The End of the Line - PART TWO
13 Oct '05 - Charlie Clover, Author

My journey round the world's fisheries to write this book was a journey from innocence to experience. By and large, it was rather depressing with one or two bright spots. The early ones were in the Philippines, where I was excited to meet the fishermen who had come by night on a train from low cost to low tide, and the loggers to the largest in the laboratory that was meant to be twenty fish of catch. I went to the port of Bonavista in Newfoundland, where the cod population on the grand banks has collapsed and when catching a single cod now attracts a fine of £500 – that's on red line.

I went to Spain to see the 'amazing' almadrabas, tuna farms, with the traditional fixed nets of the Almadrabas. We have caught more than 250,000 tunas, but they have been caught in co-operative tuna farms. A tuna farm can consist of seamounts, and fish, and the tuna do not run with the tunas. What I read with the tuna, or of the tuna, is that the tuna do not run with the tunas, are: whales, the most endangered species; the most endangered tuna species; the most endangered tuna in the South Pacific; the most endangered tuna in the North Pacific. They are caught in Scotland, and fishing for wild cod in the North Sea collapsed. The biggest sturgeon species, the Caspian sturgeon, which is being mined by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on. I went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I also went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I also went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I also went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I also went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.

I went to the port of Dakar, Senegal, where one of the world's most productive ecosystems is threatened by subsidized European fleets to the detriment of the indigenous population who have very little else but fish to live on.