

Great results 100% satisfied, says Ingunn's skipper Gudlaugur Jónsson

HB Grandi's pelagic vessel Ingunn AK-150 has fished with great success this summer using a new Hampidjan Gloria Helix 2432 pair trawl.

Fishing off the east of Iceland, herring and mackerel have been almost entirely tight to the surface and most efficiently caught in pair trawl gear.

Undoubtedly one of the largest hauls of herring.

In mid-August Ingunn took a four-hour tow, resulting in a haul of 1200 tonnes of pure herring when fishing opposite Lundy. 400 tonnes were pumped into Ingunn's tanks and Lundy took 800 tonnes. This is undoubtedly one of the largest hauls of herring taken in such a short tow, and taking such a large catch without any damage to the fishing gear is also an achievement in itself. Prior to this record haul, the same pair had taken 600 tonnes in a three-hour tow, giving the pair team a catch of 1800 tonnes in under 12 hours.

Maximise catching while keeping fuel consumption low.

The 2432 Gloria Helix pair trawl has been in use for several years and was first trialled on board Vinnslustöðinn pelagic vessels Sighvatur Bjarna-



Handling a 1200 tonne haul of herring in no mean feat.

Photo: Vidar Sigurdsson

son and Kap. Since then Isfelag Westmann Islands pair teams Thorsteinn and

Júpiter, and then Álsey and Gudmundur started using this type of trawl last year.

When HB Grandi took the decision earlier this year to invest in new gear for pair trawling, it was decided that this ought to be on board Ingunn, as this vessel has two net drums on board. In co-operation with skipper Gudlaugur Jónsson, the decision was made to go for an enhanced trawl design to maximise catching opportunities while keeping fuel consumption as low as possible.

Design process.

During the design process, the conclusion was to keep to the same overall size of trawl, but with extended wings for improved herding effect.

The section behind the wings was remodelled to make the most of the squar-



The 2432m Gloria pair trawl is made to fish high in the water.

ing power of Helix ropes used in the belly. All this had to be achieved, while taking into account that more robust gear is needed for pair trawling due to the imbalances in tensions, unlike single-vessel trawling, in which the autotrawl constantly balances warp tensions.

Gudlaugur Jónsson reports that the trawl is easily handled at the surface, which is a big bonus, and there is no doubt that the squaring power of the Helix ropes works to its full advantage. They open the trawl efficiently and are lighter than the older versions, which reduces the trawl's towing resistance.

The wider opening of the trawl's belly

The longer wings also herd fish better into the gear and the wider opening of the trawl's belly due to the self-spreading Helix ropes also plays a big part in keeping the fish inside the trawl, says Gudlaugur Jónsson.

Silent while towing

'We can see on the surface that the self-spreading ropes in the belly don't move from side to side. They are silent while towing and don't spook the herring on their way into the trawl. Herring are very easily frightened and often difficult to catch as they are very sensitive to sound,' he said.



Shooting away the Gloria pair trawl

Photo: Kristján Gunnar Thorvardsson

Codends -a stroke of genius

'I'm sure that the self-spreading ropes open the belly panels much more efficiently than conventional netting does, which gives us a significantly roomier space leading down to the codends, which is certainly something that contributes to the better handling of the fish as they pass down the belly and into the codend.'

Skipper Gudlaugur Jónsson was also one of the first to test a T90 codend several years ago and now uses only this kind of codend.

'These codends are a stroke of genius and they make a huge difference,' he said.

No bottleneck.

'The herring pass faster down the gear and this means less fish caught in the meshes, and there is no bottleneck formed in the codend when it fills up with fish.' Gudlaugur Jónsson uses exclusively 70 fathoms (128 metres) of Dynex Warp to keep the Gloria trawl high in the water.

Top performance

'We don't use a headline kite to keep it up and there's no need to, as we don't have a problem in holding the trawl in position without one. This is partly due to the Dynex Warps we're using that

have performed extremely well since they arrived on board a year and a half ago.'

The best trawl

'Normally we keep a 170 fathom (311 metre) distance between vessels and tow at 4 knots, and this arrangement gives us double the trawl opening we had with the old Gloria 2048 trawl – and the results are in line with this. But we are still burning the same amount of fuel as before per towing hour as we did with the old 2048 trawl, so we're winners all round,' he said.

'I can say that this is the best trawl we've had on board Ingunn.'

Gloria pair trawl *'is a monster of a trawl!'*

Skippers Sturla Thórdarson and Sigurbergur Hauksson of Neskaupstadur purser trawler Börkur took their decision to invest in a 2432 metre Gloria Helix pair trawl on the basis of this trawl's sterling performance on board Ingunn under skipper Gudlaugur Jónsson.

We spoke to both skippers to get some feedback on their experience with this gear.



Pumping a full codend of herring on board Börkur

'We took the trawl on board Börkur at the end of June in Neskaupstadur and we've caught a load of herring and mackerel with it in two months of fishing,' said Sigurbergur Hauksson.

The trawl fishes very well and it's light to tow. 'It's a monster of a trawl and it takes the fish very well that we see in the trawl mouth on the headline sounder. It's fairly light to tow. We have a 60% pitch on the propeller most of the time, which we feel is similar with the gear we've used in the past for pair trawling.' Sturla Thórdarson agreed with everything his opposite number had to say and added that they had care-



fully watched Gudlaugur Jónsson's progress with this trawl. They couldn't help but see how productive the 2432 trawl had been for Ingunn. 'We decided that we'd be best off following Gudlaugur's advice and not try to re-invent the wheel at random, so we did what he said and have done very well this summer with the new pair trawl design from Hampidjan,' said skipper Sturla Thórdarson.

Birkeland *First Norwegian Pelagic trawler to use Dynex Warps*

Hampidjan recently supplied a full set of Dynex Warps to Norwegian pelagic vessel Birkeland, consisting of two sets of 2000 metres of 40mm diameter Dynex Warp.

Birkeland is owned by Austevoll company Brødrene Birkeland AS. Built in 2004, the 2000m³ capacity Birkeland is one of the newer vessels in the Norwegian pelagic fleet, measuring 68.80 metres LOA, with a 13.80 metre beam and powered by a 6597hp Wärtsilä main engine that provides 80

tonnes of towing power. Birkeland has twin 85 tonne Rolls-Royce winches with ample space for the Dynex Warps.

Dynex Warps helps reducing greenhouse gas emissions.

Birkeland's owners are in line for a subsidy from the Norwegian NOx fund to purchase Dynex Warps to reduce the vessel's displacement and at the same time reducing its emissions of noxious gases. The difference in weight between conventional and Dynex Warps is 22 tonnes, as the normal 38 mm steel wire

rope warps weigh in the region of 26 tonnes, which allows Birkeland to ride higher in the water. The predicted reduction in greenhouse gases due to this is put at 120 tonnes annually.

The NOx fund is levied on producers of greenhouse gases and is aimed at reducing emissions. Most of Norwegian companies are allied to the NOx fund, which disburses subsidies to those who are looking

for ways of reducing greenhouse gas emissions from ships' engines.

Environmental Tax

The NOx tax came into effect on the 1st of January 2007, levying 15NOK per kilo of emitted gases, and flowing to begin with direct to the Norwegian government. But with the advent of the NOx fund, 4NOK per kilo is levied to the NOx fund to support measures designed to reduce gas emissions.



Pelagic vessel Birkeland from Austevoll in Norway

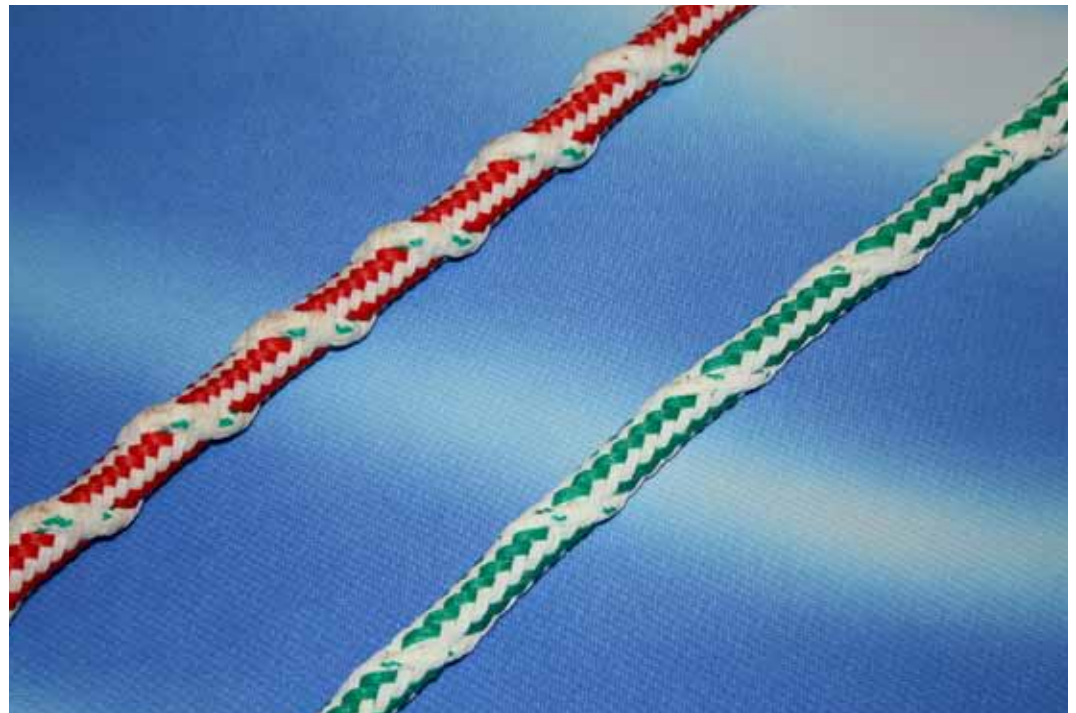
Photo: Bernt Sortland

New 2048 metre Gloria-Helix blue whiting trawl

Last winter Hampidjan's design team started work on a new version of the Gloria trawl for fishing blue whiting, both in the Rockall area and on fishing grounds further north. As the season opens, blue whiting are to be found around Rockall in heavy spawning shoals that disperse as the fish migrate west of the Faroe Islands. Skippers who have fished extensively both on spawning blue whiting and later in the season have described how the behaviour of the fish and their response to a trawl changes significantly as the fish migrate from spawning grounds to being more dispersed further north.

The design process

The fundamental requirement that Hampidjan's designers faced was that the trawl had to be effective on



both heavy marks and on dispersed fish.

These were the results of this extensive development work;

a. New Helix ropes were developed to have a lower profile spiral

strand and also for this to have a longer lay. This reduces the drag of rope, makes it last longer and also gives it a better squaring capacity than the older type.

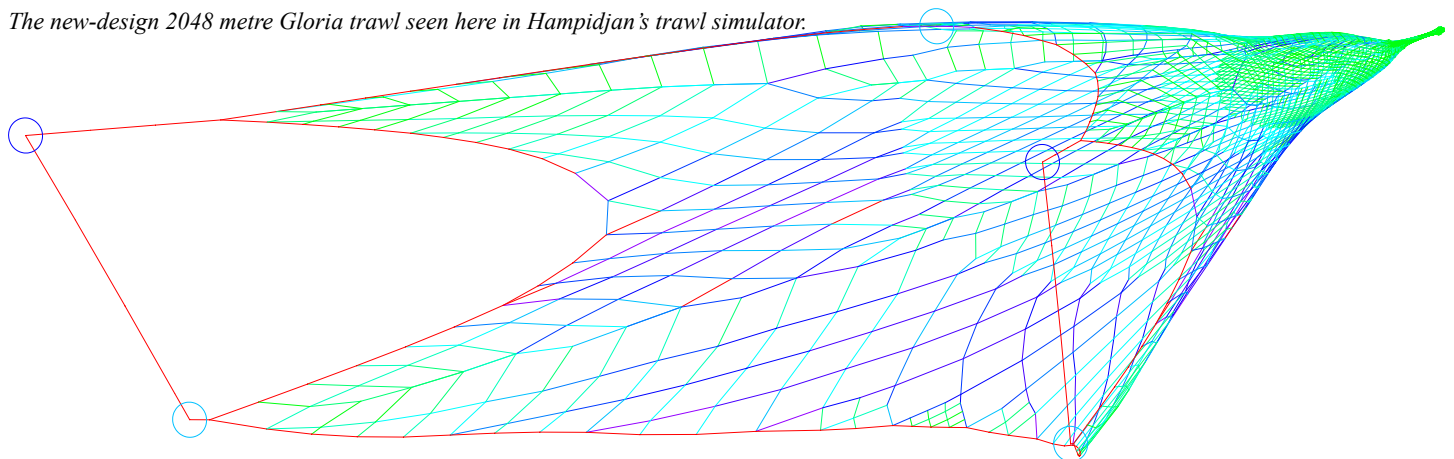
b. The bars of the meshes, which previously were

clamped together, are now spliced using a Dynex link.

c. The mesh sizes in the front section of the gear were reduced.

d. After extensive testing, both in Hampidjan's

The new-design 2048 metre Gloria trawl seen here in Hampidjan's trawl simulator:



trawl simulator and in the flume tank, the belly of the trawl was remodelled to increase the inside volume. This also equalised the flow of water through the gear, so that the blue whiting flow better back into the aft section of the gear without being alarmed.

- e. The trawl was also rigged with a specially strengthened and widened T90 blue whiting codend.



The quick and easy method of joining bars to form meshes

Experience

The new trawl was tested on board HB Grandi pelagic vessel Ingunn with some highly positive results. The

fish were seen to make their way quickly down the belly and into the codend, both when fishing on heavy marks around Rockall and

on dispersed fish west of the Faroe Islands. In spite of the 15% increase in the amount of material used in this trawl, there

was no increase in drag, which can be attributed to the new Helix ropes and the improved water flow in the belly and codend.

The targets we set out to reach we achieved, in producing a light and versatile Gloria self-spreading trawl, capable of having a good water flow as well as herding both spawning and dispersed fish effectively.

Cosmos shrimp trawls: all the way to the Russian Far East

Ever since deep sea fishing for shrimp began in the early 1970s, Cosmos has made every effort to keep abreast of new developments.

One of the more distant grounds for our fishing gears have been the Sea of Okhotsk in the Russian Far East, where Cosmos has supplied its shrimp trawls via Russian agent Irina Kichigina of Murmansk company Quality Fishing Gear.

The first sale was made to the Petropavlovsk/Kamchatskiy fishing company Kammag Co. Ltd and over a long business relationship with this vessel owner, Cosmos has supplied numerous sets of gear for

their trawlers Saphir-1 and Alexandrite. Kammag co. Ltd's managing director Andrey Smolyakov said that: 'We have been working with Cosmos Trawl for nine years on our shrimp trawls. When our trawler Alexandrite was acquired, it was already fitted out with gear from another European supplier, but after three months we switched to Cosmos trawls and immediately saw an increase in catch of 35%. This gave Alexandrite the best results of all the shrimp trawlers fishing in the Sea of Okhotsk.'

'Our second shrimp trawler Saphir-1 has also tried out other types of gear, but after only a month we went back to our Cosmos gear. We



Hauling Alexandrite's Cosmos twin-rig trawl gear in the Sea of Okhotsk.

find that Cosmos trawls are light, give optimal water flow and we get a stable catch at low towing speeds.' 'We appreciate the work Cosmos and its net loft staff have done in building these excellent trawls!' he said. 'The experience with Kammag Co. Ltd and the highly professional job done by our Russian agent gave us

an excellent reference,' said Cosmos Trawl's deputy director Lars Jensen. 'Cosmos has become a leading brand name for shrimp trawl gear all across that region, with supplies to several fishing operators from Kamchatka, Sakhalin, Vladivostok and other ports,' Lars Jensen concluded.

Viking *Xstream* trawl doors

Hampidjan has brought its trawl door production home in the wake of the country's financial crash that saw the Icelandic króna drop in value against other currencies. This means that local steelwork is once again competitive and the quality of work produced by Icelandic metalworkers compares favourably against those of our neighbouring countries.

The first pair of Icelandic made doors was a Viking Xstream pair for Vestmannaey VE-444, and Hampidjan approached Kópavogur company Hamar hf to handle the production once the basis for producing in Iceland again had been decided.

The preparation for the project was overseen by Sales manager Gestur Rúnarsson, and trawl door designer Pétur Jensen, who had rejoined Hampidjan at the end of last year. So now production has been brought back to Iceland and this gives Hampidjan the opportunity for a more straightforward production process and more precise quality control now that every stage of production can be watched.

Hampidjan's Viking Xstream doors have attracted faithful following



of skippers from all over Iceland and we spoke to a few of them to canvass their views on these special doors.

Ottó N. Thorláksson RE-203

Skipper Jóhannes Ellert Eiríksson of Ottó N Thorláksson received his first pair of Xstream doors at the end of 2007 and has been using them since. He says that he has been satisfied with these doors, which square more efficiently than previous models.



Skipper Jóhannes Ellert Eiríksson

He says that an extra half knot of towing speed can be achieved, they are very stable and perform well going off the steep banks and into deeper water. 'We're about ready for a new pair of doors and I'd like a pair of Xstream doors that are as good as these,' he said.

Hringur SH-153

Skipper Ingimar Hinrik Reynisson of Grundarfjörður trawler Hringur hadn't been ashore for long after a short trip when we spoke to him to ask about the performance of his 4.40m² Xstream doors in comparison to the Poly-Ice doors that have always been his favourite. But his present doors are as efficient as the 5.50m² Viking doors they replaced. 'I've been using Xstream doors for about a year and they've performed well all round. They have only needed to go for repair once, which isn't a lot con-

sidering the hard grounds we're fishing on around Látrabjarg. We're on shallow ground a lot from 55 to 75 metres, where the doors square well on hard ground. It's rare that they lose balance and they send the fish right back to the codend.' 'I'm pretty conservative on trawl doors and I like to be able to shackle them on and start fishing without having to spend time fine-tuning them. We'll be coming up for renewing our doors soon and it's interesting to hear about what Hampidjan are doing with Poly-Ice Xstream doors.'



Skipper Ingimar Hinrik Reynisson



Skipper Sigurdur Sigurjonsson

Bergey VE-544

Sigurdur Sigurjonsson was skipper of Smáey for many years before taking over the new Bergey and is happy with the new trawler's 4.40m², 1600kg Xstream trawl doors that are used to square the boat's Seastar trawl. 'There's very little maintenance needed on these doors. We've replaced the shoes once, and that's all. They open the trawl well and stay well balanced while we're towing. Of course it helps to have good electronics on board that show what the doors are doing. It's a big difference to a few years ago when we just shot away the gear without any sensors and just hoped for the best.'

'The Xstream doors are particularly light when we're hauling, which is an important factor in keeping fuel consumption down. We're fishing mostly on shallow grounds, normally with around the length of the sweeps between the doors, which has worked out fine for us. The headline sounder tells us if the trawl is square and able to catch the fish that we're chasing. I'd certainly choose this type of doors again when the time comes.'



skipper Birgir Thor Sverrisson

Vestmannaey VE-444

Vestmannaey's skipper Birgir Thor Sverrisson is delighted with the performance of his Xstream trawl doors that have been through a few changes to become more efficient trawl doors. So far he has not spent a lot of time in deep water with the Xstream doors to assess their performance there. Vestmannaey's older doors were liable in deep water to lift the trawl and the Dynex Warps off the bottom in deep water against a heavy current, so it was necessary to shoot a lot more Dynex Warp than would have been done with steel wire warp. At 3.70m² and 1600kg, Vestmannaey's new Hampidjan trawl doors are smaller than the Injector doors they replace, but are heavier and can easily be weighted further to 2000kg when fishing at 300 fathoms. The smaller surface area is expected to make the doors less liable to lift and the greater weight is expected to make it possible to tow with shorter warps. The low weight of Dynex Warps makes it easy to cope with heavier doors, as the Dynex is 40 times lighter in water than comparable steel wire.



Skipper Thordur Magnússon

Höfrungur III AK-250

Skipper Thordur Magnússon of Höfrungur III says that the 10.90m² Xstream doors are the best he has ever used. 'These are all-round trawl doors that I can use at 30 fathoms as easily as at the 800 fathom depths we fish at on the Greenland halibut grounds. These fishing grounds are covered with huge boulders brought off the Greenland ice cap and these doors are strong enough to withstand the knocks they get under these conditions. I don't believe they over-square the trawl and they stay steady while we're towing. They stay upright even when the rockhopper is in trouble behind it on hard ground and even when there's damage to the gear. It took a while to get the doors to work just right, but then everything came together and it's a pleasure to use these fine doors.'



Skipper Sigurjon Halldorsson

Farsæll SH-30

Skipper Sigurjon Halldorsson of Grundarfjordur trawler Farsæll bought a pair of 3.60m², 1500kg doors recently and has yet to put them on board. He has made some changes to the shoes, fixing them up with full-length welded Hardox skids instead of the steel-manganese shoes normally used. He expects that this will minimise maintenance costs for these doors by replacing the usual bolted shoes. We look forward to finding out what progress he makes with this arrangement.

Norðborg KG-689

Faroese fishing and processing flagship

The Faroe Islands' new pelagic factory vessel docked in Klaksvík for the first time at the beginning of May after several weeks steaming home from the ASMAR shipyard in Chile that has built a series of successful fishing vessels for Faroese and Icelandic owners over the years.



Norðborg KG-689 from the Faroese fishing port of Klaksvík

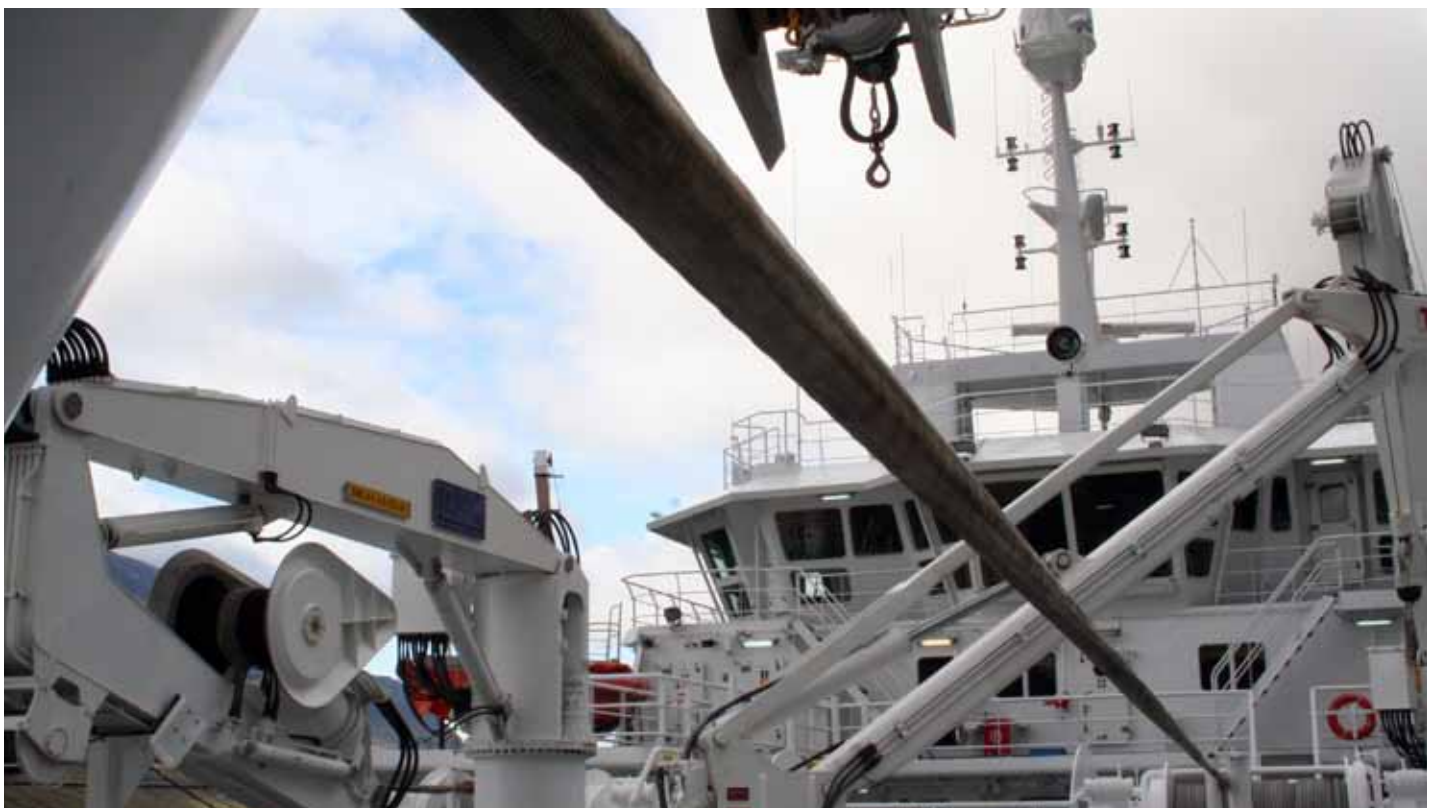
Norðborg's operating company Hvalnes P/F is owned by Kristian Martin Rasmussen and his sons Jón, Bogi and Eydun. Norðborg's skippers, Jón and Bogi, decided to fit out the ship with Dynex Warps from

Hampidjan. Norðborg has 2300 metres of 40mm warp on each drum, which were supplied to Chile where the warps were used as part of the sea trials before the long delivery trip to the Faroes in May.

The reason for choosing Dynex Warps was that Gøta pelagic trawler Finnur Friði's experience with them had been excellent, both fishing at depth on blue whiting and also on herring and mackerel close

to the surface. According to Jón and Bogi, the Dynex Warps have performed well this summer on herring and mackerel at shallow depths. Norðborg is one of the most sophisticated vessels of its kind in the world and its progress will undoubtedly be followed with a great deal of interest.

Hampidjan would like to congratulate the owners and crew of Norðborg on the magnificent vessel and offer them best wishes for the future.



Looking forward from the stern gantry at the Dynex Warp leading to the starboard trawl winch

Photo: Quentin Bates/ FNI

The Fish Box

Müller's pearlside (*Maurolicus mülleri*)

A new species was added to the ones the Icelandic fleet catches at the end of last year with Müller's Pearlside, normally known just as pearlside.



Pearlside Photo: Francesco Costa

Skipper Gudmundur Huginn Gudmundsson of Westmann Islands pelagic trawler Huginn saw marks on his sounder in December last year just south of the Westmann Islands. A short tow to have a look showed that there are substantial amounts of pearlside there. Not a lot is known about this species, which is known elsewhere in Scandinavia as Laksesild. Pearlside is a fish that is luminous, but is not normally counted among the lightfishes.

Bathypelagic species

Pearlside belongs to the Sternoptychidae family of fish, and is a long, thin fish that grows to 7cm and reaches an age of three years. Pearlside has been found down to 1500 metres, but prefers to stay at 150 to 250 metres by day and rises to 50 to 150 metres in daylight. It's not an easily caught fish, as it tends to be dispersed and is not easy to locate on a fishfinder at that time of day.

Maturity.

Pearlside reach maturity at one year and spawn 200 to 500 eggs that float on the surface. Spawning is from March to September. The

fish appear off the south coast of Iceland during the autumn and move westwards towards Reykjanes before disappearing in March, as they did this year.

The 'Blight'.

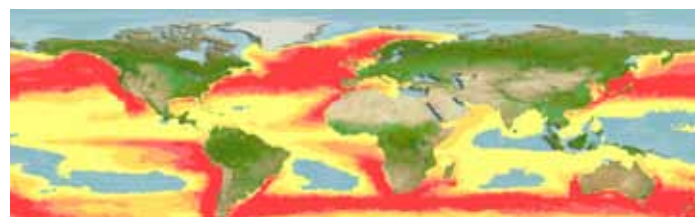
Skippers of bottom trawlers call pearlside a 'blight' as all other species disappear when a school of pearlside covers the seabed. Only saithe keep to the western end of a school of pearlside to feed. It is only occasionally that pearlside come inshore and sometimes there can be several years in a row when they do not show up at all.

A disaster creates new opportunities.

When it was clear at the



Pearlside provided a welcome alternative for the pelagic fleet last winter when the capelin fishery failed to open



The worldwide distribution of pearlside



Crewman Grimur on board Huginn VE-55 with a handful of pearlside

beginning of 2009 that the outlook for capelin was poor, pearlside provided a tempting alternative for those vessels that were already rigged for capelin. These mostly began fishing in January with capelin gear and the results were reasonable, even though pearlside are considerably smaller than the three-year old capelin they usually fish that are from 13 to 17cm. Several different rigs were tried to keep pearlside in the codends, including us-

ing strops, as well as using smaller mesh down to 9mm, compared to the 19.60mm mesh used for capelin codends.

Good raw material for reduction.

Pearlside is well suited for reduction to meal and oil, with an average fat content of 15 to 16% and an approximately 13% dry matter content, which is no less than capelin. 38,000 tonnes of pearlside were landed through January and February, with the fishery continuing into March, when the fish disappeared suddenly as the month progressed, after which nothing more could be found in spite of extensive searching.

References: Gunnar Jónsson. 1992.

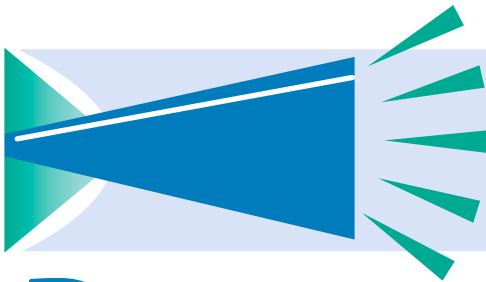
„ÍSLENSKIR FISKAR“. Fjölvaútgáfan

Reykjavík. www.fishbase.org

„Norræna gulldepla“ www.fiskistofa.is

„Aflaupplýsingar“

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SPEAKER'S CORNER

Dynex ropes are a safety issue

An accident occurred on board seine netter Farsæll GK-123 last winter when the Hampidjan-made 14mm Dynex rope being used to lift two 500kg tubs up from the hold parted. The Directorate of Shipping examined the incident and announced that Dynex ropes are not approved for use in ships' cranes or for rigging booms. The Directorate quoted the inspection handbook that mentions only wire for these applications.

Another incident occurred when a new trawler was delivered in 2007. In that case the owners were required to remove the overbraided Dynex rope that they had intended to use instead of the wire that for decades has been used to shackle to a ship's anchor chain. This requirement was based on the same rationale, that the regulations mention only wire for rigging an anchor.

A Dynex takeover.

What is surprising is that frequently on board fishing vessels today ropes of

this kind are exclusively used in lifting gear of all types for handling fishing gear, including gilsons, back strops and associated gear, sweepines for pelagic trawls, lazy deckie ropes, lifting strops, fastenings and, most recently, for trawl warps.

Light, flexible, strong and has good endurance.

So what is the reason that Dynex rope has become so popular? It's certainly not the price, as from the start this has been considerably greater than of steel wire rope of comparable diameter. The main reasons for its popularity are the light

weight of the rope, its ease of handling, the fact that while its strength is equal to that of steel wire, it does not rust, its high abrasion resistance, as well as its endurance. **Not least, Dynex rope is used because of its lack of elongation, so that when it does part, it does not whip back. When a wire parts, there is often a highly dangerous whip effect that has caused many accidents at sea over the years.**

Innovations and controls systems.

Innovations are something that the public sector inspection regime does not appear

to accept easily, even when these innovations result in easier and safer working conditions at sea. When the regulations were written, wire was in existence – but not super-strength ropes. By now ropes of this type have been in use for close to 20 years. The question needs to be asked – what needs to happen for this to change?

Anything can be destroyed.

Of course both steel wire rope and Dynex super-strength rope can be parted or damaged with improper or poor usage. But we should bear in mind that salt water is an environment that will inevitably degrade steel wire rope in time – which is not the case with Dynex.

Discussions needed.

It is time that interested parties were able to come together to discuss progress in this field so that regulations take account of the options available so that the poorer option is not the one that has to be followed while the safer one continues to be ruled out.



Overbraided *Dynex* crane rope

We are seeing that an increasing number of vessels in Iceland are using super-strength rope instead of crane wire for lifting fishing gear and landing catches.

Many skippers have a preference for braided Dynex 75 in 10mm to 18mm diameter rope for lifting applications. What makes Dynex ropes popular with fishermen is the low weight, as well as plenty of other advantages.

However, one potential drawback is that these ropes are susceptible to damage against sharp edges, or with repeated abrasion over a long period. This can reduce the strength of the rope significantly.

Proper splicing

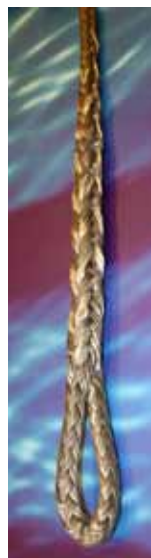
It makes a huge difference that the rope has been properly spliced, with at least six tucks over one strand and under two, and with the ends thinned down to a single strand. If this is not done, there is a possibility that the rope can part under strain at the weak point created just behind the splice itself. This also applied to other types of rope and wire, and it's important that in rigging gear it becomes a habit to finish every splice properly.



Dynex crane rope

Dynex Warps

Many of our customers now use Dynex Warps instead of conventional steel wire rope trawl warps with great success. To begin with, there were plenty of questions as to how long the Dynex Warps would last. But experience has shown that Dynex Warps have lived up to all our expectations.



Dynex rope, properly spliced

Fantastic protection

Dynex Warps are carefully protected against accidental damage and rough handling inside a braided jacket. In most cases, the jacket absorbs any damage, leaving the rope inside undamaged.

Overbraided rope

It's also a strong possibility that overbraided Dynex rope could perform well as crane rope. Ropes and wires used in lifting applications frequently receive some unintentional harsh usage,

and an important factor is to have a good shock absorber in place so that this can prevent rope parting by absorbing much of a heavy impact. When a rope is overbraided it is much stiffer, so there is also much less likelihood of the rope burying itself under the bights of rope on the winch or crane drum.

Braided Dynex 75 rope.



Dynex Dux rope. Pre-tensioning this rope increases the strength by 15% and also reduces the diameter and elongation.



Cosmos to produce gear in Bangladesh

Bangladesh fishing company Sea resources Limited and Danish fishing gear manufacturer Cosmos Trawl have renewed a contract with Danish overseas aid agency Danida to put into place the third phase of a fishing gear technology development project in Bangladesh. This follows a one-year trial period that also resulted in the establishment of a new fishing gear supply company under the SRL-Cosmos Trawl Ltd name.



A typical Bangladeshi trawler. The derricks aft are used for shrimp trawling on shallow grounds.

The new company is located in Ichnanagar/Sardaghat in the port of Chittagong, which is the main centre of fishing activity in Bangladesh. The chairman is A Rouf Chowdhury of Sea Resources and the managing director is Lars Jensen of Cosmos Trawl. Master netmaker Eiríkur H Sigurðsson has been appointed as a technical director, and he will be managing the day-to-day running for the company as of January 2010.

Construction of a new 1500m² fishing gear store is set to start shortly, but for the moment, the new company has facilities available to it inside a shipyard at the same location. All of the company's staff will

receive training in fishing gear technology, based on the curriculum used by the Sudurnes Comprehensive College in Iceland.

SRL - Cosmos Trawl's area of operation will cover most

fishing gear types, with the emphasis on efficient modern demersal and pelagic trawl gear, as well as purse seine technology. The company aims to hold a comprehensive inventory of stock so that fleet

managers and skippers can obtain whatever they need for modern fishing operations, as well as which they aim to provide technical advice in the development and use of the latest trawl gears. Modern equipment and a skilled workforce will make it possible to offer first class service alongside competitive rates to the new company's customers.

Once the new fishing gear store has been completed and is in full service to the Bangladeshi fleet, we expect to look to other Asian fishing countries where there is a similar market.



Signing the agreement between Sea Resources Ltd and Cosmos Trawl. (Left to right) Adul Fatah, SMA Hannan, A Rouf Chowdhury, Amanullah Chowdhury, Danish Ambassador Einar H Jensen, Udom Chaiterapunkul, Georg Jensen and Lars Jensen.

