

happen is the tearing open of the under part of the net, a result serious enough in itself, but preferable to losing the trawl altogether, which might occur by the parting of the trawl-warp if the sudden and violent strain were not relieved by the ground-rope breaking.

The vessels from which these deep-sea trawls are worked runs from 35 to 60 tons O.M., or even more; the size of the trawl depending on that of the vessel. They are fine sea-going craft, smack-rigged, and capable of standing a great deal of rough work, as will be evident when it is remembered that the large fleet of trawlers exposed to the uncertain weather of the North Sea stay out, as a rule, for six weeks at a time in all seasons of the year, their fish being collected daily, packed in ice, and conveyed to market by fast-sailing cutters of 100 tons burden, constructed expressly for speed, and whose captains or owners are interested in getting all the fish delivered in marketable condition.

Trawls of a like construction, but of a smaller size, with a larger number of pockets or without any of them, and with meshes of various dimensions, are extensively used in estuaries and shallow bays on various parts of the coast. The mode of working them is the same as with the deep-sea trawls; but from the restricted limits of the ground over which they can be towed in one direction, the net is necessarily hauled up more frequently than it might be if there were room to work it continuously through a whole tide. The craft employed in such localities range from six to twenty tons, and are either half-decked or entirely open boats.

*The Pole-trawl.* This kind of trawl appears to be now only used in the south and south-west of Ireland, it having been for a long time superseded elsewhere by the more effective beam-trawl.

The net is of much the same form as in the ordinary trawl, except that in the pole-trawl the back is cut away to correspond with the under part, leaving a bag with a square mouth, and a long wing or sleeve extending outwards and forwards on each side. The free end of each wing is fastened by its upper and lower edges to a "hammer," consisting of a stout flattened piece of iron to act as a shoe, and an upright handle of either wood or iron rising from the centre. The back-rope is supported by cork floats, and the ground-rope is weighted with lead. There is no beam by which the mouth of the net can be extended. This is managed, however, by the use of a pole 25 or 30 feet long, rigged out on each side of the trawl vessel; a rope from the hammer leading through a block at the end of each pole and coming in-board enables the net to be worked and hauled up very much after the manner of the beam-trawl.