



GUILDHALL,
KINGSTON UPON HULL.

14th March 1980

Dear Prime Minister,

The Fishing Industry in Hull

On behalf of the City Council and after extensive consultations with all those concerned with the fishing industry, I have the honour to present our considered views about the prospects for maintaining the present fishing industry and the processing industries* in this City. Your Government has now recognised the necessity to provide assistance during the interim period leading to the settlement of the Common Fisheries Policy and this is very much welcome. A statement, therefore, has been prepared showing the financial impasse which has been reached in the Fish Docks.

As you will see, your Government's assistance is considered necessary if these vital facilities are to be retained. The attached statement gives our assessment of the extent of the aid likely to be required for the period from the 1st April to the 31st December, 1980. It is based on certain assumptions -

1. That charges for landing in Hull are 'competitive' with those at Grimsby.
2. That the rates quoted could attract landings of c.46,500 tonnes without the Common Fisheries Policy settlement, (this includes 10,000 tonnes of 'Industrial Fish').
3. Provided that an acceptable Common Fisheries Policy is agreed not later than June 1980, a further 12,500 tonnes could be landed in Hull in 1980.

*Hull is 3rd largest Fish Processing Port in U.K.

Prime Minister

14th March 1980

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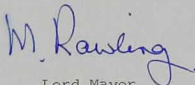
The Fishing Industry in Hull

My City Council has discussed the contents of this statement in detail with the industry, and other parties directly concerned and recommends it to you and your Ministers as a basis upon which early discussions can be held to determine the level of aid necessary to retain the Albert and William Wright Dock as the City's Fish Dock. We must also add that in our case this is a most urgent matter as fish landings have stopped and the financial situation is, therefore, critical with the fixed operating costs mounting rapidly and the facility lying idle.

I trust that this letter, and the attached statement demonstrate to you that our problem merits immediate attention as we consider that this important industry should be sustained in both the local and the national interest.

I am pleased to have had this opportunity to present our case and trust that your Government will now implement its new policy to assist the fishing industry without any delay.

Yours sincerely,

A handwritten signature in blue ink that reads "M. Rawling". The signature is written in a cursive style with a large, sweeping "M" and a long, trailing "ing".

Lord Mayor.

The Rt. Hon. Mrs. Margaret Thatcher, M.P.,
Prime Minister,
10 Downing Street,
LONDON.

HULL FISH DOCKS

The information in this paper has been prepared in support of a case for the retention of fish landing facilities in the port of Hull and is presented under four main headings.

1. The net cost of operating the dock.
2. An estimate of vessel and fish throughput
3. Income receivable from the dock users.
4. The estimated shortfall in income.

The period covered is from the 1st April to the 31st December, 1980.

(1) The net cost of operating the dock.

The main item under this heading is derived from the British Transport Docks Board. The second item is based on figures the Hull Fishing Vessel Owners' Association would have used had it not gone into liquidation.

B.T.D.B. - net cost after allowing for sundry income	£ 1,071,750
Other costs	19,875
	<hr style="width: 100%;"/>
	£1,091,625

(2) Estimate of vessel and fish throughput - Hull based vessels

- (a) The 1980 quotas for Hull's distant water vessels are :-

	<u>Ships</u> (NRT)	<u>Fish</u> (tonnes)
Cod	10,400 tonnes	
Haddock	2,228 "	
Coley	1,215 "	
Reds	4,289 "	
Mock Halibut	222 "	
Others	835 "	
	<hr style="width: 100%;"/>	
38 landings	19,189 tonnes	19,189

In addition to these, a further 3,500 tonnes of mackerel and blue whiting could be landed.
(6 landings)

	3,000	3,500
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/(b)

	Ships (NRT)	Fish (tonnes)
(b) Additional foreign landings :-		
Icelandic vessels - 100 landings	22,500	10,000
Other Wet Vessels - 120 landings (Dutch, Danish, French)	2,500	2,500
Norwegian Freezers	1,600	1,600
Industrial Fish	5,000	10,000
	<u>31,600</u>	<u>24,100</u>
(c) Additional landings in remainder of 1980 if an acceptable C.F.P. is agreed to start in May/June		
25 extra landings	12,500	12,500
<u>Summary</u> Total reasonable estimate of fish landed 1st April to 31st December 1980	<u>66,100</u>	<u>59,289</u>
(3) <u>Income receivable from Dock Users</u>	£	£
Building and Ground Rents - assuming all the present occupiers remain on the dock	71,250	
Rents on vessels exceeding free time in the dock	10,000	
Industrial Fish - charged at same rate as Grimsby		
Ships 5,000 NRT @ £2.89	14,450	
Fish 10,000 tonnes @ .92	9,200	
	<u>23,650</u>	23,650
Charge on overland fish sold on the dock say 8,000 tonnes @ £2 per tonne	<u>16,000</u>	
		<u>120,900</u>

PLUS - Income from ship and fish dues - charged
at same rate as Grimsby

EITHER

(a) <u>If NO CFP is agreed by May/June</u>	£	
<u>White Fish</u>		
Ships 48,600 NRT @ £ 3.50	170,100	
Fish 36,789 tonnes @ £10.50	386,284	
	<u>556,384</u>	

OR

(b) <u>If an acceptable CFP is agreed by May/June -</u>		
<u>White Fish</u>		
Ships 61,100 NRT @ £ 3.50		213,850
Fish 49,289 tonnes @ £10.50		517,534
		<u>731,384</u>

	£	£	£
Total expected income			
If NO CFP is agreed	677,284		
If a CFP is agreed by May/June			852,284
	<u> </u>		<u> </u>
(4) <u>Estimated Shortfall in Income</u>			
(a) <u>If NO CFP agreed</u>			
Costs as in Section 1	1,091,625		
Income as in Section 3	<u>677,284</u>		
	<u>414,341</u>		
(b) <u>If a CFP is agreed</u>			
Costs as in Section 1		1,091,625	
Income as in Section 3		<u>852,284</u>	
		<u>239,341</u>	