

## Victory Rose complete's maiden trip

The recent announcement by the Marine Stewardship Council (MSC) that North Sea cod stocks, have gained their much acclaimed and prestigious 'ecolabel' certification, through being fished at Maximum Sustainable Yield (MSY), has come as no surprise to the fishermen of the Aberdeenshire ports of Peterhead and Fraserburgh. After 18 months of continued assessment, following an application for certification status by the Scottish Fisheries Sustainable Accreditation Group (SFSAG), independent auditors awarded the status, having been satisfied that sustainable and responsible fishing, is at the core of the fisheries there.

This much welcomed and heralded achievement was just what renowned Whitby fishing firm Lockers Trawlers had expected, having been responsible for providing much data to support stock assessments and taking a very proactive industry stance in the management of the North Sea cod population. Innovation, gear adaptation, and working with area closures, in this now-revitalised gadoid fishery has meant that for Arnold, Sheila, Andrew, James and Rebecca Locker, their 30 year old, well-established family business, can invest confidently in the future, ensuring succession is planned for and a strategy is in place for harvesting the benefits of ten years of conservation effort.

The crystallisation of this renewed confidence was recently and proudly unveiled, in the form of their new 26m pair-trawling/seining vessel 'Victory Rose' WY34, just completed, launched and named at Parkol Marine Engineering's yard on the River Esk in the family's home town of Whitby. Designed by the yard's resident architect, Ian



Paton, BSc CEng MRINA, 'Victory Rose' has been built specifically to harvest the burgeoning cod and haddock populations in ICES Areas IVa and IVb with efficient and environmentally sound practice.

Summarising the company's rationale, Andrew Locker explained exactly what the latest linchpin in their strategy will bring to the party.

"By managing our own pair-team in conjunction with her sister ship 'Our Lass' WY261, we can fully utilise our quota and fish according to market fluctuations and annual fishing patterns. Both vessels will use the government-approved 'Fully Documented Fisheries Scheme' (FDF), so that every fish that comes aboard either 'Our Lass III' or 'Victory Rose' will have to be logged, recorded and retained onboard."

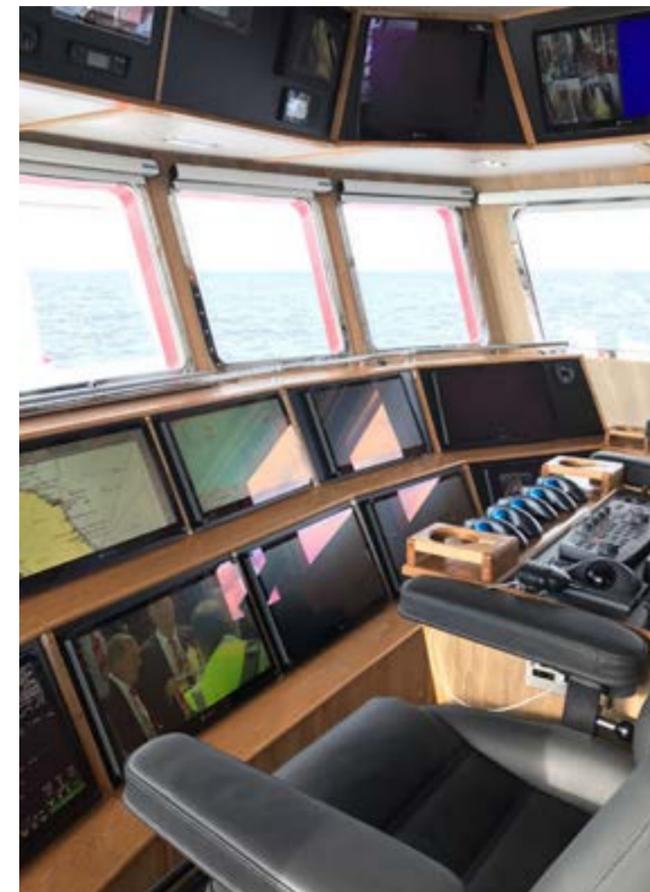
Having already demonstrated that pair seining for cod can pay dividends with her previous partner 'Guiding Star' 'Our Lass III' and 'Victory Rose' look set to steal the limelight when it comes to the efficient and progressive fishing of North Sea stocks, whilst fulfilling the requirements of the family's own 'net to plate' supply chain through sister company Lockers Fish, distributing to wholesale and retail outlets across the UK.

After successful sea trials had been completed in July, 'Victory Rose' then steamed with her new family pair partner 'Our Lass III' to Peterhead and the North Sea grounds to immediately begin fishing, her maiden haul coming aboard exactly a year after her first plates were laid down at Parkol.

Andrew Locker is keen to point out that with cod stock biomass increasing and coupled with the MSC accreditation, they felt that it was time that Lockers implemented a vision for the future.

"We felt that we had enough skills, knowledge, experience and faith in the catching, processing and the political side of the fishing industry, to make the investment in our own pair team," he explains "This decision was a clear indication of Lockers Trawlers vision of a profitable and sustainable fishing future."

A veritable new era has truly dawned for this renowned and respected Yorkshire fishing family. Victory Rose' (Build Number 037) is the latest creation to come from



master shipbuilders Parkol Marine Engineering. She is the fifth vessel to be commissioned for the Locker family, the first being the 'Rebecca' WY790 back in 2000. A classic and now familiar design from the yard's chief architect Ian Paton BSc CEng MRINA of SC Mc Allister, she boasts an overall length of 25.99m with a depth of 4.36m and 7.80m in the beam, with a gross tonnage of 265 tonnes (net 265 tonnes).

Her main power plant, a Mitsubishi S12R-MPTAW, in conjunction with a 2.8m prop driven through a Masson Marine W7400 gearbox, delivers an astonishing maximum economy of 100 litres per hour at 1400 rpm (cruising at 11 knots) with further economies being made possible, right down to 60 litres per hour. When on standby, only 3 litres per hour consumption are recorded. Another Mitsubishi 6D16-T provides auxiliary power.

BOPP Marine supplied the complete set of deck machinery for the Victory Rose. Thanks to the official Bopp Dealer in Scotland Jim Cowie (based in Peterhead), a good relationship developed between BOPP and Locker management and teams. Bopp provided the winches which are able to twin rig as well as pair trawl. Lockers also went for the SuperFast Shooting option on

main pair winch that allows to save time and energy during shooting operation. The package comprises 3 netdrums, including two double split netdrums plus one gilson. The whole hydraulic components and control panel as well as the autotrawl system is part of the Bopp package.

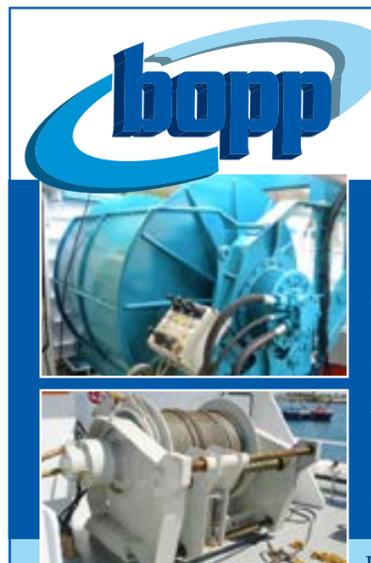
With the nine-man crew being accommodated in 4 x 2 berth and one skippers cabin, no expense has been spared on both crew comfort

and safety. A well equipped galley and mess room are designed for maximum and efficient use of space with crew movements taken into account. She carries 24,000 litres of fresh water and with a maximum fuel capacity of 30,000 litres, she is more than capable of staying the distance and has the necessary range when fishing either the North Sea or North Atlantic. On board crew safety features include, 2 x 10 man life rafts and 10 survival suits, backed up by a 'Quickslings'

man overboard recovery system, pyrotechnics and 10 x TPA's (thermal protective aids)

Communications and navigation equipment is typically cutting edge and consists of a GME 403F EPIRB, 2 Sailor VHF/DSC sets, 1x ICOM VHF, 1x ICOM UHF, a JRC215 DSC MFHF, 1x ICOM handheld VHF, a KA Band internet dome and a Fleet 150 Sat phone.

Radar gear is made up of JRC



BOPP is the french specialist in designing and manufacturing hydraulic deck equipment and complete engineering for the trawling industry. The technology, performance and robustness of BOPP's equipments both winches manufacturing and the hydraulic engineering cause of BOPP a european leader.

**Congratulations to The Locker family on your new vessel "Victory Rose"**

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**Best of luck to The Locker Family on your new vessel "Victory Rose".**

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AIS is provided by a Joton transponder TR800 CLASS A 156/163MHz

Andrew Locker describes how that with the UK government coming to realise that fish stocks are moving in a positive direction once again, industry confidence is being reflected in the number of new vessel commissions in the UK.

“The political decision making at EU/Norway level in respect of joint stock management, coupled with the fact that UK fishermen now have a more positive attitude and the desire and motivation to fish responsibly and sustainably, means our fleet is prepared to invest once again,” he explains. “In some instances owners have decommissioned multiple vessels in order to build a single, modern vessel, that will catch the same amount of fish (or more) with greater efficiency and less overheads, either alone or in partnership.”

‘Victory Rose’ is the embodiment of this exciting new concept, being fully equipped to deliver on those principles and coupled with her fishing capacity, has been designed to combine catch efficiency with on board quality preservation, with the product receiving the maximum care and attention to detail right through the handling process from cod-end to fish room.

The now popular Scottish pair-seining method, that sweeps larger areas of cleaner ground, is probably the best way of ensuring a quality product with minimal damage is landed to market and although that technique will be her main focus in conjunction with ‘Our Lass’ ‘Victory Rose’ can also be rigged for single vessel trawling if necessary, providing complete operational flexibility.

Fishing gear is all supplied by Jackson Trawls in Peterhead and includes:

- 3 x 120 fathom 50mm diameter seine net rope
- 300 fathom 28mm diameter trawl wire steel core
- 400 fathom 22mm diameter trawl wire steel core



- 1 x 120ft hard ground trawl built on 18 inch discs.
- 1 x 220ft soft ground trawl built on 8 and 10 inch discs

Both trawls will be fished using >120mm cod ends.

Andrew Locker is sure that the investment in such a high build specification will pay dividends once the new family pair team are established.

“We are confident that with

our fishing and marketing teams, and utilising the various technologies, we can accurately make quicker, and more informed decisions on fishing opportunities as they present themselves” he concludes.



**Wishing every success to The Locker Family with your new Victory Rose.  
We wish you safe and successful fishing.**

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## Danish Fishing Industry Focus



It's a focal point for European fishing – every two years the DanFish Exhibition provides a unique platform for the fishing industry as the city of Aalborg buzzes with visitors from Denmark and around the world.

Aalborg is at the centre of the north Atlantic fishing industry's crossroads, a focal point between fishing in the north and the major fish-consuming markets further south. DanFish always brings together a unique cross-section of services and products for the international fishing industry from companies both in Denmark and those who come from around the world to exhibit at Aalborg.

Today there is a new confidence to the fishing industry with a steady increase in investment in new vessels to take advantage of healthy fish stocks, strong quotas and a demand for seafood that is

only becoming stronger. In fact, the available exhibition space is already close to being sold out as DanFish becomes a natural centrepiece for companies seeking to build, and this year the exhibition is hosting more shipbuilders than ever as the demand for new fishing capacity remains high.

Karstensens Skibsværft, based in Skagen at the northern tip of Jutland, is a longstanding builder of fishing vessels and has an impressive orderbook for owners in the UK, Ireland and Norway, as well as in Denmark. Vestværftet Aps, located at Hvide Sande on the west coast has never been so busy, with newbuilds for the UK, Irish, Dutch, Norwegian and Danish customers, and to cope with the demand has placed newbuild projects with other yards.

What is noticeable about the Danish yards is that they have also stayed with the fishing business through the leaner years, developing their designs to meet the needs of an industry that is changing in terms of delivery and quality requirements. Through

the years when fishing was slow, the Danish yards looked after their longstanding customers, and the reward has been the full orderbooks we see today, with both Karstensens and Vestværftet able to look forward to some busy years ahead.

“DanFish is one of the top fishing exhibitions, and with it taking place practically in our back yard, of course we will be there. We will be looking to meet our old customers - but hopefully also new ones,” commented Kent Damgaard of Karstensens Skibsværft.

In addition to the Danish shipbuilders taking part in this year's event, the exhibition has attracted shipyards from Norway, Turkey, Spain and the Baltic region as the requirement for new fishing vessels grows, both yards building new vessels as well as those specialising in repair, steelwork or refit work.

Some of them are attending DanFish for the first time, and this is a clear reflection of the increased confidence in the fishing industry

as quotas are good, fishing is healthy and the demand for quality seafood continues to rise. This isn't to say that DanFish is all about shipbuilding – the exhibition is a focus for every facet of the fishing industry and attracts visitors and exhibitors from small-scale fisheries up to the deep-sea sector, and everyone in between.

While showcasing what Danish yards and their suppliers are able to do, DanFish builds successfully on its central position at the entrance to the Baltic and as a gateway between northern and southern Europe, making it the most international of the fishing industry exhibitions taking place in Europe, both in terms of visitors and exhibitors.

DanFish provides a showcase for the whole range of technology from a new ship to a set of oilskins. This is the place to find anything from the latest fishfinders to a full processing factory or a set of trawl doors, and this is also the exhibition where many suppliers make a point of launching their latest developments.

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other fish lovers in Aalborg!”



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**EXHIBITION**

**AALBORG, DENMARK 11, 12 & 13 OCTOBER 2017**

## 25<sup>TH</sup> International Fisheries Exhibition in Denmark

DanFish International is one of the world's most important exhibitions for equipment and services to the fishing industry. In 2015, DanFish International welcomed 325 exhibitors from 26 countries and almost 14,000 visitors, including invited key buyers from all corners of the world.

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