

CHAPTER 8

AFTER FISHING

- A. CARE OF THE BOAT *-General cleaning -Cleaning metal fittings -Engine maintenance
-Hull maintenance -Repairs*
- B. CARE OF THE FISHING GEAR *-Cleaning -Hooks -Joints -Lines -Lures -Storage*
- C. CARE OF THE CATCH *-Cleaning and icing -Unloading -Disposal*
- D. KEEPING RECORDS *-Engine hours -Fuel consumption -Catch -Profit and loss*

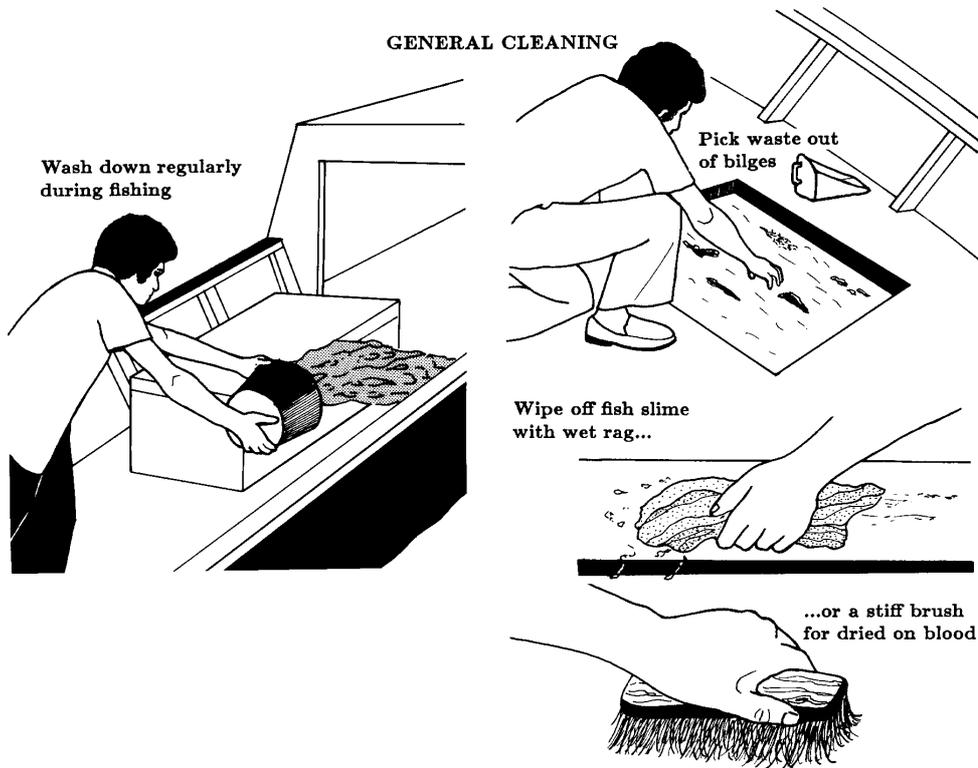
CHAPTER 8: AFTER FISHING

SECTION A: CARE OF THE BOAT

Commercial-style fishing is an activity which places heavy demands on a small boat and its equipment. The thrashing of heavy fish can cause a lot of damage to paintwork, fittings, and deck equipment. Fish slime and blood will stick to surfaces, making them slippery and dangerous. Scales and scraps of fish waste will collect in bilges and corners, blocking pipes and drains and making the boat foul. Salt spray will accumulate everywhere, causing electrolysis or corrosion of metal fittings and making moving parts such as hinges and joints size up. A general deterioration of the boat will occur unless it is properly cleaned at the end of every day's fishing, and receives some basic maintenance each time it returns to port at the end of a fishing trip.

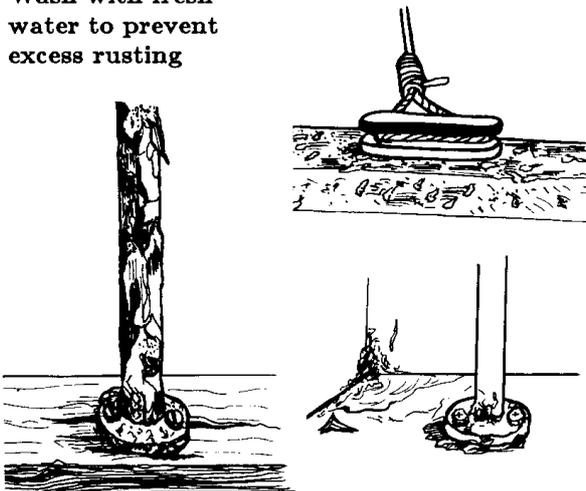
General cleaning

At the end of the day, or during a lull in the fishing, throw a bucket of sea water over the decks and interior surfaces of the boat, and clean off any patches of blood or slime with a stiff brush or a rag. Bale or pump out the bilges and pick out any pieces of waste fish which may be in there.



METAL FITTINGS

Wash with fresh water to prevent excess rusting



Cleaning metal fittings

When the fishing trip is over, wash or wipe down any metal fittings or moving parts using fresh water. This will remove salt and fish scales and help prevent the fittings from rusting up, jamming, or developing dangerous rough or jagged edges.

Engine maintenance

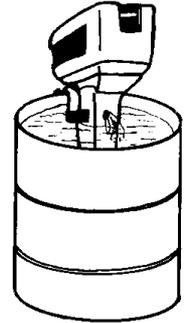
When the fishing trip is over, wipe or wash the exterior surfaces of the engine with a rag dipped in fresh water, once the engine has cooled off. When it dries, wipe it with an oily rag or spray with light lubricant oil for protection. Treat any moving or corrosion-prone metal fittings in the same way. Use a grease gun to grease up the grease nipples or cups on the motor after every trip.

If the engine is an outboard, flush the engine cooling system with fresh water if possible. This can be done by removing the engine from the boat and running it in a drum of fresh water. If the outboard is permanently mounted on the boat, use a commercially available (or improvised) flushing device, fitted on to a water hose, to supply fresh water to the engine cooling intake.

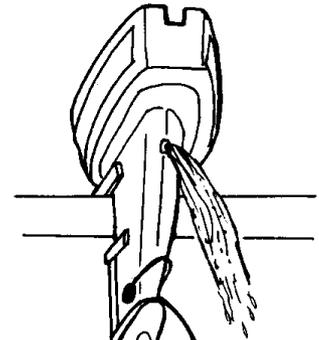
OUTBOARD ENGINES

Always flush with fresh water...

...run it in a drum of fresh water...



...or use a flushing device...



...to flush it on the boat



Hull maintenance

The build-up of weeds, barnacles and worms on the hull below the waterline will increase your fuel consumption greatly and in wooden boats may lead to serious damage by borers or rot. Repaint the hull with antifouling paint every 9 - 12 months or as often as necessary. In between times, keep the hull clean by brushing or scraping, being careful not to damage the paint surface.

MAKE A LIST...

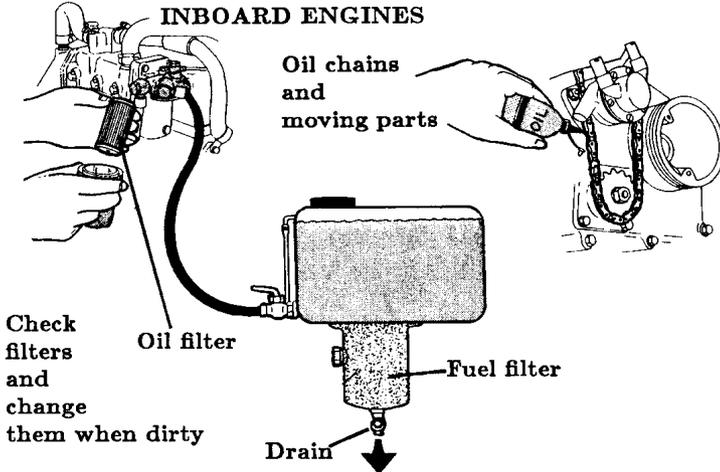
...of things you need to fix...

...then fix them!



INBOARD ENGINES

Oil chains and moving parts



Check filters and change them when dirty

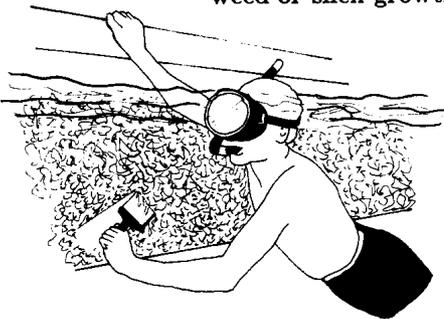
Oil filter

Fuel filter

Drain

OUTSIDE HULL

Regularly scrape or wipe off weed or shell growth on hull...



...but be careful not to scrape off the anti-fouling paint too

Repairs

When the fishing trip is over, make a note of any damage which may have occurred - broken booms, lost deck equipment, etc. Carry out repairs or replacement as soon as possible, before the damage is forgotten about, or becomes serious or dangerous.

CHAPTER 8: AFTER FISHING

SECTION B: CARE OF THE FISHING GEAR

Like the boat, the fishing gear suffers damage and deterioration during use, and after the fishing trip needs to be cleaned, maintained, and where necessary repaired.

Cleaning

Wash all fishing gear in fresh water to remove encrusted salt. Scrape off any adhering blood and slime, and ensure the gear is properly dried before storage.

Hooks

Check all hooks to make sure they are sharp and have not been bent. Sharpen blunt hooks as shown in Section 3C. Straighten or replace bent hooks, or those which are too badly rusted.

Joints

Examine knots, twists, end loops and sleeves to make sure they are not slipping or coming undone. Cut out and repair any which are.

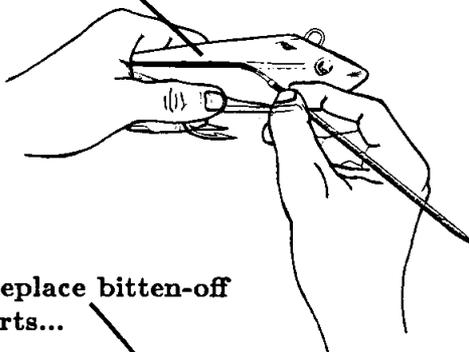
Lines

Check over lines for abrasion, kinks, knots, rusting or other damage. Repair or replace sections which appear to have been significantly weakened.

Lures

Clean rust and tarnishing from metallic lures, and touch up badly damaged paintwork on hard lures as described in Section 41. Add more skirt material to badly torn octopus lures, as shown in Section 4G.

Touch up painted lures...



...replace bitten-off skirts...

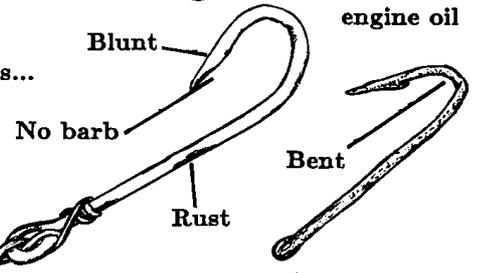


CARE OF GEAR

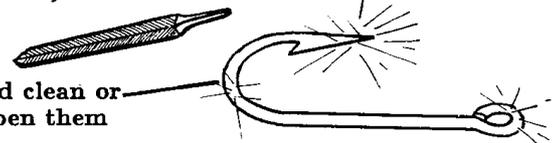
After fishing wash gear in fresh water...



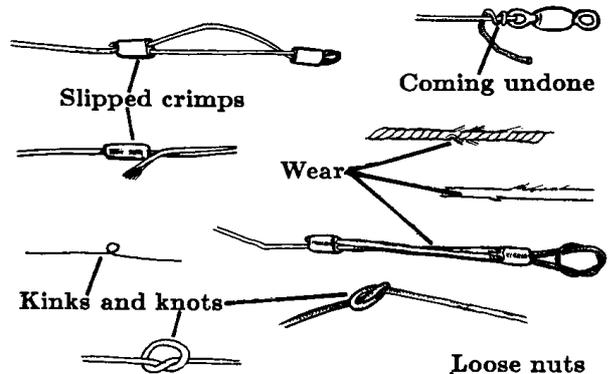
Check your hooks...



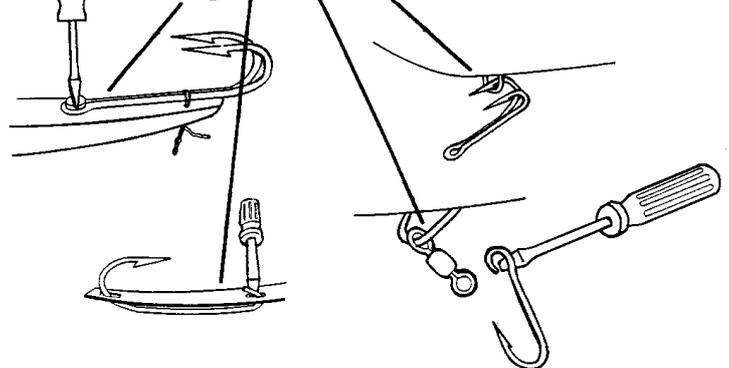
...and clean or sharpen them



Check lines for damage



...change hooks when needed



Taking care of the fish caught should start as soon as they are boated (see Section 6G) and should continue until they have been sold or otherwise disposed of.

Cleaning and icing

At intervals during the fishing, and at the end of the fishing day, make sure that all fish have been cleaned and iced if this is the normal practice. If the fish have been in the ice box for some hours or days, check to make sure that the ice and fish are still well-mixed together. Repack the icebox if necessary.

Unloading

When unloading the fish from the boat, handle them carefully to avoid bruising and damage. Carry fish in bags or boxes, preferably mixed with some ice. Do not throw them, drag them or walk over them. Try not to drop them on the ground, or leave them lying in the sun. Do not wash fish in dirty or polluted harbour water, or let animals sniff around them. Pay attention to quality, and you will usually be rewarded by better prices and a better reputation.

Disposal

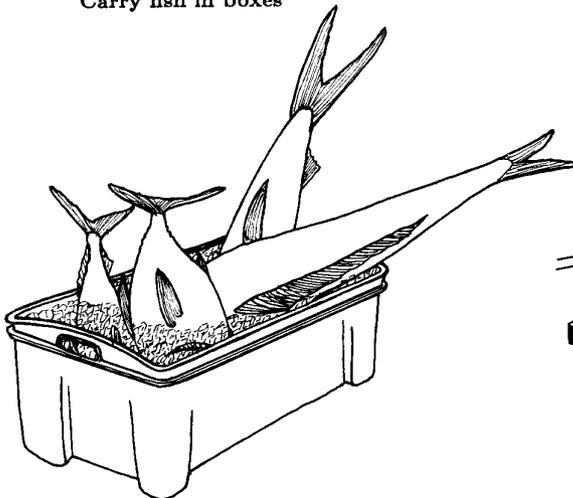
When the fishing trip is over, dispose of the catch as soon as possible. Do not leave the fish in storage in the boat's ice box any longer than is needed. If it is necessary to do this, check the fish daily to ensure there is still enough ice. Repack or add more ice when required.

ICING DOWN



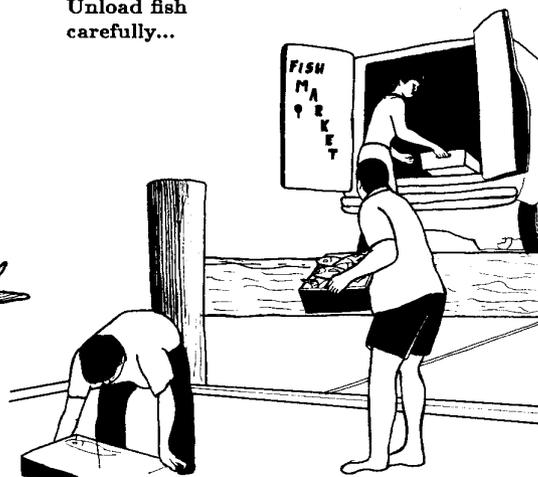
Use as much ice as possible

Carry fish in boxes



CARE OF THE CATCH

Unload fish carefully...



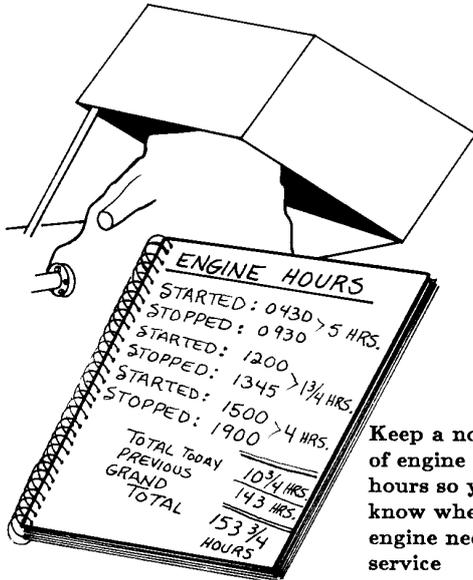
...dont throw them about

CHAPTER 8: AFTER FISHING

SECTION D: KEEPING RECORDS

By keeping records of his fishing and business activities, a commercial or semi-commercial fisherman will be aware of his own performance, and can continue to try to improve on it. At the end of each trip, it is useful to write down in a notebook the following details.

ENGINE HOURS



Keep a note of engine hours so you know when your engine needs service

RECORD-KEEPING

Keeping proper records helps you run your boat efficiently



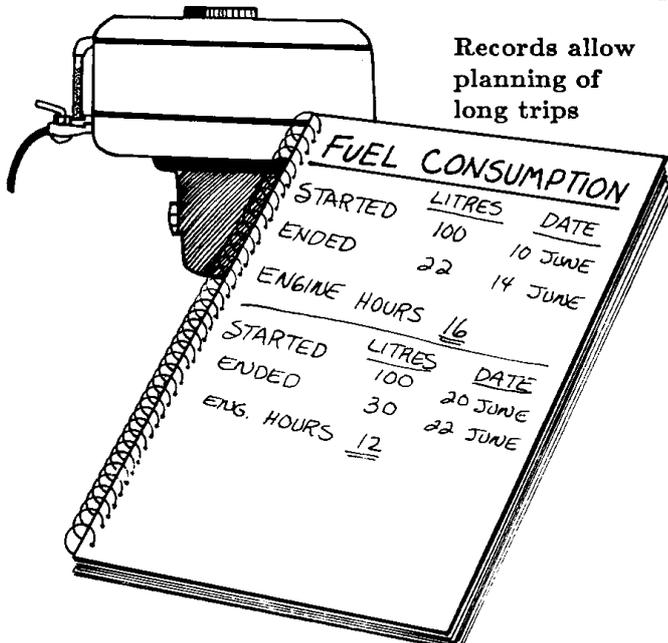
Engine hours

An estimate of the number of hours the engine has been run should be made. This enables the fisherman to know when he should carry out basic maintenance procedures, such as oil changes, in accordance with the manufacturer's recommended procedures. Doing this will avoid dangerous and costly breakdowns and engine down-time.

Fuel consumption

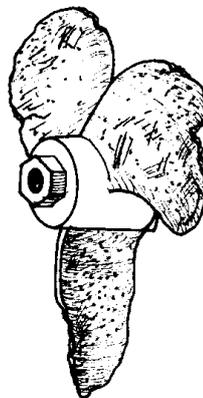
By recording how much fuel was used on each trip, and knowing the number of hours the engine has run, the fisherman can calculate the average fuel consumption per engine running hour. This allows proper estimation of fuel consumption for long trips. It also allows him to keep a check on whether his boat is continuing to perform efficiently. If fuel consumption per engine hour starts to rise over a period of several trips, it could be an indication of engine malfunction. Alternatively, the boat may be getting badly fouled by growth on the hull, or may have suffered damage to the propeller.

FUEL CONSUMPTION

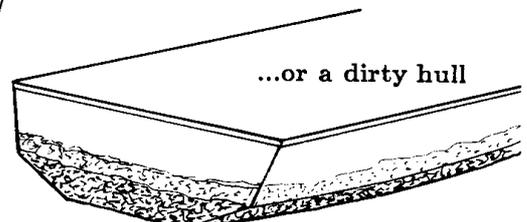


Records allow planning of long trips

High fuel consumption may mean engine problems



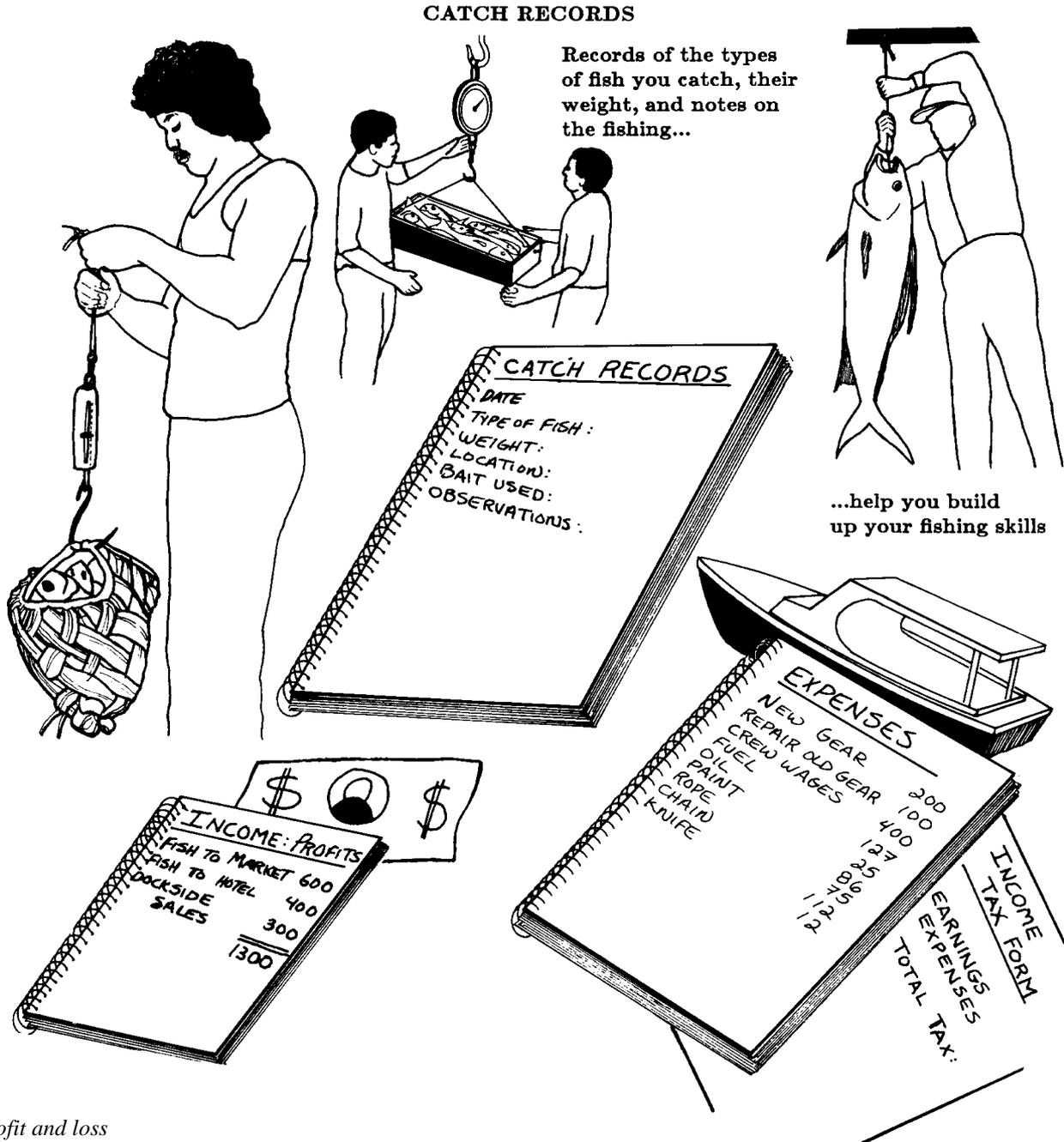
...or a damaged prop



...or a dirty hull

Catch

By recording the approximate weight of the fish caught and the area where it was taken, the fisherman can build up a valuable log of his successes and failures over a period of years. This can be a useful reference for the future, reminding the fisherman of where his best catches came from during a given season, or the best time of day, tide or moon to fish in a particular area.



Profit and loss

When fishing on a commercial or semi-commercial basis, the fisherman should keep a running record of the money he spends on his fishing. This should include the cost of fuel, bait, crew wages, ice, rations, vessel and engine maintenance and repairs, gear, bank loan and interest repayments, etc. By balancing this against the income he receives for the sale of fish, and from any other activities (occasional charters, transport jobs, etc.), the fisherman can see the true profitability of his business, and areas where he could economise on costs.

Keeping receipts for all your expenses is essential if you want to claim against them when paying income tax.