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2018 Employment in the UK Fishing Fleet


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Executive Summary

- The 2018 Seafish survey of the UK fishing fleet collected employment data on a sample of 291 vessels and 730 jobs.

- The vast majority of jobs in the sample were filled by male workers. Female workers occupied mostly onshore roles.

- The majority (85%) of jobs in the sample were filled by UK workers. Non-UK workers occupied mainly deckhand, engineer and other on board positions (excluding skipper). The most common countries of origin of non-UK workers were Philippines, Latvia and Romania.

- Non-UK workers were found mainly on demersal trawlers over 18m and Nephrops trawlers registered in Scotland and Northern Ireland.

- Deckhand and other on board positions were filled in mainly by younger workers (under 40 years old); while skippers and vessel owners fell mainly within older age bands.

- Nearly three quarters of the skippers sampled held a professional skipper qualification. The most common highest professional qualification of workers within deckhand and other on board positions was Basic Safety Training.

- The most common work pattern of on board workers in the sample was full-time, all year round work. For onshore workers it was mainly part-time, all year round work. Demersal trawlers over 18m, most of which were registered in Scotland, showed a significant proportion of shifting (agency) workers.

- The majority of workers in the sample were paid a crew share of earnings. Agency workers were found on demersal trawlers over 18m and Nephrops trawlers in Scotland and England-registered vessels.

Introduction

This report describes the findings of the 2018 Seafish survey of employment in the UK fishing fleet. The aim of this report is to assist discussions and inform decisions on the employment situation and needs of the UK catching sector, in particular as the UK exits the EU.

Seafish collected employment data as part of our annual economic survey of the UK fishing fleet in 2018. A pilot survey of employment was carried out in 2017 as a stand-alone data collection exercise. Moving forward employment data will be collected and reported on a regular basis.

This report presents a snapshot of employment in the UK fishing fleet as of summer 2018. All the data presented focus only on the sample data collected during the 2018 survey, with comparisons to the 2017 sample data where appropriate. The sample is based on the availability of people in the port and their willingness to contribute. The sample is therefore not random and should not be extrapolated or used to represent a full picture of employment in the UK fishing fleet.

The report presents data on gender, age, professional qualification, nationality, work and remuneration patterns of workers in the UK catching sector. Results are presented by home nation, fleet segment, job position and employment status of workers.

Bespoke analyses of the data presented in this report are available upon request and depending on sufficient data being available. If you have any comments about this report or would like more information please contact us at:

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The survey: sample size and coverage

The 2018 Seafish fleet survey gathered employment data on 291 UK fishing vessels and 730 jobs. Tables 1 to 4 below show the sample size in terms of numbers of vessels and jobs by position, fleet segment and home nation of the vessel, as well as a comparison with the coverage of the 2017 pilot survey[1]. The reference data used to estimate coverage of each parameter is indicated in the tables.

The 2018 survey sampled approximately 7% of the UK fishing fleet (in terms of numbers of active vessels) (Table 1). By fleet segment, the highest coverage was achieved in the demersal trawlers over 18m segment (nearly 14% of the number of vessels in the segment) (Table 3). By home nation of vessel registration, the coverage achieved was between 5% and 7% of the number of vessels in each nation (Table 4). For more information on the fleet segmentation procedures used in this report, please refer to the Methods section.

The 2018 employment survey sampled a slightly smaller number of vessels than the 2017 pilot survey: 291 versus 313 vessels in 2017. In terms of sample composition, the 2018 survey sampled a larger number of passive gear vessels than the 2017 pilot survey (123 vessels versus 101), and a smaller number of classed as 'Others' (71 vessels versus 102).

Table 1. 2018 survey sample size and coverage

	2018 sample	UK fishing fleet	2018 sample coverage (% of UK fleet)	*2017 sample coverage (% UK fleet)*
Number of vessels (MMO, 2017)	291	4,716	6.2%	*6.8%*
Weight of landings (thousand tonnes, MMO, 2017)	37	722	5.1%	*8.1%*
Value of landings (million £, MMO, 2017)	71	987	7.2%	*9.5%*
Number of employees (Seafish, 2016)	730	11,061	6.6%	*7.4%*

[1] The 2017 and 2018 samples are independent from each other and the same vessels were not necessarily sampled from one year to the next. The 2017 full report can be found at: Seafish (2017). *2017 pilot survey of employment in the UK fishing fleet*. Available at: https://api.seafish.org/index.php/publications/dl/3933

Table 2. 2018 survey sample size by job position

	Skipper	Deckhand	Engineer/ mate	Other on board	Owner (onshore)	Other onshore	Unkn own
2018 sample	315	318	30	27	11	14	15
2017 sample	*325*	*433*	*97*	*3*	*21*	*35*	-

Table 3. 2018 survey sample size and coverage by fleet segment

	Demersal trawls <18m	Demersal trawls >18m	Nephrop trawls	Scallop dredgers	Passive gears	Others
Number of vessels (2018 sample)	20	20	29	28	123	71
Average length of vessels sampled (m)	11	24	16	13	9	9
Average number of workers per vessel sampled	1.9	7.4	3.8	2.3	2.1	1.8
UK fishing fleet (MMO, 2017)	259	146	308	297	1,903	1,803
Coverage as % of fleet segment						
Number of vessels (MMO, 2017)	7.7%	13.7%	9.4%	9.4%	6.5%	3.9%
Number of employees (Seafish, 2016)	5.3%	11.8%	7.6%	6.0%	6.5%	4.5%
2017 sample coverage						
Number of vessels	*8.6%*	*13.0%*	*10.0%*	*13.7%*	*5.7%*	*2.8%*
Number of employees	*5.8%*	*11.2%*	*10.0%*	*11.6%*	*5.6%*	*6.6%*

Table 4. 2018 survey coverage by home nation of vessel

	England	Scotland	Northern Ireland	Wales	Islands and not allocated*
Number of vessels (2018 sample)	136	117	14	17	7
UK fishing fleet (MMO, 2017)	2,303	1,742	266	315	90
Coverage as % of home nation fleet					
Number of vessels (MMO, 2017)	5.9%	6.7%	5.3%	5.4%	7.8%
Number of employees (Seafish, 2016)	5.7%	7.7%	5.1%	6.4%	8.3%
2017 sample coverage					
Number of vessels	*5.6%*	*8.0%*	*8.5%*	*6.4%*	*1.7%*
Number of employees	*5.0%*	*8.4%*	*10.1%*	*6.6%*	*1.9%*

* Islands include Jersey, Guernsey, Isle of Man. Not allocated vessels are those that joined the fleet register in 2018. At the time of writing using the latest available fleet register data (2017) they could not be allocated to a home nation.

The sample (in terms of numbers of vessels) roughly reflected the composition of the fleet by home nation and fleet segment. In all home nations there was a smaller percentage of vessels classed as 'Others' in the sample than in the home nation fleet.

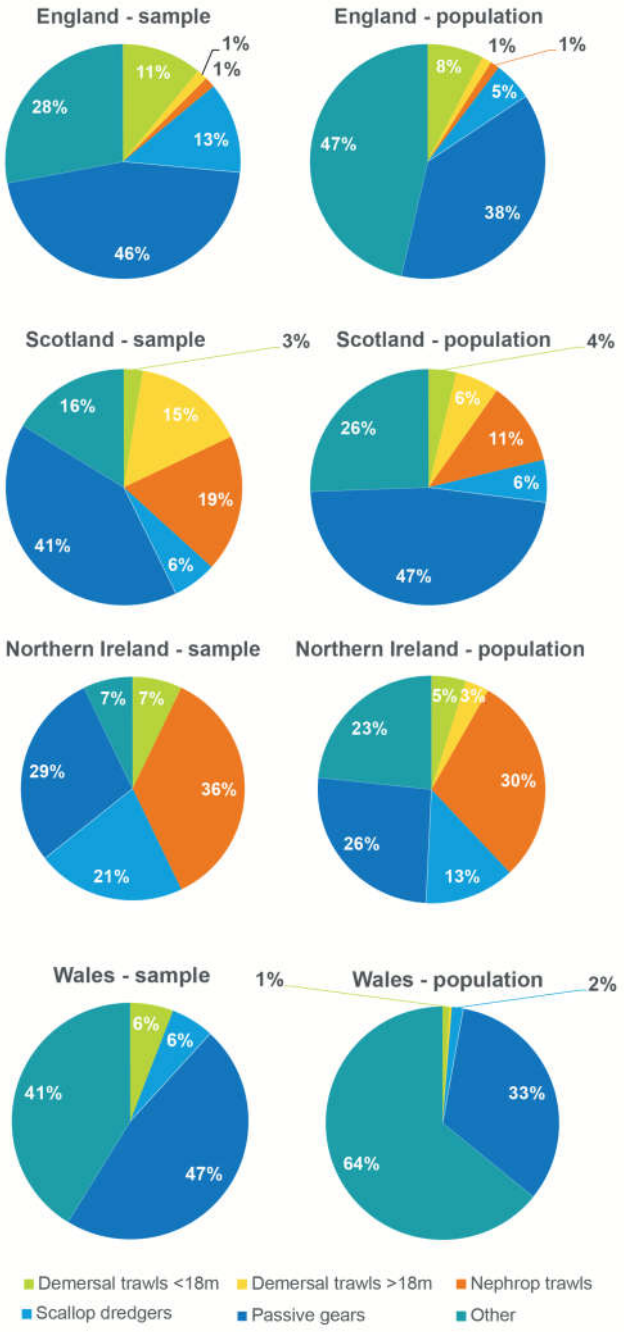

Figure 1. Composition of the 2018 sample and population (in terms of number of vessels) by home nation and fleet segment.

Sample coverage by parameter (i.e., gender, age, etc.) varied. In the following sections for each parameter reported, all figures indicate the sample size (n = sample size).

Nationality

The survey collected data on the nationality of workers in 707 jobs in the sample (97% of all jobs sampled). Information on the nationality of workers was provided by the skipper or owner of the vessel and was not checked against any supporting documentation.

Nearly 85% of the jobs in the sample were filled by UK citizens. A further 8% of jobs were filled by citizens of other EU/EEA countries and 7% were filled by citizens of non-EEA countries.

The proportion of UK workers in the 2018 sample was higher than in the 2017 sample: 85% versus 77% respectively. This difference is likely linked to the 2018 sample capturing more vessels using passive gears than the 2017 sample. These vessels tend to be small scale and show a higher proportion of UK workers, as will be seen in this section.

By employment status

The vast majority of vessel owners and employees in the sample were UK citizens.

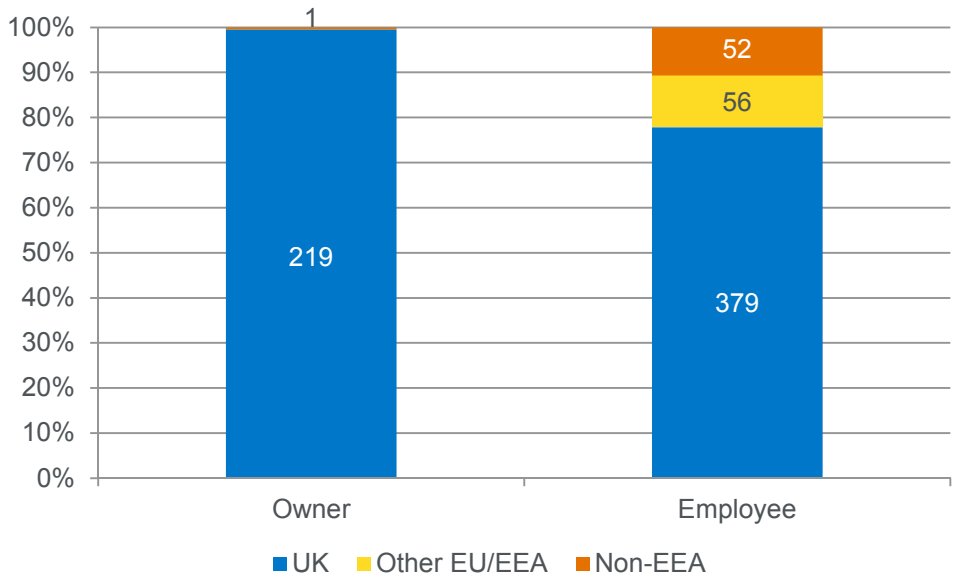

Figure 2. Number of jobs in sample by nationality of worker and employment status (n = 707).

By position

The majority of workers in all positions were UK citizens. This was particularly evident among skippers and onshore workers (there were only three skippers and one onshore worker who were non-UK citizens).

Nearly a third (30%) of all deckhands in the sample were non-UK citizens. Deckhand was the job position most commonly occupied by non-UK citizens, both from other EU/EEA and non-EEA countries. The 2017 sample showed a similar pattern.

Nearly 40% of other on board positions were filled in by non-UK citizens, particular workers from other EU/EEA countries.

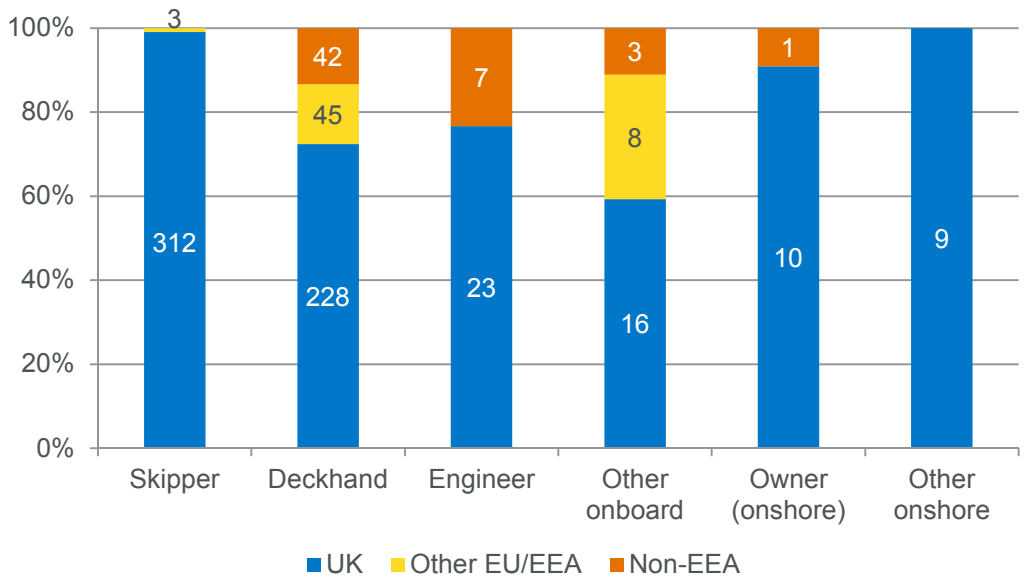

Figure 3. Number of jobs in the sample by nationality of worker and job position (n = 707).

There were workers from six other EU/EEA countries in the sample. Workers from Latvia and Romania were the most numerous (similar to the 2017 sample), representing nearly half of all jobs in the sample filled by workers from other EU/EEA countries.

Non-EEA workers in the sample came from three countries, mainly Philippines (88% of all jobs filled by non-EEA nationals in the sample, similar to 2017).

Table 5. Number of jobs by worker nationality and job position (n = 707)

	Skipper	Deckhand	Engineer	Other onboard	Owner (onshore)	Other onshore	Total
UK	**312**	**228**	**23**	**16**	**10**	**9**	**598**
Other EU/EEA	**3**	**45**	**0**	**8**	**0**	**0**	**56**
Latvia	-	*16*	-	*7*	-	-	*23*
Romania	-	*11*	-	-	-	-	*11*
Poland	-	*5*	-	-	-	-	*5*
Lithuania	-	*5*	-	-	-	-	*5*
Ireland	*1*	-	-	-	-	-	*1*
Spain	-	-	-	*1*	-	-	*1*
Other	*2*	*8*	-	-	-	-	*10*
Non-EEA	**-**	**42**	**7**	**3**	**1**	**-**	**53**
Philippines	-	*41*	*6*	-	-	-	*47*
Ghana	-	*1*	*1*	*1*	-	-	*3*
South Africa	-	-	-	*2*	*1*	-	*3*
Grand Total	**315**	**315**	**30**	**27**	**11**	**9**	**707**

By fleet segment

Nearly three quarters of all non-UK workers in the sample were found in two segments typically comprising bigger vessels: Nephrops trawl and demersal trawl vessels over 18m. This pattern was also observed in the 2017 sample.

Demersal trawlers over 18m had the highest number and proportion of non-EEA workers in the sample (30% of all workers in this fleet segment). Nephrops trawlers had the highest number and proportion of other EU/EEA workers (21% of all workers in this fleet segment). This latter finding was not reflected in the 2017 sample, where non-EEA nationals represented the majority of non-UK workers on Nephrops trawlers.

The proportion of non-UK workers in the rest of segments ranged from 5% in vessels using other gears to 13% in scallop dredgers. Demersal trawl vessels under 18m had only UK workers.

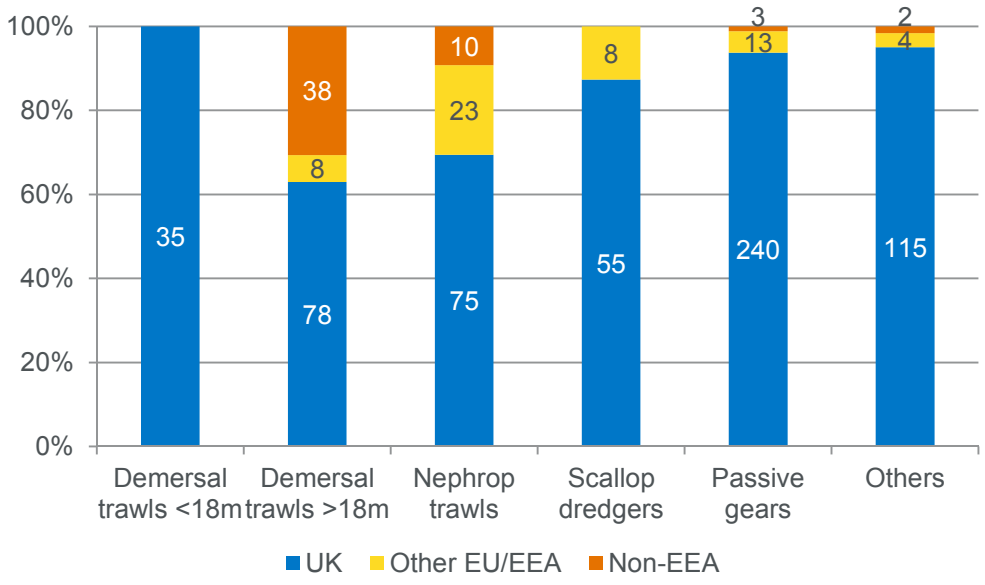

Figure 4. Number of jobs in the sample by nationality of worker and fleet segment (n = 707).

By vessel home nation

Northern Ireland-registered vessels in the sample had the highest proportion of non-UK workers (similar to the 2017 sample). Approximately 40% of jobs on Northern Ireland-registered vessels were filled by non-UK citizens. Almost all of these non-UK workers were citizens of other EU/EEA countries, in particular Eastern European countries. As shown in Figure 1 nearly a third of the Northern Ireland-registered vessels in the sample were Nephrops trawlers, which showed the highest number and proportion of workers from other EU/EEA countries (Figure 4).

The 2017 sample had a significantly higher proportion of non-EEA nationals on Northern Ireland-registered vessels than the 2018 sample (30% vs 2%). This difference is likely due to the different composition of the samples. In 2017 the number of Northern Ireland-registered vessels sampled was higher, particularly of Nephrops trawlers which had the highest numbers of non-EEA workers.

The vast majority (88%) of non-EEA workers in the sample worked on Scotland-registered vessels. As seen in Figure 4 most non-EEA workers in the sample were on demersal trawlers over 18m, which were mainly registered in Scotland (Figure 1).

Non-UK workers filled 4% of the jobs on England-registered vessels. All jobs sampled on Wales-registered vessels were filled by UK workers.

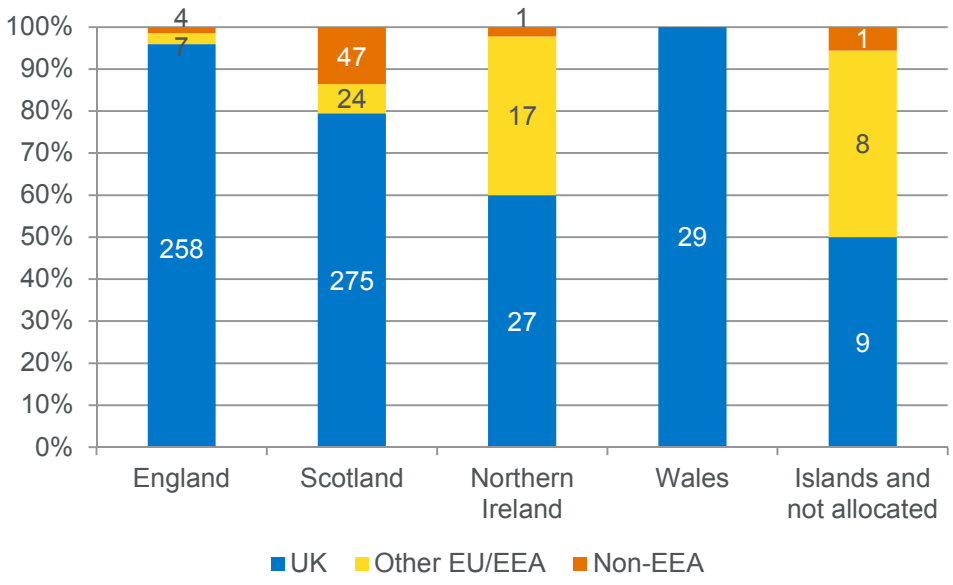

Figure 5. Number of jobs in sample by nationality of worker and home nation of vessel (n = 707). 'Islands and not allocated' includes Jersey, Guernsey, Isle of Man and vessels not allocated to a home nation

Gender

The sample contained gender data for workers in 708 jobs. The vast majority of jobs in the sample were filled by male workers (701, or 99% of jobs). This percentage was slightly larger than the percentage observed in the 2017 sample, where 98% of the workers sampled were male.

By employment status

There were seven jobs filled by female workers in the sample. The majority of them were employee positions. Two women in the sample were owners of fishing boats.

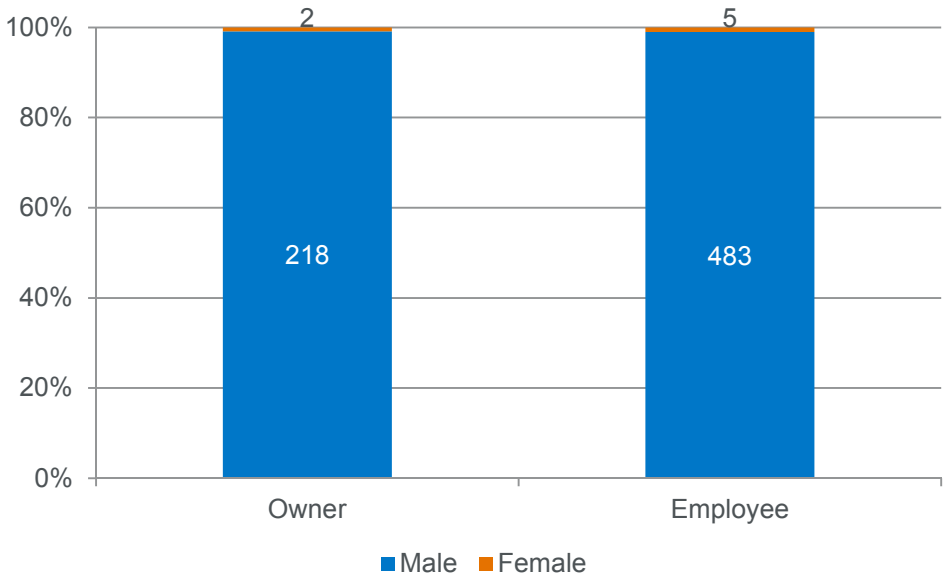

Figure 6. Number of jobs in sample by gender of worker and employment status (n = 708).

By position

The majority of jobs filled by female workers in the sample were onshore positions. The percentage of female workers among onshore positions was the same in the 2018 and 2017 samples.

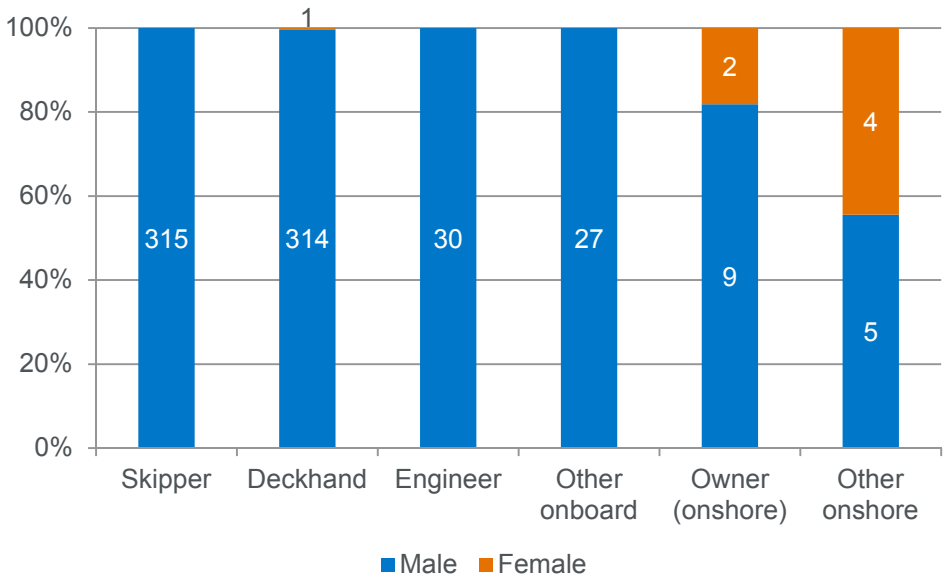

Figure 7. Number of jobs in sample by gender of worker and position (n = 707). In addition there is one male worker of 'unknown' position in the sample.

By fleet segment

Most women in the sample worked on vessels using passive gears, a segment which contains mostly vessels under 10m. This finding reflects that small scale vessels are typically family businesses, involving several or all family members in their operations.

Female workers sampled were also found in Nephrops trawlers and vessels classed as 'Others'. In the remaining segments, all workers in the sample were male.

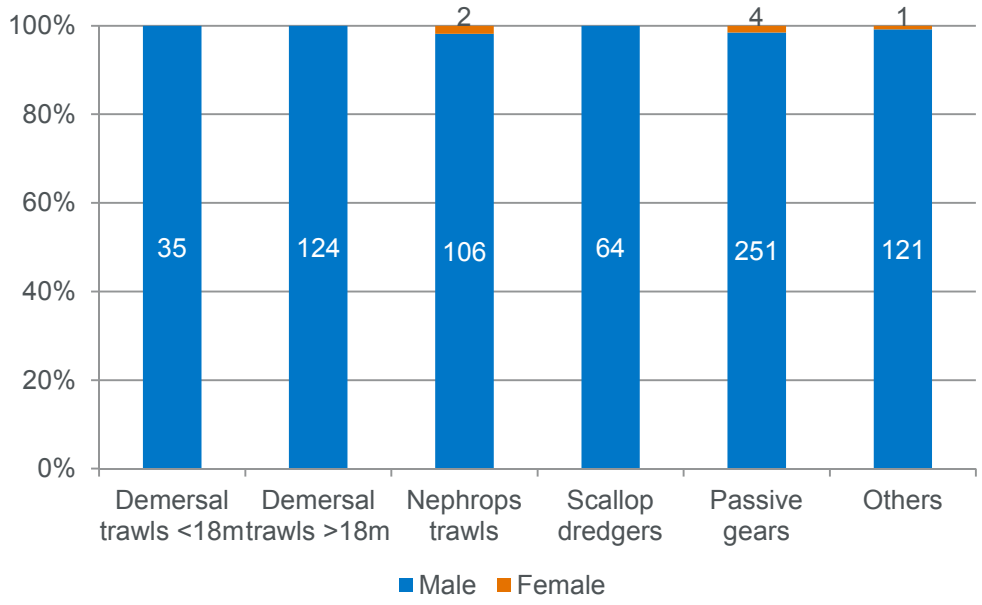

Figure 8. Number of jobs in sample by gender of worker and fleet segment (n = 708).

By vessel home nation

Nearly all jobs filled by female workers in the sample were on Scotland-registered vessels, similar to what was observed in the 2017 sample. For Northern Ireland, Wales and Islands/Not allocated registered vessels all jobs sampled were filled by male workers. This finding differs with the 2017 sample, where the highest proportion of female workers was found on Wales-registered vessels.

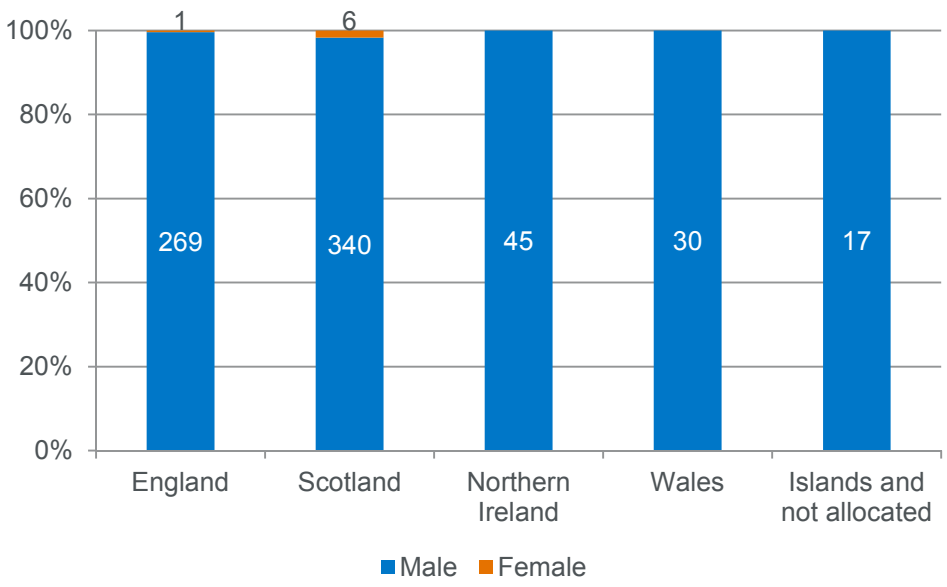

Figure 9. Number of jobs in sample by gender of worker and home nation of vessel (n = 708). 'Islands and not allocated' includes Jersey, Guernsey, Isle of Man and vessels not allocated to a home nation

Age

The survey collected data on the age of workers in 651 jobs (89% of jobs in the sample). The average age of workers in the sample was 42 years, same as in the 2017 sample. Overall, the age distribution of workers was very similar in the 2017 and 2018 samples.

By employment status

On average employees in the sample were younger than vessel owners. The average age of employees in the sample was 38, while the average age of owners was 50.

The majority of employees (57%) in the sample were under 39 years old. Among vessel owners, the most common age band was 50-59 years old (over 30% of all owners).

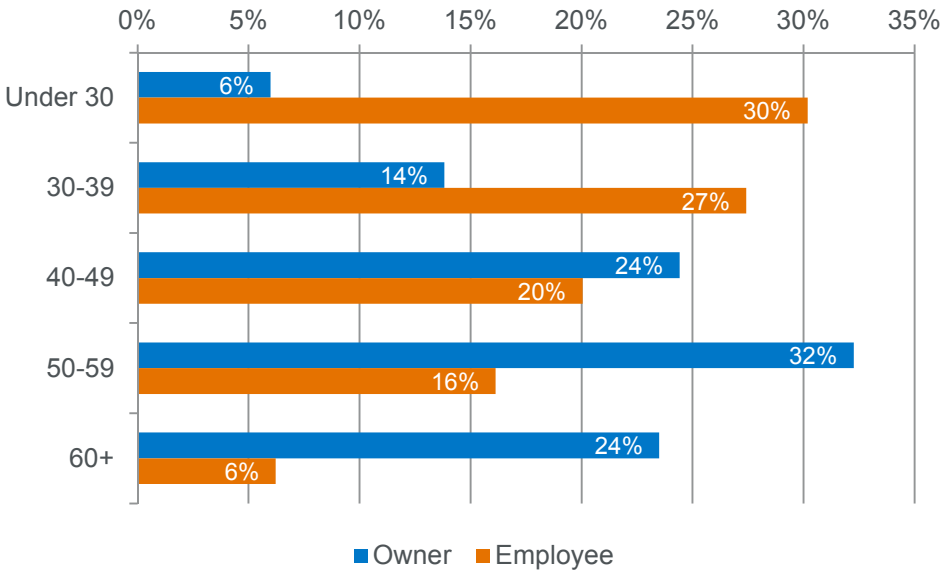

Figure 10. Number of jobs in sample by age band of worker and employment status (n = 651).

By position

Deckhands in the sample had the youngest average age at 35 while skippers had the oldest at 48.

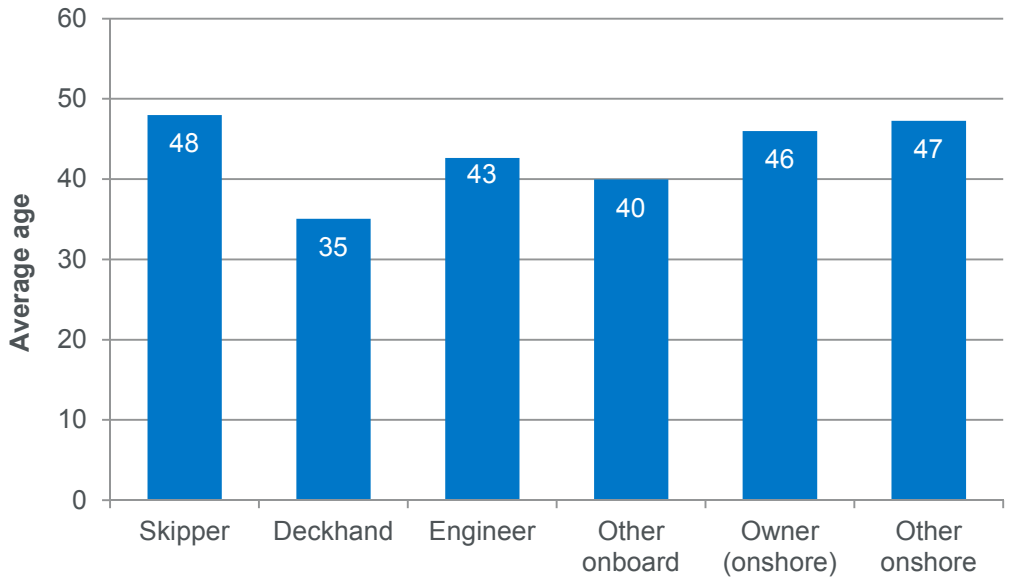

Figure 11. Average age of works by job position (n = 651).

Deckhand positions in the sample were filled mainly by younger workers. Skipper positions in the other hand were filled mainly by older workers, with nearly 30% of them being in the 50-59 age band.

A significant (45%) proportion of other onshore workers in the sample were in the oldest age band (60+).

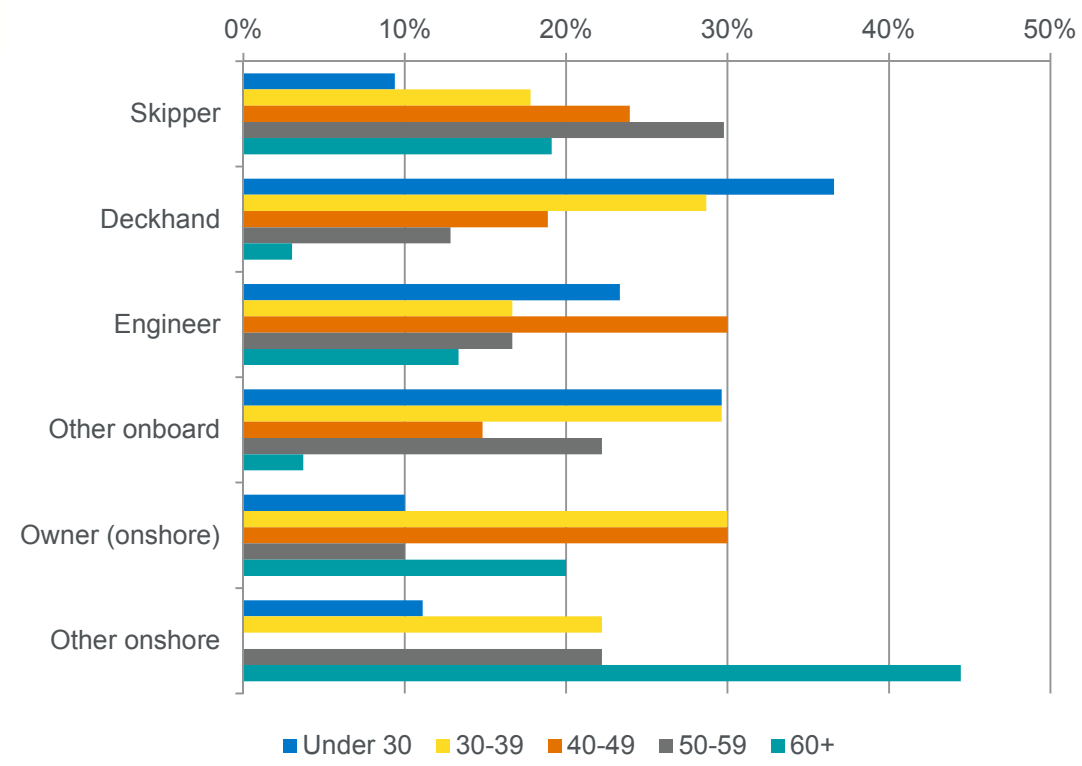

Figure 12. Number of jobs in sample by age band of worker and job position (n = 651).

By fleet segment

The average age of workers ranged between 39 for workers on demersal trawlers over 18m to 46 for workers on vessels classed as 'Others'.

The lowest proportion of older workers (aged 60+) was found in segments with larger vessels (demersal trawlers over 18m, Nephrops trawlers and scallop dredgers).

In demersal trawlers over 18m the most common age band of workers was 40-49 years old (35% of all workers).

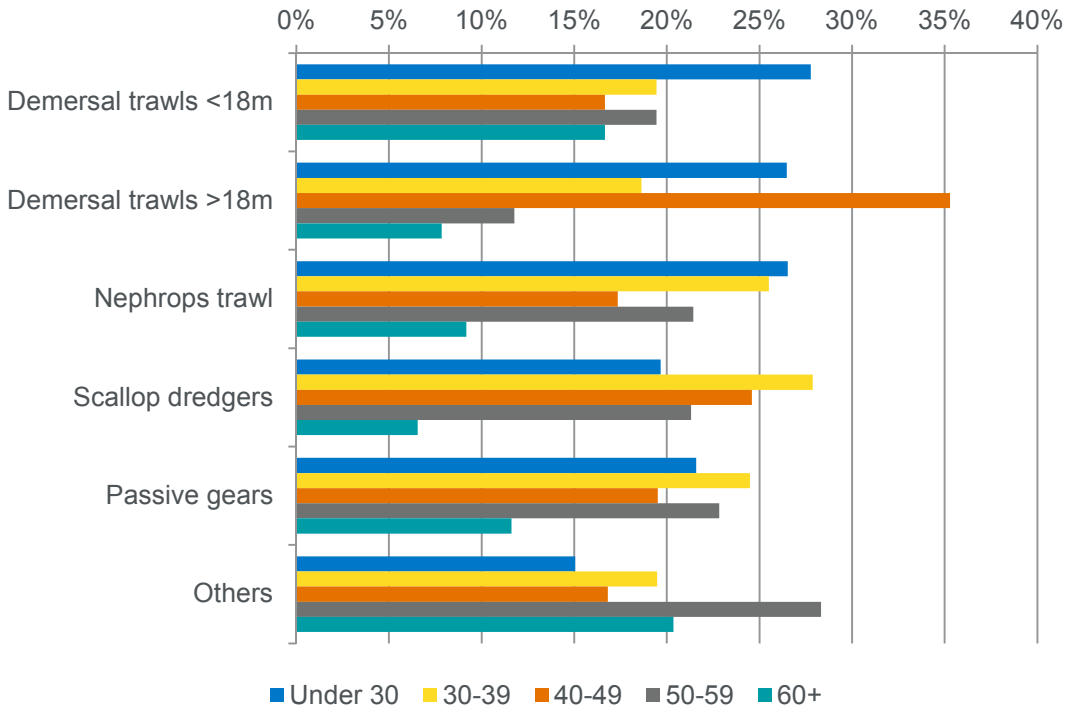

Figure 13. Number of jobs in sample by age band of worker and fleet segment (n = 651).

By vessel home nation

The average age of workers ranged between 40 for workers on Northern Ireland-registered vessels to 44 for workers on England- and Islands registered vessels.

Vessels registered in England and Wales had the highest proportion of older workers (60+): between 15-18% of all workers. This finding likely reflects the relatively high number of smaller vessels (passive gears and other gear vessels, demersal trawlers under 18m) sampled for these home nations, which have the highest proportions of older workers.

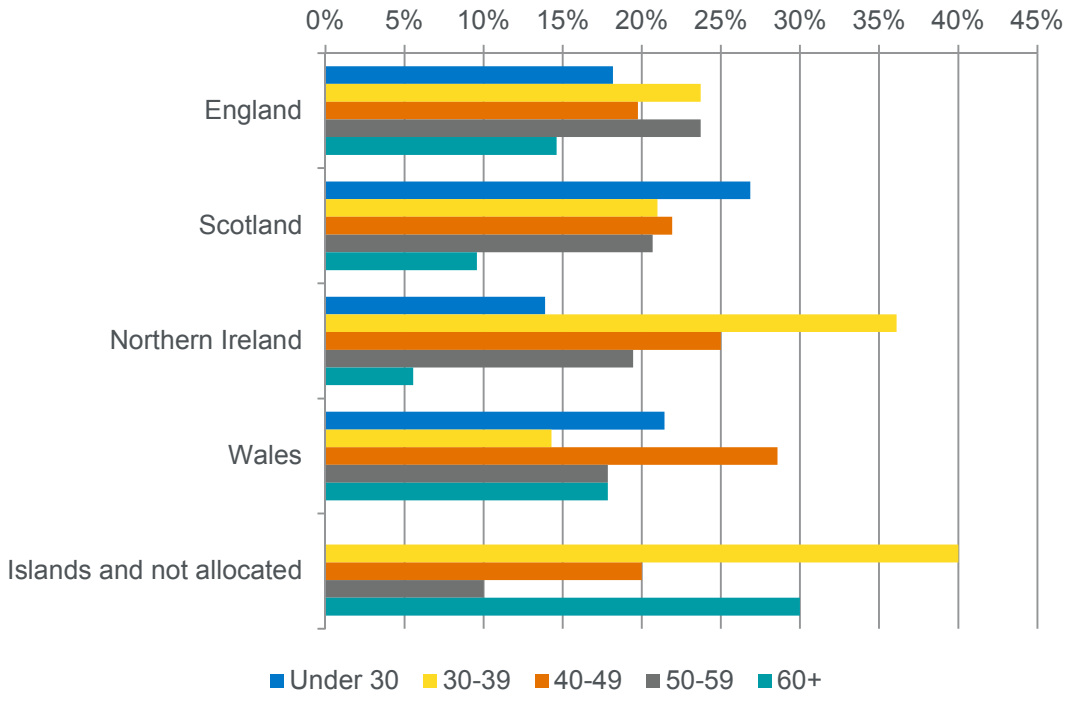

Figure 14. Number of jobs in sample by age band of worker and home nation (n = 651). 'Islands and not allocated' includes Jersey, Guernsey, Isle of Man and vessels not allocated to a home nation

Professional qualification

The pilot survey collected data on the highest job-related qualification held by workers in 625 jobs (86% of the jobs in the sample).

Responses given were allocated to one of the following categories:

- None
- Basic Safety Training (minimum requirement for all crew working on a UK fishing vessel, not required for onshore personnel)
- Skipper (vessels under 16.5m)
- Skipper (vessels 16.5m and above)
- Other qualifications: these include non-fishing skipper qualifications (MCA Boatmaster Licence, RYA Yatchmaster Offshore and RYA Coastal Skipper) and Engineer certificates (for vessels less than/above 750kW)

The majority of jobs in the sample (54%) were filled by workers with Basic Safety Training as their highest qualification. The second most frequent highest job-related qualification was skipper (under and above 16.5m) (24% of jobs). This pattern was also seen in the 2017 sample.

By employment status

Among vessel owners, the most common (43%) professional qualification was skipper (under 16.5m vessels). Nearly three quarters (71%) of owners in the sample had a professional qualification higher than Basic Safety Training (skipper or other qualifications).

Among employees, the most common (68%) professional qualification was Basic Safety Training.

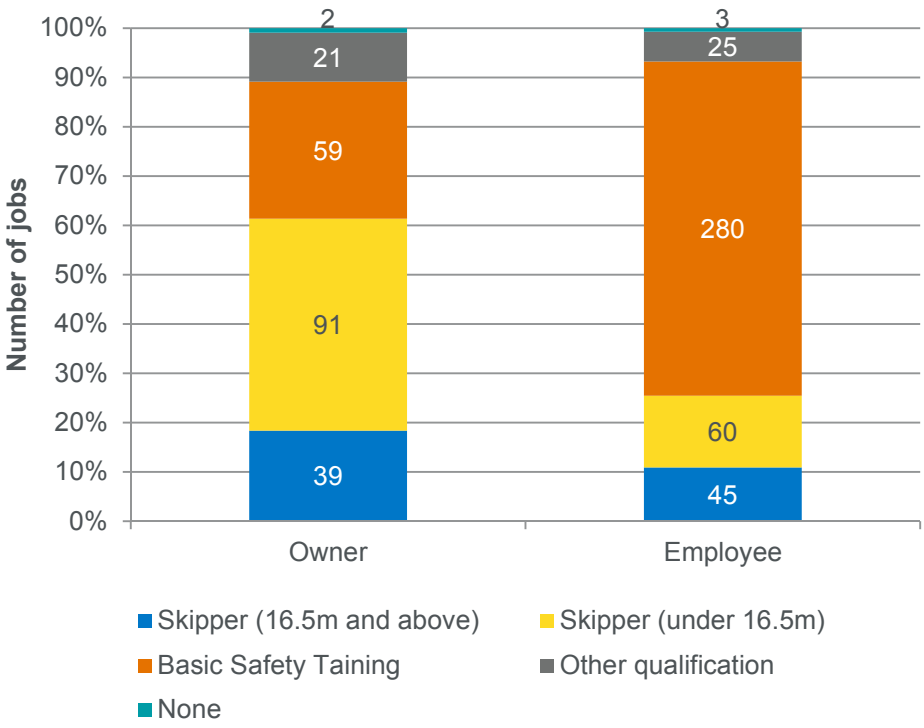

Figure 15. Number of jobs in sample by highest professional qualification of worker and employment status (n = 625).

By position

The majority of skipper positions in the sample (72%) were filled by workers holding a professional fishing skipper or non-fishing skipper qualification[2].

The vast majority of deckhands in the sample (87%) and other onboard positions (73%) had Basic Safety Training as their highest professional qualification. Among engineers the most common professional qualification (58%) was 'Other qualifications', which includes Engineer qualifications (for vessels under and above 750kW).

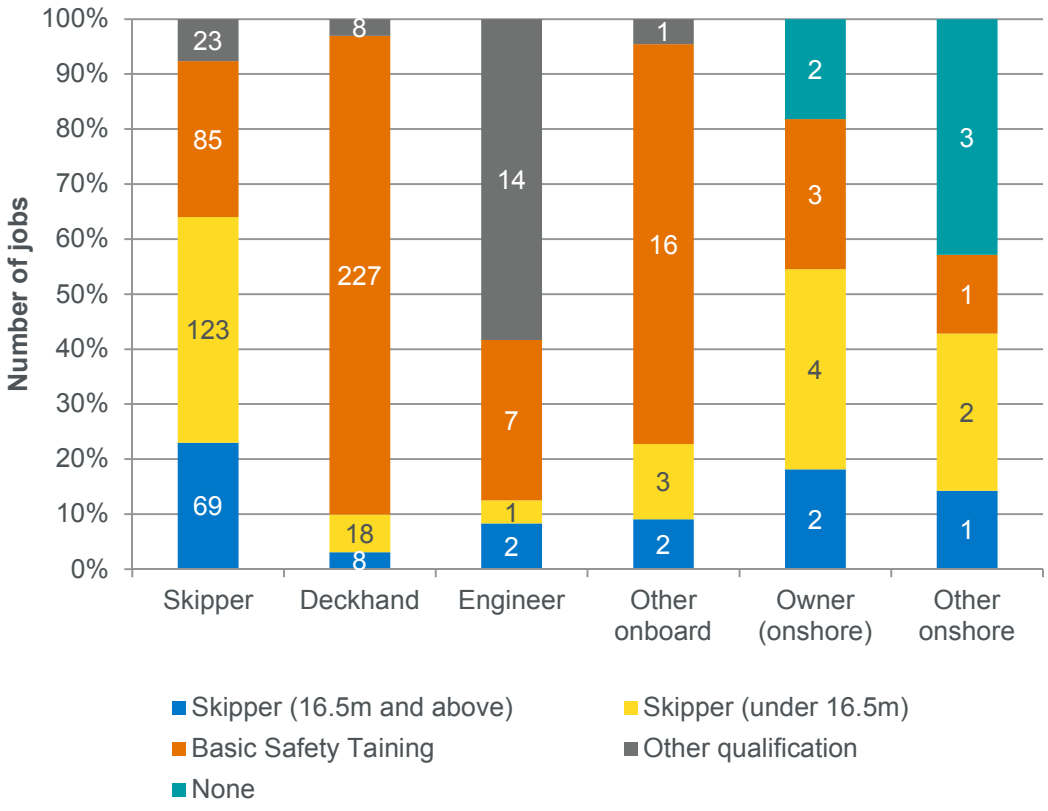

Figure 16. Number of jobs in sample by highest professional qualification of worker and job position (n = 625).

[2] N.B.: It is not a legal requirement for skippers of vessels under 16.5m to hold a skipper qualification.

By fleet segment

Across all fleet segments, the majority of jobs were filled by workers with Basic Safety Training as their highest qualification (between 43% of jobs in vessels using other gears to 68% of jobs on Nephrops trawlers).

The highest proportion of jobs filled by workers with a professional fishing skipper qualification was found in vessels using other and passive gears and scallop dredgers (between 41% and 50% of jobs sampled).

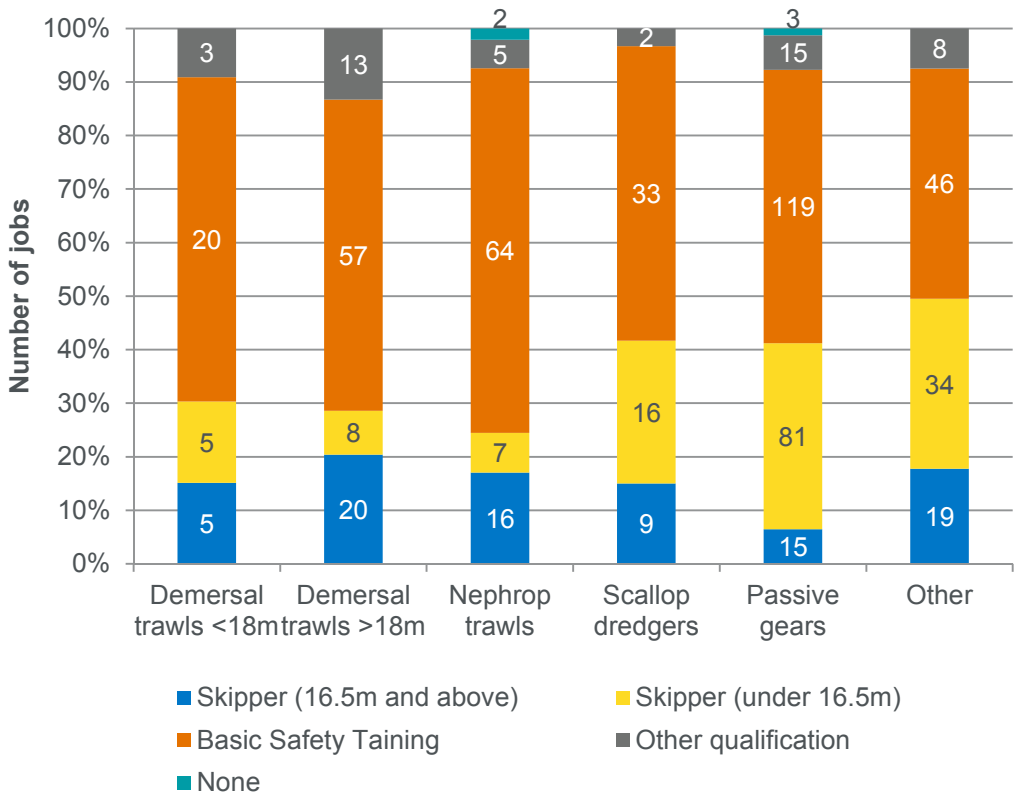

Figure 17. Number of jobs in sample by highest professional qualification of worker and fleet segment (n = 625).

By vessel home nation

Across all home nations, the most frequent highest job-related qualification of workers in the sample was Basic Safety Training (between 49% and 63% of jobs sampled).

The highest proportion of jobs filled by workers with a professional fishing skipper qualification was found in vessels registered in England and Wales (44% of jobs sampled). The majority of these skipper qualifications were for vessels under 16.5m, reflecting the high percentage of smaller vessels (vessels using passive and other gears) sampled in these home nations (Figure 1).

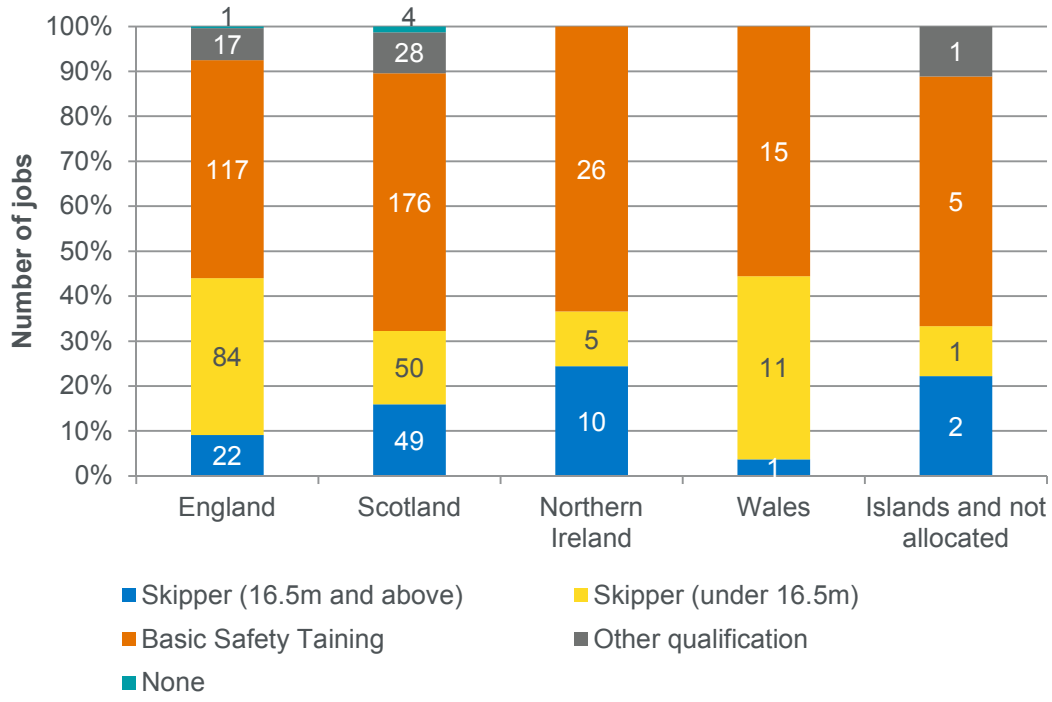

Figure 18. Number of jobs in sample by highest professional qualification of worker and home nation of vessel (n = 625). 'Islands and not allocated' includes Jersey, Guernsey, Isle of Man and vessels not allocated to a home nation

Work patterns

The survey collected data on the work patterns of owners and employees. The survey questionnaire differentiated between full or part time work and annual / seasonal / shifting work. No official definition was given to respondents for the parameters 'full / part time work' and 'all year / seasonal / shifting work', hence responses to this item were subjective.

The survey gathered data on the working patterns of 674 jobs (92% of roles in the sample). The majority of jobs in the sample (80%) were full time jobs, working all year round. Overall, the distribution of work patterns in the 2018 sample was very similar to the 2017 sample.

By employment status

For both owners and employees, the most common working pattern was full time, all year round work (77% of vessel owners and 81% of employees).

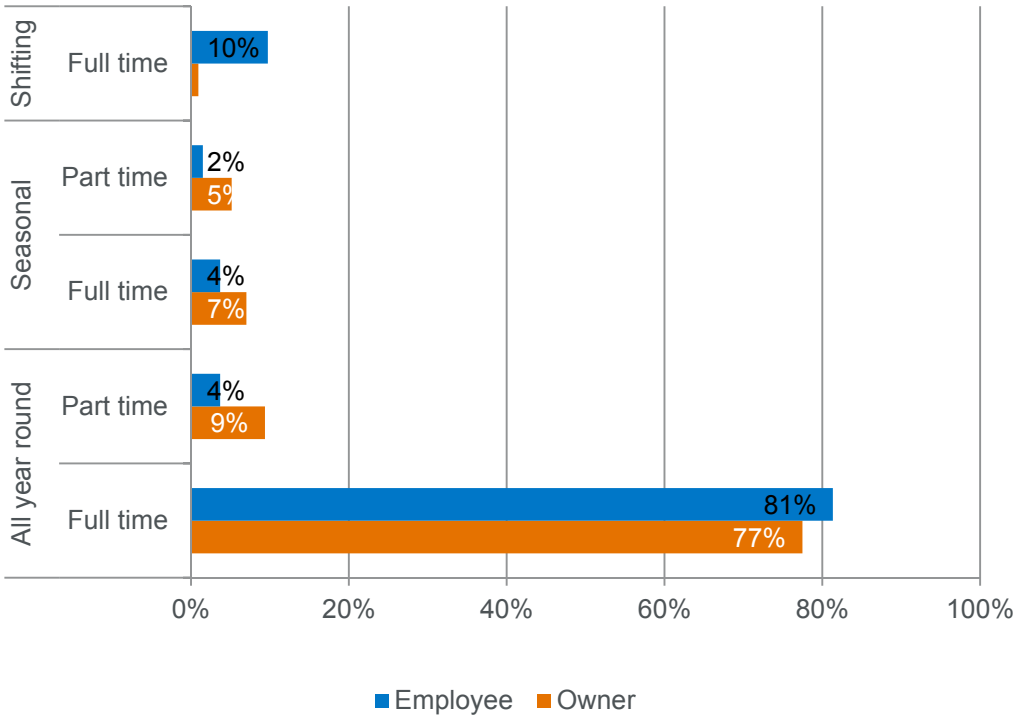

Figure 19. Number of jobs in sample by working pattern and employment status (n = 674).

By position

The majority of on board jobs in the sample were full-time positions, working all year round (between 62% and 96% of jobs in those positions). Nearly a third (31%) of engineer positions and a tenth (11%) of deckhand jobs in the sample were filled by shift workers.

Among onshore workers and vessel owners the most common working pattern was part time, all year round work (50% of owners and 44% of other onshore workers). Nearly a quarter (22%) of other onshore workers worked on a seasonal basis.

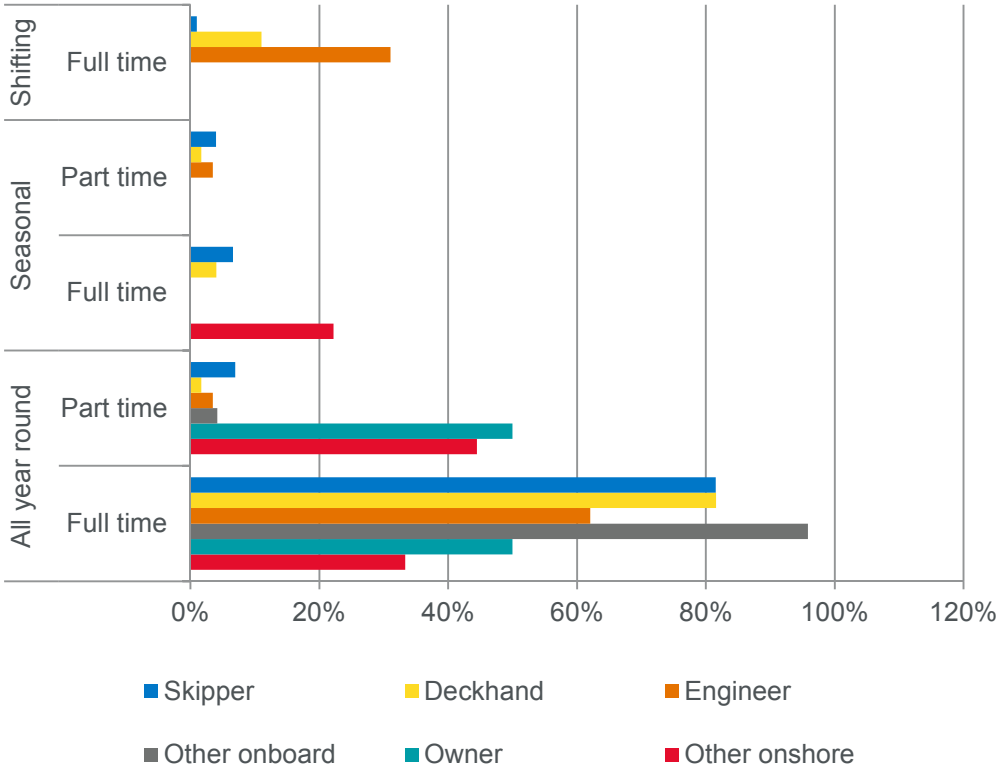

Figure 20. Number of jobs in sample by working pattern and job position (n = 674).

By fleet segment

The majority of jobs in the sample across all fleet segments were full time, all year round roles (between 57% and 97% of jobs). Demersal trawl vessels over 18m in the sample had 28% of jobs filled by shift workers, reflecting the working pattern of bigger boats with rotating crews.

Vessels using other gears had a significant proportion of part time jobs (29% of all jobs on this segment).

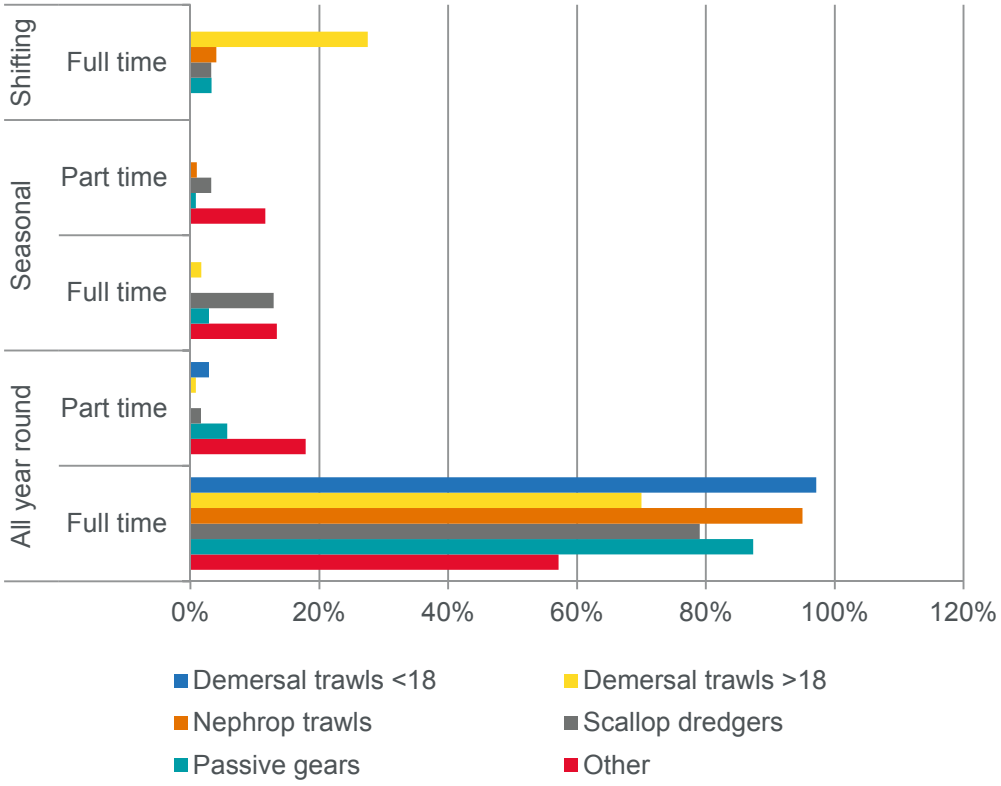

Figure 21. Number of jobs in sample by working pattern and fleet segment (n = 674).

By vessel home nation

Across all home nations (except Islands and not allocated vessels), the most frequent work pattern in the sample was full-time, all year round work (between 72% and 91% of jobs).

For Welsh-registered vessels in the sample there was a significant proportion (28%) of part time, all year round jobs. Scottish-registered vessels had the highest proportion of shifting jobs (12% of all jobs on Scottish-registered vessels in the sample), reflecting that the majority of demersal trawlers over 18m in the sample were Scotland-registered vessels (Figure 1). These vessels have the highest number of shift jobs in the sample (Figure 21).

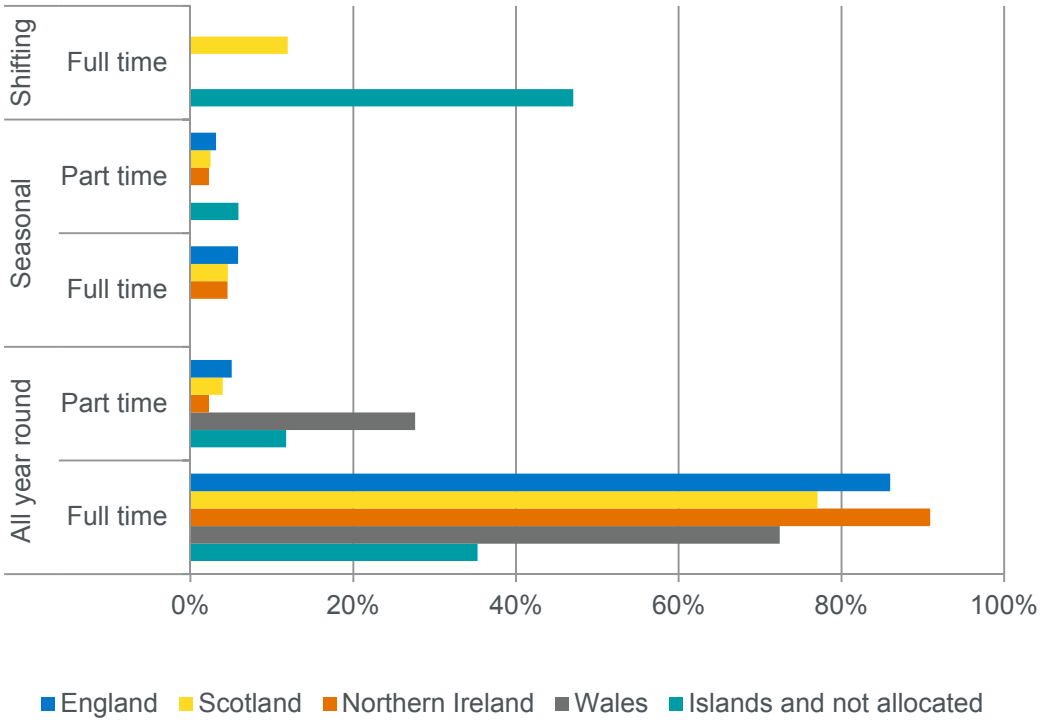

Figure 22. Number of jobs in sample by working pattern and home nation of vessel (n = 674). 'Islands and not allocated' includes Jersey, Guernsey, Isle of Man and vessels not allocated to a home nation

Remuneration method

The survey collected data on the remuneration pattern of workers in 403 jobs (55% of jobs in the sample). Hence the survey coverage of this particular item of information is much lower than for other variables reported. Data on remuneration were taken from participants' recollection of remuneration patterns and were not checked against financial accounts or vessel records.

The following responses were available as the remuneration method:

- Crew share: remuneration as a share of the value of fish landed after deducting operating costs;
- Fixed wage: remuneration as a fixed monthly amount, regardless of the value of landings;
- Agency: remuneration received by the worker from a crewing agency to which the worker is contracted.

By employment status

The majority of vessel owners and employees were paid a crew share (88% and 87% respectively). All agency workers in the sample were employees.

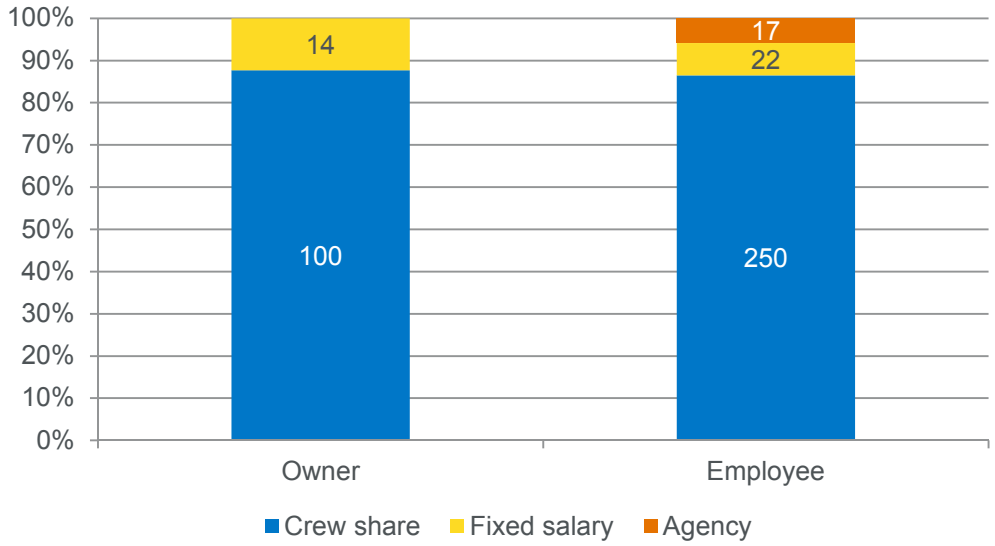

Figure 23. Number of jobs in sample by remuneration method and employment status (n = 403).

By position

Across all positions except onshore workers, the majority of jobs were filled by workers earning a crew share. The majority (66%) of onshore workers were on a fixed wage.

All agency workers in the sample filled in deckhand or engineer positions.

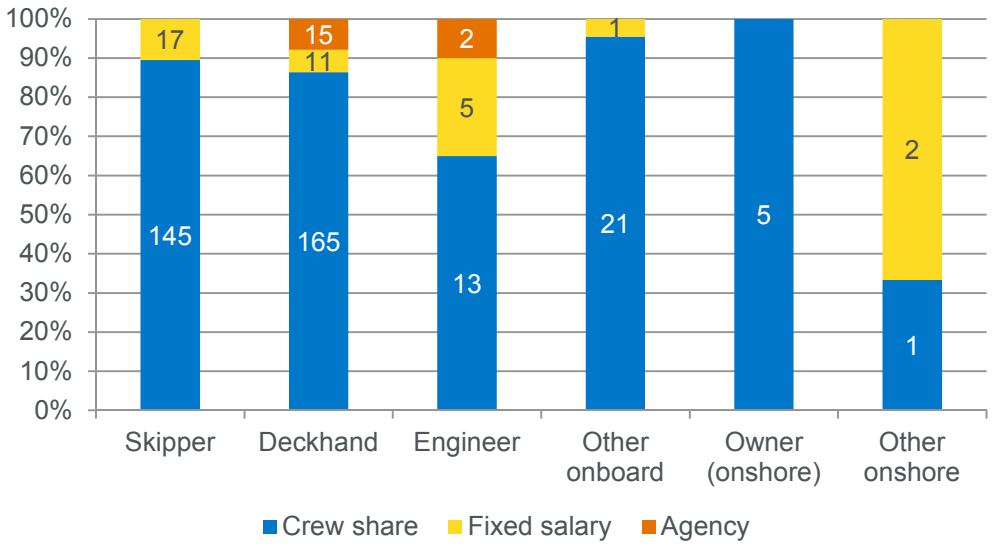

Figure 24. Number of jobs in sample by remuneration method and job position (n = 403).

By fleet segment

Across all fleet segments, the majority of jobs were filled by workers earning a crew share. A further 3% to 18% of workers (depending on the fleet segment) earned a fixed salary.

All agency workers in the sample were found on demersal trawlers over 18m and Nephrops trawlers, likely linked to the work patterns seen in Figure 21 (28% of workers on demersal trawlers over 18m were shift workers, a common working pattern on agency workers).

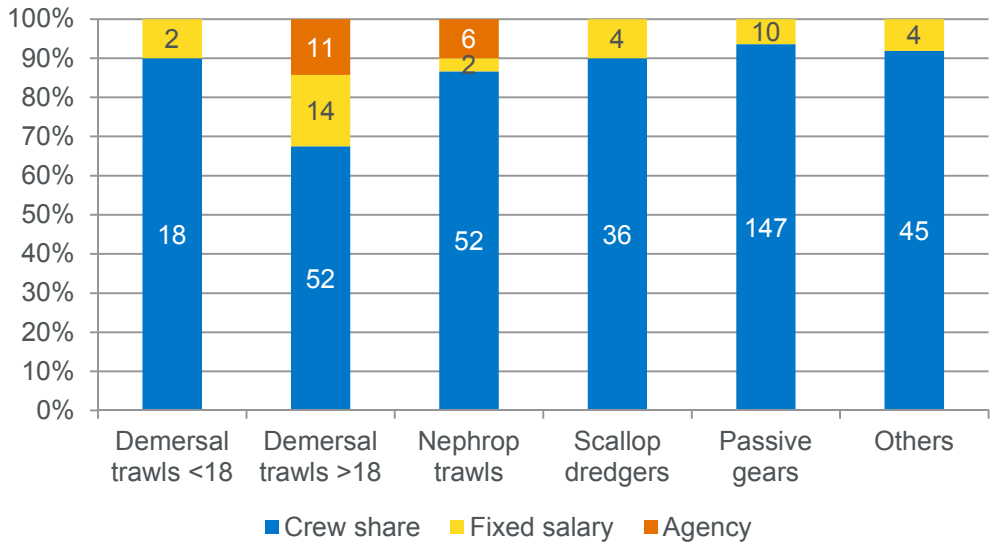

Figure 25. Number of jobs in sample by remuneration method and fleet segment (n = 403).

By vessel home nation

Across all home nations the majority of jobs were filled by workers earning a crew share. Agency workers were found on England and Scotland-registered vessels only.

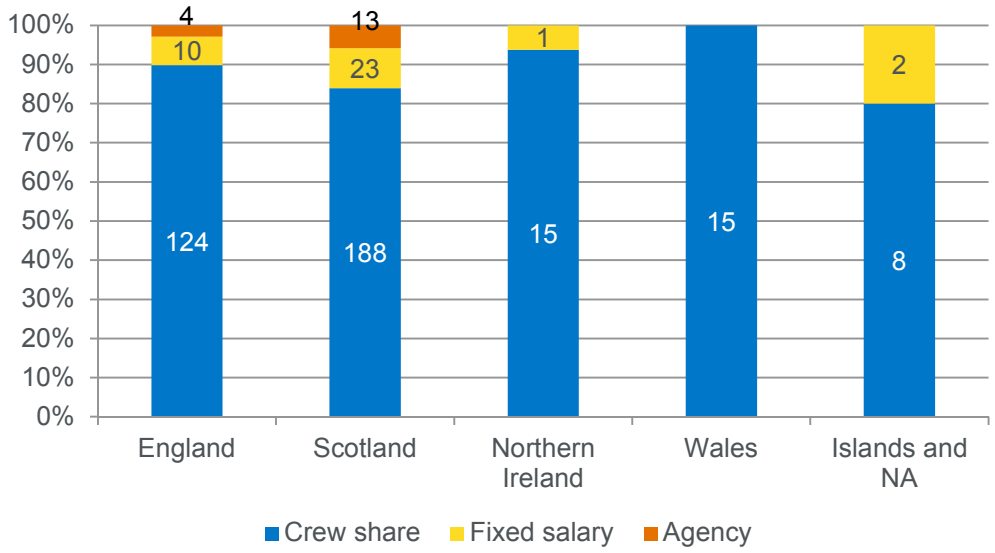

Figure 26. Number of jobs in sample by remuneration method and home nation of vessel (n = 403). 'Islands and not allocated' includes Jersey, Guernsey, Isle of Man and vessels not allocated to a home nation


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Methods

Data collection

Seafish collects employment data on the UK fishing fleet as part of its fleet data collection activities. Data collection is a staged process involving government administrations, vessel owners and Seafish.

Government administrations data collection

Government administrations gather data on vessel numbers and characteristics, catch, landings, sales, gear type and days at sea. This information is transmitted to a central UK database which keeps logbook, sales note and fleet register data.

Field research

Every year Seafish researchers visit ports around the UK, interviewing fishing business owners to gather information about their vessels.

To ensure an adequate sample size for financial data we use a self-selecting stratified sampling approach, i.e., researchers interview a sufficient number of vessel owners from each of the 32 Seafish segments who choose to participate in the survey when our researchers visit the ports. Those 32 Seafish segments then form the basis of the segmentation used in this report.

All the employment data collected was obtained from interviewees during the survey or follow-up phone calls. The data provided was not checked against vessel financial records or other any other administrative records. Such checks could improve the reliability of the data collected and enable researchers to verify data provided, but at the expense of cost efficiency.

Fleet segmentation

The results of the survey were merged with the 2017 Seafish fleet economic performance data set[3]. The merge enabled vessels in the sample to be attributed to specific fleet segments and grouped based on their characteristics, such as vessel length, gear type and main species landed. As vessel activity data and UK fleet segmentation were not available for 2018, when the survey took place, the 2017 data set was used for this purpose.

[3] https://www.seafish.org/article/fleet

The following six fleet segments were created and used for this analysis, based on the 32 Seafish fleet segments used during the data collection phase (Table 6).

Table 6. Fleet segmentation used in report

Fleet segment	Main gear by number of days at sea	Main species landed by value	Vessel length
Demersal trawl vessels under 18m	Demersal trawls and seines	Not Nephrops	Under 18m
Demersal trawl vessels over 18m	Demersal trawls and seines	Not Nephrops	18m or over
Nephrops trawl vessels	Demersal trawls and seines	Nephrops	
Scallop dredgers	Dredges	Scallops, queen scallops, cockles	
Vessels using passive gears	Drift nets and fixed nets, longliners, hooks, pots and traps		
Others	Miscellaneous or unidentified gears, pelagic trawls and seines, beam trawls, low activity (annual fishing income under £10k), inactive		

Position

Jobs recorded in the sample were allocated to one of the following positions:

- **Skipper:** in charge of the operation of the vessel. Skippers may also be owners of the vessel, in which case they were categorised as skippers/owners. This report does not distinguish between skippers and skippers/owners.
- **Engineer:** in charge of the running of the vessel equipment.
- **Deckhand:** workers on deck that operate the fishing gear, sort and process the catch
- **Other on board workers:** other workers on board the vessel that do not fit into the above categories (i.e., cooks, others).
- **Owner (onshore):** the vessel owner, working exclusively onshore (excludes skippers/owners).
- **Other onshore workers:** working exclusively onshore: accountants, administrators and similar.

In instances when a worker reported occupying more than one position on the same boat (for example, skipper and engineer), the position allocated was the highest as listed above.

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