



ANNUAL MEETING - JUNE 1967

Joint Spanish-Portuguese Inspection, May 1967

Following the recommendations suggested at the 14th, 15th, and 16th Meetings of the International Commission for the Northwest Atlantic Fisheries, the Spanish fisheries administration (Dirección General de Pesca Marítima), returning the invitation of the Portuguese fisheries administration in 1966, invited them to make a joint inspection of the fishing vessels of both countries in the ICNAF Area in the current year. The first of May 1967, the corvette Atrevida of the Spanish Navy sailed from Cadiz toward the ICNAF Area, carrying on board one inspecting officer of the Dirección General de Pesca Marítima and another of the fisheries administration of Portugal. Inspections were carried out in Subareas 2, 3, and 4. Altogether a total of 25 ships were inspected, 18 Spanish (Clara Mar, Santa Mar, Santa Elvira, Santa Monica, Mari Memi, Mari Blanca, Costas Maravillas, Manuel Gestoso Chicha, Gure Ama, Antiguacoa, Abrego, Virazon, Costa Canadiense, Monte Aitzcorri, Monte Aralar, Mercedes Vieira, Candida Vieira) and 7 Portuguese (Antonio Pascual, Vasco D'Orey, Senhor dos Mareantes, Fernandez Labrador, Naveganta, Senhora das Candeias, Joao Ferreira).

The inspection was finished at St. John's on 3 June. Due to bad weather more inspections were impossible to be carried out, but the vessels boarded belonged to different companies, and it can be stated that the nets inspected covered the different types that are used by both fleets.

Remarks:

1. All the ships inspected had nets with mesh sizes and chafing gear as recommended by the ICNAF regulations.
2. None of the pair trawlers inspected used any kind of chafing gear.
3. Of the otter trawlers inspected, 60% were not using any chafing gear. It can be assumed that it is due to the strong recommendations made by the fisheries authorities in both countries.
4. Some of the captains of the side trawlers commented that with the synthetic fibres, the chafing gear can be eliminated in many instances.
5. Due to the fact that the nets are machine made, the mesh sizes have no irregularities and come out identical. The impression of the officers involved in the inspection is that it is unnecessary to measure 50 meshes, and in order to speed up the inspections and avoid a great loss of time to the trawlers inspected, they consider that random measurements in different parts of the nets, say about 20 for instance, will be sufficient for the practical purposes of the matter.
6. The calibrator used in the inspections was the ICNAF gauge model.
7. The inspections confirmed once more that inspections have definite results and increase the knowledge of each other's methods and achieve simplification of procedures. The work of both officers was carried out in close collaboration and the captains of the vessels inspected were frank and cooperative, which leaves the door open to further collaboration for practical matters concerning the purposes of the ICNAF Commission.