Lankford
Lankford & Sons (Fishing) Ltd
Southampton

EDITORIAL



Editor
Dave Linkie
email: dave@linkie.co.uk
01434 607375



Assistant editor
Rachel Graham
email: rachel.graham@kelseymedia.co.uk



Art editor
Rob Terry
email: rob@focussedondesign.co.uk



News correspondent
Tim Oliver
email: t.oliver3@sky.com



Devon correspondent
Martin Johns
email: martinjohnsfishing@gmail.com



Cornwall correspondent
Phil Lockley
email: phil@by-water.eclipse.co.uk
01326 340372



Sussex, Kent, Hampshire and Dorset correspondent
John Periam
email: periam.photojournalist@btpenworld.com
01243 584718



Lincolnshire, East Anglia and Essex correspondent
John Worrall
email: johnworrall@outlook.com
07748 644971

ADVERTISEMENT SALES

Simon Hyland, 01732 445327, simon@talkmediasales.co.uk
David Lerpiniere, 01732 445326, david@talkmediasales.co.uk
Advertisement production: **Kylie Woolgar**
Tel: 01733 362705
Email: kelseyspecialist@atgraphicsuk.com
Production manager: **Jackie Aubrey**

SUBSCRIPTIONS

UK subscription - **£152.50** Europe subscription - **£175.00**
Outside Europe subscription - **£190.00**

Latest subscription offers please visit our website at yourfishingnews.co.uk

UK subscription and back issue orderline: **0333 043 9848**

Overseas subscription orderline: **0044 (0) 1959 543 947**

Toll-free USA subscription orderline: **1-888-777-0275**

UK customer service team: **01959 543 747**

Customer service email address: subs@kelsey.co.uk

Customer service and subscription postal address:

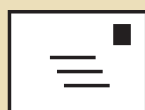
Fishing News Customer Service Team
Kelsey Publishing Ltd, Cudham Tithe Barn
Berry's Hill, Cudham, Kent TN16 3AG United Kingdom

Kelsey Media 2016 © All rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the editor or the publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties. Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524. If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.

K KELSEYmedia
www.kelsey.co.uk

FISHING NEWS
THE VOICE OF THE INDUSTRY SINCE 1913

Visit us online for news,
features and nostalgia
fishingnews.co.uk



Please send your letters to: **Fishing News**, Kelsey Media, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG or by email to fishingnews.ed@kelsey.co.uk. We may edit letters.



We are NOT euroserfs

Dear Editor,
Although contemporaries, *Fishing News* and *Trawling Times* were not competitors. So, while *Trawling Times* was, in effect, sunk by the EU, maybe a shared professionalism will help me respond to former readers' pleas to present much of the reality behind the vituperative argument over Brexit. The attached article expresses my, and those readers' (and millions of fellow citizens'), long-held views.

After each snarling round of the unending post-Brexit political dogfight, the promise is made that the 17 million who voted to leave will be listened to. Those who tried to make their voices heard in the first referendum, and every year since, know that is unlikely. The 17 million will be ignored.

As an 82-year-old senior citizen with more than 60 years' experience in journalism and public relations, relating to all levels of society from royalty to homeless down-and-outers, I have no doubt that 'leave' was the voice of born-free English citizens expressing their long-held and hard-fought for belief in freedom and democracy.

That fundamental belief was summed up in the pre-election sticker, right.

The democratic line, 'Don't just listen – be told' is not acceptable to the self-appointed élite. Even a rapid acceptance of 'taking back control' could not disguise the fact that this did not go beyond the politicians who see themselves as part of the dictatorial élite that so many of them were ready to malign in pre-election spinning and vituperation.

The 'Euro NO' story in the Hull-produced national fishing

industry newspaper *Trawling Times*, in April 1975 on the eve of the first referendum, was the voice of thousands of British fishermen and shore workers of all ages. It also reflected the views shared by thousands more at international fishing exhibitions and port visits (often government-sponsored) across the North Atlantic, from Canada to Scandinavia.

The voice was not heard but simply ignored.

Personal experience includes Ted Heath brusquely dismissing my question on the Common Fisheries Policy at a press conference on Aberdeen fish dock. Later, at a trawler-naming in Lowestoft, Margaret Thatcher warmly welcomed a visual aid I gave her, in the form of a 40mm British trawler net mesh glued to a background of a fine-mesh Continental drift net recovered off the Yorkshire coast. At Maastricht shortly afterwards, she made the headlines by talking about 'my fish', before passing the responsibility on to her minister Peter Walker, where it sank.

Earlier experience includes political awareness arising from National Service in the RAF, where North Atlantic patrols on submarine-hunting Coastal Command Lancasters and Shackletons demonstrated not only the realities of the Cold War but also, with aerial-festooned trawler 'spy ships' lurking in the Russian fishing fleets, the massive catching effort that was decimating fish stocks.

The problem now is that while the rest of the world awaits the action required to carry out the voice of the people's demand to leave the EU, the still dumbfounded politicians are

struggling to recognise that voice, and have no advance plan to respond to it. So, while quiet reasoning must be the order of the day, there must also be an alertness to the spin doctoring which was so much part of the pre-election argument.

As a 16-year-old trainee reporter, the 'tell the truth' mantra was impressed upon me from the beginning of my career. My military service introduced me to the 'let's run it up the flagpole and see who salutes' concept. At my wedding, a fellow journalist, who was my best man, gave me the insight from his earlier career in the Central Office of Information, into the civil servant/politico practice of 'kite flying'. That is, the leaking of a worst-case scenario to allow back-tracking to the original concept which otherwise would have been just as objectionable.

With the advent of the digital age, the selection of 'nilspin' as an online identity emphasises that I have never been indoctrinated, brainwashed, tribalised or, least of all, politicised.

To end on a positive note, I must decry the 'fear' strategies that have marked the referendum campaign. There will be difficulties, but my experience with international clients providing a wide variety of products and services all over the world, (including, on a topical note, a Chinese client based in China), shows that the integrity of British products, services and trading practices gives access to almost all established and developing markets.

Both sides in the Remain/Leave slanging match blame the older generation while admitting they haven't listened to the 'traditional working class' in the North – which sums up the real

were swamped with bass everywhere, as were the anglers, finding record catches.

Where was the NFFO when this report was released, and why did it not react to the information I passed to it? This is how almost the whole species of sea bass was 'robbed' from commercial fishermen. DEFRA should be shut down, and the producers of that report, and the minister should not be allowed to work in any reformed government fisheries ministry or the Marine Management Organisation.

Electric pulse beaming has been carried out now for over 12 months off the Kent and Essex coasts, resulting in a 'hitherto unknown' Dover sole famine in the inner Thames Estuary. A further 90 pulse beam licenses were issued by the EU Fisheries Ministry in 2016, with no representations being made by our own fisheries minister or the NFFO. Why?

The back-up information is widely available regarding this hideously stock-damaging method of sole fishing, and probably in the near future its effects upon other fisheries; shellfish and fish.

Skates and rays. The evidence was fabricated that these species were at risk in the English Channel, Southern North Sea and Thames Estuary. Commercial fishermen

reported huge abundances of skates and rays everywhere, widely reported in the fishing press and angling magazines. The claims made by so-called experts were false; one university claimed that there should be seven different skate and ray species in the Thames Estuary and that five were now extinct. Total codswallop. I, and many other commercial fishermen fished the estuary for 40 years, and thornback ray (roker) or skate was and always has been the predominant species. Blonde rays were always a rarity. Universities are being used by environmental groups and others to fabricate false evidence and false predictions of fish famines, depending on who their paymasters are. Contra-evidence and factual reports have been published extensively.

DEFRA should be shut down because all of these 'contrived' studies are having a huge effect on a food producing industry, the fishers and their very being. How come Article 17 was not invoked when the bans or low quotas were invoked? Whole companies went to the wall because of this! Where was the NFFO?

During the last general election there was a possibility that under the UKIP banner, fishing constituency MPs could have

'get out there and tell the lumpen proletariat'.

It is not. It is to get out there and be told. What they regard as a malleable periphery is, in fact, a substantial section of the backbone of the nation.

John Davis
Former Editor,
Trawling Times
4 Orchard Close
Beverley
HU17 7DF

Stop sitting on the fence

Dear Editor,
Anyone reading 'NFFO: 'Industry must speak with one voice' (*Fishing News*, 7 July) would realise that, if there was any fight left in the NFFO, it has now all gone.

The NFFO, and others, 'sat on the fence' over the EU Brexit/'Fishing for leave' issue when probably all of their membership voted out!

The NFFO has become much too close to the government, and therefore incapable of fighting for the survival of the commercial fishing industry – a food supply industry. The NFFO should be 'telling' government and the EU (for the next period until exit) not 'asking', which is what they are good at, begging for crumbs!

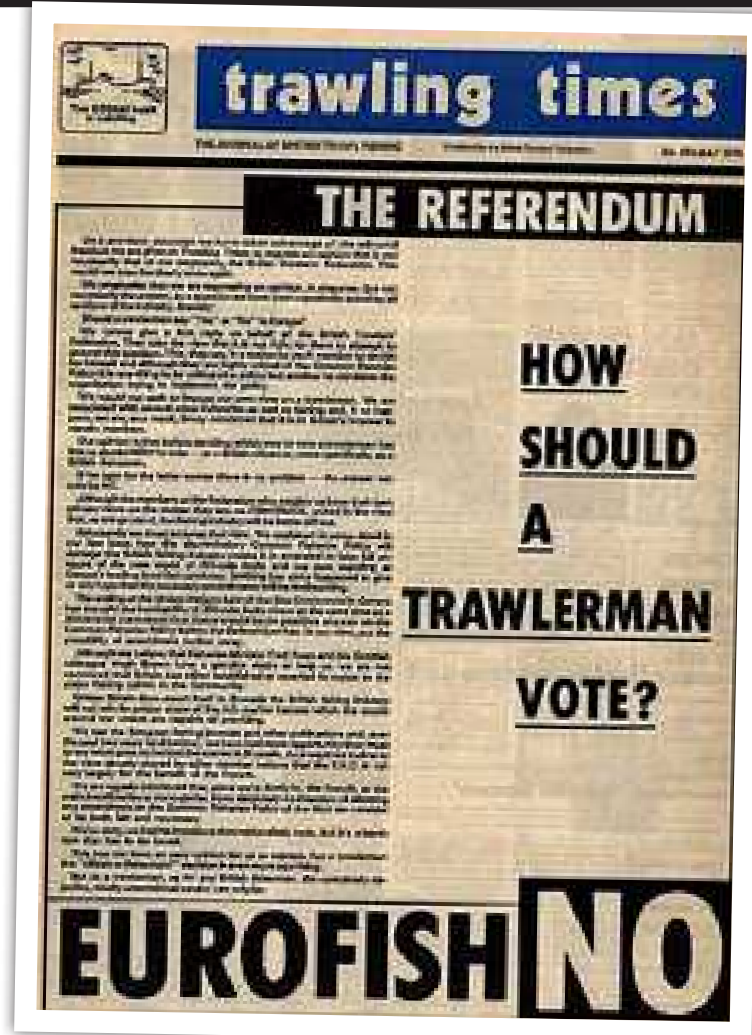
None of the issues below, which have been festering for years, have been challenged. Get off your backsides instead of sitting on the fence!

Massive sand and aggregate extraction licenses and dredging proposals ruin fisheries in the south east of England; these are never going to stop, so I am demanding £2 per tonne compensation for fishermen.

The DEFRA report 'Sea Angling 2012', was sneaked past commercial fishermen in an extremely devious way (House of Commons All Party Parliamentary Committee on sea angling). This was done by environmentalists (Blue Marine Foundation), and BASS (the angling lobby). False claims were made that the bass fishery English Channel, Southern North Sea, was endangered and 'at risk'. This was a fabrication engineered by several groups promoting the DEFRA sea angling 2012 report that the commercial sea bass fishery would be better off in the hands of anglers and not commercial fishermen!

When this false statistical evidence was presented to our then fisheries minister George Eustice (at DEFRA), he imposed a temporary bass ban. The 'plotters' then went on to Brussels to see Karmenu Vella, the EU fisheries minister, who instigated a total ban followed by a ridiculously low quota.

All of this was imposed without any proper statistical backup, or the inception of Article 17 in the CFP. The EU and DEFRA knew this contrived ban was nonsensical because commercial fishermen



been elected in Grimsby, East Anglia and other ports. I put it to the NFFO that their help and involvement could tip the balance, and it was rejected! The NFFO missed the boat.

I have been fighting all these issues, which are of great importance, without a single word from DEFRA or the NFFO. Are they really oblivious, or are commercial fishermen being fitted up for bankruptcy, as their traditional species are robbed one by one?

The time has come for a new group who will truly represent all commercial fishermen, who are unafraid of challenging UK fishery ministers and, at the moment, EU ministers. None of the present federations or organisations are up to the job. When the next new UK government fisheries ministry is renamed, it should be re-staffed with experienced fishermen not butchers, bakers and candlestick makers (no offence to those trades), where fishermen might seek employment and not managerial positions.

Martin Jackson
Commercial Fishermen's
Rights UK
34 Burgess Close
Minster nr Ramsgate
Kent. CT12 4BD

SFF Services welcomes visit from Australian counterparts

Following on from earlier meetings, John Harrison, chief executive of the Western Australian Fishing Industry Council (WAFIC), visited the Scottish Fishermen's Federation (SFF) last week looking to pick up pointers for the setting up of a commercial services company with which to engage with the oil industry in Australia.

Over the past couple of years, the SFF has been in dialogue with the Australian fishing industry and regional government to share its knowledge and experience of the mutually beneficial partnership it has developed with the UK oil and gas sector.

Meeting with SFF chief executive Bertie Armstrong and Steven Alexander, managing director of SFF Services Ltd (SFFSL), the commercial wing

of the SFF, John Harrison said: "Our organisation is very interested in adopting a version of the SFF's in-house company, and is grateful to the Federation for being so obliging in sharing its experiences of fishing-oil interaction in UK waters."

Bertie Armstrong added: "The SFF and SFF Services are delighted to share the experiences of engaging and building up relationships with the oil and gas industry over the past 40 years or so; what has worked well, and not so well, will hopefully help WAFIC avoid some of the pain and conflict which was prevalent in UK continental shelf waters in the early days.

"In our view, the establishment of SFF Services 30 years ago has made a major contribution to minimising conflict, by

establishing and nurturing an excellent long-term working relationship between the Scots fishing industry and the offshore oil and gas sector."

SFF Services provides offshore marine industries with a range of both vessel and personnel services. Not only has this benefited the offshore energy sector and the marine environment, but it has also helped secure the future of Scottish fishing by keeping the fleet viable during a period when fundamental restructuring of fisheries management has dramatically reduced fishing opportunities while fish stocks steadily rebuild. Over 500 different fishing vessels have undertaken work (more than 80,000 days at sea) through SFFSL since 2001.



Left to right, Bertie Armstrong (chief executive SFF), John Harrison (chief executive of the Western Australian Fishing Industry Council), and Ian Laidlaw (Peterhead Port Authority chief executive), who hosted a visit to Peterhead fishmarket on 14 July.

Bridlington Shellfish

Bridlington Shellfish Company Ltd has recently been awarded ISO 9001:2015 certification for its administration system, reports **David Linkie**.

The prestigious award was secured after the company's management systems, standards and guidelines exceeded exacting guidelines. Recognised worldwide, the certification shows that Bridlington Shellfish Company Ltd is a reputable company that adheres to strict guidelines that are audited annually.

Operating chilled shellfish storage tanks located on Bridlington Pier, and its own fleet of refrigerated delivery vehicles, Bridlington Shellfish Company continues to go from strength to strength.

The company is owned by eight directors, including six local skippers and two former skippers. Together they own the Bridlington and Flamborough Head-based potting boats Beblowe, Beryl M, Ingerlis, Moyallon, Onward Star, Prosperity, Stormy C, Summer Rose and Tradition.

The company is also an agent



Alan Priest, area manager for ISO Management Systems presents company secretary Yvonne Webb with Bridlington Shellfish's ISO 9001:2015 Certificate. (Photograph courtesy Andrew Barrett).

for a number of other vessels, including Christel Star, Emma Louise and Fear Not, which

land daily to maintain a regular supply of quality and sustainable shellfish.

Company secretary Yvonne Webb said: "We are delighted to have gained this award, which is testimony to the unstinting efforts of everyone connected with Bridlington Shellfish. Pier Manager Clive Kingston and his team ensure that brown crab and lobsters are kept in optimum condition immediately they are landed each afternoon. They also ensure that skippers are supplied with their daily bait requirements, along with the marketing, uploading and distribution of shellfish throughout the UK and into Europe.

"In every respect we are a tight-knit team, which has worked collectively for this award, to which everyone has contributed."



Stormy C prepares to land brown crab and lobsters to Bridlington Shellfish Company Ltd.

Single handed Shetland fisherman rescued

A Shetland fisherman was safely rescued earlier this month after the 9.9m static gear boat Hope III WK 118 started to sink halfway between Sumburgh Head and Fair Isle.

The skipper was forced to take to his liferaft while fishing on Friday 8 July before being

airlifted to safety by Coastguard Helicopter Rescue 900.

Lerwick lifeboat later picked up floating debris from Hope III, together with the boat's liferaft.

The Norwegian yacht Auno also stood by the casualty until the rescue helicopter arrived on scene.



Hope III sank midway between Fair Isle and Sumburgh.

UK government boosts Scottish monkfish catches

Scottish fishermen received a boost last week with the announcement that the UK government is to lift the ban on overseas trading of skates and rays quotas. This will help the Scottish industry manage its fishing activity.

The industry had been lobbying for the change to allow it to trade quotas with Belgium to allow increased fishing of monkfish.

The decision comes after a meeting of the Marine Management Organisation on Tuesday 12 July and is based on

the uptake of the rays and skates quotas being lower this year than last.

Up to 25 tonnes of skates and rays can now be traded internationally. The position will be reviewed later in the year.

Secretary of State of State for Scotland David Mundell said: "This is good news for the Scottish fishing industry, and I am really pleased that the UK government has been able to push this forward. The Scottish fishing industry has been pressing for this change, and we have listened and delivered."

Operating profit and income boost for UK fishing fleet

The benefits of lower fuel costs and an increase in average fish prices are among the key facts in the *Seafish Economics of the UK Fishing Fleet 2014* report, published on the opening day of the International Institute of Fisheries Economics and Trade (IIFET) 2016 conference that took place in Aberdeen last week, hosted by Seafish.

Total fishing income increased by 16% in 2014 compared to 2013, with £868m-worth of fish landed by the UK fishing fleet, according to Seafish.

According to the data, operating profit also increased significantly. The total UK fleet operating profit was estimated at £216m in 2014, a 54% increase from the previous year. An estimated £157m of net profit was generated in 2014, equal to 17% of total income.

The large increase in the total income of UK fleet from recorded landings was mainly due to an increase in the weight of pelagic species landings. In 2014, the average prices for demersal and shellfish species both increased by 12%. The reduction of the fuel price also contributed to the improvement of the economic performance.

However, provisional estimates for 2015 show total fishing income decreasing by 11% to £772m. This has been driven by the impact of the Russia's EU trade ban on the pelagic sector, and the subsequent decrease in the average mackerel price.

Arina Motova, Senior Economist at Seafish, said: "This is a positive picture for most of the UK's fishing fleet, even though

the total 2015 estimates are more conservative. Our forecast shows that all UK fleets benefited from the oil price reduction, and the economic performance indicators of most fleets show an improving profitability picture despite challenges such as the Landing Obligation coming into effect for some fisheries."

After last year's fishing fleet report relaunch, under its Quay Issues brand, Seafish has continued to make improvements to its suite of annual economic reports, to make the information both easier to understand and more detailed. Notable in this year's report is a new chapter providing comparisons of the relative performance of vessels in each of the home nations, as well as tables looking at each fleet's dependency on key stocks.

Arina continued, "We got some excellent feedback last year on the new style of the fishing fleet report, with many business owners saying they found the analysis more informative for making decisions. We hope the additional information in the 2014 report, such as fleet comparisons and employment, as well as data visualisation tools used, will make it even more easy to understand and useful for industry and policy makers going forward."

Seafish is now looking forward to the 2015 *Economics of the UK Fishing Fleet* report, and a team of Seafish researchers will spend the next few weeks at ports around the UK collecting data for inclusion and verifying the 2015 forecasts.

The full report is available on the Seafish website: seafish.org

Resilient skippers presented with scale model

Whalsay skippers Arthur Polson and Edward Jamieson were the proud recipients of a scale model of the new 27m whitefish vessel Resilient LK 195, reports David Linkie.

It was handed over at the evening reception held in Whitby earlier this month to celebrate the launch and christening of the Resilient (Fishing News, 14th July).

Parkol Marine Engineering Directors Andrew Oliver and James Morrison presented the scale model of Resilient that was constructed by Redcar model boat builder Ron Harker.

Built by Parkol Marine Engineering, the full-sized Resilient was scheduled to run engine trials this week from Whitby.

► **Skippers Arthur Polson and Edward Jamieson with the scale model of Resilient.**



UK voted out, but EU fisheries laws still apply

In a statement following Brexit, ClientEarth fisheries scientist Liane Veitch said: "The results of the UK's decision on EU membership took a lot of people by surprise.

"Some see it as an exciting new opportunity; others are concerned about short and long-term negative impacts. But for the moment, in the eyes of the law, nothing has changed.

"Regardless of people's feelings about the referendum result, EU laws will continue to apply in the UK until the Article 50 process to leave the EU is complete. Until that happens,

all rules stemming from the Common Fisheries Policy, Control Regulation and other EU fisheries regulations continue to apply to the UK fishing industry. It is

“The EU's fisheries policy has a long history of controversy in the UK”

essential that they are respected.

"The EU's fisheries policy has a long history of controversy in the UK, but successive improvements to the Common Fisheries Policy have started to increase stock levels, profits

and stability for industry (see the recent Annual Economic Report). It is essential that this progress continues, and the gains made by the UK and EU industries over the past 15 years are not lost.

"This means that implementation of the Common Fisheries Policy, including the phasing-in of the landing obligation, development of new

multiannual plans, and revision to the technical measures framework, must continue. It is also in the best interest of the UK industry that shared stocks are as healthy as possible, now and in the future."

Momentous day for Barra and Vatersay

Continued from page 1.

The official opening ceremony was held to coincide with the Annual Fishermen's Mass and the Blessing of the Boats, which was conducted at Ardveenish rather than the usual location of Castlebay.

Despite constant rain during the preceding 36 hours, more than 200 local people attended



Captain Roddy Mackinnon opening the new Ardveenish harbour.

the event, reinforcing how vital fishing is for the 1,100-strong island population.

Trawlers berthed in the new harbour for the first time and, dressed overall with flags, were joined by creel boats, including Lady of the Waves, which steamed from Vatersay to take part in the historic event, together with Barra lifeboat.

Feis Bharraigh pipers, dancers and a Gaelic choir ensured that the large crowd had plenty to look at while sheltering under a sea of umbrellas.

Following the Fishermen's Mass and community Communion, Fr. John Paul Mackinnon walked along the 90m of new box quays while blessing the boats.

Towards the end of the service, former Western Isles harbourmaster Roddy Jardine, together with two lifeboat crew members, quietly walked through the congregation with collection buckets which brought in over £750. This total was subsequently raised to £1015.85 by donations

made in return for delicious freshly-grilled herring, served on the quayside at the end of the ceremony.

The Craigard Shield, awarded annually to the best-dressed boat, was presented to skipper Angus Macleod, Aquarius CY 34.

Following representations made by local fishermen through the Fisheries Joint Consultative Committee, Comhairle nan Eilean Siar (Western Isles Council) recognised the need and potential development that a safe, sheltered harbour could bring to the area, and capital funding of £1.25m was agreed for a major harbour development.

For this £1.6m project, subsequent funding of £283,000 was secured from the Coastal Communities Fund and £125,000 from Highlands and Islands Enterprise to enable it to proceed. Local processors Barratlantic provided the land on which the harbour is built.

Ardveenish harbour, together with a new approach road

and an extensive area of hard-standing, part of which will now be used to build relaxation/shower and washing facilities for crewmen, was constructed by local contractors Macinnes Brothers as a result of extensive excavation work above and below the surface to a depth of 3.5m, which effectively resulted in a safe basin being carved out of a rocky promontory adjacent to a deepwater inlet.

The new harbour will provide an additional 90m of secure berthing and complement the existing pier at Ardveenish. It will address congestion issues separating landing areas and ice and fuel bunkering berths from longer-term sheltered berths.

The new harbour basin has long been viewed as being essential to protect the existing fishing industry and support future development in the catching, processing and export sectors, and, therefore, key economic activity in Barra and Vatersay.



Father John Paul Mackinnon blessing Barra boats following the Fishermen's Mass.

The benefits associated with the new Ardveenish harbour are already fully apparent, as even before it was completed the project gave local skippers the confidence to invest in newer vessels. The past four months have seen three modern boats joining the local fleet, which is currently at an all-time high of 11 prawn trawlers/scallopers.

Further details in *Fishing News* next week.

NIFF discusses inshore fisheries with new Marine Minister

The NIFF (National Inshore Fisheries Forum) held a two-day meeting in Dublin recently, where it met with the new Minister for Agriculture, Food and Marine, Michael Creed, as well as BIM (Bord Iascaigh Mhara), MI (Marine Institute), and the SFPA (Sea Fisheries Protection Authority), to discuss a number of significant issues facing the inshore sector, reports **Pauric Gallagher**.

Day one of the meeting began with NIFF members, the chairs and vice-chairs representing the six Regional Inshore Fisheries Forums discussing amongst themselves a number of issues from their relevant coastal communities, before being joined by officials from DAFM (Department of Agriculture, Food and Marine) and the state agencies BIM, MI, and the SFPA.

The meeting continued with officials from DAFM and the other agencies on day two and culminated in the NIFF's first meeting with Minister Michael Creed.

The NIFF gave Minister Creed a presentation of the inshore

sector in general, the structure and operation of the Inshore Fisheries Forums, and a snapshot of the issues facing the sector which the NIFF is currently concerned with and working on.

These issues included social protection for the inshore sector, last year's restrictions placed on the export of live brown crab to China, a number of issues pertaining to the Habit and Birds Directive including

“it is essential to hear the views of the stakeholders themselves, through the NIFF”

seals, bi-valve fisheries, lobster fishery management, competition between offshore and inshore vessels in inshore waters, the Penalty Points regulation, technical conservation measures and how they impact on the inshore fleet, and EMFF funding.

The NIFF also discussed more specifically the management measures for velvet crabs, as well as access to herring stocks for the inshore fleet.

According to Alex Crowley,

Chairman of the NIFF, two of the more significant outcomes of the meeting were the decision to develop a strategy for the Inshore Fisheries Forum, and finalising the Inshore Fisheries Forum's website.

Alex Crowley told *Fishing News*: “The Inshore Fisheries Forum has been faced with a myriad of issues concerning the inshore sector since its inception. The formation of the forum triggered an opening of the floodgates so to speak, releasing a deluge of issues that has built up over the years due to inadequate representation of the inshore sector. Developing a strategy to deal with these issues over a given timeframe should help us focus, and allow us to deal with these issues as effectively as we can.”

“We have also ‘signed off’ on the content of our website and I expect it will go online in the coming weeks. I hope the website will allow for a better understanding of the forum by the wider inshore sector and allow the sector to engage more actively with us. It has always been my opinion that for the wider sector to benefit from the



NIFF members meet with the new marine minister and state agencies.

forum it must engage and work with us.”

Alex Crowley added, “The meeting with Minister Creed was introductory and positive. I felt a sense of commitment from the minister to the inshore sector and the many coastal communities it supports. Despite being relatively new to the position of marine minister, I feel the experience he gained when holding this portfolio in opposition certainly stands him in good stead. NIFF looks forward to working with Minister Michael Creed in the future.”

After the meeting concluded, Minister Creed said: “I am pleased that there was a focus in today's discussions on priorities to ensure a positive long-term future for this sector. This government has committed to the development of the inshore sector. To deliver this, it is essential to hear the views of the stakeholders themselves, through the NIFF.”

“With EMFF funding now available, there are opportunities to secure sustainable inshore fisheries, and enhance incomes in rural, coastal communities.”

EC straightjacket a worry for UK and Irish fishermen

The UK's impending exit from the EU after the referendum vote has taken its fisheries to new grounds; a situation that current fishermen have never experienced and which could have the potential to create a very real opportunity to transform the nation's fishing industry in an unprecedented way. For the first time in 40 years, the UK fishing industry is back in control of its fisheries and its exclusive economic zone, reports **Pauric Gallagher**.

At present, there are many unknowns about how the UK will operate its fisheries in the years to come and, at this early stage, it is difficult to envisage what changes will actually come to fruition.

The UK may agree to operate under ICES, but may adopt different technical measures, or a more lenient approach to discarding. There may be no landing obligation whatsoever, which is ironic considering that it was the UK celebrity chef Hugh Fearnley-Whittingstall who drove this policy change at the European Parliament level, which the rest of the member states now have to live with.

While it may not be politically or legally possible for the UK to ring-fence its fish resources as most of the stocks are shared with other countries, in pre-referendum promises at least, it can now set its own quotas, decide on how to manage all its fisheries and can

make agreements with Norway, Iceland, Faroe, Greenland and exploit migrating stocks such as mackerel, blue whiting, herring and horse mackerel.

But one thing's for sure, the UK's departure from the EU will have some serious ramifications for the Irish and UK fishing industry on a number of levels, such as sharing and access arrangements, trade swaps and the Hague Preferences. The UK, along with Ireland, has some of the most productive waters in the world and jointly shares around 40 different fish stocks.

“the UK's departure from the EU will have some serious ramifications for the Irish and UK fishing industry”

In future talks on sharing and access arrangements, questions must be asked as to who is going to negotiate on behalf of Ireland and on behalf of the UK? Access for Ireland to UK waters to fish cannot be done on a bilateral basis; the European Commission will do this on behalf of Ireland. Equally, access to Irish waters for the UK fleet will be negotiated by the European Commission.

What is going to happen to the North Western Waters Regional Advisory Council (NWWRAC), whose aim is to bring together stakeholders from across Europe, and to advise the Commission on

matters of fisheries management in respect of the North Western Waters. The UK is a key stakeholder in this process, but its decision to leave the EU may also mean it is no longer eligible to remain on the council.

At this stage, there are more questions than answers on what lies ahead for UK and Irish fisheries.

When asked for his views on the future of the Irish fishing industry post-Brexit, Francis O'Donnell, CEO of the IFPO (Irish Fish Producers Organisation) told *Fishing News*: “We really are moving into unknown territory for both fishing industries. If the UK eventually takes the plunge, access for the Irish and the UK fleet in their respective waters will be negotiated by the European Commission, a very uncertain situation to say the least.”

“Ireland and the UK have much in common as regards the Hague Preferences, the Nephrops fisheries, and various other shared stocks, and it is often the case that Ireland and the UK work in close cooperation leading up to, and at, the Christmas Council to get a deal that is mutually beneficial.”

“Swaps are an important tool that both industries use to balance the books and, to be fair, many strong personal relationships exist that make this happen with ease. Swaps are critical, and will become more

critical as the landing obligation is phased in.”

He added, “It is now unclear if the UK will jettison the CFP in its entirety and, in particular, the landing obligation. I would imagine that UK politicians and policy makers will not stray too far from ICES but may adopt different management models and TCMs in various fisheries.”

“The CFP itself may now be in real danger as it would be unworkable if one country (the UK) decided, for example, not to use selective gears in a particular fishery or simply decided to adopt completely different regional discard plans in their EEZ. It may be that the UK will now drive this agenda and the EU will have to follow. Anything is now possible.”

Deep-water fisheries

Ian Duncan, Conservative MEP for Scotland, backed the deal reached in Brussels recently that aims to improve deep-water fisheries management and protect the ecosystem.

The agreement follows over three years' of negotiations, and includes a number of measures to protect Vulnerable Marine Ecosystems, including a move-on rule for vessels with bottom gears below 400m, and a ban on vessels using bottom trawls below 800m.

To ensure better scientific data, the new rules will mean EU vessels targeting deep-water species must have 20% observer coverage in both EU and NEAFC waters, and 10% coverage for all others.

Ian Duncan said: “Fishermen face a future outside the EU, with all the opportunities that will accompany management of our own waters. However, while the UK remains a

member state, I will continue to fight as hard as I can for Scottish fishing interests.

“Throughout the deep-water negotiations I was clear that while scientific observation can provide a clearer understanding of the deeps, the measures must not compromise a fisherman's ability to fish, either practically or financially. That is why the legislation includes specific conditions to ensure that the burden of payment does not rest with the skipper.”

“I also made it clear that the deal will affect UK vessels only insofar as we remain in the EU. Thereafter, the UK and Scotland will be responsible for designing rules that are more suited to our waters.”

“We should also take the opportunity to revisit the deep-water species allocation of 2002 that resulted in such a poor share for Scottish fishermen.”

Name: **Jacoba BM 77**
LOA: **22.18m**
Built: **McTay Marine Bromborough 1988**
Type: **Beam trawler**
Home port: **Brixham**



ROSEBLOOM INS 353

VESTVÆRFTET APS DELIVERS 28M PAIR SEINER TO FISH WITH HER SISTERSHIP BOY JOHN INS 110

Last month the Heather Fishing Company Ltd of Avoch took delivery of the 28m whitefish vessel Rosebloom INS 353, reports **David Linkie**

Handed over by Vestværfæt ApS, Rosebloom is now pair-seining with her sistership, Boy John INS 110, which the Hvide Sande yard delivered 18 months ago.

That the only significance difference between the otherwise identical boats is the hull colour, immediately reflects the level to which the owners were fully satisfied with their first new-build, to the extent that they placed a repeat order before Boy John was completed.

After two successful shakedown trips into Hantsholm towards the end of June, Rosebloom and Boy John landed into Peterhead for the first time earlier this month.

While building two identical bespoke vessels designed to fish together with full compatibility is a highly logical course of action to take, it is also a very challenging one, for which brothers Andrew, Donald, Johnny and Sandy McLeman, together with Denholm Fishselling Ltd, deserve full credit for working together to ensure that their long-held goal has been achieved.

Designed to land premium



Rosebloom making for Peterhead with 1191 boxes onboard.



DENHOLM FISHSELLING LIMITED

FISH SALESMEN, SHIP CHANDLERS
FISHING VESSEL OWNERS & AGENTS
TEL: 01542 832137 FAX: 01542 832159
E-MAIL: bckfs@denholm-fishselling.co.uk

**Congratulations and good fishing to
Andrew, Donald, Johnny and Sandy
& Crew of Rosebloom INS353**



quality catches with maximum efficiency, the high-tech duo represent a strong statement of purpose and long-term commitment that will benefit Europe's leading fishing port of Peterhead and the local community for many years to come.

Shortly after Rosebloom berthed in Peterhead for the first time, skipper Sandy McLeman said: "In addition to the builders, a large number of people have made highly significant contributions to the arrival of the new Rosebloom and Boy John. Although too many to name individually, they know who they are, so to everyone, sincere thanks for your invaluable support down the years, which is fully appreciated."

"Getting this project up and running required considerable time, and I would like to take this opportunity to express my thanks to close family members for the very significant part they played, as, without their



Brothers Sandy, Andrew, Johnny and Donald McLeman.

ceaseless support and personal encouragement, we would not be where we are today.

"Rosebloom is effectively a repeat build of Boy John,

which highlights the extent to which Ove Kristensen and the Vestværfæt team have fully delivered on their initial promise, made nearly four years ago, to build an efficient boat in line with our requirements. Throughout the design and subsequent fitting-out process of both boats, they were always willing to listen to our ideas and incorporate them into the end result, which we are delighted with."

Focusing on the natural resource Rosebloom and Boy

Twin trawl tracks are arranged either side of the central codend hatch aft on the full-length shelterdeck, on which further protection is provided by wrap-round boatdeck side walks

Quality-orientated automated fish-handling system

Rosebloom is fitted with a highly-automated whitefish handling and catch management system designed and fabricated by VCU of Urk, Holland to deliver optimum levels of catch quality in years to come, while minimising the amount of manual effort required by the crew.

Promoting maximum catch quality and full product traceability, from codend to consumer, starts as soon as fish are released through a hydraulically-operated central hatch into the large reception hopper. Fully-lined and insulated on the sides and base, the central hopper is also served by a chilling system comprising stainless steel pipes mounted on the underside of the shelterdeck. Effectively replicating the fishroom chilling system, this ensures that the temperature of the catch in the hopper is immediately lowered and controlled.

A short elevated conveyor picks fish up almost from deck level at the forward port corner of the hopper and moves them onto a long waist-height conveyor arranged across the middle two-thirds of Rosebloom's beam, from which the crew select and gut the catch while standing on raised gratings with their backs against a stainless steel rail.

After gutting, larger fish are placed into one of two large revolving stainless steel drums, with horizontal axes, housed in watertight troughs arranged parallel to, and forward of, the main fish conveyor. With a length of more than 2m and a diameter of 1000mm, each drum is divided into nine sections, three transversely and three radially. After an adjustable period of time, independently controlled across the two drums (longer for larger fish), during which fish in the receiving section are sprayed with water, the drum is automatically rotated through 120°. As a result, the fish are then fully immersed in water at the bottom of the trough and washed thoroughly, for



The gutting conveyor and circular selection/washer bins are positioned across the full beam to starboard of the Kronberg MK II gutting machine.

the selected time scale, after which the drum rotates through a further 120°. This second movement lifts fish clear of the washer when they slide across drainage shelves before being automatically transferred by one of six stainless steel chutes down to the fishroom via dedicated coamings in the main deck.

A further three selections of smaller fish can be placed in a trough positioned between the gutting conveyor and the circular selections bins, from where they are directed towards a Kronberg MK II gutting machine positioned towards the starboard side of Rosebloom.

Less frequent selections of fish are stored in baskets held in a secure deck rack aft of the crewmen gutting.

The fish-handling area is kept clear of water by four ITT Flygt 4-inch pumps fitted in deck sumps.

In order to keep the initial automated selections made into the revolving bins and the gutting machine, eight vertical hoppers are placed against the aft bulkhead of the fishroom, from which fish are electronically weighed, before a label displaying all relevant information, including species, grade size, time and date is printed off and put on the corresponding box. This information is also

transferred automatically to a PC in the wheelhouse, where it is accumulated to provide a running total of Rosebloom's trip.

Served by a dedicated access hatch and easy-access companionway located aft on the starboard side aft, the fishroom on Rosebloom, which extends over more than half the boat's registered length, can accommodate some 1300 stacker boxes of whitefish supplied by Box Pool Solutions Ltd stacked up to 12 high.

In addition, 9t of flake ice made by two 4.5t Buus ice machines can be stored in full-height lockers on the starboard side, directly under a dedicated refrigeration plant room on the main deck. The independent high capacity systems will enable Rosebloom to complete a trip in the unlikely event of a mechanical failure while ensuring that optimum levels of catch quality are maintained during periods of heavier fishing.

Nordkøl ApS of Hanstholm supplied the ice machines, in addition to fitting the stainless steel refrigeration pipes mounted on the deckhead.

When landing, a hydraulic winch is used to pull stacks of boxes aft towards the portside, from where they are lifted ashore through a large hatch by a 7t/m TMP stiff boom landing crane served by a 1.5t winch.



Pivoting chutes connect the fish washer and gutting machine to selection hoppers in the fishroom via deck coamings.



Marel electronic scales and labelling system are located at the starboard side of the fishroom selection hoppers.

John will harvest in years to come, skipper Sandy McLeman added, "Without doubt, one of the biggest reasons behind the decision to build these boats are the continually increasing levels of whitefish stocks we have seen for some years now in the North Sea. Given the day-to-day pressures of fishing, too often it is all too easy to focus on the doom and gloom at the expense of the positives, in which Scottish fishermen have led from the front for more than a decade now in helping to promote, even though doing so came at a considerable price.

"The widespread healthy stocks clearly represent an extremely positive good news story, even though it is seldom portrayed as such to the general public.

"Although the hard-won

increases in some TACs now coming though reflect what skippers have been reporting for years, tough negotiations still lie ahead, particularly with regard to the phasing-in of the whitefish landing obligation requirement, where the issue of choke species such as coley and hake, has yet to be addressed despite real concerns regularly being flagged up."

From the outset, one of Heather Fishing Company's main requirements was for a boat featuring the latest design, fishing and propulsion technologies, in order to operate with enhanced levels of efficiency and safety, rather than going down the route of more powerful main and auxiliary engines in order to tow bigger nets.

In other words, just more boat



Shooting away one of Jackson Trawls' pair-seine nets on fishing trials.



CREATED BY THE FISHING INDUSTRY
FOR THE FISHING INDUSTRY

BOX HIRE IS OUR BUSINESS –
EXCELLENCE OUR TRADEMARK

Gayle Graham (Managing Director) **07919 000612**
Mandie Greig (Operations Coordinator) **07894 910463**
David McKenzie (Box Wash Supervisor) **07814 711203**
Grant Knox (Transport Coordinator) **07711 897143**



Congratulations to Andrew, Donald, Johnny and Sandy McLeman and Denholm Fishselling Ltd on the launch of Rosebloom INS 353. We're proud to be your chosen box supplier and wish you all the very best.

Aberdeen: 07894 910460
Fraserburgh: 07711 897052
Peterhead: 07711 897068
Office: 01779 481956 Fax: 01779 476782
Email: enquiries@bps-scotland.co.uk

Maximising propulsion and towing efficiency, in order to deliver optimum levels of fuel economy, was another key factor in the design process

to do the same job.

The extent to which Rosebloom and Boy John replicate the fishing capabilities of their predecessors is shown by the fact that the boats are powered by a similar-sized engine, which is returning comparable levels of fuel consumption while towing

identical fishing gear.

Having gained first-hand experience of bagging catches over the transom since buying the 24m Rosebloom in 2008 to partner the former Boy John, a similar principle was quickly pencilled in when the four brothers first started to discuss options with Ove Kristensen of



Rosebloom's highly automated fish-handling system is designed to maximise catch quality.



General view of Rosebloom's superbly finished wheelhouse.

Vestværflet ApS.

Maximising propulsion and towing efficiency, in order to deliver optimum levels of fuel economy, was another key factor in the design process. As a result, the sisterships feature a slow-running Caterpillar main engine coupled to a 9.52:1 reduction gearbox to turn a large CP propeller turning at 126rpm in a matching high-efficiency nozzle. That Rosebloom returned an average top speed of 11.5 knots on engine trials, and tows at a propeller pitch setting of around 60% at

1050rpm immediately highlights the benefits of the selected centreline package, together with the new deep round bilge hull form developed in-house by Vestværflet ApS.

The choice of a controllable pitch propeller turning at a constant speed facilitates the double benefit of enabling Rosebloom's main hydraulic system to be run off gearbox-mounted PTOs and ensuring that increases in propulsion power are immediately available when manoeuvring at close quarters alongside Boy John.

Forward-looking family determination

The arrival of Rosebloom to buckle up with her 18-month-old sistership Boy John is testimony to the determination, effort and skill of brothers Sandy, Donald, Andrew and Johnny McLeman.

Although dedication and perseverance are two personal qualities repeatedly found throughout the fishing industry, in view of the adversity they experienced shortly after and even before starting their respective fishing careers nearly 22 years ago, the subsequent success is particularly apt for the owners of Rosebloom and

Boy John.

Eighteen-year-old Sandy and his 16-year-old brother Donald were among the crewmembers of the family-owned whitefish trawler Heather Bloom INS 110 plucked to safety in an improbable rescue by Buckie skipper Peter Smith's Ambassador in December 1994, in a fishing tragedy in which their father, Skipper John McLeman, was sadly lost. Built at Campbeltown Shipyard in 1992, Heather Bloom was fishing in heavy weather down the west side of the Patches 100

miles north of Cape Wrath when the 24.3m trawler sank after the gear came fast and the winches couldn't be released.

When Macduff Shipyards delivered the 20.8m Boy John INS 110 to the Heather Fishing Company in 1996, Sandy McLeman went on to become one of the youngest skippers in Scotland. Initially built as a twin-rig whitefish trawler, Boy John later switched to prawns before, in 2004, Sandy McLeman and his brothers buckled-up with Colin Mitchell's Beryl BF 411 at the pair-seine.

After pair-seining consistently for the next four years, the owners of Boy John decided that the time was right to progress their business.

As a result, the 23.95m twin-rig trawler Seagull II DA 9, built by Macduff Shipyards in 2004, was purchased from Michael Kirwan of Clogherhead in 2008, when the vessel immediately formed a new pair-seining partnership with Boy John after being renamed Rosebloom.

A few months before Vestværflet delivered the new Boy John, her predecessor was

renamed Wee Boy John INS 15 while continuing to pair with Rosebloom.

Subsequently bought by Waterdance Ltd of Devon, Wee Boy John left Peterhead in October 2014 to be converted for netting, and today fishes from Newlyn as Karen of Ladram PW 3, skippered by Sid Porter.

Rosebloom's predecessor was recently renamed Conquest BCK 364 by new owners Zander Reid and John Smith of Pitcairn Fishing Company (*Fishing News*, 7 July).



Left: The previous Rosebloom and Boy John which are now respectively renamed Conquest BCK 364 and Karen of Ladram PW 3... Right: ... and the new sisterships.



Two 16t power reels manufactured by Kynde & Toft are mounted amidships on the shelterdeck underneath the wheelhouse.

Insured by Sunderland Marine, Rosebloom will work through Denholm Fishselling Ltd of Buckie, with the vessel's catches being sold on Peterhead fishmarket by Don Fishing Company Ltd. Skipped by a combination of brothers Andrew, Johnny and Sandy McLeman, together with Alex Patience, Rosebloom is expected to follow a similar pattern of working 6-7 day trips with Boy John to the one that proved consistently productive with the previous boat. MSC-accredited North Sea haddock is expected to continue to form an important part of the pair-team's catches. Extensive liaison between the owners and builders has resulted in maximum use being made of the internal space

available in Rosebloom's hull, the principle dimensions of which are LOA 28m, registered length 23.95m, beam 9.2m and a shelterdeck moulded depth of 6.45m. Further evidence of the deep hull form is shown by the forward and aft drafts of 3.8m and 5.2m respectively. Twin trawl tracks are arranged either side of the central codend hatch aft on the full-length shelterdeck, on which further protection is provided by wrap-round boatdeck side walks. The hull below the main deck is subdivided into five watertight compartments; forepeak, tank section with deep fuel tanks port and starboard/ thruster compartment, insulated fishroom, engine room, aft peak housing fuel, lube and hydraulic



A well-filled fishroom on Rosebloom after the pair-seiner's first full 6-day trip.



Boy John moves into position on Rosebloom's starboard quarter to pick up the end.



Port quarter view of Rosebloom.

oil tanks. The main accommodation areas are arranged across the forward section of the main deck. An elongated messdeck with double tables is located on the portside forward of a central passageway leading to a shower/toilet compartment and a large heated changing room that gives direct access to the fish-handling system. Four twin-berth cabins are positioned on the starboard side aft of the well-equipped galley. An extensive catch-handling system is arranged across the full beam of Rosebloom between the forward accommodation casing and the large central hopper. Capable of holding around 250 boxes of whitefish, the fish hopper is flanked by a well-equipped large engineer's workshop to port, which also leads to the aft engine room, and a similar sized heated oilskin/ crew changing room arranged with bench seating on the starboard side. A central twin-berth ensuite skipper's cabin is arranged at shelterdeck level directly under the wheelhouse. In addition to the two stairwells connecting the wheelhouse to the main deck, a walk-in room housing all the computer and related hardware

for the wheelhouse electronics is located on the portside of the skipper's cabin. This facility ensures that all the hi-tech electronic equipment is readily accessible at all times, without the need to dismantle any of the wheelhouse consoles. The equivalent area on the starboard side is fitted out as a well-equipped gear store, with direct access off the shelterdeck. Kynde & Toft of Thyborøn manufactured the deck machinery installed on Rosebloom, which although primarily designed for pair-seining, is also rigged for single boat fly-shooting. Hauling and shooting operations are handled by a pair of power reels located tight to the aft bulkhead of

The widespread healthy stocks clearly represent an extremely positive good news story, even though it is seldom portrayed as such to the general public



Sunderland Marine

ESTABLISHED IN THE UK IN 1882

Specialising in fishing vessel insurance for over 130 years. Recognised as a world leader in providing the complete insurance package for Hull & Machinery, Liability and associated risks.

Congratulations and good fishing to Sandy, Johnny and Andrew McLeman and crew, with their new vessel ROSEBLOOM INS353.



Tel: +44 (0) 191 232 5221 Email: info@sunderlandmarine.com
www.sunderlandmarine.com



All fishing operations are controlled from the trawl console from which the skipper has a commanding view of gear handling activities and Boy John's movements as starboard boat.

the accommodation casing at shelterdeck level forward of the twin trawl tracks directly under the rear section of the wheelhouse.

Operated through Scantrol and iSYM PairLink systems and incorporating iSPOOL integration software for calibrating the different diameters of rope and wire used when pair-seining, the two-speed power reels (25 and 50rpm) have a core pull rating of 16t and can carry 3,300m of

44mm seine rope.

Reflecting the fact that the 9t ice locker in the fishroom is arranged on Rosebloom's starboard side, the port power reel is spooled with 400 fathoms x 22mm-diameter and 150 fathoms x 28mm-diameter wire and three coils of 50mm-diameter combination rope. Spare coils of new warp are wound on the starboard power reel ready to shoot at any time.

The pair seine warp has a



JACKSON TRAWLS



Congratulations to the skipper and crew of Rosebloom INS 353. Jackson Trawls Ltd are proud to have supplied their fishing gear.

Blackhouse circle, Blackhouse Industrial Estate
Peterhead, Aberdeenshire AB42 1BN Scotland
Tel: 01779 478383 Fax: 01779 474394
Email: contacts@jacksontrawls.co.uk

www.jacksontrawls.co.uk

Jackson Trawl fishing gear

Leading Peterhead netmakers Jackson Trawl supplied the extensive fishing gear and chandlery packages Rosebloom and Boy John are now using to good effect.

This continues skipper Sandy McLeman's longstanding and successful 20+ year relationship with Jackson Trawls.

Rosebloom and Boy John are equipped with two identical large discer pair seine nets intended for use on cleaner ground and two heavily rigged hopper pair seines that will be used when targeting fish lying on harder bottom.

With 368 x 12inch meshes in the fishing circle, the hard ground net is rigged on 120ft of 16/18in-diameter hoppers. For use on slightly cleaner bottom, the second net is rigged on 240ft of 12/14in hoppers and has 550 x 8in meshes in the round. Each net gives similar headline heights of 20-24ft when the boats tow at 0.25-0.3 miles apart.

The Jackson pair seines are constructed throughout from 3.1mm Sapphire twine to reduce drag and fuel consumption. 5mm



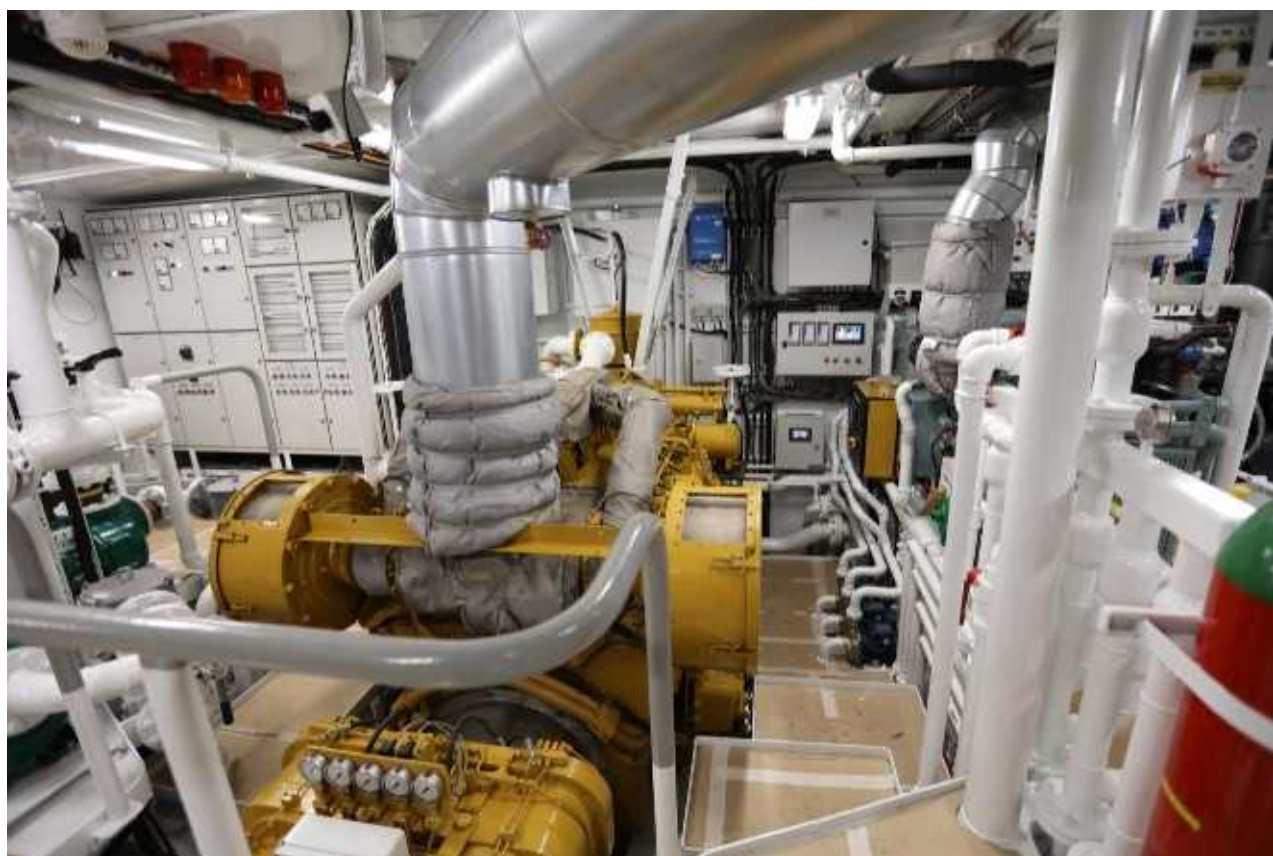
Jackson Trawls supplied the discer and hopper nets wound on the split drums.

double Sapphire cod-ends are also fitted. Now widely used by fly-shooters, pair-seiners and trawlers, 5mm double Sapphire codends, which are not subject to shrinkage and retain all marketable fish, have proved to be very successful since being introduced.

Jackson Trawl also supplied Rosebloom with 12 coils of

50mm-diameter Itsaskorda 4-strand seine net rope, 150 fathoms of 28mm-diameter heavy sweep wire and 400 fathoms of 22mm-diameter Bridon Dyform wire spooled on the core of the winch barrel.

Thyborøn netmakers Nordsøtrawl supplied a high lift rockhopper pair-seine rigged on 120ft of 14-16in ground gear.



General view of the engine room.

direct lead over the net and bagging drums to one of two hanging blocks under the box section transom trawl gantry. In order to allow Rosebloom to tow from the optimum point in relation to sea and tidal conditions, the blocks can be moved across the gantry by using remotely controlled hydraulic rams, the fitting of which also allows the rope to be slewed over to port, clear of the net when Rosebloom shoots away the gear as port boat.

Two 2 x 10t split net drums

are mounted aft of the power reels at the head of twin trawl tracks leading to shooting and hauling openings across the transom. These can be

feature provides an added metre of protection that will prove invaluable when the crew are mending torn gear on deck in heavy weather.

Two 7.5t bagging winches are mounted at boat deck level towards the transom stern. This arrangement enables the wings and mouth of

the pair seine to be hauled by the net drums until the middle hoppers are just forward of the bagging drums, which are then used to take up the long taper and codend extension. Both

All the deck machinery can be remotely operated from the trawl console in the wheelhouse

sealed off in poor weather by hydraulically-operated stern doors capped with large diameter rollers. With the stern already watertight up to the level of the shelterdeck, this



Catches are taken aboard through a centrally positioned opening across the transom above a hydraulically operated and refrigerated reception hopper.



A well-equipped galley is arranged on the starboard side.



Caterpillar 3508C main engine.

the net and bagging drums are driven by Poclain 2-speed hydraulic motors.

The codend is lifted centrally at the transom by a 7t Gilson mounted at boat deck level, before being hauled inboard through the stern gantry between the shelterdeck and boat deck and released through the hydraulically-operated hatch of a 250-box-capacity reception hopper.

The array of pulling power and hanging blocks at the stern of each vessel, together with a long-reach landing crane, provide a wide range of options when bagging fish and yo-yo pair-seine gear around the trawl

Scantrol and Scanmar system integration

Fishing efficiency on Rosebloom and Boy John is optimised by the presence of combined Scantrol and Scanmar systems, from which data from net sensors is directly integrated into the vessel's autotrawl system.

Supplied and installed by Seatronics Ltd of Peterhead, this well-proven integrated arrangement uses information from all trawl sensor information transmitted by the Scanmar ScanMate 6 receiver unit. The data received from all Scanmar sensors (wing end spread and symmetry (flow sensors) is then relayed to the Scantrol iSYM auto trawl system to adjust wire lengths, to maintain the symmetry of the trawl.

The Scantrol iSYM system can also be used in 'pitch' mode. When the sensor data displays correct symmetry the vessel's speed then falls back to normal towing mode. Considering that Rosebloom and Boy John work three different sizes of warp, ranging from 22mm-diameter wire to 50mm-diameter combination rope, delivering automated spooling on the power reels in itself is an impressive technological achievement, the level of which is significantly increased by delivering it across both vessels remotely. This is achieved by Scantrol's unique iSPOOL software, which features a calibration function that allows any thickness of wire or rope to be layered onto a winch. When the diameter of the rope or wire changes while in the shooting or the hauling phase, the calibration function is re-activated to either increase or decrease rate of spooling in order to continue to deliver perfect layering.

'pitch' mode. When the sensor data displays correct symmetry the vessel's speed then falls back to normal towing mode.

Considering that Rosebloom and Boy John work three different sizes of warp, ranging from 22mm-diameter wire to 50mm-diameter combination rope, delivering automated spooling on the power reels in itself is an impressive technological achievement, the level of which is significantly increased by delivering it across both vessels remotely.

This is achieved by Scantrol's unique iSPOOL software, which features a calibration function that allows any thickness of wire or rope to be layered onto a winch. When the diameter of the rope or wire changes while in the shooting or the hauling phase, the calibration function is re-activated to either increase or decrease rate of spooling in order to continue to deliver perfect layering.

The fishing gear is kept square through the link between the Scanmar system and the Scantrol iSYM system. Raw data from the Scanmar Trawlspeed sensor is relayed to the iSYM system. Engine speed is adjusted automatically on both vessels to maintain the symmetry of the trawl. In the event of the net becoming fast on the bottom, the RPM on the master vessel is fixed while the

The fishing gear is kept square through the link between the Scanmar system and the Scantrol iSYM system

slave vessel speed is increased or decreased, and wire is paid out in order to reduce the tension/pressure on the wires.

The autotrawl system can function in four modes – pitch and speed control, warp length, warp tension and winch pressure – depending on the skipper's preference in relation to the type of ground being fished.

The Scanmar Trawl sounder unit provides information of headline height from the top of the trawl to the seabed, the opening of the trawl from footrope to head rope, and clearance from seabed to footrope.

Fish density into the trawl is displayed with a value from 0-9 and colour density, while the new SS4 Catch sensors provide information on the business end of the trawl. The SS4 catch/angle sensor provides data based on the pitch and roll of the codend. Pitch information provides an insight to when fish are entering the business end far more quickly than the conventional 'green-

red trigger' that has been so successful for many years.

The additional presence of Scantrol PairLink radio operated systems ensures that the pair-team gains maximum operational benefit from these hi-tech systems. The automated functions allow the nominated master vessel to control the second slave boat when towing, including alignment, course

heading, separation distance, propeller pitch and adjusting warp length to maintain net symmetry.

Enabling skippers to set a selected maximum distance between each vessel while towing, Scantrol's radio Pair Link system is now a well-established and essential feature with Scottish pair-seine skippers looking for optimum levels of fishing performance combined with minimum fuel consumption and less wear on the gear.

Once the required distance, usually 0.25-0.3 miles, is programmed in the Scantrol Pair Link software keeps both boats the 'set distance' apart automatically by collecting information from the vessels' autopilots.

The 'set minimum distance' function provided by the Scantrol Pair Link system comes into its own, especially in heavy weather. When a pair team starts to close up to pass over the end, a minimum distance can be set down to 10 metres, thereby reducing the risk of collision.



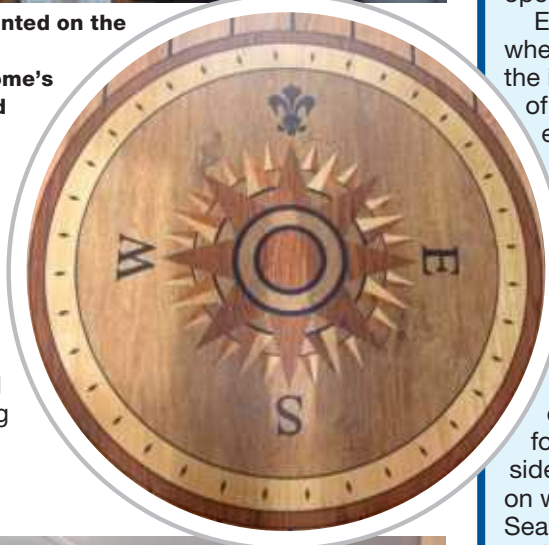
▲ Two hydraulic PTOs are mounted on the Heimdal gearbox.

► North, south, east, west – home's best – the Compass Rose inlaid into the wheelhouse floor.

arena to facilitate easier net mending.

All the deck machinery can be remotely operated from the trawl console in the wheelhouse, from which skipper Sandy McLeman has a commanding view of all shooting, hauling and bagging activities.

Pon Power of Esbjerg supplied Rosebloom's



Woodsons electronics package

Woodsons of Aberdeen Ltd supplied, fitted and commissioned most of the comprehensive package of bottom sounding, navigation and communications equipment installed on Rosebloom.

Information from the array of electronic units is displayed on 22 x 19in Neovo flat screens that are flush-mounted in either the main central and overhead consoles, or at the fishing operations panel.

Entering Rosebloom's wheelhouse for the first time the immediate feeling is one of space and orderliness, enhanced by the same superb level of finish that is evident throughout the boat.

A single Skipper seat, flanked by an adjacent small island unit on which the Navitron autopilot is mounted, is positioned in the middle of the main 3-sided forward console. The slim side return legs of this unit, on which duplicate sets of SeaMech electronic engine and tiller controls for the Scan ApS steering gear are mounted, are stopped short of the sides of the wheelhouse, to provide skipper Sandy McLeman with direct access to the windows when manoeuvring Rosebloom at close quarters.

A large horseshoe seating area is arranged in the aft port corner of the wheelhouse, together with a compact sink and fridge unit. An equivalent but smaller area to port houses a compact office area.

The fishing console, from which the skipper has full



Woodsons of Aberdeen supplied most of Rosebloom's wheelhouse electronics.

control of all gear handling operations, runs forward and aft on either side of the vessel's centreline. As port boat, Rosebloom's control panel is arranged to give the skipper a commanding view towards the starboard quarter, where Boy John will close up when picking up and releasing the end.

Bottom sounding and fish detection onboard Rosebloom is handled by a new KaijokSE-300 fish sizing sounder and a Furuno 1900 FishFinder.

Details of the vessel's location are processed by 2 x Furuno GP-32 GPS navigators, and heading is provided by a Furuno SC50 GPS Gyro compass. Positioning data received is interfaced to two Olex 3D seabed-mapping systems and Sodena Easywin plotters, supporting a combination of tidal data, AIS and ARPA tracking.

Supplied by Furuno UK Ltd and interfaced to a Voyager

X3 Class A AIS, the FAR 2117 X-band and M1835 radars support ARPA and AIS interfaces to provide tracking both within the radars themselves and also through the plotters.

A Navitron NT 921G digital autopilot is also fitted, along with a combination of Sailor, Icom and Entel VHF/MF HF communications equipment.

Woodsons also installed a comprehensive CCTV system throughout Rosebloom c/w eight high-resolution cameras and a 4-way switching unit.

Fish weighing and box labelling are taken care of by a set of Marelec D41 marine scales and a B50 software package.

Constant internet access is provided onboard Rosebloom by an eSEA90 VSAT system with wifi hotspots placed throughout the vessel for crew access. Satellite Television is provided by the eSEA80 TV system for Freesat TV channels.

The portside messdeck.



The Don Fishing Company Ltd

The Don Fishing Company is Scotland's leading fish selling and vessel management company

Visit our website: www.donfishing.co.uk

*The Don Fishing Company would like to wish the Skipper and Crew of **ROSEBLOOM INS 353** congratulations and good fishing*

Kinlochbervie Office

The Pier,
Kinlochbervie
By Lairg, Sutherland

T: 01971 521 246
F: 01971 521 919



Contact us

Macduff Office

1 Crook O'Ness Street
Macduff

T: 01261 832 891
F: 01261 833 639

Scrabster Office

Scrabster

T: 01847 892 707
F: 01847 896 849

Peterhead Office

Bath House, Bath Street
Peterhead AB42 1DX

T: 01779 474 231
Salesmen Fax:
01779 484 297
F: 01779 484 298



Contact us

Rosebloom features a full-length boatdeck.



A large and well-equipped engineer's workshop leading to Rosebloom's engineroom is arranged on the portside of the main deck aft.



One of two Mitsubishi 6D16 auxiliary engines that drive 116kVA Newage Stamford 415/3/50 generators.



Two net drums are positioned forward of twin bagging drums atop the full-length shelterdeck.



Bagging drums give added flexibility and safety when hauling the high standing pair-seine nets.



Rosebloom shooting away the port net on fishing trials.

Caterpillar 3508C main engine that develops 584kW @ 1200rpm and is coupled to a Heimdal 9.52:1 reduction gearbox to turn a Heimdal 2800mm-diameter 4-bladed CP propeller mounted in a matching high-efficiency nozzle.

The main hydraulic system is driven by two gearbox-mounted PTOs.

An electrically driven 30kW power pack is used to drive the towing pump as well as provide back-up hydraulic power. This

▼ Hydraulically operated doors are used to close off the gear handling openings across the transom.



Boy John and Rosebloom are identical sisterships apart from their hull colour.

arrangement also enables the deck machinery to be operated in harbour when the crew are either mending or taking on gear, while the driver is carrying out routine maintenance work on the propulsion unit after

stopping the engine. Supplied by West Diesel of Esbjerg, the twin Mitsubishi 6D16 auxiliary engines, which will be run trip-about, drive 116kW Newage Stamford 415/3/50 generators.



A large protective gear room is arranged on the starboard side of the main deck.



The array of pipework across the aft end of the engine room.

FOUR MORE WHITEFISH BOATS FROM VESTVÆRFTET APS

Vestværfæt ApS is scheduled to complete another four whitefish vessels for owners in Scotland in the course of the next 20 months.

Toward the end of this year, Wick skipper Andrew Bremner will take delivery of a new 27.5m fly-shooter, which was lifted into the water last month (*Fishing News*, 7 July).

Boy Andrew's centreline propulsion package will feature a Caterpillar 3508C Tier II-compliant main engine, Mekanord 450HS 6.47:1 reduction gearbox and a matching Korsor 2500mm-diameter CP propeller and nozzle.

Boy Andrew will be followed in the spring of next year by a similar size of versatile whitefish vessel for Fraserburgh skipper David Milne in partnership with

Don Fishing. To be fitted with the same combination of centreline propulsion machinery, the new Adorne will feature a slightly different deck machinery layout designed to give maximum flexibility for pair seining and fly-shooting.

Westray skipper Tommy Tulloch is scheduled to take delivery of a new 28m single-rig whitefish trawler in September 2017.

Fishing activities on this vessel will also be focused towards the stern of the full-length shelterdeck, with catches being bagged over the transom on the vessel's centreline.

Rapp Marine Ltd of Peterhead will supply the vessel's full package of deck machinery, including two large split trawl

winches that will be located on the forward half of the shelterdeck under the boat deck, two 2 x 12t split net drums, and two 8t bagging winches.

The fourth of the Vestværfæt ApS Scottish quartet is a fly-shooter for the Tranquility Fishing Company Ltd of Whalsay, for which delivery is scheduled for March 2018.

Layout and specification of the deck machinery will be similar to that of Boy Andrew.

The new Tranquility's centreline propulsion package will feature a Mitsubishi S6U Tier II-compliant main engine, Hundested CPG-120 6:1 reduction gearbox and a matching Hundested 2500mm-diameter CP propeller and nozzle.



Working arrangements across Rosebloom's transom.

The engine exhausts are routed up through stylishly raked box housing at the starboard quarter.

Housed in a combination of four main deep tanks (two forward and two aft), together with a daily service and double bottom tank under the fishroom floor, Rosebloom can start a trip carrying 32,000 litres of fuel, while 8,000 litres of domestic freshwater is housed in two wing tanks in the engineroom.

A particular feature of Rosebloom and Boy John is the extremely low level of noise evident throughout the boat. When steaming at 11 knots during trials with 90% load on the Caterpillar propulsion engine, the noise levels in the messdeck and cabins was recorded at 55dB (A). These very low levels, which mean that the main engine is barely discernible, are highly appreciated by the skippers and crews. ■

VESTVÆRFTET

NEWBUILDINGS

REPAIR

CONSULTANCY

ROSEBLOOM INS353



Congratulations and good fishing to Sandy, Andrew, Johnny, Donald & Crew of Rosebloom INS353

Nordhavnskej 12, 6960 Hvide Sande, Denmark
Tel: 0045 97 31 33 22 Email: info@vestvaerftet.dk
www.vestvaerftet.dk

Rosebloom INS 353

DETAILS

Owners: Heather Fishing Company Ltd, Avoch

Designer/Boatyard: Vestværfæt ApS, Hvide Sande, Denmark

Agent: Denholm Fishselling Ltd, Buckie

DIMENSIONS and CAPACITIES

Length overall: 28m; **Length reg:** 23.95m; **Beam:** 8.20m; **Depth moulded:** 4.10m; **Draft:** 5.2m; **Tonnage:** 305 tonnes gross; **Fuel:** 32,000 litres; **Fresh water:** 20,000 litres; **Lube oil:** 1,000 litres; **Hydraulic oil:** 1,000 litres; **Fishroom:** 1,300 boxes; 9t ice.

ENGINE ROOM

Main engine: Caterpillar 3508C of 584kW @ 1200rpm driving through a Heimdal Marine 9.52:1 reduction gearbox to a Heimdal 2800mm-diameter four-bladed CP propeller and matching high-efficiency nozzle. **Speed:** 11.5 knots

Auxiliary engines: 2 x Mitsubishi 6D16 116kW @ 1500rpm driving Stamford 116kVA 50kHz generators

Bow thruster: Hundested ST 4 120kW

Fuel and oil filters: CC Jensen

Bilge & deck pumps: 2 x Azcue 7.5kW electrically driven and 4 x ITT Flygt 4-inch deck suction pumps

DECK MACHINERY

Supplier: Kynde & Toft, Thyborøn

2 x 16t power reels capacity 3300m x 44mm-diameter rope; two 2 x 10t split net drums; 2 x 7.5t bagging drums; codend winch 7t; TMP 700L landing crane 7t/m c/w 1.5t winch

FISH HANDLING/FISHROOM

Fish handling system: VCU Urk, Holland; **Fishroom chilling:** Nordkøl, Hanstholm; **Ice Machines:** 2 x 4.5t kg Buus icemakers

ELECTRONICS

Suppliers: Woodsons of Aberdeen; Seatronics Ltd, Peterhead and Furuno UK Ltd, Fraserburgh

Fish detection

Kaijo KSE-300 fish sizing echosounder 38kHz, Furuno 1900 FishFinder dual-frequency (50/200kHz) echosounder; Scanmar ScanMate 6 net monitoring system c/w symmetry, Trawlsonder and SS4 catch sensor; Scantrol iSYM system for auto pair-seine (Seatronics)

Navigation

Furuno FAR 2117 X-band and M1835 radars; 2 x Furuno KP-32 GPS receivers; Furuno SC50 satellite compass; 2 x Olex 3D seabed mapping systems and 2 x Sodena Easywin plotting systems c/w AIS, ARPA, wind interface; Navitron NT921 MKII autopilot c/w 3 x NT920 RAI rudder angle indicators, 3 x NT920NFU steering tillers; Voyager X3 Class A AIS; 3 x Furuno RD33 data repeaters; Windsonic wind speed and direction sensor

Communications

Sailor 6310 150W GMDSS MF/HF SSB radio telephone; 2 x Icom M423 and Icom M323 DSC VHF; Icom UHF; Entel HT649 portable GMDSS VHF; Voyager X3 Class A AIS; NX300 Navtex; Phontech talkback system; Jotron TRON 60GPS EPRIB with GPS; e-SEA 90 Internet communications system; e-SEA 80 satellite TV system; CCTV system c/w 4-way switcher and 8 x high-resolution cameras; Marelec D41 Marine scales with B50 software

FISHING GEAR

Warp suppliers: Jackson Trawls, Peterhead – 150 fathoms x 28mm-diameter Brunton Shaw steel core Trawlmaster wire and six coils Itsaskorda 4-strand 50mm-diameter combination rope; Pisces, Fraserburgh – 400 fathoms x 22mm-diameter Dyform trawl wire; **Net Suppliers:** Jackson Trawls, Peterhead – Hard ground pair-seine with 368 x 12-inch meshes in fishing circle rigged on 120ft of 16-18in hoppers; Cleaner ground pair seine of 550 x 8-inch meshes in fishing circle on 240ft of 12-14in discs; **Nordsøtrawl, Thyborøn** – High lift rockhopper net rigged on 120ft of 14-16in ground gear

ACCOMMODATION

5 x 2-berth cabins

GENERAL

Engine controls: SeaMech electronic; **Insurance:** Sunderland Marine; **Lifesaving appliances:** Viking; **Paint:** Jotun; **Steering:** Scan AS, Hvide Sande; **Wheelhouse seat:** Skipper BX 502

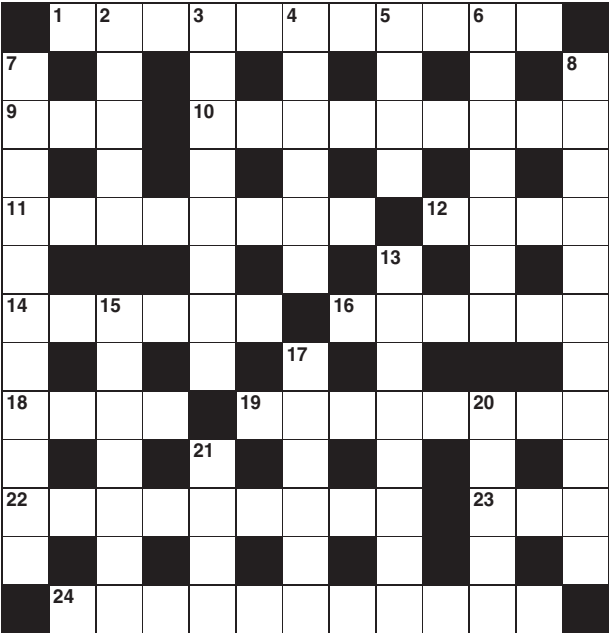
BREAK TIME

Can you master these brain teasers?

THE FISHING NEWS 2-SPEED CROSSWORD

THE VOICE OF THE INDUSTRY SINCE 1918

You can choose to do either quick or cryptic clues, the answers are the same.



CRYPTIC CLUES

- ACROSS
- 1

Unhappy drunk needs inner courage (11)
- 9

Posh navy vessel (3)
- 10

Make person eat his set of words (9)
- 11

Del's seen around? That's unnecessary (8)
- 12

After barking, every dog initially sleeping? (4)
- 14

Prompt regarding care (6)
- 16

Tenor travelled round one part of the world (6)
- 18

War – dreadful bore! (4)
- 19

Springtime, it sounds like! (4,4)
- 22

Suggests they're close friends (9)
- 23

Cloudy obscurity is initially full of glitter (3)
- 24

Weighing dodgy coins, unusually ringed (11)

DOWN

2

Weight of a leopard (5)

3

To desire Heather is irritating (8)

4

Blow the whistle on former model (6)

5

Unusual way for steak to be done? (4)

6

Dignify sending back the Spanish hat unfinished (7)

7

Cute animal in barn, tubby, possibly (5,6)

8

Where good clarets ruined, preserve them here? (4,7)

13

One moves in favour of problem (8)

15

Some art recreated by outstanding musician (7)

17

Let out tender model (6)

20

Gamine appears in part of novel finale (5)

21

Muse about Australian runners (4)

QUICK CLUES

- ACROSS
- 1

Unhappy (11)
- 9

Tea-making vessel (3)
- 10

International language (9)
- 11

Unnecessary (8)
- 12

Resting (4)
- 14

Prompt (6)
- 16

The East (6)
- 18

South African of Dutch descent (4)
- 19

366-day period (4,4)
- 22

Makes known (9)
- 23

Motoring hazard (3)
- 24

Reflecting (11)

DOWN

2

Imperial weight (5)

3

Irritating (8)

4

Unearth (6)

5

In short supply (4)

6

Dignify (7)

7

Child's name for a buck or doe (5,6)

8

Temporary postponement (4,7)

13

Instigator (8)

15

Eminent conductor (7)

17

Chartered (6)

20

Impish (5)

21

Australian birds (4)

See next issue for all puzzle solutions.

SUDOKU

Fill the grid with the numbers 1 to 9 so that each row, column and 3x3 block contains the numbers 1 to 9.

BEGINNER								
		3			4	8		
			8					
			1	2	9			
8			6					
	1	7	5	4				
	4			2	6	7	1	
		8	4	7	5			
4	2			1			6	
7			6		2			

INTERMEDIATE								
			5	2				
		1	8		6			
	5				7		1	
	3						6	
4				2	7			9
				9	4		8	
6	2	9						
				8		4		
		4	2	3				

ADVANCED

8	7	4						
						9		
		9	1	8			6	
		6	3		8		9	
3				4		7		
		5	7		4		3	
		7	4	5			1	
					6			
5	8	3						

Last issue's solutions

6 9 4	5 1 3	7 2 8	7 4 1	9 3 8	6 2 5
1 7 3	6 8 2	4 9 5	2 8 9	4 6 5	3 1 7
2 8 5	7 4 9	3 6 1	5 3 6	2 1 7	4 9 8
3 1 7	9 2 6	8 5 4	9 2 3	7 8 6	5 4 1
4 5 2	1 3 8	6 7 9	8 5 7	1 9 4	2 6 3
8 6 9	4 5 7	2 1 3	6 1 4	3 5 2	8 7 9
9 4 6	8 7 1	5 3 2	3 6 2	5 7 1	9 8 4
7 3 8	2 9 5	1 4 6	4 7 5	8 2 9	1 3 6
5 2 1	3 6 4	9 8 7	1 9 8	6 4 3	7 5 2

1 9 6	4 8 3	2 7 5
5 8 3	7 2 6	9 1 4
4 7 2	1 9 5	3 8 6
8 3 9	5 4 2	1 6 7
7 6 5	8 3 1	4 2 9
2 4 1	6 7 9	5 3 8
3 1 7	9 5 8	6 4 2
6 5 4	2 1 7	8 9 3
9 2 8	3 6 4	7 5 1

2-Speed Crossword
ACROSS: 1 Missing L-i-N-k
9 Of-F 10 Introduce 11 Mo-
no-tone 12 A-r-ch 14 No-
ti-on 16 B-all-et 18 Co-sh
DOWN: 2 I-n f-un 3 Spittoon
4 No-ting 5 Loop 6 Neutral
7 Commu-nica-te 8 Red-hot
poker 13 C-arousal 15 Tess-
era 17 Ant-rim 20 Torso
21 Gags

21/07

Tasty, nutritious and sustainable – new herring season gets underway!

With the Scottish North Sea herring season getting underway over the coming weeks, consumers are being urged to include this tasty and nutritious fish in their shopping baskets.

Known as the ‘silver darlings’, North Sea herring is one of the most sustainable types of fish around, and carries the Marine Stewardship Council (MSC) ecolabel for the responsible way the fishery is managed.

Herring is also an incredibly nutritious fish, packed full of minerals, vitamins and omega-3 fatty acids that are so important for heart health.

Ian McFadden, of the Scottish Pelagic Processors Association, said: “The arrival of fresh herring in the shops used to be as great a feature of summer as finding fresh strawberries. There is still

undoubtedly a keen interest from the public to buy and serve fresh herring fillets for a family meal. I would urge all the major food retailers to offer this great product when it is season – they would not be disappointed in the sales.”

According to Tony Jackson, director at the Buchan Braes Hotel in Peterhead, and former president of the Federation of Chefs Scotland, herring is an incredibly versatile fish in the kitchen, which is full of flavour.

“Scottish North Sea herring is sustainably caught, and combined with its great flavour, makes the fish a huge favourite with chefs and consumers,” he says.

“We like to marinade our herring in different ways and serve with salads and pulses. One of our most popular is a marinade comprising our own

home-grown bronze fennel, with chilli, served with puy lentils or a quinoa salad. We also make traditional rollmops, as well as herring in a sweet sherry marinade.

“Simplicity is the key for cooking herring, and pan-fried herring in oatmeal with a mustard sauce tastes absolutely superb and is hard to beat.”

The Scottish fleet lands most of its herring into the ports of Lerwick, Fraserburgh and Peterhead. Vessels in the fleet are members of the Scottish Pelagic Sustainability Group (SPSG), an organisation dedicated to ensuring a sustainable future for Scotland’s herring and mackerel sectors. Their activities include participating in a range of science-based initiatives to enhance our understanding of these fish stocks.



Prime quality MSC-accredited North Sea herring.

Ian Gatt of SPSG said: “We would urge consumers who have not previously tried herring to give it a try as it is such a delicious fish. It also a great value for money, sustainable and can be served in a variety

of ways.”

The new herring season gets underway in Scotland at the end of July, with boats working a variety of fishing grounds in the North Sea, including areas around Shetland and Orkney.

PORTS & PRICES £€



STRONG START AND END TO LAST WEEK ON PETERHEAD MARKET

Last Monday saw the second biggest single sale to date in Peterhead's Merchant's Quay market, after which supplies dipped before increasing again for the closing sale, reports **David Linkie**.

Lighter supply levels midweek helped maintain demand and ensure consistent prices.

Nine boats, Sophie Louise, Allegiance, Golden Gain V, Summer Dawn, Helenus, Phoenix, Conquest, Shalimar II and Atlantic Challenge, together with seven consignments from Bracoden, Venture II, Deeside, Moray Endeavour, Transcend, Benarkle II and Radiance, contributed 7,769 boxes to the first market of last week at Peterhead.

Monday's sale, the largest daily landing since 7,980 boxes were landed on Thursday, 2 July 2015, included 2,120 boxes of gutted haddock, 1,683 boxes of cod, 1,054 boxes of coley, 580 boxes of hake, 563 boxes of whiting (300 rounders), 440 boxes of flatfish, 345 boxes of ling, 282 boxes of squid, 202 boxes of megrim and 123 boxes of monkfish.

At the beginning of last week at Peterhead, large cod sold at £2-£3 per kg, medium £2-£2.60, selected £1.80-£2 and small £1.80-£2.40. Large gutted haddock made £2.30-£2.50, medium £2.20-£2.50, selected £1.75-£2, small £1.50-£1.80, chippers 70p-£1.30 and metros/round haddock 20p-50p. Gutted whiting were at £1-£1.50 and round whiting 50p-75p per kg. Monkfish sold at £3-£4.40, lemon sole £2-£5, megrim £2.25-£5.50, hake £1.20-£2.60, plaice 75p-£2, ling £1-£2, coley 90p-£1.45 and

squid £3.50-£11 per kg.

The following morning seven boats, Falcon, Harvest Hope, Glenugie, Guiding Star, Our Lass III, Lapwing and Budding Rose, landed 5,878 boxes for last Tuesday's market. This tally included 1,887 boxes of cod, 1,435 boxes of gutted haddock, 631 boxes of whiting (420 rounders), 529 boxes of hake, 417 boxes of coley, 280 boxes of monkfish, 193 boxes of flatfish, 48 boxes of ling, 40 boxes of squid and 27 boxes of megrim.

4,833 boxes were put ashore by seven boats, Boy John, Rosebloom, Russa Tain, Starlight Rays, Kjelsvik, Favonius and Golden Sceptre, together with one consignment from Deeside, for last Wednesday morning's sale at Peterhead. This market included 2,208 boxes of hake, 763 boxes of cod, 621 boxes of gutted haddock, 217 boxes of coley, 173 boxes of whiting (83 rounders), 117 boxes of flatfish, 111 boxes of monkfish, 104 boxes of ling, 17 boxes of megrim and 10 boxes of squid.

Five boats, Acorn, Tranquility, Ocean Bounty, Boy Andrew and Achieve, together with two consignments from Moray Endeavour and Transcend, contributed 2,954 boxes to last Thursday's market at Peterhead. This sale included 783 boxes of cod, 416 boxes of whiting (308 rounders), 357 boxes of coley, 287 boxes of gutted and 50 boxes of round haddock, 220 boxes of hake, 186 boxes of ling, 154 boxes of monkfish, 78 boxes of flatfish, 63 boxes of squid and 55 boxes of megrim.

Twenty-four hours later, seven boats, Courageous III, Ocean Dawn, Emilie H, Sea Hunter, Crystal River, Faithful



Lapwing returns from a pair-seining trip with Budding Rose to land into Peterhead fishmarket.

and Ocean Reaper IV, together with six consignments from Benarkle II, Deeside, Moray Endeavour, Transcend, Radiance and Arrow, landed 6,058 boxes to Friday's market. This sale included 1,874 boxes of gutted haddock, 1,565 boxes of hake, 981 boxes of cod, 368 boxes of whiting (335 rounders), 269 boxes of coley, 242 boxes of squid, 107 boxes of ling, 85 boxes of monkfish, 56 boxes of flatfish and seven boxes of megrim.

Last Friday morning at Peterhead, large gutted haddock made £2.20-£2.70 per kg, medium/selected £2.50-£3.20, small £2.50-£3.10, chippers £2-£2.70 and metros £1.20-£2. Large cod sold at £3-£3.60 per kg, medium £2.40-£2.80, selected £2-£2.50 and small £2.20-£2.80. Monkfish sold at £3-£4.80, gutted whiting £2-£2.40, round whiting £1.10-£1.50, plaice 75p-£2, hake 90p-£2, lemon sole £2-£5, coley £1.15-£1.50, ling £1-£1.40 and squid £3.20-£10.50

per kg.

Thirty-five boats and 19 consignments contributed to last week's total of 27,492 boxes on Peterhead market. This tally included 6,387 boxes of haddock (50 rounders), 6,097 boxes of cod, 5,102 boxes of hake, 2,314 boxes of coley, 2,151 boxes of whiting (1,446 ungutted), 884 boxes of flatfish, 790 boxes of ling, 753 boxes of monkfish, 637 boxes of squid and 308 boxes of megrim.

REDUCED WHITEFISH SUPPLIES IN SHETLAND

With a number of whitefish boats tied up for annual refits, supply levels were relatively low last week, when 4,382 boxes were landed by 64 boats.

The considerably higher boat-to-box ratio than usual highlighted the fact that the arrivals included a high proportion of inshore boats landing line-caught mackerel, which at the start of last week made up to £1.50 before dropping to £1.15 per kg.

By a clear margin, Monday (1,219 boxes) and Friday (1,772 boxes) were the biggest electronic sales of a quieter than usual week.

Cod (40,748kg), was the main species landed in Shetland last week, followed by haddock (36,255kg including 10,499kg of rounders), monkfish (24,748kg), megrim (14,386kg), coley (10,664kg), whiting (6,745kg of which 3,723kg were ungutted) and mackerel (6,826kg).

Prices were generally at their highest on Friday's auction. Top prices last week included cod at £3.55 per kg, coley £1.55, haddock £3.20 (round haddock 90p per kg), line-caught mackerel £1.50, megrim £5.50, monkfish £4.75, coley £1.40, whiting (gutted) £2 and (round) £1 per kg.

BRIXHAM'S BASS NEARS £20/KG

It was generally a little quieter at Brixham with last Friday's market the best of the week, with good landings from beamers, scallopers and a couple of netters. Netted pollack from Little Pearl contributed 40+ boxes for both Thursday and Friday, and saw good prices. The same boat also landed cod, and some lovely N1 turbot, which reached £19.50.

Landings came mostly from short

trips. Sole and plaice were the main volume species, supported by pollack and, to some extent, cod. While more than 6t of sole were landed, this was less than has been seen over recent weeks, and prices as a result were very good, with the market overall seeing good demand across the board from buyers. Size 1 sole averaged the week at £16.99 (up 5%), size two £15.25 (up 11%) and size 3 £15.37 (up

13%).

Recent weeks have seen erratic but generally lower bass landings, and at 1.3t, the volume sold last week compares to 8.3t sold in the second week of June. Prices as a result remained strong, and Wednesday saw the highest prices, with averages seen for size 3 of £17.58, size 2 £18.90 and size 1 £19.60. There were no overland hake supplies last week.

NEWLYN REAPS BENEFIT OF GOOD WEATHER

Two netters, one twin-rigger and inshore boats landed for Monday's auction. 2.2t of monkfish, 3.2t megrim, 0.5t lemon sole, 3.8t MSC hake and 0.5t of cod all contributed to the 14.9t landed. Demand was high and good prices were achieved for most fish auctioned.

For Tuesday, one beamer and inshore boats landed 3.4t of fish; highest volume species were 0.7t of monkfish, 1t megrim and 0.3t of plaice. Again demand and prices were high.

One beamer and inshore boats landed for Wednesday's auction, where 0.8t of monkfish, 0.5t Dover sole, 1.7t

megrim and 0.4t of lemon sole all helped towards the day's volume of 6.4t.

For Thursday's auction two beamers, one part trip beamer and inshore boats landed 13.4t, partly contributing to this total was 9.6t of turbot, 0.4t pollack, 2.7t monkfish, 0.7t Dover sole and 5.3t of megrim. Demand and prices were high.

Friday's market was supplied with 13.2t of fish from one beamer, two netters and inshore boats. Again echoing the rest of the week prices and demand were good. This was partly due to weather, time of year and tidal conditions.

LIGHT LANDINGS AT LOWESTOFT

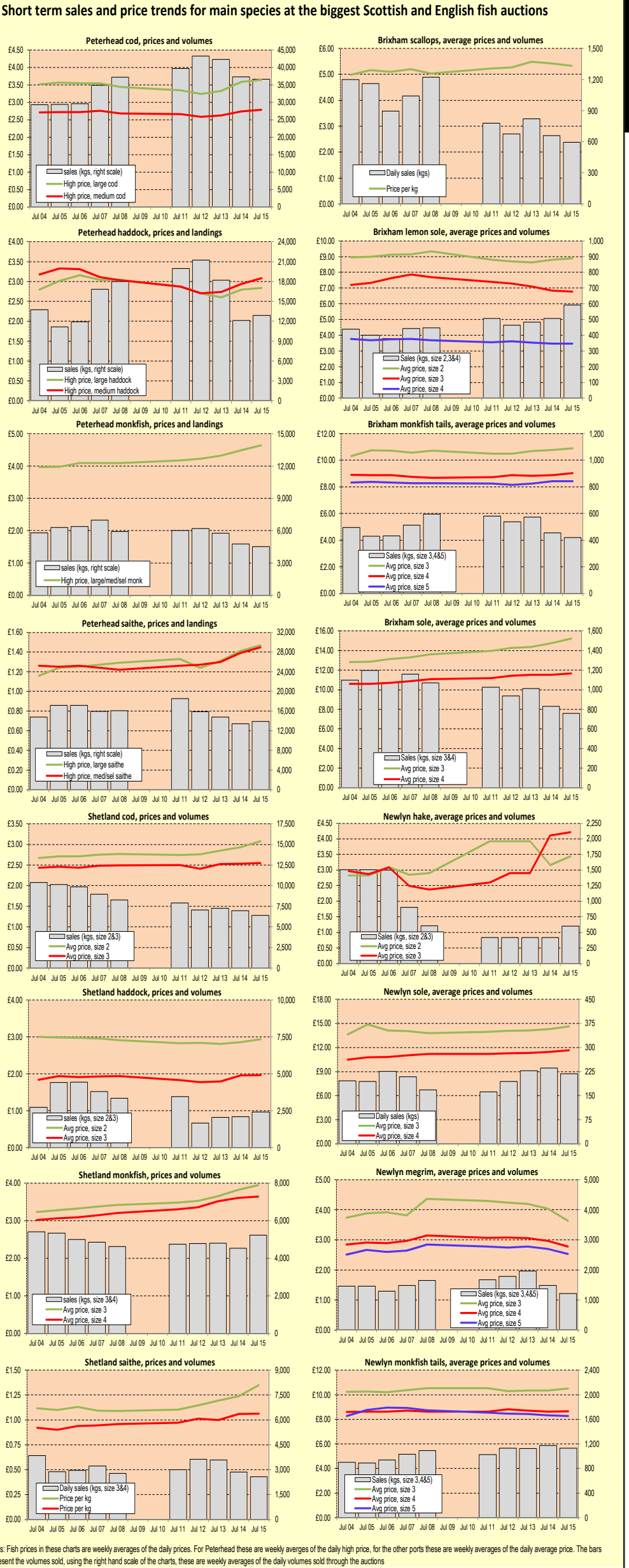
Another very quiet week was seen at the Lowestoft fish market, particularly at the start and the end of the week. Slack tides presented fewer opportunities for the netters, and many of the boats are still out of action with refits, and some fishermen are taking the opportunity for holidays.

Twelve boats landed to the market, and there was a little overland supply from North Shields. Sole continues to be the main species, but with lower volumes the maximum price increased £1.50 to £14.50. While supplies were tight, with mainly trawlers landing, there was a good variety of available over the week. Supplies of bass were very limited, and a high price of £14 was seen for this species.



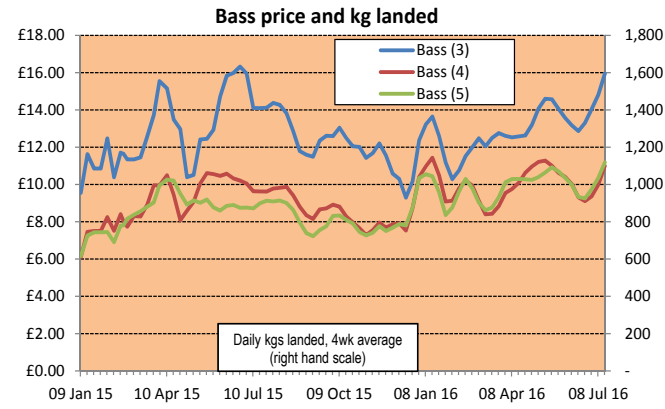
The Cunningsburgh-based Kia-Ora was one of the inshore boats to land line-caught mackerel in Shetland last week.

KEY ECONOMIC SPECIES IN SCOTLAND AND ENGLAND						
PETERHEAD LANDINGS AND PRICES						
Cod	Daily sales (kgs)	Fri 08	Mon 11	Tue 12	Wed 13	Thu 14
	Low price per kg					
	High price per kg					
Cod, large	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Cod, medium	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Haddock large / med	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Haddock, large	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Haddock, medium	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Haddock, round	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Monkfish	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Monkfish, large/med/sel	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Saithe	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Saithe, large	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Saithe, med / selected	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Whiting	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Whiting, large/selected	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
Whiting, round	Daily sales (kgs)					
	Low price per kg					
	High price per kg					
SHETLAND LANDINGS AND PRICES						
Cod size 2	Daily sales (kgs)	Fri 08	Mon 11	Tue 12	Wed 13	Thu 14
	Price per kg					
Cod size 3	Daily sales (kgs)					
	Price per kg					
Cod size 4	Daily sales (kgs)					
	Price per kg					
Haddock size 2	Daily sales (kgs)					
	Price per kg					
Haddock size 3	Daily sales (kgs)					
	Price per kg					
Haddock size 4	Daily sales (kgs)					
	Price per kg					
Monkfish size 2	Daily sales (kgs)					
	Price per kg					
Monkfish size 3	Daily sales (kgs)					
	Price per kg					
Monkfish size 4	Daily sales (kgs)					
	Price per kg					
Saithe size 3	Daily sales (kgs)					
	Price per kg					
Saithe size 4	Daily sales (kgs)					
	Price per kg					
Whiting size 2	Daily sales (kgs)					
	Price per kg					
Whiting size 3	Daily sales (kgs)					
	Price per kg					
BRIXHAM LANDINGS AND PRICES						
Cuttlefish size 1	Daily sales (kgs)	Fri 08	Mon 11	Tue 12	Wed 13	Thu 14
	Price per kg					
Cuttlefish size 2	Daily sales (kgs)					
	Price per kg					
Lemon sole size 2	Daily sales (kgs)					
	Price per kg					
Lemon sole size 3	Daily sales (kgs)					
	Price per kg					
Lemon sole size 4	Daily sales (kgs)					
	Price per kg					
Monkfish size 3	Daily sales (kgs)					
	Price per kg					
Monkfish size 4	Daily sales (kgs)					
	Price per kg					
Monkfish size 5	Daily sales (kgs)					
	Price per kg					
Scallops size 2	Daily sales (kgs)					
	Price per kg					
Scallop meat	Daily sales (kgs)					
	Price per kg					
Sole size 3	Daily sales (kgs)					
	Price per kg					
Sole size 4	Daily sales (kgs)					
	Price per kg					
Turbot size 4	Daily sales (kgs)					
	Price per kg					
Turbot size 5	Daily sales (kgs)					
	Price per kg					
NEWLYN LANDINGS AND PRICES						
Cuttlefish, large	Daily sales (kgs)	Fri 08	Mon 11	Tue 12	Wed 13	Thu 14
	Price per kg					
Hake size 2	Daily sales (kgs)					
	Price per kg					
Hake size 3	Daily sales (kgs)					
	Price per kg					
Megrim size 3	Daily sales (kgs)					
	Price per kg					
Megrim size 4	Daily sales (kgs)					
	Price per kg					
Megrim size 5	Daily sales (kgs)					
	Price per kg					
Monkfish size 3	Daily sales (kgs)					
	Price per kg					
Monkfish size 4	Daily sales (kgs)					
	Price per kg					
Monkfish size 5	Daily sales (kgs)					
	Price per kg					
Sole size 3	Daily sales (kgs)					
	Price per kg					
Sole size 4	Daily sales (kgs)					
	Price per kg					

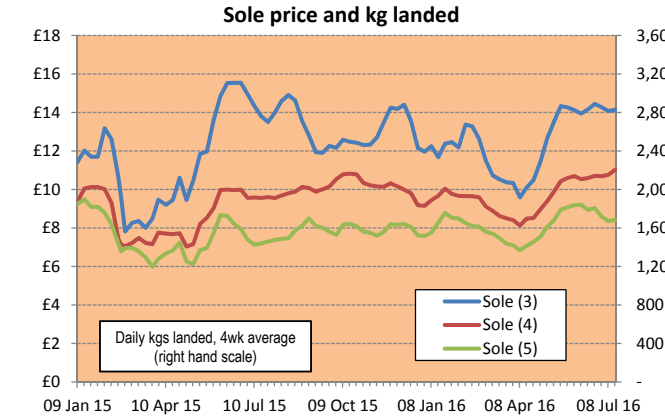




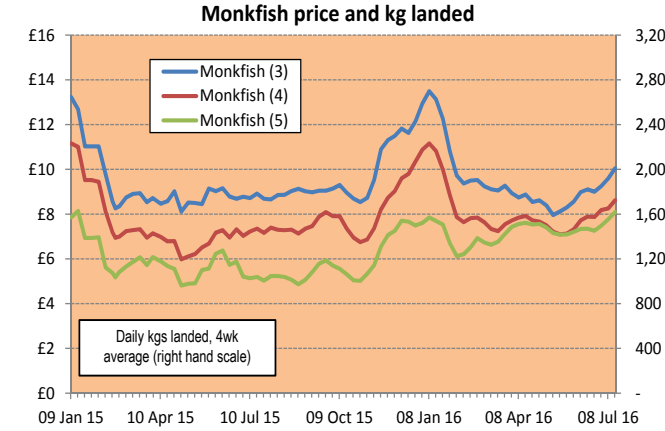
High value whitefish at Brixham



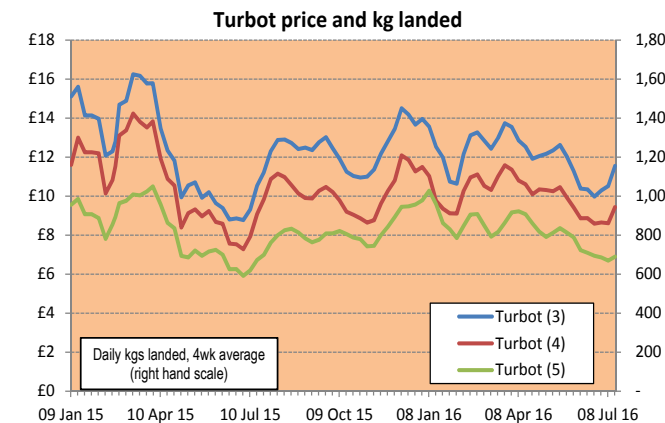
Bass prices nearly reached a daily average high of £20 for size one last week. We show four-week average prices here for the sizes sold in bigger volumes. Size three has been trending upwards and is now around the highs seen last summer.



Having seen a recovery in price on lower landing volumes, the four-week average price for size three sole has been holding steady above the £14 level more recently. The price for size four is trending higher and at a recent high level.



Monkfish prices peaked on lower volumes at the end of last year and the decline in prices since has mirrored the increase in supply. The more recent decline in supply, similarly seems to have helped prices recover.



Since last October, the supply of turbot at Brixham has been relatively stable with the monthly average staying close to 600kg per day. While prices have been trending lower over the past few months, more recently prices for the larger sizes have been increasing.

PETERHEAD WEEK ENDING 15 JULY				
Species	Min price/kg	Max price/kg	Max, 4 wks ago	Max, 4 wks ago
Cod large	£2.68	£3.64	£3.44	£3.00
Cod medium	£2.28	£2.78	£2.68	£2.30
Cod selected	£1.98	£2.32	£2.35	£2.00
Cod small	£1.80	£2.60	£2.46	£2.08
Haddock large	£2.36	£2.84	£3.04	£2.70
Haddock medium	£2.36	£3.08	£3.03	£2.78
Haddock selected	£2.27	£2.84	£3.05	£2.78
Haddock seed	£2.08	£2.68	£2.52	£2.32
Haddock chippers	£1.18	£1.90	£1.93	£1.58
Haddock metros	£0.71	£1.05	£0.71	£0.84
Round haddock	£0.90	£1.15	£0.43	£0.41
Whiting	£1.48	£1.90	£1.81	£1.61
Round whiting	£0.81	£1.07	£0.82	£1.04
Coley	£1.23	£1.47	£1.29	£1.29
Hake	£1.06	£2.38	£2.14	£1.88
Monkfish	£3.27	£4.64	£4.09	£3.99
Megrim	£2.22	£5.07	£4.25	£6.04
Plaice	£0.83	£2.04	£2.04	£1.48
Lemon sole	£2.30	£5.76	£5.60	£4.95
Witches	£1.50	£2.50	£1.97	£1.90
Squid, fresh	£7.64	£10.64	£10.50	-
Ling	£1.06	£1.58	£1.95	£1.43

GRIMSBY THURSDAY 14 JULY				
Species	Min price/kg	Max price/kg	Max, 4 wks ago	Max, 4 wks ago
Catfish	£1.30	£1.30	-	£1.30
Cod (1)	£2.70	£2.70	£3.30	£2.00
Cod (2)	£2.00	£2.60	£3.20	£2.00
Cod (3)	£2.30	£2.30	£2.50	£1.70
Codlings (best)	£2.20	£2.70	£2.40	£1.90
Haddock (jumbo)	£1.20	£1.60	£2.50	£3.50
Haddock (large)	£1.20	£1.70	£2.20	£3.20
Haddock (medium)	£1.20	£2.00	£2.40	£3.30
Haddock (best)	£1.60	£2.30	£2.40	£3.20
Haddock (small)	£1.00	£2.00	£1.60	£2.10
Plaice (large)	£1.10	£1.70	-	-
Plaice (medium)	£1.70	£2.30	-	-
Plaice (best)	£1.80	£2.20	-	-
Plaice (small)	£1.40	£1.40	-	-
Lemon sole (large)	£3.50	£3.50	£3.50	£3.00
Lemon sole (medium)	£3.20	£3.50	£3.50	£2.80
Lemon sole (best)	£2.80	£2.80	£3.00	£2.50
Ling	£1.00	£1.00	£0.90	£0.90

BRIXHAM WEEK ENDING 15 JULY				
Species	Kg landed	Avg price/kg	Avg, 4 wks ago	Avg, 4 wks ago
Bass (1)	40	£15.84	£16.21	£13.88
Bass (2)	66	£16.41	£17.32	£12.69
Bass (3)	174	£16.66	£16.87	£12.10
Bass (4)	657	£11.68	£11.61	£7.65
Bass (5)	363	£11.45	£11.86	£8.12
Brill (1)	365	£10.55	£8.48	£9.97
Brill (2)	408	£8.01	£6.81	£6.95
Brill (3)	811	£7.06	£6.60	£6.53
Brill (4)	535	£6.28	£5.39	£5.39
Brill (5)	11	£4.88	£5.02	£4.98
Cod (1)	-	-	£3.50	£2.34
Cod (2)	124	£3.60	£4.46	£3.96
Cod (3)	794	£3.69	£4.20	£3.82
Conger (1)	41	£2.32	£2.00	£2.41
Conger (2)	50	£1.96	£2.00	£1.94
Conger (3)	56	£0.81	£0.85	£0.54
Hen crabs	683	£1.32	£1.32	£1.18
Cock crabs	44	£3.35	£2.90	£4.55
Cuttlefish (1)	-	-	£4.57	£2.86
Cuttlefish (2)	1,128	£4.04	£3.72	£2.48
Dogfish	9,913	£0.22	£0.22	£0.22
Gurnard (2)	12	£4.17	£3.69	£2.97
Gurnard (4)	4,742	£0.55	£0.53	£0.53
Haddock (1)	143	£3.49	£3.45	£2.83
Haddock (2)	69	£3.24	£3.41	£1.89
Haddock (3)	16	£1.83	£2.00	£0.85
Hake (4)	-	-	£3.34	£3.02
Hake (5)	7	£6.16	£3.38	£2.57
Hake (6)	2	£6.10	£3.08	£1.86
John Dory (1)	96	£11.61	£11.09	£9.28
John Dory (2)	167	£10.85	£10.88	£9.09
John Dory (3)	279	£9.94	£9.97	£7.72
Lemon sole (1)	145	£8.89	£9.56	£7.37
Lemon sole (2)	310	£8.81	£9.18	£7.97
Lemon sole (3)	834	£6.55	£7.58	£5.40
Lemon sole (4)	1,811	£3.35	£3.68	£3.64
Lobster	94	£9.87	£11.60	£10.85
Line mackerel (2)	75	£4.24	£3.07	£2.49
Monkfish tails (1)	276	£2.02	£1.15	£2.10
Monkfish tails (2)	76	£10.77	£10.29	£9.52
Monkfish tails (3)	196	£11.53	£11.35	£10.59
Monkfish tails (4)	399	£10.96	£10.80	£9.16
Monkfish tails (5)	1,079	£8.99	£8.67	£7.55
Monkfish tails (6)	613	£8.43	£8.25	£7.17
Red mullet (3)	316	£6.53	£5.78	£4.87
Octopus	32	£9.92	£11.45	£9.77
Plaice (1)	43	£2.20	£1.92	£1.54
Plaice (2)	1,429	£3.79	£3.39	£4.66
Plaice (3)	3,216	£2.10	£2.08	£2.36
Plaice (4)	4,964	£1.89	£1.98	£1.64
Plaice (5)	4,229	£0.96	£0.99	£0.93
Pollock (1)	3,500	£0.76	£0.71	£0.76
Pollock (2)	121	£3.96	£4.03	£3.30
Pollock (3)	1,332	£3.96	£3.90	£3.47
Pollock (4)	241	£3.48	£3.40	£2.94
Ray wings (blonde, 1)	360	£5.24	£5.14	£3.56
Ray wings (blonde, 2)	794	£4.14	£3.78	£3.53
Ray wings (blonde, 3)	430	£3.88	£3.38	£3.44
Ray wings (small eye, 2)	4	£3.00	-	-
Ray wings (small eye, 3)	4	£3.00	£3.14	-
Ray wings (thornback, 2)	377	£3.06	£3.72	£2.87
Ray wings (thornback, 3)	726	£3.17	£3.79	£2.98
Ray wings (thornback, 4)	389	£1.48	£1.75	£0.94
Round pouting	4,313	£0.50	£0.50	£0.47
Scallop meat	3,272	£14.00	£14.00	£14.00
Sole (1)	2,972	£5.21	£5.00	£4.70
Sole (2)	293	£16.99	£16.22	£15.45
Sole (3)	752	£15.25	£13.79	£14.90
Sole (4)	1,930	£15.37	£13.59	£15.10
Sole (5)	1,870	£11.88	£11.09	£10.82
Sole (6)	1,243	£8.76	£8.20	£8.45
Squid (1)	307	£4.77	£4.79	£4.84
Squid (2)	123	£10.40	£10.58	£10.96
Squid (mix)	17	£10.95	£9.39	£8.39
Turbot (1)	126	£17.38	£13.66	£13.62
Turbot (2)	176	£17.35	£12.31	£13.14
Turbot (3)	205	£16.32	£11.65	£12.17
Turbot (4)	426	£13.39	£9.53	£10.08
Turbot (5)	535	£8.71	£6.69	£7.90
Whelks	4	£1.30	£1.18	£1.15
Whiting (1)	36	£2.25	£2.64	£1.67
Whiting (2)	117	£2.06	£2.02	£1.33
Whiting (3)	185	£0.82	£0.71	£0.68

SHETLAND WEEK ENDING 15 JULY				
Species	Kg landed	Avg price/kg	Avg, 4 wks ago	Avg, 4 wks ago
Catfish	482	£1.82	£1.79	£1.52
Cod (2)	13,637	£3.11	£2.76	£2.08
Cod (3)	14,839	£2.63	£2.49	£1.94
Cod (4)	7,173	£2.39	£2.13	£1.79
Cod (5)	2,914	£2.22	£2.03	£1.87
Cod (6)	2,135	£2.43	£2.16	£1.50
Haddock (1)	1,861	£2.62	£2.30	£2.46
Haddock (2)	3,197	£2.94	£2.77	£2.59
Haddock (3)	6,471	£1.95	£1.99	£1.56
Haddock (4)	11,813	£1.22	£1.05	£0.75
Haddock (5)	2,414	£1.09	£0.69	£0.50
Haddock (round)	10,499	£0.65	£0.33	£0.25
Hake (2)	1,121	£2.48	£2.03	£1.45
Hake (3)	1,431	£1.56	£1.55	£1.06
Halibut (3)	25	£10.50	£10.54	£10.90
Halibut (4)	49	£8.54	£1.40	£9.41
Lemon sole (2)	2,120	£5.32	£5.09	£3.75
Lemon sole (4)	988	£2.58	£2.78	£2.45
Ling	10,101	£1.27	£1.52	£1.03
Lythe	602	£3.26	£2.90	£1.87
Mackerel	6,826	£379.19	£1.15	£1.52
Megrim (2)	7,237	£4.58	£5.35	£5.77
Megrim (3)	4,302	£3.29	£3.50	£3.84
Megrim (4)	2,847	£2.35	£2.41	£2.10
Monkfish (1)	743	£3.80	£3.57	£3.28
Monkfish (2)	1,940	£4.49	£4.22	£3.92
Monkfish (3)	8,929	£3.99	£3.45	£3.30
Monkfish (4)	12,043	£3.62	£3.27	£2.99
Monkfish (5)	825	£3.12	£2.65	£2.70
Monkfish (6)	268	£2.07	£1.68	£1.74
Plaice (2)	1,110	£2.39	£1.75	£1.75
Plaice (3)	4,845	£1.39	£1.37	£0.93
Plaice (4)	3,861	£0.78	£0.78	£0.72
Saithe (2)	682	£1.44	£1.16	£1.07
Saithe (3)	945	£1.37	£1.10	£1.05
Saithe (4)	9,037	£1.04	£0.99	£0.91
Skate	2,170	£0.52	£1.04	£1.19
Skate, mixed	119	£0.72	£1.15	£1.32
Skate, roker	675	£1.64	£1.69	£1.83
Squid	1,081	£8.60	£4.28	£9.38
Turbot	103	£9.49	£9.79	£9.30
Whiting (2)	1,069	£1.79	£1.70	£1.70
Whiting (3)	1,908	£1.56	£1.33	£1.10
Whiting (4)	45	£0.68	£0.22	£0.44
Whiting, round	3,723	£0.84	£0.57	£0.68
Witches, (2/3)	20	£2.79	-	£1.81
Witches, (4)	187	£1.56	£1.75	£0.97

SCRABSTER MONDAY 11 JULY				
Species	Boxes landed	Low price/kg	High price/kg	High, 2 wks ago
Cod	20	£2.60	£2.80	£2.90
Sprag	30	£2.50	£2.50	£2.55
Medium cod	23	£2.50	£2.50	£2.65
Selected haddock	7	£2.45	£2.45	-
Small haddock	19	£2.20	£2.20	£2.45
Chippers	40	£1.50	£1.55	£1.55
Round haddock	66	£0.40	£0.50	-
Whiting	2	£1.60	£1.60	-
Round whiting	62	£0.60	£0.60	-
Saithe	4	£0.95	£1.00	£0.95
Lemon sole	5	£3.75	£5.50	£4.00
Megrim	26	£1.90	£2.50	£1.65
Monkfish	20	£3.30	£4.50	£3.80
Plaice	4	£1.25	£1.60	£1.35
Hake	28	£1.50	£1.75	£1.85
Metros	48	£0.80	£0.85	£0.45

SCRABSTER MONDAY 11 JULY				
Species	Boxes landed	Low price/kg	High price/kg	High, 4 wks ago
Cod	20	£2.60	£2.80	£2.90
Sprag	30	£2.50	£2.50	£2.50
Medium cod	23	£2.50	£2.50	£2.60
Selected haddock	7	£2.45	£2.45	
Small haddock	19	£2.20	£2.20	£2.40
Chippers	40	£1.50	£1.55	£1.50
Round haddock	66	£0.40	£0.50	
Whiting	2	£1.60	£1.60	
Round whiting	62	£0.60	£0.60	
Saithe	4	£0.95	£1.00	£0.90
Lemon sole	5	£3.75	£5.00	£4.00
Megrims	26	£1.90	£2.50	£1.60
Monkfish	20	£3.30	£4.50	£3.80
Plaice	4	£1.25	£1.60	£1.30
Hake	28	£1.50	£1.75	£1.80
Metros	48	£0.80	£0.85	£0.40

MAIB report on capsized and sinking of the scalloper JMT with the loss of two crew

The Marine Accident Investigation Branch (MAIB) has issued a flyer to the fishing industry following its investigation into the capsized and sinking of the scallop dredger JMT M99 last year.

Narrative

During the afternoon of 9 July 2015, routine contact was lost with the skipper and crewman on board the 11.4m scallop dredger JMT, which was fishing off Plymouth. A search and rescue operation was initiated the following morning when the vessel did not return alongside as expected. The body of the crewman was found floating in a life-ring; he was not wearing a lifejacket. The wreck of the vessel was located 3.8 miles off Rame Head and was later recovered. The skipper was not found.

The MAIB investigation identified that:

- JMT capsized and sank at around 15.01 on 9 July 2015; the weather was good at the time, with slight seas.
- The vessel had only 25% of the reserve of stability required by larger fishing vessels.
- The vessel's stability had been adversely affected by structural modifications and by aspects of

- the vessel's operation.
- Capsized was possibly triggered by emptying the starboard dredges while the port dredges and their contents remained suspended.
 - The crew's likelihood of survival was reduced by not having the opportunity to broadcast a distress message, release the EPIRB from its stowage, lifejackets not being worn and the failure of the liferaft to surface.

Safety Lessons

- Structural modifications that increase top weight and raise a vessel's centre of gravity (winches, bigger gantries, higher lifting points, etc), will reduce its stability. The extent of this reduction can only be determined through a full stability assessment.
- When fishing, suspended loads, keeping the catch on deck, low fuel levels and not closing hatches and doorways have the potential to jeopardise a vessel's stability.
- Small fishing vessels are not required to meet stability criteria. However, simplified methods of assessing stability, such as the Wolfson Mark, can at least provide a basic indication of safety at very little cost.
- The crew did not use the

- 'constant wear' lifejackets that were available on board. Neither survived.
- The liferaft's HRU activated, but it probably didn't surface because the canister became trapped by the vessel's superstructure. Finding a place to put a liferaft on small fishing vessels where it will not get damaged, interfere with the fishing operation and have a clear route to the sea surface in the event of capsized is not always easy. However, it warrants very careful and serious consideration.
 - It took over 18 hours for the crewman to be found because the EPIRB was kept in the wheelhouse and was not float-free. The fitting of a float-free EPIRB would have alerted the coastguard almost immediately and would have dramatically increased the likelihood of the crew's survival.

MAIB Chief Inspector statement

As a result of the investigation, MAIB Chief Inspector Steve Clinch issued the following statement:

"The loss of FV JMT is one of many fatal accidents involving small fishing vessels that have capsized because their crews did not understand the fundamental



Raising the scalloper JMT.

principles of stability.

"However, in common with nearly all fishing vessels under 15m, JMT had not been provided with any stability information that might have given its crew with some indicators on how to operate the boat safely.

"The Maritime and Coastguard Agency has confirmed its commitment to introducing stability criteria for new fishing vessels <15m. This is a welcome initiative that will ultimately improve fishing safety over time but will have no impact on the safety of the UK's existing small fishing vessel fleet for the foreseeable future.

"The difficulties of providing existing small fishing vessels with comprehensive stability criteria are understood. However,

the Wolfson mark provides a practical and relatively inexpensive method of giving fishermen some indication about how to operate their vessels within safe limits.

"The MAIB's report into the loss of the FV JMT therefore contains two key recommendations:

- to require all skippers to attend the Seafish stability awareness course
- to fit the Wolfson mark to all existing fishing vessels <15m

"If taken forward, these measures should help prevent the sudden capsized of small fishing vessels in the future, and the tragic loss of life that such events will often cause."

The MAIB's full investigation report is available at gov.uk/maib

SUBSCRIBE TODAY

SAVE £££s OFF THE COVER PRICE

ANNUAL SUBSCRIPTION PRICES: UK & IRELAND £122
EUROPE £175 REST OF WORLD £190

➔ NEVER MISS AN ISSUE ➔ FREE DELIVERY DIRECT TO YOUR DOOR

yourfishingnews.co.uk

0333 043 9848

Hoffice open: Mon - Fri 8am - 6pm. Please note that calls are charged at your local rate, for further information please check with your service provider.

- ☐ OFFER 1. **PRINT EDITION**

OFFER CODE: FNPW104P
- ☐ OFFER 2. **DIGITAL EDITION**

OFFER CODE: FNPW104D
- ☐ OFFER 3. **BUNDLE EDITION**

OFFER CODE: FNPW104B

☐ UK DIRECT DEBIT: Quarterly payments £38.12 **SAVING 25% £28.59**

☐ UK DIRECT DEBIT: Annual payments £152.20 **SAVING 21% £120.00**

☐ UK DIRECT DEBIT: Quarterly payments £44.12 **SAVING 25% £33.09**

☐ UK & IRE CREDIT/DEBIT CARD: Annually £152.50 **SAVING 20% £122.00**

☐ UK & IRE CREDIT/DEBIT CARD: Annually £152.20 **SAVING 21% £120.00**

☐ UK & IRE CREDIT/DEBIT CARD: Annually £176.50 **SAVING 20% £141.20**

BILLING / PAYERS DETAILS

Mrs/Ms/Miss/Mr
ForenameSurname.....
Address
.....
Postcode
Country
Phone
Email

PLEASE SEND COMPLETED FORM TO:
Fishing News, Kelsey Publishing Ltd., Cudham Tithe
Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

DIRECT DEBIT PAYMENT

Instructions to your Bank or Building Society to pay by Direct Debit
Full payment schedule will be sent to you in writing.
Name of Bank
Address
..... Postcode
Account name
Sort code
.....
Account number
.....
Signature Date

PAY BY CHEQUE / DEBIT / CREDIT CARD

☐ I enclose a cheque made payable to Kelsey Publishing Limited
☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard
Card number
Security number
Valid from / Expiry date /
Signature Date

SPECIAL DISCOUNT
IRELAND READERS
PAY THE SAME
AS UK READERS

FOR OVERSEAS SUBSCRIPTIONS PLEASE VISIT:
yourfishingnews.co.uk

Offer valid until 31st December 2016. Kelsey Publishing Ltd, uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk or call 0333 043 9848. If you have any questions please ask about submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email on data.controller@kelsey.co.uk or call 0333 043 9848.

CLASSIFIEDS

ELECTRONICS



Considering new electronics?
Please contact Furuno Leasing Ltd at:
Fraserburgh 01346 518300
Havant 023 9244 1000
or email us on sales@furuno.co.uk
Authorised by the Financial Conduct Authority (FCA)

LIFERAFTS

FISHING FOR THE BEST DEAL?

**LIFERAFT
& E.P.I.R.B
HIRE**

BUY OR HIRE:
4 - 14 PERSON
ORC Flat Pack
4 - 20 PERSON
MCA approved
A or B Pack
0800 243673
Fax: 01621 785934
E: info@lifterafts.com
Lifteraft House
Burnham on Crouch,
Essex CM0 8TE



**To advertise
here please
call Talk Media
Sales on
01732 445325**

INSURANCE



Morgan Marine Insurance **LEADING MARINE INSURANCE PROVIDERS**
Email: info@morganmarineinsurance.co.uk

Competitive premiums for Commercial fishing vessels,
workboats, Charter boats, marine trades

Call now for a quote or visit us online Tel: 01277 224440
www.morganmarineinsurance.co.uk

Looking For Quality Commercial Marine Insurance?

Make your only "Port of Call"
Porthcawl Insurance Consultants (UK) Ltd
Tel: 01656 784866
Fax: 01656 784872
E-mail: reception@porthcawl-insurance.co.uk
Or log on to our web site: www.porthcawl-insurance.co.uk
Authorised by the Financial Conduct Authority (FCA)



LICENCES FOR SALE

OCEAN BLUE
QUOTA COMPANY

Quota leased/bought/sold
VCU's bought/sold

Contact us on:
Tel: 01779 490500
Fax: 01779 490600
Email: info@fishquota.net or
Web: www.fishquota.net



Christopher Rowe Limited
Join the many boat owners and businesses
coming to us for their insurance!

We provide competitive quotations for fishing
vessels, charter boats, work boats, and private
craft. We also offer commercial insurance for
marine trades.

The Broker of choice for fishermen
and marine businesses since 1984
Tel: 01736 360808
Email: croweinsurances@btconnect.com
www.croweltd.co.uk

Authorised and regulated by the Financial Conduct
Authority No. 595866

NOZZLES &
PROPELLERSBT Marine Propellers
PROPELLERS & STERNGEAR

STERNGEAR UP TO 8" DIAMETER
RE-PITCHING & RE-FURBISHMENT
NOZZLES & PROPS SUPPLIED
CUTLESS BEARINGS FROM STOCK
PROPELLERS & SHAFTS IN STOCK
SWIFT INDUSTRIAL UNITS 10 & 11,
GREENHILL WAY, KINGSTEIGNTON,
NEWTON ABBOT, TQ12 3SH
Tel: 01626 368484



TRAWLER DOORS

BISON TRAWL DOORS

Sales Office: 01751 433039 or
Email: bison_engineering@hotmail.com

Technical Service:

John, home tel: 01439 770219
Mobile: 07410 692988
Email: farndale@aol.com

MARINE ENGINEERING

MARINE AND
GENERAL
ENGINEERING

Suppliers of Tail Shafts, Inboard Propellers,
Stern Gear, Rudder Assemblies, Couplings,
Shaft Seals and Cutless Bearings.
Re-furbish and Re-pitch Propellers.

Well equipped machine shop for
all your marine needs.

Unit 11, The Old Cider Works, Abbotskerswell,
Devon TQ12 5NF. Tel: 01626 367782
Email: coengineering@btconnect.com
www.candoengineering.co.uk

PUBLIC NOTICE

Section 155 & 156
Marine and Coastal Access Act 2009

Notice is hereby given that pursuant to the above
Act, Devon & Severn Inshore Fisheries and
Conservation Authority intends to apply to the
Minister for the Department for Environment, Food
and Rural Affairs for the confirmation of the following Byelaw.

Netting Permit Byelaw 2016

The proposed Byelaw will provide the Authority with the ability to balance the needs of persons netting with the requirements to secure a sustainable marine eco-system and local socio-economic environment for the benefit of all sea users. Any person that uses a net, other than of a type specified in the Byelaw, to fish in the Authority's District is required to do so in accordance with a permit issued by the Authority. Under this byelaw the Authority will have the ability, among other things, to restrict the number of nets that can be used, where the nets can be used and introduce a daily catch limit. The permit conditions contain all the Authority's management restrictions that apply to netting activity in the District. The permit conditions will be reviewed when necessary on the basis of best available evidence and within a time period not exceeding three years.

A full text of the above Byelaw, the permit conditions and the associated Impact Assessment can be inspected at, or obtained from Devon & Severn IFCA, Brixham Laboratory, Freshwater Quarry, Brixham, Devon, TQ5 8BA. Tel: 01803 854648; Email: office@devonandsevernifca.gov.uk or viewed on the Authority's website at www.devonandsevernifca.gov.uk

Any person wishing to comment, support or object to the confirmation of the above Byelaw must do so in writing to: Marine Conservation and Enforcement Team, Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle Upon Tyne, NE4 7YH (or IFCABylaws@marinemanagement.org.uk) within 56 days of the publication of this notice and must send a copy to the Chief Officer at Devon & Severn IFCA, Brixham Laboratory, Freshwater Quarry, Brixham, Devon, TQ5 8BA (or office@devonandsevernifca.gov.uk).

LET FISHING NEWS
SELL YOUR BOAT **FREE!**

**Now you can
sell your boat
and equipment
absolutely free
of charge in
Fishing News.**



➤ Don't miss this great
opportunity to showcase your
boat in the UK's premier industry
newspaper.

➤ All you have to do is complete
the form in the READERS FREE ADS pages at the back of
Fishing News or email fishing@kelseyclassifieds.co.uk
and don't forget to include a photograph of the boat you
are selling.

➤ Or go to facebook "Fishing News Buy & Sell"
supplying your contact details.

FISHING NEWS THE VOICE OF THE INDUSTRY SINCE 1913

TRY coast MAGAZINE
3 ISSUES FOR £5
SAVE UP TO 58%
➤ NEVER MISS AN ISSUE ➤ FREE DELIVERY DIRECT TO YOUR DOOR
ORDER: shop.kelsey.co.uk/coastfn
0333 043 9848 offer code COASTFN

Hotline open: Mon - Fri 9am - 4pm. Please note that calls are charged at your local rate for further information please check with your service provider.
Please note: 3 issues for £5 offer is a Direct Debit UK offer only. You can cancel at any time in writing in the first three months and £5 will be your only commitment. A regular payment will continue at £19.99 - still saving over 20% taken via direct debit from your bank every six months - unless you tell us otherwise.

NEVER MISS AN ISSUE!
SUBSCRIBE TODAY
CALL 0333 043 9848

FISHERMENS' FREE ADS!

Fishermen! Advertise boats, equipment and accessories, for sale or wanted, absolutely FREE!

BOATS/TRAILERS FOR SALE

CYGNUS CYGNET 23



With Volvo penta 41a 200hp inboard and Volvo 290dp outdrive. The engine has been fully reconditioned at HNP new Pistons, liners, bearings, ect. Costing £12,500 I have paperwork to prove work. The outdrive was reconditioned at Coastal rides in 2012 from previous owner. I have just put a full new aluminium checker plate deck in her. She has a spencer Carter duo hauler for nets and line. Two new battery's last year, new throttle and gear cables, new VHF aerial. She has trim tabs, deck wash, Navman VHF, Furuno Echo sounder, Standard Horizon GPS, Furuno GPS Navigator, Compass, anchor ready to use. Very stable sea boat she has had a lot of money spent on her. Change of circumstance forces sale. No licence with boat. Offers in the region of £27,000. Call Kevin Goodlad on 07786 026747 10.38

AQUASTAR 33 CHARTER BOAT



Aquastar 33 fitted with a Detroit 300hp diesel engine which has only done around 800 hours from new. Coded for category 2 for 12+2 with workboat ticket, the boat has just had its mid term examination. Electronics: Plotter, 2x VHF's, 2x sounder, autopilot, 2x furuno radars, flat screen TV, Radio, 2500W Inverter. The boat has got electric capston, electric crane, search light, cooker, Dive platform, seating, safety equipment, diesel reflex heater, toilet cubical. The boat has got a lovely galley and is 3 berth all carpet lined inside. The boat has had new diesel tanks. The liferaft is on hire the boat is still in use and don't really want to sell as its a brilliant running boat but selling due to getting a bigger boat. Tel: 07527 679814. Fleetwood, Lancs. 10.38

16FT ORKNEY LONGLINER



On a galvanised trailer with new wheel bearings and a 10hp Honda 4stroke (L's) anchor, oars, rollocks, fuel tank, tailboard, 4 rod holders and a fitted cover for winter storage. £3000 ono. Please call Paul on 07455 196757. Conwy North Wales 10.37

IP24



Boat with under 10 licence with shellfish. Yanmar engine less than a year old. Boat has just had all new wood work and rails done two months ago. Please call Gavin on 07493 603468. Uig, Highland 10.37

BONWITCO 450 DROMADILE



with 40hp mariner outboard

Post coupon to: **FISHING NEWS, FREE & CLASSIFIED ADS, Kelsey Media, PO Box 13, Cudham, Westerham TN16 3WT**
or Email: **fishing@kelseyclassifieds.co.uk** ensuring you complete all information set out below

SECTION 1: tick relevant category

☐ BOATS ☐ FISHING GEAR ☐ ELECTRONICS ☐ SAFETY ☐ ENGINES /
MACHINERY ☐ OTHER ☐ JOBS ☐ EVENTS

SECTION 2: ☐ FOR SALE ☐ WANTED

SECTION 3: complete advert and advertiser details

FIRST LINE OF TEXT (WILL APPEAR IN BOLD):

DETAILS (30 WORDS MAX): **ALL ITEMS FOR SALE MUST BE CLEARLY PRICED (NO £POA)**

.....
.....
.....

TELEPHONE NUMBER TO APPEAR IN ADVERT:.....

ADVERTISER DETAILS

NAME:..... TEL*:.....
*INCLUDE INTERNATIONAL CODE IF OUTSIDE UK

EMAIL (OPTIONAL):

ADDRESS:

.....

TOWN: COUNTY (MUST INCLUDE):.....

POSTCODE: COUNTRY:

CONTACT NUMBER (IF DIFFERENT FROM ADVERT):.....

SECTION 4: read terms & conditions, complete declaration

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is free for fishermen. Commercial suppliers please contact 01732 445325. Space permitting, boats are normally listed for up to five weeks and other items up to four weeks.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of six months.
- When submitting an advert, you assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- All advertisers must state a price for each item.
- No other correspondence can be entered into.
- Kelsey Media uses a multi layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.
- **It will be assumed that readers who email adverts to fishing@kelseyclassifieds.co.uk and adverts entered on the Facebook page have agreed to all the above "Conditions of Acceptance".**

FOR ALL BARGAIN BOX AND CLASSIFIEDS ADVERTISERS

I hereby confirm that I am legally permitted to sell the item.

Signed Dated

Email your advert to: fishing@kelseyclassifieds.co.uk. Adverts arriving by mid-day Thursday will be printed in the following week's issue

including trailer and ancillary equipment. steering, battery and battery box, wheel bearings all new last year. £1,200. Please call Simeon on 07955 473571. Barrow in Furness 10.36

36FT DECKED PATTEN BUILT



80hp Ford 2-1prm gearbox. New fibreglassed wheelhouse and front deck. Two stainless steel diesel tanks. Vhf gps sounder. Very good sea boat. A lot of work and money put into this boat. Priced to sell. For more information, please call Sean on 087 7473051 10.36

24FT BJR WESTRAL CHIEF



150hp turbo 4 ford mermaid, new zf drop down gear box, new prop, all new wiring/battery's, new hydrolic pipes tank and clutch pump assembly, shooting ramp, arm, new exhaust and water lock loads of new parts put on boat in 2015 and had very little use since prob only 60 hours. Electric include Nav lights, deck lights, depth sounder, GPS. Looking for sensible offers. Please call Gibby on 07797907108 for more info. St. Helier, Jersey 10.36

14M FISHING BOAT



For more details please call Stuart on 07785 975810 10.36

TASKFORCE



Ford Sabre 212c Commercial - engine overhauled, engine flushed, new oil and all filters changed. Borg Warner gear box. Hydraulics: Sea Star hydraulic steering. Sten Powr 1000 series industrial hydraulic trim leg. Electronics: Garmin Plotter, Garmin GPS, Furuno Sounder fishfinder, 2 No marine radios, 12v electric Capstan. Other information: Boat is out of the water and ready to go. We have owned boat for the last nine years, this is a fine example of this class of boat. The 212c engine is one of the best examples I've every seen or heard, fitted 2wks ago. Four new 110ah batteries. Boat can be seen at the south gare marine club, ideal wreck fishing boat. If not sold locally we have contact details for transporter with hiab if needed. £18,000, or sensible offers would be considered. Please phone Rich on 07921740685. South Gare. 10.35

14 FT SEA SAFE BOAT



A lovely little very solidly built hull which was being fitted out for seine netting and can carry a really decent amount of weight. New iroko keel band, front cuddy was removed and "net safe" inner gunnels fitted around, plus plenty of other internal strengthening done. The boat has two flotation tanks built in under the seating and was before a self hire boat that was amazingly licensed for up to 6 adults which shows how solid and stable the hull is. Basically just needs a touch of paint on the inside and its ready to go, only selling due to change of direction away from fishing. Open to sensible offers and we have a hiab available to lift straight on to your trailer. £500. Possibility of delivery locally, please call on 07720 900 235 for more info. Lyme Regis, Dorset 10.35

IP24



80hp (de-rated to suit license) Ford 2722, usual electrics, 3/4 slave, solo hauler, dual controls, deck wash, quantity of gear available at extra cost. Phone Dan on 07 78111 47073. Guernsey 10.35

32FT 'BÉAL BOAT'



9.8m fishing boat. Fully decked. Just after total re-fit including re-planked, new transom, re-nailed, re-caulked, new deck, new wheelhouse. 80hp ford. Boat is 99% finished. All the major work done. Just needs a few finishing touches. Just dont have the time to do it yet, busy with the new boat. If she doesnt sell i will get her finished in the next few months. Thanks for looking. Phone Chris on 087 254 5973. Galway, Ireland 10.35

ENGINES / MACHINERY

MERCURY 3.5HP



Mercury 3.5hp outboard four-stroke 2006 very low hours mint condition comes with aux bracket serviced summer 2015 £425. Tel Andrew on 07742 000398. Sleaford, Lincolnshire 10.38

NORTH LIFT LH300 ELECTRIC HAULER



Lifting weight of 150kg.three months old lifted around 800 creels in total.£450, Call Craig on 07827 298940 10.38

DELPHI FUEL INJECTION PUMP



Suited to a Perkins M130C gen set or Cat. Never been used since re-con as it was a spare unit. Surplus to requirements. Looking for offers. Can easily ship to any destination at buyers cost. Please contact Keith on 07733234590 or keithjhenderson@hotmail.co.uk. Scalloway 10.37

STEP DOWN/UP BOX



With Hydraulic pump. £1,000. Please contact Kevin on 07836 322527. Newark Upon Trent, Nottingham 10.36

Advertising on these pages is free for fishermen selling used boats and equipment. If you are a commercial supplier, please contact TalkMedia Sales on 01732 445327

Email your advert to: fishing@kelseyclassifieds.co.uk

HELM PUMP



Complete with wheel. £350. Contact Kevin on 07836 322527. Newark Upon Trent, Nottingham 10.36

FISHING GEAR FOR SALE

SHRIMP COD END

For 4 fathom trawl, new not used. £50. Tel Andrew on 07742 000398. Sleaford, Lincolnshire 10.38

4 FATHOM TRAWL



Supplied by Coastal Nets. Comes with wooden doors and warps ready to fish square mesh panel to let out juvenile fish, used only six times in the wash on clear ground. £350. tel Andrew on 07742 000398. Sleaford Lincolnshire 10.38

30 X 4 BOW LOBSTER POTS



36 inches long. Made with 3mm twine. All got ballast in. £25 each,

collection from Whitby. Call Dean on 07776 063547 10.38

36" PARLOUR POTS



Ready to fish, Some have been fishing for six weeks, they fish very well. Buy 30 or more, get the Back lines for free. 48n left. £40. Please call Andrew on 07504 095721. Maltby le Marsh 10.37

MONO TRAMMELS



Fully rigged. 400yd fleets. In bins. Phone Baz on 07920 424775. Kent 10.37

2 OILWIND MANUAL JIGGERS



Light corrosion, done very little work. located in shetland. Can ship at buyers cost. Please contact Keith on 07733234590 or keithjhenderson@hotmail.co.uk. Scalloway 10.37

30" PARLOUR POTS



Ready to fish, Some have been fishing for three weeks, they fish very well. Buy 30 or more, get the Back lines for free. 88n left. £40. Please call Andrew on 07504 095721. Maltby le Marsh 10.37

138 WHELK POTS



128 stand ups & 10 lay down £ 5.00 each. Please call 07866674935 Torbay devon 10.36

WHELK RIDDLER



Rail mounted with overboard shoot to keep mud and rubbish off the deck, was on cheetah cat. Please call 07866674935 Torbay Devon. 10.36

WHELK POTS



Stand up or Lie down, 25 litre, heavy duty, reinforced concrete base, 12mm bridle with spinner. P.O.A. For more details, phone Dave Sutton. 07798 588454. Newhaven, East Sussex 10.36

10FT BEAM TRAWL

Made by Coastal Nets, Bridpot. Complete with beam, shoes and bridle. Used twice, no tears or mends. £180. Please call 01243 373633 for more information. Emsworth, Hampshire 10.36

JOBS WANTED

BERTH JOB WANTED

My name is Andy Flaws, I am looking for a berth starting in September when my present commitments finish. I live in Shetland but am willing to travel anywhere for a decent berth! Have all my MCA tickets, fire fighting, sea survival, and many many more!! Have experience at the scallops, prawns, seine net and trawl with merchant work in between, tee total and drug

free just needing a new start! I am currently contracted up in Shetland until 28th September. My phone number is 07342 254187

EVENTS

6 AUGUST 2016

Maryport Trawler Race

Coming back for the 10th year, the event is held at Martport harbour with both from around the Solway Firth and the Isle of Man. The race starts after 1pm from the pier, presentations taking place in the Navy Club. Stalls, demonstrations, children's fair and more. Contact: enquiries@maryportmarina.com

6-7 AUGUST 2016

Folkestone Trawler Race and Fish Pie Weekend

Folkestone Festivals, together with Folkestone Trawlers and the National Coastwatch have joined together again this year to host the third of the current Trawler Race and Fun days. More details can be found here: folkestonefestival.org

7 AUGUST 2016

Dartmouth Festival

Mitch Tonks and Angela Hartnett are all set to host the Dartmouth Crab Festival for its fifth year running, in another great celebration of local crab. More details can be found here: therockfish.co.uk

13-14 AUGUST 2016

Bridlington Sailing Coble Festival

Bridlington Sailing Coble Preservation Society and the Coble and Keelboat Society, in co-operation with Bridlington Harbour Commissioners, are to hold the first Bridlington Sailing Coble Festival. The event will see one of the largest gatherings of sailing cobbles anywhere in the British Isles in recent times. More details can be found by phoning: 01482 878028 or email: plandsarro@plandsarro.karoo.co.uk

16-19 AUGUST 2016

Nor Fishing, Norway

One of the largest fishing technology events in the world, with an expo, seminars, conferences, lectures, debates and presentations. More details can be found here: nor-fishing.no

22-23 AUGUST 2016

Annual Scottish Fishing Conference

'Thriving in Shared Seas' is the theme of this year's Annual Scottish Fishing Conference to be held in St Andrews, Scotland. Whether you are a fisherman or vessel owner, a fisheries scientist or manager or otherwise work in the industry this will be a fascinating and important meeting. Scotland's Cabinet Secretary for Rural Affairs, Food and the Environment will open the conference which will feature presentations from a wide range of stakeholders in the Scottish fishing industry. Attendance at the conference and the conference dinner is FREE, and if last year is anything to go by it will be well attended, but places are limited. Register your interest now via <http://www.fiscot.org/events/annual-scottish-fishing-conference-2016/>

4 SEPTEMBER 2016

Clovelly Lobster and Crab Festival

Clovelly celebrates its famous lobsters and crabs sustainably caught by its fishermen with a great family day out. There'll be live folk music, cookery demonstrations, a prize draw for a magnum of champagne, local food and craft stalls, including plenty of freshly cooked lobsters and crabs, and beer tasting. Children will be kept entertained by street theatre, walkabout magic, balloon modelling and event-themed craft activities provided by The National Trust. It's in aid of the National Lobster Hatchery, Padstow, who will be exhibiting some of their baby lobsters prior to their

release into Clovelly Bay at the end of the day. More details can be found at: clovelly.co.uk

10 SEPTEMBER 2016

Fishstock Brixham

The food and music extravaganza is held at Brixham Fish Market. All proceeds to the Fishermen's Mission. Well over £50,000 has been raised since the event started in 2007. More details can be found at: fishstockbrixham.co.uk

16-18 SEPTEMBER 2016

Newquay Fish Festival

Now in its 14th year the Newquay Fish Festival celebrates the heritage and cuisine it has on its doorstep, right at the start of the supply chain for the very best that seafood has to offer. Top chefs from across the region show how to make the most of this bounty, with a chance to watch learn and try some delicious seafood. Alongside the food is a full programme of entertainment including bands, choirs, singers, dancers and even a band of pirates complete with cannons! More details can be found at: newquayfishfestival.co.uk

23-26 SEPTEMBER 2016

Galway Oyster Festival

Each year, on the last weekend of September, Galway City celebrates the Galway International Oyster & Seafood Festival, the most internationally recognised Irish festival after St Patrick's Day and the world's longest running Oyster Festival. Throughout the Irish food festival, there will lots of tantalising events for all to enjoy; seafood trails, oyster opening (shucking) championships including the Oyster 'Olympics' or World Oyster Opening Championship, foodie talks & tasting events in some of Galway's best restaurants, The Festival Marquee, a Mardi Gras style Gala Event along with family activities, live music, cooking demonstrations and more. More details can be found at: galwayoysterfest.com

27-29 OCTOBER 2016

BIM Basic Safety Training Course

The three-day course consists of three elements: Personal Survival Techniques (STCW-95 certificate); Elementary First Aid (STCW- 96 certificate); Fire Prevention and Safety Awareness. Successful completion of the training sees the award of a Safety Training Card. Cost of course: €150. Greencastle, Co Donegal. More details can be had by phoning: 074 9381068 or emailing: harkin@bim.ie

28-29 OCTOBER 2016

Skipper Expo Int Bournemouth

Last year's expo was praised for providing a great showcase for the fishing industry, with a record number of visitors, and 75 exhibiting companies. The 2016 event is expected to be even bigger and better! More details can be found at: maramedia.ie

20 NOVEMBER 2016

Clovelly Herring Festival

The 10th anniversary of this event takes place at this North Devon port where 300 years ago 100 herring boats worked the season. There are now two two fishermen landing herring here with sustainable fishing methods.

24-26 NOVEMBER 2016

BIM Basic Safety Training Course

The three-day course consists of three elements: Personal Survival Techniques (STCW-95 certificate); Elementary First Aid (STCW- 96 certificate); Fire Prevention and Safety Awareness. Successful completion of the training sees the award of a Safety Training Card. Cost of course: €150. Greencastle, Co Donegal. More details can be had by phoning: 074 9381068 or emailing: harkin@bim.ie

Advertising on these pages is free for fishermen selling used boats and equipment. If you are a commercial supplier, please contact TalkMedia Sales on 01732 445327

SEE INSIDE!



Isle of Man scallop fishery consultation See page 3



Rosebloom first box sale See page 3



Special day for Barra and Watersay See page 7



Rosebloom new boat feature See pages 10-18



Start of North Sea summer herring fishery See page 19

SEE INSIDE!

Bridlington sailing coble festival

Time is ticking down towards an event that has been talked about for some considerable time; the first-ever Bridlington 'Sailing Coble Festival' over the weekend of the 13-14 August.

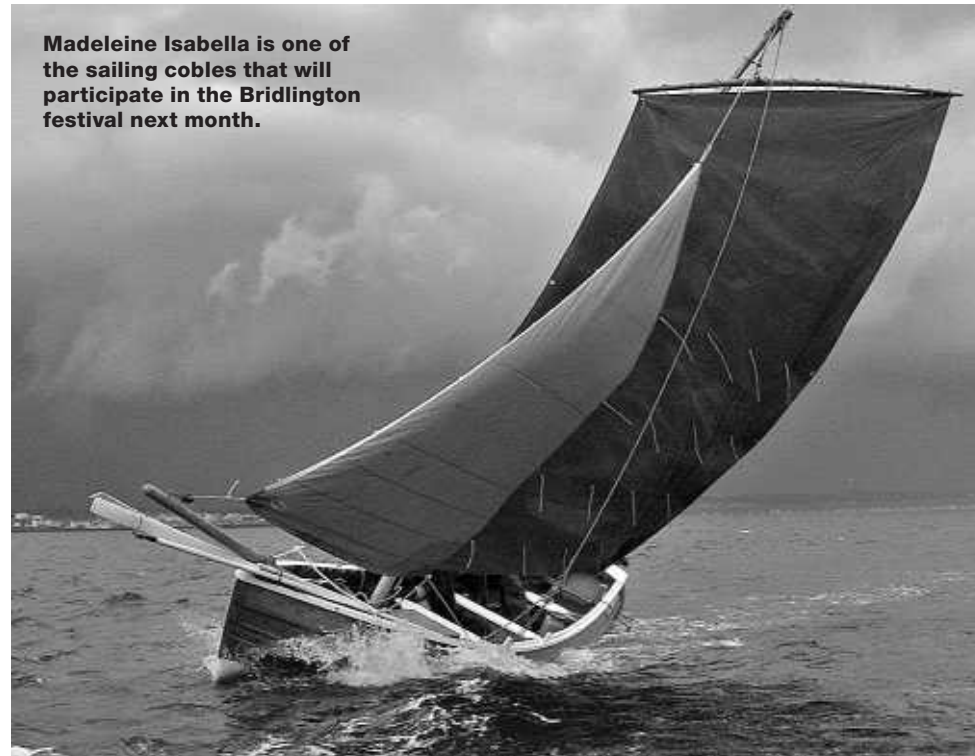
Jointly organised by the Bridlington Sailing Coble Preservation Society and The Coble and Keelboat Society, in co-operation with the Bridlington Harbour Commissioners, and sponsored by Independent Shellfishermen's Co-operative (Bridlington) Limited, the festival will bring together the largest gathering of sailing cobs anywhere in the British Isles in recent years.

As the tides are favourable over that weekend, sailing will take place on both days of the festival – weather permitting – between 11am and 4pm, taking advantage of the ideal sailing conditions of Bridlington Bay. It will certainly be a sight to behold and bring to life nostalgic photographs of days-gone-by when sailing cobs were regularly seen in Bridlington harbour.

The four locally-based sailing cobs moored in the harbour during the summer months, Three Brothers, Imperialist, Madeleine Isabella, and Gratitude, will be joined by the two new cobs built in 2014 by John Clarkson and Joe Gelsthorpe; Free Spirit and Misnomer.

In addition, Christina from Mevagissey and Grace from Staithes, together with the double-ender Mavis from Henley-on-Thames, will make up the parade of sail. The mini keelboat Granby, from the Tyne, and two traditional Northumberland motor cobs, Two Brothers and Morning Harvest, are planning to steam down to Bridlington to complete the flotilla.

All the vessels will be moored near to the Harbour Heritage Museum on Harbour Road, Bridlington, which will be open to



Madeleine Isabella is one of the sailing cobs that will participate in the Bridlington festival next month.

visitors with free admission as usual, and on full view from one of the busiest areas for footfall around the harbour.

There has been considerable interest in the festival, right along the coast, from commercial fishermen, coblemen and enthusiasts alike, and many from further north have talked about travelling down to Bridlington to savour the atmosphere of seeing so many sailing cobs in one place. This spectacular event could still see the addition of further cobs taking part, and it has the making of superb weekend. There is still time for any sailing coble owner who

would like to be part of the festival to make their interest known to the organisers.

Once a familiar sight at all coastal villages and ports from the Humber to the Tweed, the sailing coble was the mainstay of the inshore fishing industry during the 1800s and through to the early 1900s, before engines were fitted just after the First World War. A glimpse of those times past will hopefully be replicated by this unique event at Bridlington.

For further details contact Paul L Arro: Email: plandsarro@plandsarro.karoo.co.uk or telephone 01482 878028.

New Macduff build taking shape quickly



The next new build by Macduff Shipyards is progressing well in its main fabrication hall.

Macduff Shipyards is making good progress with the fabrication of a 23.95m twin-rig trawler for skipper Zander Nicol of Nichol Fishing LLP, reports **David Linkie**.

Scheduled for delivery in 2017, the new build will feature a similar hull form and engineroom package as the recently-completed Rebecca FR 143 (*Fishing*

News 7 July).

The centreline machinery for the new build will include a Caterpillar C32 main engine, Masson 9.077:1 reduction gearbox and a 2500mm-diameter propeller.

Three Cummins auxiliary engines, one hydraulic and two electrical, will also be installed in the engineroom.

New stern section fitted at Macduff

A new transom stern section is now in position on the former cruiser-sterned whitefish vessel Tranquility PD 35, as Macduff Shipyards prepares the vessel for a new role as a versatile seiner/trawler for new owners, reports **David Linkie**.

Following extensive fire and water damage, the currently de-registered vessel is in the process of being extensively

refurbished by Macduff Shipyards, with completion scheduled for later this year.

Since Tranquility arrived at Macduff, the burnt-out galley, cabin and wheelhouse, which bore the brunt of the accelerant-fuelled fire, have been stripped back to the bare hull in preparation for totally renewing the accommodation areas.



The new transom stern section being welded onto the former Peterhead seine-netter Tranquility at Macduff.