



Deep Sea Division

Talley's Deep Sea Division fishing fleet is supported by its shore based facilities at Port Nelson, which feature the 160 metre Maitai Wharf. It has a seven metre berth depth, a 4,500 tonne coolstore, a 900,000 litre fuel bunker tank capacity and 80 tonne ice holding for fresh vessels. The Port Nelson installation provides 24 hour unloading as

well as full servicing, engineering and supply facilities, not only to Talley's deep sea fleet, but also to other participants in the fishing industry.



Provedoring and Ships Supplies

Talley's Provedoring supplies a wide range of general and specialist products, with access to New Zealand and overseas major wholesalers and distributors with 'bulk' buying power. We are able to give customers quality at a very competitive price from food stores, dry goods, engineering parts, fishing equipment, packaging etc.

Talley's Provedoring supplies goods for many New Zealand domestic vessels as well as overseas charter and foreign vessels.



Talleys, Box 5 Motueka, New Zealand. Tel: +64 3 528 2800
Fax NZ Sales: +64 3 528 2805 Fax Export Inquiries: +64 3 528 9298
Email: inquiries@talleys.co.nz www.talleys.co.nz

Talley's Fleet

Factory Fillet Trawlers

Talley's deep sea factory freezer trawlers are all approximately 60 to 70 metres in length and go to sea for six weeks at a time with a crew of around 35 men and women. They process fish into fillets within hours of

being caught, processing the catch onboard to customers specifications - frozen-at-sea fillet, block or head and gutted form. Onboard fishmeal plants process the waste product so everything is utilised.



Amaltal Columbia

Length overall 64m. Gross tonnage 1970MT. Main engine 3340HP.

The flagship of the fleet, the Amaltal Columbia leads the world in fishing technology. The ship was the world's first factory freezer trawler to be registered with ISO 9002 certification, an internationally recognised standard which assures customers of consistent high product quality.

The ship has extensive capabilities to process all waste products for recycling or non-polluting disposal. Even the ship's boilers are able to run on waste fish oil.



Amaltal Atlantis

Length overall 64m. Gross tonnage 1970MT. Main engine 3340HP.

The Amaltal Atlantis is a sister vessel to the Amaltal Columbia and was purchased following the successful operation of Amaltal Columbia in New Zealand waters. It has now been converted to a twin trawl net system, the first in New Zealand.

Amaltal Atlantis production facilities are among the most up to date in any fishing vessel and it continues to achieve the high production quality standard now consistently proven by the Talley's deep sea fleet.



Amaltal Enterprise

Length overall 68.8m. Gross tonnage 2412MT. Main engine 4023HP.

The Amaltal Enterprise has enabled Talley's deep sea division to put more fishing effort into the southern ocean, where the harsh sea conditions require a larger vessel with more horse power providing a stable working platform. The vessel has also allowed Talley's deep sea division to increase the product lines through having a much larger factory area to work with. This allows the company to produce more value added products whilst still at sea.



Amaltal Explorer

Length overall 65.7m. Gross tonnage 1386MT. Main engine 2700HP.

The Amaltal Explorer was the first purpose built freezer trawler for New Zealand's deep water fishery, and has caught a New Zealand domestic trawler record of 13800 tonnes in one year. The Amaltal Explorer product is headed and gutted with its main catch species being Orange Roughy, Smooth Oreo Dory, Black Oreo Dory, Hoki and other bycatch species.



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Bottom Longliners

The Talley's deep sea fleet includes two joint venture automated bottom longliners, which fish for Ling using hooks strung on long lines. The hooks are baited automatically

and the lines are released very fast. Many thousands of hooks are set each day, the retrieval and setting of these hooks is a continuous 24 hour a day operation.



Janas

Length overall 46.5m. Gross tonnage 1079MT. Main engine 1054HP

The Janas goes to sea for six weeks at a time. It has a factory for processing Ling into fillets which are frozen in packs, ready for market, within hours of being caught. The vessel also has a fishmeal plant. During the summer the vessel operates in the New Zealand Antarctic Zone for Toothfish (*Dissostichus Mawsoni*) and carrying out research under full CCAMLR (Commission for the Conservation of Antarctic Marine Living Resources) licence. The vessel spends 2 months working the icy waters of the Ross Sea before returning back to New Zealand. It operates under the brand name of New Zealand Longline.



Antarctic Chieftain

Length overall: 62.8 m. Gross Tonnage: 1136 MT

The Antarctic Chieftain fishes for New Zealand Longline, and a joint venture between Talley's Group Ltd and Sealord. The vessel was built in Taiwan in 2002, and brought by New Zealand Longline Ltd in early 2008. It has since been completely refitted to New Zealand standards.

This state of the art Auto Longline Vessel targets Antarctic Toothfish under the company's (CCAMLR) Licence in the Ross Sea area of the Antarctic.

The 22 crew onboard utilize a innovative Tunnel System to shoot and haul weighted long lines, well away from the reach of seabirds. The company's environmentally friendly approach to fishing practices means that New Zealand Longline can proudly state they have never killed or injured a single seabird in all the years they have been fishing in Antarctic waters, and that they lead the way in global Seabird mitigation.



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Fresh Fishing Trawler

Our deep sea fresh fish trawler catch mainly Hoki along with smaller amounts of Orange Roughy, Oreo Dory, and is based at Nelson. It fishes for five to seven days at a time and

keep their catch chilled in ice. At the completion of each trip the fish is unloaded and processed immediately in a shore based processing factory.



Amaltal Mariner

Length overall 37m. Gross tonnage 498MT. Main engine 2000HP.

The Amaltal Mariner is a purpose built fresh fish Hoki trawler, working all year round in the Cook Strait between the North and South Islands.

She was built in Spain in 1997 and has state of the art fishing electronics. Fish is unloaded to a land based factory for further processing.

Purse Seine Trawlers

This is a traditional method of catching Tuna and other school fish species. A large net is set in a circle around a school of fish whilst on the surface. The net is then pursed, closing the bottom of the net, then pulling

up the net until the fish are caught alongside the vessel. Most of these types of vessels then transfer the fish into a tank filled with brine (extra salty refrigerated water). This freezes large amounts of fish quickly.



Capt. M.J. Souza

Length overall 68m. Gross tonnage 1468MT. Main engine 3600HP.

The vessel targets mainly Skip Jack Tuna but does land small amounts of other Tuna Species as well.

The Capt. M.J. Souza is based in the Western and Central Pacific for most of the year. During the summer months the vessel fishes back in NZ around the top of the North Island for Skip Jack Tuna. Trip lengths can vary from 20 to 70 days depending on the fishing.

The fish is held in refrigerated brine tanks and unloads either directly to the canneries or is transhipped to carrier vessels to freight to the canneries, leaving the purse seine vessel close to the fishing grounds to continue fishing.



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