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Seafood

NEW ZEALAND



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busted p13**

**Industry celebrates 30
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**Cover Story: Major investment
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From the Chief Executive



October marks the start of the new fishing year, and what better way to open it than with this issue's cover feature about Sealord's new deepwater vessel – the first in the New Zealand fishing fleet for 20 years.

The \$70m investment, announced at this year's New Zealand seafood industry conference, is a statement of confidence in the industry's future.

Meanwhile the new addition to the Sanford fleet, *San Granit* is due to start work in December.

The inshore fishery is also going through fleet renewal.

In Lyttelton on the day before the conference Stark Bros launched their new 17.2 metre steel fishing trawler, *Endeavour*.

The day after conference Moana New Zealand launched *Santy Maria*, the first Nelson-built vessel in the company's \$25-30 million fleet renewal project.

Wairarapa fishing company Splashzone has purchased a 21.3-metre fishing vessel from West Australia and last month Richard Kibblewhite skippered the vessel back himself. We share the story of that colourful voyage.

Together all these vessels represent the biggest investment in New Zealand's fishing fleet in a generation.

This issue also includes coverage of the seafood industry conference and profiles New Zealand's "Seafood Stars" who have made outstanding contributions to the industry and its reputation.

There is also a feature about the impact the proposed recreational fishing park in the Marlborough Sounds will have on fishing families who have fished those waters for generations.

The pioneering efforts of those families have contributed to the development of the strong seafood industry we have today.

Tim Pankhurst
Chief Executive

Moana works for dune revival in Bream Bay

Moana New Zealand is leading the way in protecting the foreshore and restoring the sand dunes near its commercial paua farm in Bream Bay, near Whangarei.

Scientist Lynette Suvalko says the sand dunes, outside the NIWA Bream Bay Aquaculture Park play a huge role in maintaining coastal water quality.

“It’s literally our backyard.”

The restoration plan consists of

cultivating native plants and weeding out exotic species to create a more hospitable environment for endangered birds like the fairy tern, which are moving further afield from their traditional nesting site at Ruakaka.

The plan includes monthly working bees, involving both Moana and NIWA staff where they will work on small areas at a time and monitor the effect to ensure a long term positive outcome, Suvalko says.

The foreshore is owned by the Crown and managed by the Department of Conservation. However, Moana has taken the initiative to involve the Northland Regional Council’s Environmental Assets Division to

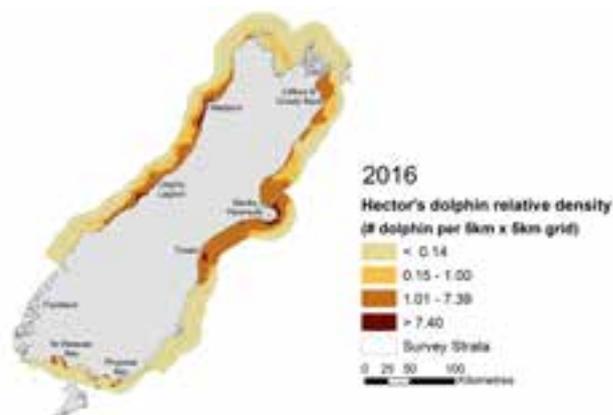
develop a restoration plan for the area.

Local iwi, Patukarakeke, is also very supportive of the initiative.

Moana Chief Executive Carl Carrington says sustainability is at the heart of what their company does, both in the environment and in their own operations.

“Our values of whakatipuranga and kaitiakitanga – of being true to nature and to future generations – are the essence of our efforts in this area.”

Moana’s commercial paua farm in Bream Bay is working towards its Aquaculture Stewardship Council certification to meet global standards for responsible aquaculture. ➔



Hector's dolphin population bigger than expected

There are twice as many Hector's dolphins around New Zealand's coastline than was previously thought, according to a survey led by Nelson's Cawthron Institute.

The three-year aerial survey to update Hector's dolphin numbers and distribution has revealed there could be between 12,000 and 18,500 nationwide – up from the previous estimate of 7000,

with about 60 per cent of the Hector's dolphins found off the South Island's east coast alone.

The survey also found 73 per cent of the dolphins' winter population off the east coast of the South Island occurred beyond four nautical miles.

Commissioned by the Ministry for Primary Industries, the survey received a landmark endorsement earlier this year from the International Whaling Commission (IWC).

The survey had two observers on each side of the aircraft independently searching for Hector's dolphins over 675 flying hours covering a survey area of 75,000 square kilometres, which was surveyed twice (in summer and winter).

Announcing the results in August, the Minister for Primary Industries Nathan Guy said the IWC's endorsement gave

an assurance that the numbers are “scientifically robust”.

The fishing industry has been active in reducing the risk to Hector's dolphins through fishing, with various fishing bans and restrictions in the areas around the South Island's coast that pose the greatest risk to them.

The results of the recent survey will be taken into consideration in the ongoing risk assessment for the species and will factor into the Hector's and Maui dolphin Threat Management Plan due for full review in 2018, Guy says.

For more details of the survey go to: <http://www.cawthron.org.nz/coastal-freshwater/news/2016/ambitious-innovative-survey-reveals-more-hectors-dolphins/> ➔

Studies point to impacts on fish stocks from global warming and pollution

Researchers from the University of Adelaide in South Australia have found that “eutrophication” caused by run-off from adjacent land and sewage are disrupting nearby ocean life.

The natural ambience and sounds of the ocean are essential for helping fish navigate waters and locate ideal breeding grounds.

The study investigated kelp forests and seagrass beds in St Vincent’s Gulf off the coast of the South Australian capital Adelaide.

Research leader Ivan Nagelkerken said sound was very important for some species of fish and invertebrates to find

sheltering habitats in reefs and seagrass beds.

“The nutrient pollution causes different animals in the ocean to find it harder to find these habitats because it is quieter,” he said.

Associate Professor Nagelkerken said the results were applicable worldwide to areas affected by nutrients coming from nearby agriculture and could be happening in diverse habitats such as the Great Barrier Reef off the east coast of Australia – the world’s largest coral reef system.

“With ocean systems, they can usually deal with some sort of stress as long as it is not too much and too frequent,” he said.

“But if you add too many stressors like the acidification of oceans, warmer oceans and nutrients on top of that, then these habitats degrade very rapidly.”

He said the best course of action would be to tackle the issues in local areas by reducing some of the manageable stressors, which would buy

time for ecosystems to battle climate change naturally.

The study titled The sounds of silence: regime shifts impoverish marine soundscapes was published in the journal Landscape Ecology.

And a study released by the International Union for Conservation of Nature (IUCN) in September says ocean warming is impacting on fish stocks and crop yields.

“Ocean warming is already affecting ecosystems from polar to tropical regions, driving entire groups of species such as plankton, jellyfish, turtles and seabirds up to 10 degrees of latitude towards the poles, causing the loss of breeding grounds for turtles and seabirds, and affecting the breeding success of marine mammals.

“By damaging fish habitats and causing fish species to move to cooler waters, warming oceans are affecting fish stocks in some areas and are expected to lead to reduce catches in tropical regions,” the report says. 

Industry speakers at Maritime Industry National Forum

More than 80 people attended the

Maritime Industry National Forum in Wellington on September 2.

The forum, hosted by Maritime New Zealand, was a chance to discuss the challenges and opportunities faced by the maritime industry. There was a good turnout from the key central government agencies and regional councils.

Two of the speakers on the domestic

shipping panel were from the seafood industry: the owner of the Westport Deep Sea Fishing School, Peter Maich, and Sealord’s General Manager Supply Chain, Dan Boulton who spoke positively about the opportunities in fishing, commenting on the benefits of industry collaboration, the need to be flexible to meet market demands, and the potential to continue to sustainably grow our country’s seafood industry. 

New Deputy CE for RLIC

The New Zealand Rock Lobster Industry Council has appointed Mark Edwards as its Deputy Chief Executive.

Edwards, who stepped into the role in late September, was previously Director of Policy and Licensing for Fisheries Victoria, Australia. Prior to that he worked for New Zealand’s Ministry of Fisheries for over 20 years, holding various positions as a Senior Fisheries Manager and then as Chief Policy Advisor.

He joins Daryl Sykes (CEO), Helen Regan (Business Manager) and Anyela Diaz (Administration) working from Eagle Technology House, Wellington.

A profile of Edwards will appear in the December issue of Seafood. 

New seafood technologies head for Plant & Food Research

By Mike Shaw

A scientist with a background of working for industry and in seafood research, Helen Mussely, has been appointed as Plant & Food Research's General Manager Science - Seafood Technologies.

Mussely has a strong personal and professional interest in marine life.

"Like most New Zealanders I have always spent a lot of time either in or on the ocean and am a keen scuba diver" she says.

"Marine life has always fascinated me and the decision to study marine science seemed an obvious one. Aquaculture in turn presented an opportunity to carry out research on marine life in a commercially and economically important context."

Following an MSc at the University of Otago, Mussely began working in a shellfish hatchery at Lake Grassmere before moving up to join Sealord, based at NIWA's Bream Bay facility, developing systems and protocols for the hatchery production of Greenshell[®] mussel spat for on-growing on Sealord's marine farm sites. After eight years with Sealord — three based in Nelson — Mussely joined the Cawthron Institute, working across a wide range of different projects.

"Initially I contributed more to the technical aspects of projects through expertise in reproductive biology, economic modelling and hatchery production. Then I became more involved in areas of project management and team leadership and for the last year filled the group manager role for the Aquaculture Group.

"I've discovered over the past few years that it is the leadership and management of science that most



Newly appointed Seafood Technologies Manager Helen Mussely

appeals and so that's the direction that I've taken."

Mussely's new role will see her managing around 50 staff and significant research investments.

"The role interested me as soon as I learnt of the vacancy. I had always respected the work done by the Plant & Food Research seafood team and had been impressed with their breadth of knowledge and expertise.

"I've worked with quite a few of the staff over the years through projects with both Sealord and Cawthron and I've always enjoyed those collaborations."

Mussely describes the appointment as "an amazing opportunity to work alongside a very passionate group of researchers who are striving for both find and realise opportunities for the New Zealand seafood industry".

Continuing the huge range of research programmes currently underway, such as marine-derived compounds, fisheries technology, seafood safety, consumer sensory science and finfish aquaculture and others, is one of the aspects Mussely says she is excited by. The other is next year's move into the new purpose-built facilities at Port Nelson.

"The new facilities are exciting as it means the seafood team will have the modern 'bricks and mortar' to match their world-class research skills" says Mussely.

Construction of the new facilities commenced in late 2015 and are due for completion later this year, with Plant & Food Research staff moving in early 2017.

"We're very pleased to have Helen join us," says Plant & Food Research Chief Operation Officer, Dr Bruce Campbell.

"Our Seafood Technologies portfolio brings together a range of activity designed to support the industry, and it's great to have Helen's genuine passion and strong skills in the leadership and management of science in place to continue growing our research offering."

Mussely replaces Danette Olsen who has left to take a role with MBIE.

Plant & Food Research strengthened its commitment to the seafood industry in February 2012 with the establishment of a new science portfolio, led by Olsen and focusing on seafood research. Since then, the Seafood Technologies Portfolio has gone from strength to strength, developing the Modular Harvesting System into Precision Seafood Harvesting, continuing research into high-value ingredients and biomaterials from under-utilised processed marine products, and further developing new improved postharvest storage and preservation systems for optimised quality and safety of marine products. ➔



Mt Cook Alpine Salmon freshwater king salmon farm on hydro canals in the McKenzie District

Freshwater salmon industry consolidates

Queenstown-based Mount Cook Alpine Salmon (MCAS) has announced the purchase of South Canterbury salmon company, Aoraki Smokehouse Salmon Ltd.

Both companies operate freshwater King Salmon farms on the South Canterbury hydro canals in the MacKenzie district.

MCAS has a current production of just over 1000 tonnes of salmon and

Aoraki produces just under 600 tonnes of salmon per year.

“The purchase is a logical step in the growth of the business with the majority of MCAS production going to high-end overseas customers, while Aoraki’s production, particularly its sought-after smoked salmon products, is highly regarded in the domestic market,” says MCAS Chief Executive, David Cole.

“It’s an exciting step that will underpin New Zealand’s freshwater king salmon production, strengthen an emerging aquaculture industry in regional New Zealand, and expand the range of offerings to customers both domestically and around the world.”

Cole says the combined company will employ more than 150 staff across its two hatcheries, salmon farm operations,

a modern Timaru processing plant, and the Christchurch-based Aoraki smokehouse business.

“Over time there will be some restructuring as we integrate the combined company operations, but for the moment, it will be business as usual.

“The goal is to have a sustainable, successful business in the central South Island – an outcome that we’re confident will bring positive change and opportunities.

“Demand for freshwater king salmon is growing rapidly both nationally and internationally. We are building a luxury brand being sold through the highest-ranking food stores in the world, and featuring on discerning menus at high class establishments.” [➔](#)

Marlborough Award Recognises Sanford’s Leading Role in Marine Farming

Sanford was has been awarded the Marlborough Award in recognition for its leading role in the marine farming sector and the notable difference it makes to life, welfare and the economy of the district.

“We are incredibly proud of the team and of our hard work being recognised,” CEO Volker Kuntzsch said.

“There are not many areas globally that provide the shelter and water

quality of the Marlborough Sounds, and we are committed to creating a strong future for the region through our sustainable marine farming.”

Kuntzsch said an increasing worldwide demand for protein provides an opportunity for New Zealand to focus not on ever increasing volumes, but on value.

“With significantly increasing demand for protein, it is essential we understand our obligation to contribute

our share to global supply. Doing this within the context of stricter environmental standards will be a challenge, but certainly not one we feel can't be overcome," Kuntzsch said.

"We need to realise we are only a small player globally, and for that reason we need to focus on value. Our brand will increasingly be associated with provenance and the story we can tell about the origin of the product and the special care taken to farm it, harvest it and process it for discerning customers."

Aquaculture now makes up almost half of Sanford's business. The company is the largest holder of marine farm licenses in Marlborough, with a dozen boats in the water and three hundred

people employed in marine farms or in the factory.

"The combination of farming and processing enables us to keep the plant open all year round and is what makes us such a strong and stable business for Marlborough," Kuntzsch said.

Sanford's General Manager Processing, Ted Culley, said the award was the result of the dedication and hard work of the farming and processing teams.

"Every day out on the water our farming team represents Sanford's values of passion, caring and integrity. The future holds great opportunities for the mussel industry in Marlborough, we are proud of this community and look forward to playing our part in its future".

Marlborough Mayor Alistair Sowman said Sanford was a big player in the region's export economy and key contributor to the advances made in marine farming innovation.

"Havelock thrives because of the presence of Sanford's factory; its factory in Havelock is the heart of mussel processing and hundreds of people rely on the company for work," Sowman said.

Introduced in 1990 by the Marlborough District Council to publicly acknowledge individuals or businesses which contribute jobs and economic value, the Marlborough Award also highlights innovation and entrepreneurship. 🌐

Enabling traceability through transparency

Following on from our report in the August 2016 issue about raising awareness of where seafood comes from, Jodie Campbell explains the jargon and opportunities for traceability and transparency in the New Zealand seafood industry.

How do we reassure consumers and add value to seafood?

Traceability and transparency are the keys, with the potential to transform our industry. The terms are often used interchangeably but they are fundamentally different.

Food traceability is the ability to track food through all stages of production, processing and distribution, according to Food Standards Australia New Zealand. This definition ensures supply chain participants can identify product movements (one up/one down) in order to meet trade requirements or retrospectively act in events of food safety breaches.

Transparency, on the other hand, is the extent to which information about

the companies, suppliers and sourcing locations is readily available to end-users and other companies in the supply chain.

In short, traceability is about physically tracking products through the supply chain. Transparency is the ability for customers and consumers to see and trust the information flowing with it. Traceability requires operational systems and conformance measures and as a result, can provide the cornerstone to credible information exchange in global supply networks.

It is traceability that enables transparency. It is transparency that our customers and consumers demand.

Traceability in itself is not new – we have been able to track product movements for decades. What is new is how we use traceability across the industry and the value it can generate through collaborative transparency initiatives.

It is transparency - not traceability - that is critical to brand equity, risk mitigation and customer confidence. In most cases, consumers are not clear about what traceability is; they don't ultimately care about supply chain logistics or e-cert authorisations. However, they intuitively believe that the industry can do better in regards to demonstrating diligence with respect

to food safety, environmental and social performance. This is where our industry can excel.

The investment the New Zealand seafood industry can make now is to package up the information that flows with our products. By shifting to a proactive and collaborative traceability model, the entire New Zealand seafood industry can repurpose traceability systems from a compliance burden to a market facing value proposition.

Collaborative investment into transparency initiatives enables industry and businesses to tell a coherent, comprehensive and cohesive story about the positive attributes of New Zealand fisheries and the seafood we produce. It is the single most efficient means to meet the ever increasing consumer demands for transparency. 🌐

Jodie Campbell is a Wellington based consultant with expertise in the design, development and implementation of sustainability, traceability and certification programmes for primary industry. She has worked on seafood traceability initiatives around the world but has a particular affinity to the fisheries back here in New Zealand.

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Inshore Launchmaster (ILM)

Local Launch Operator (LLO)

Local Launchman's License

Marine Engine Watchkeeper

Master of a Foreign Going Fishing Boat

Master of a Restricted Limit Launch

Master River Ship

Master River Ship
(holding an engineering qualification)

Master Small Home Trade Ship

Mate Home Trade

Mate of Deep Sea Fishing Boat

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NZ Offshore Master (NZOM) without
STCW-95 or unit standards endorsements

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Demonic Venz



Pete Dryden

Ring-fencing leaves all options open

Seafarers with many old or legacy tickets can now choose to ring-fence their tickets, rather than moving to a new ticket on the SeaCert framework.

Ring-fencing was introduced on September 30 this year. It's free and it leaves all options open to seafarers who can then choose to move into SeaCert at a later date.

Seafarers are able to ring-fence tickets that have expired but must have a current medical certificate, from any GP, before they can use ring-fenced tickets to work.

A list of tickets that can be ring-fenced appears on the opposite page - so what does it mean in practice? Below are two examples from within Maritime NZ.

In future editions we'll show how ring-fencing is working for maritime stalwarts such as Darren Guard and others in the industry.

DOMONIC VENZ - ASSISTANT REGIONAL MANAGER, SOUTHERN REGION

- Qualified Fishing Deckhand (QFDH)
- New Zealand Offshore Master with STCW-95 and unit standards

- NZ Coastal Master
- Commercial Launchmaster
- Mate Deep Sea Fishing Boat
- Marine Engineer Class 6
- GMDSS Radio Operator

Like many Maritime NZ staff, Venz comes from a varied maritime background, including fishing and non-fishing, and has gained a variety of tickets over his career.

As well as his shore-based role as Assistant Regional Manager for Maritime NZ's Southern Region Compliance team, he spends a couple of weeks each year skippering a vessel for Seaworks in Cook Strait – a role he had earlier in his career – “it’s a way of reconnecting with the sector”.

When it comes to the introduction of ring-fencing, Venz is delighted.

“It’s a no-brainer – why would I do anything else? I get to keep the ring-fenced tickets for life – and I can transition them (to a new ticket in SeaCert) in the future if I need to,” he says. “And it’s free!”

Ring-fencing has simplified a lot of decisions, particularly when it comes to planning what to do with his fishing ticket.

“For my Mate Deep Sea Fishing Boat, I was going to drop it and let it expire – it was going to cost money to transition and I couldn’t see myself using it in the next five years. But with ring-fencing I get to keep it – that’s

fantastic.”

He’s also ring-fencing his NZ Coastal Master and Commercial Launchmaster tickets because he can – again, it’s free and takes a few minutes online at www.maritimenz.govt.nz/ringfence.

All he needs to do to use ring-fenced tickets is have a current medical certificate, which he can get from any GP.

Venz started the transition to his New Zealand Offshore Master with STCW-95 and unit standards but is now choosing to ring-fence the basic NZOM – a ticket he needs for his work with Seaworks – without the endorsements

“I have dropped the unlimited portion, but can pick that up later if needed by transitioning through the system.”

PETE DRYDEN – MARITIME OFFICER, DUNEDIN

- NZ Offshore Master (NZOM) – with GMDSS, Proficiency in Survival Craft, Advanced Firefighting, First Aid
- Qualified Fishing Deck Hand (QFDH)
- Second Class Diesel Trawler Engineer (2DTE)
- Coastal Launch Master (CLM)

Maritime officer Pete Dryden has maritime experience on fishing, passenger and non-passenger vessels – both in command and as mate.

This includes trips to the sub-Antarctic, on vessels taking Department of Conservation staff down to the Campbell Island, about 660km south of Bluff.

His tickets range from the QFDH to the NZOM and all can be ring-fenced.

Dryden is in no doubt about ring-fencing, but is also taking other steps ensure his options are open for the future.

"I wouldn't even hesitate – I'm going to ring-fence everything and then worry about doing anything else later. It's free and you can move into SeaCert if you want to further your maritime career at a later date," he says.

"I'll be ring-fencing all my tickets, including the basic NZOM, but I will also be looking to do some additional work so I can transition sometime in the future."

The basic NZOM allows Dryden to act as Master on fishing boats up to 45m long out to 200nm, Master on passenger and non-passenger vessels

up to 45m long out to 50nm, or mate on passenger or non-passenger vessels up to 200nm.

"In future, I want to be able to move to a Master on ships less than 500 gross tonnes in the near-coastal area. That will allow me to command vessels down there. Ring-fencing keeps that option open."

OPTIONS:

New Zealand Offshore Master with STCW and unit standards – to retain all privileges this ticket must be transitioned to Master less than 500 gross tonnes by 31 December 2016. Seafarers can also ring-fence the basic NZOM (without endorsements) as long as they do it by 1 September 2017.

Marine Engineer Class 6 – this ticket cannot be ring-fenced and must be transitioned to a new MEC-6 SeaCert ticket by 1 April 2019. If it is not transitioned by this date, it will expire.

NZ Coastal Master, Commercial

Launchmaster, Mate Deep Sea Fishing Boat, Second Class Diesel Trawler Engineer – these tickets can

be ring-fenced. This must be done by 1 September 2017. Once ring-fenced, these tickets can be transitioned at any time.

Seafarers can choose to transition these tickets rather than ring-fencing, but must advise Maritime NZ by 1 September 2017, if they intend doing this. If they are transitioned, these tickets cannot then be ring-fenced at a later date.

GMDSS Radio Operator – A separate GMDSS certificate will now be issued when you renew your ticket, providing you meet the renewal requirements. GMDSS is not required for a basic ring-fenced NZOM.

Qualified Fishing Deckhand (QFDH)

– This ticket can be ring-fenced and will remain valid for life.

Check out options for all tickets at:

www.maritimenz.govt.nz/ringfence 



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Campbell Island sea lion Image: Kyle Morrison

“The Auckland Islands population has been dealing with something much bigger than trawl mortality and we urgently need to know what this is.”

NZ sea lion myths busted

Dr Jim Roberts is a NIWA fisheries scientist whose research with New Zealand sea lions over the past five years has included population modelling, diet and reproductive biology. This article first appeared in the New Zealand Herald on September 12, 2016.

As a scientist working closely with New Zealand sea lions, I am concerned by recent public comments about the species, which seem out of touch and supported by claims for which there is weak scientific evidence.

The dramatic decline of the Auckland

Islands population of NZ sea lions is a genuine concern for the species' long-term viability. MPI and DOC have responded with the development of a Threat Management Plan (TMP). A consultation paper was recently released for public comment, sparking a number of media articles containing myths and misinformation, which, in my view, are counterproductive to the conservation of the species.

Myth # 1 – NZ sea lions mainly eat squid

Southern arrow squid make up less than one fifth of the diet of New Zealand sea lions. Furthermore, survival and breeding rates of sea lions at the Auckland Islands were poor during a period of high squid abundance. This is inconsistent with squid fishing causing

the decline in sea lion numbers through competition for food.

However, there is strong evidence of nutritional stress in sea lions at the Auckland Islands and it is possible that commercial fish catches may be a factor since other key prey, including hoki and red cod, are caught. However, the abundance of these species will be responding to changes in climate as well as fishing, making it very difficult to determine the ultimate causes of nutritional stress. This task is made even harder when dietary studies are misrepresented.

Myth # 2 - The TMP ignores cryptic Sea Lion Exclusion Device (SLED) mortality

Since 2006, Sea Lion Exclusion Devices (SLEDs) have been standard

equipment in squid trawls around the Auckland Islands. They allow sea lions to escape from nets and have led to a major reduction in observed captures, but there is concern that sea lions drown or die from injuries after passing through a SLED (known as cryptic mortalities).

It has also been claimed that the TMP process ignored cryptic mortalities, but this is untrue. The TMP risk assessment model looked at the effects of commercial trawl mortality, including a scenario where 100 per cent of sea lions died, their pups ashore died and all future pups were lost. Even this most pessimistic scenario does not explain the whole of the sea lion population decline. The Auckland Islands population has been dealing with something much bigger than trawl mortality and we urgently need to know

what this is.

Myth # 3 – Bacterial disease has killed few pups since the 2002 and 2003 epidemics

Bacterial disease was first noticed killing pups at the Auckland Islands in 1998, with epidemics in 2002 and 2003 attributed to *Klebsiella pneumoniae*. This disease has since become endemic (a constant presence in the population) and is the main killer of pups during the summer field season. The duration of this endemic is unusual for a seal species and coincides with a protracted period of low pup survival.

Myth # 4 – Smaller populations don't merit as much attention

Encouragingly, over the past 20 years we have seen the recolonisation of Stewart Island and the NZ mainland. We have also seen the rise of the Campbell Island population, where a third of all

pups are now born.

Having many breeding sites helps protect a species against catastrophic events. However, half of pups born at Campbell Island have been dying in the first few weeks and the causes – provisionally starvation and drowning in wallows – clearly deserve our attention. Because of their close proximity to humans, the Stewart Island and mainland populations face a very different set of threats. We must afford these fledgling populations the protection they need to persist and realise their growth potential.

These myths are harmful because they distort the science and may divert resources into ineffective conservation measures. Although not explicitly addressed by the TMP, misinformation is a genuine threat to the conservation of NZ sea lions. ➡

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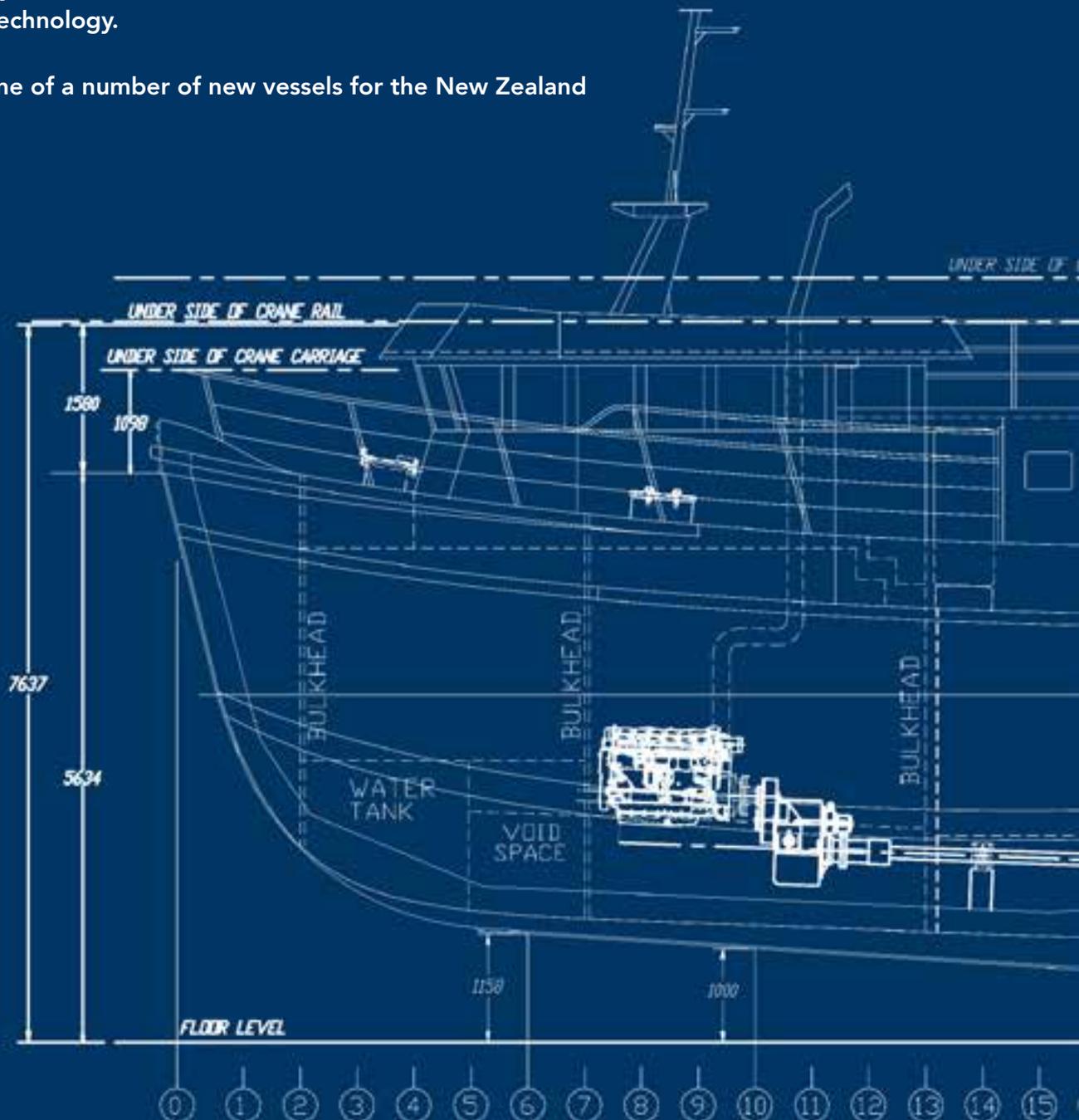
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Major Investment in Fleet renewal

Sealord's new purpose built \$70 million vessel, the first new deepwater fishing vessel in the New Zealand fleet in 20 years, is due to be delivered in mid-2018. Designed for sustainability and efficiency its features will include the new Precision Seafood Harvesting technology.

This is just one of a number of new vessels for the New Zealand fishing fleet.





Steve Yung, CEO Sealord

Sealord's new deepwater fishing vessel the first in a generation

Fiona Terry

Work has already begun on Sealord's new vessel, which is due to be delivered mid-2018. The fishmeal plant, hull steel and new series Rolls-Royce engine have been ordered, and plans for the tailor-made, state-of-the-art factory are under way.

Designed by Norwegian naval architects Skipsteknisk, which has a reputation as an innovative ship design consultancy, the \$70 million, 82.9m-long factory freezer trawler will provide up to 80 new jobs.

"This will be the first new vessel for the country's deepwater fishery in 20 years, since the introduction of the

Rehua," says Sealord CEO Steve Yung. "With the vision to be the best deep-sea fishing company in New Zealand, this investment in the reliability, efficiency and increased capacity of our fleet is essential."

It's been just a year since the idea of a new vessel was mooted. "Our fleet continues to age so replenishment is a must and the increased efficiency combined with new technology made this a superior option to purchasing second-hand vessels," says Doug Paulin, General Manager Fishing. "The most important thing we do is fish, so, it was important to us to progress the best option rather than the cheapest one. Buying second-hand generally means you end up with significant costs to adapt, increased repairs and maintenance, and older technology so we knew we were going to look at two main designers that are big in factory trawlers."

Skipsteknisk, designers of among other vessels Sealord's Rehua and the Aukaha, wasted no time in starting on

plans to fit the company's needs. The results were impressive, as was the commitment to quality and value for money.

"We took one of the latest large fillet trawlers and essentially sat with the designer and customised it to our needs, including things like putting in a fishmeal plant, a hoki factory and a pelagic factory suited for New Zealand species," says Doug. "The whole focus has been on efficiency. All the operating systems will be state-of-the-art and the factory alone will involve a \$10 million investment.

"There's no room for mistakes. The analogy I use to demonstrate what we're getting into is that we're effectively building a jumbo jet that you're about to soak in salt water 365 days a year, so it's got to be good."

The new vessel will be Sealord's most efficient and sustainable yet, fitted with, among other advances, new Precision Seafood Harvesting equipment, as well as the ability to produce its own electricity via winch systems. It will



Vessel design concept

“We’re effectively building a jumbo jet that you’re about to soak in salt water 365 days a year, so it’s got to be good.”

be able to fish for all Sealord’s target species such as hoki, orange roughy, along with pelagic fish like barracouta, squid and jack mackerel – something the company’s previously only been able to do through chartering vessels.

Sealord put the build project out for tender to six shipyards, from Holland, Spain, Norway, Turkey, Brazil and Vietnam.

“We chose Simek in Norway on the basis of quality and value for money,” says Doug. “It is a family-owned Norwegian shipbuilders and had just finished an impressive pelagic boat for a UK-based company.

“Most of the fishing equipment suppliers are based in Norway too, as well as the factory suppliers and fishing electronics businesses, so it made sense.”

The vessel, a series ST-118 with a

beam of 17m and engine of 4800kW, will have the capacity with each voyage to hold 1000 tonnes of fuel, 1000 tonnes of fish and 300 tonnes of fishmeal.

“There’s a huge amount of technology and electronics involved in a fishing trawler because we’ve got winches, the factory, the latest fish-finding technology, cargo handling systems, fishmeal plant, and a big crew with all the support systems that go with them. Plus, the operation’s got to run to the exacting hygiene standards expected of any food processing facility. There’s also a full pack line and freezer storage. It’s actually amazing there’s so much that can be fitted in. It’s like taking Sealord’s Nelson site, condensing it down to 17m by 82.9m and then venturing down into the Southern Ocean with it.”

The trawler, which will have the

capacity to catch 20,000 tonnes of fish a year, will have an automatic plate freezer and palletising facility – which means great savings in efficiencies.

“The entire lower deck will be factory space, so it’s significant in size. Being purpose-built, our engineers are able to sit down and assess, with all the experiences we have of hoki processing, what we ideally want.”

As for the crew’s facilities – it will accommodate its 45 crew in facilities likened to those of a top hotel. Equipped with 14 single and 15 double en-suite cabins, a gymnasium, two separate lounges, spacious galley and efficient laundry facilities, the fit out is set to impress as much as the fishing and processing capabilities. 🐟



Endeavour

Stark Bros launch new vessel for its Lyttelton fleet

Lyttelton boat builders and fishing company Stark Bros and Ocean Fisheries launched their new 17.2 metre steel fishing trawler, F.V. Endeavour at their boat yard on, August 30.

"Launching days are very special occasions – few and far between, but a good excuse for a celebration and an opportunity to showcase Stark Bros, our unique capabilities and skills," Chief Executive Andrew Stark said.

Over 350 attended the event, both inside the workshop and outside.

But before launching the vessel the guests had a moment of silence in remembrance of the three crew, Paul Bennett, Terry Booth and Jared Husband, lost at sea on the company's fishing vessel *Jubilee*, in 2015.

"This tragedy remains heavy on our hearts, and today we pay special tribute to these three men and their families,"

Stark said.

He noted that the vessel took longer to build than expected.

"Due to high ship repair workload in recent years the build time has stretched to just over three years. Yes, frustrating on occasions, but as many of our clients will appreciate, our principal activity is ship repair, we do not, and cannot afford to turn your work down."

The extended build time served two purposes – providing work for staff when business was quiet and first class fishing vessels for the fishing company.

"No other ship repair or boat building company in NZ operates this business model – we strongly believe that it makes us more effective in both boat building and in ship repair."

He paid tribute to the exceptional lead that Cameron Stark showed in the design and build of this vessel, the company's second new build since Frank Stark passed away in 2008.

"While similar in looks to previous vessels from the "Stark Stable", you will know that Cam is constantly questioning and seeking better results, so there are additions, subtractions, refinements and improvements.

"Indeed the results compared to our

last new build – *Legacy* indicate a 10 per cent increase in speed, and a massive 25 per cent increase in bollard pull.

"Combine this with significant fuel savings – and as Cam says - she is a honey!"

He also paid tribute to Henry Bastion, the company's build foreman who started with the company as an apprentice 13 years ago.

Henry had shown initiative, skill and determination, progressing through the ranks to lead this project.

"Henry is a thinker, but also a doer, he has learnt by doing – a top quality tradesman, he is not afraid to question why or how something is done, he also wants the best result from every project he is working on.

"While specifically mentioning Cam and Henry, rest assured this is a team effort – boat builders, welders, fitters, labourers, truck drivers, admin staff and management, collectively we can all be very pleased with the results of our efforts."

"Today we admire the result, clean, shiny, almost pristine - but as with any fishing boat, today is the only day this vessel should look like this – hopefully it will quickly smell of fish,

and unfortunately will be scratched and have the odd bump – all in a hard day's work for a fishing vessel and her skilful, hardworking crew."

Inshore fishing is hard work, both for the crew and ourselves as boat owners, he said.

"The fish prices paid to the boats are simply not keeping up with inflation, the costs of compliance, quota access fees, deemed value penalties, and repairs and maintenance are constantly increasing, yet fish prices to the catcher remain relatively flat."

Only with extremely hard work, support from the BNZ, a long term accounting perspective and the synergies with ship repair, could they continue to persevere, and to survive in the inshore fishing industry, he said.

"This being said, trucking companies cannot survive with 40 year old trucks, and neither can the fishing industry, age

will overtake the point of no return."

"There is currently much talk, but limited action regards fleet replacement – bring it on, the inshore fishing industry's survival depends on it – along with increased fish catch prices."

The name *Endeavour* has strong historical links to Lyttelton, he explained.

Banks Peninsula was first sighted by Europeans from *Endeavour* – during James Cook's first voyage to New Zealand in 1770, with the replica ship visiting Lyttelton in April 2000.

Endeavour will be based in Lyttelton, and with a skipper and two crew will fish off the South Island's East Coast for a range of inshore species.

It joins *Frontier*, *Legacy*, and *Nessie J*.

With a fuel efficient SCANIA coupled to a 9:1 reduction gearbox driving a 1800mm diameter variable pitch propeller, the additional capital investment is expected to give

significant ongoing fuel savings.

During its sea trials the vessel achieved in excess of 10 knots in timed running miles, and eight tonnes in static bollard pull.

It has an on-board salt water ice maker, computer controlled split hydraulic winches with auto scrolling, with a suite of electronics including Marport Trawl Catch Sensors to fish the varied conditions and fishing grounds particular to the South Island's East Coast, fishing in depths from 10m to about 500m.

Like the rest of the fleet, the vessel runs on BioDiesel - the blended supply is delivered wharf side by Green Fuels NZ Ltd – a locally owned and operated company. ➔



Jean Stark launches *Endeavour*

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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San Granit dwarfs a Sterkoder class vessel (the current Sanford factory vessel model) alongside the wharf in Norway



The renamed *San Granit*.



The view from the floating dock in Norway

New addition to the Sanford fleet due

The latest addition to the Sanford deepwater fleet, *San Granit* is due to arrive in New Zealand in early November ready to start work in December.

Built in 1989, the 67m *San Granit* is being delivered from Norway where she fished in conditions similar to New Zealand. She underwent a significant mid-life refurbishment in 2009.

Longer and wider, with more horsepower than other vessels in the

Sanford fleet, *San Granit* takes a crew of 30-40 and will be based out of Timaru.

San Granit will enable Sanford to diversify its product portfolio through increased processing flexibility. It can, for example, grade and process premium lines of squid down one side of the factory and bulk pack lesser preferred grades of squid down the other side with limited labour input, thus increasing the value of traditionally higher-volume, lower-value species like southern blue whiting, says Sanford CEO Volker Kuntzsch.

It also allows for inter-change between species in response to seasonalities and has been fitted out to use Precision Seafood Harvesting (PSH) that replaces traditional trawl nets to allow fish to be landed in perfect

condition.

The acquisition will create an additional 60-70 jobs for New Zealanders at sea and spin off business activity for the shore based support infrastructure. Crew are being recruited to operate both swing shifts when it arrives. Some have been with Sanford for a considerable number of years and are transferring from existing vessels, while others new to the Sanford team have already been recruited.

"We welcome all of the new crew to the Sanford team and look forward to the rest of the crew joining as the skippers pull together their final crew ready to start fishing in New Zealand in December," Kuntzsch says. 🌐



Guests gathered in perfect conditions for the launch of *Santy Maria*



Santy Maria



Roger Rawlinson addresses guests at the launch

Moana New Zealand launches first vessel in fleet renewal

A ceremony steeped in tradition was held in Nelson last month to celebrate the launch of the new Moana New Zealand vessel *Santy Maria*.

The state-of-the-art vessel was built for Tauranga-based fisherman Roger Rawlinson, of Ngati Awa descent and was named *Santy Maria* after his mother, who started the business with his father Bill more than 25 years ago.

Santy Maria is the first vessel in Moana New Zealand's \$25-30 million fleet renewal project. It was designed by Australian company OceanTech, with the technical expertise and vast fishing experience of Westfleet CEO Craig Boote, and constructed to the highest specifications by Aimex Service Group in Nelson.

Moana is supporting fishers and the sustainable future of the commercial fishing industry initially through transitional funding, and in the long term through quota parcels, in the biggest fleet renewal of its kind since

the 1970s, says Moana Chief Executive Carl Carrington.

Designed specifically to suit New Zealand's conditions, the new vessel is more fuel efficient, powerful and stable, and will improve productivity as well as minimise the environmental impact of trawling.

The new vessel will use cutting edge Precision Seafood Harvesting (PSH) technology. The modular net system corrals the fish in the water, meaning they are in a more rested state when they are landed on the vessel, resulting in them being landed in pristine condition.

In addition, *Santy Maria* has been specifically designed with the most advanced bird protection measures on any vessel to date. It stores offal on board to be released when it is not trawling, and discharges it below rather than above the water so there is no 'free lunch' for sea birds.

It will also use fully synthetic, environmentally-friendly hydraulic fluid which breaks down in seawater in case of any spills over the side, and a biodegradable lubricant on the wire ropes that pull the nets from the water.

Carrington says the iwi-owned company is proud to be leading the fishing industry in New Zealand, with boats that fit with its ethos of being kaitiaki, or guardians, of the sea for

future generations.

After looking around the world for design and build options the best one was to build the vessels locally, which is contributing to the economy and providing additional training and job opportunities, particularly for young Maori, he says.

Aimex recently launched a Maori Youth Development Programme designed to provide the opportunity to gain hands-on experience of the marine engineering industry, and the Moana fleet renewal project is a key part of that.

Managing Director Steve Sullivan says building the boats in Nelson and investment in training will provide a sustainable foundation for the business itself and the local economy as a whole in the long term, as well as the commercial fishing industry.

"*Santy Maria* is a testimony not only to the skills and engineering experience of the Aimex team but also to the strong partnerships and collaborative working spirit with all the supporting businesses that have brought the *Santy Maria* to life," he says.

At the launch Roger Rawlinson said *Santy Maria* created exciting prospects for his own whanau, and would help bring young Maori and his own tamariki into the fishing business for the long term. 🌊



Conference delegates Dion Iorns and Aaron Cooper



Sir Tipene O'Regan and Hon Sir Doug Kidd



Tim Pankhurst with speaker Darren Lovell of Fishbone Restaurant in Queenstown



Prof Ray Hilborn and Morrie Love



A sample of the world class seafood on offer at the ANZ cocktail function



Over 300 delegates attended conference

Industry celebrates 30 years of the QMS

The New Zealand seafood industry punches well above its weight on the world stage, according to the President of the United States National Fisheries Institute, John Connelly.

Connelly was giving the keynote address at the 2016 New Zealand Seafood Industry Conference.

He was speaking to a packed conference room at Te Papa of more than 300 attendees – the biggest turnout to the annual conference in recent years.

The New Zealand seafood industry had high international regard and showed leadership in a number of fishing and seafood related areas and is respected internationally for the quality of its fisheries research and science information, which included rigorous peer review processes, he said.

It has also overcome its distance from major markets.

And none of these achievements was at the expense of the marine environment. New Zealand could be proud of its marine resources management. A global study of 53 maritime countries placed New Zealand first for its marine resources management, he said.

New Zealand's 30-year-old Quota Management System had led the way by providing a fine balance between

utilisation and sustainability to ensure viable fisheries for current and future generations.

The conference was officially opened by Prime Minister John Key, who noted the success of the QMS.

"By any definition, we can look back at the QMS and say it's been an overwhelming success."

One of the underlying features of New Zealand fisheries is that it is a shared resource and that it's "all about sustainability". It is a resource that is shared between recreational fishers, iwi and the commercial sector.

"And we need all three to be able to operate harmoniously together and for the long-term good of New Zealand."

Speaking about the Kermadec Ocean Sanctuary, Key said it wasn't a place "where there's a lot of fish". There was very little fishing there because it was a "long way away"

"Commercially it is not that great a place to fish." It was a place of "ecological value".

The real resource wasn't in fishing because you can catch migratory species outside of that area, he said.

"The long term sustainability of fisheries is about saying there are some places where we just mark them out as not being a place where we commercially catch fish. I don't think that in the case of the Kermadecs there's a great deal at risk there. I think they are far too far away and I don't think you can catch a lot. I accept there's debate over that but the Government has to balance a range of different things."

The aim of the Government's Marine Protected Areas reform was to recognise the need to provide a balance between economic opportunity,

environmental protection and the right for New Zealanders to catch a fish.

Speaking about the Government's operational review of fisheries management he said it would not undermine existing rights and interests of commercial, customary and recreational fishers, Treaty settlements or core elements of the QMS.

"Our aim is to increase the value of our exports and to enhance the sustainability of our fisheries. Overall these efforts will provide greater transparency and improve public and market confidence that our fisheries are being well managed."

Commenting on the seafood industry's reputation, he noted that in all industries there will be people who do something wrong, or make mistakes.

"In my view the commercial seafood industry in New Zealand takes its responsibilities very seriously."

He described what as he saw as the risks of the "PR war" being faced by the industry.

"There are going to be plenty of groups that are going to want to take a different perspective, show you in a different light and turn consumers against you. So Russel Norman has gone out there and told McDonald's not to buy New Zealand hoki because it's not sustainable, but personally I don't think that's right but that's what you are up against, but as a sector you have to take all these issues quite seriously and we as a Government have to continue to demonstrate we are taking it seriously."

After his speech, Key was asked by reporters outside the conference room whether he accepted criticism about the lack of consultation over the Kermadec Ocean Sanctuary.

"I think there's a fair point there," he said.

Back in the conference, Te Ohu Kaimoana Chairman Jamie Tuuta, who led the session on "The Growth of Maori Fisheries –Where to Next, said the Kermadec Ocean Sanctuary expropriates Maori fishing rights.

"The Maori Fisheries Settlement has become part of the Maori constitution. It's a valuable agreement because fisheries are culturally important and a deal is a deal."

Maori always understood that fisheries might rise and fall on the science of sustainability. Where stocks had been under pressure fishing efforts were reduced.

"We as Maori and as industry are arguing against an ideology. The ideology of biodiversity."

It was a pursuit that was culturally and intellectually deficient, he said.

Two leaders at the forefront of the

Maori Fisheries Settlement, Hon Sir Doug Kidd and the founding Chairman of Te Ohu Kaimoana Sir Tipene O'Regan, led the discussion in the Maori fisheries session.

Sir Tipene said the fact that the sanctuary was announced without any concern for the fundamental Treaty rights enconced in the fisheries settlement and fundamentally contravened different elements of that settlement was "appalling".

In the session following the lunch break Sealord Chief Executive Steve Yung made the announcement that Sealord is to make a \$70 million investment in its fishing fleet with the purchase of a new state-of-the-art vessel - the first new vessel for the country's deepwater fishery in 20 years (see story page 15).The announcement gained wide media attention.

The afternoon sessions focused on "selling sustainability" from a

retailer's, seafood company and chef's perspectives as well as presentations on industry reputation and an insight into an upcoming book about the "extraordinary" story of fishing for New Zealand's orange roughy that included the fisherman's perspective.

The day ended with Gone Fishin's Graeme Sinclair talking about his experience filming Ocean Bounty, a 13-part series showcasing the seafood industry.

Sinclair was more than convinced of the industry's sustainable harvesting of seafood as he spoke of the abundance of rock lobster he saw during filming in the CRA8 fishery.

"It's a remarkable success story."

The conference ended on a high note by celebrating the industry's star achievers with the Seafood Stars Awards. 📺

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Young Achiever Award Winner – Te Tane Trinick



Longstanding Services Award Winner – Rob Pooley



Longstanding Services Award Winner – Doug Saunders-Loder

Seafood industry recognises its “stars”

New Zealand seafood industry members who have made a significant contribution to the industry were recognised in the inaugural Seafood Stars Awards in August.

The awards are part of the industry’s celebrations to mark the 30th anniversary of the Quota Management System and were made at a cocktail function following the annual seafood industry conference.

“Every day in fishing communities around the country thousands of people go to work to contribute to our \$1.8 billion export industry whether it’s putting to sea in our inshore fisheries, working away from home in our deepwater fisheries, working on salmon and mussel farms, or

onshore processing and marketing our products,” Seafood New Zealand Chief Executive Pankhurst said.

“There are thousands of stars in our industry. We have recognised five of them with these awards.”

Those nominated to receive an award under the following categories were:

- Longstanding Service Award
 - Doug Saunders-Loder, NZ Federation of Commercial Fishermen
 - Rob Pooley, Marine Farming Association
 - Phillip Clow, Whitianga/Coromandel Peninsula Commercial Fishermen’s Association
 - Donna Wells, Finestkind Ltd
- Seafood Innovations - Sustainability Award
 - Richard Wells, Resource Wise
 - Brian Kiddie, Bay of Plenty Fishermen’s Association
 - Dr David Middleton, Trident Systems
 - Scott Murray, Mt Cook Alpine Salmon
 - Dave Kellian, Leigh Commercial Fishermen’s Association
- Young Achiever Award
 - Adam Clow, Southern Cross Fishing

Oliver Wilson, Trident Systems
Tom Searle, Leigh Fisheries
Te Tane Trinick, Mt Cook Alpine Salmon

The Seafood Stars Longstanding Service Award went to Doug Saunders-Loder (Motueka), President of the New Zealand Federation of Commercial Fishermen, and Rob Pooley (Marlborough), President New Zealand Marine Farming Association.

Warkworth’s Dave Kellian won the Seafood Innovations - Sustainability Award, while Whitianga’s Adam Clow and Auckland’s Te Tane Trinick were honoured with the Young Achiever Award.

The profiles of the “Stars” below were drawn from their nominees’ citations.

Winner profiles **Doug Saunders-Loder – Longstanding Service Award Winner**

Doug Saunders-Loder has been president of the New Zealand Federation of Commercial Fishermen for the past 13 years.

A staunch advocate for inshore

fishermen he represents their interests in a wide variety of settings and manages key stakeholder relationships with Maritime NZ, the Ministry for Primary Industries, fisheries science working groups, and community stakeholder organisations including the Southern Seabird Solutions Trust.

In addition to his role as president of the federation he also holds the following positions:

Chairman of the Challenger Oyster Management Company

Chairman of the NZ Tuna Management Association

Director Area2 Inshore Finfish Management Company Ltd

Chairman of Challenger Scallop Enhancement Company Ltd

Chairman of Southern Inshore Fisheries Management Company Ltd

Director of Fisheries Inshore New Zealand Ltd

Rob Pooley – Longstanding Service Award Winner

Rob Pooley has had a life-long association with the seafood industry, initially as a crayfisherman in North Canterbury and for the past 40 years with the marine farming industry in the top of the South Island.

A pioneer of the marine farming industry, Pooley's father Bill gained a mussel license off Motunau Beach in North Canterbury, where father and son were lobster and long line fishing in the 1970s. Problems working in the unsheltered, open water meant the farm was never developed.

Pooley's first foray into marine farming in the Marlborough Sounds was in partnership with Chris Godsiff and Kevin Bonnington at Rams Head in the mid-1970s. By 1981 he and his family were living and working in Elaine Bay. His son Simon has followed his father into the business, which has interests across the top of the South Island.

Pooley has served for 25 years on the Executive Committee of the Marine Farming Association, including four years as vice president and the last 16 years as president. He is also on the board of Aquaculture New Zealand.

In addition, he has served on various industry boards, supporting companies

and executive committees such as the Marlborough Shellfish Quality Programme, the Mussel Industry Council, the New Zealand Aquaculture Council and Marine and General Ltd.

He is currently a director of Ngai Tahu Seafood Ltd and Ngati Koa Ltd. He is also a director of numerous seafood companies including Just Mussels Ltd, RP Holdings Ltd, Tawhitinui Greenshell Ltd, and Golden Bay Marine Farmers Consortium Ltd.

Dave Kellian – Seafood Innovations – Sustainability Award Winner

Dave Kellian has been a fisherman for more than 30 years. Kellian skippers his own 20m vessel, longlining for southern bluefin, bigeye and yellowfin tuna. Over the years he's fished in New Zealand, Australia and South Africa using a wide range of fishing techniques.

His concern for the environment and the impact of commercial fishing practices on it, particularly seabird populations, led to the design and development of seabird mitigation solutions. He has worked as a liaison officer, spreading the word of "seabird smart fishing" practices to fellow fishermen and has served on the management committee of the Southern Seabird Solutions Trust since 2002.

His outstanding leadership in the field of conservation and the environment was recognised by receiving the New Zealand Green Ribbon Award in 2004.

Kellian's outstanding service was recognised offshore last year at the Sea Web Summit in New Orleans where he was a finalist in the innovation category.

He was recognised by his peers earlier this year at the New Zealand Federation of Commercial Fishermen's Conference when he received the Electronic Navigation Shield for his "seabird smart" work.

Adam Clow – Young Achiever Award Winner

Adam Clow is a third generation fisherman based on the Coromandel. He is the owner and skipper of the FV Southern Cross and fishes from North Cape to East Cape, primarily for snapper.

In 2012 Clow was a joint winner of the Seabird Smart Award for his innovative approach to reducing risks to seabirds from fishing.

He has been instrumental in driving change in education and practice within the fishing industry with respect to mitigation techniques to avoid seabird capture particularly the black petrel in the Hauraki Gulf.

His ongoing work in this area was recognised in 2014 when he was awarded the prestigious Holdaway Award by the Hauraki Gulf Forum for making a significant contribution to conservation in the Gulf.

In 2016, Clow volunteered to participate in trialling electronic monitoring with proxy seabirds attached to lines to give greater transparency to operations on the water. The trial is a collaboration between Clow, The Department of Conservation, the Ministry for Primary Industries and Trident Systems.

Te Tane Trinick – Young Achiever Award Winner

Te Tane Trinick is National Sales Manager with Mt Cook Alpine Salmon based at its Queenstown Head Office.

Te Tane Trinick, has demonstrated a strong commitment to the seafood industry's future through various roles within the industry.

Te Tane's interest in aquaculture and sustainable seafood sources began at an early age fishing and diving on the East Coast before going on to complete a Bachelor of Science, majoring in aquaculture.

His talents were recognised in 2010 when he was selected by Te Ohu Kaimoana and Japanese seafood company Nissui for a year-long scholarship in Japan.

That investment paid off with Te Tane returning to New Zealand to work for Sealord, Foodstuffs and FMCG and now as National Sales Manager for Mt Cook Alpine Salmon who say Te Tane is proving to be an impressive advocate, not only for the company, but for everything New Zealand seafood has to offer. 🌊



Graham and Nadine Taylor



Donna Wells, Finestkind



Lindsay Elkington

The true cost of recreational fishing parks

In January this year the Government announced a proposal for recreational fishing parks in the inner Hauraki Gulf and Marlborough Sounds – banning commercial fishing from those areas. In our August issue Debbie Hannan, spoke to some of those who would be affected in the Hauraki Gulf. For this issue she spoke to some of those affected across the top of the south.

Commercial fishing in the Marlborough Sounds is not immediately obvious to visitors to this aquatic playground at the top of the South Island.

It's not surprising as its network of secluded bays, islands and coves covers a vast tract of marine waterways 42 kilometres long and with 380 kilometres of shoreline. Pelorus Sound (Te Hoiere) is the largest, followed by Queen Charlotte Sound (Totaranui).

But for generations, families have made their living in the Sounds' sheltered waterways.

Around 20 fishing families across the top of the south will be affected, stripping millions out of the local economy. Figures obtained from the

Marlborough District Council show that fishing contributed \$3.68 million to the Marlborough region in 2015.

Graham and Nadine Taylor run their fishing business out of Picton and Port Underwood at the north-east end of the Sounds. Graham is a fourth generation commercial fisherman. Their teenage son Nicholas is keen to become a fifth generation Taylor working for the family fishing business, but if the proposal goes ahead he may need to consider other options.

Recreational fishing parks will not improve recreational fishing or provide an "enhanced" fishing experience as promised by Government, they say.

They support sustainable fishing but through the Fisheries Act and its Quota Management System.

"Protecting marine biodiversity and a healthy marine eco-system is critical to inter-generational sustainability."

But, they say the proposal for Marine Protected Areas (MPAs) that includes recreational fishing parks is not sufficiently well planned or thought through to enable it to deliver meaningful protection of New Zealand's marine biodiversity.

They point to the Marlborough Marine Futures Forum as a model for community-based, integrated management planning. Graham

represents the commercial rock lobster sector on the forum.

Their view is echoed by the Marlborough District Council which says in its submission on the proposal that "whilst council supports the fishing park, it recommends that the community be given an opportunity to develop its own solutions, with the support of central government and council."

"Council has been surprised by the MPA proposals and would prefer that central government agencies engage with it at a governance level for future initiatives that significantly affect its statutory functions in the wider community."

The Taylors are concerned about the impact on the local community which relies on commercial fishing operators to supply fish retailers with fresh locally caught fish.

"While it's often promoted that one million New Zealanders go fishing that, leaves three million New Zealanders who rely on someone else to catch and provide their fresh fish".

The proposal will also impact on local tourism. Tourists to Picton want to eat locally caught fish when they visit, Nadine says.

The proposal isn't based on science, they say, but is about appealing to voters.

“Marlborough and our Marlborough Sounds are being used as the sacrificial province to appease a Government election promise to recreational fishers many of whom live outside our province without consideration to the wider impact on the Marlborough community – commercial fishers, local recreational fishers and non-fishers.”

The Heberley and Perano families are the elder statesmen of New Zealand’s commercial fishing industry. They have fished the waters for generations and know the importance of preserving fish stocks for future generations.

Joe Heberley, the fourth generation Heberley to live and fish in the Sounds and Cook Strait says the proposal could force the family out of the fishing business.

The Heberleys catch one tonne of butterfish, four tonnes of school shark, two tonnes of hapuku and one tonne of rock lobster from within the park’s proposed boundary.

Joe Heberley questions the motive to “improve the recreational fishing experience” to provide an abundance of fish.

“That is a fisheries management issue and should be addressed within the Fisheries Act.

“Proper fisheries management is a priority for the Marlborough Sounds. In our view this can only be achieved with an integrated plan that includes all stakeholders.

“There is no place for a recreational fishing park that gives absolute priority to just one sector. The way forward is to continue to work towards a shared and managed sustainable fishery. A well-managed fishery provides abundance which equates to success for all sectors.”

The Peranos settled in the Marlborough Sounds 141 years ago to hunt whales from Tory Channel and have been in the fishing business ever since.

“Like all fishermen I view the long-term sustainability of the fishery as one of the most important issues facing our industry. I view myself as a custodian of the fishery,” Craig Perano says.

Over the past few years his business Maris Fishing has invested heavily in

moving away from lower value gilled and gutted cod towards high value live fish to supply national Chinese restaurants with the goal of exporting around 10 tonne a year to China for the restaurant trade.

His first boat cost \$70,000, and the second recently arrived from Australia cost \$300,000 to purchase, fit with live holding tanks and get into survey. He has also spent an additional \$25,000 on modified fishing pots to ensure his live catch is landed in prime condition.

The proposal to create a fishing park will see him losing substantial revenue from which he pays wages, maintains equipment, leases quota and supports his family.

“The closure of the Sounds may not only be lethal to Maris Fishing Ltd, but will have a significant negative impact on the seafood industry as a whole.

“I see massive growth potential within the live seafood sector as these high priced ‘value added’ products represent one of the only ways to increase the value from within our sustainably harvested industry.”

His Licensed Fish Receiver has also invested in the move to live export by building a purpose built facility in Picton.

Further west at French Pass, two other families whose history of fishing in the Sounds dates back generations are concerned they may be the last generation to fish there.

Craig Aston, a fourth generation fisherman has fished on the eastern side of d’Urville Island for 30 years. He pots for blue cod and nets for butterfish.

The Astons’ catch goes direct to the Sydney Fish Market through the Nelson seafood company, Finestkind. Actor Russell Crowe is reputedly a big fan of their fish.

Lindsay Elkington’s family has fished around d’Urville for six generations. Elkington catches blue cod by hand line the way his Dad taught him, landing 18 tonnes a year.

He left the island to go to secondary school and after a career in deep water commercial fishing returned home to fish the Sounds and run a homestay business.

Both the Astons and Elkingtons run a water taxi service across from French Pass to d’Urville. Without fishing as their mainstay that service will no longer be available.

The Elkingtons say they would need to “pack up their bags, lock up the house and leave the island to look for work elsewhere, just when tourism to the island is taking off”.

The Port Nelson Fishermen’s Association has several members who fish in the proposed commercial fishing closure area and says there is no credible justification for the proposal.

“All finfish species form part of the Quota Management System and need to be managed as such. Fishing success is related to stock abundance, not to the spatial separation of commercial and recreational participants,” the association said. “Without reliable information from the recreational sector, the big picture is incomplete and skewed.”

Donna Wells of Finestkind agrees.

“Serious investigation and analysis needs to be made a top priority to obtain some reliable and factual data from the recreational fishing sector in this fisheries management area. The combined efforts of recreational and commercial fishers must be made known,” she says.

The closure would have a significant impact on her business. Wells has built a strong market for her products at the Sydney Fish Market.

“In reality, the cessation of access to the product caught in this area would mean the loss of a substantial part of my export business and, as a small, independent operator, could mean the end of my export business overall.”

All of the fishing families we spoke to say there is no science supporting the proposal to close the Sounds to commercial fishing. They all say the QMS has been an effective tool for managing fish stocks and question the lack of science supporting the proposal.

“There’s no science behind this, there’s no evidence either way of its impacts, good or bad,” says Elkington. ➡

MPA proposal's impact on supply to Sydney Fish Market

The Sydney Fish Market has concerns for the continuity of its supply of blue cod and butterfish from the Marlborough Sounds if the area is closed to commercial fishing. Gus Dannoun, the market's Seafood Trading Manager explains:

For more than two decades New Zealand has been a reliable source of fresh chilled seafood for the key seafood market operators in Australia. At Sydney Fish Market (SFM), the largest of its type in the southern hemisphere, New Zealand sourced seafood makes up approximately 20 per cent of the chilled and live seafood traded by value annually.

Of the 60 or so different species sourced from New Zealand by SFM, blue cod ranks highly with our customers, particularly the Asian clientele who target this consistently high quality fish in whole form for its preparation and consumption as a steamed fish for banquets or as a centre plate for special occasion meals. Once a much underrated species in Australia, blue cod has steadily built a strong customer base and resulted in prices growing three-fold, averaging around \$15 per kg annually.

Not surprisingly, the South Island is SFM's major supply of blue cod and although the Marlborough area isn't the only region from which this fish is sourced by SFM, it is our most consistent supply for 12 months of the year. Unlike fish such as snapper, blue cod may not necessarily be available every day of the trading week from SFM's auction but it is shipped at least once weekly, which is important to SFM's buyers who in turn can then ensure a regular supply to their customers.

In more recent years and through



Gus Dannoun, Sydney Fish Market

the Marlborough based fishers, SFM's buyers have been introduced to a relatively new species, butterfish. The unusual characteristics of this fish is also proving to be a very popular fish amongst the same buyer group. Like blue cod this species too has experienced tremendous market acceptance and price growth.

Any loss or significant reductions in supply quantities from either species into the Sydney market will result in a loss of buyer confidence and a strong likelihood they will shift to more reliable and consistent supplies of other species. 🐟

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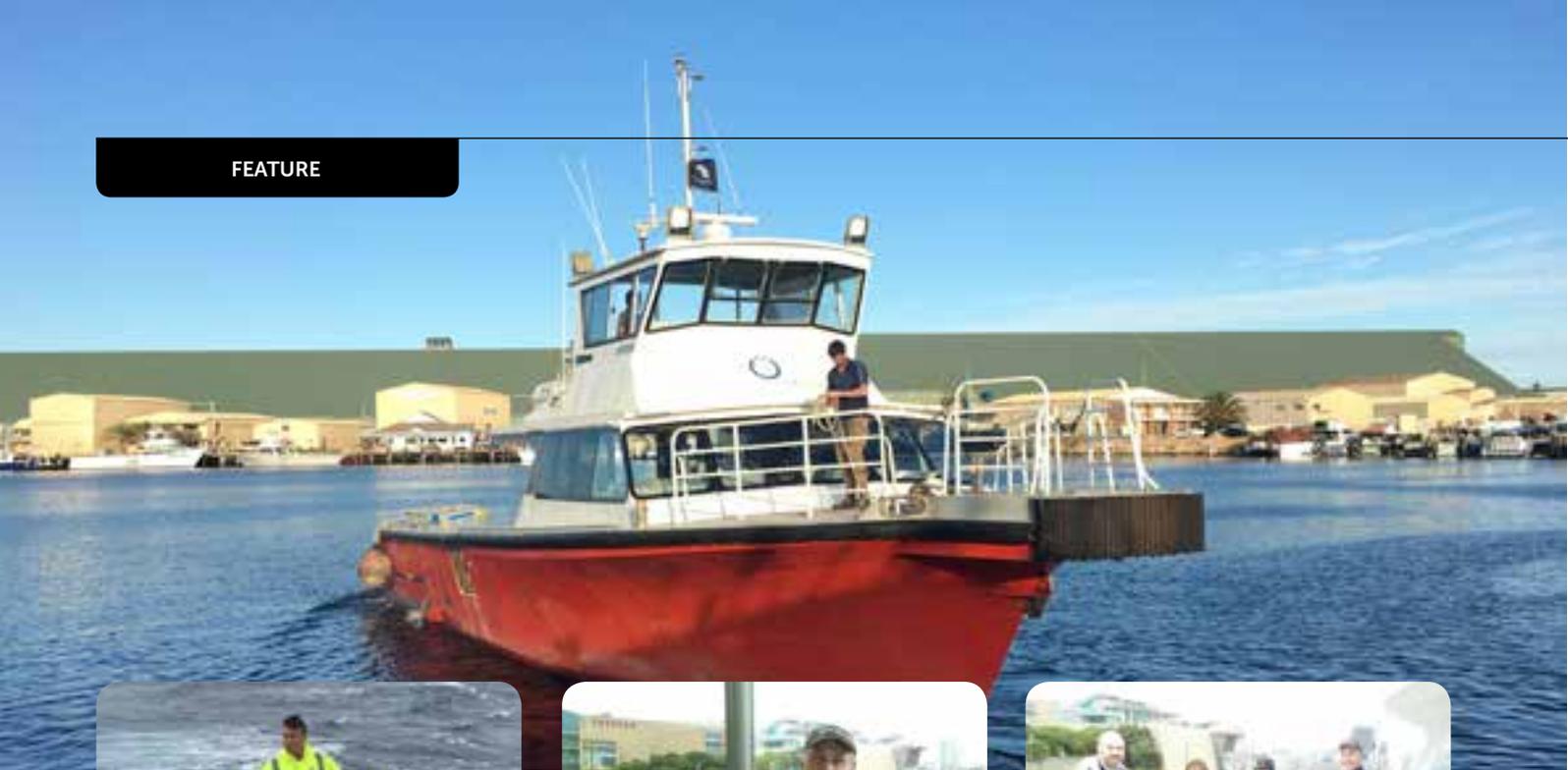


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The additional fuel on board for the voyage



Richard Kibblewhite holding up the pile of paperwork required to bring the vessel into New Zealand



Maritime New Zealand's Kelsey Walker with (from left) Paul Rowson, Adam Clement and Richard Kibblewhite when they tied up in Wellington.

Arrow points homewards around the top of Australia

Debbie Hannan

Wairarapa fishing company director Richard Kibblewhite took the long way home on the delivery voyage for his new 21.3m fishing vessel from Western Australia to Wellington.

Richard and Jean Kibblewhite of Splashzone spent over 18 months looking at suitable vessels around New Zealand and online to meet their needs.

"We crayfish and wetfish, so we needed a dual purpose vessel that will be based in Taranaki. We needed it to be big enough to cope in the weather that gets tossed at you on the West Coast."

Unable to find what they wanted in New Zealand, the search continued in Australia where they eventually found what they were looking for at Geraldton

in Western Australia, *Arrow*, a former rock lobster boat, surface long liner and more recently an oil and gas industry people mover.

The owners, Bhagwan Marine, was selling off some of its 185 vessel fleet because of the downturn in the oil and gas industry, and so Splashzone became the new owners of *Arrow*.

That was just the start of their adventure. In late August Richard headed over to Western Australia to pick up *Arrow* with Paul Rowson and Adam Clement from the Wairarapa and sail her from Geraldton up around the top of Australia, with a nostalgic stop to catch up with family and old friends in Broome on the way.

But first there was the "prep" reading manuals, sorting paperwork, Maritime NZ clearance, Customs clearance, stocking up on oil and spares, filters, hoses, clamps, food gear and fishing rods to name just some of the work needed. And this was all done in sweltering temperatures. Some days it was 55 degrees on deck.

Kibblewhite's brother Jim said a laser temperature gauge was a must:

"What a great tool for the engine room, every boat should have one."

They prepared well with 12,000 litres of fuel, two main engines, a couple of diesel generator sets and a whole pile of enthusiasm, energy and adventure and a month of spare time, a few fish hooks, a great big ocean and plenty of sun." And just in case there were problems with the engines, Richard's earlier life as a diesel mechanic came in handy.

And then the crew flew in "let's go – oops no bags, thanks Qantas". The bags arrived the next day but the next problem was they had no phone cards.

"You need a passport in Aussie to get a phone card, what? Talk about big brother."

With everything sorted they headed off, with the first stop Broome to fill up and see Kibblewhite's eldest son Sam who is pearl diving off Broome and a nephew Marc Severinsen who is the skipper of the pearl diving vessel *Roebuck2*, which Kibblewhite worked on in his early days working in Broome where Jean also worked."

"Tom Hageraats and Hayden Smith, two more young paua divers who

worked with me for many years are also on this boat, making it an almost all kiwi pearling vessel.

“So it was a trip with lots of memories and meaning for me.”

Their trip also involved pulling into Darwin to refuel, a catch up with family and with Richard McLean and Nick Paspaley who gave Richard his start in the pearling industry 27 years ago.

From there it was on to Cape York past the Great Barrier Reef and down to Bundaberg on the East Coast and from there they cleared customs and made a bee line to Wellington.

Some of the waters they travelled are familiar to Richard – having sailed from Fremantle to Darwin when he worked in Australia.

“So the trip was filled with memories and adventure, Spanish mackerel, sail fish, and mahi mahi.

“There were whales everywhere, humpbacks and babies, splashing, jumping all the way to Darwin.”

After catching up with family and friends in Darwin they headed out for Bundaberg.

It was plain sailing east ending up closer to Papua New Guinea than Australia at times.

The weather was on the nose for six days up to a fresh 25 knots, slowing the speed down from an average 10 knots

to 7.5 knots.

They were shadowed on their voyage by Australian border planes, taking photos, asking questions.

“Good on ya, keep those boat people out and the borders I safe I say.”

Arriving in Bundaberg they struck their first big hitch with the visit by the Australian Maritime Safety Association (AMSA).

Officially now a “foreign flagged vessel” they had to follow Australian regulations, resulting in delays in their plans.

“A few days later and after Kelsey Walker from Maritime NZ took the bull by the horns to sort the seeming impossible conditions from Aussie Maritime we cleared customs, with a northerly breeze forecast for four days.

“Yes let’s boost it to get home. The girls were all waiting, oh and a 30-year anniversary was now going to be missed, thanks AMSA.”

The last leg home of 1600 nautical miles was the shortest stretch in the voyage.

The conditions were good for the first part of the trip across the Tasman but two days from home the weather turned to an easterly “on the nose 30 knots” so instead of heading straight for Wellington they headed towards Westport and waited for the weather

to ease.

A day later they headed around Farewell Spit, but passing through the Karori rip they struck the worst bit of their 5000 nautical mile voyage.

“The fridge gets flipped upside down in the Karori Rip – half an hour from home we get the worst weather of the trip, how the Wellington fishers do it, I don’t know.”

Once in Wellington she was being fitted out to go crayfishing, long lining and set netting, and with a range from Cape Reinga to Westport supplying wetfish to Egmont Seafoods, Leigh Fisheries and crayfish to Gisborne Fisheries.

“There’s been huge support from the fishers in Taranaki, with plenty of ACE (annual catch entitlement) to make this new venture a success.

“There were also a lot of businesses that pulled together to make this all happen.

“Big shout out goes to Stu Parkes and the Aussie teams at Bhagwan Marine, Maritime Engineers, particularly Mark Sombrailo and Salters Boats— unreal folk who made the process so successful.

“Thanks also to Maritime NZ for the assistance to weave our way through the process and to Sunderland Marine for covering our journey.” 🚢

Maritime NZ explains the rules for buying offshore vessels

A maritime transport operator relocating a vessel such as *Arrow* to New Zealand intended for commercial use requires a certificate for international voyage from Maritime NZ.

Such a vessel, less than 500 gross tons and 45 metres in length, will be issued with a certificate following a survey by a Maritime NZ-recognised surveyor

determining that the ship is fit for the intended voyage and that it meets New Zealand design and construction rules. Maritime NZ must also be satisfied that the ship is adequately crewed and carries the appropriate safety equipment for the trip.

An exemption from parts of the rule may be granted on a case-by-case basis from the requirements to meet all design and construction rules, and the manning requirements, for a voyage in the unlimited operating area.

In the case of *Arrow*, an Australian-based surveyor was recognised based on their expertise and qualifications, and the voyage was permitted once all requirements for issue of a certificate of international voyage were met. These included approval of a passage plan and

the issue of appropriate exemptions from design and construction rules and the manning requirements.

Vessels undertaking these voyages must be registered on the New Zealand Register of Ships. All vessels intended to enter service as a commercial New Zealand vessel must register as a commercial vessel and cannot register as pleasure vessels.

Maritime NZ is currently updating the guidance and application form for certificates for international voyage. These will be available from www.maritimenz.govt.nz shortly. In the meantime you can email operators@maritimenz.govt.nz for information on the requirements. 🚢



This vessel may be the end of a working life in one form, but might well suit a new life in another



The king of old engines. Now out of production, there's still spares around, and specialist reconditioning companies like Shaw Engineering

Separating the wheat from the chaff when buying old boats

Tim Findley

When looking to buy an old to very old boat, bear in mind they all share a reliance on the diesel engine.

And 99 times out of 100, a single diesel engine, which means if it stops, one could be in deep do-do.

There's heaps just out of survey for sale, lots of them.

If you want to avoid buying a lemon here's a check list to give your average

owner/operator an idea of engine life expectancy:

Arrange to see the engine 'before start-up'. It's very important to see the engine cold start.

Next, have a look at the heat exchange header tank. The pressure cap rubber seal should be healthy, the compression spring clean and smooth acting. The coolant should be clear (or translucent, if coloured inhibitor has been added). Certainly no rust should be present.

Have a look at the V belts and pulleys. Black dust everywhere tells a tale of misalignment.

Raw water. Look at the entire system. From pick up to exhaust. Look for sacrificial anodes – green moss around the thread may indicate replacement.

Check fuel lines for leaks with a paper

towel. Ensure there is a flexible line from hull fixing to fuel pump. Solid metal tubes will fail from engine vibes. What about the sight glass on the primary filter? Water? Diesel bug?

Dip the engine oil. Smell it. A whiff of diesel indicates a problem. Black as night is fine, but pale and frothy is a problem. Whilst looking at oil, dip the gearbox. This oil should look like new. Wipe the stick with your nice clean paper towel and look carefully at the result. Tiny, tiny bits of debris? Take it into the sunlight for a good look. Debris indicates clutch plate wear.

Time to start up, with you at the exhaust outlet. A slow starter, with no sign of smoke indicates air in the fuel lines and it'll need a good few turns to purge. The point is, there shouldn't be air in the lines.

A slow start with clouds of white, smelly smoke indicates lack of compression. This is a really, really bad sign, but unlikely to evidence if the engine is already hot – so again, be sure of a cold start-up.

The healthy engine should start quickly – no hesitation at all. It should not require any throttle and should sit at its low idle revs. There may well be blue smoke for a minute or two, but this should clear as the engine warms.

If it doesn't it's an indication of huge expense dead ahead.

Go below and observe the engine while someone selects ahead and astern a few times.

If the engine jumps the mounts are stuffed.

Grab the pressure side of the raw water pump hose and blip the throttle. It should go hard in your hand. If it feels like it's swelling up, there's restrictions in the heat exchanger.

Same deal with the raw water

intake, only this time you might feel it shrink slightly. The danger here is a hose so soft it'll suck flat to obvious consequence.

Time for a sea trial. Even idling from the berth engine temperature should rise swiftly and steadily to the 180-190F (most older engines are still Fahrenheit) or 85C.

If it isn't coming up until the hammer is down, a crook thermostat is suspected.

Let's do a prop check. Out of gear, let her wind up to what the diesel guys call "high idle." Full revs, but not working. The hand book will say what no-load full revs should be.

Note what's obtained, then go full ahead. When she is wound out, note the revs. You should be 50 to 200 revs under your high idle reading depending on make of engine. If you get near enough to your no load revs and no smoke, you are underpropped – a couple of hundred short, but if there's black smoke

you are over-propped.

A quick caution: Never run at revs that cause black smoke for anything but a short burst. Black smoke is unburnt fuel, busy washing the oil off the rings and bore, heading for an untimely demise.

Back to the boat. Steaming at cruising revs, descend into the engine room again and check around.

Hoses bulging or sucking flat? Pump seals dribbling or spraying?

If she's just going about her business as she should, carefully remove the oil filler cap – a faint oily mist is okay. A foggy, smelly burst is not.

Try your paper towel over the hole for 20 seconds – a discolouration is fine. A drench of oil vapour is not. That's excessive blow-by that overheats and contaminates the oil.

The whole purpose of this article isn't to do surveyors or diesel mechanics out of a job, but to give some tools to separate the wheat from the chaff. ➔



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Bringing out the best in seafood

Fiona Terry

Sealord's seafood chowder recipe has been a popular choice among the many inspiring mealtime ideas on the company's website.

"This is a classic recipe so it's steeped in years and years of tradition but we've just added our twist," says Danny Sheridan, Sealord's Innovation Chef, who first discovered a passion for fish and seafood while working in Michelin-star restaurants in the UK.

"We wanted a dish that would showcase the range of Sealord's products, so we've got hoki, smoked mussels and salmon, and this recipe brings them all together perfectly. Hoki

works really well with this dish because it's a good, white, flaky fish, which is ideal for the recipe, and the addition of mussels gives it that really nice smoky background flavour.

"I added bacon and fennel to the base of the recipe too because bacon gives it a nice depth of flavour and the fennel goes really nicely with seafood."

Making the recipe as straightforward as possible was a priority. "We wanted to create a family-friendly, simple, step-by-step guide that anyone could follow," adds Danny. "It's nice to eat as a winter warmer with a piece of crusty bread."

Danny gets inspiration for his recipes through a number of sources. "I'm constantly researching and looking at new restaurants and working with our trend agency to keep an eye on what's going on," he says.

Danny is an important member of the innovation team at Sealord, part of the



Sealord's Innovation Chef - Danny Sheridan

Marketing and Innovation Department. Working closely together they ensure they have their fingers on the pulse of trends, not only in what consumers are looking to buy, but also in flavours.

"It's great to be working with a beautiful quality, natural product and creating ways we can bring out the best in it," adds Danny. "👉"

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Sealord Seafood Chowder

Ingredients

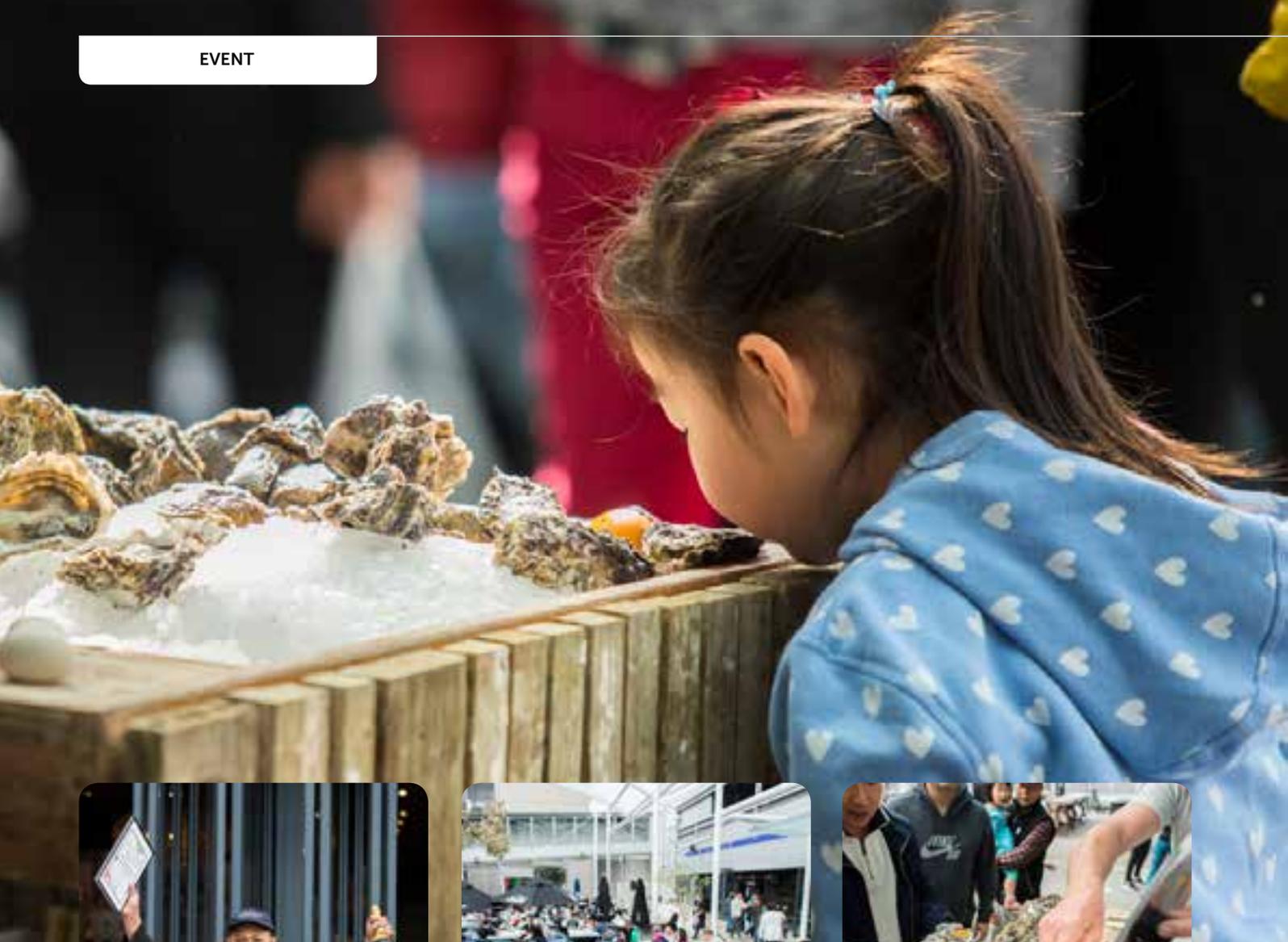
1x 425g Sealord Natural Hoki Fillets
180g Sealord Natural Smoked Mussels
150g Fresh Salmon
1 onion, finely diced
½ fennel bulb, diced (Optional)
4 rashers streaky bacon
3 large potatoes, washed and diced
4 cups seafood stock
1 1/2 cups milk
1/2 cup cream
1/4 cup chives, chopped
1/2 cup cornflour
1/2 cup water
1 lemon zest and juice
salt and pepper to taste

Method

1. Heat bacon, onion and fennel and cook until bacon is slightly browned and onion is translucent.
2. Add potatoes and stock and bring to a simmer for approx. 10 minutes.
3. Add milk, lemon zest, hoki fillets, mussels, hot smoked salmon and cook for further 5 - 10 minutes. Thicken with cornflour and water mix and finish off with cream, lemon juice and chopped chives.

Foodie Tip

Make your dish presentation look even better by garnishing with fennel fronds from the bulb or save some chopped chives and sprinkle over the top



Lipine Taelega wins the New Zealand oyster opening championship with the fastest shucking time of 4.01 minutes



The Auckland Fish Market served about 600 people on the day



Visitors enjoy hot seafood chowder at the festival. Photo: Auckland Fish Market

Kiwi oyster shucking champion crowned at seafood festival

Lipine Taelega (Moana New Zealand) was crowned the national oyster shucking champion among 20 other participants at the inaugural New Zealand Oyster Opening Championship on August 20.

Taelega shucked 30 Pacific oysters

in 4.01 minutes to secure first place, and won a place to compete at the Japan Oyster Opening Competition on September 18 and the World Oyster Opening Championship in Ireland on September 24.

All participants won a prize hamper with 30 competition oysters, a Japanese oyster-opening knife and a bottle of wine.

The competition was held at the Auckland Fish Market alongside the day long Winter Wine, Shellfish and Seafood Festival, which offered a range of shellfish and seafood, including a raw bar featuring Kiwi oysters and Cloudy Bay Clams, paired with wine.

Auckland Fish Market bar and restaurant manager Jagandeep Negi says the festival, hosted by 2014 MasterChef NZ winners Karena and Kasey Bird, was a hit.

"The Auckland Fish Market served about 600 people on the day."

About 80 dozen oysters and shellfish, including Pacific and Bluff oysters, and Cloudy Bay Clams were sold by the fish market on the day, Negi says.

The festival also featured a fun event for visitors – the All Shellfish Opening Championship – which included mussels, scallops and clams apart from oysters. 🐚



A selection of sumptuous scallop dishes were enjoyed by visitors to the festival

Photos: Vaughan Grigsby



Celebrity chefs Nici Wickes and Ray McVinnie conduct a cooking demonstration



An entertainment stage set over the water was a big hit with the crowds

Locals and tourists savour top Coromandel seafood

Over 5000 visitors turned up to sample delicious scallops and a range of other seafood at the 12th Whitianga Scallop Festival on September 10.

Apart from locals, the festival also drew a number of tourists from the United States, United Kingdom, France, Ireland

and Australia, festival coordinator Fiona Kettlewell says.

"It's a great combination of good food, entertainment, and stunning scenery that keeps people coming back every year.

"We had scallops shucked fresh, and even served up raw. It was fantastic."

About 75 food stalls, a live music stage set over the water, and celebrity chefs were part of the attraction.

The stage set over the water was especially a big hit with the crowd.

"It was just stunning at high tide," Kettlewell says.

The festival's cooking demonstrations had a competitive flavour, with celebrity

chefs Ray McVinnie and Nici Wickes doing a cook-off against Aaron and Josh – Two Fat Cats (of My Kitchen Rules fame).

"It's a great way of celebrating the best of our local seafood," Kettlewell says. 🌊



Director, Sustainable Seas National Science Challenge

Julie Hall

Right now many of New Zealand's top marine scientists are focused on the beautiful Nelson region as they begin an innovative research programme that will have benefits far into the future.

Tasman Bay and Golden Bay are the first case study for the Sustainable Seas National Science Challenge with the research area stretching from d'Urville Island to Farewell Spit and out into Cook Strait, taking in the entire ecosystem.

The National Science Challenges began in 2013 when the government announced it was focusing research dollars on 11 areas most important to New Zealanders. Each involves 10-year collaborations between the country's academic institutions, crown research institutes, businesses and non-government organisations, and is funded by the Ministry of Business,

Innovation and Employment.

The Sustainable Seas Challenge (Ko ngā Moana Whakauka) was formed to enhance our use of our marine resources while also ensuring that our marine environment is understood and cared for, and that we use it wisely for everyone's benefit now and in the future.

It aims to provide new ways to ensure our marine resources are well managed, we have a healthy and strong marine economy, that marine industries operate effectively and responsibly, that Maori values are included and the Maori marine economy is strong, that New Zealand is a world leader in sustainable marine production and stewardship, and that our society understands and is engaged in marine issues.

The approach we're taking with Sustainable Seas is to develop ecosystem-based management. It means that we're recognising that the ocean doesn't operate in a vacuum; it's part of a complex web of interactions, with everything affecting the other from the rain falling on an inland forest to urban storm water, as well as fishing, boating, the seabed, aquaculture, marine animals, and climate change.

It's necessary because at the moment, resource consents for use of and discharge to the marine environment are granted in isolation.

What's different with this approach is that it will consider all the impacts on an ecosystem, and all the values our society has for the marine environment. It's a much more holistic way to do things, and it's there to ensure we have these resources available for future use as well as conservation.

We haven't had ecosystem based management before because we haven't known enough about our ecosystem or how to approach this management regime. There are a number of studies overseas where researchers have looked at a single bay or a very small estuary, but we're looking to develop a framework that will allow it to be applied throughout New Zealand. If we can do that, we'll be world leaders.

When we do the first case study in Tasman and Golden Bays, we'll be bringing a wide range of people together, including resource managers, industry, local and central government, Māori and the wider community, to look at what their values are and how to incorporate these into managing our oceans. In that way we'll be setting ourselves up to enhance the use of our marine resources as well as looking after this wonderful resource for many generations to come.

For more information visit the Sustainable Seas Challenge website at www.sustainableseaschallenge.co.nz



Talley's

2016/2017



ALBACORE TUNA SEASON

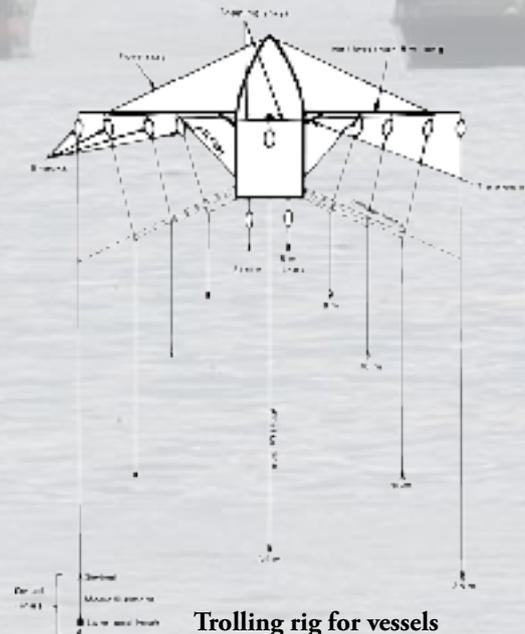
Talley's wish to welcome all Albacore Tuna fishermen to the South Island fishery where we operate the only complete chain of tuna receiving depots.

These buying stations are:

• Picton	Larry Moses	03-548 0109	021 438 387
• Nelson	Larry Moses	03-548 0109	021 438 387
• Motueka	Andrew Lucas	03-528 2813	021 277 0595
• 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
• 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
- Cleaning and sanitisation of fish holds
- A 24-hour provedoring service
- Diesel at very competitive prices
- Use of our slurry bins
- Organisation of all mechanical and electrical repairs
- Supply of the full range of tuna gear
- Metfax up-to-the-minute weather information
- NIWA sea surface temperature charts
- Speedy payment
- Free ice



We would like to buy your tuna, whether it be frozen or iced, and will unload your vessel at any of the above buying stations. We will help you gear up your vessel so if you need assistance please phone us. Should you have a vessel that needs a skipper or, be a skipper who needs a vessel, please don't hesitate to call us. We welcome all enquiries.

PLEASE CONTACT

Roger Burgess

Talley's Group Ltd - PO Box 5 Motueka 7143
Telephone: 03-528 2800 - Cell: 021 229 4078



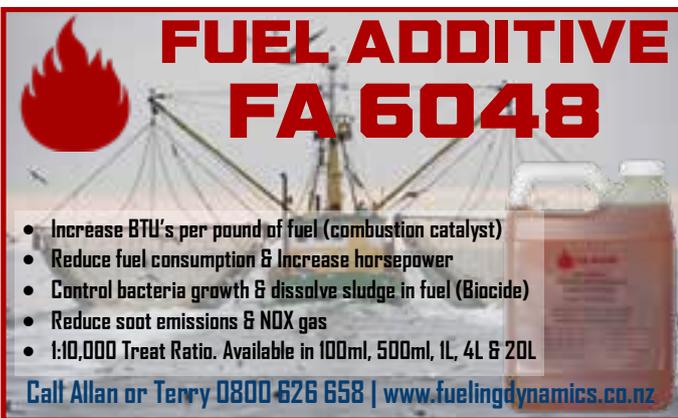
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10.0M x 3.2M. By Wanganui Boats Ltd 1990.
2 x 200hp Volvo's. One at less 1000hrs running.
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Volvo Duo-prop legs with recent rebuilds.
18/27 knots. Still planes with 2T pay-load + nets.
Luff net hauler plus S/S pot hauler. Trailer.
Set nets Approx 4 to 5,000 metres included.
A serious performer for a beach fisher.

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180hp Detroit 6/71 with Alison box.
8/9 knots. 1,000L fuel. 10LPH working.
Fish-room holds 4T bulk or 110 bins.
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Split winches hold 280M x 11mm warps
A full set of Furuno electronics. Stabilisers.
A good honest smaller work-horse.

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#4848 FIBREGLASS 14.5M.
WESTCOASTER 1984
550hp 3406 Caterpillar
Niigata 2-1 box
13/20 knots. 3 berths, Toilet/
Shower. Full set of Furuno
electronics incl. WASSP
In MOSS with inshore
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#4864 HARD-CHINE CRAY
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