



MARINE FISHERIES INFORMATION SERVICE



No. 72
APRIL, MAY, JUNE
1987

Technical and Extension Series

CENTRAL MARINE FISHERIES RESEARCH INSTITUTE
COCHIN, INDIA

INDIAN COUNCIL OF AGRICULTURAL RESEARCH

NEW ALL - WEATHER FISHERY HARBOUR FOR VERAVAL*

Veraval forms one of the major fish landing centres of the Saurashtra coast with fish landing ranging from 59,930 tonnes in 1984-'85 to 42,535 tonnes in 1985-'86. The commercial trawling by private entrepreneurs started only in 1967 and since then there has been a steep increase in the number of trawlers and other boats. There are about 511 trawlers, 120 OBM boats, 45 IBM boats and 20 non-mechanised boats in Veraval. Such a situation has necessitated the construction of a full fledged fishery harbour comprising a landing quay, berthing basin, an out fitting quay for replenishing fuel, water and other accessories and a slipway or dry dock for repairs to cope up with the increasing fishing vessels as well as the catches.

Realising this fact, the Government of India in the IInd Five Year Plan period together with the UNDP as an executing and participating agency of the FAO, jointly planned a Pre-Investment Survey of Fisheries Harbours Project (PISFHP).

The PISFHP which started its functions in 1968 from Bangalore, conducted a pre-investment survey in Veraval in the year 1974, during which time, Veraval had 465 vessels of various sizes.

The all-weather fishery harbour plan was approved and the World Bank sanctioned Rs. 342 million for constructing one each at Veraval and Mangrol.

In Veraval the execution of the project was initiated in the year 1977-'78 by the Fisheries Terminus Division (FTD) of the Department of Fisheries. About Rs. 300 million has been already spent, out of which Rs. 190 million alone is spent in Veraval. The fishery harbour is nearing completion. The general lay out of the harbour and the facilities being provided are as follows.

1. All-weather entrance channel protected by breakwaters. The length of main break water is about 375 m and that of secondary one is about 480 m (Fig. 1).
2. Protected basin for berthing the vessels throughout the year.
3. Landing quay of about 788 m for landing fishes (Figs. 2, 3)
4. Five finger jetties of 500 m length and quay of 272 m for idle berthing of boats (Fig. 4).

*Prepared by A.P. Lipton and S.G. Raje, Veraval Research Centre of CMFRI, Veraval. The help rendered by Shri Vasavada, Director, F.T.D. Veraval in the preparation of this note is gratefully acknowledged.

The harbour has also got facilities for repair. These include:

1. Slipway workshop in which boats are lifted by a moving crane and placed in the repair yard.
2. Sloping yard and minor repair facilities such as berthing facilities of 465 m, repair yard of 75,000 sq m and concrete apron of 2,500 sq m.
3. Net repair area of 1,494 sq m in three gear shades.

However, the harbour still requires a fitting-out jetty for fixing and removing engines along with service workshop facilities.

The other important facilities available in the new fishery harbour are given in Table 1.

Table 1. Auction hall and other facilities available at Veraval Fishery Harbour

Facilities	Area and location	Number/area/production capacity
1. Auction hall	100 x 25 m	3 (7,500 sq m)
2. Packing room	4 x 5 m	45 (900 sq m)
3. Ice plant	i) Near landing quay - Auction hall	3 (production:48 t storage:125 t)
	ii) Near out fitting jetty or quay	2 (production:40 t storage: 155 t)
4. Cold storage	i) Chilled -near landing quay	3 (cap. 800 t)
	ii) Frozen - near out fitting jetty	1 (cap. 100 t)

The harbour has also got facility for parking all types of vehicles and has an area of 2,800 sq.m. The infrastructure facilities such as roads, electricity, water supply and drainage are also provided.

Although these facilities do exist, there are a few more, which are yet to be developed. For example, storing facilities for fishing gears, fish processing area, areas for ancillary industries like net making, and a shopping complex for providing requirements for fishermen who go on voyages are a few among them.

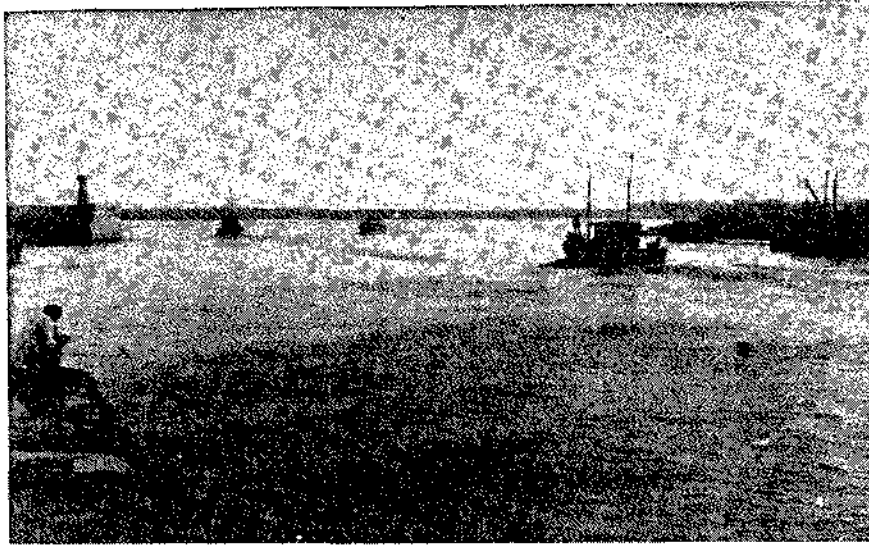


Fig. 1. Entrance channel.

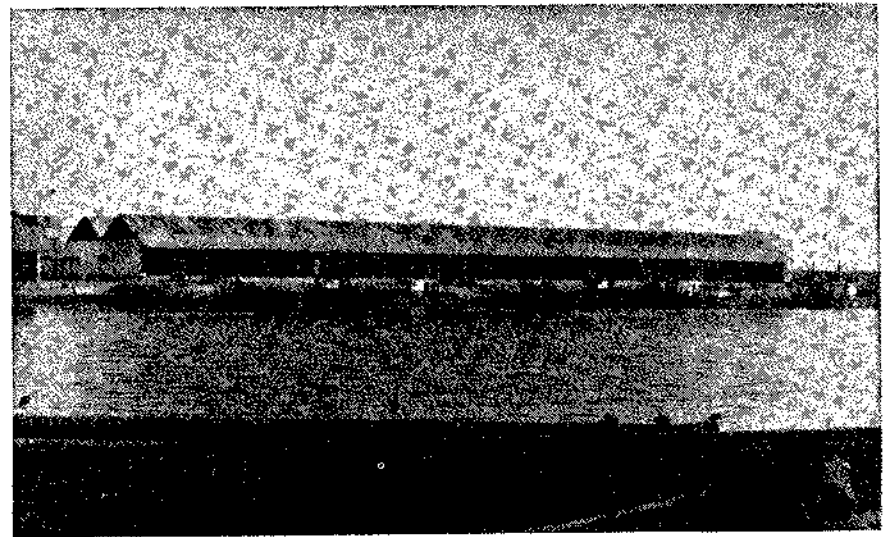


Fig. 2. Landing quay.

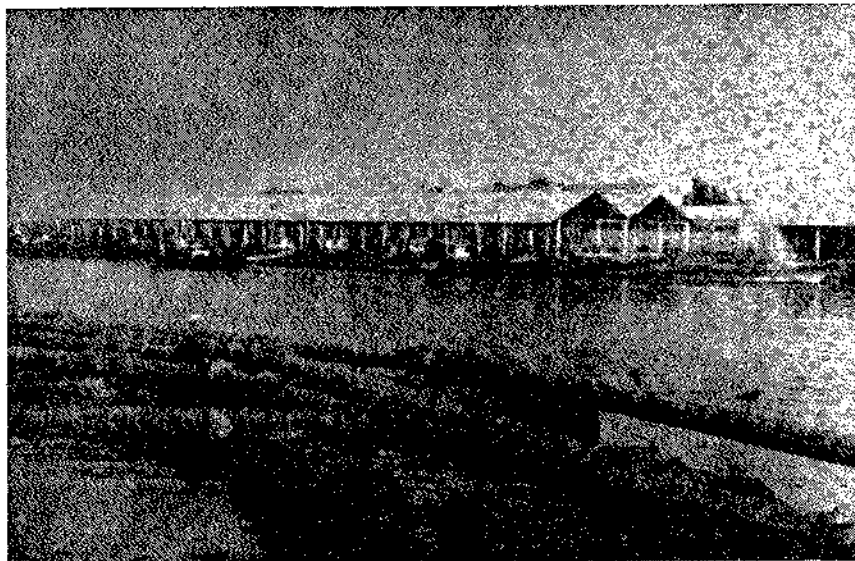


Fig. 3. Landing quay for trash fishes.

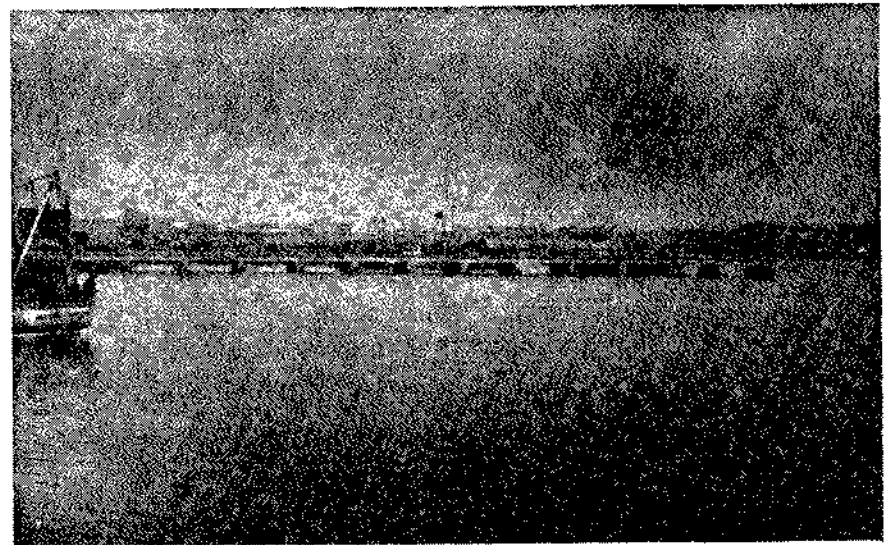


Fig. 4. Finger Jetty.

The fish auction facilities are owned and operated by the FTD. The FTD also regulates the route of vessels. The incoming vessels should come along side in front of the auction hall, unload the catch except the trash fish on to the quay and then proceed to the auction hall and to the merchant booths. The vessels then proceed to the quay in front of the trash fish platform where the trash fish will be unloaded and there after the vessels proceed to the out fishing quay where facilities for deck washing, fueling, supply of provisions, potable water, and fishing gear are provided. Then the vessels

could berth along the side of berthing quay in readiness for the next fishing trip.

Good quantities of trash fish are landed in Veraval and it is suggested to have more fish meal plants. At present only one plant is available. Insulated bogies in train may be of great use in transporting quality fish to out stations. Similarly insulated vans like 'Cold-chain' as available in Karnataka state can also be introduced to supply fishes to far off interior places in the state. The drainage of Veraval Municipality at present is allowed to fall in the fishery harbour which may be diverted to some other location.

