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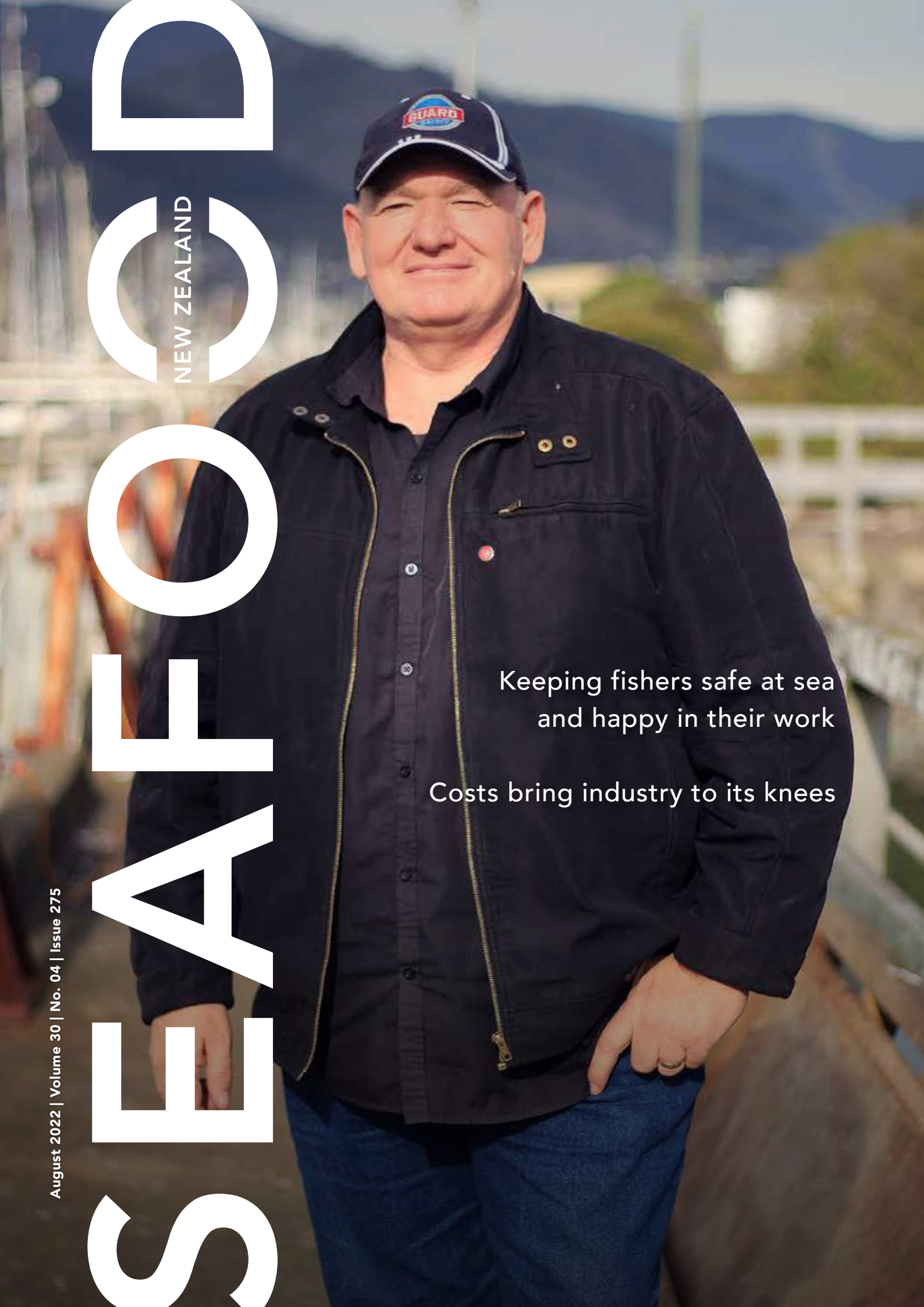

Keeping fishers safe at sea and happy in their work

Costs bring industry to its knees

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From the Chief Executive

On the policy and geopolitical front, it has been a busy few months for New Zealand fisheries – and there have been a few wins along the way.

After 22 years, New Zealand's determination to lead the global push to eliminate fisheries subsidies had an outcome in late June at the World Trade Organisation (WTO).

Not a perfect outcome, but an agreement by all 164 member states – something that had proved impossible for two decades.

Fisheries subsidies, where countries financially incentivise companies to fish in places and in ways that would otherwise be uneconomic, contribute to the depletion of fish stocks and the degradation of the marine environment. Annually, $35 billion goes on subsidies and it is estimated $22 billion of that is on harmful subsidies such as for fuel or larger vessels.

New Zealand does not offer subsidies to the fishing industry and has long fought to eliminate them elsewhere in the world, knowing they contribute to overfishing and it is an uneven playing field.

What was agreed, was that subsidies for fishing stocks that are overfished will be illegal, as will subsidies that support illegal, unreported, and unregulated (IUU) fishing. That puts an obligation on the countries to withdraw subsidies when IUU fishing is proven. The WTO also reached agreement to prohibit any subsidies for fishing in the high seas, beyond those that are already regulated through Regional Fisheries Management Organisations. In addition, all countries that offer subsidies must report them to the WTO and provide proof that the fisheries they will subsidise are not overfished.

Another win on the global stage was the agreement of the New Zealand – European Union Free Trade Agreement (NZ-EU FTA), resulting in $20 million of tariff reductions.

Almost all fish and seafood will have an immediate tariff elimination and, at a time when the industry is doing it tough, this is welcome news.

For seafood, 99.5 percent of New Zealand's current fish and seafood trade will enter the EU tariff-free from day one, increasing to 99.9 percent within five years, and 100 percent within seven years, with tariff savings of $19.6 million per annum. Tariffs will be eliminated at entry into force on almost all fish, and mussels, squid, and other shellfish.

Closer to home, the Fisheries Amendment Bill is quickly making its way through the New Zealand parliamentary process.

It was heartening to see fishers rally to the call to be heard in front of the Primary Production Select Committee – and all of them acquitted themselves extremely well.

Many concerns were raised – from unintentional discarding and the penalty regime, to having to land all of their catch and having cameras cost-recovered, but the submitters were unfailingly polite and informed.

The Government is attempting to get this legislation in place later this year, but equally seems determined to run a fair and democratic process where the voices that need to be heard, are.

This edition, we focus on an issue of great concern to our fishers – the escalating price of fuel – and talk to the people on the water who are hurting.

We also profile Nelson's Darren Guard, a one-man industry dynamo, and deal with misconceptions over foreign vessels and crew in 'Mythbusters'.

Enjoy the read.

Dr Jeremy Helson
Chief Executive

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Giving nature a helping hand

Bright blue seed pāua released into crevices to reduce predation and dislodgement by waves. Image: Jason Ruawai.

A project to restore the pāua population after the Kaikōura earthquake is generating some promising outcomes for the pāua industry. Optimising pāua restoration and stock enhancement by assessing commercial reseeding and developing stock-enhancement methods have been the objectives of the project, with funding from the Pāua Industry Council (PIC) and Seafood Innovations Ltd (SIL).

The 7.8 Kaikōura earthquake in November 2016 caused massive devastation of near shore algae and invertebrate species. The resultant coastal uplift by as much as 6m along 130km of highly productive coastline stranded many thousands of adult and juvenile pāua on fully exposed rocks. There was also extensive loss of pāua settlement and juvenile habitat, which occurs exclusively on small rocks and boulders along the margins of the very low intertidal and upper subtidal zones. These cataclysmic impacts to pāua populations, the fishery and habitats prompted a closure to all recreational and commercial harvest, which was still in place nearly five years later.

After the earthquake, Professor David Schiel and his PhD student Shawn Gerrity from the University of Canterbury headed to Kaikōura to assess the damage, including looking at the state of remaining shallow habitats and to set up long term studies on how to potentially recover the fishery. The researchers were unsure how quickly the pāua populations might recover and whether the remaining habitat could even sustain future pāua populations, so they incorporated the use of hatchery-reared juveniles by working alongside industry and hatchery staff to improve commercial stock enhancement efforts and increase the speed of recovery of the Kaikōura pāua.

The researchers used field surveys to gauge the growth and survival of the hatchery seed pāua and the natural populations and to provide improved information on site selection for future pāua seedings. In 2018, PAUMAC3 used emergency earthquake recovery funds from Fisheries NZ (part of which was specifically tagged to support pāua population recovery) augmented by industry funding, for a commercial-scale release of 170,000 hatchery-raised seed pāua, produced by Arapawa Seafarms hatchery using Kaikōura broodstock.

The small seed come out of the hatchery bright blue in colour due to the feed they are raised on and these 'seed pāua' at around 15mm long, were planted into the natural environment at several sites by community members. The habitats were those identified by researchers as being the best for juveniles – small rocks and boulders sitting atop smaller rocks and gravel. These habitats allow plenty of water flow as waves

Recaptured seed pāua approximately 6 months (left) and one year (right) after their release, showing distinctive blue cap from their hatchery shell material. This 'cap' can be seen at least three years after release, allowing researchers to assess survival and growth. Image: Shawn Gerrity.

come in, removing sand and sediments and supplying fragmented drift algae for food. The community project was led by Jason Ruawai (PAUMAC3) and aimed not only to enhance pāua populations but to also foster stewardship by local students from Kaikōura High School who assisted in the reseeding.

For at least three years post-release, the original blue cap of a seed pāua is still visible and can be used to calculate growth rate. This lets researchers know which areas have the best growth rates and allow rapid progression of seed pāua to a harvestable size. Fast-growing pāua are more likely to avoid predation and will reach maturity sooner, improving their chances of reproduction and reaching harvest size.

Three years after the 2018 release, hatchery seed made up about 12 percent of pāua populations in release sites. By most standards, this is a high proportion of populations but one of the reasons it is a relatively small percentage is that there had been considerable re-alignment of juvenile habitats and high levels of natural recruitment annually in some areas since the earthquake. By 2021, the growth rates of seed pāua were very good at most sites, at between 25-35mm in shell length annually.

One of the surprises of the study is the fast growth rates of seed pāua in several sites, some of which (by 2021) had already reached sizes for early reproduction. As with all such studies, however, some sites had very slow growth and even stunted seed pāua. Optimising locations, habitats and the number and sizes of seed pāua per area, was all part of the ongoing research.

> **"It's great to see a lot of positive feedback and support coming back."**

By February 2022, further surveys had been done to assess progress and interestingly, the abundance of seed pāua in surveyed populations had decreased significantly since previous sample events, indicating either mortality or emigration along the coast or out to subtidal habitats. By this time, growth rates of seed was variable, averaging 28mm per year across sites, with the majority of recaptured seed at a reproductive size of 85+mm shell length. Shell length increments do slow down with increasing pāua size, but the research team anticipates that many of these seeded pāua will reach harvestable size (currently 125mm shell length) within the next two years.

The research team successfully managed to spawn pāua at the Kaikōura hatchery and this year will focus on hatchery larval production, settlement and experimentation, with a final round of intertidal seed surveys planned for the latter half of 2022.

SIL general manager Anna Yallop noted the successful engagement with a wide range of groups the researchers have achieved.

"This has been an excellent example of collaboration with interested parties including industry, local iwi, Fisheries New Zealand, school students and community groups," she says. . "It's great to see a lot of positive feedback and support coming back."

PIC chair Storm Stanley says "this work and associated biomass and recruitment surveys,

Professor David Schiel (left) and PhD student Shawn Gerrity (right) in the field doing what they do best – measuring pāua.

underpinned the fisheries re-opening, as it has provided an assurance to Te Korowai, Fisheries New Zealand and the Minister". Stanley is clear about the value of the research to not only commercial but traditional and recreational fishers: "it's simple: without it, the fishery wouldn't have opened".

The project is due to finish in May 2023 and the researchers have plenty to continue with this coming year to help ensure the long-term sustainable future of the fishery. Given the $50m pa value of the New Zealand commercial pāua fishery and the treasured nature of the species to a range of stakeholders, fishers can't wait.

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Skyrocketing costs bring industry to its knees

Fuel and other costs are crippling the industry. Lesley Hamilton speaks to Craig Boote, Matt Hardyment, Curly Brown, and Matt Douglas – some of the industry's most experienced fishermen who are at breaking point.

Foresight would be a wonderful thing and Craig Boote of Westfleet may be regretting embarking on building a new vessel in the current climate.

The build of the new long liner *Rununga* is well underway and will join another two long liners and three trawlers in the Westfleet fleet.

Boote says the vessel that is most badly affected by the fuel costs is the biggest in the fleet, *Tasman Viking*, and the only way they are making that boat break-even is by selective fishing.

"I have had her tied up for three weeks and she will probably be tied up for extended weeks at a time over the remainder of the year."

Westfleet has two operations – Westfleet Fishing, which operates the vessels and fishing – and Westfleet Seafoods which process the fish.

"The company is at breakeven right now but next month we will be ripping up cash. We just got our new diesel price this morning. It is $2.30 a litre. I can get fuel cheaper at the bloody gas station.

"Westfleet burn $3 million worth of fuel a year and it is now $6.5 million. That is $3.5 million we need to recoup from our fishing operation. Well, we don't make that much from our fishing, so we are in the negative," says Boote.

Craig Boote of Westfleet.

"And at the other end, the consumer end, we just cannot put the price of fish up to cover our costs. When mum or dad go to the supermarket to get protein for dinner, do you think they will buy local fish? Or sausages or chicken? Or, worse, they will buy imported fish like tilapia or basa, which is farmed in shallow, muddy ponds in Asia."

Matt Hardyment, Nelson.

Boote, like many in the industry, says the blows just keep on coming.

"I have been fishing all my life and I have never, never, dealt with so many headwinds – not only fuel, but regulations with Fisheries, with Maritime New Zealand, with Immigration New Zealand. No matter which way we turn, it's like there's been a closed-door meeting where everyone has got together to screw the industry," he says.

Matt Hardyment is the owner operator of inshore Danish seiner Kiwi operating out of Nelson.

"I've never seen it so bad. Sometimes I am the only fisherman out there and I actually look twice if I see another fishing vessel," says Hardyment.

Fuel is not the worst of his worries.

"It is not so much the fuel costs because I Danish seine and use maybe a quarter of what a trawler does, but I feel very sorry for the guys who have had to cut back or tie up. It is the other costs, mostly regulatory. I don't mind putting a camera on my boat, but I want details about the cost. I tried to ask at the recent Federation conference, but I can't get any answers. If I knew what the cost was, I could make an informed decision whether I battle on in this industry or whether I do what a lot of guys have done and just quit," he says.

Curly Brown, Taranaki.

Quota leasing is also adding to the pressure.

"I am not so bad. I do have to lease some quota, but I can do swapsies with my own quota if I have to, but the young guys starting out and jumping on a smaller boat for a bigger company and relies on leasing quota as well as paying the high diesel price hasn't got a chance.

"I can't see a future for me in this industry. Unless I get some cut and dried information on incoming costs like cameras, I can't see how I can go on."

Hardyment also points out that there are far bigger pressures on the marine environment than fishing, such as sedimentation, but the seafood industry seems to cop all the regulatory flak.

Curly Brown reckons he's selling up.

"It's pretty grim. Honestly, I think for me it's over, actually," he says.

Brown has been fishing for 40 years.

"It was 1981 when I first started fishing for my father and I have been running the boat as a skipper for about thirty years.

"You know, I have had years when I have lost money because I have blown up an engine or something but last year was the first that I ever lost money, despite continuing to operate."

Brown says a lot of the cost is around trying to mitigate his snapper catch after the Minister failed to increase the catch to reflect the sheer numbers of the species out there.

"I have fishing gear now that mitigates my snapper catch but it also mitigates the rest of my catch. So, I am spending twice as much time at sea and making no money. On top of that, the modifications I made to mitigate snapper means my benthic damage has doubled, the extra fuel means my carbon footprint has doubled, my profitability has disappeared, and my crew don't want to work for me because I make them work twice as hard and pay them less," Brown says.

He says if fuel costs don't eventually come down, he can't profitably operate.

"The last fishing trip I did I would have been better off staying home. It's just not worth going to sea anymore.

"It is all just Chernobling in on itself and it's pretty much over."

Brown says the biggest issue for him is access to snapper.

"It is the most abundant and expanding stock in our waters and I can't get enough access to it.

"The last trip I caught four tonne of fish and two tonne was snapper, which we simply haven't got quota for. We're deeming it at the moment, and it is still months before the start of the new fishing year," he says.

Brown fishes into Egmont Seafoods and says owner Keith Mawson can lease the ACE but the maths just doesn't stack up.

"Keith can lease it for $6.50 a kilo, which means I am getting paid one dollar a kilo net, and the snapper is retailing for more than $50 a kilo."

Brown says it is a vicious circle.

"I can't make money catching snapper so I have to avoid catching snapper - because if I do catch it, I go into deemed value country and I would have to tie my boat up anyway."

He is at breaking point.

"I have been pulling rabbits out of my hat for years and years but right now I've got no more rabbits."

Brown reckons the costs, including cameras and fuel, are going to decimate the fleet.

"If we have 300 vessels fishing now and we are losing 10 percent a year, we will soon be down to under 200 vessels in four years.

"The average fisherman is over 60 years old anyway and it just takes an issue like cameras to get them to retire. I am forecasting a mass exodus of the industry."

Brown says his intention is to be gone by September. His voice breaks as he says, "I think I am relatively good at what I do. I have put a lot of effort into this industry, so it's pretty sad when there comes a day that you get

Matt Douglas, Napier.

people who have spent a long time in this industry who just can't make it work."

He quotes Rex Sellers, a commercial fisherman out of Nelson who won yachting gold at the 1984 Olympics.

"Rex Sellers once said to me that surviving as a commercial fisherman today is harder than winning that gold medal.

"I mean I've got cameras on my boat anyway, so the camera issue doesn't bother me, but for a lot of these people it's just another big issue that they have to deal with.

"Fishermen fish because they love it. The job itself has never changed. It's a great thing to be doing. But it's all the crap that's around it – it doesn't matter how much you love it, if it makes it untenable, you just can't do it anymore."

Hawke's Bay fisherman Matt Douglas is 73 miles off the coast of Wellington's Island Bay, chewing up the diesel on his vessel *Magus* when he picks up the phone to talk to me about fuel.

> **"I have been pulling rabbits out of my hat for years and years but right now I've got no more rabbits."**

Douglas has three vessels and is seriously considering selling one and tying up another.

"It used to be that if we were running one boat well, then we could hold our own but now the fuel is just taking all the profit.

"I am going to get rid of one boat but can't decide which one because the world is changing so much all the time. I need the variety of vessels. The *Magus* is a big expense but it's actually quite good on fuel and can carry a lot of fish but on the other hand, I have trouble finding berths for her."

He says he avoids looking at his fuel bills these days.

"They're too depressing. I have taken on another crew member to get a few more fish on the boat, but you can't guarantee the fish are going to be there."

Douglas says the government needs to step in.

"They need to subsidise fuel for us. We need to be paying no more than one dollar to make it viable because the consumer is not going to pay us what it costs to catch the fish.

"The only thing that is saving me at the moment is we are doing a bit of netting because it doesn't cost us any more fuel once we are there.

"We have gone from fuel being 60 cents a litre during Covid to $2.25 now.

"I remember talking to a trawlerman a few years ago when fish prices were crap, and he said then that he couldn't afford to put diesel in his boat. That was 10-15 years ago, so you can imagine what it is like now."

Douglas says the only thing that is keeping the remaining fishermen working is half the vessels have already gone, leaving a gap to fill.

Pacific Explorer takes 40,000 litres of fuel a trip.

"I am out for a week this trip, which I wouldn't normally do because we do a lot of export fish, and you have to land it quickly. But we are going to target shark and ling first, which can keep for a bit, then hopefully get some export fish on the way back in.

"I had a meeting with my crew before I left and told them if we can't make this work soon, I will be tying up one of the boats in October and possibly selling another one.

"It's either dying a slow death by going bankrupt or pull the pin early."

Douglas says there are more boats tied up in Napier than still operating, and those that are still fishing are rarely going out.

"Nino D'Esposito's big boat *Explorer* that is tied up in Napier takes 40,000 litres of fuel a trip," he says, "That's $100,000 - and on a good day they only used to come in with 30 tonnes of rig, so they only just covered the fuel.

"*Sea Hawk* is not fishing because of fuel costs and is selling up, and *Nereus* is not doing a lot. *Twofold Bay* is for sale for $50,000 and even though it needs re-decking it should be worth half a million. *Mutiara* and *Danielle* are tied up and *Westerner* has been sold to someone who is going to do lining, which might save him. That's not even counting the boats that are parked up in the pens like *La Meer*, *Kodiak*, and *Lady Waiana*.

"You used to be able to have a bad day or a bad trip, but you can't anymore. My boat the *Costa Rica* uses 1500 litres a trip so, during Covid, it was costing me $1000-$1200 a trip in fuel and it is now costing me around $4000 for the same trip. When the companies are paying me $1-$2 a kilo for my fish I just can't catch enough to pay the bills.

"What people also don't understand is that us fishermen have been battling to comply with all the new regulations from MPI, been battling with Covid 19, and fuel is just another hurdle. I don't think a lot of people will get over that hurdle."

Douglas says he is trapped.

"The quota I leased in October is under contract, so I have to catch it and pay it, but I am hearing a big silence from the major companies and quota owners.

"They know what's coming, come October though."

Outstanding seafood wins at food producer awards

Janan Jedrzejewski

The Outstanding NZ Food Producer Awards ceremony was held in Auckland on June 21. It was a great night for the industry, as two of the finest seafood producers in Aotearoa were recognised – with one taking home the top prize.

Chatham Island Food Co. came top of the Water category and also took out the Supreme Award – crowning their Pure Pāua Mince the overall winner of all the entries. Akaroa Salmon was also acknowledged on the night with a NZ Life and Leisure Spirit of New Zealand Award.

This is the first time in the six-year history of the awards that a seafood producer has taken the top honours and the first time a Māori business has won.

A dedicated husband-and-wife team are the driving force behind the Chatham Island Food Co. Seventh generation Chatham Islander and former farmer Delwyn Tuanui, 39, along with Australian spouse Gigi, purchased a dilapidated factory on the Chatham Islands in 2015. They currently employ 25 people and have 30 vessels fishing to them.

Tuanui laid the foundations for the business while living and studying in Melbourne. He recalls his 'lightbulb moment' came when he cooked up some Chatham Island blue cod he had shipped over for some of his friends, who 'raved' about it.

Armed with the latest edition of the Good Food Guide, which Tuanui describes as 'the Bible of who's who in the Melbourne food scene', he then began cold calling some of the best restaurants in the city. Soon after, his Chatham Island blue cod was being stocked by some of the most fêted venues around town, including Chinatown's Flower Drum and the Taxi Dining Room (now known as Taxi Kitchen).

This success led to juggling his studies at Marcus Oldham College with early morning cod runs. Over the next few years, his operation grew to about 100 restaurants.

Tuanui says he got his foot in the door by simply sharing the story of the Island. He says he lets all the products, including his now award-wining pāua, speak for itself.

"It's purely just the story. There's no secret. It's just 'hey, this is where I come from'.

"We're 800 kilometres off the coast of New Zealand, we're the most isolated community in New Zealand - one of the most isolated communities in the world. We are surrounded by the Southern Ocean. We are on the edge of the Chatham Rise [where] two currents meet; a warm current that comes out of the Indian Ocean, [called] the eastern current, that runs down the bottom of Bluff and then up the East Coast, hits the Chatham Rise, runs out and meets this cold water from Antarctica.

Delwyn Tuanui (left) with business partner Geoff Creighton on awards night.

"So, you get an environment that's rich in nutrients, carbon, and minerals, because of the two different temperatures of current and that creates a melting pot for marine life.

"The ocean floor is incredibly clean and... there's no silt or mud like you get around the coastline. Because we predominantly specialise in inshore species on reefs, the environment that they are in is incredibly clean and that reflects in the flavour.

"It's like a good wine. It's all about the terrain, the land, and the soil. For us, and our seafood species,

The winning product, Chatham Island Pure Pāua Mince.

Delwyn and wife Gigi.

it's no different. They're a product of their environment; incredibly clean… and that's all reflected in the taste and the flavour.

"So, I just told that story and that's just the reality of what the Island's like, the water's cold so the fish has a high fat content because of that and, again, that flavours the animal."

However, it's not just the environment that makes their pāua delicious; a rigorous quality control process contributes to an end-product that's garnered a stellar reputation and bagged the top award.

"It's all about how we handle the fish through the supply chain. The key thing to understand is seafood is a very incredibly delicate protein. Much more delicate than red meat.

"It's just timeliness and attention to detail on every aspect of what we do through the supply chain to make sure that our customers get the best experience they can.

"We're handling the fish gently… we have people that really care about the details. Every fillet that we deliver to our customers around New Zealand in their homes is absolutely flawless. There's no bones, there's no blemishes, there's no scales, nothing's out of place."

Before returning to the Chathams, Tuanui met business partner Geoff Creighton through a mutual friend at a dinner party.

"Gigi and I realised early on that the fishing industry was an extremely competitive environment and that we would be up against some very large companies. We'd just finished university and didn't have two coins to rub together.

"Geoff has been dealing with the Chathams for over 30 years, exporting crayfish, and has an immense respect and passion for the fishing industry on the Island and as a whole. He saw our vision and drive, and we teamed up. Geoff has been a huge factor in us being able to turbo charge our business. His kids also work in the business, so it is a real family affair from both sides."

When Tuanui first set up operations on the Island after relocating from Melbourne in 2014, he introduced a system where fishermen were paid on the temperature of the catch to ensure they were getting a really good product.

"Initially, there was quite a bit of pushback from fishermen; an ex-farmer turning up with all these big bright ideas. But I stuck to my guns and all of those guys are still with me today and the quality of fish has just changed beyond recognition. We wouldn't be here without the support that they've given us."

However, Tuanui is less enthused about being 'poster boy' for success as he is about making sure the needs and struggles of the industry are seen and heard.

"Times are pretty hard at the moment for the fishing industry in general. Fuel prices have gone through the roof, compliance is pushing a lot of the old boys out, which is really sad.

"We wouldn't be here if it wasn't for the men and woman [who] put their gum boots or Swanndri on and go to work every morning, risk their lives in the water, diving for pāua or jumping on a boat and go out into rough weather fishing for us.

"I think the industry needs more support than it's getting from the Government… we're a little bit forgotten about. We're often seen as the bad guy.

"I think government needs to pull its head out of its arse.

"Fishing is what keeps a lot of remote communities like ours alive."

The challenges don't end there, Tuanui warns.

The Chathams.

"Acquisition of staff to operate on the Chathams has always been challenging. The New Zealand labour shortage is posing a full new set of problems. We're looking for people who are seeking a lifestyle change with positions available ranging from one month to forever.

"There is an opportunity to living in a community that thrive on hunting, fishing and community comradery.

"Anyone interested should get in contact."

Akaroa Salmon were also breaking out the bubbly, having won an accolade celebrating the pioneering and innovative spirit of Kiwi food producers.

"All animals deserve to be happy," says Duncan Bates, 60, co-founder and managing partner.

Bates believes this philosophy, along with his farming practices, has made their king salmon products what they are.

"Fundamentally, I think why we succeeded… is because we genuinely are a hands-on farming operation… that's what you need to be when you are farming a species that is really difficult to farm.

"They demand some sort of unique management systems to make them happy.

"They're a really sensitive fish, they are a schooling fish, but they don't like to be schooled too tightly - so we don't.

Chatham Island Food Co's Chatham Blue Cod.

"I never increase our biomass in a net above 10 kilos per cubic metre. Which means if you've got 100 cubic metres of water available, then you've got 10 kilos of salmon in there. Now, in comparison, other producers in New Zealand will quite comfortably double that.

"If you drive past a paddock and it's bit muddy and there's too many cows or sheep - they're probably not that happy. Probably not dancing around, kicking up their heels and having fun. It's the same with fish - they've got feelings as well. If you put them in an environment where they've got lots of space, they like it. It might sound a bit airy fairy, but that's one reason I think we have a great product; we've got happy fish."

Other than that, Bates says it doesn't hurt that salmon is also healthy.

"Most things that taste good are bad for you, so, we're lucky like that," he laughs.

Bates started the business with his father, Tom, in the mid-80s. The duo decided to start the operation in Lucas Bay, as it provided shelter from the big southern storm systems. During the period while production was being set up, Bates worked at the New Zealand Salmon Farming Company (now New Zealand King Salmon) for 12 months, before bringing his knowledge back to the family business.

Like Tuanui, Bates wants to acknowledge those around him that have helped along the way.

"I'm really happy for the guy that has been smoking salmon for me for the last 25 years. It's a credit to him and it won't teach anyone else what he does, which makes it really difficult. He's really good at it and he's really proud of the product he produces.

"Everyone else that works here, it's a credit to them that we achieve this success, certainly it's a team effort and we're really proud.

"We've got a really good connection with our fan base. People send these little emails saying, 'you guys rock'. The little things make it all worthwhile."

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The future is green

Seaweed is a keystone species on which our fisheries depend. Alison Smith meets the husband-and-wife team behind AgriSea, a small, whānau-run company that's championed seaweed for 25 years to ensure the eco-system it supports is protected.

AgriSea CEO Clare and Chief Innovation Officer Tane (Ngāti Maniapoto, Waikato-Tainui) Bradley's focus has always been on protecting the underwater forest of Aotearoa, but their days are often spent in the laboratory and the boardroom.

The couple recently bought a simple caravan where they can hear the waves and smell the ocean, less than half an hour's drive from their growing production factory, laboratory, and offices in Paeroa.

A staff of around 40 works in its regional location - bringing steady employment and science jobs to the town of 5,000 that's most famous for a soft drink called L&P.

Globally, the value of the seaweed market is close to $20 billion, with the bulk biomass farmed in Asia and turned into food products and ingredients.

There's little point in New Zealand competing with a global seaweed market that has remained relatively static over the past decade at US$2500 per tonne weight by capitalising on relatively low labour costs to farm and process seaweed in Asia.

"The seaweed sector in Aotearoa New Zealand is currently experiencing a high level of interest and recent reports produced from the from Sustainable Seas National Science challenge have described both the current constraints and opportunities for the sector," says Tane.

"Aquaculture is the only way we're going to grow a seaweed sector sustainably in New Zealand."

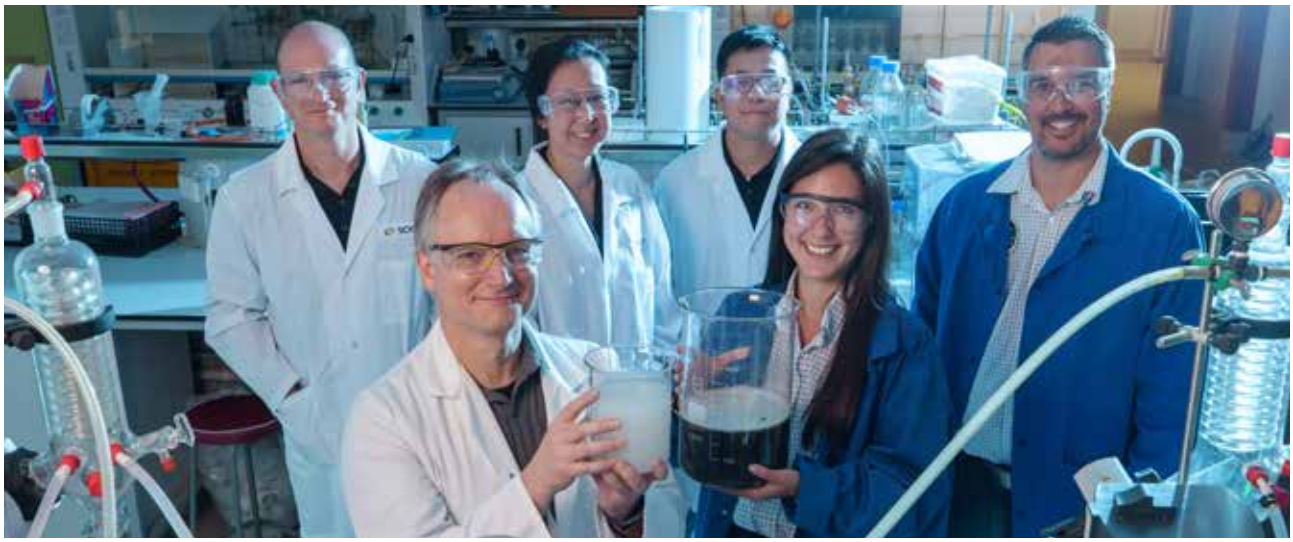
Reflecting on all that's currently happening in the seaweed space, Clare is taking an hour between zoom meetings and interviews to try and summarise the past, present, and future of New Zealand's underwater forests of seaweed.

Tane and Clare Bradley harvesting native NZ seaweed for biostimulants.

The Bradleys say that for New Zealand to have a meaningful and long-term sustainable seaweed sector, we must focus on the uniqueness of our species, and attain product differentiation and high value uses for this taonga (treasured possession) that returns economically as well as socially, environmentally, and culturally.

New Zealand has almost 1000 types of seaweed, or rimurimu in te reo Māori, and its importance should not be overlooked.

"Other high value fisheries such as snapper and crayfish rely on the forest of the sea," Clare says.



Agrisea and Scion hydrogel production for increased tree survivability.

"Not only that, seaweed is important for our whole marine ecosystem and even our atmosphere as it draws down carbon. We must take a precautionary approach in our wild stocks – the ramifications are far too great.

"We want to create the maximum value in New Zealand for our people and make sure we take time to learn from our wins and mistakes with on-land agriculture systems."

Clare is the inaugural Chair of the new Aotearoa New Zealand Seaweed Association (ANZSA) which grew from a meeting organised by Aquaculture New Zealand in Nelson in July 2021.

"Seaweed is a new sector and we've got the ability to just take a moment and think about what incredible looks like," she says.

ANZSA's goal is an enduring industry based on building trust in the sector, through honourable practices and commitment to quality standards. The same applies to relationships with Maori, whose matauranga, or knowledge, can both unlock and protect the rich benefits of seaweed.

"Western Science, Mātauranga Māori, local practitioner knowledge and international perspectives will all contribute to the success of the industry.""Maori need to be equal in their partnership, through the knowledge that they're contributing. Without this input we can't and shouldn't do it."

AgriSea is working on a project to give local communities the right to license and use the technology and intellectual property that's been created.

"People are yet to realise the true importance and potential of our seaweeds. Why would we not want to keep our forests standing and support them to multiply?", Tane says.

"We can grow seaweed and innovate alongside, it's a win-win. It's more than a superfood; it can be such a solution for mankind from alternatives to plastic, high nutrition food, medicine, and for cleaning up our waterways- *if* done in the right way.

"It's part of a circular economy, a blue economy, where we can improve water quality while producing high value food and medicines."

Early years

AgriSea has come a long way from its early years making liquid brew for use by home gardeners, utilising just one incredible example of those 900-plus seaweeds; *Ecklonia radiata* (common kelp).

The brew was perfected by the company's founders, Jill Bradley (mother to Tane) and husband Keith Atwood, and in the past 15 years AgriSea has focused on rigorous science and innovation. It is now celebrating 25 years.

Bradley established the predecessor to ANZSA as a safeguard for wild stocks being brought into the quota management system.

"We thought years ago that the Quota Management System would be the worst thing possible for managing seaweed as it could destroy the marine environment and all those high value fisheries that rely on the forest of the sea," says Clare.

Bradley is known throughout New Zealand for her tenacity and environmental advocacy and made it clear two decades ago that she would not stand by and let deforestation of New Zealand's underwater version of the Amazon rainforest.

Tane's father Taonui also works in the business and is a sounding board for him and Clare, supporting multiple pillars of the business with his intergenerational knowledge of tikanga, te reo Māori, and whakapapa.

AgriSea's cornerstone seaweed-based product is used by the New Zealand agricultural industry as a biostimulant, a type of soil input applied to land and which stimulates a plant's natural process. According to the Ministry for Primary Industries (MPI), biostimulants enhance or benefit plant nutrient uptake or efficiency, tolerance to stress, and improve crop quality.

AgriSea also produces animal health supplements. Recent research from Lincoln University has published the efficacy of their products including ruminant health and urinary nitrogen reduction. Their goal to focus on innovation and a circular, zero waste industry led them to develop gels from the waste stream in the manufacture of agricultural products.

Tane and Clare Bradley, with University of Waikato Coastal Science Environmental Chair Chris Batershill and research fellow Marie Magnusson, who is leading the team trialling seaweed growth as a way to clean up water.

This project started when Tane and Clare were speakers at Matariki X and had a chance meeting with husband-and-wife science duo Marie-Joo Le Guen and Stefan Hill from Crown Research Institute Scion. A further Fellowship Grant and Bioprocessing Alliance injection helped AgriSea commercialise IP in partnership with Scion, turning a previously low-value product stream into high-value hydrogels – with potential applications in everything from wound care to replacing petrochemicals in seedling gels.

Zoe Studd at Kapiti Snorkel Day. Image: Shawn Gerrity.

Love Rimurimu

It's a beautiful thing when you're floating in a seaweed forest. Zoe Studd, Project Lead of Love Rimurimu in Wellington, is among those who get this.

AgriSea regularly bring together seaweed innovators, environmentalists, iwi, and industry to share ideas for protecting our underwater forests and raise the profile of seaweed. Studd's project is a great example of a community initiative doing just that.

Seed funding came from the Wellington Community Fund and this year students from Te Kura Kaupapa o Ngā Mokopuna developed restoration plans for Wellington/ Te Whanganui a Tara.

Studd was running an Experiencing Marine Reserves environmental education programme in the Capital, collaborating with citizen scientist seaweed trackers Project Baseline, when she realised seaweed forests were under-appreciated and needed help.

The company has relied on beach cast seaweed, a practice that's given coastal communities a needed source of income and a step into future job opportunities.

Their dedication to Kaitiakitanga (guardianship and protection of the environment) means they haven't pushed for cutting wild stock from the ocean and instead managed a steady business that's reliant on storms and remote coastal whanau.

The focus is now on developing products of high value. These would begin their life in hatcheries, with seaweed then translocated to locations including the Firth of Thames near AgriSea's Paeroa factory. Seaweed would be grown, harvested and then turned into seaweed-based products that reach a premium internationally.

The business won a Fieldays Innovation Award for Fortress +, a prototype formulation that when fed to cows reduces their oxidative stress (increasing disease resistance), as well as urinary nitrogen levels by around 18 per cent.

"The science behind the formulation was developed over three years by Lincoln University PhD student Matthew Beck, enabled by a Callaghan Innovation R&D Fellowship Grant.

According to Callaghan, AgriSea has been championing organic products and sustainability principles long before they hit the 'mainstream', engaging with science and innovation communities to prove efficacy of its bio-stimulants, and to develop its new products and markets.

Last year AgriSea launched a pilot project with the University of Waikato to farm Sea Lettuce, or Ulva, a species already in the Firth of Thames near its Paeroa factory. Sea lettuce will be grown in tanks on land adjoining the degraded waters of the Waihou River estuary, with the aim of assessing how effective Ulva is at improving water quality as it feeds on the nitrogen and phosphorus present in water drawn from the estuary.

Seaweed Beverages

AgriSea is working on a fermented seaweed beverage designed for human consumption at its new laboratory in Paeroa. The beverage, like a kombucha, has been undergoing small scale trials and prototyping with analysis of the bioactive molecules present, to determine the health benefits as well as palatability. AgriSea's Janet Reid, who is leading the project, said developing a reliable and easily replicable process was easier said than done. The company has sold animal health tonics for many years.

"We quickly found there's a great deal of variability in using the original process we used for our animal health tonic and work is progressing on new variants," Reid says.

Seaweeds have multiple health benefits for humans, and brown seaweed in particular are a source of unique bioactive molecules including phlorotannins, that is only present in brown seaweed. Numerous scientific studies have been done on phlorotannins, indicating they could have beneficial effects, Janet says.

"It seemed to us that seaweed had a major public image problem and we knew it was under stress here in Wellington and beyond," she says. "It's as vital as our forests on land, so given that we're experts at getting people excited about the weird and wonderful, we developed a schools and community education programme known as Love Rimurimu."

How has it evolved?

"The education programme has a strong Te Ao Māori, Climate Change and Biodiversity focus, and we learnt a lot, supported by research institutes, mana whenua, education and industry partners in the first couple of years. Regeneration was a natural evolution of the education and community work – students were keen, we were keen, and we knew it needed to be championed for someone to take it on."

How do you want Kiwis to understand seaweed?

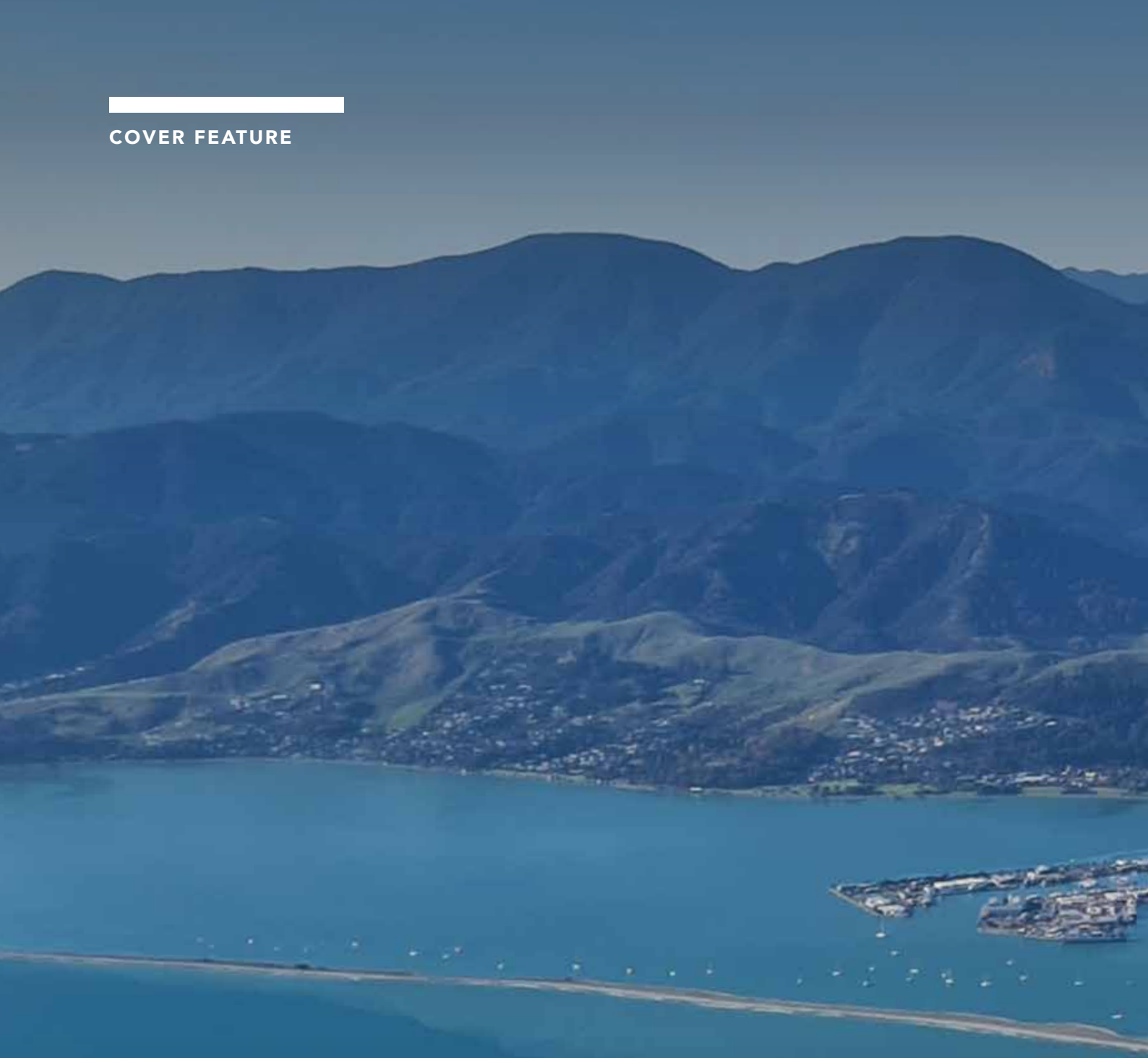
"There's growing interest in seaweed as a product, for art, food, bioplastics, bioremediation, carbon absorption and biostimulants but I don't think people are as aware of the fact that's it's in decline all around the globe and is as crucial as our forests on land. We need people to be as interested in protecting and regenerating it as they are in using it. That's why we offer so many opportunities for young people and communities to experience it first-hand.

"Our coastal and marine ecosystems are underpinned by healthy seaweed and algae, and I'd like all our restoration efforts to make that connect from land to sea – or rimu to rimurimu forests – as being equally vital to the well-being of people and planet."

How can people get involved in protecting and restoring their patches of sea?

"Follow us at www.loverimurimu.org, and join our community. We've had community events, 'funraisers', and we're collaborating with science, research and industry. Schools can also connect to our education programmes."

COVER FEATURE



Keeping fishers safe at sea

The Nelson-based Guard family's long affinity with the fishing industry is a cornerstone of increasing support for an industry under stress. Tim Pankhurst reports.

Image: Juliette Fris.

and happy in their work

Darren Guard on *Gleam*.

The Guard Safety motto is "we get shit done", says managing director Darren Guard.

And there is plenty to do, with the Nelson-based company expanding its service into fishing industry wellbeing and education programmes and liaison on the cameras on vessels rollout.

Its mission to keep fishers safe at sea and help the industry navigate myriad rules and regulations was launched under the MarineSAFE banner, in partnership with the NZ Federation of Commercial Fishermen and a $250,000 grant from the Accident Compensation Corporation (ACC).

The FirstMate NZ programme Guard Safety are heavily involved in has expanded essential industry advice and support, focusing on the health and wellbeing of people across the commercial fishing sector.

Guard Safety was asked to provide wellbeing services within the industry in 2019, with support from the Ministry for Primary Industries.

Its need and worth were soon realised and it attracted substantial government support in the form of $4.7m from the Covid fund.

FirstMate NZ is now a registered trust with its own trustees who have appointed Guard Safety to deliver the frontline services.

Guard says no one in the sector wanted to talk about mental health in 2019 but there is more openness now about high rates of depression and suicide.

"The rate in the fishing industry in Australia is double the national average," he says. "New Zealand will be the same.

"We are a vulnerable sector when it comes to mental health. That's why FirstMate NZ is important. It's a service our industry should have had years ago."

The programme recognises working at sea is a tough environment – mentally, physically, legally, and financially.

The Ministry for Primary Industries (MPI) and Maritime NZ are supportive of both FirstMate and MarineSAFE, and Guard has also presented to the Maritime Transport Association conference, the Federation's equivalent in the non-fishing sector.

But while he is doing the hui, he would prefer to see more buy-in from the industry and a little more doey.

"Industry needs to jump aboard with FirstMate and MarineSAFE and accept the whole seafood supply chain would benefit from business and personal support at some time.

"Industry is dealing with unprecedented times with Covid and now fuel prices. All of the negatives are colliding but we have to look beyond fuel prices and all the policy changes to the future fisher and aquaculture workers who are going to need these support services and resources."

The Russian invasion of Ukraine is being blamed for the crippling increases in fuel prices but it has been noted it is not Putin who reaps the fuel taxes.

Three new training modules funded by FirstMate and created by Guard Safety have been added to the free MarineSAFE and FirstMate training resources, covering conflict and anger management at sea, leadership, and drugs and alcohol.

The leadership at sea module stresses an empathetic family-style approach is more effective than a Gordon Ramsay-type rant. Abusing crew creates fight or flight.

The professionally produced video opens with a sailing vessel, when ships were made of wood and men were made of iron. Times have changed but working at sea remains one of the most challenging jobs.

Its message is crew who feel valued and listened to are far more likely to return for the next trip.

Guard says he can appreciate now that he was a less than perfect skipper himself, a tough boss who was guilty of making it hard for crew. He is surprised they are invariably friendly and welcoming whenever he runs into any of them. We grew up the old way which with hindsight may not have been right method to get the best out of crew.

> **"The key is to treat someone with a bit of respect while still getting the job done and keeping safe."**

He says his father Phil could be similarly grumpy and suspects I know that.

Indeed, I do, having crewed for Phil aboard *Destiny G* in the scallop fishery in Tasman and Golden bays in the early 1970s. The Guard-built vessel was small, just 32 foot (9.7m) with a top speed of about 8 knots but it was a good sea boat that had even ventured to the Chathams in the cray boom.

My task as the deckie was to swing the dredges aboard, shake the contents out on to a sorting table, heave the dredges over again and sort the scallops from the pile of kina, mussels, rocks, seaweed, sand, and the frequent lashing stingray tails and occasional electric skates that lay before me. As the day progressed the pile would grow higher, unable to be cleared before the next load swung aboard.

It was like the scene from Walt Disney's Fantasia, where Mickey Mouse tries to empty flooding water with a bucket but the faster he goes, the deeper it gets.

Phil would become exasperated by the incompetence of his deckie, who slowed as he got tired, and would start giving out.

My method of dealing with stress was to "accidentally" lodge the deck hose in Phil's gumboot to cool him down.

From left to right; Shalaine Jackson, Leanne Guard, Amba Blommaart, Darren Guard.

Shalaine Jackson and Darren Guard at the office.

"Oh you bastard," he would scream, "you've done it again". "Sorry Phil," I would apologise, struggling not to snigger.

A tacit truce would be declared on the trip back to port and we would start afresh the next day.

Guard says a lot of operators do not have the pragmatic tips and tricks on how to defuse a situation.

"The key is to treat someone with a bit of respect while still getting the job done and keeping safe.

"In creating the FirstMate and MarineSAFE resources we've involved current and ex-fishermen so they're actually talking, we've involved Maritime NZ and also got a registered psychotherapist and an adult learning specialist, so we're coming at it from multiple viewpoints. It's not just us putting stuff together."

It helps that business manager Shalaine Jackson has a master's in psychology and "also gets shit done".

The resources are relevant, realistic and practical, Guard says.

"The industry doesn't need 'fluffy' and I think that's why our resources are capturing people's imagination."

He says the drugs and alcohol issue could be addressed quite easily by enforcing zero drug tolerance alongside robust drug testing.

"But we'd have no crew. The industry is facing two current crises – a fuel crisis, which is tying vessels up around the world, not just in New Zealand, and we already have a crewing crisis. The reality is if you're too hard and fast on drug testing you'll have a crewing crisis.

"It's a ridiculous situation to be in but it's a fact and there are many cases where companies have drug tested and realised a vessel couldn't sail.

"It's a societal issue, not just an industry issue. It is safety first, but you've got to treat it with respect and compassion for those who have had issues with drugs and alcohol. This new drug and alcohol module is very empathetic but it's also very pragmatic."

Guard Safety has also been involved in reviewing footage from camera trials in the SNA1 fishery in the Hauraki Gulf since 2016, where captures of endangered black petrels have been a concern, and latterly with the tarakihi rebuild on the east coast of the North Island.

"As part of the ongoing camera roll out one of the other things we're doing is a camera induction programme," Guard says.

"It will be hosted on the MarineSAFE platform and will be available to anyone in the industry, whether they have a camera on or not. It will be a reminder on some key operational requirements for the Fisheries Act, health and safety, MOSS (Maritime Operator Safety System) and marine mammals. A reminder on things to talk to your crew about in preparing for increased transparency."

He says when the camera contract came up, Guard Safety was approached by three different entities asking to collaborate if they were successful in getting the contract, ultimately awarded to Spark.

"We thought long and hard about it because of the sensitivities," Guard says.

"We made it very clear to all parties we would only be involved if it was a fisher-centric approach and the personal wellbeing of those getting cameras was taken as a big factor.

"We were engaged by Spark and we will be working to give them information about the industry but also work with the fishers to try and ease the process.

"I know what cameras can and can't do and I think the knowledge we have from the last six years putting cameras on boats will be incredibly valuable.

"It's the simple things. You don't want anyone penalised because the new crew doesn't know the minimum size or the discard requirements for gurnard."

He says fishers will go through an adjustment period but as found with the SNA 1 camera project in 2016, the widespread objections will go within a short period as people adjust.

"They just forgot about them. It's all about the field of view, right? A camera can't look in the toilet, it doesn't look at the wheelhouse, it doesn't look at the accommodation. What it does do is identify when people are moving on deck and it starts to record to verify your reporting and protected species interactions. But remember, they are also there to help verify you are doing things well, as most of us are.

"There's pros and cons with cameras without a doubt, but we all accept the world's changing. The world wants to see what's happening on board our vessels. We can't deny that. The customer wants to know the fish and that's important. It might mean some fishers have to change a few things.

"One hint for every vessel getting a camera is to think about your MOSS requirement, so if it says you should wear lifejackets when you are hauling, and you don't, the camera will pick up on that. Maritime New Zealand is a government department and it could have access to this footage at some time possibly to help with investigations or audits.

"If you're required to set a tori line, then set it. If you don't, then why the eff not? So just do what you say you do and cameras become invisible in no time."

He says the camera focus is understandably on the current rollout but there needs to be consideration of the opportunities that might be created in five or 10 years for industry.

"You imagine a customer overseas being able to log into your camera and see your catch and select it from their home. There are so many things that could be done.

"We need to use innovation and foresight with this process and improve ourselves rather than have it forced upon us.

"The biggest shame of the camera rollout currently is the footage will not necessarily be available to industry for continuous improvement. It should be available for marketing, and so that our kids can take it to show-and-tell at school to show proudly what mum or dad does at work.

"It is a missed opportunity and it is a drum I will continue to beat because I've seen the improvements and innovation across vessels that have had cameras in previous projects.

"I hope early footage will be reviewed with a fisher-centric approach so that fishers get informed feedback, opportunity to iron out any kinks, all aimed at helping get over the increased transparency phase."

Guard draws heavily on his own experience as a skipper, initially on *Destiny G*. That was a starter vessel, like being given the keys to the family's old Morris before being trusted with the sedan. He inherited the role when father Phil took on *Gleam*, (see accompanying story) previously run by his two older brothers Chris and John.

But his scariest moment came aboard another Guard-built vessel, *Kathleen G*, when it was nearly pulled under in a stormy Cook Strait by a huge bag of hoki. After that narrow escape, he started paying attention to safety, which resulted in the creation of Guard Safety.

MarineSAFE also has a new watch keeping training module funded by Lyttelton-based Pegasus Fishing. That is under an agreement with Maritime NZ following a watch keeping failure that led to a collision between its vessel Leila Jo and a bulk carrier in January 2020.

Guard, 51, left life at sea fishing in about 2010 when his family sold their interests and did stints with Sealord and Maritime NZ before establishing his safety company.

He says he is the last Guard in the fishing industry, ending a legacy that stretches back nearly 200 years to Tory Channel whaler Jackie Guard.

"That weighs heavily. I want to leave something for the benefit of the industry.

"MarineSAFE draws on my family's and my own experiences and knowledge and we hope it services our future seafarers for many years to come.

"I've been at sea, I've worked for the regulator, understand health and safety legislation. I'm fortunate to be able to pin something together that meets everyone's requirements for the benefit of the industry, so please join the Marinesafe.nz voyage and find out what FirstMate.org.nz can do for you or your whānau."

Gleam to shine on in new educational tour role

Tim Pankhurst

One of Nelson's oldest and most graceful fishing and work boats is to have a new lease of life.

The 76-year-old *Gleam* was a mainstay of the local inshore fleet and is thought to have had more shellfish – scallops, oysters and mussels – across its decks than any other.

It was fished by the Guard family for many years until being deregistered as a fishing vessel about eight years ago.

Darren Guard inherited *Gleam* from his father Phil several years ago and while it was tied up in Nelson Haven racking up maintenance cost, he wondered how to extend its life.

The answer is The *Gleam* Team Trust, being set up to promote the seafood industry and the local marine economy.

The plan is for the refurbished and resurveyed *Gleam* to take visitors on free education tours of the harbour and out through the Cut into Tasman Bay throughout the summer.

Although celebrated boat builder Jack Guard completed over 100 fishing and work boats and had one of his vessels in pretty much every port, *Gleam* was not one of his.

But he admired its lines and purchased it in the mid-1950s for the family then living at Pukatea Bay at French Pass.

Jack was horrified when his elder sons Chris and John later took a chainsaw to its aft superstructure to create more space for trawling and dredging. However, that practical approach did not alter its appeal or its performance.

The vessel was built for J. J. Ewing, branch manager for Atlantic Union Oil Co in Wellington, by A. J. Morgan in Picton and launched on Nov 1, 1946.

Gleam was described as a 45-foot (13.7m) bridge deck cruiser with a 12.5-foot (3.8m) beam with the workmanship "a masterpiece that received praise from all circles".

Features included accommodation for six.

"The owner's stateroom is forward, connected with modern bathroom, the bridge deck, saloon, galley and cockpit. Even transmitting and receiving wireless is to be installed."

While *Gleam* is now a grand old lady, her bones are even more ancient. Hard wood was in short supply in the war years and the stringers inside the hull were shaped from timber salvaged from a century old church.

The vessel operated in local waters in a number of roles, including ferrying passengers, farming equipment, freight, mail, materials for the Farewell Spit lighthouse build, at sea burials and, predominantly, fishing.

The wheelhouse also served as a meeting house for fishermen at the end of long days dredging for shellfish, when John and Chris Guard ran Gleam.

Chris's forte was meat and vegetables tenderly cooked in a crock pot and he was always willing to share.

Younger brother Phil, who began fishing on the Guard-built *Destiny G*, took over *Gleam* from his brothers.

In its latest chapter, the *Gleam* Team Tours will provide a unique insight into the history of Port Nelson and the importance of the fishing industry and supporting business.

The vessel tour will include:

- Dickson's Basin by Talley's wharf to talk about the company's history and economic contribution.
- Steam around the corner to Sealord, to discuss its contribution and treaty settlement background.
- Move through the port and learn about its history, slipway and local maritime businesses.
- Hand out recruitment material from local maritime businesses.
- Head out to the Cut, explain its creation and the arrival of early sailing ships.
- Go outside the harbour into Tasman Bay to view the lighthouse and the Boulder Bank.
- Hear about the development of commercial fishing and its importance to the economy.
- Educate on local fishing seasons, local fisheries, early families and methods.
- Talk about fishing gear and sustainability, point to net on rollers, trawl doors, wires, winches and explain harvesting methods.
- Have guest local port company speakers to talk about their job, company and experiences within the maritime economy, for example, my life as a skipper or as a marine engineer.
- Display fishing images and local history.
- Give basic water safety messages.
- Educate on safe navigation basics and let young adults steer the vessel for a short period under direct supervision.

Sponsorship will be sought to run the tours, including fuel, maintenance, survey and wages.

The tours will take 12 passengers, with two crew.

Just as railway buffs enjoy pottering about restoring locomotives, the trust would love to hear from retired seafarers who might volunteer to keep their hand in and contribute to Nelson/Whakatu's rich maritime history as part of the Gleam Team Trust.

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The truth about foreign fishing vessels and crew

There are a lot of misconceptions around the use of foreign vessels or foreign crew operating in New Zealand waters.

BATM vessels operated by Christchurch's Independent Fisheries.

Sometimes these misconceptions are around foreign vessels fishing with their own foreign crew and sometimes they are about foreign crew members on New Zealand operated vessels. Let's clear those misconceptions up.

FOREIGN VESSELS, CREWED BY FOREIGNERS, WORKING IN NEW ZEALAND WATERS

Myth: They still use cheap, foreign, slave labour.

Fact: If a foreign owned vessel is fishing in New Zealand waters under the New Zealand flag, it must employ all its crew at the New Zealand minimum standard. So, they must pay their crew at least $4 per hour more than the minimum wage, they must ensure all New Zealand health and safety requirements are complied with, and they must obey all the laws of the country.

Myth: Foreign fishing boats come into our waters and take all our fish.

Fact: No foreign vessel can fish in New Zealand waters unless it is under the jurisdiction of New Zealand law – and they do that by fishing under the New Zealand flag. This was the result of a law change in 2013. This means foreign owned vessels must fish New Zealand quota and adhere to the strictly monitored Quota Management System, and all other New Zealand law. So, the fish they catch is only from sustainable stocks.

Instructions on the Russian and Ukrainian-crewed BATM vessels are in Cyrillic, reflecting its Ukrainian origins.

FOREIGN CREW WORKING ON NEW ZEALAND OWNED OR OPERATED VESSELS

Myth: They are taking jobs from keen Kiwis.

Fact: Unemployment is at record low levels. Many industries, including others in the primary sector, will tell you finding people to work is extremely difficult. The horticulture industry relies on workers from the Pacific Islands and sometimes the fishing industry employs crew from overseas. With most Kiwis employed, and others not willing to work at sea or comply with strict drug and alcohol policies, we need to do this to ensure the fish is caught. And, if we don't employ overseas crew to catch the fish, the New Zealanders in our fish processing factories would be out of jobs as well. Recently, experienced Russian and Ukrainian crew were flown into New Zealand to staff the largest vessels in New Zealand, the 104 metre-long BATMs. .

Myth: You said they are paid at least our minimum wage, but a foreign crew member's hours and conditions would not be the same as on a New Zealand-crewed boat?

Fact: Hours and conditions will vary by vessel type, the fish being caught, and operator, rather than by the type of crew. While some vessels operate with almost 100 percent foreign crew there are many others that operate with a mix of New Zealand and foreign worker crew. All foreign crew must be paid the minimum wage plus at least $4 per hour on top of that. That's the law. And they must be paid for a minimum of 42 hours every week with those wages deposited into a New Zealand bank account.

Myth: Don't fishing operators take all sorts of other expenses out of their crew's wages?

Fact: No, they are not legally able to. The only legitimate deductions from a foreign crew member's salary are for food – and for visa fees and airfares if the crew member's employer paid them upfront. But - and this is the important 'but', none of those deductions can let the crew member's wages fall below the New Zealand minimum wage. Food costs, which are legitimately taken out of a wage, cannot exceed 10 percent of the minimum wage. It is illegal to take any other expenses like accommodation, entertainment, health insurance, and protective clothing out of wages.

Myth: : Vessel owners will just take advantage of foreign crew because of language barriers and because crew need the work badly.

Fact: Every foreign crew member must have a New Zealand employment agreement that is written in English and in the crew member's own language. This agreement outlines how much they will be paid, how this is calculated, and when and how it will be paid. This employment agreement also tells the crew member about a disputes process that they can access if any of the requirements of the employment contract are not met.

BATM vessels are the longest in the New Zealand fleet at 104 metres.

Staying ship shape: the challenges at sea

FirstMate New Zealand is a charity set up to support the health and wellbeing of hardworking people and their whānau across the commercial seafood sector. In each issue, the team behind this pilot project will share how it's going, the challenges the industry face, and the people that are ensuring it thrives.

The fishing industry faces unique issues that have evolved over time. In early days, the life of a fisher was tough and only the hardy could endure the poor wages and harsh working conditions.

Nowadays, times have changed and working conditions have improved. But even so, working at sea remains one of the most challenging jobs in the world.

FirstMate exists to support fishers and their whānau with tools, advice, useful information and much much more, including dedicated Navigators, a support network on the end of the phone.

FirstMate Trustee, Geoff Donley says "as an owner operator we are especially proud of the work that our fishers do out at sea to bring in quality catch for New Zealanders to enjoy.

"Out at sea can be a lonely place for fishers and having a friendly ear of our Navigators is a way to enable a mental wellbeing check in. Currently, we're seeing that the general economic environment is creating uncertainty for fishing

operations (as with many other industries) which can create stressors for owners, operators and fishers. This in turn can affect mental wellbeing, so knowing that there are services available to the seafood sector provides some comfort for our people and the wider sector."

FirstMate have recently added new videos to a series of free wellbeing resources called 'Staying Ship Shape'. The three new videos in the series each cover a key issue in the industry:

1. **Leadership at sea**
2. **Conflict and anger management**
3. **Drugs and alcohol**

Each video provides practical advice and tips from experienced fishers and others from the industry.

FirstMate Navigator Cindy Bailey believes that the videos are a great way to connect on challenging and private topics and recommends that people have a watch. "The 'Staying Ship Shape' series deals with some difficult subjects. I have been an owner/ operator for many years and know full well the stressors in the industry. There's a lot of pressure for our skippers out there… and it can be overwhelming. Unless they have strategies in place to deal with the stress, they may turn to alcohol or drugs…thinking it will help."

Bailey says that when it comes to problems with drugs and alcohol, the first step is asking for help. "A person that has an addiction must first recognise that they have a problem. But when that time comes, others around them need to support them. There are resources available to get the help they need. Support may come from their skipper, owner or other crew on the vessel or a family member or friend. They are not alone, even if they feel that way. Many have been down that path before them and just don't talk about it. Many have come out the other end of the dark tunnel.

"I see my role as a Navigator is to make sure that the resources are available. We can help to get them the support from the right people and follow through with that support. I can provide a listening ear as needed, always remaining non-judgemental and confidential."

FirstMate Navigator Dallas Yearbury says the 'Staying Ship Shape' videos are building "an awesome library of useful, easily understood resources…these are all relevant to industry and I hope they benefit from them. Everyone needs to feel valued and these videos give some useful takeouts on helping people feel that way".

To watch the Staying Ship Shape videos, visit www.firstmate.org.nz

Call 0800 ADRIFT (0800 2378438) or visit our website for more information including how to speak to a Navigator.

first mate
SUPPORTING OUR SEAFOOD WHĀNAU

Are you a part of the commercial seafood sector?

If you, your crew, or family need support to navigate what's ahead, get in contact.

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firstmate.org.nz

Cameras: smart tech taking fisheries into the future

Marie Fitzpatrick, Director Digital Monitoring

Between 2022 and 2024, up to 300 commercial inshore fishing vessels will be fitted with on-board cameras. The rollout will cover about 85 percent of inshore catch and add to the global total of cameras on vessels by about 15 percent. The cameras use artificial intelligence to streamline what footage is captured. They're the next step, following the introduction of electronic reporting, in achieving a more data-driven and responsive fisheries management system.

Better information, more resilient fisheries

The independent information on-board cameras provide will support the professional reputation of our fishing industry, the sustainability of our marine ecosystems, and allow for more confident fisheries management decisions. Social expectations of food production in general are changing too, with a greater focus on sustainability, traceability, and the ethical implications of food production.

Marie Fitzpatrick, Director Digital Monitoring.

For us at Fisheries New Zealand – Tini a Tangaroa, having quality, verified information means we get a better understanding of our fisheries, and what we can do to manage them effectively.

Minimising impacts on privacy and cost

Of course, there is a cost associated with those benefits. Fishers have told us that impacts on their bottom line and on privacy are a concern. We understand those concerns. A key reason we selected Spark Business Group to deliver the cameras (and the training and support) is because their smart technology minimises intrusions on privacy and creates cost efficiencies.

The software that drives the cameras uses machine learning to identify fishing activity (such as when nets are being set and hauled). The cameras then capture this activity in high-definition and mark it for upload. That upload occurs automatically once the vessel is in range of a Spark 4G network connection. Fixes and upgrades to the software can also be managed remotely, reducing costs and potential downtime for vessels.

Because cameras only capture relevant footage relating to fishing activity, there's less impact on privacy, and less footage is being stored and reviewed – reducing costs. Privacy is further protected by the footage being transferred over secure networks.

The government is investing $68M in the rollout, covering the setup and operating expenses for the initial period. We are not looking to recover any costs in the 2022/23 fishing year, but across the 2024/25 and 2024/25 fishing years, an all-inclusive amount of about $10M will be recovered from quota holders as a contribution. From the 2025/26 fishing year onwards, once the rollout is complete, ongoing expenses will be managed through the annual cost recovery process, with the amount levied determined closer to the time.

We look forward to working with fishers on the rollout of on-board cameras, and together taking the management of our fisheries into the future.

For more information, including a rollout schedule, visit www.fisheries.govt.nz/cameras or email onboardcameras@mpi.govt.nz

Human activity puts pressure on marine ecosystem

Sandspit and Matakana estuary. Image: Stefano Schenone, University of Auckland.

Multiple stressors created by human activity on the land and sea are putting increasing pressure on our marine environment.

The Sustainable Seas National Science Challenge is researching how stressors interact with each other, and how they might be reduced or mitigated to ensure ecosystems can continue to provide for future generations.

The project Ecological responses to cumulative effects is bringing together mātauranga Māori and science to identify how ecosystems respond to cumulative effects and how they might be put at risk because of future change.

The research focuses on soft sediment and rocky reef biodiversity and ecosystem functions that underpin many of our inshore fisheries and affect their long-term viability and market position.

Marine management practice typically considers stressors like sedimentation, pollution, climate change, coastal engineering, farming, and fishing in isolation, says head of University of Auckland's Institute of Marine Science, and the project's co-lead, Professor Simon Thrush.

This is an ineffective way of thinking about cumulative effects because they impact on an ecosystem at multiple levels, and manifest in different ways.

"It is not a simple cause-and-effect or dose-response relationship."

University of Waikato marine sciences Professor Conrad Pilditch is involved in the research and is also part of Sustainable Sea's leadership team. He notes the way stressors interact also depends on the context of place and time.

Blueskin Bay, Otago. Image: Candida Savage University of Otago.

Simon Thrush.

Hauturu, 'Little Barrier'. Image: Simon Thrush, University of Auckland.

Conrad Pilditch.

"Take sediment, for example, it depends on the actual load of sediment but effects in an open coastal environment or a well-flushed estuary will be different, as will effects in healthy versus degraded seafloors," he says.

"The system's capacity for bouncing back from stress will depend on both the local environment and the ecosystem.

"If we want to enhance utilisation of our marine resources within environmental and biological constraints wisely, we need to combine overarching principles with place-based practices. We know managers and industry want certainty that what they're doing is the right thing, but how a system reacts to stressors depends on the local context."

The project is doing field studies, developing models, and working with environmental initiatives across Aotearoa New Zealand that support ecosystem-based management developments. This includes research in Tauranga and Southland on whether adding shellfish into estuaries can help processing the nutrient loads.

"Our changing land use practice is increasing nutrient load," Thrush says.

"Our field studies allow us to look at the role animals play in mobilising and removing those nutrients and lowering the risk of algal blooms.

"It is not just about understanding the negative impacts we're having on the system, but also how we might fix it through management, community actions, and kaitiakitanga."

Thrush says the way management decisions are made need to be urgently reframed to reflect the way cumulative effects impact on ecosystems.

"One important thing to bear in mind when considering cumulative effects is that we're all in the same waka, and what we need to do is work together to fix the problem."

If you'd like to learn more about the tools and resources the Sustainable Seas National Science Challenge has created that are relevant to Seafood NZ's strategic priorities, visit: www.sustainableseaschallenge.co.nz/seafood-tools-resources-and-research

Okura Estuary and marine reserve. Image: Simon Thrush, University of Auckland.

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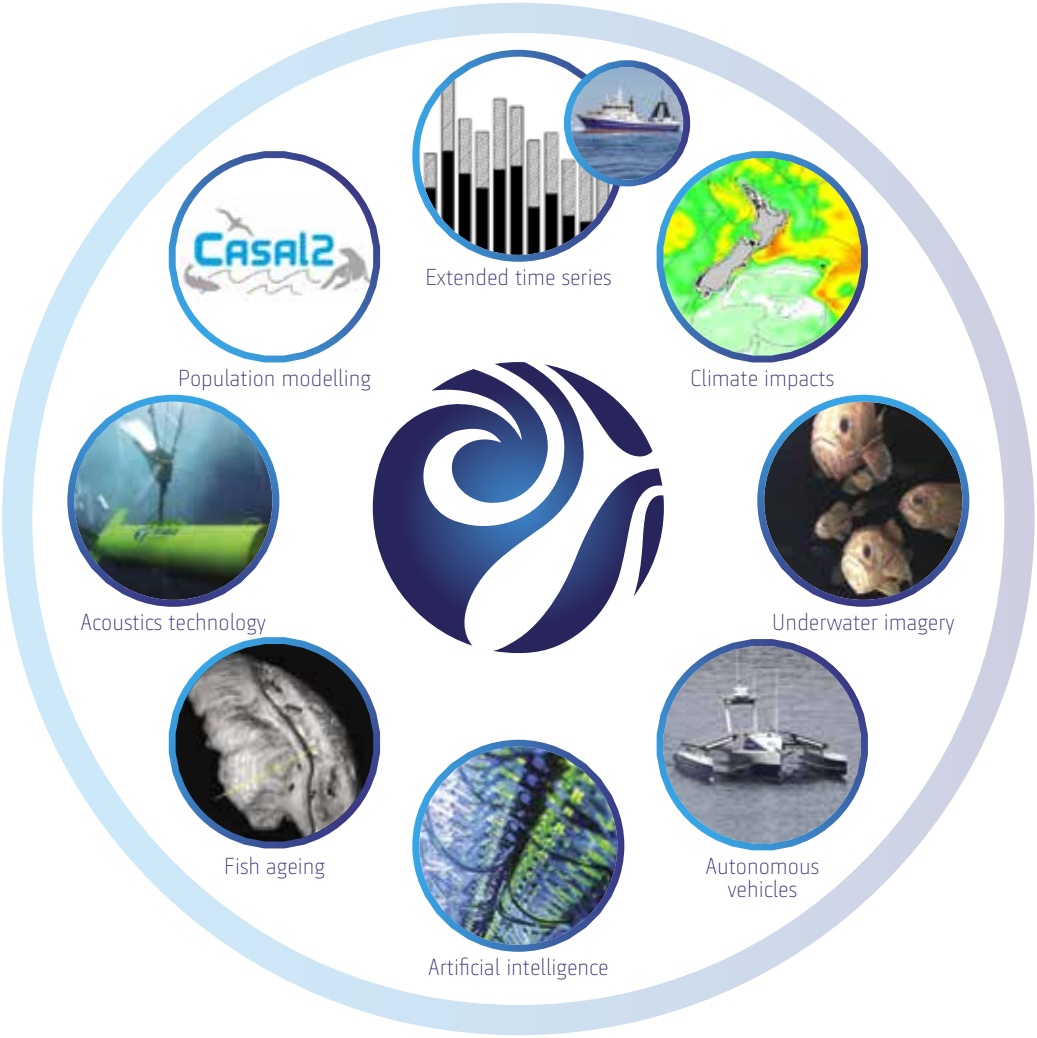

We are Aotearoa New Zealand's leading provider of impartial scientific advice on fisheries to inform managers, stakeholders and Māori partners. We do this by utilising our knowledge and understanding of the biology, distribution, and abundance of exploited and associated species; and of the key processes in the ecosystem, including how fisheries affect the environment, and how the environment affects fisheries.

Our work is funded by Fisheries New Zealand, DOC, MBIE, MFAT, and industry. We also spend approximately $1.5M of our core funding annually to maintain and improve our fisheries research capability.

Our latest investments include:

- development of non-destructive survey methods for scallops
- 'underwater shopping' to allow in-trawl selection of target species
- building deep-towed acoustic systems
- electronic data capture and analysis methods
- autonomous vessels
- artificial intelligence
- development of open-source software and apps.

NIWA has also recently committed $35M to build a new research vessel to replace the RV *Kaharoa* – ensuring continuity of long-term monitoring series for a range of inshore species and scampi.

If you want to 'talk fish' (and science), please get in touch.

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Contact us
Richard O'Driscoll, Chief Scientist
richard.odriscoll@niwa.co.nz

FishServe – it's in the name

Caroline Read, chief executive, FishServe

I recently attended a memorial for a farmer from my old district out at Tora. Being back among the community I had grown up in was a great comfort – and stepping into the woolshed reminded me of my last summer spent rouseying before heading off to Australia.

This was the last memorial of a returned serviceman for our district, made up of settlement blocks distributed following WWII. What struck me most, as a daughter of another returned serviceman read the names of soldier settlers, was how things change. And despite these changes, how communities maintain the links that hold us together and help move us forward.

I saw the same level of deep connectivity at the Federation of Commercial Fishermen conference in July. There, it was clear that fishers, who are faced with many changes in fishing regulations and the introduction of onboard cameras, work through these challenges together.

A new era is dawning on the industry where modern technology, like AI, will play a big part. The way industry bodies raised awareness and discussed known details of the upcoming changes was impressive. This communal support matters in helping to navigate change and meet new expectations.

At FishServe, our focus is on ensuring we provide services to support fishers in meeting their requirements and to support government in running an effective Quota Management System. This focus is at our core and in our name. With the introduction of new technology and rules, this is subject to change. As a service provider, it's critical we can adapt.

So, what does this mean?

It means being there for fishers. Our client services staff are highly trained; they know all the ins and outs of the industry's processes and rules. They're backed by a team of technical and software specialists, ready to update and improve our services.

A capable team ensures we can show you – step-by-step through the detailed systems that meet your statutory reporting requirements.

We've been fortunate to welcome new faces to our client services team this year. They've added to the team's impact by bringing a fresh perspective on customer service.

But we're always looking for your feedback on how we can improve our services or website. We've set up a dedicated email (feedback@fishserve.co.nz) to help with this and would love to hear from you as we create our technology and services roadmap for the future.

We've also taken some opportunities to get our team out into the fishing world. We hope connecting more closely to the fishing world means we can better meet your needs, resulting in a more sustainable fishery for all.

Caroline Read.

Safeguarding the future of the primary industries

Amy Moore

The Primary Industries New Zealand Summit and awards recently took place in Tamaki Makaurau Auckland. It was an opportunity for industry leaders to meet from across the sectors to talk about past, present, and future challenges, as well as innovations and opportunities.

The panel discussion about safeguarding the future of the primary industries was as follows:

- Embracing and encouraging youth development within the sector
- Understanding what a young professional expects from leadership within the primary sector
- Exploring the importance of young people shaping the long-term future of the sector – how can we ensure that their voice is heard?
- Is the sector adequately competing for youth talent – how can young people working in the sector provide insights on how we can better sell the opportunities to future candidates?

This was an opportunity to showcase a youthful perspective on what we can be doing as an industry to educate, recruit and retain talent for both now and the future.

One of the suggestions made by the panel was around industries thinking with a long-term view to ensure we are utilising multiple platforms to engage future leaders of our sector. This included providing more hands-on education in schools, at career days and universities to raise the profile of the food and fibre sector as an employer of choice.

Amy Moore.

Diana Rodgers, Executive Director of Global Food Justice, spoke about the importance of using influencers outside of the industries to promote and educate people with facts and science. This was later discussed by the panel in regards to influencing the general public; with a specific focus being young mothers who are making food choices for younger generations and this has the most significant impact on food choices and beliefs, and what will become our future industry leaders in 20 years' time.

Another discussion point was developing leaders at all levels of the industry. This will ensure that young people are coached, mentored and developed in a way when they enter our sector to be retained for the future in some capacity across the food and fibre sector.

Panel discussions throughout the event were future focused and driven towards genuine collaboration to face challenges as a country on topics like global shipping. The consensus was the more we work together on these topical issues the faster we will achieve mutually beneficial outcomes of reduced time and money and better economic growth in all areas.

The importance of a united seafood industry

Veronica Papacosta, Seafood Industry Australia, CEO

It's always difficult to see into the future; especially when we talk about a dynamic and ever-changing sector like commercial fishing, where new challenges and new opportunities arise every day.

Industry-focused events like Seafood New Zealand's Seafood conference and Seafood Industry Australia's Seafood Directions conference are important opportunities as they provide a time and space for industry to come together to discuss the challenges and opportunities we face at that moment in time, and consider what the future may hold. They are a moment to take time out of a business and be in a room with like-minded people thinking about the industry as a whole, which is hard to do in daily life.

While these conferences may spark conversations with people who may challenge or disagree with us, this is the most valuable aspect of them. It encourages us to look at the ties that bind us, as well as the differences.

Commercial seafood producers are exceptionally resilient, and while the challenges may be hard, what keeps us coming back is a love for what we do.

The future is important to all of us. I am a firm believer that no matter the way forward, we have the best chance of success by working together. Through unity, we can effectively "Sea into the future." No matter where we are located in the supply chain or which sector we represent, we have common interests, common concerns, and need to share in our commitments for the future.

Harnessing opportunities and overcoming challenges can be best accomplished through commitment, collaboration and unity by all sectors of the industry. One industry, one supply chain, working together to put the best, safe and sustainable seafood on tables all around the world for generations to come.

Veronica Papacosta.

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From Sydney Harbour to a Welly chippy

Janan Jedrzejewski

Morgan McGlone.

Visa Wellington on a Plate (VWOAP) is Aotearoa's biggest (and tastiest) culinary festival that takes over the Capital each August. This year, Seafood New Zealand has joined in the foodie fun for the first time with the opening of The Sea Breeze Inn, a three-day official VWOAP launch event that ran at the end of July, ahead of the main festivities on August 1.

Just before the grand opening, we caught up with Sydney-based chef Morgan McGlone, a Tokoroa native who is leading other guest chefs to deliver the pop-up dining concept.

Tell us about the Sea Breeze Inn concept

We wanted to pay homage to the quintessential fish and chips shop of New Zealand, and we've invited some really cool, young chefs to give their take on some items that you would see. So, I'm really looking forward to seeing what they are coming up with.

It's going to be really approachable, yet refined, and obviously delicious, showcasing the beautiful seafood products around New Zealand. We're so lucky to have access to really good seafood. I'm actually super stoked. My dish is a homage to the old school. I'm doing a vol-au-vent, it's a classical French dish, basically like a pastry case and you put this really beautiful seafood into the case - they were really, really big in the 70s and 80s dinner parties. My parents used to always roll them in.

I'll be using pieces of crayfish, green-lipped mussels, some clams; a medley of seafood bound with, almost like an emulsion, with some beautiful fresh dill, lemon juice, finished with a little touch of butter and then it's spooned into the pastry case.

They usually use chicken, I wanted to use beautiful New Zealand seafood. It's a nicer, more enriching style of dish.

I'm also doing a New England style clam chowder, using Cloudy Bay Clams. My dear friends Isaac and Aaron Piper [of Cloudy Bay Clams] have allowed me to utilise their clams for this dish and I just love clam chowder. It's so comforting. Obviously, we're still in winter, so I think a soup on a cold night will be really welcoming.

What do you think makes New Zealand seafood so good?

We're obviously a smaller country where the growing conditions are probably a lot cleaner. I think the fish have got more room to move around, even the farmed stuff, a lot of the pens are probably bigger. I always find that the conditions in New Zealand are always very good in comparison to Australia.

I think also too the temperature. When fish is in cold water, it creates more delicious fat and those are the sort of flavours that people enjoy, especially when it comes to things like salmon or even tuna, where the fat is super important. New Zealand king salmon, that's incredible. I think the stuff that comes from Mt Cook is superior, such a great product.

My personal preference is to always champion organic, more sustainable species. It's not overfished. I just can taste the difference.

Salmon in New Zealand is far superior than the stuff we have in Australia; the fat content and the actual feel of the flesh, and that obviously comes down to the growing conditions and the feed lot, what they're actually eating, what they're growing on.

Those are the important aspects of why I feel New Zealand fish in general is much better than Australia... I hope no Australians read this. I'm going to get into a lot of trouble!

Tell us about your background

I basically started my apprenticeship straight out of high school. I worked for a guy called Luke Mangan from 1994 until 1996, who was a pretty big chef here in Sydney, then went to France and worked there for a year and a half, came back to Australia, worked for Luke Mangan again.

Then, in 2001, because he had a consultancy deal, I actually went and worked in Auckland for six months at White at the Hilton on the Viaduct.

Then I moved to New York, from there returned to Europe, back to France.

I came back to Sydney and in 2009 I opened my first restaurant in Paddington, a French Bistro called Flinders Inn. In 2011, I closed it and went and worked in America for a very

famous chef called Sean Brock. He ran a really famous restaurant in America called Husk in Charleston, South Carolina, and I was the first foreigner - and first New Zealander, I guess - to run his second Husk restaurant in Nashville, Tennessee.

From there I came back to Australia to Melbourne and pivoted to a different part of the food world and I opened up a really uber-hype fried chicken brand, called Belles Hot Chicken in 2014, and I'd done a few pop ups [with it] in Auckland.

I don't own it anymore, but I had that restaurant for seven years and now I've got one restaurant called Sunday, which is a rotisserie chicken restaurant, it pays homage to the Sunday roasts, and everything I'm pretty good about Sunday roast dinner. It's at Potts Point in Sydney and it's really beautiful, just a really nice family restaurant style with roast chicken, roast potatoes, roast pumpkin - all those really comforting things. It's much different from, say, when I had a fried chicken place. I eventually grew out of that stage of serving not really healthy food.

Visa Wellington On a Plate runs until the 31 August 2022. Find out more at VisaWOAP.com

Morgan's clam chowder

This year Seafood New Zealand collaborated with the masterminds at Wellington on a Plate – the biggest foodie festival of the year – to bring The Seabreeze Inn to the capital for three days only. A loving nod to the old school fish and chip shops of Aotearoa, the pop-up was led by Sydney-based chef Morgan McGlone, who served up this warm and comforting Cloudy Bay Clam Chowder. See our interview with him on page 40.

Ingredients

25 Cloudy Bay Clams
1.25L fish stock
100g butter
100g plain flour
½ brown onion (finely diced)
½ leek (white part, finely diced)
½ stalk celery (finely diced)
1 large potato (finely diced)
125ml pure cream
Salt and pepper to taste

Garnish

75g ground smoked bacon
125g panko crumbs
¼ tsp cumin ground
½ tsp dry thyme
1 stalk green onion (finely sliced)

Method

1. Steam clams for 4 minutes and deshell, reserve clam juices to add to the chowder.
2. Melt butter and flour and make a blond roux. Add vegetables and sweat for 3 mins.
3. Slowly add fish stock, clam juice and allow chowder to come to the boil, now simmer for 10 mins then add cream. Season to taste with salt and pepper.
4. For garnish, render down bacon in a fry pan, once crispy add panko and toss until golden brown. Add the remaining ingredients, season and set aside.

To serve

In a hot bowl place 5 clams (out of the shell) on the base of the bowl. Ladle your hot and well-seasoned chowder over the clams. Sprinkle a liberal amount of garnish on top.

Add a small crack of black pepper if you prefer.

What is geofencing and why the need for it?

Chris Carey

Recent prosecutions of fishing ships operating in restricted areas has highlighted how important it is to know where the boundaries of these areas are and where you are in relation to them.

Well before the advent of any form of satellite navigation, fishermen determined their position using line-of-sight transits, the third pine tree over the bluff, the lighthouse in line with the steeple, or if you had one, with radar range and bearings.

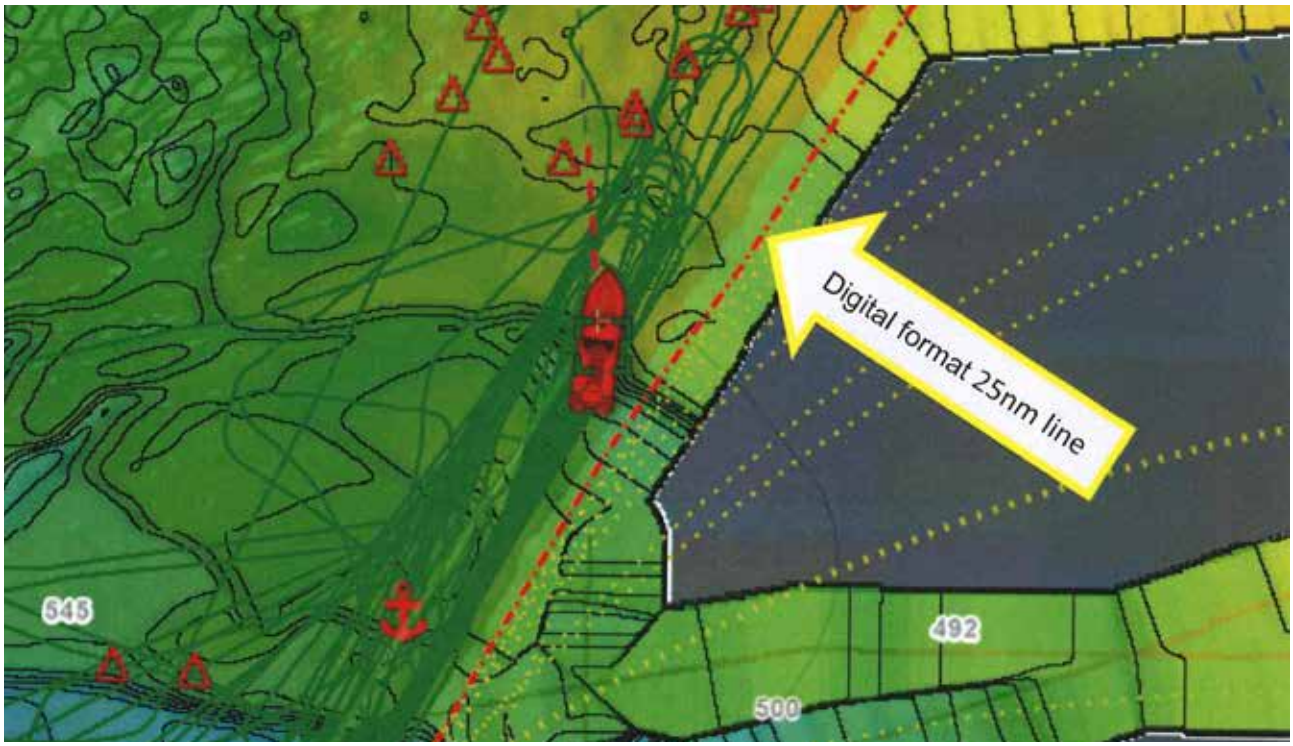
However, radar determination was pretty ho-hum particularly when it came to determining distances off the shore. It all came down to the 'height of eye' of the observer, in this case the height of the scanner above sea level and the height above sea level of the object your radar was 'pinging' off. If the only good target was two or three miles inland, then you could be well inside the 'line', the error only exacerbated the further offshore you were.

The advent of transit system commonly called SatNav allowed vessels to fish further offshore. Quota Management Areas (QMAs) and exclusion zones were defined by straight lines between fixed coordinates, however, SatNav 'fixes' were often few and far between so determining whether you were inside a line was still problematic.

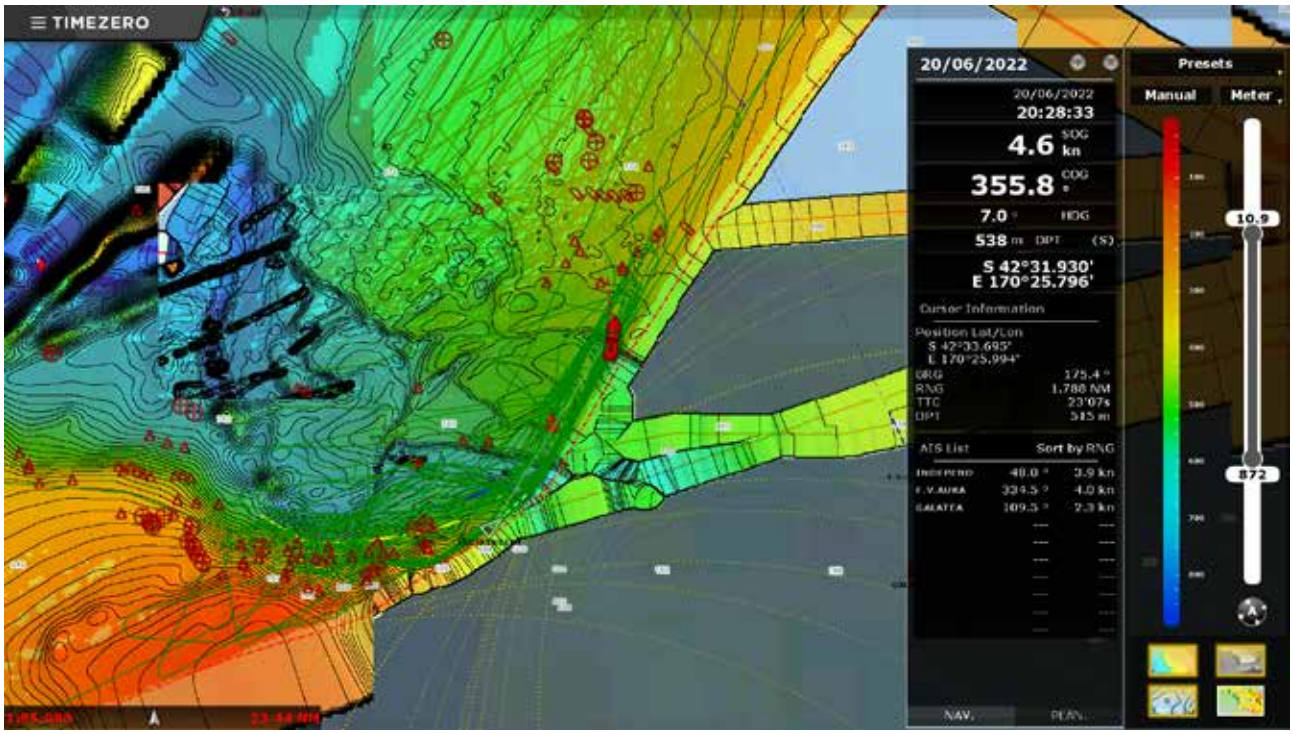
The difficulty arose when a boundary was not defined by fixed points and straight lines, rather the limit of that exclusion area vaguely followed the outline of the coast or the outer limit of the Territorial Sea. The problem really never went away, even when 24-hour GPS coverage came online.

Why? Take the 25-mile limit of the South Island's West Coast which bisects the Hokitika Trench, the accuracy of which is crucial for those vessels over 46m targeting hoki. It was left up to skippers to exercise due diligence and all possible care when determining the limits of the 'line' themselves and it was never going to be exact; there were too many steps in the process introducing unintended errors .

Firstly, to determine the boundaries of the '25-mile line', a skipper had to refer to two acts of parliament; initially the Territorial Sea Contiguous Zone and Exclusive Economic Zone Act 1977 to establish the baseline for the Territorial Sea, and then the Fisheries (Challenger Area Commercial Fishing) Regulations 1986 to establish the limits of the 25-mile line itself.



Digital 25nm line.



The 3D bathymetry map of the Hokitika Trench.

The next step required the latest published edition of the large-scale coastal chart for that area, in this case NZ72, Cape Foulwind to Heretaniwha Point, scale: 1:300,000 to ensure the datum was correct for the limit of the Territorial Sea outlined on the chart.

Chart Datum? A water level so low that the tide will but seldom fall below it. When meteorological conditions are such that sea level is lowered, the tide will fall below the predicted low water heights, and at a place where Chart Datum is at a comparatively high level, the actual depths at or near low water may be considerably less than charted.

So, despite NZ72 being first published in 1984, the latest edition of this chart was published in March 2020. If this chart (like the rest of the coastal charts in your vessel's portfolio) is not the latest edition, not updated by an approved chart correction agency or corrected by yourself according to the fortnightly Notices to Mariners, then it cannot be used.

Thus, your favourite coffee-stained piece of cartographic history polished from decades of perspiration and rescue steel, the depths and symbols blurred by a decade of erased graphite and a latitude scale torn or missing from countless stabbing points of a divider or compass, does not show due diligence, best practice and highly unlikely to stand up under scrutiny in front of a magistrate.

The Territorial Sea, Contiguous Zone, and Exclusive Economic Zone Act 1977, 7A, Trawling, quite clearly states "that no commercial fisher shall use any New Zealand fishing vessel over 46m in overall length for trawling at any time in those waters enclosed by a line 13 nautical miles seawards of the outer limits of the Territorial Sea".

The latest, corrected edition of the appropriate coastal chart spread on the chart table and with a set of dividers, a skipper exercising due diligence would carefully transcribe a series of arcs 13nm from the outer limit of the Territorial Sea. The more arcs, the greater degree of accuracy of the final 25nm line and from these arcs, a table of latitudes and longitudes would be taken off and these coordinates loaded in your ENS or chart plotter.

Simple enough really, but this is where the line got a little blurred, no pun intended.

How 'sloppy' or wobbly were the dividers and parallel rules you used? Did you allow for inflation with the latitude scale the further south you were working? How thick was the lead in your pencil? Did you use an HB, 4B or a builder's pencil and did you take the points of latitude and longitude of the inside or outside of that line? Finally, did you exercise due diligence and all care throughout the process?

When Kiwis on fishing vessels over 46m started fishing for hoki off the South Island's west coast, skippers had been asking for a list of lats and longs that everyone could load onto their plotters so those at the coal face were all working on a level playing field, because despite taking all possible care there was always some 'burglar' inside of me swearing black is blue, that his line was correct and mine was wrong. Yeah, right!

And because there was no official 25nm line, the only real way of determining if Burglar Bill was inside or outside 'the Line' was a timed run by the boys in the Orion flying out from the coast, which was also not particularly accurate. If their calculation of speed x time = distance suggested Burglar Bill

was inside the line by 0.2nm, provided he could prove he had exercised all due diligence and care when pulling his line off NZ72, they really had no argument.

The Ministry for Primary Industries (MPI) have been electronically 'tracking' all vessels over 46m (and all vessel targeting orange roughy) since the late '90s. However, the critically important 25nm line was still left to fishing skippers to determine.

October 1, 2017 saw the introduction of Geospatial Position Reporting and Electronic Reporting for trawl vessels over 28m, providing them with an e-logbook for completing and transmitting their fishing catch and effort reports 24-hourly.

Then, in January 2020 MPI launched its Online Portal where you can view maps of New Zealand fisheries, including commercial fishing, customary fisheries, and marine protected areas including coordinates for Fisheries Management Areas (FMA) and Quota Management Areas (QMAs). The portal also has regulation information on current commercial fishing regulations (including closed seamount areas and PSH 71A approvals), benthic protection areas, fishery notices (including temporary closures that are not S186 closures), marine reserves Type 1, marine mammal sanctuary (one area closed for set netting), and submarine cables and pipeline protection zones.

Fisheries New Zealand recently reviewed and updated the data sets for the Commercial Fishing Regulations including the FMAs (Fisheries Management Areas) and QMAs (Quota Management Areas) and while the intent of the regulations has not changed, some coordinates have been corrected. The updated coordinates provide more accuracy and enable mapping to a finer scale than before.

The amendments relating to the following management tools, include but not exclusive to:

- Fisheries Management Areas
- General Statistical Areas
- Quota Management Areas
- Benthic protection areas and Marine Reserves Type 1
- Marine mammal sanctuary (one area closed for set netting)
- Submarine cables and pipeline protection zones
- 200 Mile Exclusive Economic Zone Outer Limits

You can access the updated data sets online through the Ministry for Primary Industries' Open Geospatial Data Portal: http://data-mpi.opendata.arcgis.com/ If you have any questions about using the portal or the data it contains, please contact GISHub@mpi.govt.nz

Now that all fishing ships were being electronically monitored 24/7 spatially (where they are) and the daily reporting catch/effort data, it became even more important for those remaining closed or prohibited areas to have a definitive boundary and not an arbitrary line taken from a paper chart even with all due diligence and care. Skippers, in particular those of the hoki deep water fleet began lobbying their regulators for an official 25nm line.

Finally in 2021 after decades of asking, an electronic version of the 25nm line became available that could be loaded, along with other exclusion zones such as Benthic Protection Areas (BPAs), Hoki Management Areas (HMAs), Quota Management Areas (QMAs), onto a vessels SeaPlot Pro, MaxSea and other ENS. Finally, everyone was singing from the same song sheet.

Now with all these exclusion zone boundaries being digital, it allowed for Geofencing software to also be loaded onto your vessel's plotters.

A geofence is simply a virtual fence, a digital 'Buffer Zone' around a physical location (your ship) with the parameters determined by the user and installed on your plotter or ENS that activate an alarm function.

For example, if the boundary of your 'fence or buffer zone' touches the digital boundaries of an exclusion zone, either a visual, audio (or both) alarm sounds alerting the skipper to the fact that he's getting close to somewhere where he shouldn't be. "Left hand down a bit, helmsman. Belay that. Right hand up a bit."

Minimum speed parameters are another function of geofencing. Steaming through the Territorial Sea, a Submarine Cable Exclusion Zone or inside the 25nm line at 10 knots is unlikely to generate interest. Six knots will possibly raise a curious eyebrow, however a SOG of 4.5 knots or less, then the claxon will certainly sound, cups of tea spilled and the dust raining down from the light fittings in the FCC (Fisheries Control Centre) as the staff scramble.

If selected, an alarm also has the ability to automatically send an email to a relevant party ashore. Alerts delivered to FCC are looked at by the duty officer once or twice daily and while FCC work a standard five-day week, alerts delivered over the weekend won't go unnoticed and checked first thing Monday.

FCC doesn't want to get an alert for your vessel departing a port, but there are some parameters to alert them should your 46m vessel, while inside a closed area or BPA, is travelling at a speed consistent with fishing.

Having had the privilege of visiting the control room at FCC not long after the current electronic reporting system was introduced, I saw first-hand how this all works and it's pretty impressive. Those monitoring the movements of fishing ships are very skilled at determining if a behaviour warrants further investigation or not.

The system at FCC is very 'visual' and with electronic reporting of catch/effort data, MPI have the ability to question why did Burglar Bill declare most of what he'd caught in that particular QMA when his track indicated he'd spent more time towing, turning, shooting, and hauling in the adjacent area?

Geofencing is a fantastic tool. With the correct parameters, buffer zones and alarms messages installed, it adds that extra bit of comfort, that margin of error for a skipper whose job is becoming more hectic and a great deal busier.

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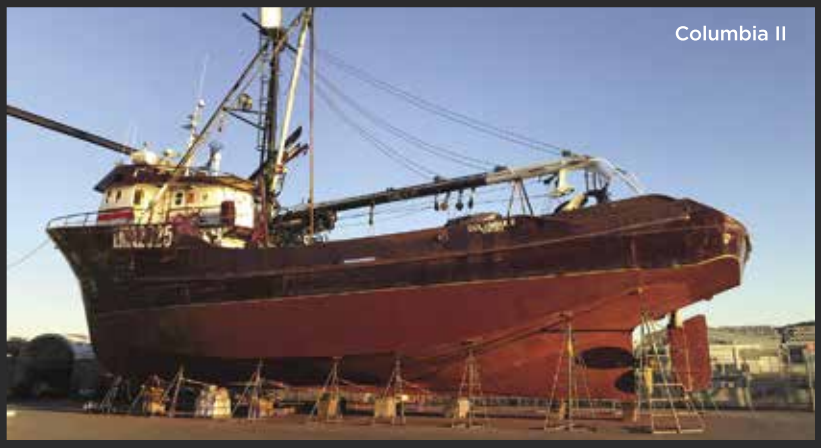
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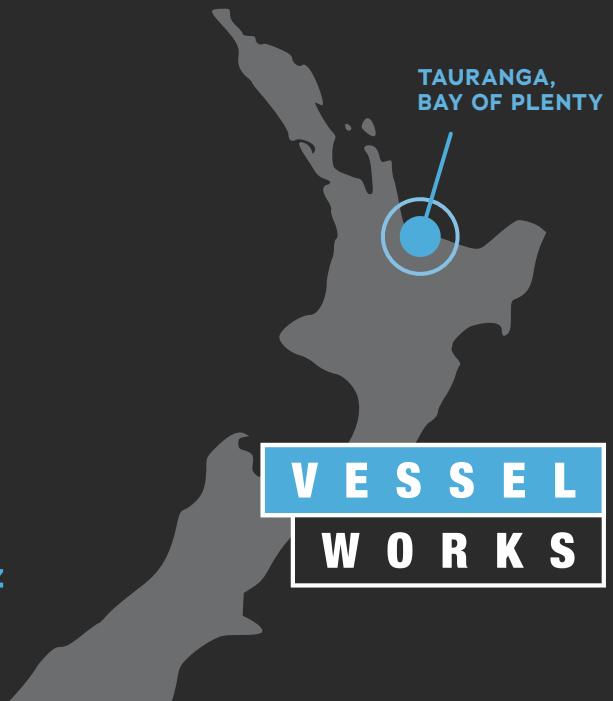

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Ray Hilborn confirmed for Seafood Directions

Seafood Industry Australia (SIA), the national peak-body representing Australia's commercial seafood industry, has announced pre-eminent marine biologist and fisheries scientist Professor Ray Hilborn as a keynote speaker for their biennial conference, Seafood Directions, to be held in Brisbane in September.

"It is with great pleasure we announce Professor Ray Hilborn as a keynote speaker for the Seafood Directions Conference 2022, which will be held at the Sofitel Brisbane from September 13-15, under the theme 'One Voice, One Future'," SIA CEO Veronica Papacosta said.

Ray Hilborn.

"Ray is a world-leading Professor at the School of Aquatic and Fishery Sciences, University of Washington, specialising in natural resource management and conservation, who will present a talk titled, 'How to sustain food from the seas while protecting marine ecosystems'."

"I am excited to be able to travel again and reconnect with Australian colleagues at the Seafood Directions conference," Professor Hilborn said.

"The [global] seafood industry faces unprecedented challenges in access to the ocean, but also some exciting opportunities and needs to be prepared to face these challenges in a unified way.

"The conference theme, 'One Voice, One Future', is spot on for where researchers and commercial seafood producers, both capture and aquaculture need to be as they move forward.

"Seafood is the best way to produce food while protecting natural ecosystems and this message needs to be made clear to national and international policy makers."

"The Seafood Directions conference will provide a forum for industry leaders and innovators across aquaculture, wild-catch and post-harvest to join together with scientists, fisheries managers and broader stakeholders to discuss and plan for the future of seafood, showcase best-practice solutions, tech innovations, share knowledge and workshop solutions to tricky, important problems," Papacosta said.

Tickets to attend the Seafood Directions Conference in person or online are still available.

For more information visit www.seafooddirections.com.au

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New directions for WISA

Not-for-profit organisation Women in Seafood Australasia (WISA), the only national organisation in Australia which represents women of the seafood industry, has recently had a change in leadership. After three years of steering WISA through instrumental changes and the renewal process, president Karen Holder passed the role over to vice president Dr Heidi Mumme.

Mumme has been a member of the WISA board since 2017 as both the Northern Territory and Tasmanian director.

"Karen's passion, commitment and dedication to WISA and the industry has seen the organisation go from strength to strength, leaving us with an amazing legacy to build upon," Mumme says.

"My involvement in the seafood industry has spanned over 20 years with experience in fisheries and aquaculture spanning across multiple jurisdictions. I have worked on fishing vessels and aquaculture leases, in research and development, management and industry representation roles. I love the uniqueness of the seafood industry and all those who work within it.

"As a male dominated industry, I'm passionate about women in the seafood industry having a voice and empowering them to reach their full potential.

"WISA is in a fantastic position to enhance the skills of seafood women and develop effective partnerships with stakeholders to raise the profile of women in the seafood industry. As WISA moves to its new structure, we are looking to expand our membership and create opportunities for new board members to help guide WISA through its next phase."

Dr Heidi Mumme.

WISA will also have a high profile at the upcoming Seafood Directions conference in Brisbane this September, with a number of activities scheduled, including the now sold-out Power-Up networking breakfast with journalist Annabel Crabb as speaker.

WISA are also hosting two workshops. The first, "Breaking barriers for Seafood Women" delivered by Affectus and WISA, will provide an opportunity to discuss and problem-solve current issues impacting women in the Australian seafood community.

The second workshop, "Communicating with Impact" delivered by Honey & Fox, will give participants the tools to tell their seafood stories with impact.

"WISA are also very excited to be providing thirteen bursaries to women for the conference, thanks to the support from each State and Territory government. Bursary holders include a diversity of regional and metro women from commercial and indigenous fisheries, aquaculture, post-harvest, retail, food service, and education sectors," Mumme says.

"The fully funded bursary recipients will experience a four-day immersive, supported and mentored experience of learning, sharing and networking.

"With a three-year membership to WISA included, we hope bursary recipients will continue their strong engagement in activities with WISA as part of our network."

The Women's Industry Network (WIN) was formed in 1996 by a group of women fishing in South Australia. In 1998 the Women's Industry Network Seafood Community (WINSC) developed into a Nationwide body with organisations in each state.

After operating under the WINSC banner for 20 years, the organisation launched a rebranding at the WINSC 20th Anniversary Gala Dinner in 2018 and emerged as WISA – Women in Seafood Australasia.

WISA is dedicated to raising the profile of women across all sectors of the seafood industry by supporting, promoting, encouraging and representing women in the broader Australasian Seafood Industry.

To find out more about WISA, to become a member or attend a WISA event, visit the WISA website www.womeninseafood.org.au, connect on social media, or email eo@womeninseafood.org.au or president@womeninseafood.org.au.

Salmon toastie cuts the mustard (with pickles)

The on-site cafe at High Country Salmon, Twizel, has wowed the crowds with their offering in this year's Great NZ Toastie Takeover – and made it to the finals of the competition.

The Loco Mexicano is packed with cold smoked salmon, McClure's Sweet & Spicy Pickles, corn salsa, avocado, cheese, spinach, cornflakes and chilli mayo, in toasted rye sourdough and served with fries (of course).

The tasty creation was one of the 13 outstanding finalists (out of 180 enteries) battling it out to be the country's top toasted sandwich. A whopping 100,000 toasties served up since the first round of judging began on April 13, with Rotorua's Okere Falls Store and their beer-brined brisket-heavy Get Smoked, Pickled + Toasted, being crowned the eventual winner.

Competition criteria requires sandwiches to be toasted between two slices of bread and – like all respectable toasties – able to be eaten by hand. The toasted sandwiches also need to contain cheese (or a vegan substitute) and McClure's Pickles, with all the other ingredients left entirely to the entrants' imaginations.

Head judge Kerry Tyack says those imaginations ran wild this year, presenting his team of 30-plus judges with an extremely tough task in choosing the finalists.

"It feels like this year, amidst all the Covid chaos, the toastie has reached the lofty heights of the great Kiwi pie, the whitebait fritter, the perfect pav, and the cheese roll, and can now be accorded the status of national treasure," he says.

"The judging team assessed many, many standouts in this year's entries. Chefs tackling the toastie have clearly got the hang of making sure it is well toasted, easy to eat - even on the run, and has the right balance of complementary ingredients to keep customers coming back time and again."

The Great NZ Toastie Takeover, New Zealand's only national toasted sandwich competition, was established in 2018 by McClure's Pickles and local distributors Cook & Nelson, and is now in its fifth year.

The Loco Mexicano. Image: Simply Inspired NZ.

Moana celebrates Matariki

Michelle Cherrington, Moana Group Communications and Sustainability Manager

Kete Kai for Kaumātua – kete kai.

The rising of Matariki is the sign of the new year; it's a time to come together, reflect on the past and set our intentions for the future, align ourselves with nature and, of course, to hākari (feast).

Matariki is a time where Moana feels especially close to the whakapapa of our company, being 100 percent iwi owned. We look to our environment for signs of what the year will bring, just as our tūpuna did. Each star represents a part of our environment, so our focus goes to Waitā, which represents salt water and the kaimoana within. When Waitā shines bright, kaimoana will be abundant.

We also take this time to celebrate our taha Māori by coming together for hākari (feasts). Each site celebrates in their own way, but there is always kai. Some of the highlights this year included an in-ground hangi in Whangaroa, a kapa haka performance at Mt Wellington and Wiri sites and screenings of Rangi Mātāmua's Matariki presentations.

There is a whakataukī that says "Matariki hunga nui" or "Matariki of many people", which speaks to people coming together, the festivities and feasts of Matariki. We were proud to support some of these festivities and feasts by donating ika (fish) and tio (osyters) to Matariki celebrations around Aotearoa. These celebrations saw beautiful kai provided for kaumātua in the North, oranga hinengaro (Māori mental health services), a marae opening, the revival of traditional celebrations by ngā hapū o Tokomaru and the Tohunga Mau Matariki dinner.

2022 was a particularly special year, being Aotearoa's inaugural Matariki public holiday, and we were so proud to celebrate the whakapapa of our pakihi and the beauty of te Ao Māori. Mānawatia a Matariki.

Kete Kai for Kaumātua whata displays.

Moana kaimahi laying down the hangi.

Federation holds another lively conference

The Federation of Commercial Fishermen's annual conference was held in Napier at the beginning of June.

Despite times being tough in the industry, the conference was well-organised and upbeat, with a full attendance.

The conference was well served with technical speakers from Ministry of Primary Industries (MPI), NIWA, and Spark, which is carrying out the AI for the camera rollout.

Richard Kibblewhite, long time and much-loved auctioneer at the Seafarers Trust Auction, was the recipient of the ENL Shield for services to the industry.

Nici Gibbs, Storm Stanley, and Dr Caroline Read.

The busy registration desk with Gerhard Wissing, Karen Olver, and Chanel Gardner.

Andy Smith of Spark and Marie Fitzpatrick of MPI.

Keith Mawson and Salve Zame.

It was a full house for the conference.

Donna Wells and Richard Kibblewhite (who won the ENL Shield).

The toughest times we have known

As an industry, our tank is empty, and we may as well stay home.

We need a Minister for Commercial Fisheries and a government that listens to and can see the industry perspective. Instead, we are top heavy with government departments justifying their existence off the back of - and at the cost of - an ever-decreasing fishing industry.

The new changes and Amendment to the Fisheries Act are driving people out of the industry. They are unrealistic and badly thought out with no real insight and/or factual information on costs and outcomes to the fishermen and the industry.

Minister David Parker said at the Fed's conference that the seafood industry has been the most impacted by Covid of all the primary sectors and yet we are the industry predicted to increase revenue by 9 percent to the end of June 2022, according to the MPI SOPI [Situation for Primary Industries] report.

It's a tough industry and these are the toughest times we have known.

Donna Wells, Finestkind, Nelson

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GMU1	RCO3, RCO7	SWO1
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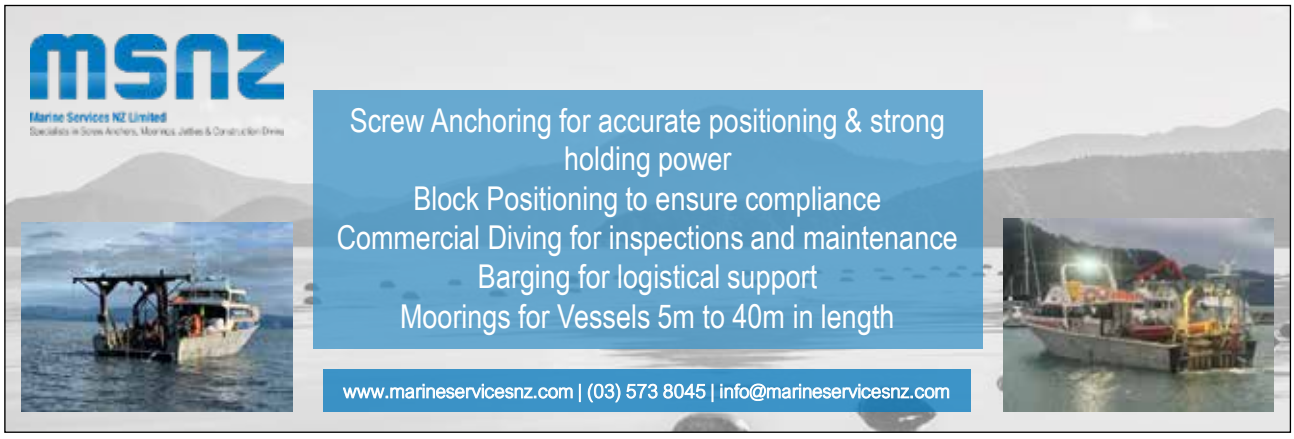

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L24.95m x B7.43m x D3.4m Built Australia 1990
Main Caterpillar 3412. Aux Caterpillar 3306 – hydraulics. Doosan (new) 96kVA alternator
Heimdall CCP
Fuel 50,000 litres Water 16,000 litres
Chiller hold105m3. 80tns bulk or 35 tns in bins
Jaden winches 8 tonnes pull. 2500m 16mm wire
Offshore survey 200 miles to June 2023
MAJOR REFIT/REFURBISHMENT 2020-2022

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5334 LONG LINER, NETTER
L 20.6m x B5.4m x D 3.35m
Gardner 8L3B 230hp
Perkins 9kVA genset
Fuel capacity 16 tonnes
Ice hold 30 tonnes.
Refurbished galley & living
Reel 40 miles. Pot hauler,
Net roller,
Upgraded electronics
100 miles survey **$275,000**

5318 AUTO LINER
22.5m x 6.1m x 3.2m
Cummins KT19 500hp (2016)
Perkins 80kVA genset
Cummins 100kVA genset
Fresh or Freezer holds = 30 ts
Ice maker. Water maker
Mustad auto line system
8 berths. Good electronics

$195,000

5309 LONG LINER TROLLER
L15.5M x B4.9m x D2.3m
Detroit 6/71 180hp
Sea Wasp 10kVA genset
5,000 litres fuel
Fish rooms 9 tonnes total
Long line drum. Tuna poles
Good electronics
Survey 100 miles May 2026

$220,000

5339 NEW TIMBER TRAWLER
L14.5m x B4.84m x D2.3m
Built Stark Bros 2021
Scania D109 300hp
Twin Disc MG-509 2.95:1
Fuel 4400 L. Water 250 L
Refrigerated Fish hold 23m3
Hydraulic split winches & net roller. Stark wing stabilisers

POA

5340 INSHORE TRAWLER
L10.6m x B 3.3m x D 1.6m
John Deere main 157hp
3,500 hours. Aux drives hydraulics. Fuel 900 litres
Water 200 L. Fish hold 3 t.
3 berth. Split trawl winches installed 2019. Hydraulics upgrade 2019
Inshore survey to Nov 2024

$75,000

5308 BOTTOM LINER/TROLL
L13.53m X B 4.88m
Cummins KT19.
Isuzu 20kVA genset
4 berths. Good galley
15 tonnes chiller hold.
6 miles line plus gear
Good electronics.
Stabilizer arms HIAB
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5328 BREEKVELT COASTAL TRAWLER & LINER

LOA17.55m x 5m x 2.1m
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Fish hold squared for 400 bins
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