

SEA FISH INDUSTRY AUTHORITY
Industrial Development Unit

SURVEY OF CLYDE FISHING PORTS

Internal Report No. 1292

September 1986

D. Wood

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SUMMARY

The Firth of Clyde might, in many respects, be regarded as a self-contained fishery in much the same way as say the Shetlands. Indeed this feature was recognised by Fishery Administrators in the past when herring fishing was the principal activity of the Clyde based fleet and the powerful Clyde Fishermen's Association based in Campbeltown controlled the activities of the ring-net fleet operating out of the Kintyre and Ayrshire harbours. It was possible for the Clyde Fishermen's Association to have a complete management control which many present day Producers Organisations would wish to emulate. It is ironical that the Association was forced by the British Monopolies Commission to give up this control in pre E.E.C. days and that the Regional P.O.'s, conceived by the E.E.C., are now striving to regain that degree of management. Although the Clyde herring fishery is now only a fraction of what it was, it is recognised by D.A.F.S. as a completely separate fishery with its own quota allocation. The Clyde fishery now comprises a greater number of activities but most of these are now prosecuted within the geographical

definition of the Clyde and where fishing takes place just outside this definition the landings are usually made at harbours within the Clyde region. In the case of herring the activity is confined to the waters of the Clyde which produce universally recognised top quality fish which are caught in small quantities by pair trawlers rather than mass production purse-seiners. It is possible to give these small quantities the careful handling that top quality produce requires. The indications are that this method of production will continue since it is not technically efficient to operate purse-seiners within the Clyde waters. Management of the Clyde fishery should aim to maintain this particular feature of production, that is to say a diverse fleet of small vessels producing modest but viable quantities of top class fish and shell fish as opposed to mass production by large super-efficient (but costly to operate) ships. This is probably a concept found to be unacceptable by fishery economists but there are economic fishing opportunities available within the Clyde waters which can be exploited by a fleet of multi-purpose small vessels whose crews are content to work for a modestly good income that would be scorned by the highly paid crews of the super-efficient pursers or seiners. While the variety of catches taken by these small multi-purpose vessels might, in terms of volume, be regarded as insignificant, they include highly prized quality species of fish and shell fish desired by the consumer - a market need which the super-efficient large vessels cannot viably supply.

On this impression of the Clyde fishery the infrastructural needs would amount to a good disposition of several landing places feeding into two marketing centres (one on the eastern coastline and one on the western coastline). Campbeltown and Tarbert serve the latter and Ayr has evolved (by default) as not only the marketing centre on the eastern coastline but the principal fishing centre of the Clyde.

Ayr lacks the basic requirements of a good fishing harbour and if a magic wand could be waved and a start made afresh then Troon would be the obvious choice for development. Girvan on the eastern shore and Campbeltown on the western shore offer good landing places in the Outer Reaches of the Clyde albeit that Girvan requires money spent on protective work. In the Upper Reaches, Tarbert gives good landing and marketing facilities on the western side but there is a want on the eastern side. At present the privately owned Largs Pier is used as a landing place but fishing vessels are accepted there on sufferance only for so long as it takes to land their catches. In any case the Pier offers only limited protection. Further development of the yachting marina at Largs which might provide a longer stay facility would meet a need in that part of the Clyde. The indications are that a modestly good livelihood could be made by fishing vessels operating in that part of the Clyde and the provision of a good harbour might well encourage a modest growth in the locally owned fleet.

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1 **INTRODUCTION**

The Clyde Fishery is normally taken to embody the waters enclosed by a line drawn from the Mull of Kintyre to Corsewall Point (to the North of Stranraer). Thirty miles wide the Lower Reaches of the Firth of Clyde are bordered by some 70 miles along the Ayr/Renfrew coastline on the Eastern side and similar stretch along the shore of Kintyre on the Western side. The Island of Arran with a coastline of some 50 miles lies in the middle of the Clyde Estuary. In the Northern Sector of the Region there are several extremely deep sea lochs including Lochs Fyne, Striven, Long and Kyles of Bute which for generations have provided some of the best herring available. As a fishing area the Clyde has a long established tradition with herring production - indeed prior to the Second World War fish production was almost exclusively herring and scallops. A modest demersal fishery was prosecuted by a few locally based small vessels.

For statistical and administrative purposes D.A.F.S. divides the Region into two Fishery Districts namely Ayr covering the Eastern side and Campbeltown covering the Western side. In strict

geographical terms however the statistical fish landings ascribed to both these Fishery Districts include several made outwith the Clyde, that is to say the Campbeltown District includes these made at West Loch Tarbert, Islay, Jura and Colonsay and Ayr Fishery District includes landings made at the Scottish fishing creeks bordering the Solway Firth. This report confines study to fishing prosecuted from harbours within the Clyde definition and statistics, unless otherwise stated, have been adjusted to manifest this. To that end the research covers:-

Ayr Fishery District

Ayr
 Dunure
 Maidens
 Girvan
 Stranraer
 Troon
 The Cumbraes
 Largs/Greenock

Campbeltown Fishery District

Campbeltown
 Carradale
 Tarbert
 Bute
 Arran

In that context the Clyde Fishery's annual production of fish is worth just over £11M (£7,774,230 from the Ayr District and £3,408,788 from the Campbeltown District in 1985). The fact that the production of pelagic fish (once the dominant fishery of the Clyde) contributed just over £1M to this total reflects two events.

- (a) The severe conservation constraints on herring fishing.
- (b) The trend since the 1950s towards an investment in a predominantly demersal and shell fish fleet.

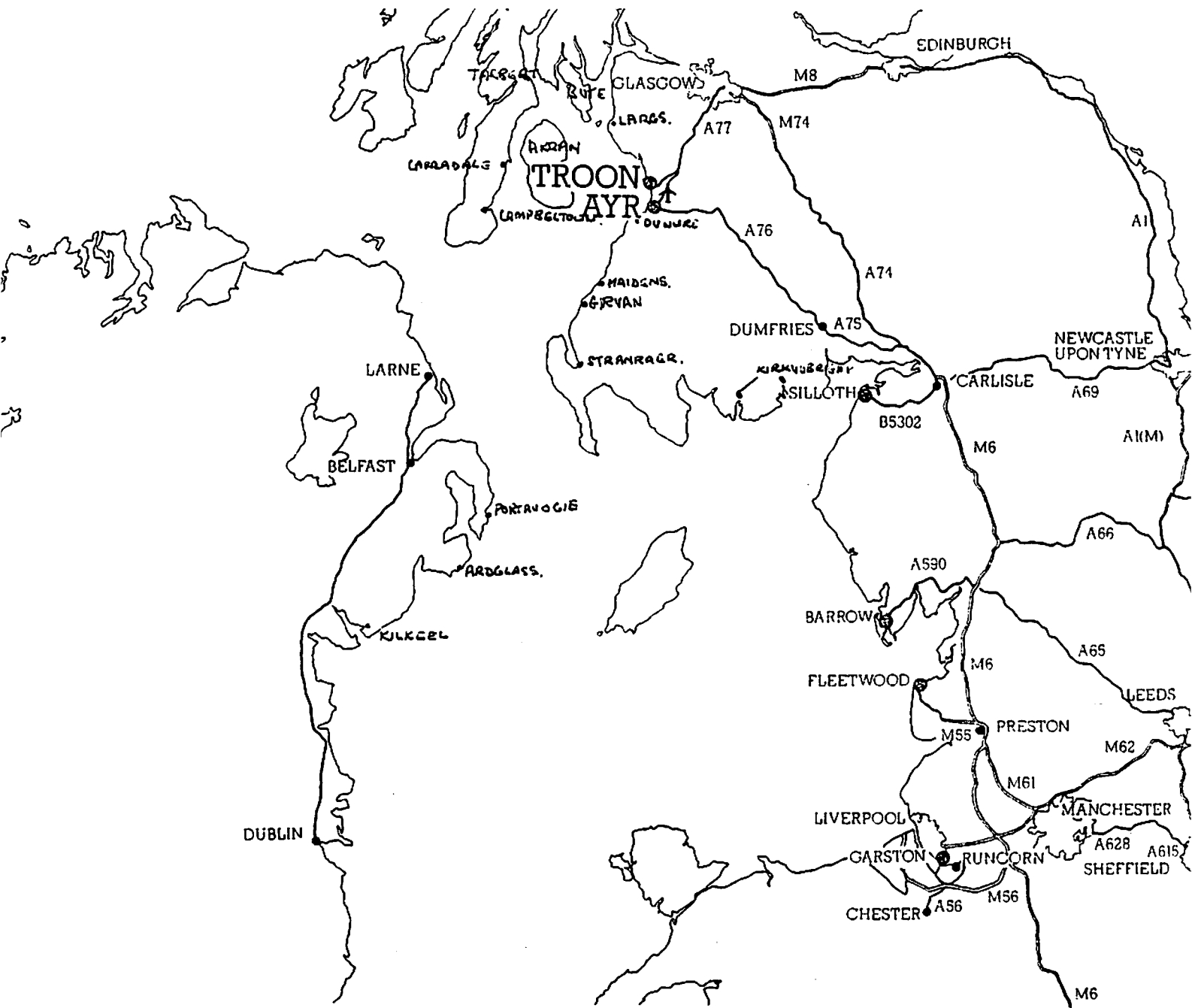


Fig.1. Firth of Clyde and North Irish Sea.

2 THE FISHING FLEET

The combined Ayr and Campbeltown Fishery Districts during 1985 supported a fleet of 296 registered fishing vessels over 30 ft. in length. However, this includes 106 small vessels (36%) between 30 ft. and 40 ft. in length which prosecuted mainly creel or line fishing on a part-time basis and so the effective commercial fishing fleet of the two Fishery Districts comprised around 190 vessels. If it is desired to restrict consideration to vessels based on harbours within the geographical definition of the Clyde then it would be necessary to reduce this figure by some 12 vessels engaged on scallop dredging based on the Solway harbours or Kirkcudbright and Annan.

Apart from those small creel fishing vessels mentioned beforehand which account for 36% of the fleet of vessels over 30 ft. shell fish fishing is an extremely important activity of vessels based in the Region; 34% of the fleet was engaged in nephrop trawling during 1985 and 14% were engaged in scallop dredging. A similar number (14%) engaged in demersal fishing (using mainly light trawling gear). Only 5 vessels including one 80 ft. purser seiner (less than 2%) were solely engaged in pelagic fishing. This is a far cry from the pre-war days when the famous Clyde ring netter dominated fishing in the Clyde waters.

Table 2 shows the combined fleet of Ayr and Campbeltown Fishery Districts in 1985, Ayr District 139 and Campbeltown District 157. Included in this are 97 small (less than 40' length) creel fishing vessels (for crabs and lobsters) and 9 line fishing vessels. Setting these vessels aside the remainder comprises the effective commercial fishing fleet which produces the demersal, pelagic,

nephrops and scallops catch that is the real value of the Clyde Fishery. Within this category are 106 based in harbours within the Ayr District or Eastern Shore of the Clyde and 84 within the Campbeltown District or Western Shore. An analysis of these two fleets shows that nephrop fishing is the predominant activity within the Clyde and the waters immediately adjacent, that is to say 48% of the Ayr District Fleet and 58% of the Campbeltown District Fleet prosecuted nephrop trawling during 1985. Second in importance to this activity is scallop dredging, 16% in Ayr District and 35% in Campbeltown District. Quite clearly fishing for shell fish - nephrops, scallops, queen scallops, crabs, lobsters, is the major activity of the Clyde based fishing fleet.

In terms of vessel size none of the vessels exceed 80 ft. in length. The largest is the 79.5 ft. purse seiner "Pathfinder" based on Maidens in Ayrshire. There are only four other dedicated pelagic fishing vessels, viz. 2 pair trawlers based in the Campbeltown District and 2 pair trawlers based in the Ayr District. During the herring season, however, pelagic pair trawlers based on N. Irish and N. E. Scotland ports operate in the Clyde, landing at Ayr. The 13 year old purse seiner represents the sole investment in a major dedicated pelagic fishing vessel by Clyde based owners which is not altogether surprising since the home waters are not really suitable for purse-seining. Pathfinder fishes mainly outwith the Clyde. The other dedicated pelagic fishing vessels are between 52 ft. and 62 ft. in length and their ages of 14, 16, 22 and 24 years again reflects the reluctance of the traditional Clyde ring-net skippers and owners to invest in pelagic vessels. The bulk of the rest of the fleet lies in the 35 ft. to 65 ft. length class, 74% in the Ayr District and 94% in the Campbeltown District.

During 1984 some 357 regularly employed and 23 partially employed fishermen were resident in the Campbeltown Fishery District and in the Ayr Fishery District some 368 fishermen were regularly employed and 83 partially employed.

In terms of age the Clyde based fleet is an old one again manifesting a lack of investment in new vessels and a practice of purchasing second-hand vessels. The following table analyses the situation as it was in 1985.

TABLE 1

Vessels over 30' in length	Less than One Year	1 to 6	7 to 12	13 to 18	Over 18
Ayr District based	1%	13%	20%	19%	47%
Campbeltown District based	3%	4%	19%	19%	55%

At various times throughout the year the locally based fleet is supplemented by "stranger" vessels. Since the Lower Reaches of the Clyde Estuary lead directly from the North Irish Sea and North Channel, the fishing grounds are common to both the Clyde based fleet and that based in Northern Ireland and so there is a fairly regular mixture of these vessels throughout the year. Landings by Northern Irish vessels (particularly those based on Portavogie) are frequently made in particular at the ports of Campbeltown and Girvan. During the winter months a usually good cod and whiting fishing occurs in the Clyde and this attracts a strong demersal fleet from the East Coast of Scotland and the Moray Firth. The presence of this stranger fleet can be seen from Bar Graphs 1 and 2. The strength of this fleet is much smaller than in previous years and the change in composition of the fleet in total would seem to be a consequence of two events.

1. The gradual and progressive change of the style of the Clyde based fleet from a predominantly pelagic fleet to a more versatile one giving greater emphasis to demersal fish production.

2. The development of the East Coast of Scotland fleet from relatively small (in terms of size and power) vessels which sought the relatively sheltered waters of the Firth of Clyde to larger and more sophisticated vessels less affected by these considerations.

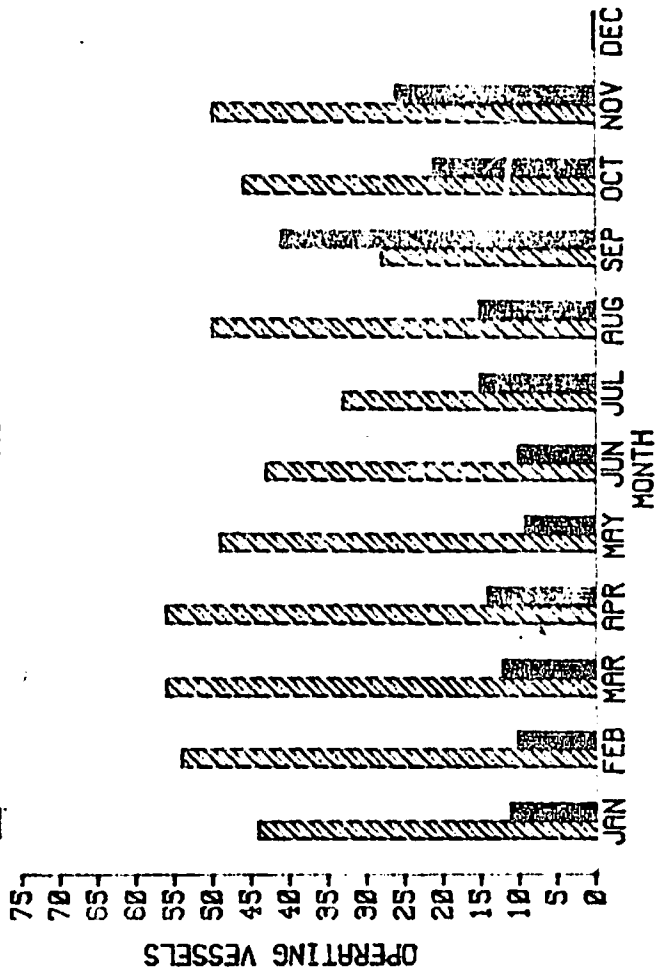
By the same token a section of the Clyde based fleet work regularly outside the boundaries of the Firth of Clyde but make their landings at harbours within the Clyde Region. This is particularly the case with scallop dredgers which work at times in the N. Irish Sea, around the Isle of Man and in the Southern Minches.

BAR GRAPH 1

DEMERSAL AND NEPHROPS FLEET
1984 1985

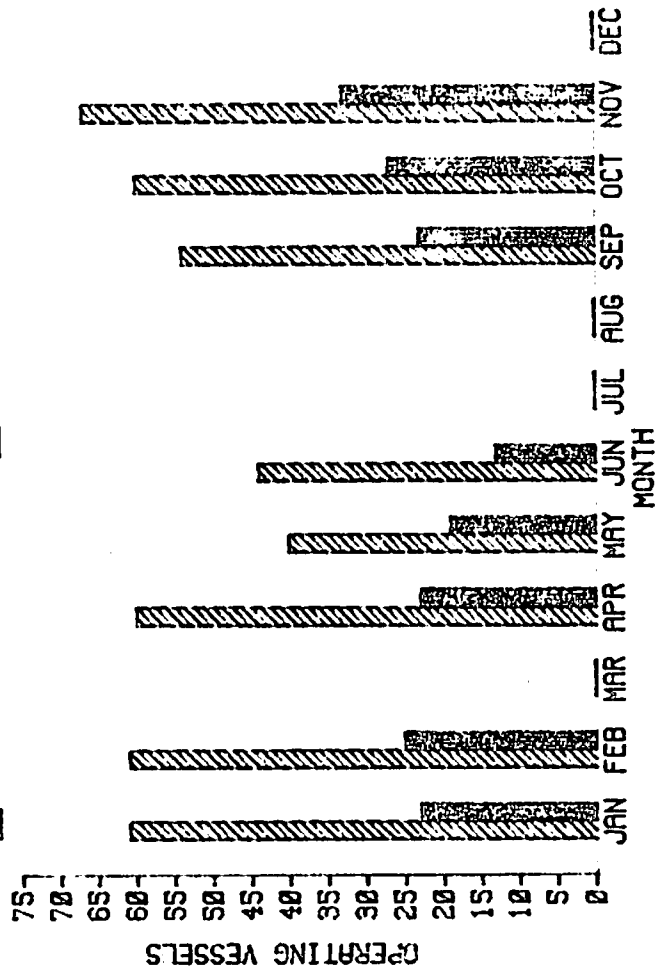
AYR DISTRICT FLEET 1984

LOCAL VESSELS OTHER VESSELS



AYR DISTRICT FLEET 1985

LOCAL VESSELS OTHER VESSELS



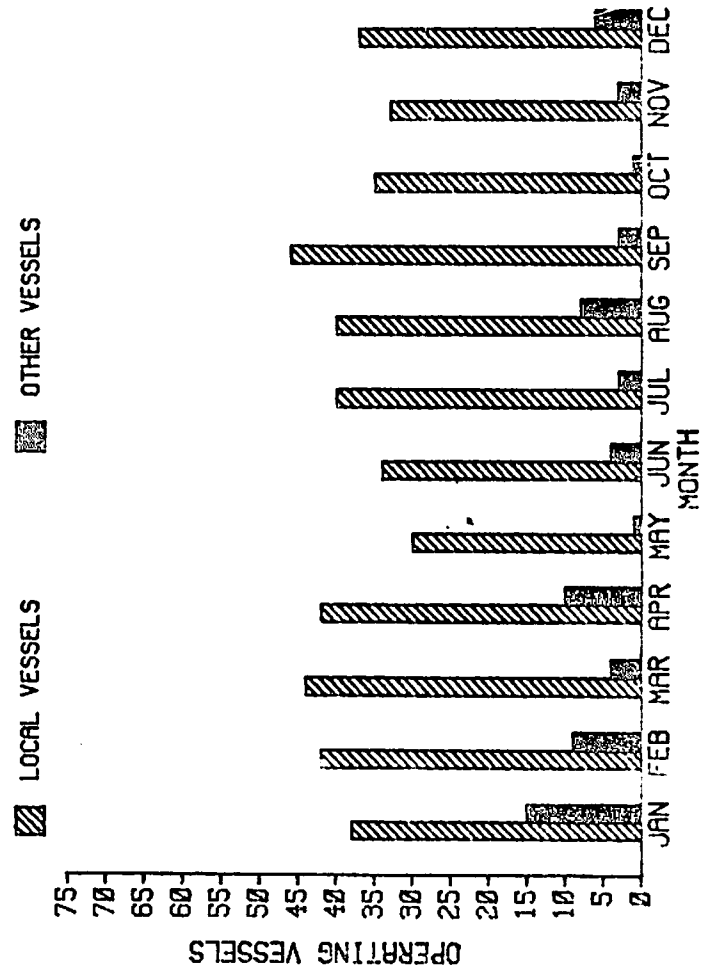
SOURCE - D.A.F.S.

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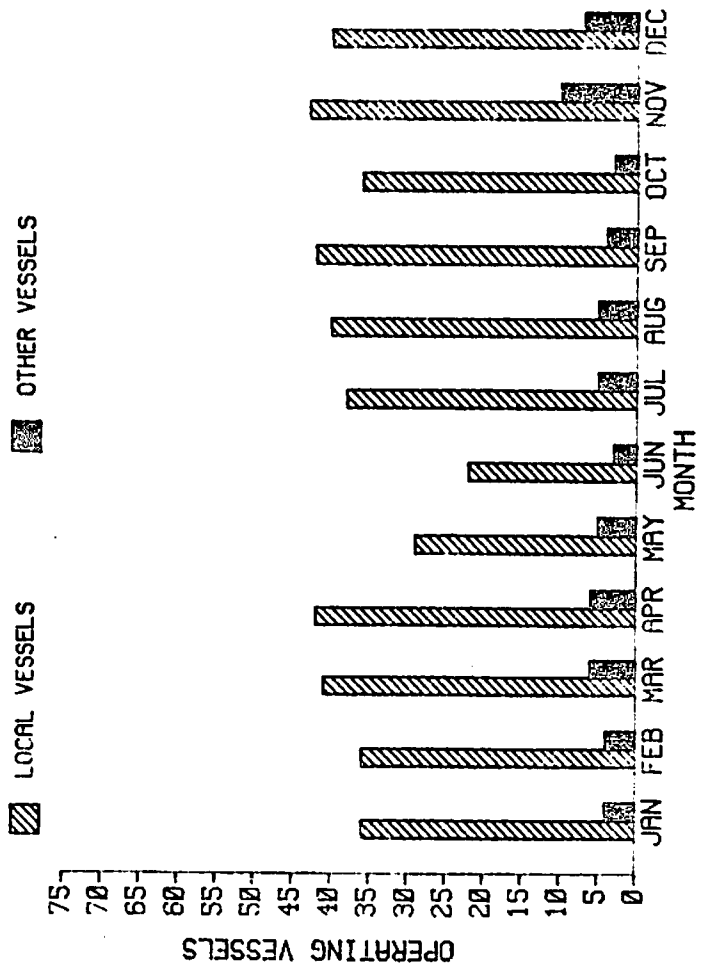
BAR GRAPH 2

DEMERSAL AND NEPHROP
FLEET OPERATING OUT
OF WESTERN CLYDE PORTS
DURING 1984 and 1985.

CAMPBELTOWN DISTRICT FLEET 1984
DEMERSAL AND NEPHROP



CAMPBELTOWN DISTRICT FLEET 1985
DEMERSAL AND NEPHROP



ANALYSIS OF CLYDE BASED VESSELS BY FISHING METHOD

1985 AYR DISTRICT	DEMERSAI			PELAGIC		SHELLFISH			TOTAL			
	Heavy Trawl	Light Trawl	Seine Net	Other Demersal	Pelagic Fair Trawl	Furse Seine	Creels	Nephrop Trawl		Dredge	Shrimp Trawl	Q. Scallop Trawl
Vessel Size:												
- to 29.9ft	1	-	-	8	0	-	23	-	-	2	-	40
30 to 34.9ft	-	1	-	1	0	-	2	5	1	-	-	10
35 to 39.9ft	-	4	1	-	0	-	1	16	1	-	-	25
40 to 49.9ft	-	1	0	-	0	-	-	10	2	-	-	13
50 to 59.9ft	-	5	0	-	1	-	-	14	7	-	1	28
60 to 64.9ft	-	4	0	-	1	-	-	6	0	-	2	13
65 to 69.9ft	-	4	2	-	0	-	-	-	1	-	1	8
70 to 79.9ft	-	-	0	-	0	1	-	-	1	-	0	2
TOTAL	1	19	7	10	2	1	26	51	13	2	4	139

TABLE 2.

ANALYSIS OF CLYDE BASED FISHING
FLEET BY FISHING METHOD.

AYR FISHERY DISTRICT

ANALYSIS OF CLYDE BASED VESSELS BY FISHING METHOD

1985	DEMERSAL				PELAGIC		SHELLFISH				TOTAL		
	Heavy Trawl	Light Trawl	Lines	Seine Net	Other Demersal	Pelagic Pair Trawl	Purse Seine	Creels	Nephrop Trawl	Dredge		Shrimp Trawl	Q. Scallop Trawl
CAMPBELTOWN DISTRICT													
Vessel Size:													
- to 29.9ft	-	-	2	-	1	-	-	52	1	3	-	-	59
30 to 34.9ft	-	-	-	-	-	-	-	12	3	3	-	-	18
35 to 39.9ft	-	1	-	-	-	-	-	6	14	6	-	-	27
40 to 49.9ft	-	1	-	-	-	-	-	1	15	5	-	-	22
50 to 59.9ft	-	1	-	-	-	2	-	-	15	10	-	1	29
60 to 64.9ft	-	-	-	-	-	-	-	-	1	-	-	-	1
65 to 69.9ft	-	-	-	-	-	-	-	-	-	1	-	-	1
TOTAL	-	3	2	-	1	2	-	71	49	28	-	1	157

TABLE 2A.
ANALYSIS OF CLYDE BASED FISHING
FLEET BY FISHING METHOD.
CAMPBELTOWN FISHERY DISTRICT.

TABLE 3.

VESSELS IN AYR FISHERY DISTRICT.

ANALYSIS BY REG. LENGTH AND YEAR BUILT.

VESSEL NAME	REG. LENGTH		YEAR BUILT	
	Reg.	Year	Reg.	Year
LAUCH & GREENOCK	34.3	1912	37.7	1951
			46.6	1948
			36.0	1978
			30.0	1950
			36.7	1950
THORN & SALTCOATS	37.6	1967	66.9	1971
			60.2	1956
			36.8	1982
			34.6	1970
			47.9	1969
			39.2	1967
			35.3	1979
CHURCHES	36.3	1917		
AIR	37.6	1930	67.0	1975
			53.0	1960
			36.0	1919
			37.9	1956
			59.0	1971
			54.4	1963
			52.0	1960
			65.5	1966
			62.6	1972
			54.5	1962
			47.4	1974
			34.0	1983
			61.5	1957
			55.2	1964
			60.8	1974
			52.8	1993
			52.0	1979
			49.1	1969
			37.0	1971
			49.7	1959
			65.3	1984
			36.6	1986
ATHOL	61.4	1975	61.4	1975
DUNNOE	57.7	1960	79.5	1973
			50.8	1974
HADDONS	46.8	1967		
			50.4	1948
			50.0	1958
			79.5	1955
			63.8	1955
			36.0	1984
			50.3	1959
			52.8	1968
			42.7	1965
			59.9	1973
			49.2	1955
			36.7	1956
			61.0	1948
			58.6	1974
			38.3	1982
CIRVAN	51.5	1955		
BALMATTAR			32.3	1950
STARRHABR				
PORT BLLEN	47.0	1961	36.0	1972
			35.0	1976
			36.0	1977
			37.0	1979
			39.0	1975
			44.0	1965
			36.0	1979
			56.0	1971
GIGHA	36.0	1967		
			32.0	1970
			48.0	1971
			62.0	1976
			38.0	1955
			38.0	1969
LOCH TARBERT	48.8	1971		
			54.0	1982
			35.0	1963
ARNAR	55.8	1960		
			54.0	1957
			62.0	1982
			60.5	1975
			65.5	1981
			30.0	1978
			33.5	1981
			59.8	1970
			36.8	1983
			58.5	1979
KIRKCUDBRIGHT	55.8	1960		
			54.0	1957
			62.0	1982
			60.5	1975
			65.5	1981
			30.0	1978
			33.5	1981
			59.8	1970
			36.8	1983
			58.5	1979
WHITHORN	46.6	1947		
			38.5	1980
			36.8	1937
			30.5	1972
			35.6	1946
DUNNOE				
PORTATHICK	39.7	1970		
			36.7	1950

VESSELS OVER 30 FT. BASED ON CTYPE HARBORS

TABLE 3A

VESSELS IN CAMPBELTOWN FISHERY DISTRICT
ANALYSIS BY REG. LENGTH AND YEAR BUILT.

JURA		COLONSAY		CAMPBELTOWN		CARRADALE		TARBERT		ARRISHAIG		DUTE		ARRAN	
Reg. Length	Year Built	Reg. Length	Year Built	Reg. Length	Year Built	Reg. Length	Year Built	Reg. Length	Year Built	Reg. Length	Year Built	Reg. Length	Year Built	Reg. Length	Year Built
31.0	1976	32.0	1980	56.0	1974	69.7	1958	52.0	1949	38.0	1957	34.0	1975		
36.0	1981			45.0	1975	37.0	1961	36.0	1972			47.0	1968		
35.0	1972			50.0	1963	54.0	1963	37.0	1966			30.0	1975		
				62.0	1959	49.0	1971	37.0	1953						
				49.0	1967	50.0	1969	37.0	1974						
				51.0	1958	50.0	1958	50.0	1964						
				51.0	1950	54.0	1960	52.0	1970						
				52.0	1959	51.0	1970	50.0	1964						
				49.0	1961	35.0	1982	35.0	1975						
				35.0	1974	37.0	1959	30.0	1975						
				56.0	1970	50.0	1962	31.0	1985						
				38.0	1955	37.0	1985	52.0	1964						
				53.0	1959	51.0	1949	37.0	1985						
				57.0	1965	41.0	1973	49.0	1963						
								54.0	1961						
								56.0	1970						
								47.0	1947						
								50.0	1967						
								38.0	1956						
								52.0	1956						
								32.0	1950						
								38.0	1968						
								38.0	1968						
								36.0	1959						
								54.0	1950						
								48.0	1950						

VESSELS OVER 30FT. BASED ON CLYDE HARBOUR

TABLE 4

ANALYSIS OF CLYDE BASED FLEET
BY AGE

AYR FISHERY DISTRICT

<u>Built</u> <u>Before 1968</u>	<u>Built</u> <u>1968/73</u>	<u>Built</u> <u>1974/79</u>	<u>Built</u> <u>1980/85</u>	<u>Built</u> <u>Since 1985</u>
45 47%	18 19%	19 20%	13 13%	1 1%

CAMPBELTOWN FISHERY DISTRICT

<u>Built</u> <u>Before 1968</u>	<u>Built</u> <u>1968/73</u>	<u>Built</u> <u>1974/79</u>	<u>Built</u> <u>1980/85</u>	<u>Built</u> <u>Since 1985</u>
47 54%	16 19%	16 19%	3 4%	3 4%

3 PRODUCTION AND MARKETING

Table 6 shows the quantity and value of demersal and pelagic fish and nephrops landed and sold in the Fishery Districts of Ayr and Campbeltown during the years 1985, 1984 and 1983. During 1985 fish with a value in excess of £11M were landed into harbours in the Clyde Region; an increase of more than £2½M over the past three years. The bulk of this was landed on the Eastern shore of the Clyde, the value of the Ayr District catch at £7½M being almost double that of the Campbeltown District. To this total value income from herring contributed just over £½M again reflecting not only the constraints on herring fishing effort but the change in direction of fishing activity as confirmed in the value of the white fish landings at almost £5½M and the nephrop catch at just over £5M.

The scallop and queen scallop production of the Clyde based fleet is greater than elsewhere in Scotland and so most probably on a regular basis the highest in the U.K. With a value of just over £3½M landed during 1984 this represented 57% of the Scottish catch.

Tables 5 and 5A gives a more detailed record of landings of all fish at the several landing harbours within the Clyde Fishery District over the past 5 years. It will be noted from these tables that landings are recorded for 19 places but fish auctions of demersal fish are carried out at only three of these landing places namely:-

Ayr
Campbeltown
Tarbert

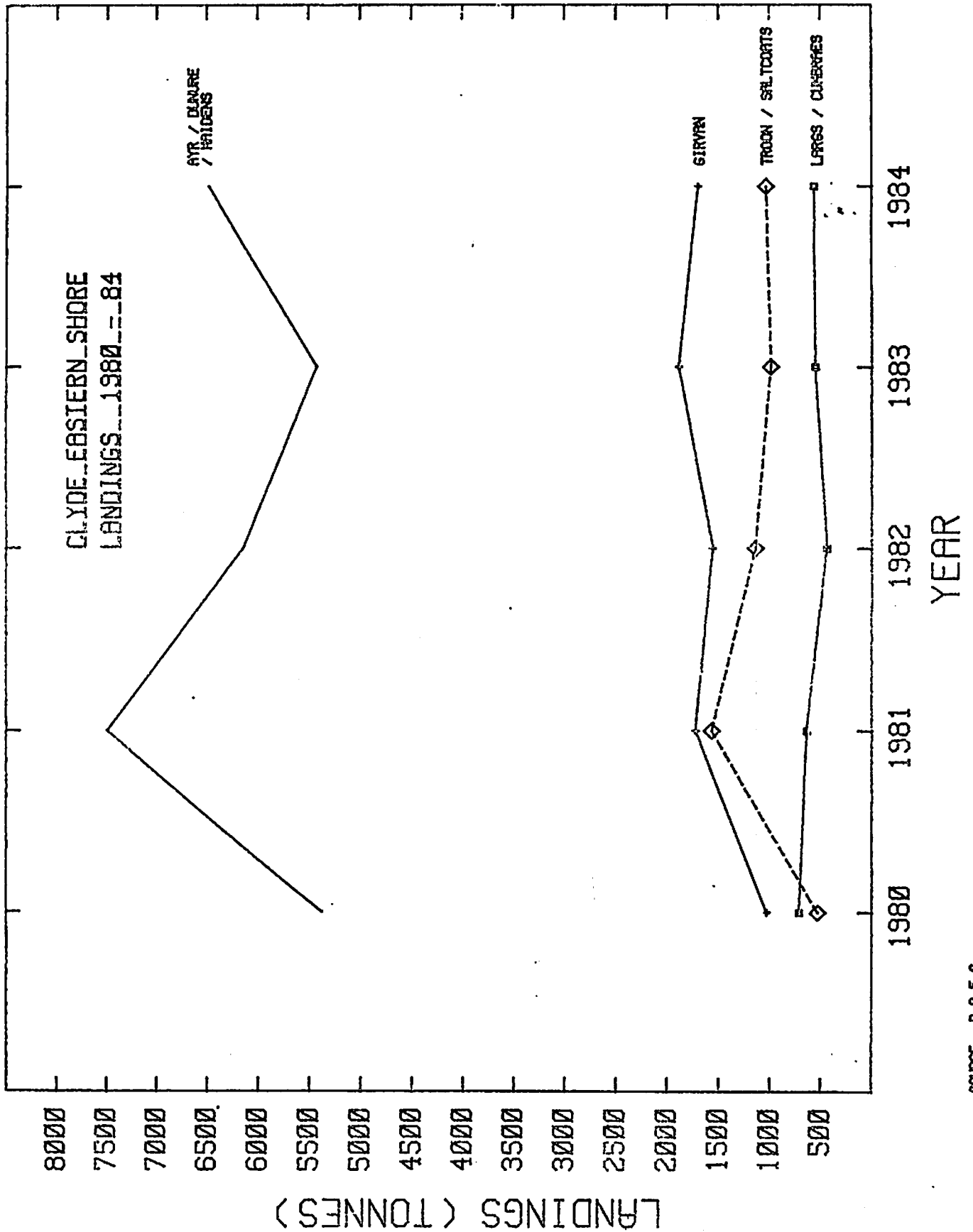
Of these only Ayr and Tarbert are officially recognised as herring landing ports.

If Glasgow, which is an inland market, is set aside, Ayr is the only port auction on the Eastern side of the Clyde and most fish landed at the several landing places on the Eastern coastline is consigned to Ayr for first hand sale. In former days quite a proportion of the fish landed at the several landing places on the Clyde (both Eastern and Western shores) was consigned to Glasgow for first hand sale but this practice has practically lapsed and there has evolved a trading method whereby certain fish salesmen operating in the Glasgow market have buying agents at the three Clyde port auctions.

A proportion of demersal fish landed at Clyde harbours may be consigned outwith the Region for first hand sale as detailed in Table 6. During 1985 this amounted to some 42087 boxes or 21% of the landed weight. The relatively deep waters within the Clyde produce valuable quantities of hake. During 1984 hake values at £1M were sold on the Ayr market; of all the species of white fish sold this was second in value only to cod. Practically all the hake landed is bought for direct consignment to Spain. Refrigerated transport from Spain park at Ayr until an economic load of hake (and whole nephrops and other shell fish) is accumulated. The bulk of fish bought at the three port auctions is despatched elsewhere for processing or second sale such as Glasgow, Manchester, Birmingham, Billingsgate, Liverpool. There are only a few locally based processors who are listed under the individual port reports contained in Section 3.

GRAPH 1

TOTAL FISH LANDINGS AT EASTERN CLYDE
HARBOURS 1980/84



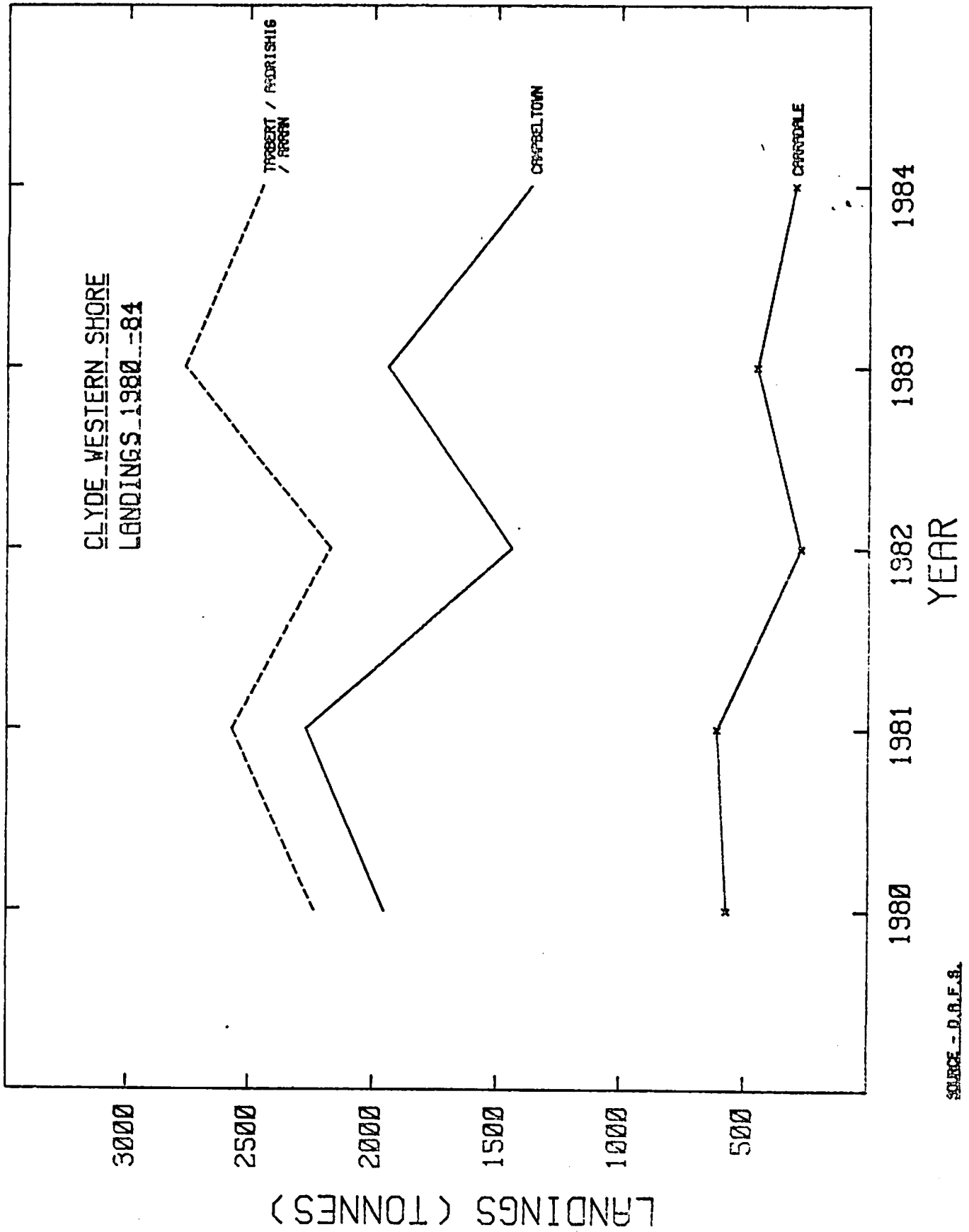
SOURCE - D.R.F.S.

<u>Fishery District</u> <u>AYR</u>	<u>1984</u>		<u>1983</u>		<u>1982</u>		<u>1981</u>		<u>1980</u>	
	<u>All Fish</u> <u>Volume</u>	<u>All fish</u> <u>Value</u>	<u>Quantity</u>	<u>Value</u>	<u>Quantity</u>	<u>Value</u>	<u>Quantity</u>	<u>Value</u>	<u>Quantity</u>	<u>Value</u>
Largs & Greenock	563	615,600	554	467,100	445	375,607	613	401,908	711	325,870
Cumraes	1	900	-	-	-	-	20	5,138	38	10,945
Troon & Saltcoats	1,038	646,400	989	773,200	1,142	751,789	1,600	1,091,485	768	322,575
Ayr	6,441	3,220,000	5,366	2,835,100	2,997	3,131,073	7,436	3,993,375	8,380	2,582,528
Dunure	17	6,600	38	15,100	35	13,412	19	6,135	23	6,520
Maidens	15	4,500	23	9,100	28	9,482	13	3,724	14	3,753
Girvan	1,699	988,900	1,886	1,138,500	1,557	890,922	1,730	923,123	1,033	544,749
Ballantrae	16	7,100	4	1,200	36	12,657	89	23,252	65	18,700
Stranraer	387	276,700	459	298,100	448	304,632	10,119	745,224	64	26,785
Portpatrick	88	82,200	159	123,100	824	665,951	145	124,904	735	301,966
Drummore	32	13,800	2	-	-	-	57	16,499	-	-
Whithorn	200	154,600	497	214,200	345	198,369	301	145,382	-	-
Kirkeudbright	4,272	1,683,000	3,434	913,100	3,392	891,824	4,930	1,232,990	4,045	1,091,363
Annan	13	22,800	11	14,300	24	35,058	25	36,770	39	35,822

TABLE 5.
LANDINGS AND VALUE ALL
FISH AT HARBOURS WITHIN
AYR FISHERY DISTRICT.
(EASTERN CLYDE) 1980/84.

GRAPH 2

TOTAL FISH LANDINGS AT WESTERN CLYDE
HARBOURS 1980/84



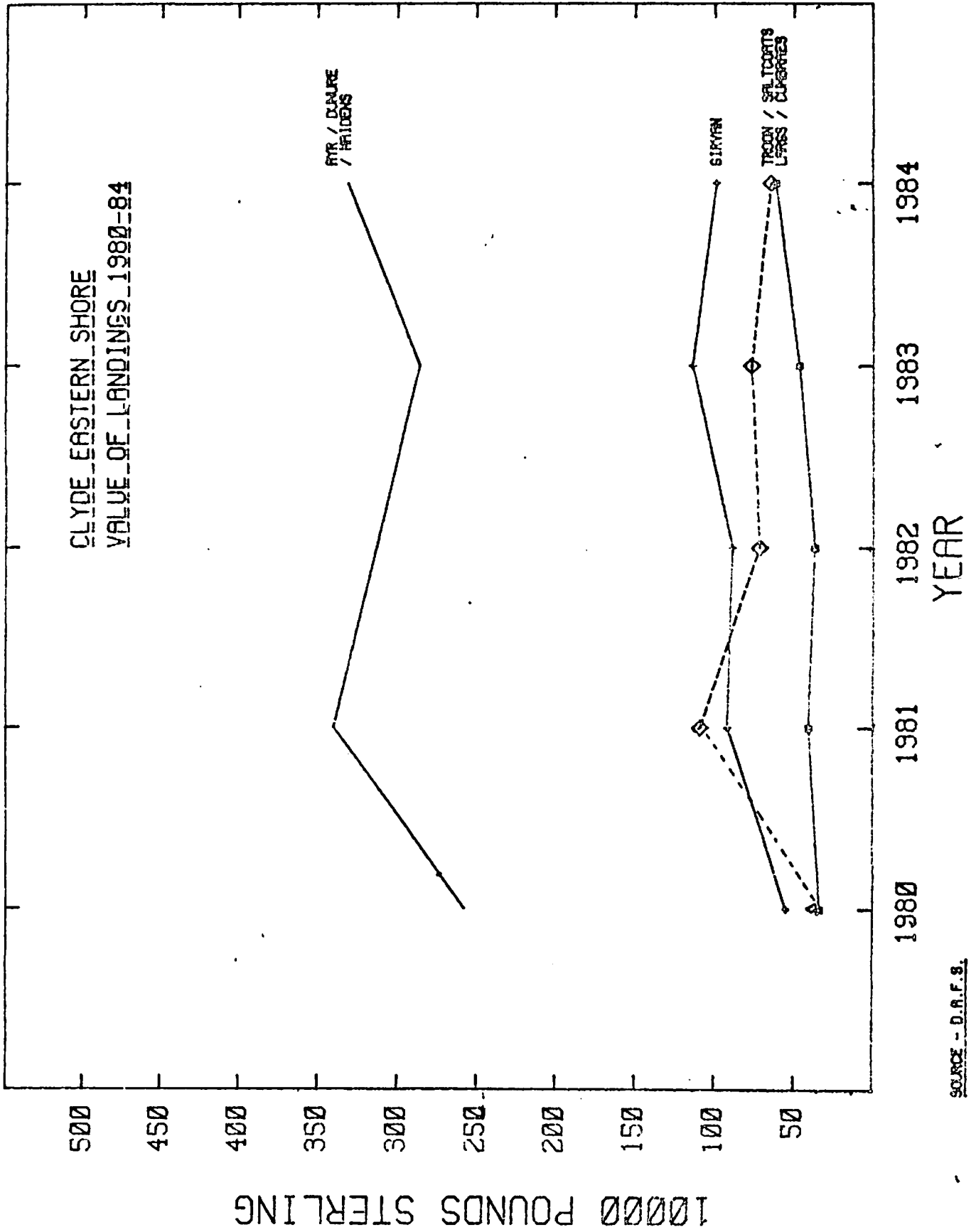
SOURCE - D.O.F.S.

<u>Fishery District</u> CAMPBELTOWN	<u>1984</u>		<u>1983</u>		<u>1982</u>		<u>1981</u>		<u>1980</u>	
	<u>All Fish</u> <u>Volume</u>	<u>All fish</u> <u>Value</u>	<u>Quantity</u>	<u>Value</u>	<u>Quantity</u>	<u>Value</u>	<u>Quantity</u>	<u>Value</u>	<u>Quantity</u>	<u>Value</u>
Campbeltown	1,363	905,700	1,945	1,132,300	1,442	838,314	2,272	1,035,645	1,957	1,002,138
Carradale	298	291,000	453	285,200	278	156,390	613	258,020	573	257,266
Tarbert	2,428	956,000	2,651	1,153,900	2,135	794,031	2,530	1,161,458	2,183	924,949
Bute	-	-	-	-	-	-	-	-	-	-
Arran	19	9,000	111	32,700	36	10,060	39	9,604	54	15,038

TABLE 5A
LANDINGS AND VALUE ALL FISH
AT HARBOURS WITHIN CAMPBELTOWN
FISHERY DISTRICT. (WEST CLYDE)
1980/84

GRAPH 3

VALUE OF LANDINGS
EASTERN CLYDE HARBOURS 1980/84



SOURCE - D.R.F.S.

TABLE 6. QUANTITY AND VALUE OF DEMERSAL AND PELAGIC FISH AND NEPHROPS LANDED IN CLYDE PORTS. AYR FISHERY DISTRICT.

SOURCE D.A.F.S.

QUANTITY & VALUE OF DEMERSAL, PELAGIC FISH & NEPHROPS LANDED IN CLYDE FISHERY DISTRICTS

AYR DISTRICT	1985		1984		1983	
	Cwts. (Boxes)	£	Cwts. (Boxes)	£	Cwts. (Boxes)	£
White Fish Sold Locally	142,809	3,704,730	100,025	2,466,765	94,499	2,561,907
Consigned to Hull	1,466	41,251				
Fleetwood	31,864	1,192,293	9,638	392,283	2,750	104,859
Glasgow	388	11,990	389	12,461	185	2,121
Peterhead	540	13,240				
Pittenweem	1,003	20,100	229	9,720		
Grimsby	3,435	85,626	708	26,746	115	3,083
Aberdeen	105	2,413	1,114	22,108		
TOTAL CONSIGNED	38,801		11,078	462,318	3,050	110,063
TOTAL LANDING WF	181,610	5,071,643	112,103	2,930,083	97,549	2,671,970
Nephrops	33,952	2,090,646	33,752	2,090,646	39,057	2,247,465
TOTAL WF AND NEPHROPS	215,362 (10,941T)	7,162,289	145,855 (7,41CT)	5,020,729	136,601 (4,940T)	4,919,435
Herring	2,072	571,304	2,360T	694,000	1,608T	543,500
Other Pelagic	196	40,637	376T	44,200	619T	72,200
TOTAL ALL FISH	13,209T	7,774,230	10,146T	5,738,929	7,167T	5,535,135

GRAPH 4

VALUE OF LANDINGS
AT WESTERN CLYDE HARBOURS 1980/84

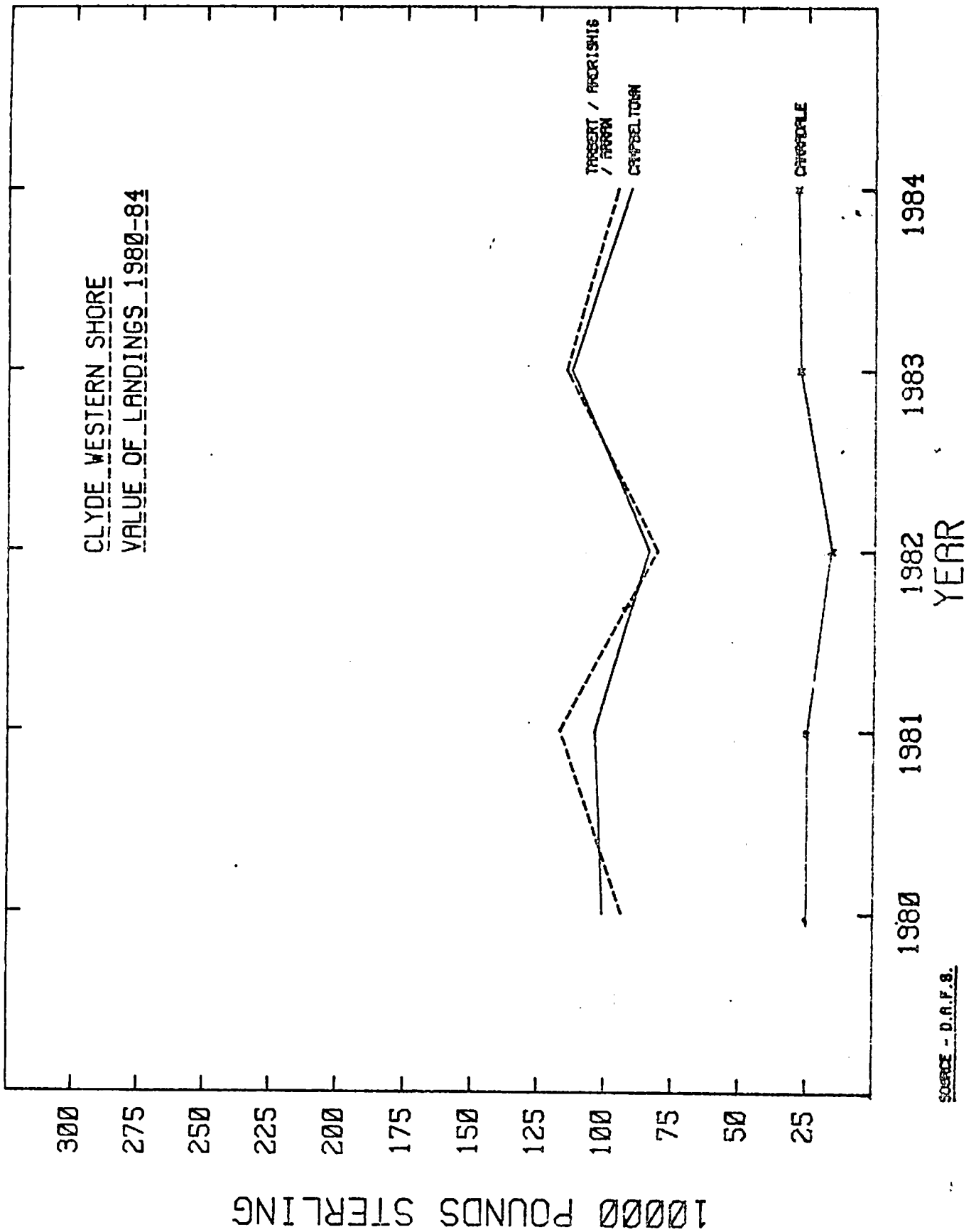


TABLE 6A. QUANTITY AND VALUE OF DEMERSAL AND PELAGIC FISH AND NEPHROPS IN CLYDE PORTS.

CAMPBELTOWN FISHERY DISTRICT.

QUANTITY & VALUE OF DEMERSAL, PELAGIC FISH & NEPHROPS LANDED IN CLYDE FISHERY DISTRICTS

CAMPBELTOWN DISTRICT	1985		1984		1983	
	Cwts. (Boxes)	£	Cwts. (Boxes)	£	Cwts. (Boxes)	£
White Fish Sold Locally	14,839	276,368	12,783	212,272	16,002	229,658
Consigned to Fleetwood	113	2,909			44	209
Oban	1,007	22,890				
Glasgow	1,849	45,005	575	15,339	374	9,158
Aberdeen	2,554	62,039			1,660	40,244
Ayr	49	1,293	207	7,318	18	329
TOTAL CONSIGNED	5,572	134,136	782	22,657	2,096	49,440
TOTAL LANDING WF	20,411	410,504	13,565	234,929	18,098	279,598
Nephrops	23,310	2,585,863	36,170	2,137,400	42,075	2,339,340
TOTAL WF AND NEPHROPS	43,721 (2,221T)	2,996,367	49,735 (2,527T)	2,372,329	60,173 (3,057T)	2,618,938
Herring	930	283,389	632T	213,700	888T	264,400
Other Pelagic	1,017	129,032	1,342T	156,300	1,183T	116,000
TOTAL ALL FISH	4,168	3,408,788	4,501T	2,742,329	5,128T	2,999,338

SOURCE D.A.F.S.

OVERVIEW

Unlike the East and North West Coasts of Scotland there are few harbours and piers within the Firth of Clyde which were specifically built for use by fishing vessels. In its development the Clyde Fish Industry has "squatted" on piers built as landing places for the Clyde steamer ferries which were the principal means of transport between communities separated otherwise by hundreds of miles of poor roadways. The largest of the Clyde fishing centres has evolved at Ayr on the skirting of the commercial docks almost in spite of the near unwillingness of the commercial harbour authorities to accommodate it. Prior to 1960 fish sales were carried out in the open between the railway lines running along the South side of the river quay wall. During the hours of darkness the fish salesmen were obliged to carry kerosene lamps. To say the least the conditions under which the catches of up to 200 vessels were sold were primitive and unhygienic. Attempts were made to persuade the British Transport Commission, the owners of Ayr Harbour, to make improvements. Contrary to their attitude at railway fish docks elsewhere in the U.K. the Commission were simply not interested in the fishing industry at Ayr - had fish been transported out of Ayr by rail their attitude might have been different. As it was the fish trade itself had conflicting views on fishing port development on the Ayrshire Coast. The catchers were strongly of the opinion that any money to be spent on development should be at Troon which provided good and safe berthage for the fleet. Indeed, because fishing vessels were relegated to berthing in the river at Ayr, which was hazardous during westerly gales, 'stranger' vessels always berthed in the dock at Troon over week-ends. The fish salesmen and fish buyers on the other hand were opposed to any move to Troon since they were comfortably settled in their offices and premises at

Ayr. In the event the British Transport Commission flatly refused to consider development at Troon on the grounds that any revenue they obtained or were likely to obtain from the fishing industry just did not warrant the likely expenditure and anyway they wished to further their commercial traffic at Troon. Running concurrently with this movement was a proposal by Girvan Town Council, who owned the harbour there, to develop Girvan as a fish landing and marketing centre. Because Girvan harbour could not immediately provide the basic harbour works to berth up to 200 vessels the Girvan proposal was always considered third favourite in the consideration of port development. British Transport Commission constructed a basic fish marketing hall on the South side river quay at Ayr and so firmly established that port as the fishing centre of the Eastern Clyde. Water deepening work was carried out at Girvan and a river training screen/jetty erected together with fishing gear storage sheds. At Troon the inner dock has been converted into a huge yachting marina and fishing vessels are allowed to moor safely in the wet tidal dock which handles little commercial traffic.

Vessels operating in the Outer Reaches of the Clyde land at Girvan and consign their catches for sale at Ayr. Vessels working in the Upper Reaches land their catches at Largs Pier for similar transport to Ayr. On the Western side of the Clyde, Campbeltown and Tarbert provide very basic facilities for landing and selling fish but being 100 miles away from Glasgow by road on the Kintyre Peninsula rather isolates them as possible fishing port development areas in the Clyde Region.

It should be pointed out that Kirkcudbright is outwith the geographical definition of the Clyde and so is not included in the detailed references to individual ports contained in this report. However, in terms of its contribution to the U.K.

fishing, Kirkcudbright is by no means an insignificant port. During 1984 landings with a value of £1,683,000 were made at Kirkcudbright. Practically all of this was in respect of scallops and queen scallops making Kirkcudbright the premier U.K. port for these species. This has been achieved in a remarkably short time - despite the fact that the port lacks all the basic requirements and is nothing more than a concrete quay on a mud bank which dries out at low water.

4.1 Individual Landing Places - Eastern Shore

4.1.1 Ayr (see photographs 1-4)

The port of Ayr, owned and operated by Associated British Ports, is formed at the mouth of the River Ayr and is entered from Ayr Bay between a South Pier and detached breakwater and North Pier on the Northern side the entrance being some 200 ft. wide giving 15 ft. depth water. West-S-Westerly weather causes a swell at the entrance and gales from this direction build up a dangerous surge along the South quay which is given over for the use of the fishing industry. Thirty four miles from Glasgow it has excellent trunk road, and railway connections with the major centres throughout the U.K. and is only 4 miles from Prestwick International Airport. It is well sited for sea-links with other Clyde ports, Northern Ireland and Isle of Man. The development of Ayr as a port is due to the export of coal from the Ayrshire Coalfield to (in particular) Northern Ireland. Its development as a fishing centre of consequence is a relatively recent phenomenon dating back to only the mid 1950s and the exploitation of the Clyde demersal grounds by a mainly visitor fishing fleet. Ayr itself has no fishing tradition; the historical fishing creeks being nearby Dunure and Maidens where the established fishing families have their homes. Ayr serves as a landing and marketing centre for these and other Clyde harbours and creeks.

Fish Market

Because income from fishing contributes only a small proportion of the Harbour revenue the Harbour Authorities have only a token interest in the fishing industry. The harbour dues are given in Fig. 3 from which it can be seen that several scales apply to fishing vessels and that these are further qualified according to whether they are local or visitor vessels. However, taken together, these work out at an ad valorem charge of 2% which during 1985 would produce fishing revenue of something like £60,309.

The South side of the river is given over to the fishing industry and fishing vessels are allowed to berth alongside the quay there but not elsewhere in the port except for very short periods. The quayside of the River South Side is approx. 500 metres long and here is sited the fish market hall and fish salesmen's offices. The fish market hall is a fairly basic structure with roller doors on either side. It is not insulated and does not carry roof ventilation. Approximately 6 to 8 vessels can discharge directly into the market hall at any one time and it has provided cover for the largest landings made so far. Fifty to sixty vessels berthed in up to 4 tiers can moor at the South Side quay providing the weather is good. During periods of W.S.W. gales mooring alongside this quay is hazardous and vessels may have to seek shelter in the Tidal Dock on the North Side of the river if commercial traffic considerations allow this - otherwise they have to make for Troon if this is possible.

Ice Suppliers

Tube and flake ice is obtainable from the privately owned ice factory situated near the fish market. Some 25 tonnes/24 hours tube ice can be produced and there is a storage capacity of 40 tonnes. A flake ice plant produces 35 tonnes/24 hours with a

storage capacity of 35 tonnes. The same company has a block ice plant 3 miles inland from Ayr which produces 10 tonnes/24 hours with a storage capacity of 50 tonnes. There is no direct loading of ice from the factory to the fishing vessels. Ice is delivered in plastic bags or tubs.

Vessel Servicing

Most vessels use the slipway and repair services of Alexander Noble & Sons at Girvan who provide a comprehensive service. There are, however, dry-docking and large engineering facilities at Troon. All other services are immediately available if not locally then from Glasgow only 34 miles away.

Vessel Agents

Three fishselling agents operate in the Ayr Market - two are private firms, Messrs. Ivan Boardley and Robert Reid; the third is a fishermen's co-operative - Carrick Fishselling Ltd. The latter firm is actually based in Girvan but handles the members' fish consigned to Ayr for auction. The fish selling firms provide a complete agency service for fishing vessels.

Buyers and Processors

There are no local fish processing factories in or around Ayr, although one local firm - J. Pieroni carry out fish filleting for sale to local retailers.

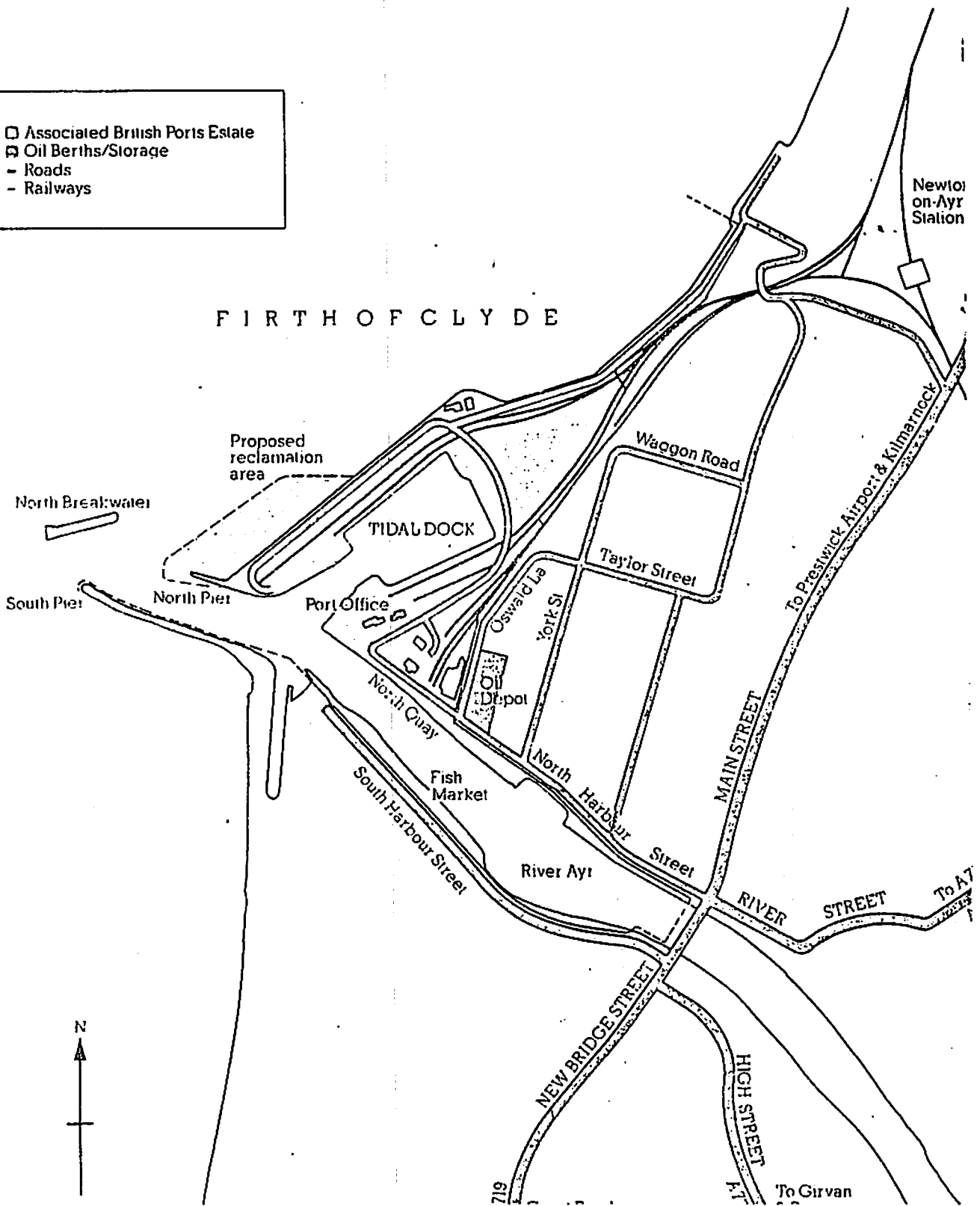
The overwhelming bulk of fish is bought for processing or second-hand sale elsewhere. There is a strong link between Ayr and the Spanish/French market for hake, whole nephrops and scallops.

Some 15 white fish and shell fish wholesalers either operate or are represented on the market.

There is a strong link between Ayr and Billingsgate market for prime Loch Fyne Herring boxed and iced. Billingsgate herring merchants are represented at the herring auctions - practically all the herring landed at Ayr which is nearly all prime quality, is sold to the home market - Klondykers do not operate in the Clyde. In addition to the Billingsgate merchants 7 or 8 other U.K. herring wholesalers are represented at the auctions.

FIG. 2 PORT OF AYR

- Associated British Ports Estate
- ▣ Oil Berths/Storage
- Roads
- Railways



1985

1984

Month	Port of Landing AYR	Arrivals	Fishing Days	Landings Demersal		Shellfish		Arrivals	Fishing Days	Landings Demersal		Landings Herring		Shellfish	
				Tonnes	Value	Tonnes	Value			Tonnes	Value	Tonnes	Value	Tonnes	Value
Jan		454	518					276	295	3,141.20	1,620,840	2,351.88	691,381	797.36	883,391
Feb		488	591	4,602.56	2,411,060			307	353						
Mar		577	713	*				398	529						
Apr		508	612	HERRING				341	454						
May		562	739	2,049.46	566,071			504	620						
Jun		464	647	*				468	689			186.32	23,092		
Jul		501	720	MACKEREL				438	639						
Aug		553	716	185.27	38,290			452	568						
Sept		485	576					463	521						
Oct		507	547					377	442						
Nov		508	511					510	600						
Dec		324	387					371	469	3,141.2	1,620,840	2,538.20	714,473		
TOTALS		5,931	7,277	6,837.29	3,015,421	1,012.25	1,208,102	4,905	6,179	5,678.4	2,335,313			797.36	883,391

TABLE 7.
FISHING VESSEL LANDINGS INTO
PORT OF AYR. 1985/84

SOURCE D.A.F.S.

FIG. 3 . . . ASSOCIATED BRITISH PORTS - AYR HARBOUR

SCHEDULE OF RATES AND CHARGES - 1ST JANUARY, 1986

VESSELS ON A VOYAGE BETWEEN PORTS AND PLACES IN THE UNITED KINGDOM, ISLE OF MAN

CHANNEL ISLANDS AND NORTHERN IRELAND WILL BE CHARGED U.K. TARIFF

ANY OTHER VESSEL WILL BE CHARGED INTERNATIONAL TARIFF

DUES ON VESSELS

Charges will be based on G.R.T./G.T. plus the measurement tonnage of cargoes carried on deck and in other unregistered spaces

	<u>U.K.</u> £	<u>INTER-</u> <u>NATIONAL</u> £
Under 200 G.R.T./G.T.	.299	
200 G.R.T./G.T. and over	.368	.652
<u>TUGS</u> : Charged 40% of G.R.T./G.T.		

RATES FOR PILOTAGE

Pilotage on vessels	.078	.078
Pilotage is compulsory in the case of vessels over 1600 gross tons and all foreign registered vessels		

QUAY RENT: - Vessels under repair - per 100' length or part thereof - per day

9.800

REGISTERED FISHING VESSELS

Vessels 1 - 199 G.R.T./G.T.	.670	
Vessels 200 and over	.757	1.145

TRAWLERS: Charged 40% of G.R.T./G.T.

For each vessel remaining in port for more than 14 days and each succeeding period of 14 days or part. (Minimum Charge £4.75)

Three Quarters
Dues

VESSELS LANDING FRESH FISH AT FISHMARKET - Per visit

2.570

NON-COMMERCIAL CRAFT UNDER ANNUAL PERMIT - Per Vessel

93.200

MOORING AND UNMOORING CHARGE - per man per single service Monday to Friday incl. 08.00-24.00hrs. (mid.-08.00hrs., Saturday and Sundays + 100%)

18.000

19.500

USE OF HARBOUR BOAT - per single service - Monday to Friday incl. (overtime will be charged additionally)

37.20

VESSELS SHIFTING - per man per single service - Mondays to Friday incl. 08.00-24.00hrs. (Saturdays and Sundays + 100%)

27.050

29.600

FRESH WATER TO VESSELS

(per tonne of 224 gallons/1000 litres or part)

1.160

CHARGING PROCEDURE

In the case of foreign vessels not issued with a Certificate of British Tonnage or an International Tonnage Certificate (1969), charges shall, except to the extent A.B.P. declare otherwise, be related to such tonnage as is measured in accordance with the Regulations applicable to ships registered in the United Kingdom.

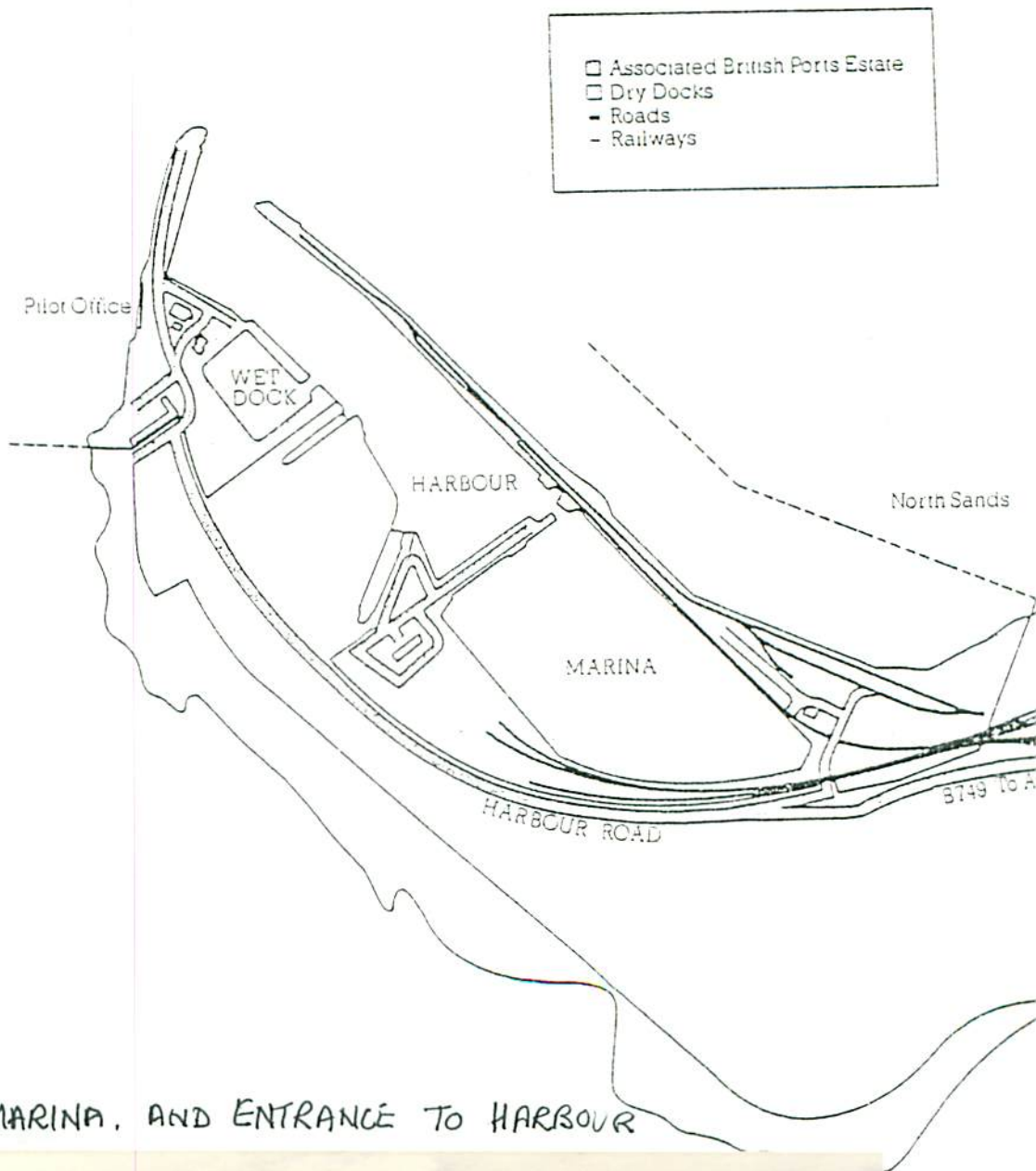


FIG. 4 TROON MARINA, AND ENTRANCE TO HARBOUR



FIG. 5

ASSOCIATED BRITISH PORTS - TROON HARBOUR

SCHEDULE OF RATES AND CHARGES - 1ST JANUARY, 1986

VESSELS ON A VOYAGE BETWEEN PORTS AND PLACES IN THE UNITED KINGDOM, ISLE OF MAN

CHANNEL ISLANDS AND NORTHERN IRELAND WILL BE CHARGED U.K. TARIFF

ANY OTHER VESSEL WILL BE CHARGED INTERNATIONAL TARIFF

DUES ON VESSELS

Charges will be based on G.R.T./G.T. plus the measurement tonnage of cargoes carried on deck and in other unregistered spaces.

Vessel 1 - 99 G.R.T./G.T.

Vessels 100 and over

TUGS: Charged 40% of G.R.T./G.T.

U.K.

£

.117

.321

INTER-NATIONAL

£

.583

RATES FOR PILOTAGE

Pilotage on vessels

.078

.078

QUAY RENT - Vessels under repair - per 100' length or part thereof - per day

9.800

REGISTERED FISHING VESSELS

Vessels 1 - 65 G.R.T./G.T.

Vessels 66 and over

TRAWLERS: Charged 40% of G.R.T./G.T.

For each vessel remaining in port for more than 14 days and each succeeding period of 14 days or part (Minimum charge -£4.75)

.261

.713

1.000

Three Quarters Dues

MOORING AND UNMOORING: Vessels per man service

Monday to Friday inclusive 08.00-24.00hrs., (mid-08.00hrs., Sat. and Sundays + 100%)

18.000

19.500

WATER TO VESSELS - per tonne or part

1.080

CHARGING PROCEDURE

In the case of foreign vessels not issued with a Certificate of British Tonnage or an International Tonnage Certificate (1969), cargoes shall, except to the extent A.B.P. declare otherwise, be related to such tonnage as is measured in accordance with the regulations applicable to ships registered in the United Kingdom.

DUES ON GOODS SHIPPED, UNSHIPED OR TRANSHIPPED

Fish per box

.130

Fuel Oil - as bunkers per tonne

.557

Scrap per tonne

.945

LEVY ON OUTSIDE CRANE WORKING IN DOCK AREA

5.910

Ships Dues - payable on receipt of invoice

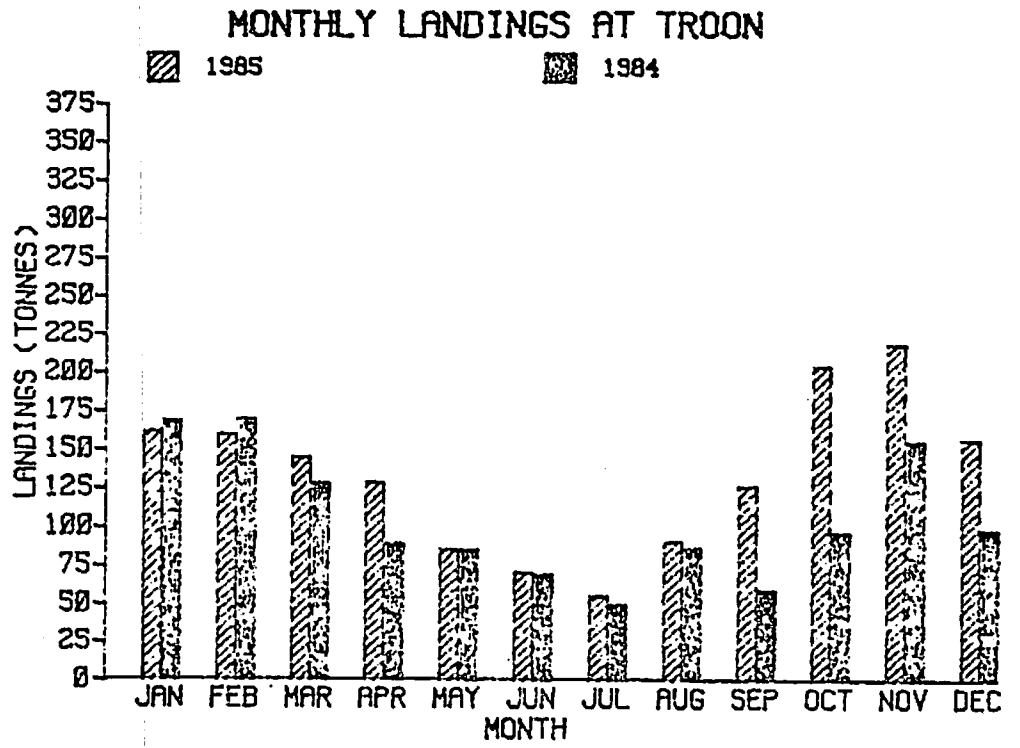
Goods Dues and other Trade Accounts - payable on demand unless credit facilities have been agreed.

ALL RATES QUOTED ARE EXCLUSIVE OF V.A.T.

RATES WILL BE QUOTED ON ANY MERCHANDISE NOT LISTED ON APPLICATION TO THE PORT MANAGER, ASSOCIATED BRITISH PORTS, PORT OFFICE, AYR, KA8 8AH.

4.1.2 Troon (Fig. 4)

Is a commercial harbour owned and managed by Associated British Ports and was built principally for the export of coal from the surrounding coal fields. It has no fishing tradition but its links with the fishing stem from the growth of the demersal fishing out of Ayr during the 1960s. During the winter months the local demersal fleet was supplemented by up to 200 East Coast vessels. During adverse westerly weather it is not possible for fishing vessels to lie safely at Ayr river quay and at such times and when vessel owners wish to moor their vessels for several days they seek refuge in the West Dock. Troon can give fishing vessels entry at any state of tide and also the protection needed and for this reason it was and still is the choice of fishermen for fishery harbour development. The South harbour which was the site recommended for development by the fishermen has now been turned into a yachting marina. The Wet Dock still holds potential for development into a fishery harbour.



SOURCE - D.A.F.S.

Month	Port of Landing TROON	1985				1984					
		Arrivals	Fishing Days	Landings Tonnes	Shellfish Tonnes	Value	Arrivals	Fishing Days	Landings Tonnes	Shellfish Tonnes	
Jan		162	175			169	207				
Feb		160	193			170	200				
Mar		145	147			129	165				
Apr		129	147			90	120				
May		86	85			86	105				
Jun		71	70			70	80				
Jul		56	56			50	55				
Aug		91	90			87	91				
Sept		127	129			60	60				
Oct		205	205			97	104				
Nov		219	232			156	184				
Dec		157	172			99	115				
TOTALS		1,608	1,701	710.63	379,138	1,263	1,486	501.26	279,744	356.57	346,153

TABLE 8.
FISHING VESSEL LANDINGS
INTO TROON. 1984/85

4.1.3 Dunure and Maidens (Photographs 5 and 6)

These are the traditional villages of the Ayrshire Coast where most of the skippers and vessel owners operating out of Ayr and Girvan have their homes. The harbours are small and used only by the owners to lay up their vessels for painting and overhauling.

Fish Marketing

There is no fish market at Girvan - all landings are consigned to Ayr for auction. The local fishermen have, however, formed a co-operative - Carrick Fishselling Ltd. which provides for gear and ship chandlery and conducts a fish auctioning service on Ayr market.

Ice

Ice must be imported - usually from Ayr.

Repair and Services

The local boat building firm of Alexander Noble & Sons give a comprehensive repair and slipway service.

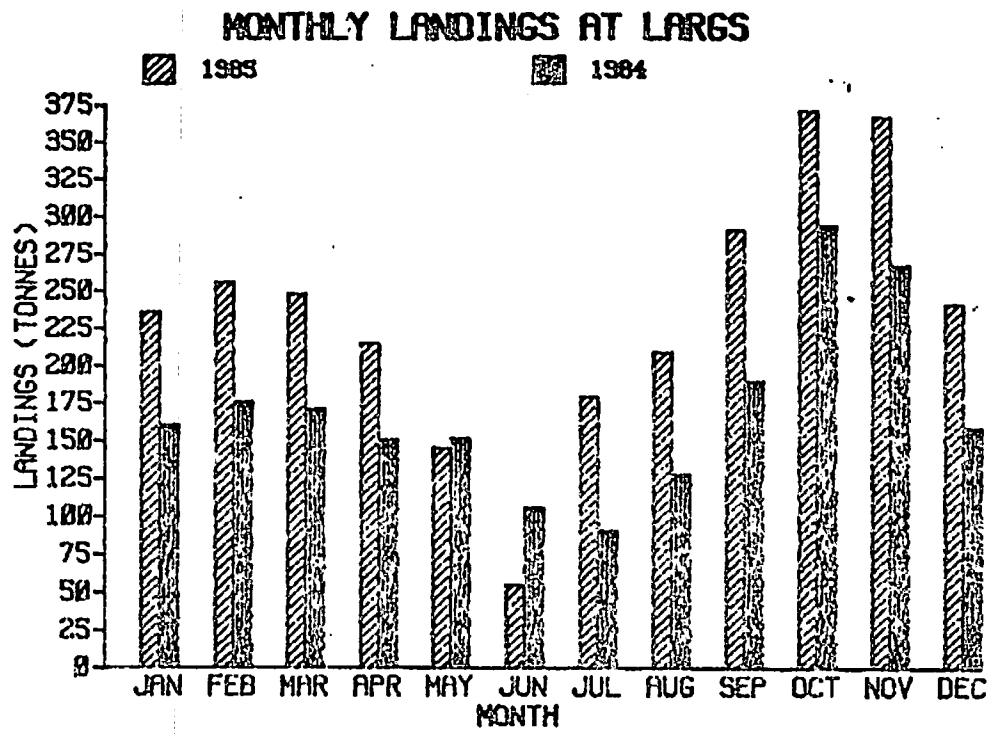
1985

1984

Month	Port of Landing IARGS	Arrivals	Fishing Days	Landings		Shellfish		Arrivals	Fishing Days	Landings		Shellfish	
				Tonnes	Value	Tonnes	Value			Tonnes	Value	Tonnes	Value
Jan		236	237					161	166				
Feb		256	265					176	179				
Mar		248	250					171	173				
Apr		215	216					151	152				
May		145	147					152	153				
Jun		55	56					106	107				
Jul		179	179					91	94				
Aug		209	210					128	133				
Sept		291	291					190	197				
Oct		371	371					294	295				
Nov		367	373					267	273				
Dec		241	254					159	163				
TOTALS		2,813	2,849	353.04	175,423	429.53	679,327	2,046	2,079	234.14	107,786	323.62	505,767

53

TABLE 11.
FISHING VESSEL LANDINGS
INTO IARGS. 1984/85



SOURCE - D.R.F.S.

4.2 Individual Landing Places - Western Shore

4.2.1 Campbeltown (Photograph 16)

Sited on the Southern tip of the Mull of Kintyre and although only 30 miles to the westward across the Firth of Clyde from the Ayrshire coast, Campbeltown is virtually isolated being 135 twisting miles from Glasgow. Unlike most isolated Highland areas Campbeltown town has a long industrial history (distilling and coal mining) and fishing has always played a minor role in its economy.

The harbour, owned and operated by the Local Authority, is tucked away in the N.W. corner of Campbeltown Loch which is a land locked anchorage. It is formed between the New and Old quays. The inner part of the harbour dries out but the outer part of the quays give depths of from 8 to 15 ft.

Fish Market

A small basic fish market hall is sited on the old quay. It is not insulated nor roof ventilated and is barely large enough to give cover for the daily landings of white fish and nephrops. Fish auctions are held each evening by two selling agents - "S.M.A. Fish Selling" and Carradale Fishermen's Co-operative. These firms also provide a comprehensive fishing vessel agency.

Processors and Buyers

The local firm, Mull of Kintyre Fisheries, processes scampi and quick freezes a limited quantity of white fish fillets. Most of the fish landed at Campbeltown is bought by 4/5 agents for processing or second hand sale elsewhere.

Ice

Ice is not produced locally, the nearest source of supply being at Tarbert 40 miles to the North.

Services

Bunkers and ship chandlery are readily available and Campbeltown Shipyard can provide a fairly comprehensive vessel repair service.



16.

CAMPBELTOWN HARBOUR

19851984

<u>Month</u>	<u>Port of Landing</u> CAMPBELTOWN	<u>Arrivals</u>	<u>Fishing</u> <u>Days</u>	<u>Landings</u>		<u>Arrivals</u>	<u>Fishing</u> <u>Days</u>	<u>Landings</u>	
				<u>Tonnes</u>	<u>Value</u>			<u>Tonnes</u>	<u>Value</u>
Jan		312	322			396	403	DEMERSAL	
Feb		163	166			137	148	T	£
Mar		286	311			298	330	579.79	182,254
Apr		214	231	920.33	326,995	177	3,181		
May		183	208			114	116	SHELLFISH	
Jun		135	138			283	284	T	£
Jul		364	367			254	255	783.30	723,382
Aug		313	313			402	40		
Sept		368	372	906.55	898,451	330	332		
Oct		421	434			313	316		
Nov		370	382			312	314		
Dec		272	287			248	264		
TOTALS		3,401	3,531	1,826.88	1,225,446	3,264	3,353	1,363.09	905,636

TABLE 12
FISHING VESSEL
LANDINGS INTO
CAMPBELTOWN
1984/85

4.2.2 Carradale

An old established herring fishing village lies 15 miles to the North of Campbeltown.

The small harbour is formed by a pier extending North/South parallel to the Kintyre Shore. It is protected by the land mass of Kintyre to the West and the land mass of the island of Arran to the East. The pier is owned by Strathclyde Regional Council. Fish landed at Carradale is transported to Campbeltown for sale by the Carradale Fishermen's Co-operative who also supply ship chandlery.



17,

CARRADALE HARBOUR

Month	Port of Landing TARBERT	Arrivals	Fishing Days	Landings		Arrivals	Fishing Days	Landings	
				Tonnes	Value			Tonnes	Value
Jan		300	312	DEMERSAL		302	322	DEMERSAL	
Feb		237	250	†	£	250	261	†	£
Mar		147	151	1,859.17	452,572	237	251	1,976.82	400,359
Apr		68	69			119	131		
May		71	88	SHELLFISH		139	151	SHELLFISH	
Jun		84	139	†	£	117	159	455.92	555,666
Jul		217	325	557.82	702,373	156	227	MACKEREL	
Aug		363	455			262	296	11.91	
Sept		285	347	HERRING		259	297	HERRING	
Oct		331	346	929.50	263,389	286	316	1,374.00	63,169
Nov		344	368	MACKEREL	272	272	287		
Dec		233	255	75.17	11,283	207	212		
TOTALS		2,680	3,105	3,431.66	1,449,617	2,606	2,910	3,818.65	1,019,194

1985

1984

TABLE 14.
FISHING VESSEL LANDINGS
INTO TARBERT 1984/85



18. TARBERT HARBOUR.



19. WEST LOCH - TARBERT.

<u>1985</u>				<u>1984</u>					
<u>Month</u>	<u>Port of Landing</u> CARRADALE	<u>Arrivals</u>	<u>Fishing</u> <u>Days</u>	<u>Landings</u>		<u>Arrivals</u>	<u>Fishing</u> <u>Days</u>	<u>Landings</u>	
				<u>Tonnes</u>	<u>Value</u>			<u>Tonnes</u>	<u>Value</u>
Jan		125	133	DEMERSAL		53	55	DEMERSAL	
Feb		90	92	T		70	72	T	£
Mar		74	83	61.34		120	139	35.94	9,707
Apr		111	119			57	65		
May		79	91			53	52		
Jun		30	36	SHELLFISH		38	47	SHELLFISH	
Jul		63	71	£18,763		34	34	T	£
Aug		103	109			95	95	262.30	281,274
Sept		154	159			89	89		
Oct		189	211			85	88		
Nov		128	131			96	104		
Dec		113	120			93	106		
TOTALS		1,259	1,353			883	946	298.27	290,981

TABLE 13.
FISHING VESSEL LANDINGS
INTO CARRADALE 1984/85

4.2.3 Tarbert (Photographs 18 and 19)

Tarbert harbour which is operated by Tarbert Harbour Trust is land locked at the head of East Loch Tarbert which itself is a leg off Loch Fyne. The concrete quay in the centre of the town gives a depth of 6 ft. to seaward but dries out at the inner end. The quay provides berthage for 20 vessels moored double tier. A roofed fish selling area 50 ft. from the quay edge is open on three sides. It is barely adequate to give cover for all landings. There is also a landing place at West Loch Tarbert 2/3 mile to the West of Tarbert and on the Atlantic coastline of Kintyre.

Fish Auctions

Fish auctions are held each evening by the local fishermen's co-operative - Tarbert-Argyll Fishermen Ltd. who also provide a fully comprehensive ship chandlery and bunkering service.

Ice

The fishermen's co-operative own and operate a 10 ton/24 hour flake ice plant.

Servicing

The local boatyard provides a slipway and can carry out all fishing vessel repairs.

Fish Processing

There are four local kippering yards - Macraes, Fyne Fish, Carmichael and Forsyth (Ardrishaig). Practically all the fish landed at Tarbert is bought by agents for processing or re-sale elsewhere.