

# Seafood

NEW ZEALAND



**Cover: Future proofed Ocean Dawn on the horizon p 26**

**Our grey planes – the seafarer's guardian angel p 34**

**Wellington's Seaview Marina service hub p 14**



# Your biggest catch could be your worst nightmare

**On the sea floor of Cook Strait, 350,000-volt power cables and fibre optic cables link the North and South Islands, delivering essential electricity and communication to households and businesses throughout New Zealand.**

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Don't take chances. Refer to the publication Cook Strait Submarine Cable Protection Zone. This is located on the Transpower website [www.transpower.co.nz](http://www.transpower.co.nz)

Alternatively contact 0800 THE GRID or 0800 843 4743.

## Catch fish... not cables

**TRANSPOWER**

**FEATURES**

- 14** Wellington's Seaview Marina service hub
- 18** Harry Tate's Navy - No work more vital, no work better done
- 26** Cover: Future proofed Ocean Dawn on the horizon

**COVER STORY****26****14**

- 34** Our grey planes – the seafarer's guardian angel

**REGULARS**

- 06** News Briefs
- 20** Salt of the Ocean: Fisheries scientist 'still learning at 85'
- 32** Event: Festivals showcase iconic New Zealand seafood
- 32** Recipe

**32****20****34**

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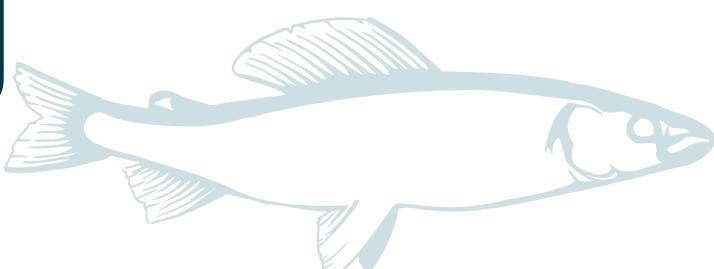
# From the Chief Executive



Retired skipper Mike Connolly recently sent a picture of him doing what he does best – catching fish. He was holding two large snapper he had caught from his launch in Tasman Bay. Newly appointed New Zealand Herald editor Murray Kirkness had similar snapper success last month in the Hauraki Gulf and also provided pictures. There is ample evidence, not least the huge number of recreational craft on the water, that the snapper fishery in Tasman Bay's warm waters is in good heart.

The Hauraki Gulf is remarkably resilient as well although the recreational fishing pressure continues to expand along with the population. The rec catch, thought to be at least as much as commercial, is the missing piece in the Quota Management System mosaic. That led Sanford head Volker Kuntzsch to challenge the recreational sector to report its catch if the commercial sector is to move further out. With the arrival of the warmer weather, in theory anyway, and the summer holidays, our inshore fisheries are under pressure. The commercial sector, increasingly aware of social licence in a shared fishery, is working to lower its profile at this time and compromise where possible. Our fisheries are sustainable, although there is the significant gap in reporting, and there should be enough for everyone. The industry is also committed to reducing the impacts of fishing. Seabird Smart award winners are profiled in this issue, as is a new seabird mitigation device being installed as part of Sealord's Ocean Dawn upgrade. And we also detail AFL and Sanford fleet upgrades.

**Tim Pankhurst**  
**Chief Executive**



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# Our contributors



## Fiona Terry

Fiona Terry has been a feature and travel writer for over 25 years, the last nine of which have been based in sunny Nelson.

Working with photographer husband Tim Cuff, the pair also work for a number of other national publications, including North & South, AA Directions, NZ Listener, the Herald on Sunday, and New Zealand Geographic.

Prior to emigrating to New Zealand from the UK in 2006, Fiona was a regular contributor for the Business section of the Sunday Times, as well as The Times, The Independent on Sunday, the Independent, The Great Outdoors, Trail and a number of weekly magazines.



## Nici Gibbs

Nici's company Fathom Consulting Ltd specialises in strategic policy, industry development, environmental policy and natural resource management, with a strong focus on the marine environment. Nici recently spent 12 years as Policy Manager for the New Zealand seafood industry and has worked extensively on all aspects of fisheries and aquaculture policy, legislation and management. Prior to that, she held senior government policy advisory positions in the natural resources sector.

Nici has a particular interest in working at the interface between government policy and those who are affected by policy and regulation. Her extensive experience in central government, regional government and industry sectors has provided a platform to work collaboratively to develop and implement solutions that make sense for both policy makers and end users.



## Rob Tipa

Rob Tipa is a freelance journalist based in Portobello on Otago Peninsula.

He trained as a journalist at the *Otago Daily Times* in the 1970s and since then has worked for a number of different metropolitan and community newspapers around the South Island as a reporter, sub-editor, feature writer and editor.

He is a regular columnist and contributor to Ngai Tahu's *Te Karaka* magazine, and is an agricultural writer and feature writer for a number of rural newspapers, magazines and university publications.

"I guess I've always worked around the fringes of primary industry covering farming, forestry, fishing and the environment from all angles," he says. "I really enjoy meeting fascinating people who make their living from the land and sea and never tire of sharing their stories with readers."



## Tim Findley

Tim Findley has been a regular contributor to the magazine since the early 1980s when it was called Professional Fishing. Tim, a retired transmission engineer, specialising in marine propellers, is a former head of Henleys Propellers. Retirement has allowed Tim and his wife Elaine to "roam some of the seven seas" indulging in his hobby of wreck diving. He says his ocean sailing background allows an appreciation of, and great respect for, all those who do business on "great waters".



# YELLOW BRICK ROAD WINDS TO KONO NEW ZEALAND

*Sai Raje*

**Congratulations to seafood entrepreneur Rachel Taulelei (Ngati Raukawa, Ngata Koata and Ngati Rarua), who has been appointed CEO of Kono NZ.**

Kono NZ has also bought Yellow Brick Road, the seafood distribution company that Taulelei founded in 2006. Owned by Wakatu Incorporation in Nelson, Kono NZ is an export food and beverage business that harvests, processes and markets seafood, wine, cider, apples, pears, kiwifruit, hops and natural fruit bars.

Taulelei took charge at Kono NZ in November and will be dividing her time between Wellington and Nelson.

Her work with Yellow Brick Road has focused on sourcing sustainable, ethical seafood, ensuring fish are landed live, ike-jime killed, placed into slurry,

packed, and processed, before ending up at restaurants within 24-36 hours of leaving the boat. The company won the New Zealand Restaurant Association's 2009 Innovator Award, and Wellington Gold Award's 2010 Emerging Gold.

Taulelei was also the 2012 winner of the Sir Peter Blake Leadership Award and a finalist in the 2010 Veuve Clicquot Business Woman of the Year Awards and 2013 Women of Influence Awards.

Taulelei says Yellow Brick Road has found a perfect home in Kono, with immense opportunity to innovate and collaborate with like-minded specialty seafood companies.

"I feel like we're on the cusp of something really special. We'll continue to work on ensuring authentic stories are told about the hard work of our fishermen, that chefs appreciate true sustainability and the role they play, and

that we create value for what's a jewel in our nation's primary sector crown.

"We're a world class producer of food and beverages in New Zealand and Yellow Brick Road loves telling that story. It's a privilege."

The early months, she says, will be spent listening to the team and to the market.

"What I do know is that as a Maori company we're hardwired to move collectively, so excellence is a team effort." 

Above: Yellow Brick Road founder Rachel Taulelei has been appointed CEO at Kono NZ.  
**Image** Rachel Taulelei.



## THE FISHES OF NEW ZEALAND IN PRINT

**Following decades of scientific work by Te Papa scientists in partnership with NIWA, Te Papa Press has launched its landmark research project, *The Fishes of New Zealand*.**

Edited by Clive Roberts, Andrew Stewart, and Carl Struthers, *The Fishes of New Zealand* is the first attempt to comprehensively catalogue New Zealand's ichthyofauna since the nineteenth century.

"This work is a scientific achievement of national and international significance, and sets a new benchmark in scientific publishing in New Zealand," says Te Papa Chief Executive Rick Ellis.

"*The Fishes of New Zealand* reflects the best of New Zealand science, in a field where New Zealand leads the world. It will become the standard reference guide, recognised and referred to around the globe, and is a true testament to the research work that

goes on within Te Papa."

*"The Fishes of New Zealand"* reveals the history, diversity, and biogeography of the region's rich freshwater, coastal and oceanic fish life across New Zealand's vast aquatic environments. The scientific work provides baseline information that is crucial to the good stewardship of New Zealand's marine realm, one of our most important natural assets, and the sustainable use of our fisheries.

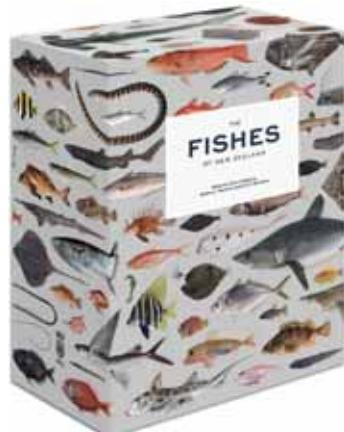
"The significance of this hugely important publication can't be underestimated. It substantially advances our knowledge and understanding of the extraordinary range of fishes found in New Zealand waters," says NIWA Chief Executive John Morgan.

"Research begins with accurate identification. Armed with the kind of information these volumes provide,

scientists can undertake research that better equips us to manage the vast biodiversity of our marine resource."

"NIWA is proud to be a part of this important collaborative publishing achievement, and I congratulate the authors, editors and publishers on an outstanding publication," he says.

Featuring diagnostic, taxonomic, distribution and biological detail of each fish species, the work is also accompanied by richly produced photographs, maps, and hand-drawn illustrations. 



# WHAT IT MEANS TO BE MSC CERTIFIED?

*Seventy per cent of New Zealand's deep water species are either Marine Stewardship Council (MSC) certified or undergoing formal assessment. MSC's Meredith Epp explains the process for certification:*

**In the often confusing world of sustainable seafood and fisheries, the Marine Stewardship Council (MSC) Standard assesses the complex, scientific research on fisheries then puts it into a simple easy to recognise message for consumers. Our vision is to keep the world's oceans teeming with life, and seafood supplies safeguarded for this and future generations.**

The MSC is an international, independent non-profit organisation which sets a science based standard for wild-capture sustainable fishing. To obtain MSC certification a fishery must be assessed by a third-party, independent, accredited auditor.

MSC's standard is based on three core principles:

1. The population of fish is healthy and robust
2. The impact on the marine ecosystem is reduced (habitat and other marine animals)
3. The fishery is well managed

Once a fishery enters into full MSC assessment it takes about 12-18 months for the third party auditors to complete their assessment. Throughout the process the fishery is scored on 28 different performance indicators falling underneath the three core principles. To achieve MSC certification the fishery must achieve at least a score of 60 on each of the performance indicators, with an overall average above 80 for each principle. Time bound conditions will be put in place on fisheries that fall between a 60-80 score on certain performance indicators. The fishery will need to meet these in order to continue certification.

Once a certifier has made their decision on the fishery, the report

is subject to further independent peer review to make sure the report is consistent with the latest dynamic science in fisheries management. Stakeholder consultation is also a very important part of the MSC process with input from other scientists, fishery managers, seafood processors, government, community members, and conservationists encouraged during the public comment draft report.

Certification of a fishery lasts for up to five years with annual surveillance audits and with the opportunity for an expedited audit at any time if an issue of concern arises. During surveillance audits certification bodies will ensure that fisheries are on track to meet any conditions that have been set in place. After five years the fishery can be re-certified following re-assessment.

## International Credibility

MSC certification rewards seafood producers who operate sustainable fisheries. The MSC standard was developed in line with ISEAL's Codes of Good Practice, meeting the requirements for inclusive and transparent standard setting. The MSC also offers the only wild capture seafood certification and eco-labelling programme consistent with the UN FAO Code of Conduct for Responsible Fishing and Guidelines for the Eco-labelling of Fish and Fishery Products from Marine Capture Fisheries.

## Transformation of the Toothfish

Back in 2004, there was so much concern over the health of Antarctic and Patagonian toothfish (or Chilean Sea Bass) international campaigns were launched asking chefs and consumers to "Pass on Chilean Seabass." Fast forward 11 years and much has changed for this fishery located in cold Southern Ocean

waters. Antarctic toothfish can live up to 24 years, grow up to two metres and previously faced strong illegal fishing pressure.

In the past, illegal fishing for toothfish by unregulated vessels threatened the sustainability of fish stocks and undermined the livelihoods of fishing communities. The Antarctic toothfish fishery was MSC certified in 2010, and is managed by the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR). All vessels operating in the area must comply with CCAMLR and individual flag state requirements. Management rules and practices closely follow precautionary and ecosystem-based principles.

Many advancements have been made to the fishery as part of the MSC certification process including strict harvest control rules, annual stock assessments, mandatory observation of fishing activities and controls on gear to avoid by-catch of seabirds are just some of the practical outcomes of that approach.

Today 70 per cent of the total global catch of toothfish is certified to the MSC standard for sustainable fishing. Monterey Bay Aquarium Seafood Watch rates MSC certified toothfish as a "Best Choice." Through industry initiative, collaboration and forward thinking, we no longer need "pass on Chilean Seabass" but can be assured that this fishery meets the gold standard for sustainable seafood in the world. ☺



Above: Antarctic toothfish.

Top: Best Choice-Toothfish.

# CHANGES TO TRANSITIONING INTO SEACERT – SEAFARERS URGED TO REGISTER

**In response to continued dialogue with the New Zealand Federation of Commercial Fishermen and other industry queries, Maritime NZ is urgently considering whether rule changes are necessary to ease the transition into SeaCert, particularly for seafarers holding older and legacy certificates.**

It is a an extremely pragmatic approach to an issue that was never anticipated with the introduction of SeaCert and quite rightly accommodates the needs of our existing catching sector, says federation president Doug Saunders-Loder.

"This is truly appreciated by all of those that are affected and is testament to a strong working relationship and improved communication between MNZ and the federation," says Saunders-Loder.

Certificate holders will fall in one of three categories. They will either:

- Continue to transition as normal
- Delay their transition for a few months (by which stage we will have clarity on any changes to transition) or
- Take no action now – certificates will be transitioned when you apply for renewal.

The Maritime NZ website sets out which certificates fit in each category at: [www.maritimenz.govt/legacy](http://www.maritimenz.govt/legacy)

Holders of older and legacy certificates are asked to register with Maritime NZ as soon as possible so a database can be built up while transition options are being finalised.

The older and legacy certificates are:

- Skipper Coastal Fishing Boat
- Master Small Home Trade
- Commercial Launch Master
- Inshore Fishing Skipper
- Local Launchman's Licence
- Master Restricted Limit Launch
- Second Class Diesel Trawler Engineer
- Master River Ship
- Master River Ship Holding Engineering
- Qualified Deck Hand
- Mate of a Deep Sea Fishing Boat
- Certified Deck Hand
- Advanced Deck Hand
- Mate Home Trade
- Skipper of a Deep Sea Fishing Boat
- Powered Vessels other than Steam
- Master of a Foreign Going Fishing Boat
- Engineer Restricted Limits Motor Ship
- Second Class Coastal Motor

- Marine Engine Watch Keeper
- Marine Engineer Class 3 (issued prior to 1999 under the Shipping and Seaman Act)
- River Engineer
- Engineer Local Motor Ship
- Third Class Steam
- First Class Coastal Motor
- First Class Diesel Trawler
- Chief Tug Engineer
- Engineer Local Ship
- Inshore Launch Master
- Second Class Motor Engineer
- Second Class Steam and Motor Engineer
- Second Class Steam Engineer
- Third Class Motor Engineer
- Third Class Steam and Motor Engineer
- Qualified Fishing Deck Hand

Seafarers can register online via the Maritime NZ website, or:  
E-mail: [legacy@maritimenz.govt.nz](mailto:legacy@maritimenz.govt.nz)  
Phone: call Julieann on (04) 494 1559 or  
Visit your local Maritime NZ office and talk to a Maritime Officer.

Seafarers will need to provide: name, date of birth, certificate(s) they hold and their issue date(s), their activity with these certificates, as well as any additional comments they may have. ☰

## BOOST FOR BAY OF PLENTY AQUACULTURE GROWTH

**The Government is putting up to \$3 million towards a major harbour development project in the Eastern Bay of Plenty, as it launches an economic action plan for the wider region.**

The plan is off the back of the Toi Moana Bay of Plenty Regional Growth Study, an independent report published

earlier this year, which identified a range of opportunities for growth.

"The Opotiki Harbour project is an exciting, community-led strategy to revitalise the economy of the Eastern Bay of Plenty through the development of aquaculture, related industries and most importantly jobs," Economic Development Minister Steven Joyce

said when he announced the project.

"It aims to create a year-round navigable harbour entrance, and construct a new commercial wharf which will support a range of industries, including processing facilities for the 3800ha offshore marine farm," he said.



# Congratulations Department of Conservation

The largest fleet – 84 vessels –  
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"MOSS has brought greater clarity and accountability in managing the department's vessel fleet. It provides an excellent platform from which DOC can continue to build on maritime safety."

**Mike Slater**  
DOC Deputy Director-General  
of Operations

Maritime NZ General Manager of Maritime Standards, Sharyn Forsyth, with Department of Conservation Kapiti-Wellington Operations Manager Rob Stone.

Book your FREE visit and get expert advice from your local maritime officer

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# CALL FOR HELP WITH WORKPLACE LITERACY

*Mike Styles, National Literacy and Numeracy Advisor, Primary ITO*

**At least four per cent of the New Zealand population cannot read this publication. That percentage is confirmed by repeated international surveys. A similar percentage will not have the numeracy skills to complete a tax return or confidently manage their daily finances.**

The official United Nations figures state that the New Zealand literacy rate is 99 per cent, but that refers to the ability to read and write one's own name. The 40 per cent figure refers to the literacy and numeracy skills to perform in the workforce. In the New Zealand workforce that means that 880,000 people will not be fully efficient and productive. This figure is even worse for the primary sector – 50 per cent of the primary industry workforce struggles with literacy.

This problem is so large that conventional government funding programmes will make only token progress.

However, this is a problem that can be solved. Unlike so many of the big factors that limit New Zealand's potential to advance our economic and social development the solution to low literacy and numeracy is in our own hands, and it does not need to be overly

expensive. International commodity prices and currency exchange rates are beyond our control, but there are abundant human resources to address this issue.

We know that the best way to address adult literacy and numeracy deficits is in the context of the workplace. We know that many of those with literacy and numeracy deficits suffer from low confidence and motivation – borne of repeated failure. A human intervention is the best way to address this.

There is an unprecedented opportunity to make a difference to the nation's foundation skill levels. In New Zealand, the baby boomers are reaching retirement or semi-retirement in large numbers. They represent a human resource that can be used to significantly improve adult foundation skills.

Primary ITO is proud of its volunteer mentor scheme that aims to support the next generation to succeed in the primary industries.

"Our mentoring scheme is an initiative to support trainees through their qualifications," says Marianne Farrell, Primary ITO National Literacy and Numeracy Coordinator and

brainchild behind the innovative venture. "Some trainees have literacy and numeracy issues, while others struggle with motivation and organisational skills. We know that having a mentor does make all the difference."

## Your chance to give back

We're looking for mentors across the seafood sectors so get involved today. Please note that as a mentor, you don't need to be a grammar or mathematics expert—the most important skill is empathy and the most important contribution is time. You'll work with our trainees in both a one-on-one capacity and in a study group situation.

We will train you to do the best job you can. Volunteer mentors attend a free one-day training workshop. You will be reimbursed for your costs.

**Talk to us today about becoming a Primary ITO mentor. Call us anytime on 0800 20 80 20 or visit [www.primaryito.ac.nz/mentor](http://www.primaryito.ac.nz/mentor)**



# NEW SYSTEM TO SPEED UP RESCUES

**Distress calls from vessels at sea in New Zealand's 30 million square kilometre search and rescue region will be picked up much faster with a new joint Australia/New Zealand search and rescue satellite receiving system.**

Construction has been completed on a new search and rescue satellite

receiving station between Taupo and Rotorua, part of a joint project between Maritime NZ and the Australian Maritime Safety Authority, whose SAR region covers nearly 53 million square kilometres.

The new site and a similar receiving station in Western Australia are being developed ahead of the introduction of

a global system of new generation of medium-Earth orbit search and rescue (MEOSAR) satellites that will replace the current low-Earth (LEOSAR) satellites in 2017.

After testing, the New Zealand site is likely to be operational in mid-2016.



## MARINE FARMING INDUSTRY CLEANS UP ACROSS TOP OF SOUTH

**Marine farmers across the top of the South have been gearing up for their annual Big Day Out beach clean-up this month (December).**

Around 50 people and 10 vessels were expected to take part.

Volunteers made up of the Marine Farming Association (MFA) members and marine farming companies donate their time, vessels and equipment to the annual event, which supplements ongoing environmental activities including other rubbish collection activities in allocated areas.

One of these is the annual Farewell Spit clean-up during winter which

picked up 280kg of rubbish and 57 mussel floats from the beaches lining the northern most tip of the South Island. Debris from Australia and other countries make up part of the haul, collected over several days with much of the work done on foot.

Darren Clarke is one of two "Environment Mentors" employed by MFA; he works in Golden/Tasman bays and d'Urville Island. He is not a marine farmer but was approached for the role by Kris Solly and Jonathan Large from the MFA Environment Committee.

Clarke says the first Farewell Spit clean-up four years ago saw 700kg of rubbish and 120 floats collected, so it

was heartening to see the reduction.

He works closely with DOC on the Farewell Spit exercise and works around another 30 days a year as part of MFA's Environment programme. This includes random checks on mussel industry vessels to see if they comply with MFA standards including carrying rubbish bags/bins and scoop nets to pick up anything dropped in the water.

"The marine farming companies have really come on board. They do a heck of a lot themselves," says Clarke. 

Above: Farewell to this rubbish – MFA Environment Mentor Darren Clarke with the clean-up haul.



### Sunderland Marine

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## INDUSTRY ADDING VALUE TO STUDENTS' ACHIEVEMENT

*Debbie Hannan*

**Hohepa Rauputu of Aotearoa Fisheries (AFL) has taken the New Zealand sustainable seafood story into the classroom at Otorohanga College in the Waikato, helping students meet their academic goals.**

Rauputu, logistics and transport co-ordinator for AFL in Auckland hails from the Otorohanga area, spent time in September with year 10 social studies students talking about the seafood industry and its commitment to sustainability.

The invitation for Rauputu to visit the school stems from the nationwide seafood-based education programme commissioned by Seafood New Zealand and delivered by the Ministry of Done, which specialises in developing classroom resources.

"We were learning about sustainability and marine resources, with a particular focus on issues we are facing in New Zealand, and how these issues are being mitigated and addressed," explains teacher Jay Warren.

"This was where Hohepa was brilliant. In this lesson the students gained the primary data to support their assessment on the topic of contemporary sustainability issues. Without this primary data students would have been unable to achieve at Excellence level so this was massive for them."

"Hohepa was amazing."

Rauputu's visit followed a visit earlier in the week to the college's level two food technology class by Petrina Taua-Hunt and Anthony Hawkins from

Hamilton's Seafood Bazaar who took with them some snapper, gurnard and warehou and filleting equipment.

Hawkins, a fish filletter, demonstrated his craft and then guided students as they filleted fish for themselves.

Taua-Hunt, Seafood Bazaar's shop manager, was struck by the diverse range of knowledge of, and experience working with, seafood.

"We gave them boards and knives to work with. It was great seeing them leave the classroom with more confidence and knowing more. They were just awesome," she says.

"That was a really valuable experience for that class as they learned how to fillet three kinds of fish. They also got the opportunity to cook it three ways – raw fish salad, deep fried and pan fried," says Warren.

"It was really great for them as they don't get to work with seafood due to its cost and our inland location," says Warren.

While the school is inland, it has a close connection with the sea as its hostel students are "coast kids."

"As a school we are closely affiliated with the coast. Our location might be some distance from the ocean, but we hold it dear and close as we recognise the importance of the ocean, culturally, socially and of course economically."

"This partnership we are developing with Seafood New Zealand is highlighting this for our students, and showing them career pathways in the industry."

Warren was previously at Hamilton's Melville High where he organised similar industry interactions with students before moving to Otorohanga College earlier this year. ☺

# An ocean of possibility awaits

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TANGAROA ARARAU



Left: The crowds gather to watch filleters at work in this year's competition.

Below: This year's winner Supeli Tongotongo with Primary ITO Chief Executive Mark Jeffries.



## KNIVES SHARPENED FOR FILLETING COMPETITION

**The Golden Knife National Fish Filleting Competition is on again at the Auckland Seafood Festival on Monday, February 1, 2016.**

A perennial crowd favourite, the Golden Knife Competition showcases highly skilled seafood industry knife hands as they compete for the winners' trophy, a name shield on the statue Tangaroa and a cash first prize.

Supeli Tongotongo from Auckland Fish Auction took out this year's competition.

"I was really happy when I won. There is a lot of pride at stake in this competition."

"It has given me a boost and a profile in the seafood industry. Sometimes I will go into a seafood shop and see my name and photo there; it's good to be the champ!" Tongotongo says.

Judging of the competition is based on quality, yield and each entrant's speed of cutting 10kg of whole fish.

Competitors must be employed in the New Zealand seafood industry and nominated by a seafood company to take part in the competition.

Tongotongo encourages everyone to enter. "Give it a go, enjoy it, it's good to get up in front of the crowd and show the general public the skill involved in this type of work."

So if you have what it takes to cut through the opposition and claim the title of the best fish fillet in New Zealand, please contact Daniel Edmonds at Primary ITO daniel.edmonds@primaryito.ac.nz

Places are limited. ●



Above: The heat was on at this year's competition.

Below: Up close with the fine art of filleting at this year's competition.





# Wellington's Seaview Marina – a marine service centre hub

*Debbie Hannon*

**It started with the concept of single large shed where boat owners could get their boats undercover in the challenging Wellington climate.**

Very quickly the interest blossomed and the design ended in a 2000m<sup>2</sup> purpose designed building providing 12 tenancies to create a marine hub at Wellington's Seaview Marina.

On first glance as you drive around Wellington's Eastern Bays it looks like your typical pleasure/sailing craft marina.

But go through the gates, or Gate 4, to be precise and you enter a marine service centre hub where commercial and pleasure boats from as far afield as the Chathams come for their haul-outs.

"First we built the 'shed' – a large multipurpose tilt slab building, and then the business followed," says Seaview Marina CEO Alan McLellan.

That was just over five years ago and first to set up shop in the shed were Strait Marine Parts and Services and Burnsco Marine and Leisure. These two businesses provided the cornerstone of

a very successful marine services hub, says McLellan.

Strait Marine has worked on Chatham Island vessels at Seaview and at the Chathams and at Seaview on vessels from the wider Wellington/Wairarapa region up to Ngawi.

The company offers new motor installs, rebuilds "any work from motors to shafts and steering," says owner operator Phil Trowbridge.

They were attracted to the marina because of its travel lift and secure premises, he says.

Boat builder Russell Smith sailed into the marina six years ago from Nelson on his 12 metre (40-foot) Wharram yacht *Taawera* to help out a mate with his yacht with the intention of staying three weeks but has never left. Once he helped out his mate the word got around, he had six to eight jobs booked in and it's been the same ever since, says Smith. He set up shop in the "shed" four years ago.

It's the perfect set-up for Smith who has been in the boat building trade for

51 years. It's just a short stroll to work from his home on the *Taawera* to work in the "shed".

"I've never looked back" says Smith, who enjoys the work and the community around the marina.

Seaview Marina is a publicly-owned facility run for the Hutt City Council as Seaview Marina Ltd.

Situated at the north-east end of Wellington Harbour, the marina has around 317 marina berths allowing berthing of boats up to 20m in length, 18 pole moorings and 248 trailer parks.

The boatyard can have up to an additional 30 vessels at any one time, including commercial fishing vessels.

The marina management itself doesn't provide marine services, but provides the facilities onsite and other trade services to work on the vessels.

It has a 50-tonne marine travel lift, a large paint shop, shed for hire for undercover work and a secure concrete yard with waste containment and drainage.

The marina has been increasingly popular over the past four years with Chatham Islands vessel owners for maintenance and survey work.

Floyd Prendeville, whose vessel was at the marina for work in October, says the voyage from the Chathams is worth it.

"I bought my vessel *Star Keys II* in Picton in 2013 and was originally going to get annual services done there but due to heavy bookings around the time of my survey I couldn't get a time frame to suit. What I could do? I stepped Ian Burgess from Wellington Provedoring who told me about Seaview Marina.

"I packed up my vessel late September 2014 with my crew Ronny Brown with his Coastal ticket (a requirement for relocation voyages from the Chathams to NZ is a commercial launch masters ticket, Coastal launch masters ticket, a second class engineers ticket and a third watch if needed) Tyson Kamo and Jason Seymour (deck hands) myself at the wheel and headed off to Wellington and this place called Seaview. The voyage took 42 hours at a constant speed of 12 knots.

"The process upon arrival was smooth and professional, Mike Croft (hardstand supervisor) greeted us like a head concierge would a guest at a five star hotel. My vessel was shown to its birth where water and power were provided until such time as the travel lift was to be available for the next stage of my stay.

"The travel lift was another simple process, lifted, moved to location of choice and placed.

"Enter Jim Carey, an experienced boat builder out of Picton (who has built five GoP boats for the Chathams) and Mike Eastlake did all my engineering requirements. Both regulars working at Seaview Marina.

"This year requires a full survey into MOSS, a new era with a few more requirements on safety and bookwork. *Star Keys II* is a dual operational vessel as a charter and commercial Dive vessel, hand gathering crayfish for Grant Absalom out of Port Nich Fisheries and paua for Ocean Ranch....'a full licking' is the call this year and after a successful



transition in 2014, Seaview was the place to go.

"Three Chatham Islands vessels were here at the beginning of 2015 for survey and repairs with one of the vessels staying to crayfish in the Palliser Bay area and the owner getting another from Australia and having work done on her at Seaview before going to the Chathams."

Prendeville says he would be happy to leave the vessel "in capable hands" at the marina and fly home while the work's done, but chooses to stay and help so he can get the boat back in the water and get back diving as quick as possible.

The marina's proximity to marine service businesses is a big plus, he says.

"Everything is available and if it isn't, then it's close by." ☺

Opposite page: Seaview Marina CEO Alan McLellan.

Top: Top:Floyd Prendeville with his vessel *Star Keys II* at the Seaview Marina for maintenance and survey "the full lick".

Above: Veteran boat builder Russell Smith in his workshop at the Seaview Marina working on a personal project to build a replica of the last rowing skiff at Christchurch's historic Antigua boat sheds. Smith copied the lines from the original skiff in 1963 and has taken the project off the backburner to build the cedar on elm replica at his Seaview Marina workshop. He plans to ply local rivers with her.

**Images** Debbie Hannan.

# Quota is a property right

Nici Gibbs

**While many in the fishing industry take it for granted that quota (individual transferable quota or ITQ) is a property right, this insight is not always well understood outside the industry. How many times have you heard someone say something like "quota isn't private property, it's just a harvest right"? In a recent example, advice from unnamed officials on the Kermadec Ocean Sanctuary asserts that "quota is not a property right" and that no compensation should be paid to affected quota owners.**

Misunderstandings of this type arise because of the tendency to think about property rights in terms of the ownership of physical property, such as land or a fishing vessel. However, economists recognise that property rights are not a "yes/no" concept but instead exist on a spectrum, ranging from rights with well-defined property characteristics to those which are less well defined. Economists describe property rights as "bundles of entitlements" providing a multitude of rights and duties such as rights to consume, obtain income from, and alienate resources. Quota provides its owner with specific entitlements including rights to harvest and obtain income from fisheries resources. ITQ may be a relatively new type of property right compared to land and operational assets, but it nevertheless has strong and well defined property characteristics in that it is perpetual, tradable and divisible.

It's not just economists who define ITQ as a property right. In a 2003 ruling, the Inland Revenue Department investigated whether fishing quota was a usufruct right, the sale of goods coupled with a licence, or a profit à prendre and concluded that it could not be categorised as any of these types of rights. Instead, IRD ruled that "*Fishing*

*quota has to be regarded as a unique property right, with its characteristics determined from the provisions of the fishing legislation*".<sup>1</sup> Banks also recognise that quota is a mortgageable asset.

The New Zealand courts have consistently acknowledged that ITQ is a property right. For example, in a 1989 case, Justice McGechan found that "*ITQ are effectively a private property right, valuable and tradeable, entitling holders to fish*".<sup>2</sup>

In an often-cited 1997 ruling, Justice Tipping wrote that "*While quota are undoubtedly a species of property and a valuable one at that, the rights inherent in that property are not absolute. They are subject to the provisions or the legislation establishing them. That legislation contains the capacity for quota to be reduced. If such reduction is otherwise lawfully made, the fact that quota are a "property right" to use the appellant's expression, cannot save them from reduction. That would be to deny an incident integral to the property concerned*".<sup>3</sup> In this ruling, the judge makes the important point that ITQ rights are not absolute. In this respect, ITQ is no different from other forms of property right. Even ownership of physical property such as land or a fishing vessel is rarely, if ever, absolute. All property rights are restricted by laws, regulations, or custom to protect other peoples' property (e.g., criminal laws), health and safety (e.g., speed limits), or

sensibilities (e.g., cruelty to animals).

It follows that properly made management decisions can reduce quota owners' ability to exercise their property rights – for instance through a reduction in the Total Allowable Commercial Catch or the establishment of a marine protected area. The courts have cautioned that even though lawfully made decisions can attenuate ITQ rights, such decisions should not be taken lightly or else the policy intent of the Quota Management System will be undermined.

For example, in the 1989 case cited above, Justice McGechan observed that "*the object behind this scheme [i.e., the QMS] seems clearly enough to create a stable regime under which stocks of commercial fish species are conserved and under which commercial fishermen have stable and recognised rights to fish on a basis on which they can plan and make the considerable financial commitments which this industry requires. It is not a scheme set up to be dismantled or tinkered with by a Minister as a matter of whim.*" Later in the same judgement he concludes that "*...regulations cannot be made under [the Fisheries Act] which goes so far as to render ineffective rights enjoyed under the QMS by ITQ holders. Parliament did not intend to give with the one hand, and then take away with the other. The property element inherent in the ITQ is to be given proper recognition, but subject to that [the Act's] regulation making power can go as far as may be necessary for proper marine conservation purposes...*"

A few years later in the "snapper case", Justice McGechan expanded on the circumstances in which ITQ rights may or may not be legitimately attenuated. He observed "*It is clear Maori negotiators in 1992 were aware that ITQ held by the [Treaty of Waitangi Fisheries] Commission, and further ITQ*

<sup>1</sup> IRD public ruling – BR Pub 03/08 (emphasis added). Usufruct rights and profit à prendre are types of rights where one individual is entitled to share or use the property of another.

<sup>2</sup> Sanford (South Island) Limited and Others v Minister of Fisheries and Others (unreported, CP3/89, 10 November 1989, Wellington, McGechan J) (emphasis added)

<sup>3</sup> New Zealand Fishing Industry Association (Inc) v Minister of Fisheries (unreported, CA 82/97, 22 July 1997, Wellington) (emphasis added)

*to be received by the Commission and Maori, would be subject to reduction along with the TACC on biological grounds. Likewise, it might be increased. That risk and potential benefit, were known and accepted. I accept Maori did not envisage, or accept, that TACC and quota might be reduced simply to enable a greater recreational allocation of the resource. It is highly unlikely Maori would have agreed to surrender Treaty rights for the better gratification of Auckland boatmen. The thought did*

*not cross the tangata whenua mind.”<sup>4</sup>*

Underpinning these judgements is an understanding that property rights are not just an end in themselves (or a mechanism to generate wealth for the owner), but an important tool in the management of natural resources. In the case of fishing quota, property rights help achieve broader societal objectives such as ensuring the sustainability of

fish stocks and implementing Treaty obligations. That's why it's important to get past simplistic arguments that “ITQ are not property rights” and instead focus on making sure that the broader objectives of the QMS can continue to be achieved. 

4 New Zealand Fishing Industry (Inc) v Minister of Fisheries (CA 82/97, 22 July 1997), McGechan J



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# Harry Tate's Navy - No work more vital, no work better done.

*On the 70th anniversary of the end of World War 2 Chris Carey reports on the lesser known, but important role that fishermen played in ending the war.*

**Skimming across the North Sea at wave height the Focke-Wulf 190 spotted the trawler. Defenceless, the skipper cut his gear free, rung-on for full ahead and going hard-over tried to avoid the cannon shells tearing through his vessel. Dead in the water and sinking the surviving crew took to the lifeboat.**

Such was the fate of many of Britain's depleted fishing fleet.

With Kiwis attending dawn services in ever increasing numbers the role the merchant service played is often overshadowed by that of the armed forces; so too the sacrifices made by fishermen of the Royal Naval Patrol Service (RNPS).

Convoy duty, minesweeping or anti-submarine work, the RNPS fought in all theatres of the war from the Arctic to Africa, Norway to the Mediterranean and the Atlantic to the Far East, but for the most part they kept the British Coast clear of mines wreaking havoc with the merchant fleet.

From September 1939 through to VE Day in 1945 over 250 trawlers were lost in action and while the exact number of fishermen lost may never be known, this material loss pales into insignificance when compared to the 17,385 RNPS personnel killed during WW2.

So how did this all come about?

Following visits to a number of East Coast ports in 1907, Admiral Lord Charles Beresford, the Commander-in-Chief of the Home Fleet, on recognising the threat mine warfare posed during times of conflict, recommended the use of steam trawlers for minesweeping operations to maintain control of seaward approaches to major harbours arguing that the fleets would become inactive as fishing grounds became war zones. It also freed up warships for

other, more appropriate, duties.

"Accustomed to using them" Admiral Beresford reasoned that the fishermen could operate effectively without further instruction considering them more skilled than naval ratings when handling the winches and warps required for sweeping. Besides, no one knew these waters as well as they did.

The Admiralty's appetite for trawlers was considerable; over 1000 English and Welsh trawlers and steam drifters were given the prefix HMT (His Majesty's Trawler) and requisitioned for naval service. The Skippers who displayed "*no regard for regular Navy discipline*" were given the rank of Skipper Royal Navy Reserve.

Disbanded at the end of the war, the Admiralty Minesweeping Division WWI returned boats to their owners encouraging the crews to remain in the Royal Naval Reserve.

The Royal Navy maintained a small inventory of trawlers in peacetime, but recognising the need for a skilled minesweeping force as part of a modern navy, commissioned a flotilla of minesweepers, including three trawlers, to train ratings and junior officers. With the majority of the Trawler Section of the Royal Naval Reserve being Reservists, the Royal Naval Patrol Service (RNPS) as it was now called became known as the "*Navy within a Navy*".

With war now a certainty, the Admiralty expanded the minesweeping fleets by purchasing 67 trawlers and ordering a further 20 'Naval' trawlers, purpose built along the lines of a fishing trawler but fitted with one 12-pounder gun (76mm), three or four 20 mm Oerlikon AA guns and 30 depth charges.

Built in 1935, *HMT Basset* became the prototype for nearly 250 military

trawlers built in the following 10 years. *HMT Ailsa Craig* was an example of the Naval trawlers used by the Royal Navy, Royal Canadian Navy and Royal New Zealand Navy during World War II for minesweeping and harbour defence duties.

By September 1939, 140 newly requisitioned trawlers were being fitted out for antisubmarine service and at the outbreak of World War II, every available minesweeper of the Royal Navy and Royal Naval Patrol Service was at her war station.

Under the first Schedule of Reserved Occupations fishermen were reserved from the age of 18, allowing them to continue fishing until "called up".

*HMS Europa*, Lowestoft was the Central Depot and administrative HQ of the RNPS. Fondly known as "*the Sparrow's Nest*", it was responsible for more than 70,000 men and 6,000 boats including trawlers, whalers, drifters, MFVs (Motor Fishing Vessels), MLs (Motor Launches), and later MMS (Motor Minesweepers or '*Mickey Mouses*'), the American produced BYMS (British Yard Mine Sweepers) and other requisitioned vessels.

The out-dated, poorly armed, vessels crewed by fishermen became the object of ridicule often referred to as "*Sparrows*", *Churchill's Pirates*" or "*Harry Tate's Navy*" after a music hall comedian who played the part of an inept, amateurish and clumsy comic failing to come to grips with the technology of the time. However, as the war progressed this nickname very quickly became synonymous with courage.

Making a small torpedo target, antisubmarine trawlers were used to maintain defensive perimeters around convoy assembly areas. While a U-boat might get the better of a single trawler

in a gunnery contest, it would be unable to withstand the combined attack from several. Operating in groups of five, anti-submarine trawlers were armed with a 4" gun, ASDIC and depth charge racks carrying up to 30 depth charges.

Anti-submarine trawlers were also pressed into convoy escort service but, despite their seaworthiness, a maximum speed of 10-12 knots meant they were not ideally suited to this role, being unable to manoeuvre at speed - little hope against the superior speed of a U-boat on the surface.

Grimsby became the largest minesweeper base in Britain; its fleet clearing 34,858 mines from vital sea lanes.

Admiralty demands for vessels stripped the fishing industry to the bone seriously affecting the catching power. By 1941 landings of fresh and frozen fish were down to a third of the pre-war catch.

Except for a narrow strip down the east coast much of the North Sea fishing grounds were placed out of bounds due to mines and enemy action leaving those grounds off Iceland, the Irish Sea, the west coast of Scotland, the Hebrides and the Atlantic coast of Ireland. Fishing was also restricted between the hours of sunrise and sunset.

Fish was not rationed but choice and availability varied greatly. Prices also increased as the war progressed. Scottish cod was four times the price and saithe, previously regarded as inferior, was worth up to 10 times its pre-war value. Realising that to provide incentive for the boats to go out, the government allowed these price hikes but controls were eventually put in place from 1941.

Armed trawlers played an important role with the evacuation from Dunkirk and such. Fishermen also saved a lot of lives at sea rescuing crews from stricken ships as well as from British and enemy aircraft. The bodies of those who didn't survive were picked up by fishermen who received a tragic bounty for the recovery of these unfortunate men.

When Germany invaded a neutral Denmark in 1940 much of the Danish fishing fleet was at sea and rather than

live under the umbrella of occupation chose to sail its ships to British ports offering their services to the British war effort. A small commemorative plaque inscribed with the words of the Hymn "Eternal Father Strong to Save" may not be the largest WWII memorial in the UK but it stands outside the former Danish Consulate at Whitehaven Harbour representing an almost forgotten episode of the war.

French and Dutch fishermen, also choosing not to support the Occupier, sailed their boats to British ports. The French navy made use of trawlers with 480 vessels in service as auxiliary mine sweepers and a further 60 as auxiliary patrol vessels.

Fishing can be a dangerous game and add conflict to the mix and those risks multiply.

Sea mines sunk more fishing vessels than any other weapon and with Germany regarding fishing boats as legitimate targets, nearly two thirds of the English and Welsh trawlers were lost through 1940 and 1941. Scarborough had seven trawlers actively fishing in July 1939; that number reduced to three by December 1943. Of the 191 trawlers fishing out of Hull, only 66 remained by December 1939 and one sole vessel by December 1940. Grimsby's fleet fell from 381 to 66 by December 1942.

The ultimate accolade went to Lieutenant Richard Stannard in command of the trawler *Arab* who, after surviving 24 dive bomb attacks in five days, won the Victoria Cross during the Namsos campaign.

When the conflict was finally over the Prime Minister had this to say:

*"Now that Nazi Germany has been defeated I wish to send you all on behalf of His Majesty's Government a message of thanks and gratitude. The work you do is hard and dangerous. You rarely get and never seek publicity, your only concern is to do your job, and you have done it nobly. You have sailed in many seas and all weathers. This work could not be done without loss, and we mourn all who have died and over 250 ships lost on duty. No work has been more vital than yours: no work has been better done. The Ports were kept open and*

*Britain breathed. The Nation is once again proud of you."*

W S Churchill, Operations

Those serving in the RNPS; they who "have no known grave but the sea" suffered losses far greater than any other branch of the Royal Navy. A unique silver badge worn on the sleeve of the serviceman's uniform was awarded to those who served six months or more in the RNPS. ↗

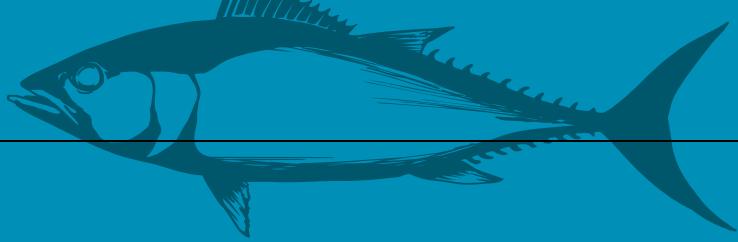


Top: HMT Ailsa Craig T377

Middle: HMT Basset

Bottom: 12 pounder gun.

**Images** Harry's navy.



# Fisheries scientist 'still learning at 85'

**Dunedin fisheries scientist Bob Street (85) reckons he is still learning after close to six decades of research to monitor and improve the state of inshore fisheries around the southern coast of New Zealand.**

## *Rob Tipa*

Marine science is a passion that has intrigued and challenged this lively self-employed fisheries consultant since the 1960s.

He is still actively involved in ongoing research tagging, monitoring and reseeding shellfish stocks years after most people of his age have retired from the work force.

"Fisheries are never finite – conditions are changing all the time," he says.

Over the years he has worked on everything from tracking migration patterns of humpback whales to monitoring growth rates and sustainability of flatfish, rock lobster, paua and oyster fisheries.

In his 70s he was still diving on tanks to observe fish stocks first hand and has a collection of vivid underwater images to support his work.

He recalls one of the low points of his career, diving in 30 metres of water, when he accidentally cut his regulator hose that got snagged in trawl mesh behind him.

Making a free ascent from 30 metres with no air gave him a hell of a fright, he says, but after he caught his breath on deck he put on a spare tank and got back in the water to recover the net.

That attitude sums up the resilience of this seasoned scientist.

Street grew up in the Hutt Valley and completed a science degree at Victoria University before taking up a job as a fisheries inspector in Nelson, Marlborough and Golden Bay for two years.

When a job came up in Dunedin with the Marine Department he moved south, his first job tagging humpback whales in Foveaux Strait as part of a study of their movements during their Southern Ocean migration.

Since then he has always worked closely with fishermen from North Otago to Bluff, Stewart Island to Fiordland. He values their skills to catch and monitor fish stocks and their collective observations of fishery patterns and trends.



In return, colleagues say he has earned respect and a great loyalty among fishermen.

Working for the Department of Agriculture and Fisheries in 1970, Street first learnt of apparently random mass migrations of rock lobsters south along the Otago coast. Normally reclusive creatures, lobsters were on the march directly into ocean currents that flow counter-clockwise around southern coasts.

In September 1970 commercial trawlers fishing for flatfish on the sandy bottom off Otago Peninsula filled their nets with rock lobsters as they trekked south in their thousands. Street and his colleagues tagged and released several hundred and by the end of that season some had been recaptured 240 kilometres further south around Stewart Island.

A similar event occurred in 1993 involving mostly immature females and males of a similar size. Rock lobsters tagged and released at South Cape on Stewart Island were caught up-current as far away as Jackson Bay in South Westland, a distance of 500 kilometres north.

Tagging confirmed what Street had long suspected. While the mass migrations were unpredictable, he believes rock lobsters migrate into the current to mitigate the effects of larval drift, basically an instinct to return to the waters where they were spawned.

"Every year there will be some southerly migration of immature females and similar sized males out of the fishery, but you can't forecast them and it varies in intensity," he says.

Rock lobster larvae have a long larval life of 18 to 20 months, opportunistic drifters that rely on inshore currents to deposit them on a friendly coast with suitable habitat for settlement.

It is one of the longest larval developments of any known marine organism, the larvae transforming several times before making landfall as transparent puerulus



larvae, gradually becoming pigmented as miniature versions of what we know as crayfish.

"If inshore currents bring them in on a sandy beach where there is no cover there will be huge mortality," he says.

Street has been continuously monitoring this larval settlement and recruitment of rock lobsters on the Otago coast since 1986 and the impact this has on the fishery.

He makes simple larval collectors from bunched trawl mesh and suspends them in sheltered waters to encourage puerulus larvae to settle, indicators of settlement and growth rates.

"If you have a few years of poor larval settlement and that coincides with a large migration out of the area, then your fishery is going to be in trouble and that happens periodically," he says. "Conversely if you have good larval settlement year after year at least it will give your fishery some guts."

Rock lobster is the Otago region's most important inshore fishery, worth about \$6 million annually. Street says larval settlement has been reasonable in recent years and last winter was exceptional.

Consequently, he believes the outlook for the fishery is promising. Settlement rates between May and August were very good this winter and similar conditions were likely along the south-east coast of the South Island as far as Stewart Island.

Street sees ocean ranching or reseeding of most shellfish species as little different to agriculture, using science to "give nature a helping hand".

"It's well worth investigating ways and means of trapping more puerulus rock lobster larvae in areas where there is not a good deal of natural shelter and then releasing them in suitable habitats," he says. From his travels overseas, he believes it can be done with any species where larvae settle in a specific environment.

He has also done pilot projects of fisheries enhancement work with paua and oysters.

In pilot trials to reseed paua at Papatowai on the Catlins coast, hatchery-reared paua were successfully established in suitable habitats, proving it could be done "but we have to work out a way of growing seed paua cheaply."

"One of the limiting factors in paua settlement could well be the amount of cover available for larvae," Street says.

If you ask any older fishermen what is happening with shellfish stocks on southern coasts, inevitably they ask: "Have you talked to Bob Street?"

New Zealand Rock Lobster Industry Council executive officer Daryl Sykes has been involved in the fishery since the early 1970s and is well aware of Street's research work since then.

Rock lobsters are now the most valuable commercial fishery species in New Zealand, generating about \$264 million in exports annually.

In the 1990s Sykes recalls the rock lobster management group secured Street's research records and transcribed them on to its database.

"I can't think of any other scientist who has devoted so much of his professional career to field work," Sykes says.

Most scientists did field work and published it but it was Street's passion for the marine environment that drove him rather than any need for recognition, he says.

"His real strength has been his field work and observation," he said. "I would describe him as a hands-on marine biologist and a practical, pragmatic research scientist."

"He has a phenomenal capacity for work, an amazing memory in terms of his recollection of things and a huge passion for what he does."

Sykes says Street volunteered his time and effort to prove to the lobster, paua and oyster industry that there were opportunities to enhance wild stocks through better husbandry and management.

Street's contribution to the rock lobster fishery was recognised with a national award from the Minister of Fisheries in 2001. 🐠

Opposite: Dunedin fisheries scientist Bob Street, who is still actively involved in shellfish research on southern coasts at 85 years of age. **Image** Rob Tipa.

Above Left: Rock lobster puerulus larvae taken from four collectors at Moeraki in July 2015.

Middle: Rock lobster habitat on the North Otago coast with an abundance of marine growth providing initial settlement cover for larvae.

Right: Bunched trawl mesh suspended in the water column provides artificial shelter for rock lobster puerulus larvae. **Images** Bob Street.

# Working with MOSS

*Andrew Candler*

**To the rest of the world MOSS is a tiny leafy stemmed, filamentous bryophyte of the class Musci, growing in tufts, sods, or mats on moist ground, trees, rock, etc.**

To Maritime Operators (and Owners), MOSS is Maritime NZ's (MNZ) replacement for Safe Ship Management.

Implemented by MNZ in July 2014, the new MOSS system has been rolling out for just over a year and there has been a huge learning curve for both operators and MNZ whilst they work out exactly what is required.

So, who needs a Maritime Transport Operators Certificate (MTOC)? Maritime Rule Part 19 says "every person conducting a maritime transport operation".

If you are a vessel owner but do not operate your vessel (e.g. lease/contract the vessel out for the Tuna season), then you just need to make sure that the vessel has a current Certificate of Survey and other relevant paperwork, and the person/business who will be the Operator holds the current MTOC.

Some Operators will have already embraced MOSS and have their MTOCs, while others have yet to come on board; this process will go on until sometime in 2019, when all deemed MTOCs (SSM Certificates) will have expired.

The triggers for entering MOSS are; either your SSM Certificate is coming up to expiry date in the next few months, or the purchase of a new/different vessel, purchase of a maritime business, changes to what your vessels are currently doing or changes to vessel operating areas.

Why did MNZ perceive the need to change from SSM to MOSS? Well we could go into the whys and wherefores but, it doesn't really matter as MOSS is here and that's what we have to deal with; warts and all.

So what, in a nutshell is MOSS? It is a system on how you are going to operate

your vessel/vessels, how you are going to monitor, check on and record what's happening; very similar to the old SSM system.

So, the Operator needs to make/develop an operator plan called a Maritime Transport Operator Plan (MTOP) and submit to MNZ. Once MNZ is satisfied that what you have submitted is a good Operator Plan (by conducting a Desk Top Review and possibly a vessel audit if they so choose), and are satisfied that it meets the rule requirements, they will issue an MTOC for a period of up to 10 years. They will then decide on an Audit Schedule to ensure you are sticking to that Operator Plan.

NB -Please note the vessel/vessels will still be required to follow the normal survey schedule, which you will have agreed with your vessel surveyor and as such have been signed off and approved by your Surveyor. The vessel/vessels will also have its own Certificate of Survey issued by the vessel surveyor.

MNZ have greatly modified their stance on how much help to give Operators entering MOSS since its introduction, from being hands off to now making available a template made up from plagiarising previously submitted MTOPs (Might Sprite Template - see MNZ website) and now having Maritime Officers helping Operators in making up their MTOPs for free.

Having a generic template has greatly helped MNZ in the processing of submitted MTOPs, as they now have a generic lay out to follow and can process them quicker. It does, of course, slightly go against one of the reasons for changing to MOSS which was to get away from generic SSM manuals.

So, for Operators preparing to enter MOSS; prepare early, so you have the MTOP submitted in good time - MNZ recommend at least three months before the Deemed MTOC expiry (SSM Certificate).

It is possible, under certain circumstances, to apply for an extension to the deemed MTOC (the SSM Certificate), as long as this has not expired. This would extend the period for submission of the MTOP, but NOT the vessel/vessels survey renewal date.

If the SSM Certificate has expired, or the Operator has added a new vessel, or it is a new business or new Operator and they want to operate commercially before MNZ issue the MTOC (remember - allow a minimum of three months), they need to apply for an Exemption from the Requirement to hold an MTOC to give them time to prepare and submit an MTOP and for MNZ to approve the MTOP and issue the MTOC (this Exemption does incur a fee from MNZ).

Regrettably, at present, submitting an MTOP to MNZ is a bit of a lottery with regard to who it is allocated to within MNZ to carry out the Desk Top Review. There is currently a lack of consistency between MNZ reviewers and one's MTOP is subject to the whims of the allocated reviewer on what they feel is right for you. Hopefully, this situation is improving (albeit slowly), as MNZ hold more training seminars for their staff.

**Therefore, for those preparing to take the plunge:**

- ➲ Do so in plenty of time.
- ➲ Contact your local Maritime Officer.
- ➲ Discover from him/her, what MNZ can do to help and what templates they have to offer, etc.
- ➲ Talk to your vessel Surveyor about the Survey Plan (and book your survey early to avoid delays/frustrations later).
- ➲ If the thought of sorting it all out is too daunting, then there are people who can assist in the preparation of an MTOP; BUT remember, it is your system and you will be the person audited by MNZ and therefore, you will need to know it.

- Go through what you do with the vessel/vessels and make sure you have Safe Operating Procedures for the different operations (i.e., how machinery works; controls; hand signals; hazards; etc). How things work, and what to do in an emergency situation (i.e., Emergency Steering; Bilge Pumping; Man Overboard; etc).
- Look through the existing Identified Hazards; review them with the crew, go through the vessel and identify any other hazards and add them in (if in doubt, ask your Surveyor or local Maritime Officer for help and ideas on what might, constitute a hazard. Remember - under the HSE Act it is the Owner and Operator's responsibility to identify hazards and either Eliminate, Isolate or Minimise. Well best of luck with making a MTOP and remember if you have a problem get help early don't leave it or you will find you can't operate. ☺

Footnote: Andrew Candler is a Nelson-based Surveyor /Wood Design Approver working with the team at Able Ships.

# BOAT BUILDING



Stark Bros Ltd has built boats since 1958. Most vessels have been of a commercial nature, designed and built in-house from small clinker dingys, to fast cray boats, barges, a steel tug, workboats, trawlers, in timber and steel. Stark Bros Ltd undertakes design and building of commercial vessels to approximately 25 metres in length depending on type/configuration.

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## Maritime New Zealand has the following response to issues raised in this article:

MOSS differs significantly from SSM – it is not simply about vessels, but focuses on the entire operation, and importantly makes the operator responsible for ensuring they are safe. That is as it should be – the operator is, after all, best placed to identify the specific hazards of their operation and how to manage these.

Maritime NZ has made available the sample MTOP – the “Mighty Sprite” – as a guide to what is required by operators preparing their MTOP. This is not intended as a generic template – it is intended that operators work with maritime operators to customise the document so that it meets the requirements of their operation. Simply “cutting and pasting” elements of the “Mighty Sprite” sample will not meet the

requirements of MOSS.

In terms of consistency of assessment of MTOPs, some differences can be expected in a new system as staff, and operators, gain a clearer understanding of best practice, but Maritime NZ is committed to a process of continuous improvement.

As Andrew has stated, we are working hard to ensure assessment of MTOPs is as consistent as possible across staff involved, bearing in mind every operation is different and staff need to exercise personal judgement. Operators who wish to discuss MTOP assessment should contact their local maritime officer.

Harry Hawthorn  
General Manager  
Maritime Compliance

# FUNDING AVAILABLE

FOR SEAFOOD INDUSTRY RESEARCH PROJECTS

FOR INFORMATION PLEASE CONTACT:

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SEAFOOD INNOVATIONS LTD

# Philip John "String" Ballantyne

*Malcolm Lawson*

**On August 3 this year Philip John "String" Ballantyne died as the result of a car accident near Invercargill.**

Philip was born on April 23 1958 to Jim and Imelda Ballantyne at the long since closed maternity home in Bluff. His parents were living on Stewart Island and he spent his childhood at the family home at Thule Bay. Jim was a fisherman and Philip first went to sea on board his father's boat at about the age of four. From that time on it was inevitable that Philip would follow his father. And so it eventuated. He could not wait until he turned 15 and could leave school. When that day did arrive Jim announced to Imelda that he was taking Philip fishing on his vessel the *FV Jane Marie*. According to Imelda Philip was beaming—it certainly made his day, and set the path of his future.

Following the untimely passing of Jim, when Philip was 16, he worked as deckhand for Ian Johnson on board the *FV Ajax* and by 18 he was skippering the boat himself, even though he was still some way from obtaining any formal skipper's ticket.

At 20 he went to the USA where Matthew Kerr, a very good friend of his, had previously moved to with his family from Bluff. He spent the next year working on barges on the Mississippi River before again returning to Stewart Island and purchasing the *FV Ajax*. The Controlled Licence regime that was in place at the time stopped Philip from fishing for rock lobsters in his own right until the perseverance of his mother and the local Member of Parliament paid dividends and he was granted a licence.

During this time he also worked with Jeremy Foley and spent as much time as he could paua diving. They were a formidable team and Philip was known for his prodigious ability to hold his breath. Their success was evident when paua was introduced into the Quota Management System with Jeremy and Philip receiving one of the largest paua

allocations. His diving ability was also recognised by the Police and he was called on numerous occasions to dive on sunken boats. As a result it was not unusual for him to arrive home covered in oil and diesel.

In the early 1990s he bought the *FV Stratus* from Kevin Braid of Dunedin which he then kept up until his death. There were two things that could be counted on when Philip was at sea: the music would be turned up loud; and episodes of *Deadliest Catch* were on a regular loop through the DVD player.

Philip was wise enough to recognise the value of quota and so he kept and built on his rock lobster and paua holdings. This allowed him to be successful during the tough times when the fisheries were under stress. He was also able to teach a number of young and enthusiastic divers the right way to do things. One young man he took under his wing was his brother Brent. Brent was at high school and had thoughts of a tertiary education until one day Philip said to him, "Come with me, you'll make some money." And so started Brent's own successful fishing career as a paua diver and rock lobster fisherman.

Philip was "born of the sea" and lived his life on it but there was also much more to "The Man". He did many things for many people: he bought vitamins for a family friend who had cancer; during the winter he bought loads of firewood or coal for people he knew were struggling; and when a crewman's wife had cancer he bought them a house so that they had somewhere comfortable to live. Even at his funeral the family was still finding out about some of the things he had done. It is clear that he never did it for recognition but simply because he was that sort of person.

Philip also "knew what he liked". He had a passion for cars and was known to drop tins of Moccona coffee into the mechanics that serviced his cars because he didn't like what they

had on offer. He was also known to leave a bottle of his favourite vodka at restaurants that he frequented so it was there for his next visit.

A new home—largely financed by Philip—has recently been built on the site of the original home at Thule Bay. To him it was important that the extended Ballantyne family had a place that kept the connection with Stewart Island alive.

His love and respect of the Codfish Island area started with his father and continued throughout his fishing career. It is also reflected in the personalised number plates on some of his cars. Eldest son Joel, who worked as crew for Philip for 12 years, has taken over so the *FV Stratus* will continue to be seen plying those waters and extending the legacy.

After a funeral service in Invercargill Philip was taken on a final trip on his *FV Stratus* across Foveaux Strait to the new home and then to the Stewart Island cemetery where he was laid to rest.

Footnote: Why "String"? This comes from his father who continued the practice of using string to tie bait into pots well after most had moved on to using wire or other methods of securing the bait. 



Philip Ballantyne. **Image** Ballantyne family.

# John McLellan

*Rob Tipa*

**Moeraki fisherman John McLellan will be remembered as a highly skilled and respected seafarer who dedicated more than 60 years of his life to marine search and rescue and the safety of others at sea. He died in Oamaru on September 23, aged 88.**

Many coastal fishermen and sailors will recall his calm and reassuring voice in recent years relaying marine forecasts and sea conditions on VHF and single sideband marine frequencies at 7 on the dot every morning from his home overlooking Moeraki Harbour in North Otago.

His lifetime of service to marine search and rescue was recognised in the New Year's Honours list in 2009 with a QSM. Earlier that year he was awarded the New Zealand Search and Rescue Council's highest honour, the NZ Search and Rescue Gold Award, for his significant contribution to search and rescue in the New Zealand region.

John McLellan established Moeraki Marine Radio in 1953. He was a founding and life member of both North Otago Search and Rescue and the Federation of Commercial Fishermen and served as chairman of both for many years.

He was also a founding member of the Otago VHF Association in 1987 and actively involved in Maritime Radio for Otago/Southland and Dunedin Marine Search and Rescue.

John grew up in Moeraki, attended primary school there and went on to Waitaki Boys High School in Oamaru, where he boarded with an aunt.

In a eulogy at his funeral service in September, John's son Paul McLellan said his father spent a lot of time overseas, initially serving on oil tankers.

Paul related a story where a man was overcome with fumes in the hold of an oil tanker. When rescuers attempted to lift him out he slipped out of his safety harness and fell to the bottom of the hold, badly injured and unconscious.

"Dad somehow managed without breathing apparatus to get down the ladder and carry him up and clear of the fumes, no mean feat for a small man," Paul said.

John moved on to cargo ships and then became one of the youngest pursers to serve on P and O cruise liners.

"He loved the life and saw the world," Paul said.

He returned to Moeraki to fish with his father Alex, married Pauline and bought the family home on the waterfront at Moeraki.

The first fishing boat he had built was the Freedom and John earned the nickname Johnny Freedom. When he built a bigger, heavier steel boat (Telstar) that was "better for bouncing off rocks in Fiordland," his nickname changed to Johnny Telstar.

Paul recalls his father fished through the crayfish boom years in Fiordland and the Chatham Islands, landing 100 tonne of rock lobster tails in his best season.

Over the years Paul said his father had seen a lot of people lost to the sea, but through his work in search and rescue he and his colleagues had helped saved many lives.

"Dad never sought the limelight, but he was very proud of that award (QSM) along with the many others he received," he said.

Dunedin Marine Search and Rescue co-ordinator Rowan Leck recalls a story John told him from his youthful exploits aboard the famous sail training ship *SS Pamir*. John and a shipmate had a race

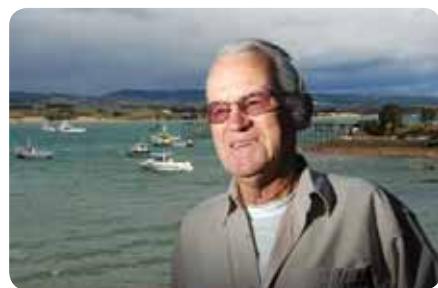
to the top of two 51.2 metre masts on the four-masted barque.

He didn't tell Rowan who won the race but proudly recalls standing on top of the mast with nothing to hang on to but the aerial.

John's colleagues in marine radio and search and rescue circles remember a man who played a vital role in relaying marine forecasts to fishermen and yachtsmen at sea at a time when they couldn't get reliable information from any other sources.

They say he was a highly skilled and respected seaman who was fearless in dealing with officialdom, well organised and clear and concise in his delivery of information.

John McLellan is survived by his family Steven, Gail, Kevin and Paul and their partners, his grandchildren and great-grandchildren. 



John McLellan. **Image** Otago Daily Times.



# Future proofed Ocean Dawn on the horizon

Some of our larger fishing companies are making significant investments in upgrading their fleets. Over the following pages we feature Sealord's major upgrade of the *Ocean Dawn*, and update progress on Sanford and Aotearoa Fisheries Ltd's fleet renewals.

## Fiona Terry

### **Sealord is making a significant investment in its fleet with a number of major upgrades underway on the Ocean Dawn.**

The investment in the *Ocean Dawn*, bought by Sealord in 2013, covers a number of major upgrades, as well as the costs of the vessel's five-year class renewal survey and associated works.

Much of the additional upgrade work has been completed alongside Sealord's wharf in Nelson. It involves a reconfiguration of part of the factory, refurbishment of the accommodation, and upgrades to the bridge with the installation of new fish finding and sounding equipment.

"This will make the *Ocean Dawn* even more efficient at finding, targeting and differentiating fish species," says Fleet Harvest Manager Scott Gillanders, who together with Marine Engineering Superintendent Tony Kuyk, and Capital and Engineering Manager Adrian McGillan, will manage the entire project.

"There is some exciting new technology being developed in this area and we want to ensure *Ocean Dawn* has it and is future-proofed by installing the underwater equipment to enable this."

"In the factory, the upgrade will focus on the fish-receiving and sorting area as this part of the whole system greatly effects the quality of the fish delivered to the fillet machines. The reconfiguration has been designed according to an ergonomic assessment to enable improved work positions for the operators. We will take this approach to design with improvements and modifications to all our factories in the future."

In addition, the fishmeal plant—which currently produces an average of 150 tonnes of product per trip—is to be totally rebuilt. This was a major task as the plant is located in the centre of the vessel. It was taken out for the

upgrade by dismantling and temporarily removing the surrounding bulkhead. Major work was then undertaken on the plant before replacing it on-board.

As well as the maintenance work in Nelson, the vessel also went into dry dock in Lyttelton for routine inspection and maintenance, a total repaint of the exterior, removal of the propeller and its shaft for checking, and similar treatment to the rudder shaft.

"This upgrade should make us an over all even more competitive vessel," says Stephan Fridell, who's been a skipper on the *Ocean Dawn* since 2012. "We've been operating with one sounder, but now it'll be reassuring to know we have access to back up options on the bridge and some of the latest technology. We'll be among the first in New Zealand to trial the EK80, as well as having another sonar/sounder that's never been used before in New Zealand."

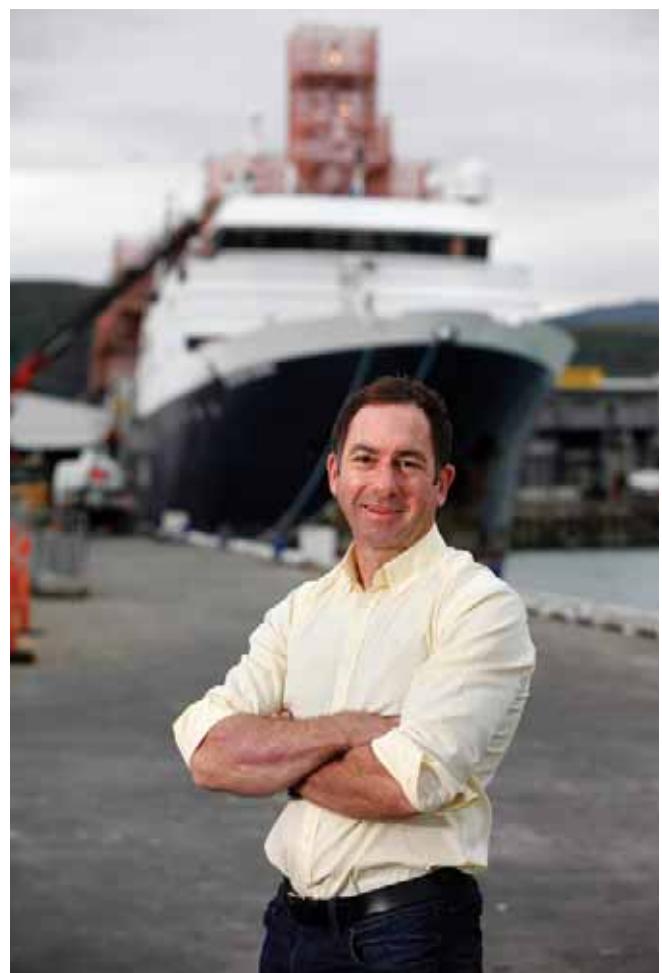
"It'll be great to be working in an environment where the aesthetics are more preferable. It'll be a great morale boost. The crew love their work so they'll be anxious to get back to it again as soon as she's ready."

Sealord leased the 24-year-old, 64m-long Norwegian-built vessel for two years before buying it.

"Even before the upgrade the crew have been very proud of their ship and the production and quality of their work and so is Sealord," adds Gillanders.

"The factory is small compared to a land-based factory for the amount of fish they put through, which is on average 12,000 tonnes a year. The living accommodation had become especially dated so the redecoration should be an additional boost and the entire work will make the whole vessel look really sharp."

It's expected the vessel will return to sea no later than 20th December. ↗



Opposite page: The *Ocean Dawn* in Nelson for its upgrade.

Above: Scott Gillanders and the *Ocean Dawn*.

**Images** Tim Cuff.

# Sealord invests in protecting seabirds

Fiona Terry

*Sealord's FV Ocean Dawn is to trial a new system to help reduce the risk of incidental seabird captures.*

**As part of current major upgrade work to the 64m factory trawler, adaptations will be made to enable the fitting of a new, comprehensive 'bird baffle' mitigation system to keep birds away from potential harm.**

The system involves two super-sized booms fitted on the stern quarters, which, once at sea, will be lowered to operating level with rope and industrial hose droppers hanging down to create a curtained area within which seabirds should effectively be deterred.

The intention is to keep birds away from the warp wires attached to fishing nets, as these can create a potential hazard, especially for larger birds like albatross and mollymawks, that can collide with the cables and come to strife.

"Traditionally there are two types of seabird mitigation device already used and all Sealord vessels carry and use these," says John Cleal, who is managing the new system's trial.

"This new bird baffle is a combination of learnings from the original 'Bradley'-type baffle and the Sanford 'burka' adoption. It goes one step further though to maintain coverage directly over the area where the warp meets the water surface and can remain deployed for the voyage."

Each boom reaches out 8.5m behind the vessel over the warp area—over twice as long as bafflers currently used—and protrudes at an angle to broaden the range of coverage over the warps.

Dangling from each boom will be rope and hose droppers. In addition, across the stern, spanning between both booms, will be another 20m-long cable from which additional 'droppers' will also hang. Once lowered into place, its fixed position provides peace of mind in terms of the area covered and can remain in place for the whole trip, with the ability to be retrieved for repairs if required.

"This type of system has been in use for many years but on a much smaller scale," says Cleal. "We're taking it to a whole new level though."

"Each boom is fixed to a tower so it can be winched up during port calls. To withstand the forces of the sea and the 500kgs the boom and tower weigh, as well as the strain from the booms being extended, adaptation is needed to the *FV Ocean Dawn*'s aft/stern fantail deck. Sealord, which has helped before on multiple mitigation projects, are funding this part of the project."

Sealord's commitment to seabird protection goes back many years. "Sealord helped us get Southern Seabird Solutions Trust off the ground 15 years ago, and has been a staunch supporter ever since," says Janice Molloy, Convenor of the Trust.

"As well as projects in New Zealand, Sealord has helped us work in other parts of the world where our seabirds come into contact with fishing vessels. Their support has been invaluable," says Molloy.

"Sealord's always wanted to be at the forefront of issues concerning sustainability and has been a significant contributor towards the trust's working capital and project funding needs," says Sealord's Daryl Smith, a member of the management committee at the Trust.

Over the years the company's been involved in a number of trials, involving different kinds of bird bafflers and configurations of tory lines, as well as participating in information-gathering initiatives.

As well as mitigation equipment, each vessel has a Vessel Management Plan to manage discharges of offal into the sea to avoid attracting seabirds. "For vessels that have fishmeal plants it's not as much of an issue because offal is processed and not released. But for smaller boats, offal is batched to be released when the trawl is up on deck, so reducing chance of a wire strike."

The investment in the trial on new equipment on the *FV Ocean Dawn* demonstrates Sealord's continued commitment to fishing sustainably and responsibly.

"Seabird Mitigation Measures are an important part of what Sealord does," adds Smith. "That's why we're prepared to put our money where our mouth is and trial these things." ☺

Above: Daryl Smith. Image Tim Cuff.





FV Granit.

# Sanford's new vessel set to 'make the most of beautiful New Zealand seafood'

**A move toward fishing to customer requirements and diversifying its product portfolio has prompted Sanford Ltd to purchase its largest and most powerful vessel yet, the FV Granit.**

General Manager of Fishing Colin Williams says the significant investment signals Sanford's ongoing commitment to the industry and making the most out of our "beautiful New Zealand seafood".

"A freezer trawler with the superior capability, capacity and flexibility of the FV Granit lets us operate in the Southern Ocean – and optimise the value of our hoki and ling fisheries", says Williams.

"In the past, our vessel configurations gave us limited ability to segregate higher and lower value species or move commodity products up the value chain. Now we can focus on adding more

value to our quota portfolio and offering customers a more premium, tailored product."

The FV Granit, a 67m vessel currently operating in Norway, is perfectly suited to New Zealand conditions and for Southern Ocean operations. Longer, wider and with more horsepower than any vessel in Sanford's existing fleet, the 'Granit' will take a crew of 35-40 and be based out of Timaru.

Sanford CEO Volker Kuntzsch says the new trawler will ensure greater productivity by making full use of the catch to meet specific customer demand.

"The Granit will enable us to diversify our product portfolio through the processing flexibility it provides", says Kuntzsch.

"For example, we can grade and dress premium squid and bulk pack lesser grades of squid, and applying this philosophy to increase the value of

traditionally higher-volume, lower-value species, such as southern blue whiting.

The Granit will allow us to interchange between species and respond to seasonalities."

The Granit will also make use of Precision Seafood Harvesting (PSH), a revolutionary new technology that does away with traditional trawl nets to allow fish to be landed alive and in perfect condition.

PSH, co-developed by Sanford, Sealord, Aotearoa Fisheries Ltd, Plant & Food Research and the government's Primary Growth Partnership programme, is in the fourth year of a six-year commercialisation phase.

The Granit was built in 1989 and underwent her half-life refurbishment in 2009. She is expected to arrive in the fourth quarter of 2016, where she will undergo modifications for operations and species specific to New Zealand.



Roger Rawlinson from RMD (owner of the first vessel, a 24-metre trawler) in the fleet upgrade and designer Jonathan Kemp from Oceantech.

# State of the art inshore vessel on track

**Earlier this year Aotearoa Fisheries announced its inshore fleet renewal project that is the largest of its kind since the 1970s and, work on the first vessel in the upgrade, a new 24- metre trawler is right on track.**

It's being built in Nelson by boat builders Aimex.

Aimex CEO, Steve Sullivan says "We're really pleased with the progress to date. Despite having a few minor hiccups with delivery of parts along the way, we've managed to adjust our build

schedule which has meant we're still on track to deliver this vessel on time."

The new vessel will really start to take shape in early December with the next major milestone for the project, the hull "rollover". In the beginning, vessels are built upside down and once they reach a certain stage of production, are flipped right side up. That's when the forecastle and wheelhouse can be fixed to the hull.

The winch components are being shipped from Europe, and the engine from Singapore.

Aotearoa Fisheries CEO, Carl Carrington says "Getting this fleet renewal project off the ground took quite some time to get it just right. It's really exciting to finally see all the hard work really start to pay off and the vessel taking shape."

To be able to set the standard in inshore fishing vessels that utilise cutting edge, sustainable fishing methods is a privilege to be part of."

The vessel is due for completion in mid-2016.

# Seabird Smart Award Winners 2015

The joint winners of the 2015 Seabird Smart Awards are Tom Searle from Leigh Fisheries, and Mike Black from Talleys. The awards were presented by Conservation Minister Maggie Barry at a ceremony at Parliament in November.

"Tom and Mike are both shore-based, and have done outstanding work in supporting seabird smart fishing across their fleets" says Janice Molloy, Convenor of Southern Seabird Solutions.

## Award Winners



### **Tom Searle**

Tom is Operations Manager for Leigh Fisheries. Through Tom's efforts, Leigh Fisheries has ensured almost every longline skipper they do business with has attended a Seabird Smart Training workshop. He has also helped the Liaison Officers employed by the Ministry for Primary Industries and Department of Conservation prepare Seabird Risk Management Plans for each vessel. Tom has helped coordinate trips for fishermen to the black petrel colony on Great Barrier Island and is actively working to ensure fishing takes place in a way that, in his own words "ensures these majestic birds are protected for the few months they are in the Gulf raising their chicks".



### **Mike Black**

At the other end of the country Mike Black is on a similar mission. Mike is Depot Supervisor for Talleys in Bluff. He manages 20 vessels from Moeraki to Jackson Bay. When the Southern Inshore Fisheries Management Company enlisted his help in rolling out Seabird Risk Management Plans for inshore trawlers, he had it done within two months. Mike grew up in a household where conservation and fishing go hand in hand. He believes looking after seabirds is the right thing to do and he is using his influence to achieve this. Mike and his Dad are also passionate about good rubbish management on vessels and took part in the Fiordland beach clean up this year.

## Additional Awards



### **Special Recognition Award—Wayne Dreadon**

As a snapper fisherman based out of Whitianga, Wayne has set a high standard in seabird mitigation and used his engineering skills to explore potential new mitigation ideas. Wayne believes that accurate information on seabird captures helps everyone, and in his role as Vice President of the Whitianga/Coromandel Peninsula Fishermen's Association, he has encouraged local fishermen to get behind the government's observer programme. You can learn more about Wayne on the Southern Seabird Solutions DVD "Sharing the Gulf" on the Resources page of [www.southernseabirds.org](http://www.southernseabirds.org)



### **Government Fisheries Observer Award—Jamie Williamson**

Some fisheries observers have particular interests or specialist knowledge, and inevitably their interest rubs off on the skippers and crew. This has most definitely been the case with Jamie. Jamie is passionate about seabirds and he has enthused scores of fishermen by sharing his knowledge. Jamie's email address is 'thebirdman' – a nickname he has picked up from fishermen he has been to sea with.

## Outstanding Nominees

The judges also acknowledged the following nominees as exemplars in seabird smart fishing:

- Stu Morrison, Altair Fishing, Nelson
- Larry Johnston, Harbour Holdings, Greymouth
- Gavin Heineman, Carey's Bay.

**Images** Tom Searle, Joint Winner, 2015 Seabird Smart Award, photo credit Leigh Fisheries.  
Mike Black, Joint winner, 2015 Seabird Smart Award, photo credit Tammi Topi.  
Wayne Dreadon, Special Recognition Award, photo credit Bruce Foster.  
Jamie Williamson, Fisheries Observer Award, photo credit Sharon Wright.

The Seabird SMART Awards are sponsored by Sealord Group, DeepWater Group, Ministry for Primary Industries, Fisheries Inshore New Zealand, Aotearoa Fisheries, Harbour Holdings Ltd, and the Federation of Commercial Fishermen. Southern Seabird Solutions Trust is financially supported by Seafood New Zealand, the Ministry for Primary Industries, the Department of Conservation, WWF-New Zealand and Te Ohu Kaimoana.

# Festivals showcase iconic New Zealand seafood



Sai Raje

**The Whitianga Scallop Festival and the Kaikoura Seafest this year attracted thousands to sample two popular New Zealand seafood varieties.**

The Kaikoura Seafest, which celebrated its 21st anniversary this year on October 4, had a crowd of well over 4000 making their way to Takahanga Domain for delicious rock lobster, drinks and music. The Seafest featured a variety of rock lobster dishes this year, as well as other tempting creations including creamed paua on ciabatta and kina shots.



The best food stall title went to Meke Mussels of Kaikoura, who served up delicious garlic butter mussels on charred bread. Nelson brewery Totara Brewing Company won the best beverage stall. Celebrity chef Jax Hamilton's cockles cooking demonstration drew quite a crowd.

Whitianga's scallop celebration, on September 19, was a sell-out event with 5000 visitors that saw over 100,000 scallops being shucked and cooked across 50 food stalls. Castle Rock Café, one of the festival's stall holders, created a special dish this year—pan seared



scallops with black pudding, cauliflower puree, lime chilli chutney and pancetta sticks!

Scallop recipe cooking demonstrations by celebrity chefs, Ray McVinnie and Masterchef New Zealand 2014 winners Karena and Kasey Bird were very popular too, especially as the crowd had the chance to sample the chef's creations.

**Recipe courtesy Kasey and Karena Bird and Whitianga Scallop Festival**

**Images** Whitianga Scallop Festival and Kaikoura Seafest.

## Popcorn Scallops with Pickled Ginger Mayo



### Ingredients

- 12 scallops
- 1 cup flour
- 1 tbsp smoked salt
- 1 tsp white pepper
- 2 tbsp paprika
- Oil for deep frying
- Dipping sauce
- ½ cup Kewpie mayonnaise
- 1 tbsp pickled ginger, chopped
- Micro coriander for garnish

Serves 4

### Method

1. Heat the oil to 180 degrees.
2. To make the dipping sauce, mix together the mayonnaise and ginger, set aside. Drain and pat dry the scallop meat. Mix together all of the dry ingredients. Toss the scallops in the flour mixture. Shake off the excess flour. Fry the scallops in the oil until cooked through. Drain on a paper towel and serve with the dipping sauce.

2015/2016



## ALBACORE TUNA SEASON

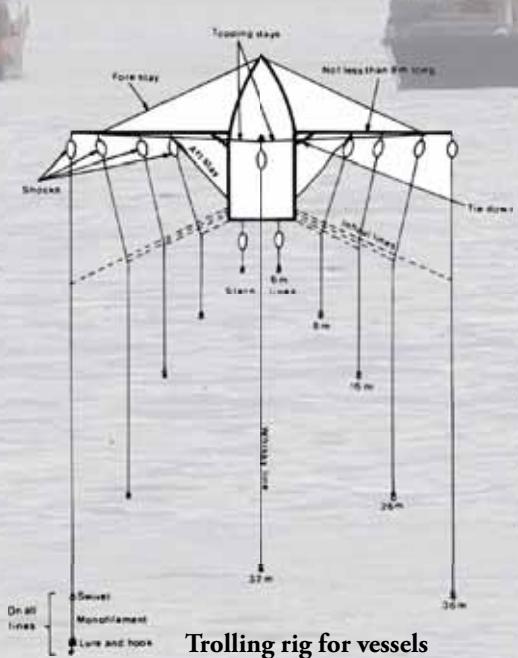
Talley's wish to welcome all Albacore Tuna fishermen to the South Island fishery where we operate the only complete chain of tuna receiving depots.

These buying stations are:

• Picton	Larry Moses	03-548 0109	021 438 387
• Nelson	Larry Moses	03-548 0109	021 438 387
• Motueka	Barry Gardiner	03-528 2813	021 527 470
• Tarakohe	Alf Reid	03-525 3300	0274 500 501
• Westport	Kerry Paterson	03-788 9175	021 353 912
• Greymouth	Geoff Drake	03-769 9070	021 743 074
• Jackson Bay	Geoff Drake	03-769 9070	021 743 074
• All other Ports	Roger Burgess	03-769 9070	021 229 4078

This season we will, as usual, offer our now legendary shore assistance to all vessel owners and crews.

- 24-hour speedy discharge
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# Our grey planes – the seafarer's guardian angel

**Tim Findley** reports on the Royal New Zealand Airforce Lockheed Orion P3 Aircraft's role over our waters.

**Operated by Number 5 Squadron, which took delivery of five in 1966 and one from Australia in 1985, the Orions are a prime example of "if you've got a good thing, stay with it".**

Anyone and everyone with business afloat in our waters has seen the reassuring grey shape of an Orion on patrol.

But how can it be, that a 60-year-old, a plane which searched for lost vessels in the 1960s, can still cut the mustard today?

All down to superb aircraft originally and constant, clever updates in between comprehensive upgrades.

Which means today's Orion might look the same as yesteryear, but that's where it ends.

Let's look at what they do for us, and in particular, the seafood industry.

Tagged the Airborne Surveillance and Response Force (ASRF) they patrol our Exclusive Economic Zone. They are an eye in the sky over much of the South West Pacific, the Southern Ocean and Antarctica in support of CCAMLR, (Commission for the Conservation of Antarctic Marine Living Resources.)

With vessels willing to steam halfway around the world to fish in our corner of the globe, surveillance is not only necessary, it's vital.

As with our Grey Ships, the Grey Planes multi-task, providing a range of services.

Then there's their well-known role in marine search-and-rescue, humanitarian and disaster relief.

All this relies on only six elderly aircraft.

Quite astonishing and a remarkable

achievement to realise, at almost the drop of a hat, an Orion is in the air heading toward an EPIRB's cry for help.

How's it done?

Good people, a definite sense of job satisfaction from quantifiable results. Last but not least, superb maintenance.

Then there's dedicated ongoing updating and upgrading. Today's Orions are not vintage aeroplanes in the way 60- year-old cars would be. Every bit that unbolts has been replaced, modified and added to.

Today's Orions are designated P-3K2. They have four Allison engines (the same engine our Hercules aircraft use, but different orientation) as well as modern avionics, electronics and weapons delivery.

Originally a purpose-built submarine hunter, our Orion aircraft have evolved



to more than adequately cover a range of tasks never dreamed of by their designers.

They aren't a huge plane, by today's standards, but at 36m long, with a wingspan of over 30m, they aren't small. A handy cruise of 340 knots will take them out a thousand nautical miles from base and allow them four hours on station.

Shutting down two engines can increase loiter time immensely, with 5 Squadron holding a record of 21.5 hours airborne.

The crew usually comprises two pilots, two flight engineers, two Air Warfare Officers and five air electronics personnel, plus one air ordnance man – a total of 12.

The fact there are five electronics personnel aboard gives us some idea how important electronics has become. In as much as mobile phones, the internet and GPS have raced ahead in our civilian world, military detection and surveillance systems have advanced in giant strides.

But what can be done, when a "baddy" is detected? Plenty. These days, we firstly warn foreign fishing vessels off. Caught red handed, there's a decision to be made.

Do we get the Navy to grab them? Or do we pursue diplomatic channels for compensation?

One thing's for sure. Both Airforce and Navy pursue illegal fishing vigorously.

For us ocean sailing yachties our Orions were angels. I have never called on them myself, but on one occasion



Top: Sgt John Maava monitors a fishing vessel from the P-3K2 Orion.

Middle and below: A P-3K2 Orion flies past a fishing vessel while conducting a patrol over New Zealand's Exclusive Economic Zone (EEZ).

Left: The New Zealand Defence Force P-3K2 Orion.

I would have if I had the means at the time.

On my first ocean sailing experience in the early 1970s there was no GPS, no EPIRB, so communication was down to Single Sideband HF.

We silly sailors, all bravado and no brains, plotted our course from Auckland to Suva, right over the top of a seamount.

Wind on the quarter, charging along. We sailed through the top of a wave to fall down its face.

The yacht capsized, came right side up with good amount of seawater aboard. Water over the batteries isn't good – the terminals burnt off, so no engine.

SSB and VHF radios had a bath, so no comms. You can imagine the mess below decks. On deck the spray dodger was gone, as was the helmsman.

Fortunately, he'd attached his safety harness, and was towing astern like marlin bait.

If that scenario was played out today, at least one of the two EPIRBs' prudent people carry would have deployed automatically.

By the time we had dry bilges again, an Orion would be airborne, its super sophisticated sensors pointing unerringly to our position.

So that's the point – the huge, huge difference in search and rescue (SAR) capability utilising the same aircraft!!!

Absolutely astonishing, you might think. But is it?

Every now and then, there's machinery built that does its job so well, it is just as relevant half a century later.

The DC3 for instance, a Second World War workhorse of an aircraft, some still actively employed today.

Our Defence people have been astute in searching out aircraft demonstrating similar capability and longevity.

Take No.3 Squadron's Iroquois helicopters, the first five purchased in 1966 –with a further nine added in 1970. Sure, they are currently being replaced by NH90 helicopters, but what a great aircraft, today doing the same jobs they were intended for, and doing it well.

Whilst their SAR capability is more suited to "dry feet" searches, inshore fishermen and pleasure boaters have had the reassurance of the familiar sound of their rotors, over the years.

It's a similar story with our C130 Hercules aircraft, purchased in 1965 and still as viable as ever.

Back to the P-3K2 Lockheed Orions, our Guardian Angels. The upgrade to P-3K2 isn't a refurbishment of

existing equipment. It is a complete modernisation of avionics, weapons capabilities and electronics.

Might look the same old plane as she flies overhead, but she ain't.

And as far as the seafood industry interests go, she performs her SAR and surveillance capabilities in a manner not thought possible when she first saw service as a plain old P-3.

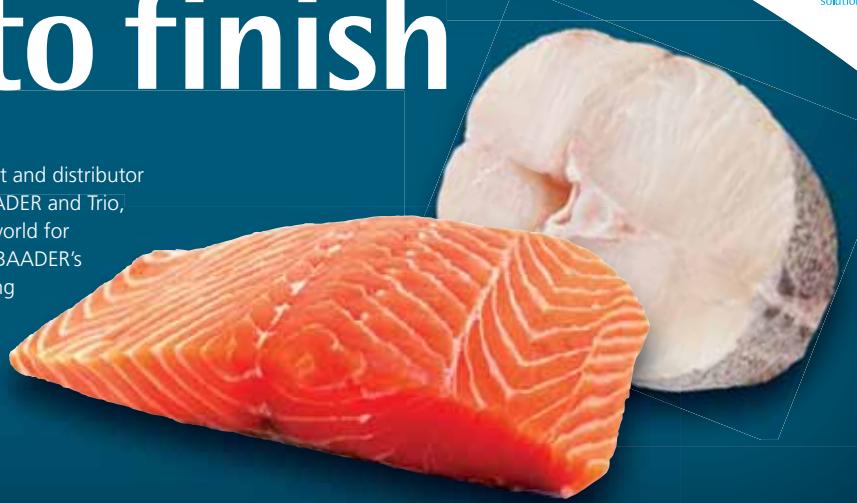
Catastrophe can happen to the most well found of vessels, at which time our Guardian Angel is the most welcome of sights. ☺



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