

- 25,000 lbs of Icelandic scallops will be harvested by Lewis Vorsej in the CE area.
- Scallops will be harvested by Lewis then transported to BF Processing plant by Dr. Corp Collector boat.
- Wages for scallop processor & assistants will be paid by CEFC.
- A Labrador scallop drag will be purchased with EDA funds to conduct more efficient harvesting & a glazer will be purchased to provide efficient processing.

**TEST COMMERCIAL SCALLOP FISHERY  
AT  
CHESTERFIELD INLET, NWT**

Submitted By: Keewatin Meat & Fish Ltd.

Submitted To: Canada/NWT Economic Development Agreement

June, 1994

## 1. Introduction/Purpose:

In 1993, ED & T conducted an exploratory scallop survey in the West Hudson Bay Region during summer test fishing onboard the M.V. Atlantic Bounty. The main purpose of the survey was to collect information on the distribution and abundance of scallops within the Keewatin Region to determine whether there was a potential for commercial harvesting of scallops. During test fishing operations, several areas of apparently high concentrations of Icelandic Scallops were encountered. Of particular significance was a relatively large bed of scallops located just 2-3 miles from the community of Chesterfield Inlet.

Throughout the survey, average catch per tow was 21.8 kgs, with 23 of 96 tows resulting in a catch of 40 kgs or greater. The area occupied by the scallop bed(s) appeared to be relatively large, perhaps 15 square miles or larger.

In Canada, the 'meat' (large white muscle contained in the scallop) is the only part of the scallop that has commercial value. Meat counts for this area averaged 162 per kg (74 per lb.) which are comparable to other commercial Icelandic Scallop Fisheries. Meat samples brought to the Keewatin Meat & Fish Plant in Rankin Inlet were assessed by an experienced scallop processor and deemed to be of high quality.

In light of these results, there appears to be a potential for the development of a commercial scallop fishery within the Keewatin Region. Subject to DFO approval, we propose that a small test commercial effort (collection of approximately 25,000 kgs of Icelandic scallops) be launched at this community in September of 1994 to determine the feasibility of establishing a small commercial scallop fishery near Chesterfield Inlet. In addition to this test fishery, it will also be critical to collect information on both the weight of the catch and the size of each individual scallop bed to determine the size of the scallop resource in the area available for future harvesting.

Lewis Voisey has already identified an interest in harvesting scallops for a commercial fishery in the Chesterfield Inlet area. KM&F have been approached as the potential buyer of this product and as yet will have to negotiate a price with the harvester/supplier prior to a final decision being made on the viability of this test fishery.

The overall plan for commercial scallop fishing in 1994 is outlined below.

1. Harvester to begin test fishing around the first week in September. Actual harvesting is expected to be conducted over a 2-4 week period. The scallop catch is to be transported to the plant in Chesterfield Inlet. (Schedule details to be worked out by the contractor). Due to the unpredictability of docking the M.V. Atlantic Bounty at Chesterfield Inlet, however, the use of a smaller boat (ie. the ACE or a locally

rented boat) will be required to transport scallops from the test fishing vessel to land.

2. Technician/processor will carry out all aspects of scallop processing; planning, implementation, training/guidance of assistants, product transport, etc. in consultation/liaison with all parties involved (ie. KM&F, harvester and RDO)

3. Transport of scallop meats from Chesterfield Inlet to the processing plant in Rankin Inlet is to be the responsibility of KM&F. The possibility of supplying fish freight subsidy to assist in transportation costs is being pursued by the RDO, ED & T.

CEIC funding to cover the costs of on-the-job training is currently being pursued by RDO, ED&T. During scallop shucking normally payment is on a per lb basis of actual scallop meat rather than on an hourly pay rate. Since scallop processing involves new technology/skills (ie. shucking of scallop shells) it is expected that there will be a dramatic learning curve involved. As compensation during this learning phase, it is felt that additional funds should be built in to the wage component to help offset the expected low rate of productivity.

## 2. METHODOLOGY

Detailed measurements should be made of catch characteristics such as lbs meat/tow and shell heights. (Sample sheets for data collection will be supplied by the RDO, ED & T). Furthermore, considerable time should be spent determining the size of scallop beds. The rental of a remotely operated underwater video camera from a local video production company (Northern Digitek Video Productions) in Rankin Inlet will greatly improve the effectiveness of carrying out this scallop resource assessment work. However, since the main purpose of this project is to try and determine the commercial viability of scallop harvesting, it is suggested that this assessment work be carried out either prior to the commencement or upon completion of the commercial harvest so as not to interfere with commercial testing.

Although this fishery will operate independently of EDA/Government financial assistance in the future, assistance will be required in the first few years to establish the fishery. Eventually, it is expected that the fishery will be operated entirely by the local fisherman and processor. Sufficient on-the-job training should be imparted by the technician/processor in 1994 to allow this to occur smoothly.

## 2.1 Materials/Labour Required

<u>Materials/Labour</u>	<u>Supplier</u>
glazer	EDA
insulated tubs	KM&F/EDA
Associated Equip.	Separate proposal to EDA
- Labrador scallop drag	
- spare drag parts	
Technician/Processor	CEIC
Assistants (shucking of scallops)	CEIC
Dock Transport	EDA
(transport scallops from M.V. Atlantic Bounty to CI plant)	

Note: Lewis Voisey currently possesses a Digby type scallop drag which was used in the past for scallop testing. A proposal for the purchase of a similar type scallop drag, a Labrador scallop drag, has been submitted by Lewis Voisey. Labrador scallop drags are manufactured in Newfoundland and have proven effective in catching scallops on moderately rough bottoms. (For further proposal details, refer to Appendix A).

## 2.2 EDA Budget

Glazer.....	\$4,000
Processing Equipment.....	2,000
- insulated tubs	
- knives, etc.	
Dock transport.....	3,000
Contingency @ 10%.....	1,500
Total.....	10,500

Note: The glazer is an individual quick freeze system. The basic premise is that scallops are transported on a conveyor belt through a liquid nitrogen mist which freezes the scallops upon contact. The scallops are then individually wrapped for market.

## 2.3 Project Schedule

In 1994, the proposed sequence of events are:

1. Proposal approved.....	By June 15
2. Scallop Processor Contracted.....	By June 30
3. Assistants Hired.....	By Aug 15
4. Dragging Begins.....	By Sept 1

5. Transport of scallops (CI to RI).....By Sept 30
6. Report drafted by Processor.....By Nov 30

Notes on above events:

#2. Scallop Processor is responsible for overseeing the entire project from start to finish including planning, equipment purchase, training/guidance of assistants, and liaising with other groups involved (ie. KM&F, Commercial Harvester, and RDO).

#5. Transport of scallops from Chesterfield Inlet to processing plant in Rankin Inlet is the responsibility of KM&F.

#6. Technician prepares report of activities and recommends ways of improving operation in the future.

### 3. MANAGEMENT

This project will be carried out and managed by the applicant. Assistance will be provided when necessary by ED & T, Resource Development Officer.

### 4. BENEFITS

#### *Short Term:*

- short term employment for fishermen (ie. assist in scallop processing)
- additional employment at KM&F plant for processing
- local supply purchases
- determine future training/infrastructure requirements for this type of fishery
- education of local people in commercial scallop harvesting techniques

#### *Long Term:*

- Potential for development of a commercial scallop fishery in the Keewatin Region resulting in an expanded fishery in an area already high in unemployment.

### 5. OTHER CONSIDERATIONS

The scallops sampled during the West Hudson Bay Test Fishery in 1993 should be analyzed (ie. age determination) this year as well as any further samples collected this summer.

It is anticipated that the exploratory West Hudson Bay Test

Fishery, to be conducted this summer, will locate new scallop grounds which will further enhance the commercial viability of the scallop industry within the Keewatin Region. In the South, there has been an increasing interest in scallops from a growing number of buyers and processing plants. However, to ensure the future success of this fishery, it is imperative that a detailed business/management plan be developed at the onset which would involve close monitoring of the scallop resource.

APPENDIX A

PROPOSAL TO PURCHASE A LABRADOR SCALLOP BUCKET

**PROPOSAL TO PURCHASE A LABRADOR SCALLOP  
BUCKET**

**Submitted By: Lewis Voisey  
Whale Cove, NWT**

**Submitted To: EDA Fisheries Initiative #7.1**

**Date: June, 1994**



**INTRODUCTION:**

Subject to EDA approval of funds, Mr. Lewis Voisey will be contracted for fifty sea days to conduct fisheries survey work on Hudson Bay in 1994. In 1993, Mr. Voisey purchased a suitable vessel that was rigged with appropriate gear and equipment to carry out this work. This equipment included two scallop drags (one Digby & one Newfoundland style), one of which was used as a back-up in case of loss of the main drag.

In 1993, however, it was found that the back-up drag was in poor condition and was not suitable for conducting survey work. Mr. Voisey is therefore requesting funds to purchase a suitable back-up drag for the 1994 season as well as spare parts for minor drag repair. A suitable second drag is critical to the test fishing operation as, in the absence of this back-up, the loss of the main drag would likely result in the cancellation of further testing for that year. A drawing of the proposed Labrador Bucket is attached.

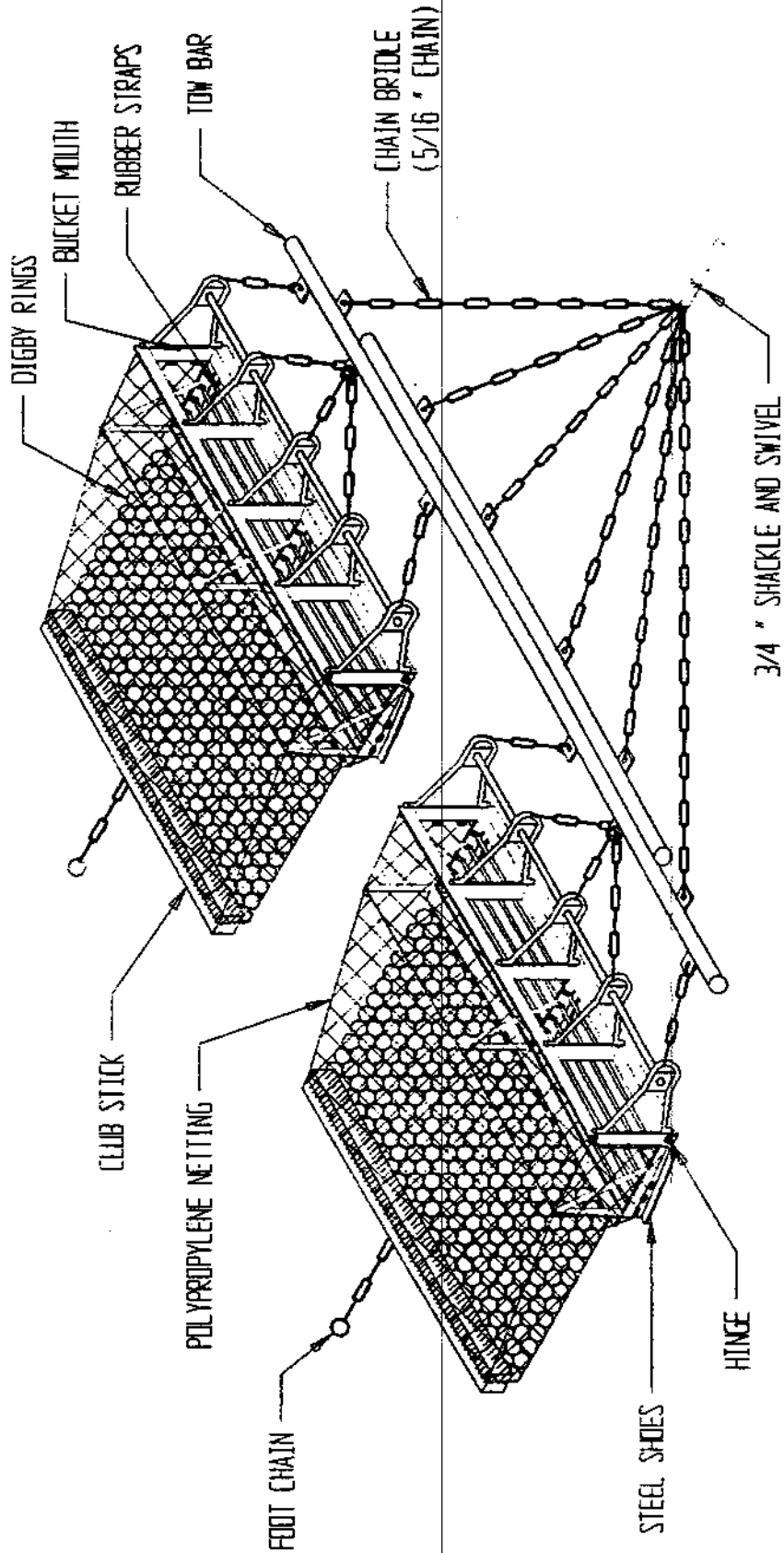
**BUDGET:**

Labrador Bucket F.O.B. Whale Cove.....	\$5,500
Spare Parts.....	500
Total.....	6,000

**SUGGESTED CONDITION OF APPROVAL:**

The applicant is to make this drag available to ED & T for any ED & T/EDA sponsored test fishing/survey work carried out over the next three years.

LABRADOR SCALLOP BUCKETS




DRAWING TITLE: ISOMETRIC OF LABRADOR BUCKETS,

DRAWN BY: JACK SHEPPARD

DATE : DEC. 4, 1990

SCALE : N.A.

PLAN NO.:

 FISHERIES & OCEANS

FISHERIES DEVELOPMENT DIVISION  
NEWFOUNDLAND REGION