SKIPPER EXPO INT. GALWAY 8-9 MARCH 2019

The Skipper

1964-2019

SKIPPER EXPO INT. ABERDEEN 17-18 MAY 2019

LEADING JOURNAL OF THE IRISH & UK INDUSTRIES MARCH 2019 €3.50/£3.00

A NEW DAWN

Inshore fishermen launch five year strategy.

See pages 2-5

Silhouette in the morning sunrise aboard the Orla S. Photo: Ross Mulhall

The Skipper MARCH 2019 A NEW DAWN

The Skipper
SERVING THE IRISH & UK FISHING INDUSTRIES

EDITOR: Niall Duffy
editorial@maramedia.ie
Mob: 086 823 9608

SALES: Sharon Boyle
sharon@maramedia.ie
Tel: 074 95 480 37
Mob: 086 840 1250

PRODUCTION /DESIGN:
Declan McGrath
design@maramedia.ie

MANAGING DIRECTOR:
Hugh Bonner
hugh@maramedia.ie

SUBSCRIPTIONS:
sarah@maramedia.ie
Tel: 074 95 62828

PRINTED BY:
WG Baird, Antrim, N.I.
www.wgbaird.com

CONTRIBUTORS:
Lia ni Aodha
Mike Craine,
Craig Taylor,
Dick James,
Gudjon Eirnarsson,

mara media

Published monthly by Mara Media, Annagry, Letterkenny, Co Donegal. www.maramedia.ie

In the compilation of The Skipper, every care is taken to ensure accuracy. Where errors or omissions are brought to the attention of Foilseachán na Mara Teo., future publications will be amended accordingly. However, Foilseachán na Mara Teo. does not accept liability to any person for loss or damage arising from anything contained in this publication or for any error or omission in it, even if such loss or damage is caused by negligence of Foilseachán na Mara Teo., its servants or agents. Opinions and articles featured are not necessarily the opinions of Foilseachán na Mara Teo.

INSIDE THE MARCH ISSUE

P 2-5
A New Dawn
P 14-23
Regional/International News
P 23-37
Show News
P 38-40
Lily Tom III

Marine & General Insurance Brokers. "Insuring Your World Today"
Cavanagh Hooper Dolan Insurances Ltd.
Tel:+353 (0)74 9177500 Fax:+353 (0)74 9177200
Email: info@chd.ie Web: www.chd.ie
Cavanagh Hooper Dolan Insurances Ltd is regulated by the Central Bank of Ireland

A New Dawn For Inshore Fishermen

Future for small inshore fleet

By Lia ní Aodha

Late last month, the 'Strategy for the Irish Inshore Fisheries Sector 2019-2013' was officially launched by Minister for Agriculture, Food and the Marine, Micheal Creed T.D. This is the first industry-led strategy for the sector in the history of the State; and follows an extensive development process involving the Inshore Fisheries Forums, alongside The Department of Agriculture, Food and the Marine (DAFM), Bord Iascaigh Mhara (BIM), the Marine Institute (MI), and the Sea Fisheries Protection Authority (SFPA).

It comes more than two decades since then Minister for the Marine and Natural Resources, Dr Michael Woods, commissioned BIM's review of the inshore sector, resulting in the 1999 publication of "Ireland's Inshore Fisheries Sector—Review and Recommendations". Part of the impetus for that review, which was the first time any strategy relating specifically to the inshore sector was attempted, also came directly from the efforts of fishermen. Up until now, however, a suitable framework for the sector has been slow to materialise.

Welcoming the Strategy last January, Minister Creed stated:

"I am delighted to receive the 'Strategy for the Inshore Fisheries Sector 2019-2023'. The Strategy marks a major milestone in the work of the Inshore Fisheries Forums who, since their inception, have developed initiatives seeking to protect the future of a sector, which is extremely important for Irish coastal communities. I would like to thank the Forums for their support in the development of the Strategy and I look forward to seeing the outcomes it achieves."

Industry-led

Since their establishment in 2014, the Inshore Forums have worked to develop initiatives that seek to secure a sustainable, and profitable inshore sector—that works for fish, people, and communities. One of their explicit mandates is to bring the insights of fishermen and women working within the sector to policymakers. Another is the development of a coherent sector voice. Previous successes have included the introduction of a minimum landing size for velvet crab, alongside increases in minimum landing sizes for razor clams, and most recently brown crab.

In many respects, the Strategy is representative of the culmination of their efforts, to date. It comes on the back of a proposal made by the National Inshore Fisheries Forum (NIFF), and since then the NIFF, along with the 6 Regional Inshore Fisheries Forums (RIFFs), have remained central to its development. A public consultation on the Strategy ran from July until September 2018, which set out a vision for the inshore sector, identified key objectives for the sector, and—hoping to "mobilise the knowledge and experience of the inshore sector directly"—asked for input on the actions needed to achieve these. More than 80% of those who responded were fishermen and women.

A prosperous and sustainable future

The resulting Strategy envisions "a prosperous and sustainable future delivered through a united industry with a strong and influential voice" and "sets out the aspirations and objectives for the future of the sector." Its overarching aims include: setting out the strategic direction for the sector to 2020, supporting the development of the sector through the identification of targets and sources of financial support, and the provision of an advocacy tool for the sector. Four thematic areas are addressed, under which 14 specific objectives are grouped, alongside detailed actions needed to achieve these.

The first theme, *Organisation and Profile*, lays out objectives with respect to building an accurate profile of the sector's activities and socioeconomic value, strengthening the existing representative structures that are in place for the sector, building negotiating capacity across the sector, and improving compliance. Specific actions required include the implementation of a data collection system for the sector, targeted measures to increase sector engagement with the Forums, and raising awareness of existing supports, legislation, and industry practice, amongst both fishermen and regulators.

Grouped under *Management and Planning* are objectives relating to improving stock management, communication on current and future environmental legislation, and cooperation between fisheries and other stakeholders in relation to marine spatial planning (MSP). Targeted interventions here include the development of new protocols for inshore management with input from the sector, the dissemination of user-friendly material with respect to environmental legislation, and information sharing on MSP processes, alongside recognition of the inshore sector's spatial footprint.

The third theme, *Infrastructure and Resources*, encompasses objectives relating to improving the attractiveness of the sector as a career, improving pier and harbour facilities, and raising awareness of supports that are available to the sector. Exploring options that might facilitate entry to the industry, promoting the sector as a viable career path, auditing inshore piers and harbours in terms of functionality and facilities, and providing support for their improvement are all listed as actions required to meet these. The development of a single database with details of supports available to the sector, alongside complementary initiatives that would raise awareness of existing financial supports are also detailed.

The final theme addressed by the Strategy is *Profitability*. Improving economic efficiency and links with markets, the provision of support for adding value to existing landings and exploring diversification opportunities for the sector are all listed as objectives under this theme. Included amongst the specific actions are targeted training initiatives, the provision of support to allow the sector to negotiate markets more effectively, alongside supporting activities such as direct sales and small scale processing, and promoting inshore sector products.

Blueprint for the future

Over the next number of years, these visions, objectives and actions will frame the work of the Inshore Forums, as representatives of the inshore sector. Implementation will be led by BIM, in close conjunction with the Forums, DAFM, MI and the SFPA.

Speaking to the Skipper, Chair of the NIFF, Mrs Trudy McIntyre, impressed upon the significance of the document for the inshore sector. She highlighted how much the Forums have achieved in the 4 years since their inception, stating that the document would allow

Continued on page 4

C Fish
Fresh & Frozen Fish By-Products

C Fish specialises in converting fish by-products into pet food ingredients and bait

Fresh & Frozen Fishing Baits for the Commercial & Angling Fisherman. ***Weekly Deliveries Nationwide***
ENQUIRES WELCOME FROM THE UK

Charlie Vial, Main St, Dunkineely, Co. Donegal, Ireland
Tel: 074 9737254 Mob: 087 2548208
Email: cfish@eircom.net Web: www.cfish.ie

mermaid marine
ENGINES - PARTS - SERVICES
JCB POWER SYSTEMS · KOHLER · AGCO POWER · FPT · YC DIESEL · LOMBARDINI Marine · Ford COMPONENT SALES

MERMAID MARINE,
THE MEWS,
14-17 WEST QUAY ROAD,
POOLE, DORSET,
BH15 1JD, ENGLAND

T: 0044 (0)1202 677776 engines@mermaid-marine.co.uk
www.mermaid-marine.co.uk

Can you make hot tea at sea?
TeaMate is the safe way to provide your crew and passengers with hot drinks at sea. Keep your people warm and wide awake without even running your genset. We are **Europe's leading supplier** of this unique and proven product.
CALL US TODAY
WHISPAIRE

Tel: +44 (0)1794 523999
Email: info@whispaire.co.uk
Web: www.whispaire.co.uk

UNION CHANDLERY
OFFICIAL vetus DEALER

NOW AVAILABLE!
VETUS BOW PRO & PROPORTIONAL BRUSHLESS BOW THRUSTERS
sales@unionchandlery.ie
also proud suppliers of:
Whale WATERMASTER · International
www.unionchandlery.ie 021-4554334

Trudy McIntyre

them to access the needed funding, and drive ahead with implementing the actions that would achieve the Strategy's outlined vision. Stressing that with the Strategy the inshore sector now has something tangible to work with in moving forward, she said, *"For the first time our inshore industry has a blueprint for its future."*

Outlining the development process leading up to the Strategy, and the centrality of the role of the Inshore Forums to that process, Trudy stated:

"In 2017 NIFF decided that the development of a Strategy for the Inshore Fisheries sector was going to be our priority and we started the process of working towards that goal. This is the first ever industry-led strategy to happen for the inshore sector. It gives us the opportunity to focus on the important issues for the Inshore Fisheries Forums, the State, and sector right up until 2023 so that we might get the best use out of the available EMFF funding."

She went on to express her satisfaction with the quality of feedback received from the consultation, highlighting that there was broad agreement across respondents in relation to the vision, themes and objectives that had been set out in that document.

Commenting on the Strategy's vision, she said, *"It's a strong vision statement, and one we can all stand over going forward."* Asked whether the Strategy was evidence of steps towards that vision, she stressed that although the diversity of local and regional interests of Ireland's inshore sector remains, as are represented by the Regional Forums, the difference now is these are being brought together in a coherent manner. Emphasising the importance of unity at the national level, she stated, *"When you have one voice it is very easy to be listened to. It's about seeing results by working together in the Regional Forums, and together at the national level. It's about using the Regional Forums to get the message from the bottom."*

She went on to say how vital it was that measures to ensure sustainability (for fish and people) are led by the sector, in terms of both development and implementation, saying, *"If you want something to be introduced, talk to the people on the ground. They'll tell you the practicalities of it. They'll tell you the pros and cons of it. And they'll tell you if it's not going to work. Talk to us, communicate with us. We will cooperate. We all need a sustainable future."* However, she also emphasised the importance of compromise in these processes, stating: *"There's a compromise in everything. We won't always get what we want, but when we come up with the solutions that we can accept and sleep on, it is better than being told what we can and can't do from the top-down. So for us, it's about living with the decisions that we make and that we can work with."*

Commenting on the importance of the themes, objectives and actions laid out in the document, Trudy made a number of points, and strongly emphasised the importance of building an accurate profile of the sector, whilst stressing the links between the viability of the inshore sector itself, and the communities in which their operations are embedded. *"It is important that we are counted, and the value that we bring to our local communities is counted,"* she said, highlighting that in the absence of such data it is difficult to demonstrate the value of the inshore sector, in a way that is meaningful to policymakers.

She further highlighted the importance of building on the already existing representative capacities of the sector. Part of this, she stressed, includes working on how the industry communicates both internally and externally, with various State agencies and users, in an effort to foster mutual understanding, and encourage various different actors to work together to "optimise governance arrangement to fulfil shared ambition for the sector".

She went on to highlight that the sector is keenly aware that without any fish, there would be no sector, downstream activities, or fishing communities."The majority of people are on the same page when it comes to having successful fisheries. You have to manage it. You have to regulate it, and you have to enforce what's

Inshore boats at Dunmore East. Photo Niall Duffy.

there," she said. However, she stressed that achieving this requires a working relationship with regulators that would ensure fishermen can comply with regulation and fish, which requires dialogue, assistance, raising awareness, and helping people to comply.

Trudy went on to say, *"We have an ageing sector, and part of the Strategy is bringing in new entrants and making it an attractive industry again."* Part of this, she stated, would rest on reviving the industry and addressing the current challenges faced by the sector. She also highlighted the need to ensure people were aware of the supports available to them. *"The feedback received is also that the inshore sector doesn't know enough about how to access funding. There is a lot of support out there from BIM and we need to know about it and make the most of it,"* she said.

Following on from this, she touched on the importance of capacity building across the sector not just in terms of being able to negotiate collectively on policy issues, but on non-policy issues, such as markets. *"We all know that the inshore sector needs to make money to be viable. There are definitely things that we can do to make it easier for fishers and their families to find out more about what sells best when and where,"* she said. Trudy also touched on the importance of building capacity across the sector not just in terms of being able to negotiate collectively on policy issues, but on non-policy issues, such as markets. Though she acknowledged the importance of existing international markets, she stressed that selling at home is vitally important too, and something that needs to be promoted with respect to the inshore capture sector. *"We need to sell more domestically also,"* she said.

In terms of moving forward, the Strategy itself *"actions what is needed to go into the implementation of the plan"*, and the next steps will involve *"hitting the ground running."* Stressing how important it was that the Forums remained involved in the implementation phase she highlighted; *"It is up to all of us to put the strategy into action and make things happen. We've seen strategies, reports, recommendations fall by the wayside over the years. This is different because we're not going to let it go by the wayside. This is our blueprint, and this is what we're going to work from."*

Expressing her own hopes for the sector going forward Trudy concluded by saying; *"We have to keep building on what we have achieved, to date. I hope that the wider fishing community sees the value of what we have collectively accomplished by working together on this Strategy. The long term benefit of that will be our inshore Sector thriving again."*

84% of discarded cuckoo rays in excellent condition when discarded

Dr Ronán Cosgrove,
Fisheries Conservation Manager, BIM

Vitality assessment on board the Eblana

The 2019 discard plan for demersal fisheries in North-Western Waters includes survivability exemptions for several species. This means certain species can continue to be discarded under the landing obligation. These exemptions are hugely beneficial in helping Industry avoid unwanted landings of undersize or over-quota fishleading to inefficient use of quotas and potential "choking" of fishing effort in low quota scenarios. The exemption for skates and rays applies for three years. However, more supporting scientific information is needed for Cuckoo rays. They have been given just one year; historical information for this species consists of a single 35% survival estimate derived from a 2012 English Channel beam trawl study.

Direct assessments of ray survivability can be difficult to achieve due to species size and problems with captive monitoring. Projects are ongoing in a number of EU countries to address these issues and hopefully provide additional information on cuckoo ray survivability. The condition or vitality of rays at the point of release back to sea can also provide a useful indicator of survival probability. For example, thornback rays assessed as excellent on board a North Sea Otter trawler had a survival probability of 85%. This is corroborated by a Dutch beam trawl study which found that without exception, vitality index scores A (excellent) and D (lethargic or dead) always yielded the highest and lowest discard survival with an estimated 84% of thornback ray in the excellent category predicted to survive.

In the above context, it is likely the vitality of cuckoo rays at the point of release provides a reliable indication of their survival probability. It is also useful to compare the vitality of cuckoo rays with other ray species known to survive the capture process well e.g. thornback ray; similarities in vitality scores between these species could provide further qualitative indications of cuckoo ray survival. A trial was conducted with John Lynch on board his vessel the MFV Eblana to address this issue. The trial was led by Martin Oliver from BIM. Ray were targeted with an otter trawl under normal fishing conditions in the Irish Sea in January 2019. The vitality of resulting catches was assessed using detailed protocols developed by the ICES Working Group on Methods for Estimating Discard Survival (WGMEDS).

Blonde and spotted ray were the main species encountered with just 37 cuckoo and 26 thornback rays caught over 11 hauls during the trial. The condition of all ray species was mostly excellent and good but cuckoo rays were top of the class with 84% categorised as excellent. This compares well with thornback ray where 63% of specimens were categorised as excellent. Study results will be forwarded to the EC Scientific, Technical and Economic Committee for Fisheries (STECF) to assist in building a case towards extending the survival exemption for cuckoo ray. BIM would like to thank John Lynch and the crew of the Eblana for a fruitful collaboration. A full report on this work is available at www.bim.ie/our-publications/fisheries.

Irish anglers to be allowed target Blue fin tuna

Pleas for a commercial Blue fin quota for Irish fishermen has once again fallen on deaf ears as Minister for Agriculture, Food and the Marine, Michael Creed T.D., has announced that he has secured approval at EU and international level for the introduction of a science based catch, tag and release fishery for Bluefin tuna for Irish recreational anglers. This scheme will compliment the work on satellite tagging of blue fin tuna that is being under taken by the Marine Institute.

Fishermen now fear that Blue fin will end becoming a recreational fishery as happened previously with Salmon, Bass and Eel.

Minister Creed said that "As part of the negotiations on the new international management plan for bluefin tuna in the east Atlantic, Ireland was able to secure agreement that will allow countries like Ireland, that do not have a commercial Bluefin tuna quota, to operate a catch-tag-release fishery for gathering scientific data." This new management plan was adopted at the 2018 International Commission for the Conservation of Atlantic Tunas (ICCAT) Annual Meeting.

Minister Creed continued "My Department is currently working with the Marine Institute and the Sea Fisheries Protection Authority on a pilot project that will allow up to 15 angling vessels with trained tagging operators to target blue fin tuna in 2019. This aim of the project is to build on work undertake to date and to increase our knowledge of the behaviour and abundance of BFT in the waters off the Irish coast. It will also provide an ancillary benefit in that it will support angling tourism in peripheral coastal communities, including in particular Donegal."

Previously, under ICCAT rules, Ireland could not allow targeted angling for blue fin tuna as we do not have a blue fin tuna quota. The changes secured by Ireland will now allow targeting for tagging purposes only by recreational anglers.

Fishermen now fear that Blue fin will end up as a recreational fishery
Photo Niall Duffy

Minister Creed added "Our fishing industry has expressed concerns about the increasing numbers of Bluefin tuna in the Irish 200 miles zone and this programme will allow us to understand more about blue fin tuna - their habitat, migration patterns and concentration in waters around Ireland."

The exact details of the pilot scheme will be developed over the coming period in consultation with the Department of Communications, Climate Action and Environment which is responsible for angling.

National Fisheries College of Ireland
February-March Schedule 2019
BIM Ireland's Seafood Development Agency

Skipper Full Certificate of Competency
- 01 April-10 June, NFC Greencastle
- 08 April-12 June, NFC Castletownbere

Navigation Control (Fishing)
- 17-28 June, NFC Castletownbere
- 17-28 June, NFC Greencastle

3-day Safety Training
- 01 April-10 June, NFC Greencastle
- 08 April-12 June, NFC Castletownbere

Navigation Control (Fishing)
- 17-28 June, NFC Castletownbere
- 17-28 June, NFC Greencastle

Medical First Aid (3-day)
- 03-05 April, NFC Castletownbere
- 03-05 April, NFC Greencastle

Enhanced Safety Training
- 29 March, Carrigaholt, Co. Clare, contact 087 6837134
- 10 April, Dingle, Co. Kerry, contact 087 6837134

3-day Safety Training
- 04-06 March, NFC Greencastle
- 19-21 March, NFC Castletownbere
- 25-27 March, NFC Greencastle
- 26-28 March, Carrigaholt, Co. Clare, contact 087 6837134
- 15-17 April, NFC Greencastle
- 16-18 April, NFC Castletownbere
- 23-25 April, Dingle, Co. Kerry, contact 087 6837134
- 14-16 May, NFC Castletownbere

Fire Prevention and Fire Fighting (3-day)
- 25-27 February, NFC Greencastle
- 08-10 April, NFC Castletownbere
- 27-29 May, NFC Greencastle

Advanced Fire Fighting (5-day)
- 25-29 March, NFC Castletownbere
- 29 April-03 May, NFC Greencastle

Commercial Diver (5 weeks)
- 18 February-22 March, NFC Castletownbere

Surface Supplied Diver (3 weeks)
- 01-19 April , NFC Castletownbere

Passenger Boat Proficiency
- 19 March, Ballycotton, Co. Cork
- 08-12 July, NFC Greencastle

GMDSS Short Range Radio Proficiency (modules 1 & 2)
- 02-05 April, Carrigaholt, Co. Clare, contact 087 6837134
- 16-19 April, Dingle, Co. Kerry, contact 087 6837134

Two Day Seafood HACCP Workshop
- 10-11 April 2019, Sligo, contact 01 2144 112

NFC Greencastle +353 74 938 1068/1099
NFC Castletownbere +353 27 71230

To confirm the mobile training schedule on the west coast please contact 087 6837134 and on the east coast contact 087 2334620.

Ireland's EU Structural and Investment Funds Programmes 2014 - 2020
Co-funded by the Irish Government and the European Union
An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine
EUROPEAN UNION
This measure is part-financed by the European Maritime and Fisheries Fund
www.bim.ie

EU approves Western Waters multi-annual management plan

By Lia ní Aodha

Since the 2013 reform of the Common Policy (CFP), the adoption of multi-annual management plans (MAPs) has been a priority for the EU. Last month, MEPs approved an agreement on a plan for demersal stocks in Western Waters. The vote follows on from a ten-month process; including an agreement last December on the Commission's proposal for a MAP for these waters, that was reached in Trilogue.

The Western Waters multi-annual plan (WWMAP) is the third to be adopted and follows the agreement of similar plans relating to the Baltic Sea (2016) and the North Sea (2018). It covers fisheries in both North and South Western Waters—a feature that has been criticised by the North Western Waters Advisory Council (NWWAC) as representing a move away from regionalisation. The plan applies to all Member States operating in this vast geographical area; and involves boats from Ireland, the UK, Spain, France, Belgium, Germany, and Portugal.

The Plan

As with the existing management plans, the plan represents a step towards a more multi-species management approach, via the incorporation of demersal stocks in this area into a single management plan (extending also to adjacent waters). It covers a broad range of stocks, including a number of deep-sea stocks. Amongst these are 36 target stocks (26 of these in ICES subareas 6 and 7); including cod, megrims, anglerfish, haddock, whiting, blue-ling, Norway lobster, plaice, pollock and common sole, along with their by-catches.

Consequently, the Regulation replaces a number of single species plans, including: Regulation (EC) No 1300/2008 (multi-annual plan for the stock of herring distributed to the west of Scotland), Regulation (EC) No 811/2004 (establishing measures for the recovery of the Northern Hake stock), and Regulation (EC) No 509/2007 (multi-annual plan for sole in the Western Channel). The repeal of the Cod Recovery Plan last year, in line with the North Sea plan, gives an indication as to how this might work in practice.

MSY, the Landing Obligation (and Brexit)

The objectives of the plan include meeting Maximum Sustainable Yield (MSY) targets, implementing the Landing Obligation for demersal stocks, and the promotion of "a fair standard of living for those who depend on fishing activities, bearing in mind coastal fisheries and socio-economic aspects." Fisheries in this area, on account of their highly mixed nature, are considered to be especially challenging in terms of marrying each of these objectives simultaneously.

Reflecting this, much of the text centres around MSY and the Landing Obligation in one way or another, and does introduce some flexibilities and dynamism to the setting of fishing opportunities, and adoption of technical measures. For example, by adopting FMSY ranges for target species, expanding the scope of the recommendations that can be put forward by the Advisory Councils (ACs), and empowering the Commission to adopt delegated acts to achieve the objectives of the plan. Beyond these, however, it's not really clear what this plan really offers in terms of mitigating chokes in the context of mixed fisheries.

A further challenge for many of the fisheries in this area is the reality that many of them are carried out in waters that will soon (very likely) become non-EU waters, which poses a serious question for a number of Member States, not least Ireland. In terms of addressing these, in line with recent contingency proposals adopted by the Commission, the text does establish some principles for the management of stocks of "common interest" and the establishment of access agreements with third countries. Again, however, given that what the eventualities of Brexit will look like are still uncertain, whether such a plan is appropriate prior to the UK's departure has been questioned.

WWMAP key points:

- A single plan for North and South Western Waters.
- Covers 36 'target stocks.'
- Fishing opportunities for target species to be set in line with FMSY ranges (where available) and "achieved as soon as possible, and on a progressive, incremental basis by 2020."
- By-catches to be managed in accordance with the Precautionary Approach.
- Various safeguard and conservation measures.
- Empowers the Commission to adopt delegated acts to achieve the aims of the plan.
- Increases the scope of the measures that may be recommended by the Advisory Councils on technical measures and with respect to a management approach that "seeks to limit year-to-year variations in the fishing opportunities."
- Expands the management of seabass.
- Allows for the possibility of setting limits for recreational fisheries.
- Contains provisions with respect to the management of stocks of common interest.
- Allows for European Maritime and Fisheries Fund (EMFF) support in the event of "temporary cessation measures that have been adopted in order to attain the objectives of the plan."

Hugo Boyle IS&EFPO

Striking a balance?

In the aftermath of the Parliament's vote in Strasbourg, MEP Seán Kelly welcomed the plan, stating that the legislation would ensure fishermen could continue fishing, whilst also protecting fish stocks. However, whether or not the plan can actually deliver that balance has been questioned by fishermen.

Speaking to the Skipper, Mr Hugo Boyle, CEO, ISEFPO stated:

"While we in the ISEFPO believe in the principle and thinking behind the multi-annual plans—which have the objectives of reaching MSY, while allowing the industry to plan for the long-term—we do not agree that the proposed Western Waters Plan addresses the concerns of our fishing industry."

Mr Boyle went on to say:

"Regional management was the 'keyword' when these Plans were first mooted, and we were working in the North Western Waters Advisory Council on that basis. What has actually happened is that the North Western Waters has been shoehorned in with the South Western Waters—which reaches from the Bay of Biscay to the Canary Islands."

"One's imagination does not have to be stretched to see that 'a one size fits all' approach does not adequately cater for, as it claims to, Regional management which can take into account constantly shifting variables (effort, technical measures, quotas etc.). A good example of this would be the Celtic Sea where we have a mixed fishery, with boats mainly fishing for and taking a number of species which, in a targeted fishery, would be classified as a by-catch. It is very difficult to see how multi-annual plans can help avoid choking on some species in these mixed fisheries, which has been highlighted in the Choke Mitigation Tool Report prepared by BIM and the NWWAC."

Mr Boyle concluded by saying he believed *"the proposal should not be finally adopted until we see how the Landing Obligation and Brexit 'play out' when adjustments could be made taking lessons from these factors into account."* As it stands, the agreement will now go back to the Council before it is finally adopted, and in the event that there are no major amendments to the proposal from the Commission, will enter into force. In line with the text of the Regulation, it will be due for re-evaluation five years from then—a period which may well prove too long for some fishermen.

EU Ban Pulse Beam Trawling

The European Parliament and EU member states have reached an agreement over new technical conservation measures for fishing, which includes an EU-wide ban on controversial pulse trawling starting from mid-2021.

The new framework law will simplify the current set of 31 regulations on fishing gear and methods allowed within the EU waters, on the minimum size of fish to be caught, as well as on restricting fishing activities in certain areas or during certain periods.

The negotiations started in May last year, and spanned three rotating EU presidencies: Bulgarian, Austrian and now Romanian.

The debate was tough because of the disputed use of electric beam trawling, which held up the entire legislation for months as the Parliament and Council could not find a common position on the subject.

Parliament took a firm stance against the activity when adopting its negotiation mandate on 16 January 2018, voting an amendment filed by the leftist GUE/NGL group that prohibits the use of electric fishing. In accordance with their position, MEPs also rejected in June a delegated act that would have allowed electric pulse activities on some areas off the Belgian coast.

The deal reached last night enables EU member states to immediately prohibit or restrict the use of pulse fishing within their coastal waters, ensuring a phase-out period to allow time for the sector to adapt.

After the deal was struck, the Parliament rapporteur on the file, Spanish MEP Gabriel Mato, said the technique will be prohibited after the transitional period but that the ban "does not impede much-needed innovation" in the fishing sector.

EU's fisheries Commissioner Karmenu Vella welcomed the deal, saying that "the new technical conservation measures present an important step forward in delivering on a concrete EU commitment to a sustainable fishing sector and the protection of the marine environment."

Catches with pulse trawling were officially banned in 1998, but a system of derogations set up in 2006 has allowed the practice to continue.

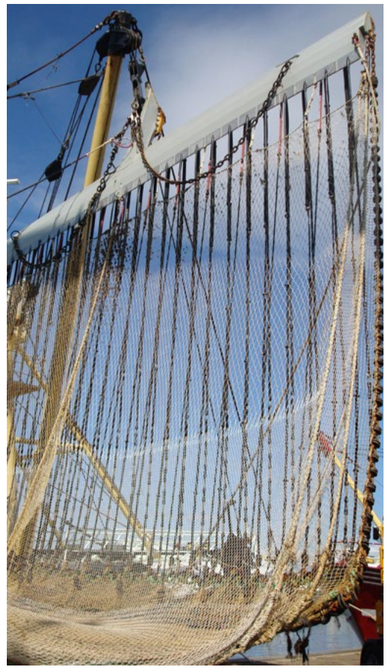
Supporters of electric fishing say the technique is safer for the environment than beam trawling because it reduces carbon emissions and lowers fuel consumption.

In June, the International Council for Exploration of the Sea (ICES), an intergovernmental marine science organisation, released a study which said that pulse trawling has a lesser effect on ecosystems than using beam trawls.

Dutch pulse fishing vessels have been experimenting with pulse fishing since 2011 on a larger scale, and the Netherlands fishing association said that an EU ban would not be science-based and hamper innovation in the fishing sector, a position shared also by Greenpeace Netherlands.

Dutch fishermen asked negotiators to halt the EU-wide ban call in a demonstration outside the European Parliament.

New research carried out by Wageningen Economic Research highlighted the socio-economic costs of a complete ban on pulse fishing for Dutch fisheries, saying it will result in a sharp reduction in the economic yield per vessel and impact the entire sector.



SFF to sponsor Skipper Expo Int. Aberdeen 2019

The Scottish Fishermen's Federation (SFF) has confirmed that it will once again be sponsoring Skipper Expo Int. Aberdeen, with this year's event being held a week earlier than usual, on 17 and 18 May.

Skipper Expo Int. Aberdeen 2019 will be the biggest yet in the series, with the most ever exhibitors and the show filling the whole length of the exhibiting arena. The event has been growing annually and this year's event will once again have a strong international presence with exhibitors from over 20 countries.

There are also around 25 new exhibitors, including MMG Welding, Mest Shipyard, Damen Shipyards, EKKO Doors, Faithlie Trawl, and Macduff Shellfish (Scotland) Ltd.

Bertie Armstrong, chief executive of the SFF, said: "The Scottish Fishermen's Federation is delighted to sponsor this vibrant Expo, with the increasing interest and full bookings confirming the optimism for the future of the Scottish industry."

One of the highlights of the two-day event will be the seafood buffet with music on the evening of the first day of the show (Friday 17 May), which is sponsored by Peterhead Port Authority, GB Oils (Commercial Oils) and Sunderland Marine.

Sharon Boyle of show organiser Mara Media said: "We are thrilled that the Scottish Fishermen's Federation is supporting this event once more and that it is shaping up to being such a brilliant show. I would also like to thank the seafood buffet sponsors for their much appreciated support.

"While stand space is filling up fast, there are still opportunities left for companies looking to exhibit and we would be happy to discuss their requirements."

Skipper Expo Int. Aberdeen 2019 will be held at the AECC on 17 and 18 May, opening times 10am to 6pm on Friday 17 May and 10am to 4pm on Saturday 18 May.

Entry is free.
More information at www.maramedia.ie, or contact Sharon Boyle 00353 86 840 1250.

List of Exhibitors to Date

A.S.A.P. Supplies Ltd
A/S SCAN
Aberdeenshire Council
Anderson Marine
Anderson Marine - Vessel
Arklow Marine Services
Armon Shipyards
Arsnglian Dies
ASTANDER Shipyard
Aucxis cvba
Audacious Marine
Barrus Ltd
Beta Marine
BOPP
Box Pool Solutions Ltd
Brunvoll AS
CA Clase UK Ltd
Caithness Creels
CC Jensen Ltd
Certas Energy / Commercial Oils
Charity & Taylor
CJ Marine
Cleghorn Waring
Coolboxes
Costco Wholesale
Cotesi
Craemer Uk Ltd
Crown Marine Seats Ltd
Damen Shipyards
Davidsons Ltd
Denholm Fish Selling
Doosan (Watermota)
Drawm
Duo Tool Direct Ltd
Dychem
E-Catch
Echomaster Marine
EK Marine Ltd
EKKO Doors
Engines Plus Ltd.
Errigal Bay
Euronete (UK) Ltd
Eyemouth Marine
Faithlie Trawl
Ferguson Marine Engineering
Fettes & Rankine Engine
FF Skagen
Finer Filters
Finnie 4 x 4
Finning (UK) Ltd
Finnøy Gear & Propeller AS
Fisanet
Fishing News
Fiskerforum
Fraserburgh
Furuno (UK) Ltd
G Smyth Boats
Gael Force Group
Grampian Powerclean
Guy Cotten UK ltd
GW Containers
Hercules Hydraulics
Hirtshals Havn(Port of Hirtshals)
Hook Marine
Icom UK Ltd
Jackson Trawls
JC Hydraulics
Jens Berg Shipping
Karmoy Winch
Karstensens Skibsværft,
KER
Kingfisher Information
Kort Propulsion
KT Nets
KYNDE & TOFT
Lerwick Port Authority
Lobster Pod
Lorrimar
Macduff Diesels
Macduff Shellfish (Scot) Ltd.
Macduff Shipyards Limited
MacGregor (GBR)
Mackinnons
MAIB
Måløy Maritime Group
Mantsbrite Marine Electronics
Marine Indu
Marine Control Services A/S
Marine Design International
Marine Stewardship Council
Marine Supplies (International) Ltd
Maritime & Coastguard Agency
Marship
Maver Boats
Mc Minn Marine
Medley Pots
Mermaid Marine
Mest Shipyard
Michigan Marine Propulsion
Mitchell Power Systems
MMC First Process AS
MMG Welding
Mooney Boats
Morgere
Mullion Survival Technology
Murphy Marine Services
Nordsøtrawl A/S
NORSAP UK
North Atlantic Fisheries College
Notus
Parkol Marine Engineering
PBP Services
Peterhead Port Authority
Polar Doors
Port of Skagen
Ports Of Scotland Yearbook
Pronomar B.V.
Proteum Limited
PUMPTASTIC LTD
QUIKSLING
R & D Marine
Reid Scallop Gear
Riverdale Mills
RNLI Fishing Safety
RNLI Fundraising
RSM UK Tax and Accounting Limited
Scandic Pelagic
Scania Engines
Scanmar
Schoeller Allibert Limited
Scottish Fisheries Museum
Scottish Fishermen's Federation
Scrabster Harbour Trust
Seafield Navigation
SeaFish Industry Authority
SeaKeeper
SeaQuest Systems
Selva Marine
Service Team Skagen
SES
Shetland Islands Council
Shetland Seafood Auctions (SSA)
Shetland Seafood Quality Control (SSQC)
Shetland Shellfish Management Order (SSMO)
Sicor International
SIRM UK
Skipsteknisk AS
Sola-Cure
Solent Engineering Services Ltd
Specialist Small Craft
Sunderland Marine
Swan Net Gundry Ltd
Teamac Marine Paints
TecMarine Ltd
TeleServe Ltd.
The Fishermens Mission
The Skipper/Mara Media
Thistle Marine (Peterhead) Ltd
Thyboron Doors
Thyborøn Port
Trefjar Ltd
TT Oils
TYSONS
Visserij Co-Operative URK
VMS Group
Volvo Penta
Vonin
Wärtsilä
Woodsons
World Fishing & Aquaculture
Yamaha Motor Europe N.V., Branch UK
Zamakona Yards
Ziegra Ice Machines (UK) Ltd

TSR UK
Tyson's Ships Riggers Limited
SKIPPER EXPO INT. GALWAY 8-9 MARCH 2019
STAND 08

TYSON'S ONLINE STORE

ROPE BRANDS

King Crab Exclusive to Tyson's 220 Mtrs
Prices from €53.00

Euro Polysteel Oversized Rope 195 Mtrs
Prices from €39.00

Shamrock Polysteel Rope 220 Mtrs
Prices from €19.00

Tytanium Plus 220 Metre Coil
Prices from €41.00

CLOTHING & PROTECTIVE WEAR

Grundens Balder 302 Hooded Jacket
€103.00

Elka 2 - Coloured Smock
€45.00

Trawlmaster 30cm Gauntlet
€2.29

Centek Compactor
€23.00

Amblers Safety Fishery Boot AS1010
€54.00

SAFETY

Compact Supreme 150 Life Jacket
€121.00

Safelink Solo Compact 150 Supreme
€414.00

Elka & Ambler Package
€110.00

Balder & Deck Boss Package
€278.00

ALL ORDERS ONLINE AND BY TELEPHONE ARE 12.00 EUROS DELIVERED IN A 30 KGS BOX

Tel: +44 (0) 1472 347065
www.tysonsriggers.co.uk

NORTHERN IRELAND NEWS *By Dick James*

Harbour Development Needs

That there is a need for development of the County Down fishing harbours has become apparent during the recent herring and mackerel seasons as the three Northern Ireland pelagic vessels have been unable to land in the local fishing harbours due to restriction on depth of water available.

These 3 vessels the Havilah and Stefani M have recently been purchased second hand to replace older and smaller vessels and due to draught limitations have been unable to land in the port of Ardglass which the replaced vessels previously did. The solution was to land in Belfast and then to transport the catch by road tanker to the processing plants in Ardglass and Kilkeel. This of course added to cost and time as well as the environment phobia of carbon footprint. The third vessel the Voyager was a newbuild some two years ago and operates from Killybegs and Skagen in Denmark.

There are three pelagic processing factories one in Kilkeel and two in Ardglass dependant on locally landed fish.

Recently some of the smaller Irish pelagic vessels using Ardglass as a landing base have found limitations of space and water depth problematic with one vessel falling off the wall berth as the tide fell and with only one deep water berth available discharging more than one vessel at a time is difficult to say the least .

Both Kilkeel and Portavogie are even more limited in terms of depth and access to these harbours is limited by tidal conditions. The trend for newer vessels to be built wider and deeper than vessels in the past has made access into and safety on approach and within the harbours a significant issue.

Thus it is claimed that the limitations of the County Down fishing harbours of Ardglass, Kilkeel and Portavogie is limiting the development of the fleet and as a knock on the processing and service sectors of the industry.

In response to th is situation two action groups have been set up to try to take the harbour issue forward. In Kilkeel the Kilkeel Strategic Partnership grouping has put forward a plan based on previous studies done by the Northern Ireland Fishery Harbour Authority for a new outer harbour with land reclamation and the building of a new large pelagic processing plant designed to handle the discharges of the largest of the pelagic vessels as well as extra maintenance facility to support the service sector based in the town. This plan now needs an environmental impact assessment done before any further progress can be made. At a cost of £300,000 plus the lack of a Government in Northern Ireland due to the fall of Stormont this funding is not being found by the administration. With ownership of the harbour being vested in the Fishery Harbour Authority which is appointed by the administration the way forward appears stymied.

Portavogie Harbour Photo Stephen McKee

In Ardglass a company titled Ardglass Harbour Developments has been set up involving local fishing, processing and community individuals to take the needs of Ardglass forward. A technical feasibility study is being commissioned to identify the optimum development in catering for the needs of extra depth of water, creating more wall berths (there are 7 at present), creating a service facility and providing pontoon berthing for the growing crabber and small boat fleet.

The response from the Northern Ireland administration is to commission a strategic review to study the requirements of the industry going into the future and what expenditure can reasonably be expected to meet those needs.

Meeting to discuss Ardglass Harbour

South Down Member of the Legislative Assembly Co li n McGrath met with the Permanent Secretary of the Department of Agriculture, Environment and Rural Affairs Mr Denis McMahon in late January to discuss future plans for Ardglass harbour. It was reported that Newry, Mourne and Down Council is to make available £25,000 to the village harbour development group to help kick start economic regeneration in the village and the money can be used to comp lete a business case paving a way to accommodate larger herring and mackerel boats and to upgrade bert hing facilit ies for local trawlers. A part of the harbour known as the Saw Pit is to be a key part of the project .

These issues were raised with Mr McMahon who explained that a strategic feasibi lity assessment was needed to ensure value for money and equity of any future spend in any of the provinces harbours. Mr McGrath stressed the need to ensure the needs of the villages fishing community are front and centre of any strategic review. Tourism also has an immense part to play in Ardglass development but Mr McGrath stressed that monies should be made available for the fishing community.

The Fishery

There has been a good start to the year for the County Down prawn fleet with a good showing of prawns in the western Irish Sea and prices holding steady and, from a long term perspective, high. It was generally in the deep water that the fleet concentrated its effort so there was a good mix of tails to whole prawns. More distant waters were generally given a miss although the North Sea grounds off North Shields retained some of the boats which wintered there but even some of those relocated to home waters as word reached them of the local fishery. The Clyde was of no interest to the Northern Irish fleet similarly the Smalls ground attracted none of the boats and it is too early in the year for Cumbria to show. There was a reasonable fish by-catch to go with the prawns with a few boxes of Cod and Haddock and the usual assortment of bottom fish. Indeed some of the erstwhile whitefish boats forsook the fish and turned to the prawns before the closure of the grounds mid February.

Whitefish effort was again split between North Channel and the grounds off County Louth where the Haddock was to be found. Prices were not as buoyant as they have been as the volume of fish on times dulled demand.

The winter of 2018/9 has proved a poor one for the scallopers many of whom have switched to the prawns early in the year and continue to do so. Grounds around the Isle of Man were particularly disappointing which is where usually the best of the fishery is to be found.

On the Pelagic front the two Kilkeel boats based in Belfast, Stefani M and Havilah made 2 landings each into Belfast of good quality Mackerel for the County Down factories and then tied up presumably waiting for the late summer Irish Sea Herring fishery. The Voyager switched from Horse M ackere l to Mackerel landing into Norway, Denmark and Killybegs. In between some 970 tonnes of Irish Sea Herring were caught and landed. Later on the Irish small pelagics started landing Mackerel from the western grounds into the County Down factories. The Ardent was the first to show in Ardglass followed by Sparkling Star, Eilean Croine, Sarah David and Ronan Ross in a hectic 36 hours into Ardg lass. In between Cisemair and Buddy M put Mackerel out in Lisahally consigned to the County Down factories who seem to be getting a reasonable season.

The inshore fleet are working between gales on the Brown Crab but the market for Velvet Crab which is a usual winter go to fishery has seemingly failed and more effort is being shifted toward Lobster and Shrimp.

Porcupine bank fishery

A Kilkeel owned trawler based in Rossaveal whilst fishing prawns on the Porcupine Bank recently suffered damage to the wheelhouse in poor weather and was escorted into port although the vessel was able to make it in under her own power.

The Glenravel is a 26 meter trawler built of steel in 1968 fished continuously on the west of Ireland last year mainly on the offshore bank.

Another Newry registered vessel, the Maracestina is also fishing the Porcupine after spending time at the Smalls grounds in the spring of 2018.

UK NEWS

Proposed changes for the Responsible Fishing Scheme

Revisions to the structure of the core principles of the Responsible Fishing Scheme (RFS) have been outlined in proposals for Version 2 in order to streamline the scheme and strengthen the focus on crew welfare and vessel operation.

The proposals have been published by Seafish, the public body that supports the £10bn UK seafood industry, and Global Seafood Assurances (GSA), a not-for-profit organisation seeking to offer full supply chain assurance for wild and farmed seafood.

The organisations are currently working in partnership to develop Version 2 of the RFS, which will enable fishing operations to provide assurance of decent working conditions and operational best practice from the catch to the quay.

Following extensive consultation, Seafish and GSA have collaboratively developed the Terms of Reference (ToR), which set out the objectives, structure and scope for the new version of the Scheme.

Other changes proposed include an updated RFS certification model to enable greater accessibility, maximising the opportunity to scale up participation via a Group Certification Model and ensuring Version 2 can be internationalised. The organisations are now inviting additional industry feedback.

The RFS was developed by Seafish to recognise good practice and to raise standards in the catching sector, enabling those within the seafood supply chain to better demonstrate their commitment to the responsible sourcing of seafood. The current RFS (Version 1) has over 120 vessels certified, contributing 32% of the UK fleet's landings by weight, 26% of landings by volume and representing approximately 17% of the UK's total registered tonnage.

Helen Duggan, Head of RFS Transition at Seafish said:

"One of Seafish's primary aims is to ensure a sustainable future for the UK seafood industry. To this end, we are committed to facilitating responsible sourcing throughout the supply chain. The development of RFS Version 2 represents a key opportunity for the UK industry to continue to lead the way globally in responsible catching and ethical welfare practices. We would encourage everyone to take the opportunity to engage with the development process, and we welcome feedback on the direction proposed."

Work is well underway on the development of RFS Version 2, which will update the Standard to ensure that it is fit for purpose and meets assurance needs. Through a process of active outreach, the RFS Development Team have received and collated feedback from across the UK seafood sector to guide the development process. This has included capturing opinions from over 70 stakeholders representing a variety of viewpoints from fishers to policy makers, seafood buyers and NGOs within the UK and beyond.

Melanie Siggs, European Director for GSA said:

"Mike Platt has led GSA's work with Seafish and we are delighted with the progress and participation to date. The ToR is an important milestone in the development of RFS Version 2 ahead of us taking over the Standard in May 2020. There is considerable enthusiasm to ensure that the new Standard will demonstrate certified vessels are operating in line with best practice, be that in the UK or overseas."

A copy of the Terms of Reference is available to download from the Seafish publications database

A bespoke Technical Advisory Committee (TAC) is now being formed with membership comprised of individuals with the skills and expertise required to develop the Standard criteria for each agreed core principle within RFS Version 2.

For further information, provide feedback on the Terms or to express an interest in joining the Technical Advisory Committee, please contact Helen Duggan, Head of RFS Transition at Seafish on Helen.Duggan@seafish.co.uk or 01472 252 347.

SCOTLAND NEWS

Disappointment over MSC mackerel suspension

A grouping of northern European mackerel fishing organisations has expressed disappointment that Marine Stewardship Council (MSC) certification of the North East Atlantic mackerel fishery will be suspended at the beginning of March but is hopeful that certification will soon be reinstated once a more detailed scientific evaluation of the stock is completed.

The 2018 scientific NE Atlantic mackerel stock assessment, which was released last October, estimated a downward trend in spawning stock biomass, placing it below a reference point that indicates management action should be taken to reduce fishing pressure so as to ensure long-term sustainability of the stock. Reaching this reference point was the trigger that resulted in the decision to suspend MSC certification, commencing 2 March 2019.

However, the International Council for the Exploration of the Sea (ICES) – the scientific body that evaluates stock status and provides catch advice – is uncertain whether the assessment accurately reflects what is happening with the stock, which could be due to issues with data inputs and the way the assessment model handles the data.

In particular, ICES notes that the way the mackerel tagging data is treated by the stock assessment model can change the estimate of the stock size considerably. Another factor that may have contributed to the 2018 assessment is that estimates for the number of young fish due to enter the fishery (recruitment) has not been quantified for 2016 and 2017, due to the data being unavailable at the time of the assessment.

As a result, ICES has instigated an inter-benchmark process that will bring the science community together to investigate these issues. It will conclude on 4 March 2019 and could lead to the stock assessment advice being revised.

The MSC certification suspension involves the MINSA (Mackerel Industry Northern Sustainability Alliance) fishery, along with all other certified North East Atlantic mackerel fisheries. MINSA is operated by an international group of North East Atlantic pelagic fishing organisations that was set up to establish MSC certification of the fishery and to ensure the long-term sustainability of the stock.

Ian Gatt, co-ordinator of MINSA, said: "MINSA is frustrated that the certifying body auditors have taken this decision, given that new information regarding the status of the stock will be available in March.

Mackerel being pumped ashore

"We are disappointed that MSC certification will be suspended in early March, but are hopeful it will prove to be short-lived and once new scientific information comes to light from the ICES inter-benchmark process, the suspension can be lifted soon after.

"Due to the seasonal nature of the fishery, very little fishing for mackerel by MINSA members will actually take place between the start of the March and the end of August, and we hope that MSC status will have been regained before this late summer fishery commences.

"We are working closely with ICES through their inter-benchmark process and a special international scientific workshop will also convene this May to look at how we can improve the accuracy of the data assessment process for mackerel. As a responsible industry, we are committed to the long term sustainability of the North East Atlantic mackerel stock and ensuring we have in place effective management measures to achieve this."

Scottish Seafood Association launches Quality Management System

Scottish Seafood Association launches Quality Management System

The Scottish Seafood Association launched its new quality management system, to produce a certified Seafood Processor Standard in Peterhead in a major boost to the area's status as a world class centre for seafood processing.

John H Milne Fish, a local Peterhead processor with a staff of over 30 workers, is the first to sign up to the scheme which is part funded by Aberdeenshire Council and the business.

The standard will give accreditation to the business as well as train and certify the various skilled and semi-skilled employees to Seafish / REHIS certification level.

Over the next six months, this pilot scheme will see 10 Aberdeenshire companies certified. Michael Sim, who is the Scottish Seafood Association Technical Consultant, will deliver the programme for the SSA members. Michael will assist each company to prepare and meet the standard with in-house training and guidance, which will mean minimal disruption to the daily production of the businesses.

Aberdeenshire Council Industry Support Executive Derek Macdonald, Business Development Executive Suzanne Robertson and Head Environmental Officer John Grant will attend the launch with Councillors Dianne Beagrie and Jim Gifford.

Jimmy Buchan, Executive Officer for SSA, said: "I am delighted with the level of support coming from Aberdeenshire Council for our processing sector which will assist and improve the training and certification of employees as well as accreditation of our members.

"This is a huge step forward for small and medium sized seafood processors which will give long term benefits as the standard becomes globally recognised for quality seafood.

"The Scottish Seafood Association has a membership of 80 companies across Scotland, with our aim to roll this standard out across all members in the coming year."

Leader of Aberdeenshire Council Jim Gifford said the council had been pleased to contribute financially to help support the new initiative, which in turn supports the local fishing industry.

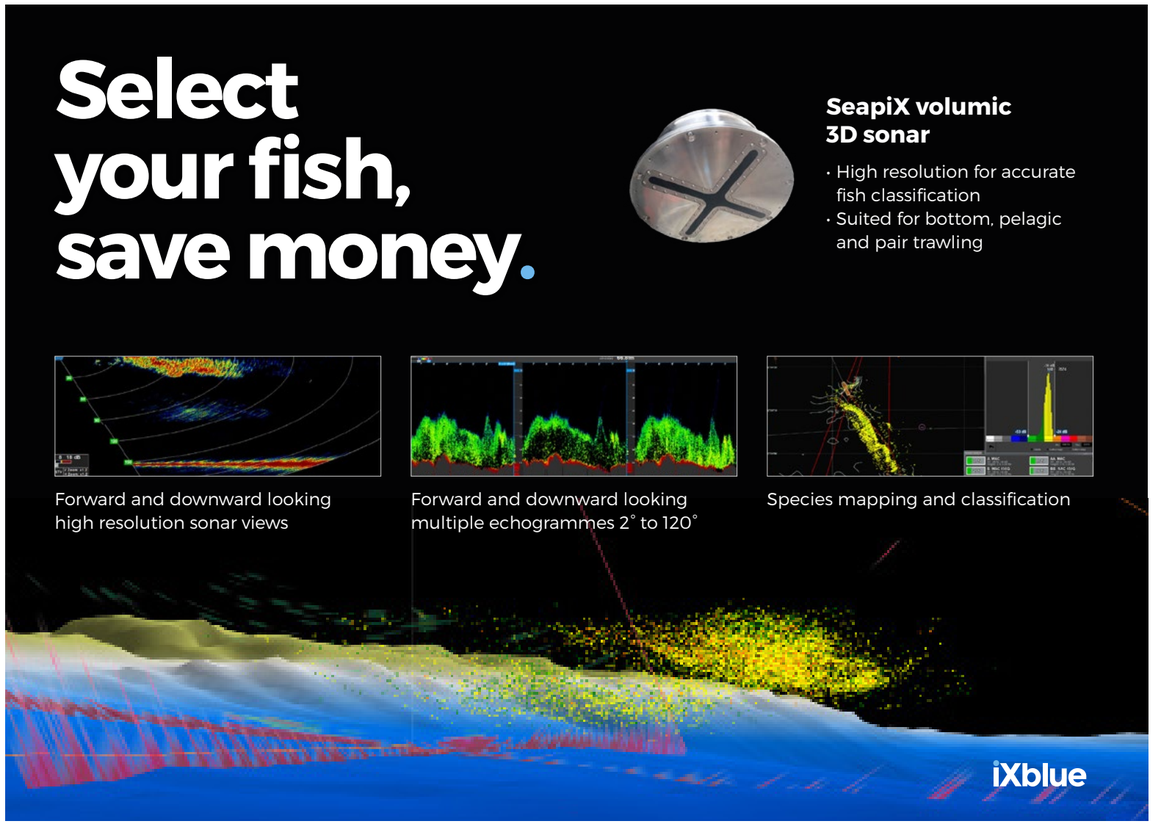
"Against a background of large-scale infrastructure investment in the ports of Peterhead and Fraserburgh, and still further investment in new fishing vessels to harvest the catch, it is vital that we also invest in the people, skills and factories required to process it," he said.

Aerial view of Peterhead Harbour

"This pioneering pilot project aims to raise the profile of the seafood processing sector and support future business growth by enabling the sector to take the first step towards achieving quality accreditation status. The new standard will help to support our fisheries industry and we are pleased to be able to assist with this."

Ten companies are already signed up to this project with other companies making serious inquires.

Mr Buchan added: "This is about our processors producing top quality seafood - every time. This is great timing - new opportunities may be around the corner and the processing sector is outward looking in preparing today, for a new tomorrow."



SHETLAND NEWS *By Peter Johnson and Hans J Marter / Shetland News*

Momentous times for fishing only six weeks away

Fishing representatives have been in talks with officials over the possibility of a no-deal Brexit that would see the end of the Common Fisheries Policy in UK waters on 30 March.

Shetland Fishermen's Association executive officer Simon Collins said that while no-one wanted Britain to leave the EU in chaotic terms, fishing was nonetheless one of the few sectors likely to prosper in the long term in a hard Brexit.

He said it was understood present arrangements would play out till the end of the year under a no-deal scenario, to avoid excessive disruption for industry. The UK would then hold the whip hand in subsequent fisheries negotiations with the EU and neighbouring states like Norway. In fact the latter might be the more significant player given the territorial distribution of fish stocks.

According to Collins, if the EU does not agree a bigger share of fish quotas to the UK, the government can deny access to EU boats entirely – a sanction that will damage European fishing effort more than forking over some quota.

Collins added: "Of course everything will be subject to a tremendous amount of horse-trading, but the direction of travel is very clearly set out in the white paper: we will have a larger share of fish in our own seas, and that's a no-brainer."

But he expects changes to be evolutionary rather than revolutionary giving the industry, negotiators and markets time to adapt.

Collins said that talks over how to handle a hard Brexit should have begun long ago, but that it had clearly been politically expedient to put that possibility on ice.

If, on the other hand, there is some sort of Brexit agreement the UK will be 'tracking' the CFP, though not legally part of it, till the end of 2020.

"This was never dreamed off three years ago. Fishermen had almost given up hope of getting out of the CFP when this sudden, unexpected opportunity arose to be free of it," he said.

According to Collins, the biggest prize may not even be getting more quota for the UK, it will be getting rid of the rules and regulations of the CFP – rules that were drawn up by remote bureaucrats in Brussels who had never even seen a fishing net and who paid no heed to the advice of the fishing industry.

He expects that locally, at least, young fishermen who are in training at the moment will be able to take up the "slack" of extra jobs that will be created by increased fishing opportunities.

But he did not think additional quotas will just be handed to the industry, but will rather become available in a more controlled fashion, which made more sense from a business and management point of view.

Technical measures that had been introduced over and above CFP requirements had certainly played a part in ensuring fish stocks in Scottish waters, and, especially around Shetland, were in the healthiest state in years, a circumstance that would happily coincide with Britain leaving the CFP and would be "great for Shetland".

Shetland Fish Producers' Organisation chief executive Brian Isbister has been involved in talks over quota distribution post Brexit and said that views from the government and other agencies indicated how exports might develop with the EU in the absence of any trade deal.

"It will be a hugely cumbersome and complicated process, no doubt about it, but not insurmountable," Isbister said.

He added: "What the industry wants in the event of a no deal is for the government to immediately start acting as a coastal state. We need the government to act as a government and the rest will flow from there."

Simon Collins SFA

This will entail the UK demanding a greater relative share of fish, which has at present to be obtained by swaps.

He said that whatever the difficulties and frustrations of the transition period, the industry "likes" the long term prospects of having greater fishing opportunities and greater say in management.

He was also in agreement that the fishing industry was one of the few areas to have a "clearly defined benefit" regardless of how Brexit was obtained.

Factory trawler detained as Marine Scotland carries out investigation

MARINE Scotland have said that it had concluded its investigation "satisfactorily" into suspected fishery offence on board a German registered factory trawler that was detained west of Shetland in the middle of January.

The government agency would not discuss the case or give any further detail, only saying: "That investigation has now concluded satisfactorily. It would be inappropriate to comment on the detail of this."

The 117 metre Helen Mary was detained by the fisheries protection vessel Jura on 14 January and escorted from the fishing grounds west of Foula to just outside Lerwick harbour.

After a day just to the south of the limits of Lerwick harbour, the vessel was brought alongside Morrison Dock just before sunrise on 16 January.

Following an investigation by fisheries officers the vessel returned to the fishing grounds two days later.

The Helen Mary is registered at the Baltic port of Rostock and owned by the Oderbank Hochseefischerei GmbH, which belongs to one of the world's largest fisheries companies Parleviliet & Van der Plas.

Fishermen concerned over future use of Sullom Voe harbour area

Shetland Fishermen's Association has accused the islands' council to "effectively privatising" large inshore area for development by overseas multinationals.

In a strongly worded response to an ongoing consultation exercise on the future use of the Sullom Voe harbour area, the body representing local fishermen said Shetland Islands Council has a history of giving away public resources that have now become private assets.

The SIC has launched a consultation exercise in the community on potential development within the harbour limits, which stretches from Brae in the south and well into Yell Sound in the north and east, prior to creating a "Master Plan".

Up until now no aquaculture developments within the area were permitted, but with the dramatic drop in tanker traffic to the oil terminal, the SIC as planning authority is reviewing this policy with a view to lifting the blanket ban.

It is no secret that the salmon farming industry is keen to expand into some of the voes and inlets that might become available for development.

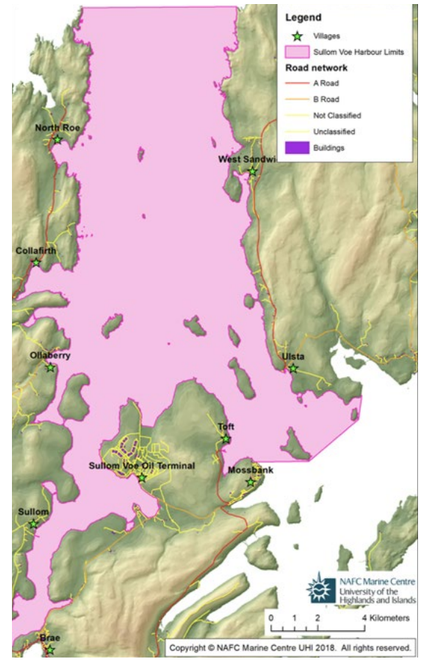
The SFA warned that the area was not a blank canvas but "hugely important for fishing of all types, from shellfish to white fish and even pelagic species."

Executive officer Simon Collins said: "The SFA is concerned that the consultation reflects a rush to develop one of the few remaining unspoiled parts of Shetland's coastal waters."

"This reflects a pattern seen over many years of the SIC effectively privatising large inshore areas and encouraging development for the benefit of overseas multinationals. Formerly public resources have been given away, over-riding the interests of local users, and have thus become valuable private assets."

The SIC's director of infrastructure services John Smith did not respond to the fishermen's accusation of privatising public resources for private benefit.

He said: "We're obviously keen to hear the views of everyone as this process develops, and look forward to receiving input from all existing and developing industries in the area, as well as private individuals, who would like to be involved."



Sullom Voe Harbour map

Border controls could jeopardise fish export business

Robert Williamson of QA Fish

As Brexit creeps ever closer, and with it the likelihood of a no deal crash out from Europe, a Shetland fish processor takes a philosophical approach as to whether or not his company will be able to export whitefish to Europe after 29 March.

Robert Williamson of QA Fish said it was simply impossible to prepare for a situation that might only resolve itself in the final days of the Brexit countdown.

"It doesn't really feel that good, but there is not a hell of a lot I can do about it. We just need to carry on and see what happens. There is not much else you can do," he said.

QA Fish has just completed a £500,000 expansion to its existing premises at Blacksness Pier, in Scalloway, which – ironically – was part funded by money coming from the European Maritime and Fisheries Fund (EMFF).

Over the last ten years, Williamson and others have built an export business based on the high quality and the ever-growing quantity of fish landed in Shetland since the introduction of the electronic seafood auction in 2003.

Employing 28 people including seven EU citizens of whom one is a major shareholder in the company, QA Fish is today the largest whitefish and shellfish processor in the isles.

"Selling into Europe couldn't be easier at the moment," Williamson said, "the European market is very good and with no customs in place."

The company buys fish every morning on the local markets, processes it in the factory ready for the overnight ferry to Aberdeen, from where it is driven to the distribution centre in Glasgow. From there it is being taken via the Channel tunnel to the Boulogne fish market, one of the major European distribution centres.

It takes just 48 hours from buying on the Lerwick or Scalloway fish markets to arriving on the European market.

But for fresh fish to reach European markets in prime condition every hold up on the long journey from Shetland to the north of France, such as the expected delays at border controls in the case of a no deal Brexit, will undermine the company's ability to run a viable business.

"There is a finite time to deliver to your customer; and we are never going to be the cheapest, but we manage to sell our product on the quality," Williamson said.

"If we start sending fish that is getting held up at the borders, and we are losing money on it, we'll stop exporting.

"That then will flood the UK market with fish and could very well in the short term have detrimental effects on the prices that the fishermen is getting for their fish."

The company currently sells 40 per cent of its production to Europe; the remaining 60 per cent is sold within the UK. A sister company, QA Shellfish, is exporting live crab landed at Ullapool to customers in Shanghai, in China.

Another worry Williamson has, and with him many other exporters of seafood, is the question if the local authority will have sufficient environmental health officers on standby to issue required health certificates on 30 March, should the UK leave the EU, and with it the single market, without a deal.

Earlier in February, Scottish rural affair secretary Fergus Ewing warned that the requirement to have health certificates and other documentation in place in case of a no deal Brexit would create an extra cost burden of £15 million to seafood producers in Scotland.

And local MSP Tavish Scott, speaking in the Scottish Parliament, described the consequences of a no-deal Brexit "not so much as a sea of opportunity as an ocean of red tape".

"If you had known six months ago what the deal is, then you could have been prepared for it.

"We had more than two years now, and they still can get a deal in place, so how can you prepare for something that you are not exactly sure what it is going to be," Williamson said.

THE END OF PAPER: THE BRAVE NEW WORLD OF FISHERIES CONTROL

Brian O'Riordan,
Low Impact Fishers of Europe (LIFE)

The European Fisheries Control Regulation is being revamped. Several recent reports, including from the European Court of Auditors, have drawn attention to the inadequacy of the fishery controls in place for meeting the needs of the CFP. Currently a European Commission proposal for amendments to the Control Regulation is before the European Parliament and Council of Ministers. However, wheels turn slowly in Europe, and there is a strong likelihood of delays due to European Parliamentary elections in May and due to the renewal of the College of European Commissioners in September.

The fishing sector can expect a new regulation to be adopted by early 2021. It is set to be applied two years after the date of its entry into force, which will take us well into 2023.

The sector therefore has roughly five years to prepare itself for the revolution that is envisaged for vessel monitoring and catch reporting. According to DG Mare this should see an end to paper. A key problem with paper reporting is the huge amount of work it generates for the control authorities.

The electronic revolution in catch reporting will particularly affect the small-scale (SSF) under 12 metre vessel fleet. The EC proposal specifies that "all vessels including those below 12 metres' length must have a tracking system", and that "all fishing vessels below 12 m must report their catches electronically". The proposal stresses that "for vessels 12 metres' in length it is now possible to use mobile devices which are less expensive and easy to use", and that "any additional burden for small operators (small-scale fishermen) will be avoided by the introduction of easy and cost-effective reporting systems for fishery data, taking advantage of affordable and widely available mobile phones technologies."

Whilst the under 12 metre passive gear fleet makes up over 80% of the fleet by numbers, employs over 50% of the workforce, and may account for up to 50% of the fishing effort in terms of days at sea, the SSF fleet only contributes 6% by weight and 12% by value of the total EU catch. In some countries, for example the Netherlands, it only accounts for 1% of national landings. Judged by gross tonnage (8% of total fleet), fuel use (6%) and engine power (32%),the overall the SSF fleet shows a significantly impact compared to the larger scale fleet.

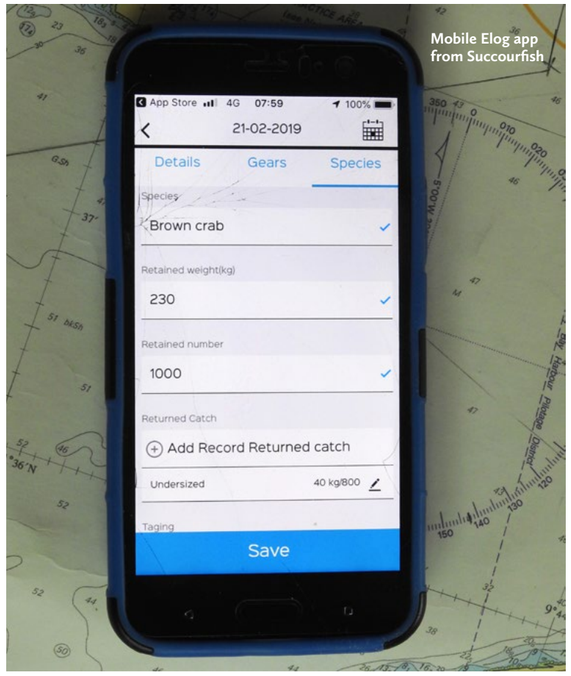
This raises the question as to why so much emphasis is being put on electronic monitoring and catch reporting in the small-scale fleet? Is a sledge hammer being used to crack a nut?

Whilst this may be a valid question, digital technologies do provide an opportunity for the SSF to operate their businesses more efficiently, to plan their fishing trips more strategically, to market their catches more effectively, and to engage more meaningfully in fisheries management. In short, digital technology provides a huge opportunity for the small-scale fleet, and LIFE encourages the SSF to grab it with both hands.

In early December, in cooperation with Member States DG Mare organized a workshop on Digital Tools for Small Scale Fisheries to take a closer look at current initiatives on electronic monitoring and catch reporting. The three sessions covered electronic monitoring, digital tools for catch reporting, and the use of EMFF as an EU funding mechanism. The EC proposal for a new EMFF post 2020, now before the European Parliament and Council, highlights that "certain obligations foreseen by the revision of the Control Regulation justify a specific support from the EMFF", including "the compulsory vessel tracking and electronic reporting systems in the case of small-scale coastal fishing vessels, and the compulsory remote electronic monitoring systems."

The 16 presentations made at the workshop and the subsequent discussions highlighted that the Brave New World of catch reporting is not just waiting in the wings but has been around for several years. Technological solutions, including voice recognition, artificial intelligence, machine learning, and drones (underwater and airborne) are already out there, and finding ready use in SSF.

That said, however effective and easy to use new mobile technologies may be, unless there is an effective application programming interface (API) between the mobile technology and the server logging the catch data, together with the required infrastructure to actually handle the data flows in the first place then the new Control Regulation is going to be more of a road block than a route map for effective and efficient fisheries management in Europe. In this regard, the interconnected issues of data protection and privacy are a cause for concern, especially as regards CCTV footage. CCTV is a major element in the new Control Regulation, particularly as regards the implementation of the landing obligation.



Mobile Elog app from Succourfish

Several of the presentations highlighted that automated systems of vessel monitoring, particularly when using active gears, are able to provide insights into vessel activity. Providing, as they do, data on position, speed and direction of a particular vessel, changes logged in speed and direction may indicate when gear is being set, towed and retrieved. This can then be cross checked with logbook information to verify the accuracy of data provided on time of setting and retrieving gear, and location of fishing grounds.

There was much discussion on sea safety issues, where several participants drew attention to the inherent danger of multi-tasking on small vessels in adverse sea conditions, and with treacherous currents and tides. There were calls for catch reporting to be done after entry into port rather than making it obligatory to file catch notifications prior to landing.

The increasing age of small-scale fishers was also raised as an issue of concern. In several cases it was noted that older fishers had difficulties in adapting to computer based and digital technologies. Intergenerational renewal is a particular problem in fisheries, and the SSF is no exception. Related to this is the issue of errors arising in data entry, invalidating catch reports. Several practitioners drew attention to the need for adequate training and allowing adequate time for fishers to learn how to use and to become adept in using digital catch reporting systems. Inadequate training and lack of familiarity with digital tools would lead to large numbers of errors arising invalidating the data recorded.

Last but not least, a key take home message from the meeting was that the data generated by electronic monitoring and catch reporting for control purposes, could also contribute to many other purposes. For example, the multi-use of logbook and position fixing data could greatly assist fishery managers, scientists, and the fishers themselves.

ISLE OF MAN NEWS *By Michael Craine*

After their Christmas break, the majority of the Manx fleet were back in action early in the New Year and have been mainly working out of Douglas and Port St Mary.

Strong winds on the 7th January forced three Kilmore Quay beam scallops to take shelter around the island. Hornsriff, WD 43, and Lida Suzanna, WD 8 berthed in Douglas and Shauna Leon, WD220 berthed in Port St Mary.

The Kilkeel scallopers Highland Queen, N970; Cowrie Bay, N911; Aquaria, N511; Sea Harvester, N822, and Immanuel VIII, B78 were working out of Port St Mary at the beginning of the month. However scallop catches have dropped off since the Christmas break and a number of the Kilkeel scallopers have switched back to prawn trawling.

Additional visiting king and queen scallopers included Academus, ,BA817; Aztec, BA224; Moyuna, CY389; Chelaris, MT23; Osprey, BA4; Albatross, BA88; Islander, BA316; Stelimar, CY163, and Kingfisher, BA810. The queen scallop dredge boats have been working off the North Wales coast.

Kirkcudbright king and queen scallop dredgers berthed in Douglas

LIFEBOAT RESCUE

On the evening of the 23rd January Port St Mary lifeboat was paged to assist the Peel scalloper Genesis, PL400 with three crewmen on board. Genesis had developed steering problems 10 miles south of Port St Mary and was safely towed into Port St Mary harbour by the lifeboat.

MARINA FOR RAMSEY

Proposals have been put forward to build a £100 million marina in Ramsey Bay which will cover the area between the South Pier and the Queen's Pier. The development will involve an extension of the South Pier by 300 metres then a dogleg to the south for 350 metres. The proposed marina will have 400 berths for both recreational and commercial vessels.

The plans include an area which will need dredging and it is proposed that the spoil from this will be used to reclaim land to be used for housing, commercial outlets and a five star boutique hotel. Following dredging, at low water there will be a depth of 3 metres of water at the entrance with 2 metres available on the western berths. It's also hoped that shellfish, including the near-extinct Manx oyster, can be propagated under the pontoons.

Work is expected to start in 2020 with the Marina partly opened by 2021 and it is expected to create 300 jobs. As the harbour at Ramsey is tidal if this new venture comes to fruition it will allow the Ramsey based boats to get to sea at any state of the tide.

Scallopers berthed in Peel

SIR WILLIAM HILLARY MEMORIAL SERVICE

The annual memorial service in memory of the founder of the RNLI, Sir William Hillary, was held on the 13th January at St George's Church, Douglas. A full congregation comprised chief executive, Vice-Admiral Paul Bosier CB MA MSc, who represented the RNLI, .lifeboat crews from around the island, representatives of the local marine organisations and local dignities including Douglas Mayor and Mayoress, RNLI guests and supporters.

The Deputy Governor, the First Deemster Andrew Corlett, laid a wreath on the tomb of Sir William and Lady Hillary in St George's churchyard after the service.

BOTTLE NOSE DOLPHINS

This past month there have been numerous sightings of bottlenose dolphins around the island by fishermen at sea and by land based walkers. Pods, made up of both adults and juveniles, have varied in size from 20 to over 70 and there have been many sightings of them feeding. There has also been reports of small pods of harbour porpoise and common dolphins.

ICELAND NEWS *By Gudjón Einarsson*

No fatalities at sea – for the fifth time

No Icelandic fisherman lost his life at sea in 2018. This is the second year in a row that no drowning or other fatal accident occurred on the Icelandic fishing fleet and the fifth year in history with no fatalities (the years are 2008, 2011, 2014, 2017 and 2018). The number of fishermen in Iceland is around 5,000 and the number of fishing ships roughly 1,600, - half of them open boats and the other half trawlers, pelagic vessels and other boats of various size.

DANGEROUS OCCUPATION

Fishing in rough weather and difficult conditions, as is often the case on the Icelandic fishing grounds, has been and still is a dangerous occupation. Not so very long ago it was considered inevitable and almost a law of nature to lose many fishermen at sea every year. As late as 1973 a total of 34 fishermen drowned. During the period 1977-1997 there were 239 fatalities at sea in Iceland. Things have improved drastically since then. During the equally long period that followed, i.e. 1998-2018, the number of persons lost at sea were 36 in total. A great achievement even though one death is of course always one too many.

TRAINING CENTER

The decrease in the number of serious accidents and deaths at sea in recent years is not the least attributed to the work of the Maritime Safety and Survival Training Center in Iceland, established in 1985. Its courses are mandatory for all seamen and the knowledge they acquire there has undoubtedly saved many lives and prevented numerous serious accidents from happening on board fishing ships.

Mandatory safety training has saved many lives.

MORE SECURE WORK PLACE

In addition to better training and greater awareness of the fishermen themselves, the ships are now a more secure work place, rescue techniques have improved, there is automatic surveillance of every ship at sea and last but not least the weather forecasts are constantly getting more accurate.

Two methods of pricing fish

The pricing of fish, first hand, is an everlasting source of dispute in Iceland. Most of the catches are still sold directly from boat to processing plant since all the trawlers and most of the bigger boats are owned by the same people that own the fish factories. About 20% of cod catches, and different percentages of other species, is sold on auction markets, mostly fish from the small boat fleet. Shipowners are not obliged to place their fish on the auction markets, and thus a relatively small part of the total catch is sold in that manner.

PRICE COMMITTEE

Prior to the establishment of auction markets in Iceland in 1987, fish prices were decided by a price committee of representatives of fishermen and vessel owners on the one hand and fish processors on the other hand, with a representative of the state as the middle man, who went along with either one side or the other.

Now, nominally, fishermen have the right to negotiate the price of catches with the owners of their vessel but in practice the price in such direct sales are the medium price paid by all, calculated by an office run by the state. These prices are often considerably lower than corresponding prices on the auction markets but one has to take into consideration that the auction prices would probably be lower if all catches in the country were auctioned.

CONTROVERSIAL SYSTEM

Fish processors that do not own fishing vessels complain that they are forced to rely solely on auction markets and thus pay considerably more for their raw material than their counter parts that own trawlers and boats. For cod the price is generally 20-25% higher according to official statistics. The latter are vehemently opposed to the idea of being forced to sell "their" fish on auction markets and point out that the key to a successful operation is an unbroken chain from the time the fish is caught until it is sold as processed seafood on foreign markets. The associations of fishermen, on the other hand, want to link all fish prices to auction markets prices. The Icelandic Competition Authority has refused to step in and the Government is in favour of the present system. Therefore, the two methods of pricing fish seem to be here to stay.

Marine Engineering Traineeship launched

New Traineeship aims to promote careers within the marine maintenance and repair industry.

KERRY ETB TRAINING CENTRE

The Marine Engineering Traineeship is officially being launched at the Skipper Expo International Galway in March. The training programme has been developed by a steering group of boat building and maintenance employers (Brian O'Sullivan - O'Sullivans Marine, Tralee; Ger Sullivan - Bere Island Boatyard; and Fionan Murphy - Murphy Marine Services, Valentia); in conjunction with Kerry ETB as education partner. The programme is a response to the needs identified within the industry, with the overall aims of attracting new employees into the marine industry and providing them with the basic skills to allow them to work effectively from the start of their employment. The programme will also help to address any skills gaps that existing employers within the industry are experiencing.

The Marine Engineering Traineeship is the first of its kind in Ireland, being dedicated solely to the requirements of the Marine Industry, with particular focus on the skills needed for the service and maintenance of commercial fishing vessels. At present the marine industry employs several thousand persons in Ireland with over two hundred employers providing maintenance and repair services. The majority of employers are located in rural areas, and the traineeship will provide much needed support in providing highly skilled prospective employees.

The traineeship will be run as a pilot programme starting in September 2019. Chairperson of the development group, Brian O'Sullivan highlighted "This traineeship presents a great opportunity for the industry to engage with a dedicated skills development programme, which will enhance the industry as a whole in future years. The pilot programme will be fully reviewed after the first running, and the traineeship will evolve as we identify other elements which are important to employers."

The traineeship will run for a total of 32 weeks, including 9 weeks of work placement with a suitable employer.

Christy Enright, who is coordinating the programme on behalf of Kerry ETB, highlighted that "The training is fully funded, as in, there are no course fees. This provides an ideal opportunity to those seeking employment within the industry to gain a range of valuable skills, and for employers to upskill their staff. The trainees will get the opportunity to apply their skills with a suitable employer through the work experience towards the end of the traineeship."

The traineeship will also provide a significant level of health and safety training, which would ordinarily need to be provided by an employer. The training will include, for example, First Aid, Manual Handling, Abrasive Wheel and Safe Pass training as well as Powerboat Level 1 and 2 and VHF licences. The main elements of the traineeship will include the following:

- ***Introduction to the Marine Industry***
- ***Principles of boatbuilding technology***
- ***Marine Engineering processes and principles***
- ***Composite manufacture for marine construction***
- ***Servicing and maintenance of marine engines***
- ***Basic fabrication, welding and machining***

On successful completion trainees will receive a City & Guilds Level 2 Certificate in Marine Construction, Systems Engineering & Maintenance. Mr. Enright also noted; "The traineeship offers a rich learning experience by combining periods of instructor led tuition with periods of supervised work practice. This gives participants the time to acquire and perfect the variety and standard of skills required by employers. In total over 30% of the traineeship will be On the Job learning which will also provide an ideal opportunity for an employer to review the skills of the trainee"

The traineeship will serve as an entry level programme for the marine industry. Mr. O'Sullivan noted that "Trainees will enhance their skills further on the job with their prospective employers, and in time may specialise in a particular area. The Steering Group is planning further programmes to support the industry and trainees who wish to progress their careers further." Others will be co-opted onto the Steering Group as the need arises.

Kerry ETB will be at Stand 73 at the Galway Expo. Further information will be available there for employers and trainees alike. Full details of the traineeship are also available on the Kerry ETB Training Centre website: www.kerryetbtrainingcentre.ie, or by contacting Kerry ETB Training Centre on 0667149600 or training@kerryetbtrainingcentre.ie.

Galway Show News

Proud Sponsors BIM Ireland's Seafood Development Agency · Cavanagh Hooper Dolan Insurances Ltd.

Skipper Expo Int. Galway 2019
Galway Bay Hotel, Mar 08-09

SKIPPER EXPO INT. GALWAY 8-9 MARCH 2019

15TH ANNIVERSARY SHOW

BIM Mobile Plastics Shredding Unit

STAND NUMBERS
37, 96, 96B
OUTSIDE BOATMART

Myles Mulligan,
Technical Officer, BIM

BIM has acquired a mobile shredding unit, funded under the European Maritime and Fisheries Fund, to process plastic wastes from the fishing and aquaculture industries. The shredder allows items including trawl nets, salmon cage nets, mussel floats and oyster bags to be shredded and compacted so they can be transported and stored more easily and to enable recycling.

The custom-built unit from Ulster Shredders Ltd. was used initially to shred used mussel 'barrel' floats. Stripped-down fishing nets were then collected for recycling from four ports in the South East and East where shredding took place in November. Just under ten tonnes of nets were processed with steel from the warps being separated and sent for recycling. Five bags of shredded nets were obtained giving approximately 2.5 t of recyclable plastic material. In November and December, recycling of fishing nets and salmon cage nets took place in Donegal.Various ports have difference arrangements for the recycling of the steel from the nets but usually half of the proceeds are donated to the RNLI.

The shredder accepts a broad range of seafood sector hard and soft plastic wastes such as polyethylene netting, most hard floats, polypropylene ropes, fish boxes, nylon cage net frames, hard plastic equipment, plastic boats, mussel barrel floats and oyster bags. For example, in the case of a typical whitefish trawl, once the reusable floats and other accessories are removed the netting can then be 'stripped' off the head ropes, footropes and where the selvedge has been completed with nylon or polyester twines. The resulting clumps of clean mesh of a manageable weight are then stored in an on-board receptacle or the BIM storage bags supplied for landing to a storage area ashore.

The interest in the recycling of industry plastics began in 2003 when BIM conducted an environmental awareness campaign. In 2006 BIM, along with the then DCMNR and PETLON UK Recycling Group, began a state funded project in Dunmore East developing a system whereby monofilament waste netting was collected, baled and eventually recycled. Further progress took place in 2007 with a more permanent and economical transfer centre: Green Marine Recycling Transfer Facility in Tramore, Co. Waterford. To date a total of c. 500,000kg of nylon waste material has been collected from the Irish industry and the visiting non-national fleets.

In 2012 BIM, Green Marine Recycling and GEOLINE Lining Systems Ireland, joined forces with Centriforce to develop a pilot project for recycling polyethylene nets and related items such as rope and twine.

BIM Shredder

PE sample products from Recycled

In 2016 the large quantities of stored polyethylene based trawls and industry equipment around the coast was targeted in a collective project coordinated by BIM along with the Department of Agriculture, Food & the Marine, Donegal County Council, Wexford County Council and the Clogherhead Development Group. 187 metric tonnes of bulk polyethylene based gears and equipment was processed extracting approximately 74,000kg of marketable polyethylene feedstock.

In an effort to address logistical difficulties and transport costs, BIM explored having a dedicated mobile shredder to increase the amount of material per cubic metre contributing to leaner logistics. Similar efforts were made into assessing the polymer continent of the packaging and galley wastes with consideration given to the use of high density polypropylene mini balers, suitable for operation in marine environments, to compact the polymer waste streams onboard fishing vessels.

The custom-built shredder was designed and built by Ulster Shredders of Castledawson, Magherafelt in Northern Ireland. Managing Director Elliott Martin explains: "We are delighted to be involved in this high-profile initiative. We had to make some significant modifications to the U-45 shredder to contribute to its mobility. Once it is positioned on the quayside, it is powered by a generator on the low loader which makes the machine a 'stand-alone' unit."

The shredder and the generator can be transported on a flatbed 4-axle truck with a remote controlled 55 tonne/m telescopic crane. The crane provides for the setting up on site and the moving of the bagged material to a close storage point.

All of this work now forms part of the Clean Oceans Initiative recently launched by Minister Creed in January at Union Hall, Co Cork.

15 years of success at Galway

The 15th anniversary Skipper Expo Int. Galway 2019 (8 and 9 March) looks set to be another great event for the Irish fisheries sector, with 125 companies booked to showcase their products and services, ensuring there will be something to interest everyone.

The number of exhibitors has doubled since the inaugural show in 2004, underlining just what an important event this has now become in the Irish fishing industry calendar, with it gaining a strong reputation as being a great place to do business in a friendly and convivial atmosphere.

Sponsored this year by BIM and Cavanagh Hooper Dolan Insurances Ltd, and held at the Galway Bay Hotel, major attractions include the outside Boatmart, which features a vessel display, alongside a number of trailer stands. Also certain to prove popular are the pool demonstrations – a unique element of the Galway expo. Hosted by the RNLI, various floatation devices will be demonstrated in the pool.

There are also a good number of first-time exhibitors this year, which will spark interest among visitors, with the expo featuring virtually every type of equipment, product and service available to the fishing industry.

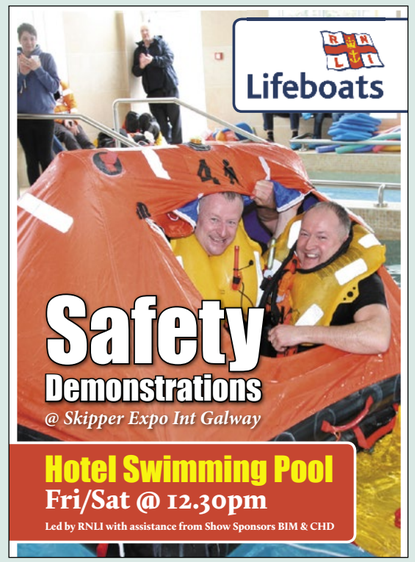
One of the highlights of the expo will be the buffet and dance night on Friday 8 March, serving superb Irish Seafood, which this year is sponsored by Fibras Industriales SA, who are commercially known as FISA, and are a leading producer and distributor of fishing nets, ropes and twine with more than 70 years of experience in the fishing and aquaculture industries.

FISA manufactures a full range of nets made of Nylon, Polyester, and Polypropylene (HDPE SUPRA). The company products include: Knotless Raschel, Twisted & Braided Knotted, and Twisted Knotless Shogun netting.

Sharon Boyle of show organiser Mara Media said: "As ever, Skipper Expo Int. Galway 2019 will have something for everyone, and as well as being an all-encompassing fisheries showcase, it provides a fantastic opportunity to network and socialise with colleagues in the fishing industry."

Skipper Expo Int. Galway 2019 will be held on 8 and 9 March at the Galway Bay Hotel, Galway. Entrance is free. Opening times 10am to 6pm on Friday 8 March, 10am to 4pm on Saturday 9 March.

More information at www.maramedia.ie



SHOWGUIDE 2019

On your arrival at the show, don't forget to pick up your showguide detailing all the companies exhibiting. It contains a handy floor plan enabling you to plan your visit and making sure that you do not miss out on any of the 120 stands featuring at the show this year.

STAND 65

Free raffle on Cavanagh Hooper Dolan Insurances' stand

Cavanagh Hooper Dolan Insurances' fully qualified staff will be at their stand to discuss any enquires regarding the wide range of insurance products they have available. In addition to providing information on their marine insurance products, the staff will have information various on other insurance products such as home, motor, health and the many other business needs of our customers. The event is a great opportunity to meet with existing clients and also to meet with prospective new customers.

Call to the Cavanagh Hooper Dolan Insurances stand to enter their free raffle. The draw will take place in the afternoon of Saturday 9th March.

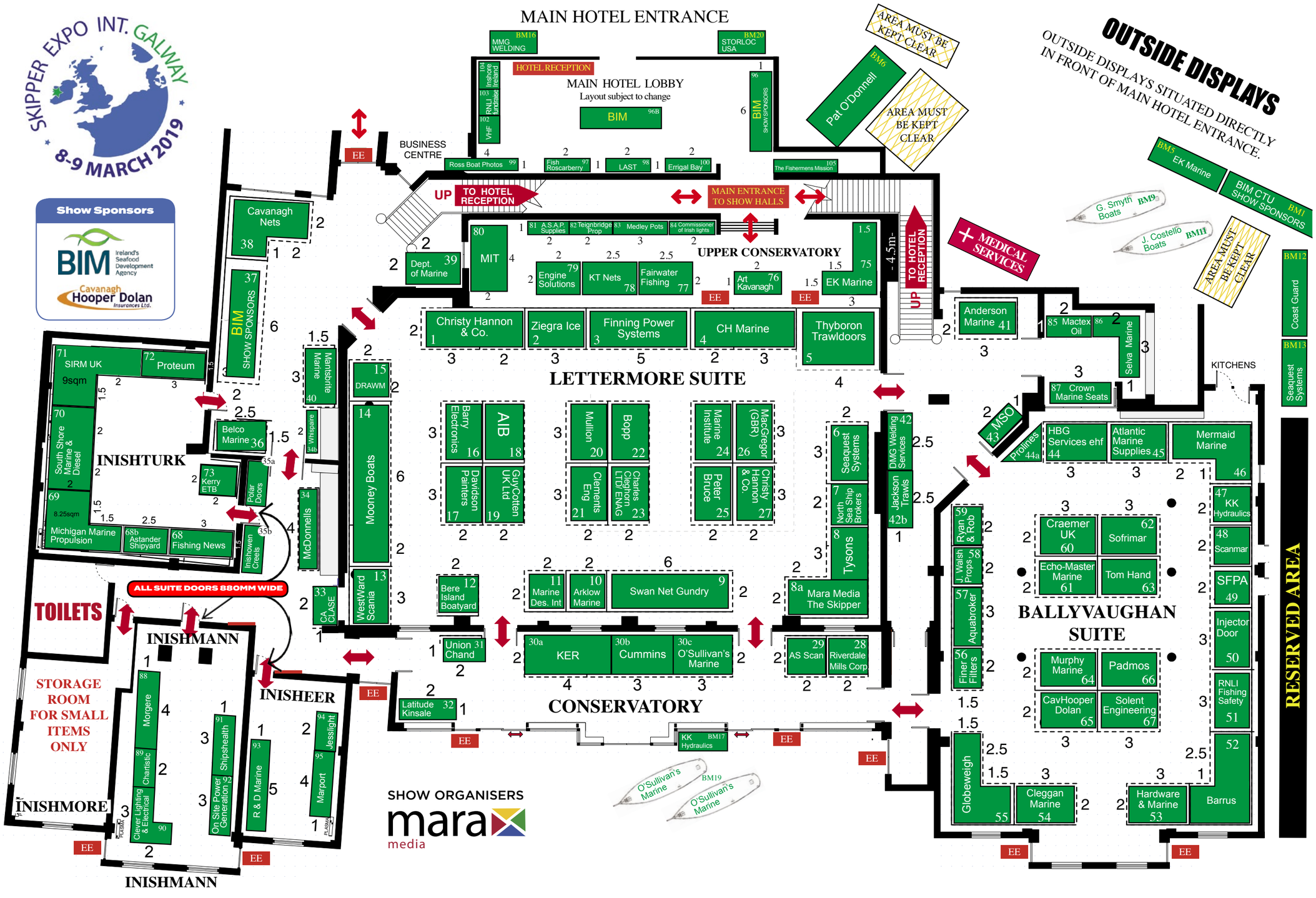
1st prize is a Marine Safety Hamper which includes a Mullion Compact Supreme 150 lifejacket, a man overboard recovery ladder, a 100L waterproof bag and other items.

2nd prize is a fourball in Druids Glen Golf Club sponsored by Aviva Insurance Ireland DAC.

Cavanagh Hooper Dolan Insurances look forward to seeing you at this year's Skipper Expo Int. Galway.

For product information and free quotations, visit Cavanagh Hooper Dolan's website at www.chd.ie, email the team on info@chd.ie or call them today on 074 91 77500.

Cavanagh Hooper Dolan Insurances Limited is regulated by the Central Bank of Ireland.



Inshore Ireland	104
Irish Coast Guard Unit	BM 12
Jackson Trawls	42b
Jesslight Limited	94
Jimmy Walsh -	
One Stop Prop Shop	58
KER Services	30a
Kerry ETB	73
KK Hydraulics	47
KT Nets	78
L.A.S.T Charity	98
Latitude Kinsale	32
Liam Mc Dermot Pots	35a
MacGregor (GBR)	26
Mactex Oil Distribution Ltd	85
Mantsbrite Marine	40
Marine & Industrial Transmissions Ltd	80
Marine Design International	11
Marine Institute	24
Marport	95
Marine Survey Office	43
McDonnells (Queen St) Ltd	34
Medley Pots	83
Mermaid Marine	46
Michigan Marine Propulsion (MMP)	69
MMG Welding	BM 16
Mooney Boats	14
Morgere Trawl Doors	88
Mullion Survival Technology	20
Murphy Marine Services	64
North Sea Shipbrokers	7
O'Sullivan Marine	30b
O'Sullivan Marine	BM 19
Onsite Power Generation Ltd	92
Padmos Engine & Ship Repair	66
Pat O'Donnell & Co.	BM 06
Peter Bruce (Patsy) Ship Painters	25
Polar Doors	35a
Prolines	44a
Proteum	72
R & D Marine	93
Riverdale Mills Corp.	28
RNLI Fishing Safety	51
RNLI Fundraising	103
Ross Boat Photos	99
Ryan & Roberts	59
Scanmar Ltd	48
Sea-Fisheries Protection Authority	49
Seaquest Systems	06
Seaquest Systems	BM 13
Selva Marine	86
Shipshealth	91
SIRM UK	71
Sofrimar	62
Solent Engineering Services	67
South Shore Marine & Diesel	70
Stor-Loc	BM 20
Swan Net Gundry	09
Teignbridge Propellers	82
The Fresh Fish Deli	97
The Skipper - Show Organisers	08a
Thyboron Trawldoors	05
Tom Hand Electronics	63
Tysons Ship Riggers	08
Union Chandlery	31
VHF & Chartplotter Training	102
WestWard Scania	13
Whispaire	34b
Ziegra Ice Machines	02

EXHIBITOR LIST TO DATE

A.S.A.P Supplies	81
AIB (Allied Irish Bank)	18
Anderson Marine	41
Aquabroker	57
Arklow Marine	10
Art Kavanagh	76
A/S SCAN	29
ASTANDER Shipyard	68b
Atlantic Marine Supplies Ltd	45
Barrus	52
Barry Electronics	16
Belco Marine	40
Bere Island Boatyard	12
BIM - Show Sponsors	37/96/96b
BIM - Coastal Training Unit - Show Sponsors	BM 01
Bison Engineering Ltd	74
BOPP	22
CA Clase UK Ltd	33
Cavanagh Hooper Dolan - Show Sponsors	65
Cavanagh Nets	38
CH Marine	04
Charles Cleghorn	23
Chartistic	89
Christy Hannon Eng	01/27
Cleggan Marine	54
Clements Engineering	21
Clever Lighting & Electrical	90
Commissioner of Irish Lights	84
Costello Boats	BM 11
Craemer UK	60
Crown Marine Seats	87
Cummins	30b
Davidsons Painters	17
Department of Marine	39
DMG Welding Services	42
DRAWM	15
Echomaster Marine	61
EK Marine	75
Engine Solutions	79
Errigal Bay	100
Fairwater Fishing	77
Finer Filters	56
Finning Power Systems	03
Fishermen's Mission	106
Fishing News	68
G. Smyth Boats	BM 09
Glen Campbell Painting	14
Globeweigh	55
Guy Cotten UK	19
Hardware & Marine Supplies	53
HBG Service ehf	44
Injector Doors	50

KEEP UP TO DATE WITH EVERYTHING THAT IS HAPPENING IN THE BUILD UP TO SKIPPER EXPO INT. GALWAY 2019 ON OUR WEBSITE WWW.MARAMEDIA.IE

Full equipment range from Cavanagh Nets

STAND 38

Cavanagh Nets will have on display at Galway a full range of their various types of pots in frame and completed form for the inshore potting industry, along with a range of netting, Polyform Buoys – all sizes & colours, a wide range of Powerflex potting ropes in unleaded and leaded.

Their staff will be on hand to meet existing and new customers to discuss their needs and requirements for the season. On display will be a range of rigged trammel, bait, plaice, turbot, monk, skate and soles nets, as well as a large selection of monofilament gill nets. These nets can be rigged to suit customers' requirements. A re-rigging service is also available.

They will also have on display a selection of knives, gloves, clothing and general chandlery for the commercial marine & potting industry. Cavanagh Nets is also an approved Mullion PFD/ lifejacket service station.

Visit Cavanagh Nets Stand 38 and see the many special offers they will have available.

Wide range of fishing equipment from AS SCAN

STAND 29

Galway exhibitor AS SCAN is a modern and high-tech engineering company with 45 highly qualified employees working inside the fishing business since 1967.

AS SCAN designs, produce, install and service all type of hydraulic and electrical winches for the fishing industry. The company has extensive experience in steel structures, engine and hydraulic installations.

AS SCAN has own CNC machines with CAD / CAM systems and all products are produced directly from 3D drawings. The company evolved from being a local fishing gear provider to become also an export-oriented company with several products for various industries and markets worldwide.

Their newest development is their unique Trawl Computer which makes life easier on board the fishing vessel, such as Trawlers and Flyshooters. They have installed more than 25 systems since beginning 2016.

Mackerel setups from DMG Welding

STAND 42

DMG Welding has been a regular visitor to the Skipper Expo Int. Galway where their mackerel strippers have proved popular.

The company came up with the design seven years ago and trials have shown the strippers to work very well. Many fishermen have turned to line fishing over the last few years and the company's strippers have been sent to customers in the UK, Scotland and Faroe Islands.

DMG Welding is busy working on a lot of smaller inshore boats up to 15m, supplying potting rollers, full mackerel setups, including various jigging machines , and custom anchors and grapples.

GlobeWeigh Take Care of Catch Compliance from the Net to the Plate!

STAND 55

Weighing, labelling and inspection specialists, GlobeWeigh Group will exhibit their wares again at this year's Skipper Expo Int. Galway. Operating throughout Ireland from offices in Cork city and Portadown, Co. Armagh, GlobeWeigh are experts at identifying strategies to maximise production efficiency and manage compliance, having worked with many of Ireland's leading fish Co-Ops and fish processors.

Their expertise covers a catch's journey from sea, to shore, to the supermarket. Onboard weighing, using a range of specialist marine scales, allows products to be weighed and labelled accurately in even the roughest of seas. This uniquely addresses the requirements of the frozen at sea prawn industry, as well as the white fish industry, providing complete traceability and compliance with regulations. GlobeWeigh's wheelhouse systems also provide a viable labelling and traceability solution for frozen at sea prawns, facilitating the labelling of inner and outer boxes, and in a range of European languages, when required.

This year Globeweigh will demonstrate their solutions to manage the intake of fish from boats, into the factory, whilst maintaining full source and traceability details, which is essential to meet SFPA regulations.

Their on-shore solutions include full traceability systems, which trace the catch back to the boat, area and time of the catch, and their factory systems facilitate all aspects of factory floor management including intake, stock, yields, labelling, and dispatch.

GlobeWeigh's engineers source and install high specification equipment due to exclusive partnerships with some of Europe's leading suppliers. Many of the following products from their range will be on display:

- CRAFT System (Catch, Report & Fish Traceability)
- E-locate Technology and Traceability Systems
- On-shore Boxing Stations
- Onshore Intake, Process, Dispatch and Traceability Systems
- Marine Scales
- Onshore Scales

The team pride themselves in delivering exceptional customer service. Their maintenance engineers are on call 24 hours a day, 365 days a year to service machines regularly and review stock levels of consumables. This ensures that production downtime is kept to a minimum.

Visit GlobeWeigh Group on Stand 55 and the team will talk you through, and demonstrate their range of weighing, labelling and traceability products for the fish industry.

Web: www.globeweigh.com

Exclusive 20% parts discount available from Finning

Finning UK & Ireland (Finning) will be offering an exclusive 20 per cent discount* on genuine Cat parts at this year's Skipper Expo Int. Galway show, while also demonstrating its servicing and parts capabilities.

Taking place 8 – 9 March 2019 at the Galway Bay Hotel, Finning will be on stand 3, encouraging owners and operators to take advantage of an exclusive 20 per cent discount on all Cat marine parts and components purchased during the show and up until 22 March. This discount will cover all engine components, as well as filters, oils, coolants, batteries and other essential maintenance parts.

This offer will allow owners and operators to take advantage of the reliability and durability of Cat genuine parts, ensuring their engines continue to deliver optimum performance whilst maintaining efficiency, resulting in lower total cost of ownership. Furthermore, by using the correct component – and not a third-party spare part – designed and built by the manufacturer to the correct specification with performance guarantees, purchasers can help ensure their engine's longevity.

Paul Hoban, Regional Sales Representative – Marine at Finning, adds: "Engines are one of the most important expenses for your vessel, and ensuring a high-performing solution at the best possible price is a key concern for owners and operators. Informed by decades of diesel engine innovation and expertise, the Finning marine team will be on hand to offer the best solutions for your vessel.

"We will also be offering all attendees a 20 per cent discount on all Cat parts ordered during the event, with a comprehensive 12-month manufacturer's warranty that will reduce owning and operating costs in both the short and long term.

"As Ireland's flagship fisheries show, Skipper Expo Int. Galway exhibition represents an ideal opportunity to meet with Finning experts in person and discuss the range of solutions we have available in more detail. We look forward to welcoming visitors to stand 3."

Finning works with boat builders, owners and fleet superintendents, offering a range of Cat and MaK marine propulsion solutions, auxiliary engines and packaged generator sets for the marineindustry.

For more information about Finning, please visit www.finning.com.

*All sales are subject to Finning standard Conditions of Sale and Supply: the 20% discount offer is available only to customers who attend the Skipper Expo Int. Galway event on 8-9th March 2019. To benefit from the discount, customers must quote code 'SKIPPER20' when placing an order for Cat parts at the event or at their local Finning branch by the 22nd March 2019. Only one discount code can be redeemed per customer. This discount cannot be used in conjunction with any other offer, national agreement or pre-agreed discount. Standard delivery charges may apply. This promotion is subject to availability and Finning reserves the right to vary or withdraw it at any time without notice. This offer is not available for purchases made via www.parts.cat.com or Parts Direct.

STAND 03

FISA – A leading producer & distributor of fishing nets, ropes & twine

BUFFET SPONSOR

Fibras Industriales S.A, commercially known as FISA, is a leading producer and distributor of fishing nets, ropes and twine with more than 70 years of experience in the fishing and aquaculture industries.

The constant research and innovation in its production processes, allows FISA to offer products with the highest standards of quality and services developed to satisfy different needs. The latest technology netting looms, machinery, treatment plant, and its experienced personnel, allows FISA to produce durable and consistent products.

FISA manufactures a full range of nets made of Nylon, Polyester, and high-density Polyethylene (HDPE). Products include: Knotless Raschel netting, Twisted Knotted netting, Braided Knotted netting and Twisted Knotless Shogun netting; all for use in trawl and purse seine nets, fish cages, anti-predator nets, anti-bird nets, sports nets and more.

Among all of its products, FISA is proud to offer its customers SUPRA Advance netting. SUPRA are braided knotted nets produced with 3rd generation high-density Polyethylene. Among all its features, the ones that stand out are its lighter weight, higher break strength, high tenacity and less water absorption and fouling impregnation. This product line is directed to compete in the international market, mainly in trawl fishing and aquaculture as rigged cages and predator nets. It is commonly used in purse seine fishing as well.

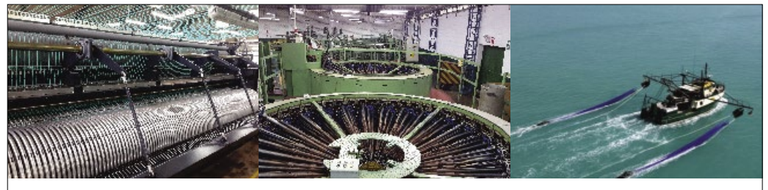
FISA´s Ropes are manufactured from different raw materials such as Nylon, Polyester, Polyethylene, Polypropylene and various mixtures of these materials.

FISA's Polytar ropes are made of high tenacity Polyester with high abrasion resistance. It is coated with a tar solution developed by FISA that will work as a lubricant when squeezed during manoeuvring. Polytar Rope is highly resistant to abrasion and breakage.

FISA offers customised products based on specific needs. As such it can produce products in special colours and can adjust number of twists per meter for its braided and twisted nets as well as for its ropes.

The constant research and innovation in FISA's production processes allows it to offer customised products with the highest standards of quality and services developed to satisfy customers´ needs.

FISA has a team of qualified engineers and personnel experienced in the designing and assembling of nets, based on customer needs. FISA has decades of experience building purse seine nets, aquaculture cages, bird-nets, predator nets, and more.



3rd generation
HDPE Netting
Supra
ADVANCED FIBERS
FISA
We know netting
• Trawl Netting • Purse Seine Nets • Aquaculture Netting
• Assembly Yard for Rigged Netting
Fibras Industriales S.A.
Av. Materiales 2475,
Lima, Peru.
51-1-6196500
sales@fisanet.com.pe
www.fisa.com.pe

Chartistic – Art from Charts. Nautical charts that is!

Chartistic's mission is to capture your favourite piece of coastline and transform it into a stunning and unique work of art just for you.

The sea and coastline evoke special memories and emotions especially in those who make their living from it or use it for pleasure. Chartistic captures those memories and emotions by faithfully recreating the nautical chart of the area and presenting what lies above and beneath the waves in an innovative 3D form on wood. Any chart from any coast, anywhere, can be created just for you.

As the Chartistic 3D Chart is made just for you, it can be customised to suit your exact size and requirements and can be inscribed with words or other important features such as your house, your boat, or almost anything else! Each chart is therefore unique to you making it a very special thing to have.

Charts are created with laser precision to faithfully reproduce the original paper chart with incredible detail. The final piece is then assembled by hand and professionally framed to produce a truly unique and stunning personalised piece of art that you just won't find anywhere else. The 3D effect in wood adds depth and structure to emphasise the nature of your special bit of coast and what lies beneath. Major depth contours are painted so that the final chart is presented in beautiful colours similar to the paper chart.

So, if you love the sea or know someone who loves the sea, and you want to treat them to something special and unique that they will treasure forever; this is the perfect thing! Please visit www.chartistic.ie for more information.

STAND 89

www.chartistic.ie
Email: info@chartistic.ie
Ph: +353 85 1744425

Inshore Ireland at Galway

STAND 104

Inshore Ireland is a quarterly publication that reports on commercial activities and legislation in Irish offshore and inland waters, covering fisheries, seafood production, aquaculture, renewable energy, marine R&D, angling, maritime activities, culture and tourism.

Publishing Spring, Summer, Autumn and Winter, Inshore Ireland archive digital editions can be viewed on www.inshore-ireland.com where news on these sectors is reported in real-time.

Inshore Ireland offer print advertising (editorial and advertorial) packages for company products and services, and online banner advertising currently visible to visitors by top ten countries: Ireland, US, UK, Norway, S Korea Spain, France, Netherlands, Australia, Germany. (Feb 2019)

Contacts:
Gillian Mills
mills@inshore-ireland.com
01-235 4804 | 087 2902045

Gery Flynn
flynn@inshore-ireland.com
091 844 822 | 085 747 579
sales@inshore-ireland.com

STAND 85

Mactex Oil Distribution announce new authorised distributor agreement

Galway exhibitor Mactex Oil Distribution Ltd has announced an agreement to become a Fuchs Lubricants Authorised Distributor.

After eight years successfully promoting the Fuchs range, Mactex Oil have been appointed official Fuchs Industrial Lubricants and Metalworking Fluids Distributor. Fuchs lead the field in industrial lubrication and are world leaders in several markets with their various brands.

One such brand range is Fuchs Cassida, these food grade lubricants are recognised as the world leaders when it comes to protecting machinery where incidental lubricant contact with food may occur. The full Fuchs Cassida range is now available from Mactex Oil. Fuchs Lubricants PLC is the largest independent lubricants producer in the world and blend over 10,000 unique product formulations.

Liam Grealy the MD of Mactex Oil said he was delighted that Fuchs had recognised the hard work they had put in developing the Fuchs Oil brand in Ireland.

"We look forward to growing our business with the help of Fuchs and welcome the opportunity to promote their new range of Ecocool Metal working fluids," he said.

The Ecocool Range exceed all Global H&S Legislation and CLP labelling requirements, these newly formulated products are all FAD-Free and lead to a safer working environment within plants where used.

From their state-of-the-art warehouse in Oranmore, Co. Galway, Mactex Oil Distribution Ltd can offer a next day delivery service nationwide. For quick and easy access to all their products 24hrs a day, buyers can log on and purchase through their online shop www.mactexoil.ie

Alongside the Fuchs Oils products Mactex Oil also owns the Ecolubrium Oils brand. Under the Ecolubrium brand they supply a core range of Automotive, Commercial and Agricultural lubricants. The Ecolubrium Oils can be sourced directly from Mactex Oil or from one of their many resellers. Ecolubrium Turbo-Syn 15w/40 LD has become the oil of choice of most Agri-Contractors and farmers, this long-life, high performance engine oil is the class leader when it comes to quality and value. Their Newdraulic HVI high viscosity index hydraulic oils outperform all similar oils in the market and again offer outstanding quality and value.

For best quality, best service and best price look no further than Mactex Oil
www.mactexoil.ie
T: 091 788826
M: 086 8513080.

Comprehensive range of services from Engine Solutions Ltd

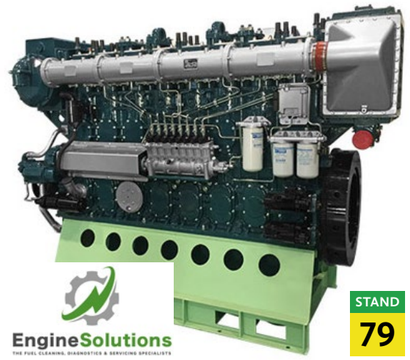
Galway exhibitor Engine Solutions Ltd is the sole distributor for YC Europe Marine, industrial engines for Ireland and larger engines for the UK. The range is from 100 hp to 1700hp straight 8 cylinder engines. YC Europe also features a 6 cylinder 1000 hp engine.

They also have YC gensets for marine and industrial purposes from 3 kva up to 3000 kva. Engine Solutions is also solo distributor for Aderco organic fuel treatments.

Andrew Deacy of Engine Solutions says: "Meet us at the Galway skipper show where we can help with the 2020 sulphur cap regulations and ensure clean tanks and reduced smoke emissions."

There will also be representatives from Leomaritime and Simplex Turbulo on their stand. Leomaritime carry out steel repairs on fishing boats with no heat (welding) needed, including tanks, hulls, decks and superstructure. They also supply environmentally friendly lubricants.

Simplex Turbulo supply test equipment for oils and lubricants on fishing vessels. They offer a mobile unit for testing oils onboard, with results provided the same day.



STAND 79

Prolines Naval Architects – designing innovative new vessels

Prolines Naval Architects are Ireland's only independent chartered Naval Architects, with nearly two decades of trading in both the commercial and non-commercial sectors of the marine industry.

Having upgraded their software offering with the purchase of Cadmatic in 2017, Prolines have been involved in the design of new and innovative vessels in the Irish, European and worldwide markets.

Cadmatic is the industry standard design tool for detailing all steel and aluminium vessels. As a result, they have increased their productivity and have been able to offer new services in detailed design and CNC kit production.

Prolines is an independent company and so is not tied to any one boatyard or supplier, allowing the client to get the best deal possible. "It is important that we try and keep the projects in Ireland," explains naval architect Rob McConnell, "it will greatly improve production time for the client, keep costs down and prove that Ireland is up there with the best countries in the industry."

Prolines is known and trusted within the industry, and they feel that they can compete on both price and true knowledge of the industry, which will save their clients both time and money. There are very few companies in Ireland capable of offering the design of a new vessel and Prolines is the only company with the combination of skills, experience and a full time naval architect.

Prolines has been an annual exhibitor in attendance at Skipper Expo Int. Galway, and they say that their presence at the show is invaluable to their business. The Expo gives the company the opportunity to network with new and existing customers. It gives customers the chance to ask questions and review projects they have been thinking about.

STAND 44A

Prolines' partnerships with Ireland's largest boat building manufacturers can ensure that projects will be reliably overseen from the initial design stage, right through to finished vessel flagging compliance. The high quality engineering software allows for a higher degree of prefabrication and pre-outfitting of blocks, thereby reducing building time and in turn, reducing costs for the client.

"Vessel structures can be modelled easily, and the accuracy of the drawings are second to none" said naval architect Brian McConnell. "We are thrilled to be the first in Ireland with this software."

Robust plastic fish boxes & containers from Craemer

Craemer UK has supplied the fishing industry from its production factories in Telford England and Herzebrock in Germany for over 35 years.

Still a long standing family company, Craemer has now introduced a new, heavy duty pallet box for use in a variety of fishing industry applications. The CB3 is an extremely durable, robust container, used for fish, ice, nets, or waste transport, and anything else which the high demanding fishing business may require this 610 Litre big box to do. It is 1200 x 1000 mm standard pallet size, which is great for transport, and has extra-large entry gaps in the pallet base, for easier handling with all types of pump trucks, fork trucks and pallet movers.

As well as making standard fish boxes, Craemer is acknowledged nationally and internationally for making some of the most reliable plastic pallets in the marketplace. You would therefore expect the CB3 pallet box base to be stronger with higher impact resistance than an ordinary pallet box. And it is. Clean lined and stackable for transport, the CB3 also has a baby brother, the 1200 x 800 mm Euro size CB1 pallet box as another option within this special range of products available from Craemer UK Ltd. Stand 60 Skipper Expo Int. Galway.

STAND 60

STAND BM16

MMG WELDING

Established in 2005 by Martin McGuinness, Killybegs based MMG Welding Ltd offers a Coded Welding and Marine Fabrication Service. As an ISO 9001:2015 quality accredited company it provides a welding support service to various industries including Marine, Off Shore Construction, and Civil Engineering projects.

This highly skilled and experienced team of Coded Welding Engineers are Lloyds BV, DNV, MSO, TUV certified. and are also approved for the Corrib Gas Line. MMG's services are available 24hrs, nationwide with a purpose-built fully equipped mobile welding workshop.

All work by MMG is to the highest specified international welding standards and the weld procedure specification encompasses:

- ASME 1X:2010, BS EN 9606-1/2, WPQR, EN ISO 15614 standard.
- Codes/ Procedures – Lloyds BV, DNV, TUV, MSO.
- Examined by TUV Rheinland
- PED approved

COMPACT GANGWAY®

In 2018 MMG Welding launched a patent product range of - "Compact Gangways" featuring a unique folding mechanism providing safe vessel access, and solutions for vessels with limited storage space. These gangways can also be custom-build to any vessel specific requirements. All gangways are built to the requirements of DVGL-ST-0358/ ISO 7061:2015

Unique Features of the Compact gangway

- Manual folding mechanism for easy storage
- Collapsible handrails
- Adjusts accordingly with the tide
- Tread plate steps for maximum strength and safety
- Drainage perforation incorporated into steps

Further components/add-ons available:

- A transom swivel can be added to adapt to the rail of the vessel on the outward side, which allows the gangway to adjust with quayside vessel movement
- Gunwale steps which attach from the vessel to the gangway

MMG Compact Gangways are now in use throughout Europe and are being used across a wide range of industries including

- Fishing Trawlers
- Cruise Ship /Leisure Crafts
- Ports
- Off Shore Construction
- Pisciculture (Fish Farming)

Owners of Registered Irish fishing vessels are eligible to apply for a grant for a gangway from Board Iascaigh Mhara under the "Fleet Safety Scheme". This scheme is intended to further improve the overall safety standards onboard Irish Fishing Vessels, and it provides grant aid of up to 40% for the purchase and installation of safety items.

RECENT PROJECTS

- MV Chateau-Thierry Fitted New Hull Plating
- MFV Achieve – Designed and installed a blast freezing racking system and non return deck scuppers.
- Demobilised Siemens Wind Turbines from the MV Artic Rock at Killybegs Port.

MMG Welding recently designed and manufactured Compact Gangways for :

- Atlantic Dawn Group - MFV Veronica, MFV Genius, MFV Atlantic Quest.
- MFV Father McKee
- MFV Sainte Marie De La Mer
- MFV Rose of Sharon MFV Atlantic Rose

ENTERPRISE AWARD

MMG Welding Ltd have recently won Best Established Business and Best Overall Business, Local Enterprise Awards, Donegal. These Awards were held in December 2018 at the Radisson Blu Hotel. Speaking after the awards were announced, Martin McGuinness, praised his team, saying success like this simply would not be possible without them.

"I was surprised when I was announced as the winner and I wasn't expecting it, we have done a lot of work over the past few years developing the company but to actually come first in any competition is a big achievement.

Martin also took the opportunity to thank all the customers for their continued support.

MMG Welding Ltd look forward to representing Donegal on the national stage at the National Enterprise Awards at the Mansion House, Dublin in May 2019.

MMG WELDING COMPACT GANGWAY®
00353 74 41794 | 003587 8515864 | www.mmgwelding.ie

Coded Welding
Marine Fabrication
Compact Gangway®

SKIPPER EXPO INT. GALWAY 8-9 MARCH 2019
STAND BM16

MMG WELDING
Tel: +35374 97 41794
Martin: +353 87 851 5864
email: info@mmgwelding.ie
www.mmgwelding.ie

MMG Welding Ltd, Roshin, Killybegs, Co. Donegal, Ireland F94 NX06

Clever Agri Components

STAND 90

Clever Agri Components is an independent distributor with a variety of components to supply the agricultural & commercial fishing sector. They are an Irish owned family run business that is committed to providing a high-quality product with an excellent service to their customers. With over 50 years' experience in the agricultural sector Clever Agri recognises the importance of a quality product with a reputable after sales service.

Their wide range of lighting has established itself has a dependable durable product, which has gained recognition in the commercial fishing sector.

The technology used in their lighting range is a Multiled Pro technology for better heat regulation. The quantity of aluminium in the body of their lights also provides favourable heat regulation and therefore improves the life span of their lighting range.

- Some of the attributes of their lighting range:
- excellent heat dissipation due to a solid heat sink
- optimal light distribution via individually adjustable modules
- high-quality materials for use in tough environments
- very high ammonia-resistant
- IP rating from 65 to 69 (IP 66 protected against water jets and sea water and dust-proof)
- suitable for outdoor use
- with D marking according to DIN EN 60598-2-24, therefore suitable for areas at risk of fires due to combustible dusts or fibres (hay storage, feed, litter, etc.)
- direct or hanging ceiling installation with adjustable mounting brackets or eyelets

The confidence they have in their electrical products allows them to provide a 2-year guarantee for the majority of these products!

Reducing consumption for one equivalent lighting power	
LED	HALOGNE
10w	80w
20w	150w
30w	250w
50w	400w

New smaller trawl doors offer bigger spread and reduced fuel consumption

STAND 05

Trawl door manufacturer, and Galway exhibitor, Thyborøn Trawldoor is introducing its new Type 23 Bluestream doors, with fishing trials having shown their effectiveness.

The doors have been developed using the company's experience and features the dimensions of its Type14 doors and the effectiveness of the company's Type 22 doors, combined with implemented Bluestream special technology, in which the waterflow is forced to its maximum through the foils of the door, thereby creating a more powerful spread force and less drag resistance on the doors.

The feedback from trials of the new Type 23 Bluestream doors from several vessels yielded extremely positive results, the company said.

"These powerful doors are giving much greater spread without any reduction in catch rates, whilst retaining normal, or even reduced, fuel consumption," said Tonni Karlsen, skipper of the 54.6 meter twin rig trawler Ole-Arvid Nergard.

The vessel fishes in the Barents Sea, Svalbard area and off the Norwegian coast fishing for cod, saithe, haddock, redfish and shrimp.

With its 17-man crew working trips ranging from two to five weeks, the 2001-built Ole-Arvid Nergard, has a frozen hold capacity of 420 tons, making it important that catch volumes remain constant so the vessel can maximize its catch during its fishing trips.

"It is therefore important that when we considered changing our trawl door supplier that we didn't sacrifice any catch-per-tow volume, even if the spread was improved," said Karlsen.

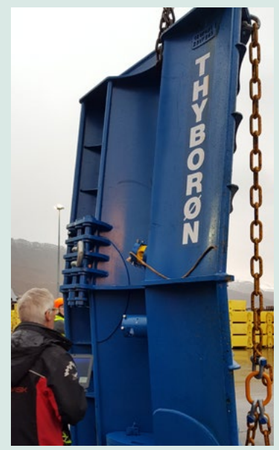
"But we certainly have no concerns now with these new Type 23 Bluestream doors, as they have increased the spread of our gear by an amazing 50 meters and without losing any catching capacity in the process," he said, adding that with the new doors, the vessel's fuel consumption has not increased and is even slightly less than with their previous doors.

"What is fantastic about these doors is the fact that they 'spray' (spread) from the moment you start shooting away the gear, so when the trawl hits bottom you can see that you already have the maximum spread that you need -- and they are so incredibly stable that they maintain this spread through the duration of the tow without any problems," Karlesen said.

Ole Kjaergaard, who has been with the Thyboron Trawldoor company for over 25 years, said the company's doors are an advantage for fishermen facing higher fuel costs.

"If we switch our own well-known Type 14s 10m2 with a Type 23 Bluestream 9m2 there is up to 50 percent less resistance on the doors when pulled through the water without any bottom friction or contact, meanwhile they produce the same powerful spread on the nets," he said.

The Type 23 doors are constructed using the same steel plates that are made for shipbuilding and require less maintenance.



STAND 14

GCM Painting at Galway

GCM Painting Ltd is a marine painting service company based in Killybegs and they will be exhibiting on the Mooney Boats stand at Galway (stand 14).

The bulk of their work is carried out in the Department of Marine synchrolift which dry docks boats up to 600 tonnes and has a shed facility to paint boats inside. GCM painting Ltd also provides services to both Mooney boats and the bigger vessels in the Killybegs fleet. They work closely with other companies to ensure all projects are run smoothly, thus providing a top class service.

SeapiX 3D Sonar: iXblue and SIRM announce the future of Irish Fishing

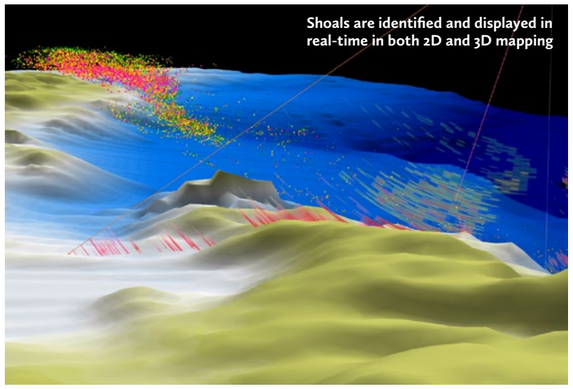
SIRM UK Marine Limited have expanded their product portfolio by entering into a partnership with iXblue, manufacturers of the ground breaking SeapiX 3D Multibeam Sonar System. This exciting partnership allows SIRM to distribute SeapiX in both Northern Ireland and the Republic of Ireland.

SeapiX offers sustainable fishing for both Pelagic and Bottom Trawlers and revolutionises fishing techniques by giving vessel owners total control over the underwater environment.

With the requirement to target only specific species due to quota controls, discard rules and protected species, SeapiX allows the skipper to build their own species categories. Shoals are identified and displayed in real-time in both 2D and 3D mapping, providing information on shoal abundance estimation and depth and species composition all within the area they are towing in. Users can estimate the percentage of a particular species and can, for example, identify if it is herring or mackerel, cod or hake, prawns, or single fish such as tuna then choose to display only the targeted species in 3D, and adjust their trawl accordingly.

With a range from 5m to 450m, SeapiX offers 200 times more coverage than a traditional Sonar, with 50 times more resolution, thanks to its individual 1.6deg beam resolution and Chirp processing. Bottom trawlers operating at around 150m to 330m can utilise 'bottom' mode to provide fish classification of the trawling layer only, allowing them to decide when to tow, saving on fuel costs and possible gear damage.

SIRM UK Marine Limited will be displaying the SeapiX Sonar at Skipper Expo Int. Galway on stand 71. Yvonne James of SIRM UK Marine Limited is delighted to be bringing SeapiX to Galway for the first time. "Having seen SeapiX in action I am confident this exciting and innovative product brings fishing technology to a new level."

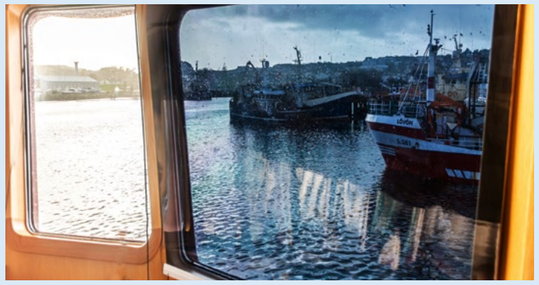


STAND 71

SeapiX 3D volumic sonar

STAND 14

Sola-Cure wheelhouse blinds from Mooney Boats



Mooney Boats has been the exclusive representative for Sola-Cure in Ireland for more than 8 years. Having recently delivered the 27m trawler Fiona K III to Tom Kennedy Fishing, Sola-Cure were delighted to receive these wonderful images of the anti-glare blinds installed in the wheelhouse.

The images clearly demonstrate the difference between windows with and without anti-glare blinds. During the winter months, heat in the wheelhouse is not a big problem but the low sun does affect the skipper's visibility. This makes for a safer working environment and protects the eyes against long term damage due to exposure to harmful UV rays.

As can also be seen from the images, Sola-Cure are familiar with the typically peculiar shape of wheelhouse windows. The blind material is carefully cut to suit the shape of the window and are available with wire guides. Wire guides are a useful option which stabilise the blinds in rough seas and prevent unnecessary movement and noise.

Skippers based in Ireland that are interested in getting a price for blinds on board their vessel need only provide Mooney Boats with a width and a depth of their windows. A quote can be provided from this basic information. The price is fixed regardless of the shape and any angles that require cutting of the film to suit.

Staff at Mooney Boats are currently preparing for Skipper Expo Int. Galway and will be available on the stand to discuss Sola-Cure anti-glare blinds. General Manager of Sola-Cure, Peter Jones offered his thoughts on the increasing appreciation of having blinds installed: "Through Mooney Boats in Ireland and our own efforts in Aberdeen, we have received some really impressive feedback from Skippers with our blinds on-board. Thankfully, the fishing industry is a tight knit community, so we can provide potential customers with the names of our existing clients and repeat what we hear from them. The sun causes a real problem, either directly or when it reflects off the water. In the summer, they also help maintain a comfortable temperature in the wheelhouse, reducing air conditioning demands in the process. Sadly, there are few products that offer such obvious benefits that don't cost a lot of money. It's a rare thing these days."

Recent jobs completed by Galway exhibitor Astander

STAND 68B

During 2018, new projects on fishing vessels were carried out by Astander shipyard. These included:

Renewal of bulbous bows on sisters pelagic vessels "FATHER MACKEE" and "BRENDELEN". (Irish Republic)

Two sister pelagic fishing vessels from Ireland entered the Astander drydock no 2 to renew their bulbous bows and to carry out regular drydocking jobs. It is the second visit of Father McKee after her first docking in Astander in 2016, and this time bringing the sister vessel Brendelen with her.

The new bulbous bows were built in their workshop with the technical information and drawings provided by Atlantek Maritime, the Irish Naval Architect Design Office appointed by the owners. The new design will enhance vessels behaviour in rough seas.

"AKRABERG" (Faroe Islands)

AKRABERG has been the first vessel to arrive from Faroe Islands in the history of Astander, showing that the distance is not always such a bad thing!

Main jobs performed included:

- Full blasting and painting of hull, decks, superstructure, and deck machinery; including zinc spray of trawl gallows frame, ramp & trawl deck.
- Overhauling of main engine, bow and stern thrusters.
- Upgrading of electronic systems on bridge and accommodation area.
- Pipework.
- Works in fish factory.

Main engine repairs on "LOVON" (Irish Republic)

A new foundation, and additional modifications in engine room were carried out.

A very strong commitment to customers based on fair-play, flexibility and transparency, is established with each and every new customer from the very first contact, making things easy-going to the end and resulting in the yard's main strength: Customer Satisfaction.

The special needs requested by fishing vessels and fishing vessel owners match perfectly with the yard's capabilities and the way business is understood at Astander.

Astander, with more than 140 years of experience in the ship repair industry is located in the Port of Santander (Bay of Biscay), on the Northern coast of Spain.

Absolutely competitive prices and unbeatable delivery times, together with a convenient location and better weather conditions than those in countries further north present Astander as the perfect alternative to the traditional pilgrimage destinations of the international fishing fleet when time comes for maintenance or special projects in Europe.

Many exciting new developments at O'Sullivans Marine, Tralee!

STAND 30C

While continuing with their boat building programme, Galway exhibitor O'Sullivans Marine has now expanded their product range massively. Having taken on the distribution of Whaly Boats on top of Linder Aluminium Boats last year, along with Suzuki outboards, they have now committed to stocking, distributing and selling several new brands throughout Ireland.

Starting with a full range of RIBs and Inflatables – all at fantastic prices and top quality – they now also distribute a full range of kayaks and SUP boards. As if this was not enough, they have also added extensive ranges of safety equipment and general chandlery from Lalizas, Nuova Rada, Ocean Fenders, Max Power bow thrusters and Lofrans windlasses, with a host of ancillary equipment.

Now boasting a product range of over 10,000 items, O'Sullivans Marine are one of the best stocked marine businesses in the country. Be sure to call to their stand for an overview of what they sell and look at the extra special show offers available over the weekend.

For example:

- OSM boats and RIBs – on display will be an OSM 575 2019 model.
- Whaly Boats - on display will be a Whaly 500R fully fitted out.
- Tohatsu Outboard Motors: with a 7 year conditional warranty for recreational users. Ask for Brexit prices!!
- Suzuki Outboard Motors: with a 5 year conditional warranty for recreational users. Special offers for commercial users.
- Honda Outboard Motors: with a 3 year conditional warranty for recreational users. As reliable as ever!
- Lalizas – see the comprehensive selection of safety products from their catalogue – large range of products suitable for commercial use. Immersion suits, lifejackets, buoyancy aids, flares, liferings, nav lights (LED) to name but a few.
- Nuova Rada – see another great selection of general chandlery products, at simply excellent prices! Fuel tanks, hatches, engine fittings, plumbing, deck equipment, mooring and fishing equipment.
- Ocean Fenders – see the massive range from the biggest factory in Europe. Are these the most competitive prices in Ireland.

As O'Sullivans Marine has a small stand at the show, they can only give you a tiny overview of what they carry in stock, so if there is anything you need for your boating, be sure to pay them a visit and see the best prices available, along with legendary service. They will make it worth your while.

Proteum announces OXE Diesel 125 and 175 now available

STAND 72

Proteum, UK & Ireland distributor for OXE Diesel, is announcing at Skipper Expo Int. Galway 2019 that the new OXE 125 and 175 additions to the OXE Diesel product portfolio are now available in stock for fishing and commercial marine customers. The extended portfolio, launched in November by manufacturer, Cimco Marine, offers 125HP, 150HP, 175HP and 200HP options to meet a range of user specifications.

Proteum will be exhibiting the OXE Diesel, the world's first high power diesel outboard, at the show. With over 200 units in service with high intensity users, OXE has proven its reliability and cost effectiveness in a wide range of applications. "Our in service data shows

OXE's higher acquisition cost is recoverable after only 1500 hours or 12 months operation when compared to an equivalent petrol outboard", says Neil Taylor, Head of Sales at Proteum.

The OXE Diesel is a cost effective alternative to petrol in total cost of ownership, benefitting from lower fuel costs, higher working efficiency, lower maintenance and ease of sourcing compared to petrol. OXE 150 uses up to 40% less fuel than a modern 150HP 4-Stroke outboard giving it an extended range, significantly increasing operational time between refuelling. Diesel's lower volatility also makes it a safer option than a petrol alternative.

The new OXE 125 suits heavy duty use by small fishing vessels and Oil & Gas marine field users. It also offers tax advantages in certain regions. OXE 175 offers an alternative to OXE 150 users who require either a high top speed or a heavy load carrying capability with high and low torque gear options.

OXE uses a unique belt driven propulsion system, which allows a hydraulic multi plate gearbox to be mounted. This enables the gearbox to handle significantly higher loads than a traditional outboard engine.

Proteum is exhibiting OXE Diesel on Stand 72 at Skipper Expo Int. Galway, 8-9 March 2019.

Safe Seas – Connected Coasts

STAND 84

The mission of Irish Lights is safe navigation at sea. Some of the key services they provide include:

- Provision and maintenance of 340 General Aids to Navigation (AtoN)
- Inspection of 3,200 Local Aids to Navigation and audit of 60 Local Aids to Navigation Authorities
- Marking or removing dangerous wrecks outside harbour areas around Ireland
- Navigation Risk Assessment and Advice
- Provision of Statutory Sanctions for marking of offshore structures
- Advice and information on Aids to Navigation and marking of offshore structures and hazards (including to the aquaculture and offshore energy sector)
- Sea state and environmental data (wind speed and direction, wave height and direction, humidity).

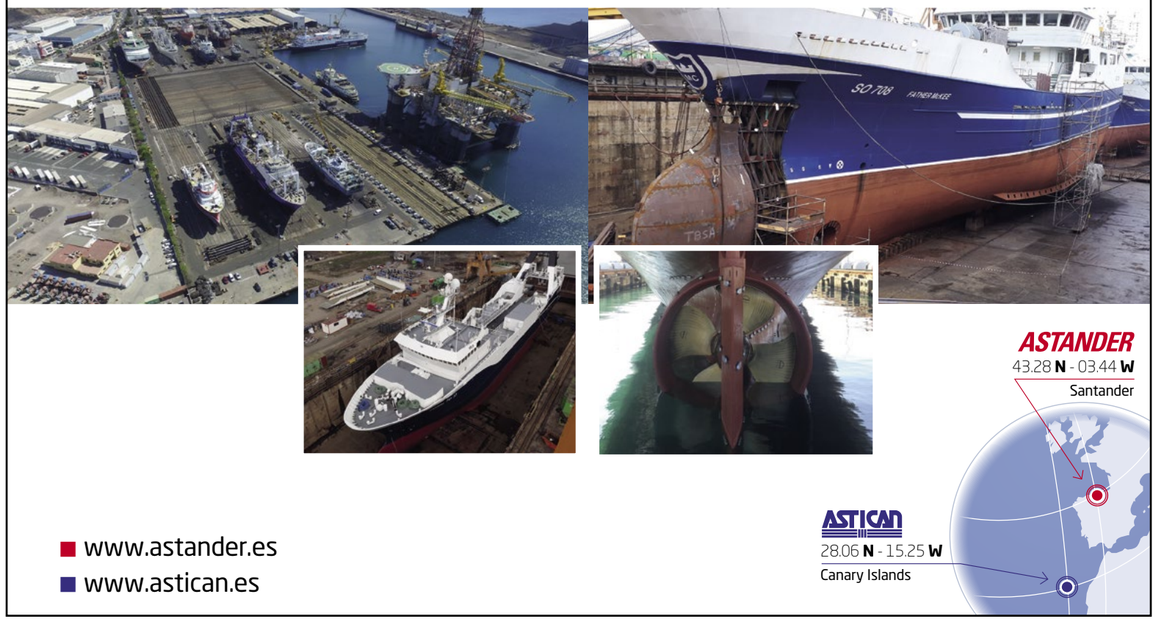
To learn more see https://www.irishlights.ie/technology-data-services/data-services. Irish Lights can also customise data collection at selected sites.

Mark Devlin, Operations and Navigation Services, Irish Lights said: "Ensuring buoys are operating well, marking channels and marking dangers are some of ways we protect those fishing. We are currently undertaking a review of Aids to Navigation around the coast and the fishing industry is invited to contribute to this review to ensure the right level and mix of aids are provided. Please call to our stand and give us your feedback."

Irish Lights also provides a suite of commercial services including data, technology, and engineering and navigation advice and consultancy. They also charter the Granuaile to support offshore activities.

ASTANDER & ASTICAN

The Spanish alternative



www.astander.es
www.astican.es

Images supplied by Valerie O'Sullivan

NEW BOAT

Typhoon headed for East Coast!

Loughshinny man Alan Fanning's new Cygnus Typhoon 40 "Lily Tom III" which was built and fitted out at Murphy Marine Services boatyard on Valentia Island was launched for sea trials recently.

"Lily Tom III" is a 39'ft Cygnus Typhoon 40 with a 4.0mtr beam and a 1.2meter draft. When deciding to go for a Bigger Vessel the choice was easy for Alan as he was no stranger to the excellent seakeeping abilities of the Cygnus Typhoons having fished his previous vessel "Lily Tom II" A Cygnus Typhoon 33 for 9 Years.

The new Typhoon is powered by an Iveco FPT Cursor C13 ENT M50 engine supplied by Kirwan Technical Services and uses a ZF 325 IV 1.75:1 ratio gearbox coupled to a 2.25inch Shaft and 30" 4 blade prop which were supplied by Clements Marine. The V drive gearbox enabled the engine to be mounted further aft to increase the space available for the fish hold. The engine utilises a 24 volt insulated electrics system with an analougue panel encompassing a digital engine performance monitoring display.

Engine Bay

Alan Fanning at the helm of Lily Tom III

Lily Tom III

The boats 100cc Variable displacement hydraulic load sense pump is driven directly from a power take off at the flywheel end of the engine which also drives the 1.5in Jabsco deck wash pump. The deck wash and doubles as an emergency bilge pump to all water tight compartments via an on-deck manifold.

The Vessel has a comprehensive hydraulic package and as well as the 3000lb Spencer Carter pot hauler she has a Spencer Carter Cargo winch on the landing derick, a Side Power bow and Stern thruster and valve banks for a Whelk Riddler and a Hydraulic Power washer which Alan will be fitting later. Much of the hydraulic package was supplied by Derek Noble and all were fitted and commissioned by the yard. The Rexroth pump is a load sensing design that provides power on demand and keeps the load off the hydraulic system when steaming or idling.

The Spencer Carter pot hauler is mounted on the reinforced Wheel house back bulkhead which is angled forward to Starboard to give the best possible hauling angle over the heavy-duty Stainless-steel gunwale roller with its operating lever under the pot table as requested by Alan. The Pot Table which was made to Alans specifications includes a Hinging section to allow for quick access to the wheel house if required. Outboard of the Pot table on the Starboard Gunwale is the boats secondary control station which is housed in a Stainless-Steel frame for protection. The secondary station has full operating functionality and includes the operating levers for the bow and stern thruster, the Second Kobelt control unit, Joy stick steering and a Rudder indicator. The large flush deck leads out to the portside stern shooting door. The boats gunwales are fitted with substantial all-round stainless-steel railings which link in with a full width catch Catcher. There is a removable railing section aft of the control station for loading and unloading gear from the boat and the Gunwale in this section has stainless steel capping fitted.

spencer carter and Derek Noble
Tel/Fax: 066 9474175 | Mob: 087 2791274
Lake Rd, Waterville, Co Kerry
SPARES, NEW AND USED EQUIPMENT
BEST WISHES AND SAFE FISHING TO ALAN, SUSAN, FAMILY & CREW WITH YOUR NEW VESSEL "LILY TOM III".
LILY TOM III

Over 30 years supplying Irelands top fishermen. Trawl winches, Pot and Net haulers, Trawl blocks etc.
Also specialising in the refurbishment and sale of quality fishing vessels such as: Cygnus, Holton, Kingfisher

Cavanagh Nets Ltd.
Fishing Gear Manufacturers & Suppliers
Email: sales@cavanaghnetsltd.com
Congratulations to Alan and Susan Fanning on the arrival of your new vessel MFV "Lily Tom III". We are proud to have been chosen by you to supply Potting gear, Polyform buoys, Powerflex potting ropes and various potting accessories for your fine new vessel. We wish Alan, Susan, Family and Crew Members many years of safe and successful fishing.
From everyone at
Cavanagh Nets Ltd
Drumaweir House
Greencastle
Tel: 074 938 1178
Fax: 074 938 1014
Code from NI & UK: 00 -353-74

Marine & General Insurance Brokers.
"Insuring Your World Today"
Cavanagh Hooper Dolan Insurances Ltd.
Congratulations & Safe Fishing to Alan, Susan, Family & Crew on your new vessel Lily Tom III
T:+353 (0)74 9177500 - M:+353 (0)86 2504826
Email: info@chd.ie Web: www.chd.ie
Cavanagh Hooper Dolan Insurances Ltd is regulated by the Central Bank of Ireland

Cygnus - Murphy Marine Services
Cygnus Typhoon 40, "Lily Tom III"

CYGNUS®
Best wishes to Alan, Susan family & crew. Safe fishing.
SKIPPER EXPO INT. GALWAY 8-9 MARCH 2019
STAND 64
Tel: 00353 (0)66 947 6883
Mobile: 00353 (0)87 280 9861
Email: fionan@murphymarineservices.com
Web: www.cygnusboats.com

The Engine room has a large flush Deck hatch over the Engine and a small man size hatch to Starboard which allows easy access to the engine room without the need to open the big hatch. A notable feature of the hatches is the trouble the yard went to with the substantial hatch drains which allow water to drain overboard rapidly. Forward of the engine room is a large under deck fish hold which is levelled out to maximize carrying capacity. The fish hold is accessed by a large flush deck hatch and a smaller flush deck hatch to Starboard which will allow Alan to put his catch down without having to open the large hatch.

The new vessel has a comfortable wheel house with the Skippers KAB seat to Starboard beside an opening window. Behind the skipper's seat is the Galley worktop which includes a stainless steel sink a Whispaire water boiler, a microwave oven and some storage spaces. To Port is a comfortable seating area that can accommodate at least 4 around the Galley table. The Forward cabin which is accessed by a small stairs has two comfortable bunks to starboard and a spacious toilet/ shower room to port.

The wheelhouse electronics package for "Lily Tom" was also supplied by SIRM of Kilkeel & Eyemouth and consisted of: A Simrad NSS 12" Navstation with 4G Radar, Navitron NT777 Autopilot System interfaced to a JRC JLR-21 GPS Compass & Constant Running Pump Including a Navitron Follow Up Control and IS70 Rudder Angle Indicator, Hondex HE7300 Echosounder System, 2 x Furuno GP39 GPS Navigator, Class B AIS Package, Jotron 60S GPS EPIRB, 2 x Icom IC-M323G VHF including GPS, CCTV Package with 12" Monitor and a Olex Chartplotting System with 3D Mapping and a Lorenz Chart Plotter. The "Lily Tom III" will be potting for Whelks, crabs and lobster using pots supplied by Swan Nets and Cavanagh Nets.

New Typhoon 40 Valentia13

Hauling station with dual controls

Alans first boat was the Lily Tom called after his two children, a Cygnus Cyclone 26 which he fished for 7 years. Alan started fishing while he was Still at school with his Grandfather Patrick on the "St Brendan" and then ontinued with his Dad Noel on his Tyrrels built "Girl Alex". Noel Fanning is still keenly interested in the Fishing business and has made several trips to Valentia Island over the course of the build and plans to steam the New "Lily Tom III" back to Howth with Alan.

When speaking to the Skipper, Fionan Murphy from the boat yard congratulated Alan, Susan and Family on their new boat and wished all who sail in the "Lily Tom III" a safe and prosperous future with many years of successful fishing.

The Skipper team would also like to wish Alan and Family fair seas and good fishing!

Wishing you every success and safe fishing to the owners and Crew of the Lily tom III, from all the Team at Swan Net Gundry. At SNG we can solve all of your Inshore Marine, Pelagic Trawl and Bottom Trawling queries, stocking a range of Chandlery, Safety and Electronic Products.
Tel: 00353-74 9731180 Email: enquiries@swannetgundry.com www.swannetgundry.com

SOFRIMAR
KILMORE QUAY
WINNER GREEN AWARDS 2016 The Green Seafood Business Award
Sofrimar celebrating 40 years in business 1979-2019
CONGRATULATIONS TO ALAN, SUSAN, FAMILY & CREW ON THE ARRIVAL OF YOUR NEW VESSEL "LILY TOM III".
Buyers of Whelk, Scallop, Shrimp, Lobster, Brown Crab, Velvet Crab, Winkles, Other Shellfish and Frozen On Board Prawns.
Sofrimar Ltd
Kilmore Quay, Co. Wexford, Ireland
Tel: +353 53 91 29660 Fax: +353 53 91 29699
Email: info@sofrimar.ie Web: www.sofrimar.ie

KIRWAN TECHNICAL SERVICES
MARINE, TECHNICAL AND ELECTRICAL SERVICE
CONGRATULATIONS TO ALAN, SUSAN, FAMILY & CREW WITH YOUR NEW VESSEL LILY TOM III WISHING YOU SAFE FISHING AND EVERY SUCCESS.

LILY TOM III
STERLING marine power IVECO
Address: Kirwan Marine, Terryglass, Nenagh, Co. Tipperary.
M: +353 87 257 3445 E: info@kirwanmarine.ie W: www.kirwanmarine.ie

West Coast Crab Sales Ltd achieve origin green status

West Coast Crab Sales Ltd is an Irish based company specialising in catching Live Brown Crab and European lobster on the west coast of Ireland and supplying it to both domestic and international markets. The company was set up in January 2016 by brothers Jonathan and Patrick O Donnell. West Coast Crab Sales is a sales entity for West Coast Crab Ltd and Aisling Patrick Fishing Ltd. Jonathan and Patrick come from a family with a strong fishing backround. They are fourth generation fishermen. Their father Pat "The Chief" also supplys crab to the company. West Coast Crab Sales Ltd purchase crab from the fishing companies/vessels and then sells it on to wholesale or producers. This provides a tracability link from Sea to wholesale.

The company's main office is located on Lower Barrack Strret, Belmullet, Co Mayo and is staffed by company manager Enda Carey and administrator Michelle Healy. West Coast Crab Sales ltd company aim is to continue to increase sales, brand and quality.

Jonathan Director of West Coast Crab Sales Ltd speaking to the Skipper highlighted their recent sucesses

"At West Coast Crab Sales Ltd we have a long-standing awareness of our responsibility to the environment and to reducing our environmental footprint.

2018 was the start of a busy year for West Coast Crab Sales, first we ensured the vessels supplying crab joined the Irish Brown Crab Fisheries Improvement Project (FIP). This helped us to improve catch handling and quality control.

The next step we choose to take was for vessels suppling the company to achieve a Responsibly Sourced Seafood Certification (RSS) which we achieved in September.

Following the success of this achievement we set our next target to become a verified Origin Green member. While completing our Origin Green plan we made changes that would benefit our company,

the fishing vessels and our local community. One of our main targets was to improve waste management on board fishing vesssels. This meant that cardboard bait boxes, platic and straps will no longer be carried on board the vessels. This waste is recycled onshore in the most efficient way possible.

Other targets also include working with local Tidy Towns on a biodiversity project and supporting various community groups. We have also made preparations to give educational talks to students in local secondary schools on the Irish Brown Crab industry and Origin Green. Sustainability is an increasingly important aspect of doing business, especially in the marine industry and these targets will raise the standards right across our business and guarantee sustainability remains at the forefront of our business for many years to come.

We became a Verified Origin Green Member in January 2019. We are very proud to be the first company in Erris to achieve this standard. We plan to continue our hardwork and fully commit to keeping these high standards into the future."

Fiche Bliain Ag Fás – Oyster traders Triskell Seafood celebrate 20 years in business!

Marie-Aude Danguy, Director of Triskell Seafood, is celebrating this month after the company she set up in a back room in Westport reaches 20 years in business.

Reflecting on two decades in business Marie-Aude sees major changes in the character and size of the industry. "When I started Ireland had the biggest production of clams in Europe and now bam, nothing, disease has wiped them out. Flat oysters were rare and demand for them was strong, now they are plentiful across Europe, and the market has decreased significantly."

What is growing is the international market for Gigas oysters. Initially wholly reliant on the French market to sell their produce, today the quality of the Irish Oyster is recognised internationally, and growers can ship across Europe and into Asia.

Perhaps even more encouraging for the industry is the growth in local interest in oysters and shellfish generally. "Twenty years ago, it was impossible to buy oysters for consumption, while today they are available in local markets and supermarkets, top chefs are raving about the health benefits of a shellfish diet and you can even go on tours of oyster farms all around the country."

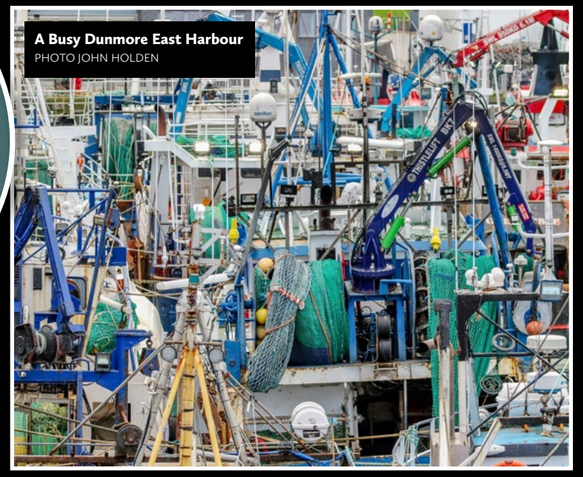
So, what is Triskell Seafood's prediction for the next twenty years? Despite the undoubted uncertainties of the aquaculture industry, Irish growers have always shown resilience; reskilling, diversifying, and embracing new developments and cultivation methods to stay on top. We are very confident looking to the future!

Triskell Seafood is based in Collooney, Co. Sligo. As well as their live shellfish trading activities the company retails a range of professional clothing by brands such as Guy Cotten, Le Chameau and Helly Hansen that are used across the fishing industry as well as an extensive selection of specialist aquaculture equipment.

Jenifer Anne shooting pots off Wicklow
PHOTO DAVE KEELEY

OUT & ABOUT

GOT A GREAT PHOTO?
SEND IT TO THE SKIPPER
email it to us at:
editorial@maramedia.ie



A Busy Dunmore East Harbour
PHOTO JOHN HOLDEN

Kay Paula C396 at her moorings and Clara Anne C440 alongside in Youghal Co.Cork PHOTO JACK NOLAN

Mfv AINE returning to Killybegs with a shot of scad aboard
JOHN CUNNINGHAM

Scarborough Harbour

Alan Browne and Ocean Dawn in Fenit PHOTO MARY O'BRIEN

Crew of Elegance PD 33 involved in heavy lifting at Portavogie Harbour PHOTO STEPHEN MCKEE

Deirdre on Buncrana Pier
PHOTO DECLAN MCGRATH

Fishermen attending a safety talk from RNLI Fishing Safety & Irish Coast Guard at the National Fisheries College in Greencastle, Donegal

Conways Solicitors

MARITIME SOLICITORS

DERMOT F. CONWAY B.COMM. B.C.L

40 YEARS EXPERIENCE IN FISHERIES LAW

DETENTIONS AND ARRESTS
INJURIES AT SEA
MARITIME MORTAGES
COLLISIONS AT SEA
TRANSFERS OF QUOTAS/VESSELS

WE PROVIDE A 365 DAY 24/7 ALL IRELAND SERVICE

CONTACT US AT
OFFICE NUMBER: 0214901000
Twitter @ConwaysLaw
EMERGENCY MOBILE 24/7: 0876793478
WWW.MARITIME.CONWAYS.IE

CLASSIFIEDS

PLACE YOU CLASSIFIED ADVERT HERE EACH MONTH

BUSINESS LARGE
65X95mm
€120 COLOUR
€95 MONO

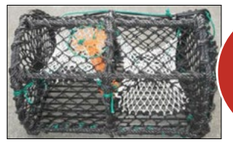
BUSINESS SMALL
65X45mm
€100 COLOUR
€75 MONO

Contact Sharon now on:
Tel +353 (0)74 95 48037 or
Email: sharon@maramedia.ie

FAFB
findafishingboat.com
The EASY way to BUY or SELL
fishing boats and equipment

Commercial & Recreational boats, Marine equipment, Crew adverts Weather Forecasts...and much more
The website for all commercial fishermen

Crab/ Velvet/ Lobster Pots for Sale



DELIVERING TO UK AND NORTHERN IRELAND

Manufactured to customer requirements
Liam McDermott, Carndonagh,
Co Donegal. Tel: 086 8341662

FOR SALE

21ft Fitzgerald Marine boat never in water. In shed for past few years.

30hp ultra long shaft never used. The boat is suitable for inboard engine. Will sell boat with or without engine. No Licence.

Tel: 086 8121582

O'HARA MARINE LTD.

NAVAL ARCHITECTURE
&
MARINE SURVEYING SERVICES

Commercial Craft Services include:
•Fishing Vessel Code of Practice Surveys, under 15m
•Vessel design
•Stability Books & Inclining Experiments
•Submissions to MSO

M: +353 (0) 86 4059426
E: niall@oharamarine.com
W: www.oharamarine.com

Marine & General Insurance Brokers.
"Insuring Your World Today"

Cavanagh Hooper Dolan Insurances Ltd.

- Hull & Machinery
- Crew Cover
- Passenger Vessels
- Ferries
- Chartered Angling
- Pleasure Craft
- Workboats
- Employers & Public Liability
- Business Packages

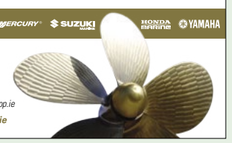
Mobile: +353 (0)86 2504826 (Charlie)
Direct: +353 (0)74 91 77500
Fax: +353 (0)74 91 77200
Email: info@chd.ie Web: www.chd.ie

Cavanagh Hooper Dolan Insurances Ltd is regulated by the Central Bank of Ireland

Jimmy Walsh propellers & Marine Engineering

- Propeller Sales & Repairs
- Propeller Repitching
- Propeller Rebalancing
- Dynamic Balancing
- Stern Gear Sales
- Engine & Hull Repairs
- Steel Fabrication
- Welding Specialists

SOLAS VOLVO PENTA MERCURY SUZUKI HONDA YAMAHA



The One Stop Prop Shop
Rosslare Harbour, Co Wexford.
Tel: 086 3702499
Email: jimmy@onestoppropshop.ie
www.onestoppropshop.ie

CLEGGAN MARINE

Install some peace of mind, fit a *Prop Protector* today!

Tel: (095) 44037 Mob: 087 7759405
Email: salesclegganmarine@gmail.com
Web: www.clegganmarine.com

Art Kavanagh QFA
Marine Finance Consultant

Glenlee
Killybegs
Co. Donegal
Ireland
353-74-9732915
353-87-6774455
artokavanagh@gmail.com

SUPPORTING IRISH FISHING COMMUNITIES
LAST
www.last.ie

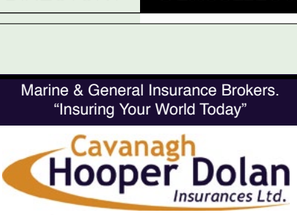
HELP US TO HELP OTHERS.
WE NEED YOUR SUPPORT.

Contact
info@last.ie | www.last.ie

SEA ICE

Ireland's only Ice Machine Manufacturer

Contact John White
for details of a range of ice machines



Kilkeel, Co. Down.
Phone/Fax: (028) 417 63802
(code 048 from ROI)
www.seaice.co.uk
Email: john@seaice.co.uk

PHOTO OF THE MONTH

IN ASSOCIATION GUY COTTEN

COMPETITION

Send in your best fishing related photo and you could win a *Neptune 50 N Bouyancy Aid* by Guy Cotten plus the chance to go to Skipper Expo Int. Galway 2019.

The subject of the picture must be related to the Fishing Industry (your vessel, your catch, a stormy day at sea...etc). Each month, the best photo will be published in The Skipper and the winner will receive a prize, courtesy of Swan Net Gundry Ltd and Guy Cotten.

A Photo of the Year will also be chosen in February 2019, and the winner will be treated to an overnight stay for 2 at the Galway Bay Hotel on the 8th of March 2019 for the 15th edition of Skipper Int. Expo Galway.

SUBMISSION GUIDELINES: Simply get your phones and cameras out, and send us your hi-res photos by email to **editorial@maramedia.ie** and don't forget to mention your name and details, as well as a brief description of the scene depicted. The photos must be taken by the person sending it to us, and it is understood that they are free of copyrights. The closing date for entries this month is MARCH 12th, 2019.

PHOTO THE MONTH WINNER:
ANDY GIBSON, CORK
Landing the shrimp catch at Schull

THE MONTHLY PRIZE

The winner will receive a Neptune 50 N Bouyancy Aid from GUY COTTEN

PLEASE NOTE:
The Skipper reserves the right to use your images for future use and possible publication.

The Skipper

FMS Scotland Limited

Block 12, Unit 5
Whiteside Ind. Estate
Bathgate, West Lothian
EH48 2RX
www.fms-scot.co.uk
Tel: 01506 635061

We specialise in:
- supply & service
- repair & refurbishment
New & Used Fish Process Machinery

We serve fish processing plants throughout Scotland, Ireland and the UK from skinners right through to smokers and vacuum packers.

CONTACT US FOR YOUR NEW AND USED MACHINERY REQUIREMENTS
Tel. 01506 635061
Jamie@fms-scot.co.uk
www.fms-scot.co.uk

Part of Global Group of Companies

D&D Insurances Limited

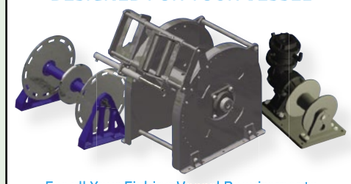
• Trawler all risk cover •
Employers Liability • Public Liability • Collision Liability • Pollution, Stranding, Salvage Cleanup etc. • Personal Accident Cover • Total Loss Packages • Other Marine related

D&D Insurances Ltd
Block A - Unit 3, Nutgrove Office Park,
Rathfarnham, Dublin 14.
Main line: 01 20 514 05
Fax: 01 20 513 57
E-mail: barry@ddinsurances.ie
mark@ddinsurances.ie

"D&D Insurances Ltd is regulated by the Central Bank of Ireland"

Hercules HYDRAULICS LTD

HYDRAULIC WINCHES
DESIGNED FOR YOUR VESSEL



For all Your Fishing Vessel Requirements
Like more information?
Call +44 (0)1803 666623
www.herculeshydraulics.co.uk - click on Products
or Email: ryan@herculeshydraulics.co.uk

Hercules Hydraulics Ltd, Unit 33, Woodview Road, Torbay Business Park, Paignton, Devon TQ4 7HP

Days Gone By...

SEND US YOUR OLD IMAGES

Large prints available of any picture below, €20 including P&P

If you have copies of any images that you would like us to include in our Days Gone By page, please email them to *editorial@maramedia.ie*. If possible include deatils, names, location and date.
To order any of the above images please email *design@maramedia.ie*

Marine & General Insurance Brokers.
"Insuring Your World Today"
Cavanagh Hooper Dolan Insurances Ltd.
Tel:+353 (0)74 9177500 Fax:+353 (0)74 9177200
Email: info@chd.ie Web: www.chd.ie
Cavanagh Hooper Dolan Insurances Ltd is regulated by the Central Bank of Ireland

Cavanagh Hooper Dolan Insurances Ltd.

Proud sponsors of The Skipper crossword

Send entries before 12th MARCH 2019 to: Crossword Competition, The Skipper, Annagry, Letterkenny, Co. Donegal. *(Photocopies not accepted).*

You can now take a picture of your completed crossword and email your entry along with relevant details to *brid@maramedia.ie.*

NAME:

ADDRESS:

TEL: (REQUIRED):

EMAIL:

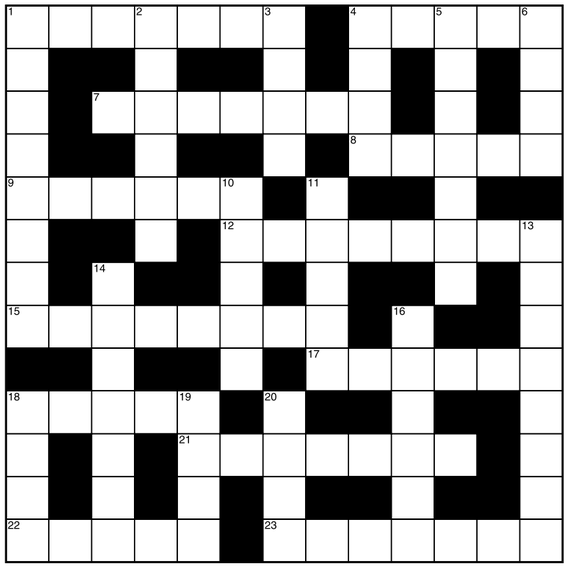
IMPORTANT PLEASE INDICATE JACKET SIZE:
SMALL ☐ MEDIUM ☐ LARGE ☐ XL ☐ 2XL ☐

ACROSS

1. Chinese river
4. Hollow
7. Least attractive
8. Declare
9. Small celestial body
12. Speeches
15. People taken from danger
17. Cured
18. Cite author
21. Acted in response
22. Defined regions
23. Gloomier

DOWN

1. Californian National Park
2. Choked
3. Equal
4. Consumes food
5. Self-contradiction
6. Ox harness
10. Actor's parts
11. Grating
13. Poorer quality
14. Wool fat
16. Photographer's tool
18. Trivia test
19. Periods of time
20. Door frame post



FEBRUARY SOLUTION

A	L	I	B	I		A		P		F		U
N			E		A	V	I	A	T	I	O	N
K	E	B	A	B		O		T		R		I
L			D	R	O	W	S	I	N	E	S	S
E		C		E				O		P		E
S	E	A	F	A	R	E	R		C	O	A	X
		T		K		K		R		W		
O	M	A	R		S	E	D	A	T	E	L	Y
F		M		E				I		R		E
F	R	A	U	D	U	L	E	N	T			L
I		R		I		O		Y	O	D	E	L
C	H	A	R	C	O	A	L		W			O
E		N		T		N		E	N	D	O	W

FEBRUARY WINNERS

1ST - Mullion Softshell Jacket
BRIAN FURLONG
KILMORE QUAY, WEXFORD
2ND - Skipper Beanie
ELAINE LEE
ARKLOW, WICKLOW

MULLION SOFTSHELL JACKET
as worn by Tony Brown, Mullion Technician

1st prize in The Skipper Crossword
visit: www.mullion.com

MULLION SIOEN

THE SKIPPER *Subcribe today!*
1 Year (12 Issues)
Ireland €45 UK £45
Europe / R.O.W €55

SERVING THE IRISH & UK FISHING INDUSTRIES SINCE 1964

Contact Sarah now on:
Tel +353 (0)74 95 62828 or
Email: sarah@maramedia.ie

FREE BUY & SELL LISTINGS

• Vessels • Equipment
• Wanted • Tonnage
• Gear • Miscellaneous

Contact Sharon now on:
Tel +353 (0)74 95 48037 or
Email: sharon@maramedia.ie

Norwegians to design Ireland's new marine research vessel

The Marine Institute has announced the design process of Ireland's new state of the art marine research vessel is now under way. Following an extensive EU tender process, ship design consultants Skipsteknisk AS of Ålesund, Norway have been awarded the contract to design the new state of the art marine research vessel for Ireland. This is a major milestone with the build process expected to complete in 2022.

Supporting the Government's national integrated marine plan, Harnessing Our Ocean Wealth, as well as the national Marine Research and Innovation Strategy, the new 50m research vessel will form a critical part of the States maritime infrastructure. It will replace the RV Celtic Voyager and will be a sister ship to Ireland's largest research vessel, the 65m RV Celtic Explorer.

The new vessel will support Ireland in addressing some of the research challenges of Brexit and the Common Fisheries Policy, as well as climate induced impacts on our oceans. It will facilitate service demands under the European Maritime Fund including the conservation, management and rebuilding of fish stocks and long-term sustainable harvesting of marine biological resources.

Dr Peter Heffernan, CEO, Marine Institute, Hans Ove Holmoey, Managing Director, Skipsteknisk AS. Photograph Jason Clarke

According to Minister for Agriculture Food & Marine, Michael Creed TD:

"There are many challenges posed and threats in relation to our oceans and research is an intrinsic part of formulating a sustainable approach to the use, understanding and management of our oceans. The funding of the new vessel demonstrates the Government's commitment to expanding and strengthening marine science in Ireland to ensure our nation is equipped with the best scientific advice possible to enable a strong negotiating position and to maximise economic opportunities in a sustainable manner".

Dr Peter Heffernan, CEO of the Marine Institute welcomed the signing of the research vessel design contract stating:

"The Institute is on track and on budget with the design of the new vessel, which will provide critical national infrastructure and marks a major milestone in the Marine Institute's efforts to provide world-class marine science. The significantly enhanced capabilities of the new research vessel will help researchers, educators, students and the public gain a richer understanding of our ocean and will facilitate exploration that will lead to discoveries that stretch the bounds of our imagination.

"This significant investment in the nation's scientific research recognises the Marine Institute's quarter-century of leadership in the field of oceanography and its long-standing and fruitful collaborations with partner institutions. The new vessel will enable us all to more efficiently explore, collaborate, and conduct global ocean research" added Dr Heffernan".

Based in Galway, the vessel will be used by the Marine Institute and other State agencies and universities to undertake fisheries research, oceanographic and environmental research and surveys, as well as student training. It will enable us to continue building on our achievements as world leaders in seabed mapping. It will also allow for continued transatlantic surveys with international partners through AORA (Atlantic Ocean Research Alliance), as well as EU funded survey programmes obtained through Horizon2020.

The Norwegian ship designers Skipsteknisk AS are specialists in the design of highly advanced ships and are recognised internationally as leading designers in the research, fishing and offshore sectors.

Mick Gillooly, Director of Ocean Science and Information services, Marine Institute highlighted that the nature of marine equipment has changed significantly since the launch of Ireland's first research vessel, the RV Celtic Voyager back in 1997.

"The new research vessel will be 50m long and will feature state-of-the-art technologies enabling a wide range of work including ocean monitoring, fish stock assessment and seabed surveying.

This new vessel will be a silent research vessel, and will be designed to meet the stringent criteria of the ICES 209 noise standard for fisheries research. In addition, the vessel will be designed to operate in the harsh conditions encountered in the NE Atlantic and will be able to spend 21 days at sea. It will also support the remotely operated vehicle (ROV) and autonomous underwater vehicle operations, which enable the exploration of our deep ocean down to 3,000m".

Once the design phase is complete, the next phase in this three-year project funded by the Department of Agriculture, Food and Marine, is to tender for a shipyard to construct the vessel. This is expected to be complete by year end, with delivery of the new vessel expected early 2022.

BE SAFE AT SEA - WEAR YOUR PFD

SAVE THE DATE
SKIPPER EXPO INT. ABERDEEN
17-18 MAY 2019
MAY 2019
FRIDAY/SATURDAY
17th/18th
@ THE AECC
YOUR INDUSTRY
YOUR SHOW
WWW.MARAMEDIA.IE

ISSN 2009-3489
03
9 772009 348025