



The Skipper

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HIT FOR SIX!

PO's react to inshore ban for over 18mtr trawlers. See pages 2-5



Baltimore based Lovon hauling her net. Photo: John Roberts

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Inshore Ban divides Irish Fishermen



In late December, Minister for Agriculture, Food and the Marine, Michael Creed T.D., announced the outcome of the review of trawling activity inside the 6 nautical mile zone.

A public consultation ran from 30 April until 11 June 2018 which attracted over nine hundred submissions.

The Minister stated that he carefully considered the issues raised during the public consultation process and, following a detailed evaluation, decided to exclude trawling by fishing vessels over 18 metres from inshore waters inside the six nautical mile zone and the baselines from 1 January 2020.

Minister Creed said; "I believe there is a compelling case for excluding trawling by large vessels in coastal waters inside six nautical miles. I am satisfied that there are sufficient fishing opportunities for these vessels outside of six nautical miles. I also believe that these actions will provide wider ecosystem benefits, including for nursery areas and juvenile fish stocks. I am very conscious of the exclusive reliance of small scale and island fishermen on inshore

waters and the benefits this change will bring for those fishermen. I firmly believe that this will, in the medium term, provide ecosystem and nursery stock benefits for all fishermen."

Minister Creed added; "I am mindful of the opportunity these measures will provide for further sustainable development of the small scale inshore and the sea angling sectors, which the Government has committed to in the Programme for a Partnership Government."

The Minister further announced that there will be a transition period of three years for vessels over 18m targeting sprat. This transition is in order to allow a period of adjustment for these vessels, as this fishery is concentrated inside the 6 nautical mile zone.

The Minister continued; "I recognise that effective change needs time. I have had an extensive and prolonged consultation to flag consideration of change. Allowing a transition period for those vessels involved in the sprat fishery will ensure that the vessels have adequate time to transition to other fishing activities. I am asking

BIM to offer affected vessel owners technical assistance to adjust to other fisheries during the transition process."

Over 18m vessels will continue to be permitted inside 6 nautical miles to trawl for sprat only until 2022. A total allowable catch of up to 2,000 tonnes, reflecting a reduction on recent years, will be permitted for these vessels during 2020, reducing to 1,000 tonnes in 2021. All trawling activity by over 18m vessels for sprat, inside the 6 mile limit, will end from the beginning of 2022.

INDUSTRY RESPONSE

A Joint Statement from the National Inshore Fishermen's Association CLG (NIFA) and the National Inshore Fisherman's Organisation CLG (NIFO) welcomed the decision regarding restrictions on trawling inside the 6nm limit.

The decision to restrict over 18 meter vessels from trawling inside Ireland's 6nm zone is undoubtedly the most significant policy decision made in the history of the state in terms of supporting Ireland's Inshore

fishing sector. From a social, economic, environmental and moral perspective this was the right decision for Minister Creed to make.

After decades of damaging and discriminatory policy decisions by his predecessors the minister has at last recognized that Ireland's fishing industry is made up of more than just 184 over 18 meter boats and has provided a vital lifeline for the many inshore fishermen that keep our industry, our Irish fishing heritage and our small coastal communities alive.

The restriction is sure to divide opinions across the sector and some owners of larger vessels will have understandable and genuine grievances with the inconvenience it will undoubtedly cause them. The struggles of the largest operators in the industry are something we're all aware of but some perspective can be gained on the distribution of Ireland's fishing resources by the announcement in mid December that quotas worth an estimated €260m had been secured for Irish vessels, the vast majority of which will ultimately be caught the over 18 meter segment when the rest have to survive on pitiful amounts or fish left in inshore waters or target some already over exploited non quota species.

Ultimately though the disparity of wealth derived from our national quota species can't continue to be ignored, ring fenced fisheries, generous grants, and allocations of very valuable quotas to a small number of vessel owners have ensured that a chasm

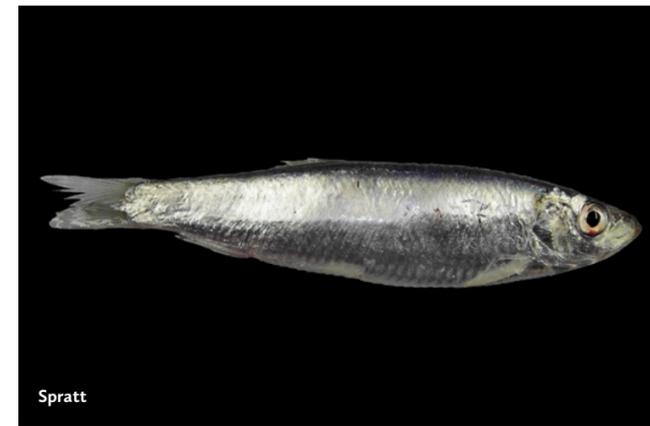
has opened up between the haves and have nots in the fishing communities around Ireland, ring fencing a small strip of our inshore waters will hopefully go some way towards redressing the balance and achieve a more fair, balanced and sustainable future for the most neglected in our industry.

BAN LEGALITY QUESTIONED

Patrick Murphy, CEO, IS&WFPO has questioned the legality of the proposed ban. Speaking to The Skipper he stated:

"Before the Minister called for a public consultation a number of concerns were raised by stakeholders regarding the level of trawling inside the 6nm zone, it was decided the use of figures on the overall landings of the entire fishing fleet were used to show the low percentage of catch from inshore waters by all vessels over 18 meters but ignored the individual impact on a small but important number of vessels who traditionally earn a large proportion of their annual earnings from important bays on the Southwest, West and Northwest."

"This decision has divided our Industry and does not reflect the devastating consequences that Exclusion from these Inshore Waters will have on the viability of many small Family-owned businesses nor indeed the fact that pursuing Policies of Exclusion from these Inshore Waters may lead to a challenge to our Minister for those who believe this puts him in breach of the EU Regulation 1380/2013."



Sprat

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INSIDE THE FEBRUARY ISSUE

- P 2-5
Inshore Ban
- P 13-22
Regional/International News
- P 24-28
Show News
- P 30-31
Orion launch
- P 34-35
New Endurance

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Minister Creed at the negotiations in Brussels

The Irish South and West fish Producers Organisation advised the Minister prior to making his decision that;

Recital No 19 to Council Regulation 1380 of 2013, the Common Fisheries Policy negotiated under Minister Simon Coveney as Chair of the EU Council of Ministers states that:

Existing rules restricting access to resources within the 12 nautical mile zones of Member States have operated satisfactorily, benefiting conservation by restricting fishing effort in the most sensitive part of

Union waters. Those rules have also preserved the traditional fishing activities on which the social and economic development of certain coastal communities is highly dependent. Those rules should therefore continue to apply.

Member States should endeavour to give preferential access for small-scale, artisanal or coastal fishermen.

"We believe that European Union Rules do NOT admit to the possibility of excluding Irish Fishing Boats from their Traditional Fishing Grounds

inside 6 Miles or inside 12 Miles. The CFP clearly states that preferential access may be considered but not exclusive."

The Common Fisheries Policy also states that:

This law (the CFP) requires Member states to put in place measures to adjust the fishing capacity of their fleet to their fishing opportunities over time, taking into account trends and based on best scientific advice with the object of achieving sustainable and enduring balance between them.

IS&WFPO expressed our opinion on the contents of the report drafted by BIM's economic analysis within the proposed 5 mile exclusion zone and the Marine Institutes report that show the decimation recent policies has had on the Irish fleet in only ten short years the over 18 meter section of the fleet has been slashed from 280 vessels in 2006 to only 165 vessels in 2016.

Mr Murphy continued, "The Irish South and West asked for individual studies be carried out on vessels who traditionally fished inside the proposed exclusion zone to include all the fleet in the figures knowing very few over 18 m fish inside but those who do depend enormously on these grounds. Our view remains only a small proportion of vessels of our tiny Irish fishing fleet of 165 vessels over 18 meters actually fish inside of 6 miles and do so mainly due to bad weather conditions off shore and for many of these operators it is these Fishing Grounds that their grandfathers and fathers showed to them when they entered the industry."

"It is these Fishing Grounds that they continue to rely on but sadly Minister Michael Creed continued with the public consultation and now the only way for these struggling fishermen get to return to these traditional fishing grounds is through the Irish court system and once

again we see the Irish citizen being forced to take on the might of the state to protect their right to earn their living."

CYNICAL IN THE EXTREME

CEO of the IFPO, Mr Francis O'Donnell has told The Skipper that there has is still no rationale of the need for a ban and why a public consultation was needed.

"On the Friday leading into Christmas a carefully choreographed plan was delivered to the Irish Fishing industry by Minister Michael Creed and senior DAFM officials. The media had been prepped in advance to welcome the exclusion of Irish Fishing vessels from Irish territorial waters. The spin was well crafted with a clear environmental and conservation message. RTE's drive time had alerted me to the news by way of a phone call before anyone else did. It's a nice way to do business I thought having spent much time with Minister Creed and his officials in Brussels earlier in the week at the December Council."

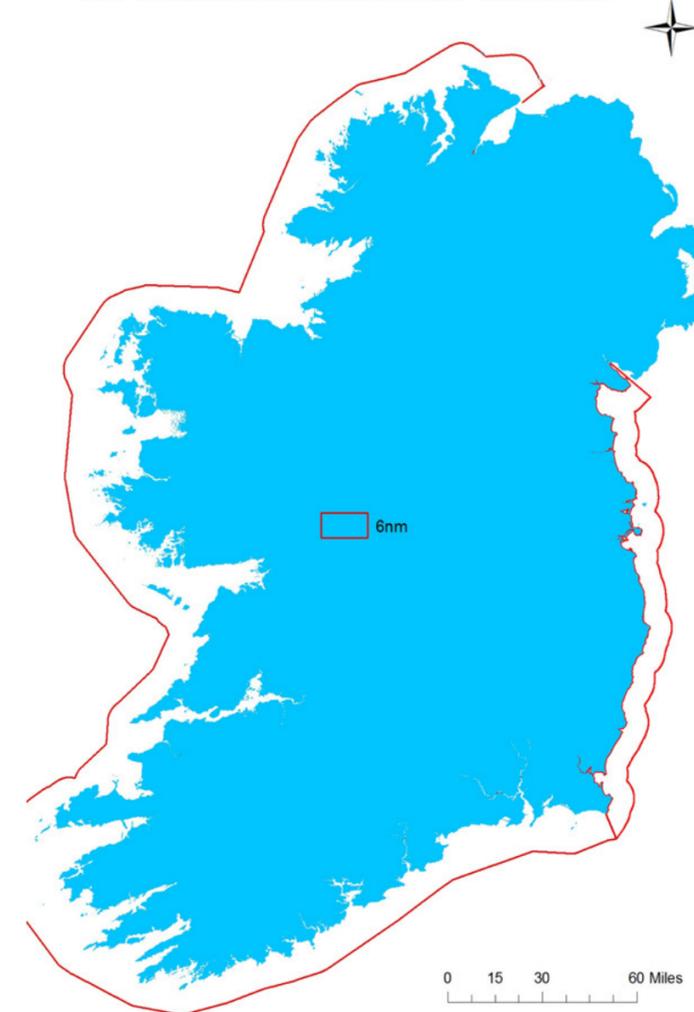
"Ireland has now moved to exclude vessels greater than 18m from its inshore waters. In fact it's much worse. Vessels greater than 18m will have to remain six miles outside the baselines from 2020 onwards with a derogation for some vessels to fish sprat until 2022. Six miles outside the base line means fifty miles from port in some cases along the west coast. We are told that all of this is for the public good and results from an in-depth public consultation process. It's interesting to note that when this process began I asked DAFM why we were doing this and what the objectives were. I was refused an answer. My colleagues in three other PO's were beside me when I asked this question. My only comment was that if PO representatives cannot get an answer to something as serious as this then all transparency and trust had broken down. The public consultation process in this case allowed DAFM to exclude larger vessels from inshore

waters but they were not in a position to explain to anyone what the real rationale was. In our own submission we made this point explicitly. That is a public document and cannot be argued by anyone."

"Less than eighteen months ago I wrote to the chair of the Joint Oireachtas Committee for Fisheries and Food requesting that I be called to give evidence when Minister Creed and DAFM tried to bring forward a new fisheries bill. I was incensed at the time that Ireland was attempting to allow vessels of any size owned and operated in Northern Ireland to fish right up to the grass in our inshore waters. It was an incredible move and attempted without any consultation whatsoever. The four PO's stood solidly in front of the Committee and destroyed any argument that could have been offered to justify such a thing. Many people outside the fishing industry called me to ask me was Ireland really attempting to do this. They too shook their heads in total disbelief. I believe that the current exclusion policy is nothing more than a cynical kick back which will have very serious impacts for vessel owners, their families and their employees. Moreover, it will put vessels and crews at serious risk."

"The gloating has been sickening over Christmas on social media. Many organisations and people welcomed this move. They were nowhere to be seen when we were trying to keep non Irish vessels from our inshore waters eighteen months ago. No one expressed one word of thanks to us for taking on that fight. However, many are now celebrating the exclusion of our own just over a year later. I have no doubt that this very question will be raised in a legal arena in due course. Anyone fighting to save their business as a result of this new exclusion policy can ask for records from DAFM as to why the four Producer Organisations could not establish why this Public Consultation took place." Mr O'Donnell concluded by saying, "The process was neither transparent nor fair."

The 6 nautical mile limit off the Irish coast



In my opinion it was a process to rubberstamp a decision already made. Regardless of whether you support or reject what has just happened you have to agree that eighteen months ago Minister Creed and DAFM tried with all their might to allow open

access to our inshore waters. They didn't get their way and have now managed to use a public consultation process to exclude our own citizens. People need to take a very serious look at themselves and what they are doing. Their credibility is on the floor."

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CHPM Precision & Marine Engineering advertisement listing services and facilities.

LAST Supporting Irish Fishing Communities advertisement with logo and contact information.

EK Marine advertisement featuring ISO certification and product images.

Creed launches "Clean Oceans Initiative"

Sets target for 100% of Irish trawlers to recover plastic waste from the oceans on every fishing trip

Minister for Agriculture, Food & the Marine, Michael Creed T.D., has announced Ireland's Clean Oceans Initiative and called for the participation of the entire Irish trawl fishing fleet in the scheme by 31st December 2019. His ambition is to have all Irish trawlers at every pier and every port actively participating in Ireland's first co-ordinated initiative on land and at sea to collect, reduce and reuse marine litter and clean up our marine environment. Building on the very successful Fishing for Litter campaign the Minister has challenged BIM to work with the fishing industry to ensure participation of 100% of Irish trawlers in the Clean Oceans Initiative by the end of 2019. BIM will report to him quarterly on the progress being made to meet that target.

Speaking at the launch of Ireland's Clean Oceans Initiative in the fishing port of Union Hall Minister Creed said:

"I recognise that co-ordinated action is required on land and at sea to address the serious issue of pollution of the Oceans with plastics. This threatens our fish stocks, the wider marine environment and the future of our fishing industry. I am setting out a challenge for our fishing industry to set a



Adrian Bendon, owner of the Hannah J. fishing trawler with Minister for Agriculture, Food & the Marine, Michael Creed T.D. on the pier at Union Hall.

world first by having all of our fishing trawlers cleaning and removing plastic from the ocean every day, as they go about their activity at sea. This is good for the marine environment, fish stocks and our fishing industry. This is a challenge which I am confident our fishing industry will rise to and succeed in setting an example for other nations."

Creed went on to say, "We can only solve the problem of plastics in our oceans by working collaboratively. Ireland's "Clean Oceans Initiative" which I am launching today, aims to

mobilise every member of the Irish seafood sector and its wider communities - every fishing port, fishery harbour and pier in Ireland - to take action. I believe that our fishing industry will build on the good work they have been voluntarily doing to date on marine litter, to get every trawler in the Irish fleet involved, to show how we can begin to address this great global challenge of our time. Everyone has a responsibility for marine litter and we intend to take on that responsibility through Ireland's "Clean Oceans Initiative".

Fishermen have been living in harmony with the marine environment since the beginning of time, they share Minister Creed's concerns and they have a key role to play in recovering discarded plastics from the oceans. Our fishing vessels are towing nets through the waters around our coast on a daily basis and often find debris, including waste plastics, when the nets are hauled. Minister Creed wants to facilitate our fishermen to bring this waste home from their fishing trip and he is encouraging our fishermen to recover as much plastic as possible from the

seas around Ireland. He has made funding available under Ireland's European Maritime and Fisheries Fund (EMFF) to support the new "Clean Oceans Initiative" to provide on-board storage facilities and on-shore infrastructure for environmentally friendly disposal of all plastics, waste, ghost fishing gear, etc. recovered at sea. The on-shore infrastructure will also be available to fishermen and aquaculture operators to dispose of unwanted fishing gear and other items with a plastics content.

In addition to the "Clean Oceans Initiative" Minister Creed has asked BIM to assemble a collaborative team representative of all stakeholders to focus on solutions for marine litter prevention and removal. The team will include fishermen and fish farmers, net makers, harbour authorities, fish processors, community groups, Fisheries Local Action Groups (FLAGs), academics and NGOs. He has also asked BIM to include a broader outreach to the wider coastal

community, of which the seafood community are a vital and intrinsic part and to report back to him by the end of 2019 with proposals for further innovative solutions for the prevention and removal of marine litter.

Contamination in the marine environment is not a new phenomenon and up to 80% of marine debris is made up of plastics. Total World production of plastics reached 335 million metric tons in 2016. Plastics do not biodegrade, they photo-degrade, breaking up from recognisable items of all sizes and shapes into tiny particulates. The risks posed to marine wildlife by waste plastics has motivated research to assess the extent of the problem and this is welcomed but we cannot afford to delay remedial actions so the Minister for Agriculture, Food and the Marine, Micheal Creed T.D. has decided to act now and promote all possible measures to prevent plastics from entering our marine environment and to remove as much plastics from the marine environment as possible.



Michael Gallagher, Skipper of the Hannah J, with crew member Alexander Voinea.



Minister Creed and BIM Chief Executive Jim O'Toole at the net shredder

National Fisheries College of Ireland February-March Schedule 2019



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- 03-05 February, NFC Greencastle
- 05-07 February, Dunmore East, contact 087 2334620
- 12-14 February, NFC Castletownbere
- 04-06 March, NFC Greencastle
- 19-21 March, NFC Castletownbere
- 25-27 March, NFC Greencastle
- 15-17 April, NFC Greencastle
- 16-18 April, NFC Castletownbere

Enhanced Safety Training
- 07 February, NFC Greencastle

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

GMDSS GOC Radio
- 11-22 February, NFC Greencastle

GMDSS SRC Radio
- 12-15 February, Rossaveal, Co. Galway, contact 087 6837134
- 11-13 March, NFC Greencastle

GMDSS LRC Radio
- 11-15 February, Rossaveal, Co. Galway, contact 087 6837134

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

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

Passenger Boat Proficiency
- 08-12 July, NFC Greencastle

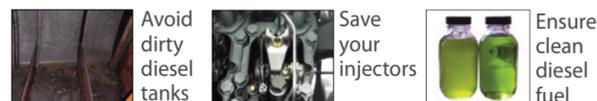
Introduction to Fish Quality Assessment Course
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Two Day Seafood HACCP Workshop
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Gear Options for Whitefish Vessels

120 mm diamond and 100 mm T90 codends recommended in the Celtic and Irish Seas

Dr Ronán Cosgrove,
Fisheries Conservation
Manager, BIM

Numerous studies have shown that there is no one-size-fits-all solution when it comes to gear-based reductions in unwanted catches. This is reflected in traditionally use 100 mm codends with 120 mm SMPs, but also 120 mm codends without an the 2019 discard plan which includes lists of gear options for vessels targeting whitefish species in the Celtic and Irish Seas. Depending on species catch composition, a variety of codend and square mesh panel (SMP) configurations is available to choose from, with provision to add further gears if equivalent selectivity for cod, haddock and whiting can be effectively demonstrated. The commercially important seine net fishery off the south and to a lesser extent the east coast is impacted by the new gear requirements: Seiners SMP which helps prevent fish meshing in the SMP when hauling the seine. The latter is not included in the list of options in the Celtic Sea, so it made sense to try and prove equivalent selectivity with one of the prescribed gears.

Led by Dr Matthew McHugh from BIM in collaboration with

Damien Turner on board his seiner, the Róise Catriona from Castletownbere, a gear trial was conducted in November 2018 in ICES division 7j&g in the Celtic Sea protection zone. Catches were compared from 14 alternate hauls using a 120 mm diamond mesh codend, and a 100 mm T90 mesh codend which is included in the discard plan. The results strongly support the case for the 120 mm codend to be added to the list of gear options: Very few undersize fish were caught in either gear. Less than 0.5 % of total haddock and whiting, and 2% of cod catches were below minimum conservation reference size (MCRS). In relation to market sized fish, the T90 gear caught almost twice as much haddock and three times less whiting compared with the 120 mm codend. Due to relatively low quotas, haddock is a high-risk choke species while whiting is the least quota limited fish species in the Celtic Sea. Hence, vessels in that area should have an option not to catch excessive quantities of haddock while maintaining reasonable whiting catches using a 120 mm codend. The T90 remains a useful option when haddock quota is available.

These findings also apply to the Irish Sea where Irish whitefish vessels target haddock while avoiding whiting which are predominantly below MCRS.



Hauling the seine. Photo Matthew McHugh



Diamond (To) and T90 (To turned 90°) mesh

Currently limited to a 120 mm diamond mesh codend or an eliminator trawl with enlarged meshes in the trawl mouth, the T90 gear would make an extremely useful addition to the list of permitted gears in the Irish Sea. Study results will be forwarded for assessment to the EC Scientific, Technical and Economic Committee for Fisheries (STECF) with a view to expanding the lists of permitted gears at the earliest opportunity. BIM would like to thank Damien Turner and the crew of the Róise Catriona for a fruitful collaboration, and John George Harrington for assistance with on board sampling.

A full report on this work is available at www.bim.ie/our-publications/fisheries



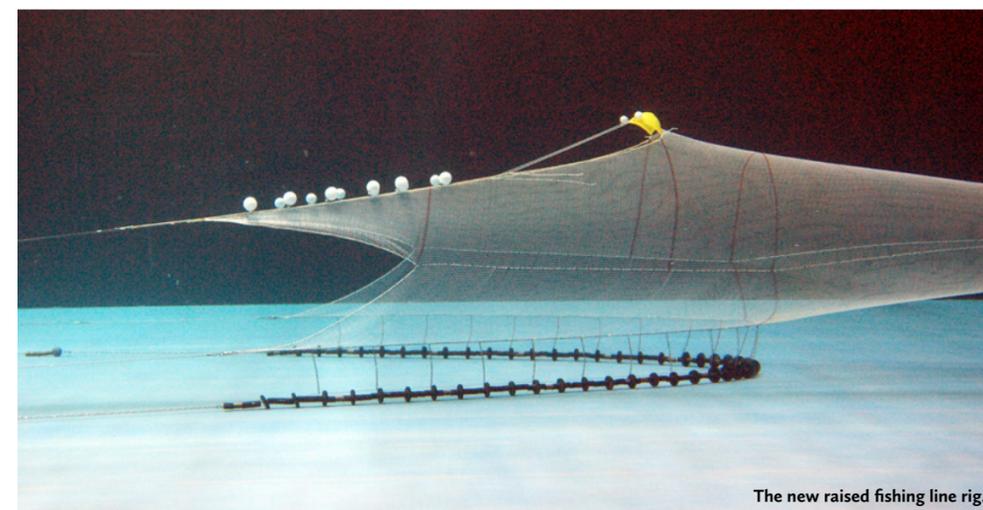
Matthew McHugh (BIM), Robert Dawe, Patrick McClenaghan Jnr, Patrick McClenaghan, Shaun McClenaghan, John Boland (FFAW), Ivan Batten (Ocean Navigator), Brad Porter (Eastern Mariner), Adrian McClenaghan and Martin Oliver (BIM).

Irish Industry visit to the flume tank in Newfoundland

Matthew McHugh and Ronán Cosgrove, BIM

The draft discard plan for North-Western waters from 2019 to 2021 contains lists of gear options for vessels targeting Nephrops and whitefish species in the Celtic and Irish Seas. At the time of writing, implications for vessels targeting Nephrops in the Irish Seas are minimal given that the selective gears are already used in response to cod management measures. In the Celtic Sea, Nephrops vessels using an 80 mm codend with 120 mm square mesh panel will be required to adopt a more selective gear, but a range of options previously tested by BIM and the Irish Industry such as the SELTRA are available to pick from.

Depending on the target species, vessels targeting whitefish in the Celtic Sea will also have a range of gears to choose from, but challenges remain if low quota species such as cod and black sole are to be avoided while viable whiting catches are maintained. Although not on the list of prescribed measures, raising the fishing line from the ground gear provides an additional option for vessels to reduce unwanted catches while boosting landings of targeted species: A previous BIM trial demonstrated reductions in cod by 39%, flatfish by 57%



The new raised fishing line rig.

and skates & rays by 80%, and an increase in whiting by 87%. While the results were extremely encouraging, post-trial testing by the vessel owner revealed some issues with gear performance in rough weather and strong tides so further testing was required. Our colleagues in Newfoundland have lots of practical experience of this type of gear and a well-equipped flume tank to test Irish adaptations, paving the way for an Irish Industry visit in November 2018 to work on fine tuning this important gear option.

The Irish contingent and flume tank experts wasted little time in setting about improving the original design. First, the rigging was altered from two

single bridles to a split upper (V) bridle and lower bridle. Next, canvas kites were added to the headline to provide additional lift with a view to maintaining the opening between the fishing line and ground gear with big improvements in headline height at higher towing speeds. The optimal configuration involved removing the equivalent of 25 plastic floats with additional benefits such as improved trawl stowage on net drums, and reduced use of plastic in the marine environment. Detailed information on trawl performance parameters such as spread, opening, tension, and drag was collected for future testing in Irish waters. Aside from the flume tank, visits were

arranged to local vessel owners, gear suppliers and manufacturers, and a fishing industry union to learn more about Newfoundland approaches to improving their fisheries.

BIM is grateful to the Irish Industry participants, Paul Winger, Harold DeLouche and George Legge from the Centre for Sustainable Aquatic resources, and John Boland from the Fish, Food and Allied Workers Union (FFAW), Newfoundland. A full report on the visit is available at: www.bim.ie/our-publications/fisheries

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PARTICIPATING ORGANISATIONS



DATES FOR BREAKFAST EVENTS 2019:

- **Waterford:** WIT Sports Arena West Campus, 6th February
- **Dublin:** Venue TBC, 6th March
- **Donegal:** Venue TBC, 10th April
- **Cork, Bantry:** Venue TBC, 29th May

Venues and additional dates to be announced.

For information or to reserve a place email: events@sfpa.ie

Neil Boyle 1969 - 2017

Donegal Fisherman Neil Boyle (48 years old) sadly passed away at his home on Arranmore island, following a long illness on Dec 30th & was laid to rest on Jan 2nd.

Prior to his 16 years of illness, Neil had a strong & proud association with the fishing & marine communities.

Neil commenced his apprenticeship as Fitter with Pat Rynn Engineering in Galway in 1987.

Following qualification, Neil's ambition was always to work at sea.

He joined Seanin Flaherty in 1991, on the Carrageen Bay and later on Glor na dTonn where he achieved his goal to become both Engineer & Relief Skipper of the boat.

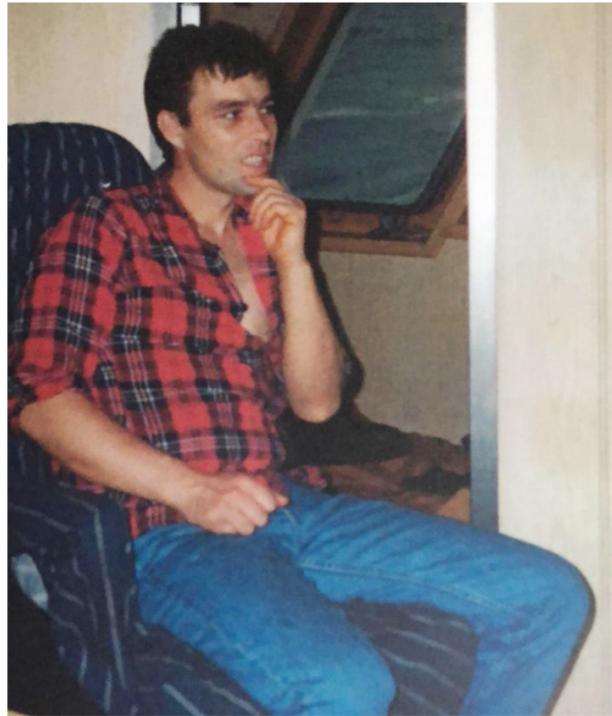
Neil was a proud seaman & was well known in fishing circles around Ireland and beyond.

The strong marine bond was reflected throughout Neil's wake & funeral, as his friends paid their respects from the various fishing ports across the country including Galway, Rossaveal, the Aran Islands, Achill, Killala, Castletownbere, Killybegs, Greencastle & Burtonport.

Marine tributes brought to the altar at the funeral mass included a ships wheel & a compass.

Neil's family would like to express their heartfelt thanks to the entire marine community who attended the wake or funeral, sent cards or messages of condolence.

Your support was of a great comfort to the family.



Introduction to Fish Quality Assessment Course

BIM and Seafish UK have joined forces to bring you this Fish Quality Assessment Training Course.

Date
Tuesday 26 and Wednesday 27 February 2019

Duration
2 days (9am-5pm)

Venue
Reid's Fish Market, Howth, Co. Dublin.

About the Course
This practical course will introduce you to the key principles of fish quality assessment using the Torry and Quality Index Method (QIM) schemes. Participants will learn how to assess the organoleptic quality of a range of fish through appearance, touch, taste and smell.

Who should attend
The course is open to individuals working in the seafood industry who wish to gain formal training in basic fish quality assessment techniques. The course will be of particular interest to quality managers, buyers and inspectors working across the seafood industry in the catching/harvest, processing, retail and the food service sectors.

Course Tutors
The course will be delivered by Adrian Barrett, Senior Quality Assessment Trainer with Seafish UK, assisted by John Hackett, Regional Business Development Advisor.

Cost
€250 per participant (includes course material, lunch and refreshments).
Course costs may be eligible for funding under BIM's Seafood Training Scheme. Visit www.bim.ie for further details.

Register for the Course
For further information and booking contact us on 01 2144 112 or Email: foodsafety@bim.ie

Please note that places are limited and booking will only be confirmed when payment has been received.



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

Lifeboats

Nobody plans on falling overboard.
But you can plan how to get back aboard.

YOU NEED TO BE RIGGED AND READY FOR A MAN OVERBOARD EMERGENCY

Find the tyre approach and other simple, affordable solutions
RNLI.org/RiggedAndReady

RESPECT THE WATER

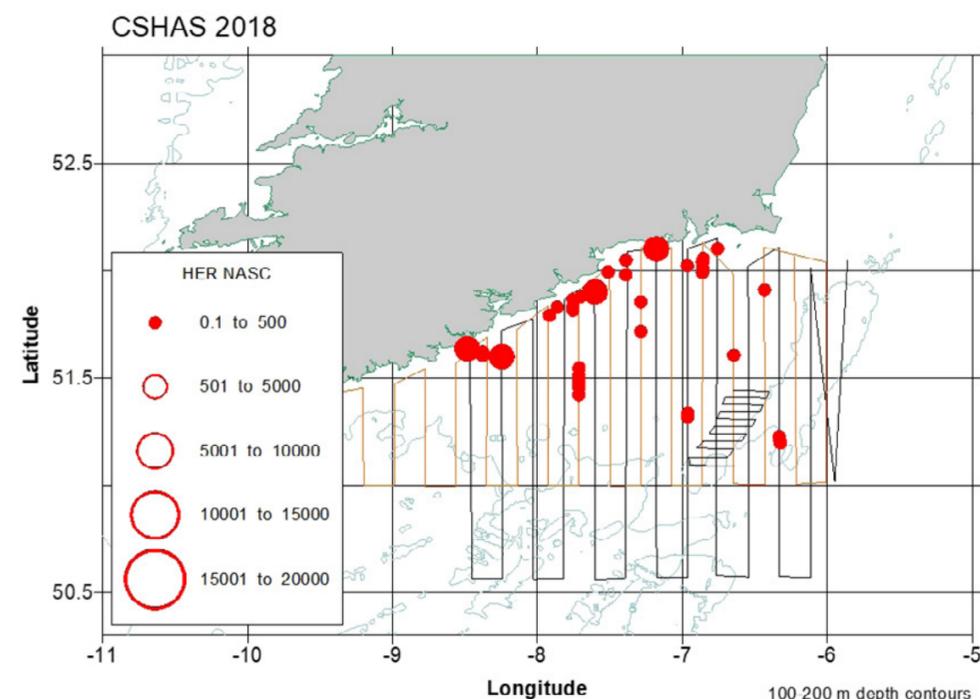
Royal National Lifeboat Institution (RNLI), registered charity number 20003326 in the Republic of Ireland. Registered as a charity in England and Wales (209603) and Scotland (SC037736)

Celtic Sea Herring Survey 2019

Ciaran O'Donnell,
Fisheries Ecosystems
Advisory Services (FEAS),
Marine Institute

In October 2018 the Marine Institute carried out its annual herring acoustic survey in the Celtic Sea. This survey provides fisheries independent data for use in the stock assessment process and is used in conjunction fisheries dependent data (catch data and biological sampling) to assess the stock status and advise on catch levels for the following year. In 2018, two additional surveys were undertaken to provide additional information on the abundance and distribution of herring in the Celtic Sea. In early February, towards the end of the spawning period, a short industry led inshore survey was undertaken along the southeast coast by two commercial vessels. The survey located two small spawning aggregations of herring. During the summer a second survey was conducted using the R.V. Celtic Explorer in conjunction with an autonomous vehicle, covering the wider Celtic Sea during the offshore feeding phase. During this survey a low abundance of herring was located around the Celtic Deep and Northwest Bank. The results from these and the annual surveys over recent years indicate that the stock size is likely at or near a historic low. The 2017 and 2018 estimates from the October survey are the lowest observed over the 16 years of available data with a persistent downward trend since 2012.

Exploited pelagic forage fish populations such as Celtic Sea Herring are prone to high stock turnover and naturally fluctuating biomass driven in part by periods of strong and weak recruitment. While the most recent survey estimate



Autumn survey 2018 survey tracks and herring distribution (red circles).

indicates that the stock is at a historic low, only seven years previously it was at a historic high. For all fish stocks, a healthy stock is dependent on successful annual recruitment (young fish joining the spawning stock) to balance the books against fishery extraction and natural mortality (removal of fish by means other than fishing, including predation and natural death). The Celtic Sea herring stock is complex in terms of recruitment with inputs of juveniles from local nursery areas and interplay with the Irish Sea. Genetic studies are ongoing to determine the true complexity of this dynamic and reveal stock identity to aid future management. Regardless, it is evident that in recent years the stock has experienced a period of reduced recruitment and, coupled with an active fishery this means that the books no longer balance.

The October survey indicated that the herring distribution was limited to inshore coastal waters from Cork Harbour to Ram Head (see chart). This area

was also the focus of the co-occurring fishery. The herring in this area were made up of components of the migratory stock (mature individuals) and resident juvenile (1 winter ring) fish from nursery areas around Cork Harbour. These 1 winter ring fish are normally observed in low back ground numbers during the survey before they recruit to the spawning stock the following year. For the most part, this area was avoided by the fishery and effort was focused on the older fish further to the east. During 2018 the contribution of this juvenile component to the total was greater relative to the older mature fish. The absence of offshore aggregations during the survey raises concern as the survey is designed to detect offshore pre-spawning fish before they migrate inshore to spawn. Reports from the pelagic fishery and the demersal fleet also indicated an absence of herring on the offshore grounds from late summer through to October when fish tend to aggregate in number.

The contribution of

immature fish to the total stock biomass estimate in 2018 was higher than in previous years. Aside from the 1 winter ring fish from around Cork Harbour there was a higher than normal number of 0-group or 'young of the year' fish detected. These juveniles, although low in number, were more widely distributed across the survey area. This was also observed on the adjacent CEFAS (UK) survey in the eastern Celtic Sea. The presence of 0-group herring across the Celtic Sea is an encouraging sign for a stock that has experienced low recent recruitment. The presence of 0-group herring in higher proportions was also noted during summer surveys from west of Scotland to northwest of Ireland and in the Irish Sea. Could we be experiencing a period of stronger than normal recruitment for herring in western waters? Perhaps. However, this is very much dependent on the survival of these young fish. Only if they can successfully recruit to the spawning stock in two years from now can they contribute to the rebuilding of this stock.

NORTHERN IRELAND NEWS *By Dick James*

Marisco hauling pots in Bangor Bay
Photo Stephen McKee



THE FISHERY

Over the holiday period and into the new year. For the prawn fleet it was a quiet enough time with some of the smaller boats having a long lay off and the rest putting in a spasmodic effort. In the post xmas period a few boats ventured forth with reasonable effect but it was not until the new year was well over that the fleet as a whole put to sea. Results were encouraging and with good prices the overall returns were generally good. A considerable number of the larger prawners are in the North Sea based primarily at North Shields which to an extent explains the scarcity of action on the home grounds but effort in the Clyde and in the south on the Smalls is non-existent.

In contrast the whitefish boats put in a strong showing on the Haddock off the County Louth coast especially in the post Xmas pre New Year period where a shortfall in quota uptake gave an opportunity to fill the boats at a time of year when prices are traditionally strong. This continued into the New Year with a steadier effort. One or two of the whitefish boats worked in the North Channel primarily on the Hake but with a bycatch of mixed pickings.

For the scallopers it has been a poorish season with the Manx grounds impacted with a miserly quota which was often difficult to catch. The Northern Irish coast showed up better with some Manx and Scottish boats joining the local fleet. Some of the scallopers were considering a switch to the

prawns in the New Year as returns were better in that fishery and weather did not seem a major factor on the offshore grounds.

The pelagic boats were tied up until the New Year with quota caught but come the New Year Havilah and Stefanie M made up to the grounds west of Shetland for the Mackerel and brought two good loads back to Belfast to the benefit of the local pelagic factories. Meanwhile the Voyager worked on the edge of the shelf to the west of Scotland and landing into Killybegs.

On the inshore front the holiday period with factories largely closed proved problematic for the crab boats and catches were well down as well. However the weather was largely kind and the fleet of year round fishers managed a fishing on all potting fronts.

DECEMBER FISHERIES COUNCIL

The outcome of the December Fisheries Council in terms of 2019 TAC's and quotas was pretty much as portended from the positions as sent out by ICES and the Commission prior to the meetings. For the Irish Sea from a Northern Ireland perspective the results were generally the best seen for a long time. Granted Irish Sea Herring was marginally down (by 89 tonnes in UK quota terms) and Nephrops was significantly down by 32% or in UK quota terms 3053 tonnes but much of that was due to Nephrops being excluded from the discards ban due to high

survivability exemption. Given the 2018 undercatch of quota and the much reduced fleet in Northern Ireland of late on balance the cut was probably not as significant as the discard ban would potentially have been.

The increase in Sole (Irish Sea) quota of +554% or 55 tonnes will probably result in that species not being a discard problem as it previously threatened to be. Irish Sea Cod was increased by a further 16% (23 tonnes) and Irish Sea Haddock by a further 7% (255 tonnes) and this will bring good opportunities for the County Down whitefish boats after a long period of restrictions for that fleet. Irish Sea Plaice was up yet again by 243% (1103 tonnes!) again this possibly avoids a discard choke but the main reaction to this is where are the fish to catch? Whiting is the species in the Irish Sea which had the potential to give discard problems for the various fleets fishing the area but a quota of 281 tonnes (with a potential mid term review) may or may not pose problems.

Elsewhere in stocks of interest to the Northern Ireland fleet area VI and VII Hake had a rise of 28% (3195 tonnes) which for a species once giving the Northern Ireland fleet severe problems this is now most definitely a thing of the past. On the wider pelagic front the 20% cut in Mackerel was forecast and Horse Mackerel up by 18% should in part compensate. Blue Whiting also suffered a 20% cut.

The West of Scotland either held steady or showed increases with the exception of VIa Haddock down 31%

and VIb Cod down 1%. Significantly Nephrops was up by 24% in this area and Monkfish by 25%.

In other areas the outcome of the Council was not so positive particularly in the North Sea and it might appear that either there has been a major significant rise in Irish Sea stocks or that a rebalancing of quota merely reflects under allocation in the past.

DISCARDS BAN

One of the major issues facing the fishing industry in 2019 is undoubtedly the so called discard ban. The shape of this measure is now clarified to an extent though guidance on its running in reality seems to be lacking and queries to the fishery inspectorate are advised to consult the Producer Organisations or Fisheries Policy. All the advice received was by text advising that as from 1/1.2019 the landing obligation would be enacted in full.

In practice in the first few weeks of its full adoption little seems to have changed other than a few boxes of what would previously been regarded as undersize discards being landed as bait for the potters. The adoption of boosted TAC's and quota has made the impact more realistic and it is with great relief that Nephrops was exempted from the ban at the last moment due to the survivability potential of the crustacean. The logistics of picking and sorting small Nephrops has been avoided which otherwise would have been impossible for crew to effect.



UK NEWS

Fishing industry encouraged to get ready for no deal

The fishing industry is being encouraged to start preparing their businesses for EU Exit to ensure they can continue to import and export fish and fish products, once the UK leaves the EU.

Delivering the deal negotiated with the EU remains the Government's top priority. This has not changed. However, the Government must prepare for every eventuality, including a no deal scenario.

From 29 March 2019, in the event of a no deal, most fish and fish products will require a catch certificate for import or export between the UK and EU. This also applies to fishermen who land fish directly into EU ports.

Catch certificates prove that fish has been caught in line with established conservation and management measures. All non-EU countries are required to present catch certificates when trading with the EU.

Under the requirements, on leaving the EU:

- UK exporters will be required to obtain a validated catch certificate to accompany their exports of most fish or fish products into the EU (excluding some aquaculture products, freshwater fish, some molluscs, fish fry or larvae)
 - Importers will have to submit an import catch certificate to the Port Health Authorities or relevant fisheries authority to be checked before the estimated arrival time into the UK;
 - Exporters may also need to obtain supporting documents if the fish has been processed or stored in a country that's not the flag state;
- A new IT system to process and issue export catch certificates, and other supporting documentation, is being developed to help streamline the process. Exporters will receive full instructions on how to register



and use the new system before we leave the EU. Import catch certificates will continue to be processed through the current paper-based system.

In addition to documents required under IUU regulations, businesses will also need to follow additional steps to comply with health and customs regulations, in the event of a 'no deal' EU Exit.

To plan ahead for creating a catch certificate, businesses and individuals that export fish products to the EU will need to know the:

- species,
- vessel that caught it,
- date it was landed,
- weight of each species in the consignment.

Fishermen and fishing businesses can stay up to date with the latest advice on importing and exporting after EU Exit on GOV.UK.

Vessel owner ordered to pay £15,624 for fisheries offences

Hearing took place at Plymouth Magistrates Court on 8 January 2019 in a prosecution brought by the Marine Management Organisation (MMO).

Kindred Spirit (LT1048) is a 13 metre stern trawler owned by Roger Klyne and skippered by Stephen Fisher. The court heard that the vessel had overfished its

non-sector quota for anglerfish in both July and August 2017. The total value of the overfish was £10,575.44.

Two charges for exceeding monthly quota limits were brought before the court. The defendants pleaded guilty to both charges.

Mr Klyne was fined £10,000, ordered to pay £3,014.74 in costs

and a victim surcharge of £170. Mr Fisher was fined £2,400 and ordered to pay a victim surcharge of £40.

A spokesperson for the MMO said: "In cases like these the MMO will always take proportionate and appropriate action, including prosecution, to ensure offenders do not profit from such illegal activity and to protect fish stocks

for the wider fishing industry and future generations."

"In following national guidelines for sentencing environmental crimes, the court set a level of fine that was expressly aimed at depriving the defendants of the economic benefit of the offences. The court said it wanted to make it clear that it should not be cheaper to offend than to comply with the law."

Seafish releases bespoke Brexit guide for seafood industry

"UK Seafood Industry Guide – Preparing your Business for EU Exit" published on Seafish website.

Designed to be accessible and user-friendly, the guide brings together technical notices, government communications and other relevant information to help seafood businesses to prepare for Brexit, whatever form it might take.

Topics covered by the guide include:

- Food safety
 - Traceability
 - Product labelling
 - Protected Geographical Indicators (PGIs)
 - Importing and exporting to EU and non-EU countries
- It also signposts businesses to information and resources less specific to seafood sector.
- Launching the guide, Seafish Head of Regulation Fiona Wright commented:

"While no one can provide all of the answers to the questions raised by leaving the EU and the form it will take, our guide to preparing your business for EU exit provides practical advice that seafood businesses can take now to prepare for all contingencies.

"We will continue to update this guide on our website as further information becomes available, as part of our continuing work of interpreting and

understanding the changing landscape and identifying risks and promoting opportunities for the entire seafood sector."

UK Seafood Industry Guide – Preparing your Business for EU Exit can be accessed on the Seafish website at <https://www.seafish.org/.../preparing-your-business-for-eu-ex>

It will continue to be updated and reviewed as new information comes to light.

Free safety training

Fishermen encouraged to take advantage of free places on training courses while funding is available



Simon Potten Head of Safety and Training at Seafish.

Seafish, the public body that supports the £10bn UK seafood industry, is encouraging commercial fishermen across the country to take advantage of free places on safety training courses while funding is available.

Funding has been provided by the European Maritime Fisheries Fund (EMFF) and the Maritime & Coastguard Agency (MCA). It can be used to support attendance on a wide range of relevant courses for experienced commercial fishermen, as well as supporting new entrants into the industry. Funding will be allocated on a first-come first-served basis, so fishermen are encouraged to book places now to avoid missing out.

Simon Potten, Head of Safety and Training at Seafish said: "Commercial fishing is not for the faint-hearted; physically demanding, with long hours of work in an unpredictable environment. Those brave enough to take it on need a wide range of knowledge and skills to be able to work effectively, stay safe and enjoy the rewards of their labour.

"From new entrant to experienced fisherman, undertaking training on a regular basis helps keep knowledge and skills up-to-date; the safety of the fishing vessel and its crew depends upon it.

"We're delighted to be able to offer commercial fishermen the opportunity to undertake training free of charge and grateful to EMFF and the MCA for their support in making this possible. I encourage those working in the industry now, so that they have an opportunity to take advantage of free training while funding is available."

- New entrants and experienced fishermen can undertake a wide range of courses with the funding available, including:
- Introduction to Commercial Fishing
 - Basic Safety Training refreshers
 - Navigation/ Watchkeeping, Engineering, Stability Awareness, Radio Operation (courses which can lead to the award of a Seafish Under 16.5m Skipper's Certificate)
 - Deck and Engineer Officer Certificates of Competency

These are provided by Seafish's network of Approved Training Providers (ATPs) located across the country (though courses can be undertaken with other training providers). Contact details for ATPs and further information can be found on the Seafish website.



FREE TRAINING FOR FISHERMEN

Want to improve safety on your vessel or gain a commercial fishing qualification?

Seafish can fund commercial fishermen who are fully compliant with Basic Safety Training requirements to attend a wide range of eligible courses.



Funding can also be used by new entrants to the industry to complete the 3-week Introduction to Commercial Fishing Course.

Find out more: www.seafish.org/article/funding-for-safety-training

DON'T MISS OUT BOOK NOW!



Liadh Ní Riada launches new fisheries charter

Sinn Féin MEP Liadh Ní Riada has launched a Charter for Fishers, Coastal Communities and the Islands. The document, which sets out 24 key points of action, is the work of numerous consultations within the fishing industry and with NGOs and coastal communities.

Speaking to The Skipper at the launch in Castletownbere, Co. Cork, Liadh Ní Riada said:

“The Irish fishing industry and the coastal communities that it sustains have been badly let down by successive Irish Governments and by the European Union. What could and should have been a vibrant and sustainable driver of growth in our national economy has been held back by bad policy and political neglect.

“There is no overnight solution to the catalogue of wrongs done to fishermen and fishing communities, however I believe the first step in setting things to right is for policymakers to show respect to those involved in the industry and to our coastal and island communities, by listening to what they have to say.

“In my almost five years on the European Parliament Committee on Fisheries I have listened to fishermen and their families all along our coastline. Based on our conversations I have drafted a comprehensive Charter, which gives focus to the aspirations of all those who have an interest in building a prosperous and sustainable Irish fishing industry.

“I am committed to working towards this end and I hope this Charter encourages discussion and dialogue, and leads to a more respectful engagement from Irish and EU policymakers.”

The Charter

The charter is the work of numerous consultations with fishers, NGOs and coastal communities. It contains Sinn Féin’s proposals and pledges for safeguarding and promoting our fishing sector, coastal communities, islands and marine biodiversity.

For decades our coastal communities have been ignored by consecutive governments. However, as we approach the renegotiation of the Common Fisheries Policy and several other agreements there is an opportunity for positive, progressive change. We in Sinn Féin are determined to deliver



Fishermen Eric Murphy & Alan O’Neil check out the new fisheries charter with Liadh Ní Riada at Castletownbere Harbour. Photo: Niall Duffy

that change at both national and European level.

This Charter will form the bedrock of our proposals in those negotiations and will outline our guiding principles for all issues regarding our coast; principles that every party can and should sign up to.

1. Empower Irish coastal communities - Safeguard, acknowledge and promote the important role played by the hundreds of Irish fishers, their family dependents and the coastal and island communities of Ireland;
2. Fair Fish Quotas and Quotas that benefit coastal and island communities - Allocate quotas fairly and proportionately. Allocation of fish quotas should be free from political cronyism and corruption. There should be fair access to quotas for inshore and island fleets as referenced under Article 17 of the Common Fisheries Policy.
3. Simplify bureaucracy and end the criminalisation of fishers - Simplify rules for funding and lessening the bureaucratic burdens for applicants, especially for Fisheries Local Development Action Groups. Favour the introduction of a more proportionate approach to the inspection for Irish fishing vessels;
4. Combat illegal and destructive fishing by outside sources - Prevent foreign flagged fishing vessels that have previously conducted illegal, unreported or unregulated fishing from fishing activities in delicate or protected areas and are harshly penalised in order to protect

marine ecosystems and local fish stocks for commercial use. Prevent the mass displacement of EU and non-EU fishing vessels into Irish waters in the event of a no deal Brexit scenario;

5. Stop Supertrawlers - Support an outright ban on supertrawlers and until that can be achieved call for the strictest monitoring by the SFPA of super-trawlers operating in Irish waters;
6. Use the European Parliament to challenge the European Commission and protect Irish fishers - Commit our MEPs towards working for major reform of the Common Fisheries Policy which as been deeply unpopular with Irish coastal communities and fishers.
7. Better EU funding - Work within the European Parliament to propose and support the simplification and expansion of the European Maritime & Fisheries Fund so it better protects and promotes small-scale fishers, coastal communities and a healthy and sustainable marine environment;
8. Support the people and organisations that save lives - Increase measures to support our coastguard, naval and search and rescue services as well as volunteers, voluntary organisations and families who have lost loved ones at sea;
9. Community focused approach - Encourage and support marine stewardship and co-management within local communities as a means of ensuring the protection of the

marine environment;

10. Building alliances for ordinary fishers - Assist small scale inshore and offshore fishers in exerting political influence and building alliances at European, regional and national levels; To promote fisheries policies that work for all Irish fishing interests, not just the powerful; The full and equal involvement of fishers in the future development and implementation of fisheries policy at national and international level;
11. Scientists & Fishers Working Together to Protect Coastal Communities & our Environment - Develop a sustainable fisheries policy that is balanced between environmental, economic and social objectives with collaboration between scientists and fishers to ensure commercially and environmentally sustainable fish stocks. Safeguard local fish stocks - The seasonal closures of fisheries spawning grounds, and in unforeseen periods where there are large quantities of juvenile fish in the area.
12. Government Priority - Establish a Department for Fisheries, Marine and Marine Communities with a designated Minister
13. Power to our Islands - Island proof all legislation that passes through other Departments in order to ensure that legislation does not have an unfair or discriminatory effect on island communities; Legislate for an Islands Bill and the creation of a national islands plan to promote heritage, wellness and

14. tourism and formulate a long-term blue socio-economic and marine development plan; Value our stakeholders - Support the positive roles played by Údarás na Gaeltachta, Fisheries Local Development Action Groups, Lost at Sea Tragedies, Irish Island Marine Resource Organisation, the Irish South & West Fish Producers Organisation, Irish South & East Fish Producers Organisation, Bórd Iascaigh Mhara, Killybegs Fishers Organisation, Irish Fish Producers Organisation, Irish Fish Processing & Exporters Association, Marine National Inshore Fisheries Forum, Regional Inshore Fisheries Forums, Anglo-North Irish Fish Producers Organisation, Northern Ireland Fish Producers Organisation, Europeche, Low Impact Fishers of Europe, affiliated & non-affiliated parties and all other stakeholders;
15. A Post-Brexit Fishing Deal that works - Negotiate a future fisheries agreement between Britain and Ireland after Brexit that benefits all the fishermen of Ireland which should be modeled on the

16. Zero tolerance approach to illegal fishing by industrial vessels - Demand stricter monitoring and control of the fishing operations of foreign fishing vessels, particularly those with a history of non-compliance, especially factory vessels or super-trawlers;
17. Secure A Bluefin Tuna Quota - Call on the Irish government, International Commission for the Conservation of Atlantic Tuna (ICCAT), European Commission and European Council to secure and grant Irish fishers a commercial quota for Bluefin Tuna, which would also enable recreational fishing for the species;
18. Invest in our Fishing Ports - Invest in improving port facilities and developing transport infrastructure for important fishing ports which are mostly located in peripheral areas;
19. Clean our Rivers, build

20. Looking out for small scale fisheries and provision of aid for Fishers - Support aid for small-scale fishers of a Member State who are directly affected by an unforeseen closure of a fishery they conduct fishing activities in that lies within the Economic Exclusive Zone of their Member State; Legislate to enable access to compensation, aid or funding for operators of fishing vessels less than 12 metres, particularly those who use static gears; Seek preferential access for small scale, inshore, artisanal

21. Compensate our Eel Fishers - Legislate for a new European Maritime & Fisheries Fund to allow easier access and broaden the scope for funding, especially for compensation and a support scheme for eel fishers;
 22. Community Led & Centred Approach to Aquaculture - Foster an environmentally sustainable, indigenous and community-led aquaculture sector with a robust, transparent and democratic licencing system;
 23. Value and Nurture Ireland’s Maritime Heritage - Represent and work with small scale fisheries and coastal communities and encourage young people and women to participate in maritime work and fisheries
 24. Stop the Privatisation of Community-Owned Seaweed and Kelp - Promote and support community led and owned sustainable seaweed harvesting operations;
- Liadh Ní Riada is Ireland’s only full member of the European Parliament’s Committee on Fisheries.

Wärtsilä ship design chosen for state-of-the-art fishing vessel

The technology group Wärtsilä will provide the ship design, as well as the main engine and other propulsion equipment, for a new state-of-the-art fishing vessel. The ship will be built at the Balenciaga shipyard in Spain for Castlehill, the Fraserburgh, Scotland based owners. The order with Wärtsilä was booked in November 2018.

The 69.8 metres long ‘Resolute’ will replace an existing trawler of the same name in the owner’s fleet. When delivered in 2020, this innovative vessel will provide high efficiency, and will represent the latest in ship designs for fishing industry purposes. It will operate in the fishing grounds of the North Sea.

“We have earlier worked closely with both Castlehill and the Balenciaga yard, and we are



pleased to be cooperating with them again on this benchmark project. Wärtsilä’s Smart Marine vision supports the development of efficient and environmentally sustainable solutions, and this ship will certainly meet those criteria,” says Riku-Pekka Hägg, Director, Ship Design, Wärtsilä Marine. “Wärtsilä has tremendous

experience and an excellent track record in producing advanced fishing vessel designs, and we are confident that this latest design will meet our expectations. We also appreciate Wärtsilä’s positive cooperation during the concept development phase of this project,” says Georg West, owner. In addition to the ship design

and relevant documentation, Wärtsilä will also supply a Wärtsilä 32 main engine, as well as the gear, shaft line, stern tube and combined pitch propeller (CPP). Under a separate agreement, the company will also develop a concept that can be used for the owner’s application for an extended fishing quota.



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

Council to foot the whole bill for Scalloway fish market

SHETLAND Islands Council (SIC) will be forced to fund the entire £5.6 million cost of building the new Scalloway fish market after its application for European funding fell through.

The European Maritime and Fisheries Fund (EMFF) rejected a bid for around half the cost of the scheme as the pot had run out of money.

But the local authority is going ahead with the project regardless as it is deemed a "strategic" boost to the economy.

The council's head of infrastructure services John Smith said: "The Scalloway market happened to be a project robust enough in its own content to allow things to go ahead anyway and it is absolutely a demonstration of the council's commitment to the sector."

The EMFF had considered the Scalloway fish market a "good" project, but the council - which runs Scalloway as well as most other ports and

harbours in Shetland - had been beaten to the punch by the £51 million Peterhead harbour redevelopment and Lerwick Port Authority's own new fish market, which had scooped most of the leftovers from the massive Peterhead bid.

"More critical to the business case for starting up the Scalloway market is the volume and value of landings being made into Scalloway," added Smith.

"That represented a good business for the council and recognition from the council that this was a strategic decision to be made."

The SIC gets 2.5 per cent of the value of landings at Scalloway, and depending on the highly uncertain future for fisheries, the new fish market may be extended further if conditions require it.

Aberdeen based CHAP Construction has been appointed to build the new fish market which is due to be completed in spring 2020.



Tranquility boys out mending on the new mairs pier in Lerwick. Photo Ivan Reid

Factory trawler detained as Marine Scotland carried out investigation

A German registered pelagic factory trawler was investigated by officers from Marine Scotland after being detained west of Shetland mid January.

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

Both vessels spent over 24 hours off Lerwick waiting for the factory trawler to complete processing fish onboard before being allowed into the port.

A spokesman for the Scottish Government said: "We can confirm Marine Scotland escorted a vessel into Lerwick for suspected fishery offences."

"It would be inappropriate to comment further as an investigation is ongoing."

The Helen Mary was released from Detention and



The 117 meter German Trawler Helen Mary escorted into Lerwick harbour. Photo Ivan Reid

resumed fishing shortly after. 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.

Fish quota settlement 'challenging'

FISHING leaders have described the 2019 settlement for fishing quotas as "challenging" following the last fisheries council the UK is likely to participate in.

Shetland Fishermen's Association's Simon Collins said the outcome highlighted the deficiencies of the Common Fisheries Policy (CFP) as it imposed severe and highly questionable cuts in key quotas.

Most reductions in key quotas for the North Sea, such as cod, haddock and mackerel, were already agreed at the Norway/EU negotiations earlier in December.

"Despite the abundance of local fish stocks, Shetland's fishermen and fishing communities are to be punished by distant bureaucrats who are utterly obsessed with unworkable rules," Collins said.

"The CFP ensures that the

European Commission can mismanage fisheries at will and other countries can gang up to harvest more of the natural resources around our shores than we can. This has to end.

"For when we do get out, and start planning with government for the post-Brexit era and a much larger seafood sector, we urge the First Minister to create a standalone fisheries brief under the Cabinet Secretary."

Scottish Fishermen's Federation chief executive Bertie Armstrong added: "For the Scottish industry, the central issue has been the inclusion of measures to limit the risk of 'chokes' by swapping between member states."

"The Scottish delegation worked long and hard along with their UK colleagues to give the best chance of avoiding fleet shutdown during 2019."



The new Research LK62 rounding Sumburgh Head Shetland. Photo Ivan Reid

Busy year of measuring fish and shellfish

MORE than 55,000 fish and shellfish were measured at sea and on shore by scientists from the NAFC Marine Centre during 2018, according to the Shetland based college.

NAFC staff recorded biological data, including size and sex, from 7,500 velvet crabs during trips on local shellfish fishing boats and during an extended survey by the centre's research vessel Atlantia II, and from 3,200 edible (or brown) crabs at sea and at Shetland Crab Ltd's factory at Ronas Voe.

Two thousand lobsters were also measured at sea or while being landed to 'vivier' trucks for live transport to continental markets.

More than 22,500 king scallops were measured and aged by counting the annual rings in their shells; 10,000 at sea on fishing boats and 12,500 at local processing factories.

The proportions of scallops of different ages and sizes vary around Shetland, both from place to place and over time, so this information allows the fishery to be monitored and managed at a local scale.

Dr Beth Mouat, NAFC's

joint head of marine science and technology, said: "The shellfish data collected by NAFC staff with the assistance of local industry allow us to assess the state of local shellfish stocks and provide management advice to the Shetland Shellfish Management Organisation (SSMO)."

"This is invaluable for ensuring the long-term sustainability of these important local fisheries and for maintaining the sustainability accreditation of the Shetland scallop and edible crab fisheries by the Marine

Stewardship Council (MSC)."

In addition, more than 20,000 fish were measured during the centre's annual inshore and shallow water fish survey.

These surveys documented the abundance of different species of fish in the waters around Shetland, many of them of commercial importance to local fishermen, and they provide information on how stocks have varied from year to year.

The latest report on the Shetland Inshore Fish Survey is available at: www.nafc.uhi.ac.uk/research/inshore-fish-survey/



ORKNEY NEWS *By Craig Taylor*

Major crab tagging project is launched

Researchers and fishermen in Orkney are taking part in what has been described as the largest brown crab tagging project ever undertaken in Europe.

The project involves an ambitious target of tagging 50,000 brown crabs all around Scotland's coast including Orkney waters across three years. The aim of the project is to look at how stocks interact between regions, and what this means for Scotland's inshore fisheries.

Giving an overview of the project, Matt Coleman, senior marine scientist with Orkney Sustainable Fisheries Ltd (OSF) explained that OSF has undertaken brown crab tagging work since 2010 with separate tagging activities conducted by Marine Scotland Science in 2008 – 2010. From these studies, clear westward directional patterns in the movement of brown crab have emerged. Most notably being long distance travel undertaken by females in a westerly direction from Orkney travelling as far as the Isle of Lewis and Skye, distances of 250km as the crow flies over the course of a year.

These projects however have documented predominantly westward movement patterns, with no crabs being recorded moving away from Orkney and returning.

This raises the question of where the migrating brown crab are originating from to sustain the Orkney inshore fishery, if individuals are observed to be migrating away, with similar patterns observed all around Scotland coast.

To address this Orkney Sustainable Fisheries in partnership with the other Regional inshore fishery groups



A tagged brown crab

(RIFG) is launching the largest brown crab tagging project ever undertaken in Europe to better understand the movement patterns between regions and how we perceive the extent of stocks.

This project aims to increase knowledge of crab movements by scaling up the number of individual crabs tagged, and by increasing the geographical coverage by undertaking simultaneous tagging Scotland-wide through the regional inshore fisheries group network. The project aims to tag a total of 10,000 crabs in each of Scotland's five regional inshore fishery groups, totalling an ambitious target of 50,000 crabs in three years.

The tagging is being undertaken by inshore fishermen that have volunteered to undertake the tagging process during their normal daily activities.

The tagging process has been simplified to three steps to reduce

the burden to fishermen taking part on the project.

There is still opportunities for fishermen participating in the tagging process, this can be done by contacting their RIFG representative. Tagging is only undertaken on "white" crabs, these individuals are normally discarded therefore the tagging process does not reduce participating fishermen's earnings.

The tags themselves are simple coloured cable ties, these have a tag number and contact telephone number which is used to report the recapture.

Each region has its own colour giving some indication if the crab caught is from that area or has travelled from further afield. The colour used by each region are Shetland – Blue; Orkney - Yellow; North and East Coast – White; West Coast - Purple; Western Isles – Blue.

In addition to the fishermen

participating in the tagging portion of the project the success of the project relies on the fishermen keeping an eye out for tagged crabs in their catches and reporting them when they interact with them.

If a crab is caught fishermen are asked to ring the number on the tag, providing the latitude and longitude of where it was caught, its sex, size and if they released it or kept it.

Orkney sustainable fisheries is looking for Orkney fishermen who would be willing to participate in the project. Those who are interested can contact Matthew Coleman via email at: matt@orkneysustainablefisheries.co.uk.

Additional information surrounding the project can also be found on the Orkney sustainable fisheries website: www.orkneysustainablefisheries.co.uk.

ICIT award for Year of the Sea work

ORKNEY BASED Heriot-Watt University International Centre for Island Technology (ICIT) has won the Principal's Public Engagement Award 2018 for its work to promote the "Year of the Sea"

The award celebrates those who go above and beyond to share their research outside the university.

Engaging with communities

is vital to Heriot-Watt's mission to create and exchange knowledge for the benefit of society. ICIT director Dr Sandy Kerr is delighted with recognition of his team and for what he sees as a core ethos for educators.

He said: "Public engagement includes a number of different stages. At one level, it's simply outreach: Telling people what you do. Increasingly we talk about citizen science—getting

local groups and schools interested and involved in the process of research and discovery. But more than this, universities should become embedded in the community, which we believe is the real achievement of Heriot-Watt ICIT and the citizens of Orkney.

For example, ICIT scientists work directly with local fishers to help demonstrate that their resource is sustainable, which

enables them to command a premium for their products. Postgraduate students arrive every September from all over the world to contribute to community activities or festivals, and often choose to stay on work. Others leave the island to become ambassadors for Heriot Watt, Orkney, Scotland and sustainable solutions for marine development.



ISLE OF MAN NEWS *By Michael Craine*

£25,000 FINE FOR WHELK SKIPPER

A Fleetwood based skipper Dinars Lugans, from Lincoln, pleaded guilty in Douglas Courthouse on Tuesday 18th December 2018 to retaining undersized whelks on his vessel Prosperity, FD527 and was fined £25,000.

The Prosperity was boarded by officers of the Isle of Man Fishery Protection vessel Barrule on 11th December while the Prosperity was fishing off the Point of Ayre and was escorted into Ramsey. After a full inspection of Prosperity's catch it was found that out of the 93 bags of whelks onboard Prosperity, 64% of the catch was found to be undersized - 61 bags. Mr Lugans also had to forfeit his catch valued at £3,500 and his Isle of Man fishing licence was suspended for three months.

Environment minister Geoffrey Boot said: "The prosecution reinforces our zero tolerance approach to illegal fishing. Undersized whelk, like other commercially caught fish in our waters, must be returned to the sea immediately until of a legal size to be landed to ensure the sustainability of the stock."

The minimum landing size is intended to ensure whelk are able to breed successfully, said a Department of Environment, Food and Agriculture (DEFA) spokesperson. The minimum whelk size for vessels working inside the Manx Territorial Sea is 75 mm, while outside the 12 mile limit line it is 45 mm.

Under the Fisheries Act 2012, a fisherman found to have breached the regulations is liable to a fine of up to £100,000, forfeiture of catch, boat and or gear.

The Prosperity is owned by B&M Fishing and is a Limited Liability Partnership set up between AM Seafoods and Anne Bynam in 2011. The partnership owns and manages five whelk potters namely the Anne Mary B, FD536; Prosperity, FD 537, Kestrel, GY388, Julia Anne, FD 5 and the Boy Christopher FD131.

In 2015 the Anne Mary B was fined by the Manx Courts a total £18,728 for fishing inside the 12 mile limit without an Isle of Man whelk licence.



Venture Again PL39 entering Peel

KING SCALLOP SEASON

As the weather allowed, December saw the Manx licensed scallopers working all around the island with most boats catching their daily 700kg within the allocated 12 hour fishing period.

December also saw the opening of Ramsey Bay Marine Conservation Area to the 33 king scallop vessel which are members of the Manx Fish Producers Organisation. Crews mainly worked in pairs on one vessel to catch both vessels' 1400kg Ramsey Bay quota - twice their normal daily quota. PO members with vessels over 15 metre are not allowed to fish the Ramsey Bay Conservation Area and therefore had their quota caught by the smaller scallopers. Ramsey Bay scallops have been of excellent quality this year with shells being 150 mm plus in size. Boats were working an allocated box east of Ramsey harbour and another box at the north end of the bay.

The whole of the Manx scallop fishery, both fishing and processing, was closed over the Christmas period from the 21st December until 06.00 hours on the 3rd January, 2019.

Throughout the month the weather hampered fishing operations as endless weather low pressures raced through the Irish Sea allowing only brief lulls to let vessels to sail.



Ramsey scalloper June Rose PL 4 in Peel Bay

A couple of vessels received slight damage due to the weather while at sea, Peel scallopers Silver Viking, PL19 and Venture Again, PL39 had parts of their hull's scallop dredge sheathing damaged.

A RESULT OF THE STORMS

Easterly gales this month resulted in numerous reports of skates and rays (mainly cuckoo rays) being washed up on Manx beaches during the morning ebb tides. As well as being seen dead on beaches others were seen in rock pools or sand gullies still alive. In addition king and a queen scallops were washed up alive on beaches north of Ramsey. King scallops were also washed up onto beaches in the Maryport area.

POTTERS

The recent storms has caused a lot of damage to pot gear set off the east coast of the island. In some cases strings of gear have moved miles from where they were dropped or have ended up on the beach. Some crews have been bringing their gear inshore or ashore for the winter.

NEW ADDITION TO THE FLEET REGISTERED

Billy Caley's latest acquisition Zephyr, N203 has been re-registered PL 6. Zephyr was previously registered PL 6 when she was owned by the Comber family from 1999 until 2006. The 14.98 metre Zephyr was built in 1974 at J N Miller, St Monance as the Janbill, LH103.



ICELAND NEWS *By Gudjón Einarsson*

Not so small anymore

The small boat fleet in Iceland has gone through significant changes in recent years. Newbuilt boats are much larger than the older ones which means they need higher quotas. Their owners have bought additional fishing rights from smaller boats in order to be able to operate all year round. The sellers have decided to leave the fishery. This had led to the fleet shrinking fast in numbers. Now the top 50 catchers possess 87% of the total quota allotted to small boats.

A SEPARATE SYSTEM

Ever since the individual transferable quota system (ITQ) in Iceland took effect in 1984 the small boats have been in a separate management system. Initially their fishing was managed by effort quotas meaning that the boats competed for a decided total allowable catch. Later a mixed system of the ITQ and the effort quota was introduced. Now all small boats are in an ITQ system just like the larger vessels, but the systems are still separate and the small boats are only allowed to fish with reels and long line. The transfer of quotas between the two system is prohibited with very few exemptions.



Small boats in Arnarstapi harbour, West-Iceland.

DRAMATIC REDUCTION

When the quotas became transferable within the small boat system many boat owners started to sell their quotas to others who were eager to buy. In the year 2003 there were 800 small boats with quotas in operation. Last year there were 500 boats left, whereof only 277 boats had quotas attached to them but the rest rented quotas from others.

INCREASED MAXIMUM SIZE

This development was encouraged by a new law that Parliament passed in 2013 which increased the allowed maximum size of boats within the small boat system from 15 GT to 30 GT. Now boat

builders almost only get orders for boats of the maximum size and these boats need big fishing quotas.

FREE FOR ALL

Alongside the actual small boat system there exists another category for small boats introduced in 2009. It is called strandveidar, literally inshore fishery, and is free for all (i.e. no quota needed) but with heavy restrictions. The fishery is confined to the summer months (May-August), the participants are only allowed to fish with four reels per boat, the maximum daily catch is limited to 700 kilos and the number of fishing trips are limited to 12 per month. For the strandveidar the

total allowable catch last year was roughly 11 thousand tons, mainly cod but also saithe, but the actual catch amounted to 9,380 tons. Last summer 548 boats took part in this fishery. More than half of them were boats which operate in the ITQ system during the winter but decided to check out of that system temporarily in order to take advantage of this opportunity. The rest were boats with no quotas but some had special fishing licenses for lump fish and/or mackerel.

The top catcher in this system last summer caught around 50 tons but the average catch amounted to 17 tons.

By many the strandveidar is looked upon as a way to alleviate the dissatisfaction towards the ITQ system by those who own boats and really want to make fishing their livelihood but cannot afford to buy the necessary quotas. A consolation of some kind.

86,000 TONS

The small boat fleet is an important contributor to Iceland's fisheries. Its catch amounted to 86,000 tons last year, rendering a catch value of 150 million Euros and roughly double that amount in export value. About 58,000 tons of cod were caught by small boats (23% of the total cod catches in Icelandic waters). Their haddock catch amounted to 9,600 tons (23% of the total) and their wolffish catch was 4,600 tons (53% of the total).



A large boat in the small boat system, 14 meters long and 30 GT

IRELAND'S FLAGSHIP FISHERIES SHOW

SHOW TIMES
Fri 10-6 Sat 10-4



“Show was well organised it's a must for all skippers.”

Owen Mc Loughlin – Sligo

“There is no show like a snow show.”

Jim Foley – Wexford

“Well run. Very professional.”

Errigal Bay (Janet O'Donoghue)



The Skipper



For more information on Skipper Expo Int. Galway 2019 please contact:

Sharon Boyle
Commercial Fishing Manager

Email: sharon@maramedia.ie

Tel: 00353 (0)74 95 48037
Mobile: 00353 (0)86 8401250

Web: www.maramedia.ie/events

SKIPPER EXPO INT. GALWAY

Galway Show News

15TH ANNIVERSARY SHOW

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



Skipper Expo Int. Galway 2019 shaping up to be a great show!

Skipper Expo Int. Galway 2019 (8 and 9 March) is shaping up to be a fantastic event, with over 120 companies exhibiting, ensuring there will be something of interest for everyone.

Sponsored by BIM and Cavanagh Hooper Dolan Insurances, this 15th anniversary show will feature plenty of exhibitor attractions for visitors, including from CH Marine, shipshealth.com and Kerry ETB Training Centre.

Shipshealth.com is a total health solution for ship owners, providing pharmaceutical supplies and a dedicated direct 24/7 medical doctor telephone advise to your ship at sea, thus ensuring peace of mind for skippers, their crew and families.

Brendan Woods of shipshealth.com said: "The team at shipshealth.com is really looking forward to attending Skipper Expo Int. Galway 2019."

Nicholas Bendon of CH Marine said: "CH Marine is delighted once again to be attending Skipper Expo Int. Galway. Having missed only one out of the last 15 years since the inception of the Expo, we look forward to meeting all our customers and friends on our stand

at this great annual meet.

"Manning the stand this year will be John Kelleher, heading up our safety products and servicing division, Tim Baudains looking after electronics and electrical, and Leo Humston covering fishing and chandlery. In our new products line up, we will be presenting the Ocean Signal range of PLBs, EPIRBs and GMDSS equipment and the quality range of power management products from Mastervolt. There will also be lots more to see."

Meanwhile, Kerry ETB Training Centre will be promoting its new Marine Engineering Traineeship course. Joseph Nestor of Kerry ETB said: "We are really looking forward to attending the Galway Expo in March.

"We are delighted to be in a position to use the Expo to officially launch our new Marine Engineering Traineeship. We have been working over the past few months with a number of boat builders and boat maintenance yards to develop the Traineeship, which is geared towards new entrants to the Marine industry.

"The aims of the programme are to attract new employees into the marine industry and to provide them with the basic skills



Declan, Sharon, Brid and Hugh from The Skipper (Mara Media - Show Organisers)

to allow them to work effectively from the start. The programme is nine months in duration and will run for the first time in September 2019. The programme will also include approximately 10 weeks of on the job experience giving the trainees an opportunity to put their skills into practice."

Held once again at the Galway Bay Hotel, other major attractions at the expo include the outside Boatmart, which features displays of vessels, engines, as well as trailer stands. Other highlights include pool safety demos hosted by the RNLI and the popular seafood buffet and dance held on the Friday

evening of the show.

Sharon Boyle of show organiser Mara Media said: "We are really excited about Skipper Expo Int. Galway 2019 and we are anticipating a large visitor attendance. It provides a fantastic opportunity for fishermen to do business in a friendly atmosphere."

Skipper Expo Int. Galway 2019 will be held on 8 and 9 March, 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, or contact Sharon Boyle on 00353 86 840 1250, sharon@maramedia.ie.

Cavanagh Hooper Dolan Insurances Ltd is your 'one stop shop'

Skipper Expo Int. Galway 2019 show sponsor, Cavanagh Hooper Dolan Insurances Ltd is your 'one stop shop' for all your insurance needs afloat or ashore.

With over 75 years' experience in the insurance industry the Cavanagh family and their staff have established individually tailored insurance packages to cater for their clients' needs and provide a 24/7/365 claims service to their marine customers.

As part of their marine product range they can cover everything from the smallest inshore vessel to the large pelagic vessels. Policies cover a wide range of marine risks such as:

- Hull and Machinery
- Protection and Indemnity

(P&I)

- Crew cover
- Personal Accident
- Cargo
- War risks

Cavanagh Hooper Dolan Insurances Ltd can also provide cover for commercial insurance requirements onshore, these include:

- Onshore storage units and property
- Employers Liability
- Public Liability
- Offices
- Forklifts
- Motor Fleets, etc.

They also work closely with the marine trades and provide service to businesses that supply to the marine industry. This includes, but is not limited to,

areas of work and trades listed below:

- Fisherman's Cooperatives
- Fish processors
- Engineering
- Painters
- Welders
- Electricians
- Engine Suppliers
- Propeller maintenance
- Hydraulics
- Boat builders & boat repair yards
- Chandlery

They provide a range of insurance products for other areas in the marine environments such as pleasure craft, passenger vessels, ferries, workboats, chartered angling, rowing clubs and marinas.

Cavanagh Hooper Dolan Insurances Ltd look after the needs

of owners and crews with a competitive range of personal products. They know how busy their clients are so they can help take the stress, time and work out of shopping the market for personal products like Car, Van, House, Health, farm and travel insurance, etc. Their professionally trained staff can explain the differences in features and benefits in the products offered.

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.

The propulsion and driveline experts come to Galway

With over 40 years of marine driveline experience, MIT is, in 2019 committed to better serving the Irish marine market and its customers by exhibiting at Skipper Expo Int. Galway, 8-9 March 2019.

Identified as a central hub to the UK and Irish fishing industry, MIT now has a dedicated presence in both Northern and Southern Ireland. Over the past year, the business has been intensively studying the needs of this geographic region, and offers not only servicing, breakdown and spare parts but is also able to act as the expert consultative service to all aspects of the supply chain.

MIT has the expertise to work with not only end users but also with both boat builders, naval architects and engine OEM's to advise on an extensive range of best fit marine components; ranging from gears and controls to anti-vibration engine and exhaust mounting.

Offering both new and reconditioned marine gears,

clutches, PTO's and hydraulic pump drives, MIT also understands the need to keep vessels at sea, and the impact downtime has on profitability.

Keeping all configurations of driveline operational. With over 40 years of industry experience, MIT offers full life vessel support, ensuring that your business downtime is kept to a minimum. MIT pride themselves on their customer driven philosophy. The customers' business truly is at the heart of everything they do. They have a highly skilled and dedicated technical engineering team offering everything from bespoke supply and design through to installation, servicing and repair.

An essential aspect of value delivered by MIT is their team of qualified service engineers, offering extensive service, preventative maintenance and overhaul capabilities on most models of marine drivelines, along with being the UK/Ireland distributors for Twin Disc, and official service partners of ZF Marine, Reintjes and Servogear. Based out of their Kent and

Yorkshire service centres, their mobile engineers are equipped with tooling and spare parts to visit your vessel no matter the location. All repairs, maintenance and overhaul work, are carried out using genuine OEM parts to ensure quality and extend the life-cycle of your application. More than just marine transmissions, MIT support critical components both below and above the waterline, with offerings from some of the industry's leading brands such as Twin Disc, Transfluid, Rubber Design and Quincy Compressors.

Their comprehensive product portfolio offers not only standard marine gears but hybrid/electric driveline technology, anti-vibration mounting technology, exhaust suspension systems, power take-offs and air compressors. The below deck component offering also extends to propeller solutions, surface drives, trim tabs, shaftline systems and bow and stern thrusters.

Above deck technology also features strongly in the MIT portfolio, designed to aid a

MIT twindisc-5061a

STAND
80



users' dynamic positioning – retaining their vessels station in challenging at sea environments. Joystick controls, hydraulic and electric steering systems and electronic controls allow excellent vessel movability while seamlessly integrating into existing driveline arrangements.

MIT says it is delighted to be exhibiting at Skipper Expo Int. Galway where on stand 80 they will be discussing how MIT is your complete driveline solution provider and introducing the dedicated Irish Sales Engineer.

Wide range of products and services from Mooney Boats

STAND
14



At Skipper Expo Int. Galway 2019, Mooney boats Ltd will be exhibiting a wide range of goods and services. From new boats being built at their base in Ireland to the latest in industrial marine technology, Mooney Boats Ltd offers the 'Complete Marine Solution'.

As part of their exhibit, Mooney Boats Ltd will be showcasing three of their most recent boat builds, the MFV Fiona K III, MFV Amethyst and the MFV Ocean Challenge. For boat

repairs and maintenance, it has also been a significant year where Mooney Boats has experienced growth with many new customers visiting the yard for the first time.

At the expo, Mooney Boats Ltd will also be exhibiting state of the art Ultrasonic Antifouling from Sonihull, in the form of the Soni8 and Sonihull Duo, as well as commercial fishing oilskins and the New Deck Boss Safety Boot from Grundens.

Mooney Boats Ltd looks forward to welcoming you at Stand number 14.

South Shore Marine and Diesel at Galway

STAND
70



Galway exhibitor South Shore Marine and Diesel Ltd is one of Ireland's leading marine diesel engine and transmission supplier and repair centre.

The company is the main authorised dealers in Ireland for all Cummins Marine engines and Cummins Onan generators. On their stand at Galway, they will be displaying some of the latest Cummins engines, ZF transmissions and Garmin products.

EXHIBITOR LIST TO DATE

AIB
 Anderson Marine
 Aquabroker
 Arklow Marine
 Art Kavanagh Marine
 Finance Consultant
 AS Scan Denmark
 ASAP
 ASTANDER Shipyard
 Atlantic Marine Supplies Ltd
 Barrus
 Barry Electronics
 Belco Marine
 Bere Island Boatyard
 BIM
 BIM CTU
 Bison Engineering Ltd
 Bopp
 C A Clase UK Ltd
 Cavanagh Hooper Dolan
 Cavanagh Nets
 CH Marine
 Charles Cleghorn Ltd
 Christy Hannon Engineering
 Cleggan Marine
 Clements Engineering
 Commissioner of Irish Lights
 Corrib Marine
 Craemer UK
 Crown Marine Seats Ltd
 Cummins
 Davidsons Painters
 DEPT MARINE
 Drawm
 Echomaster Marine
 EK Marine
 Errigal Bay
 Fairwater Fishing
 Finer Filters
 Finning Power Systems
 Fishing News
 G Smyth
 Globeweigh
 Guy Cotten UK Ltd
 Hardware & Marine Supplies
 HBG Service ehf
 Injector Door
 Inshore Ireland
 Jackson Trawls
 Jesslight limited
 Jimmy Walsh Props
 KERRY ETB
 KER Services Ltd
 KK Hydraulics
 KT Nets
 L.A.S.T
 Lattitude Kinsale
 Liam McDermot Pots
 Mac Gregor (GBR)
 Mactex Oil Distribution Ltd
 Mantsbrite Marine

Upgrade to popular bronze pump range

The widely used "Cleghorn" bronze centrifugal pumps have had an internal re-design, which will interest visitors to Skipper Expo Int. Galway 2019.

The target feature was to radically reduce self-priming time, says Cleghorn. This has been achieved and first became available when incorporated into the 2" AM50 3-phase motor pumps, in mid 2018.

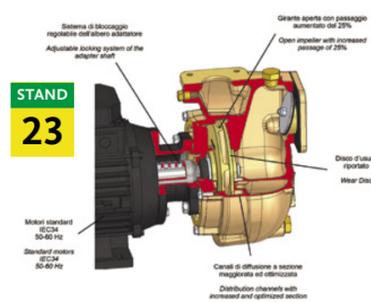
With a remarkable reduction in priming time of approximately 50%, the benefit will be particularly effective in larger vessels where significant pipe

runs occur and where there are isolating valves and manifolds.

The new feature is also appearing in the pedestal versions of the AM50D, for main engine driven applications. Design is now completed and testing in progress for the smaller (1 1/2" AM40D) models which will be following the AM50 series into production.

The new models have identical external dimensions and are therefore fully interchangeable with all AM40/50 series which have been sold into the UK and Irish fishing industry since 1986.

Complementing the new units will be the well-established "PC"



models, mostly applied to gearbox and hydraulic system cooling duties, plus "TS" models designed for engine cooling on propulsion motors of up to 850HP.

STAND 23

Tyson's opens new chandlery and online store

Galway exhibitor Tyson's Ships Riggers Ltd has announced the launch of their new chandlery and online store.

Jonathan Tyson of the company said that the industry has seen changes in ordering habits of fishermen and that fishermen want flexibility in ordering outside of the working 9am - 5pm day. Tyson's online store is open 24 hours a day seven days a week and can be accessed on any online device.

Jonathan Tyson said: "We know when fishermen come in from a hard trip at sea that their day does not stop there, they need to plan and prepare their crew for the next trip. Now, with one click of a button on their

online device in the early or late hours on board their vessel or from the comfort of their home, their order for ropes, wires, gloves, boots, clothing etc will be processed on our website and be delivered for when they require, leaving them time to spend time with loved ones and have a rest before their next hard trip at sea."

Meanwhile, at Skipper Expo Int. Galway 2019, there will be special offers on the Tyson's stand for their GOLD STRAND Trawl Wire. Customer ZeikTuits describes it as "excellent quality wire and Tyson's service is always 100%!"

There will be offers on their King Crab range of ropes, 17mm Leaded which is used by customers Christopher and

Anthony Harley, who say: "Tyson's King Crab Leaded ropes are excellent quality. Their motto is 'Trust Tyson's' and we have to agree."

Tyson's will also have their Tyson's Euro polysteel, Shamrock, multicolour and all their other ranges of potting ropes, plus much more at the show, with the team looking forward to meeting as many people as possible at Galway.

Visit Tyson's on Stand 8 at the Galway show to see their range of chandlery, clothing, boots, gloves, as well all their online packages.

'Trust Tyson's' for quality products and service. For all enquiries, please contact Mr Jonathan Tyson 01472 347065 Ext 1, Mobile 07843 557496

STAND 08

Wide range of whitefish and prawn nets from Jackson Trawls

Galway exhibitor Jackson Trawls has been supplying a broad range of whitefish and prawn nets to Ireland for many years and have built up a good reputation for gear that works and is of good quality.

They supply all over Ireland from Cloggerhead in the east, to Castletownbere, Baltimore, Union Hall, Killybegs, Rossaveal and Greencastle.

Regarding whitefish gear, Jackson Trawls are selling single boat hopper trawls from 60ft up to 140ft with hopper sizes ranging from 14" - 21" used for catching round fish such as haddock and whiting, and also ground fish like monkfish, megrim and cod.

They have also been supplying lately, and will be promoting at the Galway Expo, nets for catching cuttlefish and squid, both single



Jackson 3 dual purpose prawn trawls and hopper single trawl in production

boat and twin nets. Some of their Irish customers have been down in the Channel for the cuttlefish and up at Rockall fishing for squid.

In addition, the company has also supplied a number of seine nets, both clean grassrope nets and hopper nets, designed to give good height while maintaining good ground contact which enables them to fish well.

For prawn gear - Jackson Trawls will be promoting their wider

bosom double bag trawls which are performing very well on the Porcupine Grounds. Their double bag nets have proved popular over the years for their fishing effectiveness and durability, and the company has slightly changed the design to give more fishing area.

Single bag prawn nets continue to be popular, ranging in length from 10ft - 40ft, and mostly rigged on 8" & 6" discs.

STAND 42B

Exocet and V3 trawl doors from Morgère ideally suited for Irish fisheries

STAND 88

Skipper Expo Int. Galway exhibitor, Morgère, has strong historical links with Ireland and their trawl doors have been widely used by Irish fishermen for many years.

At Galway, Morgère will be promoting the Exocet trawl door and the V3 trawl door, both of which are ideally suited for Irish demersal fisheries due to their excellent performance in challenging offshore conditions.

Exocet is now used with great success by fishing vessels

in several parts of the world, with fishermen attracted by the robustness and stability offered by the door, combined with the reduced drag that benefits fuel consumption. A key feature is the lower angle of attack compared with a standard door while maintaining the same spread.

The V3 trawl door is widely used by Irish fishermen because of its strong reinforced construction that has been specially designed for use over rough seabeds, with its oval shape well suited for

fishing over rocks and other challenging environments.

"The Irish market has always been tremendously important to us and we were keen to reinforce our strong links with Ireland by attending Skipper Expo Int. Galway 2019," says Michel Dagorn of Morgère.

"Both Exocet and the V3 are well suited for the fishing conditions found off Ireland and the UK," he says.

More information at www.morgere.com

Safety at Sea with Mullion Survival Technology and URSUIT Diving and Drysuits

STAND 20

The Commercial Fishing Industry has improved their safety record as more and more fishermen accept the need for on deck use and wear of PFDs.

Galway exhibitor Mullion Survival Technology continues to play a major role in improving the style and ergonomic design of life jackets to provide even more wearer comfort and performance.

The design features of the new Mullion Compact Supreme is the result of extensive communication between Mullion Manufacturing, RNLI Commercial Fishing Training Management and the Commercial fishermen in Ireland and UK.

This new design PFD is available through A BIM PFD Replacement Scheme under the Enhanced Safety Scheme Initiative launched four years ago. All registered Irish Skippers and Crew qualify for the replacement with the PLB reinstalled in the new issue life jacket.

The support schemes in place for training and safety awareness ensures a continuing uptake by fishermen in learning how to stay safe on the job and having their personal PFD.

Personal Locator Beacon - PLB & ComReg

Further to the uptake and use of personal floatation devices the added importance of also having a personal locator beacon, as part of the safety equipment, ensures that if in a crisis situation an alert to the Rescue Services is now



very much in the hands of the individual fisherman.

Whether purchased through the BIM Enhanced Safety Scheme, or as an individual investment in safety, it is essential to ensure the unit is registered online through ComReg.

ComReg is the statutory body responsible for the regulation of the electronic communications sector (telecommunications, radio communications and broadcasting transmission). By registering personal and individual details of contact details, the Rescue Services can react instantly with the full knowledge of the information immediately available.

PFD Servicing

It is a very important requirement under the Enhanced Safety Scheme Legislation that the PFD/PLB unit be serviced by an authorized Service Centre every year.

On the Mullion 150N

Compact, issued through the BIM Enhanced Safety Scheme, there is a service Record Card on the reverse side of the cover indicating the month and year when service is due. On the first service a pre alert text message will be transmitted to the personal contact of the registered owner.

The mechanism is also visible through the cover showing two green indicators as fit for purpose. If either one is showing red it is not fit for purpose and must be checked before use as either the gas canister or mechanism are loose or already used.

At Skipper Expo Int. Galway 2019 URSUIT a companion company of Mullion within the Sioen Group will demonstrate the Range of professional dry suit styles which will be on display.

A Lifejacket Useless Unless Worn

For more information contact: tony.brown@sioen.com Tel: +353 749531169.

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Union Chandlery Displays Revolutionary Proportional Controlled New Bow Thruster

STAND
31

Union Chandlery, the Cork based marine equipment and product supplier, will be displaying revolutionary new Vetus BOW PRO thrusters at Skipper Expo Int. Galway 2019.

Vetus BOW PRO thrusters use proven induction motors without carbon brushes. As a result, the bow/stern thruster motor is maintenance free and has endurance rated run time* (*run time is governed by battery capacity).

Vetus has built in an over-temperature controller and low battery protection, and combined with the brushless induction motor, make the BOW PRO SERIES highly resistant to abuse and ideal for the most demanding boater, charter vessel or the most difficult manoeuvring situations. The proportional panels, along with a lock and hold-to-dock function for easy docking, utilise the same propellers and gearboxes proven in Vetus

thrusters for over 30 years.

Benefits include proportional control in which exactly the desired amount of thrust can be applied, which is huge improvement on the normal crude on/off thrusters controls.

As long as there is sufficient 12v or 24v power available there is almost no limit to how long this brushless motor can run. This has enabled Vetus to add a lock option to allow the thruster to be used to hold the boat alongside while lines are secured.

Roger Betts of Union Chandlery, says: "The main advantage is the proportional control, in that you control how much power you need at the touch of your fingertips as opposed to the old way of zero to 100% thrust in short uncontrolled bursts. This can give you a gentle throttle like, (more push more power) "controlled" thrust and manoeuvring. And due to the induction motor they don't overheat in a matter of minutes like the old DC motors."



Michigan Marine Propulsion at Galway

STAND
69

Galway exhibitor Michigan Marine Propulsion continue to provide a wide range of high quality propulsion products and packages, many of which are specifically tailored for the fisheries industry.

To complement their Michigan propellers, they also build and supply complete stern gear systems, underwater hardware, rudder assemblies and a variety of replacement spares and after-market propulsion products. Within this range, they stock their Aqualube water lubricated bearings, MMP serrated rope cutters, and the Ercem series of shaft face seals.

Their Repair Centre facilitates propeller refurbishment and tuning services; providing very high accuracy repair and modification to customers. The workshop is fully equipped with a custom designed, custom manufactured, hydraulic pitch adjustment machine and two separate MRI computerised propeller measurement machines.

All their products and services are bolstered by out-standing engineering, technical, and design capabilities.

This is something they claim



that really sets them apart from the competition, and is supported by their 110 years history of continuous trading, experience and expertise. Over the years they have successfully worked with many of the world's leading shipyards and military agencies, and been involved with many high profile recreational applications.

Come and visit Michigan Marine Propulsion on stand 69 at Skipper Expo Int. Galway, where their Sales team and Marine Engineers will be available to show you their services, product range, and discuss your requirements.



shipshealth

STAND
91

Padraig Brennan and Dr Brendan Woods have recently launched their new website for vessel owners called shipshealth.com. The aim of this service is to provide an overall health solution for your vessel's crew whilst they are onboard your vessel.

The website streamlines the provision of pharmaceutical supplies and doctor advice to your crew whilst they are on board your vessel. This unique service provides you as a vessel owner, your vessels' crew and their families the peace of mind that the crews' overall health needs are taken care of whilst they are at sea. Our doctors are fully trained in providing appropriate medical advice in urgent situations or even if it is just a question of what medication should be used onboard for a particular medical situation.

Our pharmaceutical team ensures that you have all the appropriate up-to-date medications onboard relevant to your vessel category. This combined effort by both teams will provide you with the most effective solutions to deal with any medical situations that may arise.

Following a rigorous testing process, we have been certified and



KILLYBEGS, PHOTO BY ALAN HENNIGAN

licensed by The Health Products Regulatory Authority (H.P.R.A.) to provide a wholesale medication supply service to vessels.

We monitor your vessels onboard medications and you automatically receive updated medications as your old stock reaches its expiry date. We provide a direct, streamlined, re-ordering facility for skippers where it has been necessary to use medication for treatment onboard before its expiry date. All medications are delivered by us according to strict H.P.R.A. delivery criteria.

Your service is completed by a

dependable 24 hours a day, 7 days a week, direct doctor advice service, provided by dedicated doctors. They are on standby to give telephone advice to identify and advise on treatments needed for your crew when they are onboard your vessels.

Dr Woods has earned his experience working with the maritime community in Killybegs over the last 22 years. He has also built up two medical companies which have provided a trusted, dependable doctor service throughout Ireland and in the UK. Padraig Brennan is a qualified

pharmacist who has over ten years experience working in the UK and Ireland. He has a wealth of knowledge regarding marine-medical compliance, supplies and equipment. He has also earned the respect of the maritime community whilst working directly with them in Killybegs over the last six years.

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NEW BOAT

MURPHY MARINE SERVICES DELIVER NEW CYGNUS CYCLONE "ORION"

November saw the launch of Orion, the latest offering from the Cygnus Range built by Murphy Marine Services on Valentia Island,

The 30ft Cygnus Cyclone was designed and built by Murphy Marine to meet the specific requirements of the new owner, Magnus Laurenson of the Shetland Isles.

Powered by an Iveco FPT NEF6.7 450 derated to 370HP @ 3000rpm engine and coupled to a Twin Disc 5061A with PTO gearbox supplied by Kirwan Marine Services, The vessel has a large

uncluttered main deck with a spencer carter pot hauler and davitt and secondary navigation controls placed at the back of the wheelhouse as per Magnus instructions.

The Spencer Carter davitt and associated fittings were supplied by Derek Noble.

The boats gunwales are completely capped in stainless Steel as is the Hull at the hauling position. The gunwales also have all round, removable stainless steel railings for crew safety. Forward of the engine room is a substantial under deck fish hold

which is accessed by a large flush deck hatch.

Magnus supplied his own electronics package which was then fitted and commissioned by Murphy Marine Services.

The boat is also rigged with jiggging in mind which is one the fisheries Magnus wishes to concentrate on.

Commenting at the launch, Fionan Murphy, owner of Murphy Marine Services, took the opportunity to wish Magnus and crew safe passage and many years of safe and plentiful fishing on board 'Orion.'



View from the wheelhouse



The Essence of Irish Seafood



By Mike Warner

Having spent much of the last few years researching the UK fisheries and exploring different avenues of seafood production from Peterhead to Newlyn and all points in between, one factor underpinning the quality and condition of fish and shellfish landed always appears to be water quality and nutrition.

Don't get me wrong, I have caught and tasted seafood of exceptional quality and provenance all around the coastline of Gt Britain, from skate and bass, from my own native Suffolk, to channel plaice and cuttlefish and incredible monkfish and haddock from the Northern North sea. However, Atlantic water and notably the Gulf Stream (or North Atlantic Drift) for me typifies the pristine and nutritious environment that plays host to so many species that thrive in the plankton and mineral-rich seams of this imposing body of water.

I've been lucky enough to fish for hake in the West of the Scillies, creel for langoustines in the Minch between the isles of Harris and Skye and hand line for summer mackerel under the rugged cliffs of North Cornwall. Such a diversity of marine produce and more often than not, found in increasingly sustainable abundance.

Only the West Coast of Ireland had eluded me.....until this year.

Having been summoned by my good friend John Ward of the renowned Dooncastle Oysters, I had only really struck out as far as Dublin and Co Wicklow on previous visits, but the invitation to visit Ireland's Wild Atlantic Coast and Connemara in particular, was just too good an opportunity to miss and so I made my way to Galway City and then onto Clifden and finally the beautiful bay and coastline of Ballyconneely, where I was assured of not just a welcome but a gastronomic seafood experience like no other.

Of course Irish seafood is famous for its diversity and provenance from the fleets that operate out of iconic ports such as Killybegs and Castletownbere,

but whereas the pelagic, white fish and shellfish vessels dominate the landings, there is more to Irish seafood than meets the eye and a number of products that really do sparkle amongst the mackerel, langoustines and whiting.

Irish seafood in general, accounts for a whopping €950m with 60% of that figure (200,000 tonnes) ending up as exports with 12% destined for the UK and that export market is incredibly important, especially to the EU. Increasingly though, the Irish are being challenged to embrace more of their own produce - a bit like the great 'UK seafood paradox' that exists, where the indigenous population have, over time, lost the art of eating native fish and shellfish, preferring instead to rely on the import of cheaper 'commodity' products such as warm water prawns and tuna.

This struck me particularly when I visited Connemara and was introduced to Michelin-starred Galway chef JP McMahon, who along with the likes of Dublin's Niall Sabongi and with true Gaelic passion, blazes a fiery trail for home-grown Irish seafood and its inclusion on more menus from Dublin to Cork. It's not just the flavour and freshness that's appealing, but the whole traceable story of seafood produced within literally miles of many venues which passes unnoticed on its way to awaiting Spanish ferries.

At the Connemara festival I learned more about *Crasostrea gigas* (the Pacific Oyster) in a couple of days than its taken me to accumulate in a lifetime. The Dooncastle oysters of Galway Bay, to me are unique in their flavour and when you consider the consistent quality of the environment they inhabit its easy to understand why.

The back garden of the pub at Keogh's in Ballconneely village, set the scene that day for a plethora of oyster dishes served up with knowledge, flair and passion that apart from being absolutely delicious, told a fascinating story and with a host of other talented chefs pitching in showed just how such a simple and often unassuming species can be brought into new focus.

Chef Phillippe Farineau of Ashford Castle, demonstrated

the art of infusing the oyster with beetroot and cucumber, and then poached oysters in their own liquor, skewered with thick Irish bacon and rosemary, raw with pepper dulse and blowtorched with a champagne sabayon and freshly gathered samphire. The highly organised and meticulous Chef Tim O'Sullivan of Renvyle House, delivered another four stunning recipes that provided a perfect contrast to Phillippe. An oyster soup with fennel and chorizo, was swiftly followed with mouthwatering oysters tempura, raw and dressed with Asian flavours and a stupendous oyster Florentine rounding off a perfect masterclass.

Oysters in abundance and served in ways that were not just new and exciting but brought the taste of the Wild Atlantic Coast to people who might live in close proximity, but hardly realise that this story, traceability and flavour exists right on their doorstep.

The other revelation that I had not prepared myself for was the discovery of Irish seaweed. At the festival I was introduced to Noel Lee from the Connemara Organic Seaweed company who has pioneered the sustainable hand harvesting of a whole range of edible seaweeds, that include dilisk, kombu kelp, carragheen moss, and sea lettuce to name but a few. Just like the oysters, I couldn't help wonder what proportion of the local population were aware of this renewable and highly abundant food source, that blankets the ranges of the intertidal zone on these rugged shores.

The Connemara Seaweed company have taken different species and by processing them into a dried form have brought not just food, but health and beauty products onto the market and allowed access to a whole range of health foods that would have otherwise been imported, incurring a much higher carbon footprint. Keeping it local and being highly aware of environmental stewardship means that again there is a story to tell.

Early the next morning at low tide, I experienced the sheer abundance and variety of seaweeds that populate the shoreline here on a low tide foraging trip with JP McMahon. Having grown up on the Suffolk coast I have always been aware of seaweeds and have spent literally hours standing on various wracks and mosses, but never did



I realise all were so edible.

Just two hours spent with JP and a copy of Prannie Rhatigans 'Guide to Edible Seaweeds' taught me more on this subject than a lifetime of coastal living. I ate sea lettuce, nibbled serrated wrack, tasted sea spaghetti, chewed velvet horn and savoured the incredibly flavoursome sea truffle, all being enough to convince me that I had been thoroughly missing out all this while.

Not being content with just the one visit to the Emerald Isle, I returned to Galway in October, this time at JP's invitation to attend the now-famous Food on the Edge symposium that has run for the last four years and is without doubt the most enlightening and inspirational conference on food that I have ever attended. It seeks to address the fundamentals of food, to push boundaries and highlight the excellence not just of Irish cuisine but the international recognition and respect that it deserves. It also gathers together a multitude of chefs, producers and foodie minds and that is where I happened to meet John Shine who introduced me to yet another seafood product worthy of mention.

Further South on Ireland's Atlantic coast, when the spring seasonal warming starts, migratory juvenile North Atlantic Albacore tuna begin gathering to feed offshore, having journeyed from the Bay of Biscay. An exceptionally good-eating fish, a cousin of the mackerel, albacore tuna



are caught seasonally and sustainably by pair-trawling vessels out of Killybegs. This unique catch has been adopted by Shine's as a premium product.

Their tuna, is preserved in olive oil for maximum flavour and having tasted in on a number of occasions is without doubt the main reason why I would never eat tinned tuna again. A true 'superfood' Shine's albacore is packed with protein, energy, polyunsaturated fat, vitamins and with virtually zero carbohydrate. Even more significant are the omega 3 levels that are much higher in albacore than some of the other related species.

This heart-healthy, cholesterol-

busting, combination, coupled with Shine's 'less is more' approach and the obvious sustainability, has projected their product into world class status. Flavour is one thing, which exists in gallons, but what is most appealing is this company's story and the provenance. Another unique example of how Irish seafood is grabbing acclaim and attention abroad.

Oysters, seaweed and tuna; three products that increasingly are defining the seafood industry on Ireland's West Coast. Aside from the other white, pelagic and shellfish these now iconic seafoods are firmly established on the foodie map and for me, they are the perfect excuse to return again and again....



Endurance during sea trials

NEW BOAT

Kilkeel boatbuilders complete 12m catamaran

The 12m Gemini displacement static gear catamaran Endurance BH1 has been handed over to owner David Armstrong by G Smyth Boats Ltd of Kilkeel.

Chris and David Armstrong from Northumberland contacted Gerry Smyth, having heard good reports about the workmanship and subsequent reliability of inshore boats delivered by the Kilkeel boatbuilders.

After being handed over to David Armstrong at Kilkeel, the crew began the crossing first up to the Caledonian canal, through the canal and then the final descent home passing this initial test with flying colours. David Armstrong said the journey was most enjoyable as well as interesting.

Rigged for self-hauling and shooting pots, the GRP catamaran Endurance has a registered length of 11.95m, a beam of 5.2m and a depth moulded of 1.45, was fully fitted-out by G Smyth Boats Ltd in the Company's custom-built premises at Kilkeel harbour, after the hull was moulded by

Anderson Marine of Peterhead and transported by Kilkeel Freight to Co. Down.

G Smyth Boats installed twin Doosan 13 engines supplied by Watermota Ltd. The 6-cylinder engines are coupled to Donge 4:1 reduction gearbox. This arrangement gives Endurance a service speed of 9 knots. A Panda 12kVA genset is fitted in the port engine room to provide 240v electrical power.

3,800 litres of fuel are carried in twin tanks amidships positioned aft of the engine rooms which are accessed through the wheelhouse floor.

The catamaran's centrally positioned wheelhouse (designed by G Smyth Boats) is moulded into the short whaleback. Using oak and coloured laminates with real oak trims to extenuate the considerable room available, the wheelhouse has been finished to a very high standard of workmanship by G Smyth Boats

experienced team.

The main console is positioned from the centreline to the starboard side. A fridge is arranged in a built-in unit that also houses a microwave oven. Two bunks are arranged forward on the outer sides of the hull.

Grouped around a KAB skippers seat positioned towards the starboard side of the wheelhouse, the electronics include a Sodena Easywin Plotting System, Maxsea timezero chartplotting system. Data positioning on Endurance comes from a Furuno GP39 GPS navigator and a JRC JLR-21 GPS Compass, a Navitron NT 921MKII autopilot. Communications is handled by a Icom M323 DSC VHF's and a sailor 6210 Non DSC VHF.

With over 7m of clear deck space from the aft side of the wheelhouse to the port shooting opening in the transom, the extensive flush



Hauling station



Leaving Kilkeel



Electronics display



Engine room



Rail roller and pot table



Large working deck on the Endurance

deck provides over 35m² of working area, enabling shellfish pots to be stowed and worked with maximum efficiency when self-shooting.

Stainless steel gunwale capping, safety rails and hull sheathing below the pot hauling position are also fitted.

Pot self-hauling requirements on Endurance are served by a large diameter stainless steel roller mounted on top of the gunwale forward at the starboard shoulder. The hauler is powered by a Spencer Carter hydraulic pump driven via a direct drive Fenner coupling from the fore end of the starboard engine.

Endurance uses a slave

hauler, manufactured by KK Hydraulics of Kerry, for hauling her potting gear. The pot hauler is mounted on the aft bulkhead of the wheelhouse in a separate console, which is also used to mount a large diameter stainless steel vertical roller that guides the back ropes to small diameter fixed vertical poles located at each end of the gunwale roller.

Duplicate steering and engine controls are mounted in a dedicated housing on the gunwale rail immediately aft of the receiving table.

The Skipper would like to wish Chris and David Armstrong every success in the future.



G. SMYTH BOATS

We wish David, Chris & crew many years of safe and successful fishing with your new vessel "ENDURANCE".

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Plastics in the Ocean

- Food for Thought

Paul Connolly,
The Marine Institute,
Galway, Ireland.

PLASTIC EVERYWHERE

As you begin to read this article, put down the paper for a couple of seconds and take a look around you. No matter where you are, my guess is that there is plastic all around you in a variety of forms, shapes, sizes and colours. It is everywhere and part of our everyday lives. Most things around us have plastic in them either intentionally (e.g. our mobile phone) or unintentionally (e.g. our oceans). Global plastic production is estimated to be about 300 million tonnes annually and is increasing by 20 million tonnes



per year. The largest global use for plastic resins is packaging. Plastics are critical to modern life and have made possible the development of computers, cell phones, TV's and the many appliances used in the home and in our workplaces. The massive use of plastics in modern society has resulted in plastic waste accumulating, especially in and around urbanised areas, where it often ends up in waterways and is ultimately transported into the ocean. The widespread occurrence and accumulation of plastic waste in our oceans has become a growing global concern over the past decade.

HISTORY OF PLASTICS

Plastic is a word that originally meant "pliable and easily shaped", but has now

become associated with a category of man made materials called polymers. These materials are made of long chains of molecules, mainly derived from the petroleum industry. Polymers are generally strong, lightweight, flexible and have changed the way we live. In 1907, Leo Baekeland invented the first plastic (Bakelite), which was used to insulate cables during the electrification of the US. In order to preserve scarce natural resources during World War II, the production of synthetic alternatives became a priority. Nylon was invented by Wallace Carothers in 1935 and was used in parachutes, ropes, body armour and helmet liners. Plexiglas provided an alternative to glass in aircraft windows. In the post war world, plastics became the "vision of the future" and replacing natural materials with plastic has made many of our possessions cheaper, lighter, safer and stronger. During the 1960's, society became more environmentally aware and the persistence of plastic waste began to sound alarm bells. In the 1970's plastic debris in the environment was a global concern. In the 1980's, the plastics industry came up with recycling as a solution as there is no doubt that this has been a positive development. The plastic bag tax removed the scourge of bag litter. In recent years there have been concerns about the health effects of some of the chemicals used in plastics.

FACTS ON PLASTICS IN EUROPE

The European plastics industry produced 57 million tonnes of plastic in 2013. It employed 1.45 million people in Europe and is composed of 60,000 companies most of them small to medium enterprises. It had a turnover of €320 billion in 2013. The plastic industry is a key contributor to many products and technologies in the economy such as healthcare, energy generation, aerospace, automotive, maritime, construction, electronics, packaging and textile. In Europe the demand for plastic is 46.3 million tonnes with Germany, Italy, France UK and Spain accounting for well over 50 % of the demand. Ireland ranks 21st in the EU demand list. Packaging is the largest plastics demand and represents 40%, with building and construction at 20%. Other sections such as appliances, household and consumer products, furniture and medical products comprise a total demand of 22%. In 2012, Europe generated 25.2 million tonnes of plastic waste, 26% was recycled and 38% went to landfill. Countries with landfill bans (e.g. Germany, Austria and Denmark) achieve high recycling rates. Plastics energy recovery is used to produce electricity, heating and cooling for millions of homes.

HOW MUCH PLASTIC ENTERS THE OCEAN

It is widely cited that 80%

of marine debris originates from land. In a recent study linking worldwide data on solid waste, population density and economic status, the amount of land based plastics entering the ocean was estimated. The results indicate that in 2010, 275 million tonnes of plastic waste was generated in 192 coastal countries, with between 4.8 to 12.7 million tonnes entering the ocean. The population size and the quality of waste management systems largely determine which countries contribute the greatest mass of uncaptured waste available to become plastic marine debris. In a top 20 country list of plastic mismanagement, China, Indonesia and the Philippines were found to have the highest levels of plastic marine debris. Coastal EU countries were found to rank 18th on the list.

FLOATING PLASTIC

Plastics undergo minimal degradation and remain in the ocean for hundreds to thousands of years. Plastic pollution in the oceans is globally distributed due to its properties of buoyancy and durability. Plastics of all sizes are found in all ocean regions. They are moved throughout the world's oceans by the prevailing winds and surface currents. In 2014, a scientific study estimated the amount of floating plastic debris in the world's oceans at a "minimum" of 5.25 trillion particles weighing 244,000 tonnes. This floating plastic is only the tip of the iceberg. The study did not account for the potentially massive amount of plastic present on shorelines, on the seabed, suspended in the water column and within organisms. When considering global production of plastic at 300 million tonnes, the figure of 244,000 tonnes floating in the ocean only represents 0.1% of this figure. The study found an astonishing number of those little balls from deodorant roll-ons, toothbrushes, army men, bouncy balls and buckets. In one area of the Indian Ocean, near the Christmas island, the study found thousands of flip flops that had been carried from the waters of Southeastern Asia, probably disposed of by holidaymakers as they returned home to colder climates.

IMPACTS OF OCEAN PLASTICS

Plastic debris can entangle marine animals such as seals and seabirds before the plastic



break down and disperse into smaller pieces as a result of ultra violet radiation and the physical forces of water. There are many pictures on the web showing seals, turtles, seabirds and other marine animals entangled in plastic debris such as discarded fishing nets and ropes. As they slowly break down, plastics continue to accumulate in the ocean as small fragments called microplastics. These can also effect marine animals both physically (by blocking the gut when ingested) and chemically (by leaching toxic substances from the plastic). The impacts of ingestion of microplastics by marine animals that filter feed is still poorly understood. A scientific study published very recently has shown that exposure of fish eggs to microplastics inhibits hatching, decreases growth rates and alters feeding in fish larvae. Fish reared in different concentrations of microplastic particles were found to have reduced hatching

rates and display abnormal behaviours. This study also demonstrated that the ability to respond to predators was reduced, increasing the mortality of the larvae. There is increasing concern that microplastic waste in our oceans could affect the functioning of our ocean ecosystems, particularly fish eggs and larvae. There is much more scientific work required to establish the levels of microplastics in our oceans and the impacts of these microplastics on our ocean ecosystem.

THE FUTURE

There is no doubt that plastic waste will continue to grow globally with increasing populations and plastic consumption associated with economic growth especially in urban areas and developing countries. Improving waste management infrastructure in developing countries is paramount but this will be

expensive and take time. For developed countries, long term solutions will likely include curbing the growth of single use plastics and the development of plastic recovery systems that remove plastic debris from our ocean. There is growing concern about plastics in the ocean and there is a need to raise awareness of the issue. "I said that the oceans were sick, but there not going to die. There is no death possible in the oceans - there will always be life - but there getting sicker every year" (Jacques Yves Cousteau, March 1996).

Sources of Information

This article draws on information presented in the following scientific papers. If you would like to read more into the issue you can find these articles on the web.

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Brexit Preparedness for No Deal

European Commission adopts two contingency proposals to help mitigate impact of “no-deal” Brexit on EU fishermen

Given the continued uncertainty in the UK surrounding the ratification of the Withdrawal Agreement, the EU Commission has adopted two legislative proposals to help mitigate the significant impact that a “no-deal” Brexit would have on EU fisheries.

This is part of the Commission’s ongoing preparedness and contingency work and will help ensure a coordinated EU-wide approach in such a scenario.

The first proposal is to allow fishermen and operators from EU Member States to

receive compensation under the European Maritime and Fisheries Fund for the temporary cessation of fishing activities. This will help offset some of the impact of a sudden closure of UK waters to EU fishing vessels in a no-deal scenario.

The second proposal amends the Regulation on the Sustainable Management of the External Fleets. The aim of this proposal is to ensure that the EU is in a position to grant UK vessels access to EU waters until the end of 2019, on the condition that EU vessels are also granted reciprocal access

to UK waters. The proposal also provides for a simplified procedure to authorise UK vessels to fish in EU waters and EU vessels to fish in UK waters – should the UK grant that access. This proposal is limited to 2019 and is based on the agreement in the Agriculture and Fisheries Council of 17 and 18 December 2018 on the fishing opportunities for 2019.

These contingency measures cannot mitigate the overall impact of a “no-deal” scenario, nor do they in any way replicate the full benefits of EU membership or the terms of any transition period, as

provided for in the Withdrawal Agreement. They are limited to these specific areas where it is absolutely necessary to protect the vital interests of the EU and where preparedness measures on their own are not sufficient. As a rule, they will be temporary in nature, limited in scope and adopted unilaterally by the EU.

These proposals are subject to the co-decision procedure. The Commission will work with the European Parliament and the Council to ensure the adoption of the proposed legislative acts so that they are in force by 29 March 2019.

Important step to avoid catastrophe

The Chief Executive of the Killybegs Fishermen’s Organisation has welcomed the European Commission two legislative proposals to help mitigate the disastrous impact a “no-deal” Brexit could have on Irish fisheries, at least for 2019.

Seán O’Donoghue said while the reprieve is only temporary in nature, it is an important step to avoid catastrophe on the fishing grounds on March 30th next. Maintaining the status quo for 2019 in terms of access and quota share is to be welcomed. Nonetheless, he said he remains optimistic that a deal can be reached but it’s imperative that mitigation measures must be developed in the background lest an agreement not transpire as hoped. The sector sustains 14,500 jobs and is worth €1.15 billion to the Irish economy.

“In the midst of all the chaos and uncertainty, we have been working diligently to keep fisheries high on the agenda of the negotiators which has been a seismic job of work. I must acknowledge the key role played by the Irish Government, particularly

the Taoiseach Leo Varadkar, Tánaiste Simon Coveney and Minister Michael Creed in tandem with EU Chief Negotiator, Michel Barnier and their respective officials in listening and acting on the concerns of fishing industry.

“While we have made good progress to safeguard our members’ livelihoods in a post-Brexit trade deal scenario, it is crucial that we not take our eye off the ball and continue to press Britain to maintain the current levels of reciprocal access to waters and markets, as well as sound science-based fisheries management.

“Ireland’s two biggest fisheries, mackerel (60%) and nephrops (40%) (or prawns) are hugely dependent on access to UK waters with the overall dependency for all stocks of over 30%. Maintaining reciprocal access to waters and resources need to be at the heart of the post-Brexit relationship in fisheries given the historic ties and inextricable links between our countries and industries.

Whereas fish are mobile and know no borders nor bear any nationality, our trawlers don’t have this luxury and must obey boundaries and exclusion

zones. Our industry is standing on the edge of a precipice and everything that we have strived for and developed for generations is staring into the abyss albeit we have a temporary reprieve until the end of 2019. We must move might and mane to avoid a ‘no-deal’ Brexit and the ramifications which this would have for our sector,” concluded Mr O’Donoghue.

Background

On 19 December 2018, the Commission published its third Brexit preparedness Communication, which implemented its “no-deal” Contingency Action Plan. This Communication included 14 measures in a limited number of areas where a “no-deal” scenario would create major disruption for citizens and businesses in the EU27. These areas include financial services, air transport, customs, and climate policy, amongst others.

The Commission has also published 88 sector-specific preparedness notices to inform the public about the consequences of the UK’s withdrawal in the absence of any Withdrawal Agreement.



Seán O’Donoghue, KFO

These are available in all official EU languages. The Commission has also held technical discussions with the EU27 Member States both on general issues of preparedness and on specific sectorial, legal and administrative preparedness steps. The slides used in these technical seminars are available online.

The Commission will continue to implement its Contingency Action Plan in the weeks to come and will monitor the need for additional action, as well as continue to support Member States in their preparedness work.

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Amethyst on a cold misty morning
PHOTO MATTIE SMITH



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Serene working around Shetland in poor southerly gales force conditions
PHOTO IVAN REID.



A scene from Ardglass 2018
PHOTO DECLAN MCGRATH



Q Varl in Scarborough
PHOTO MICK BAYES



Ocean Venture II rounding Mizen Head
PHOTO ROSS O'CONNELL



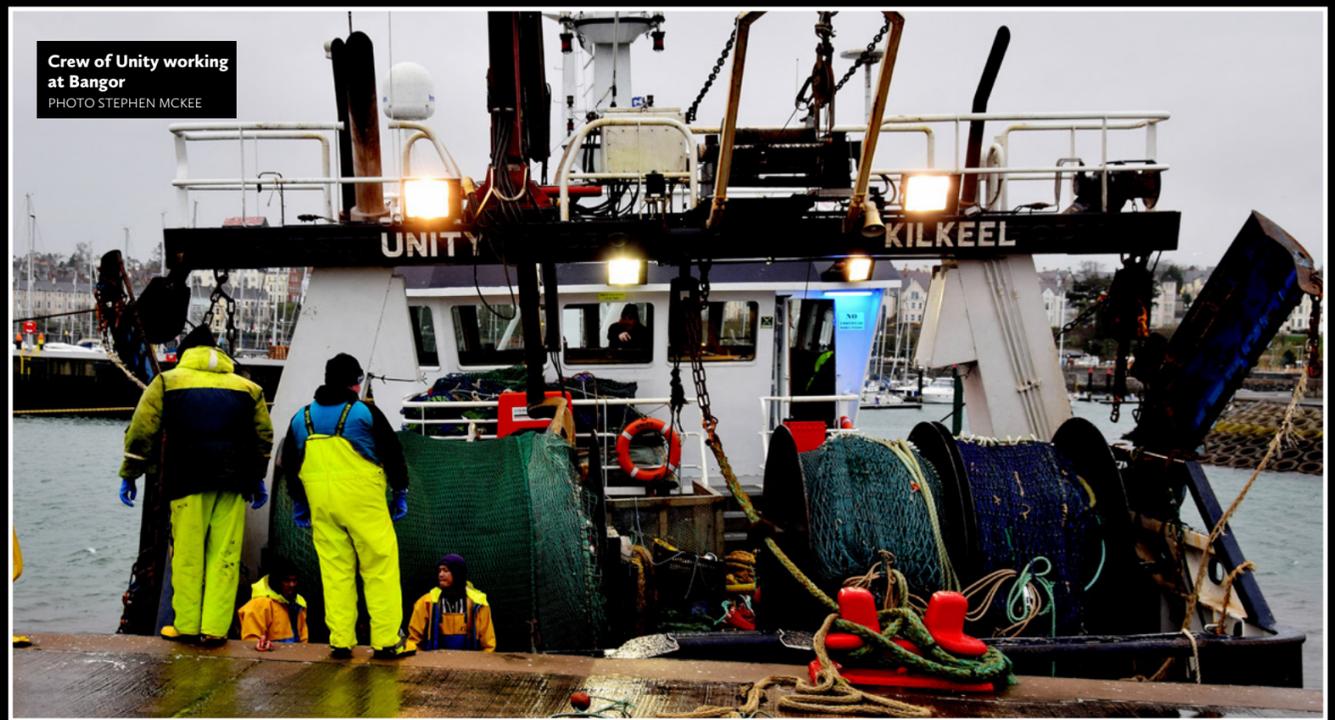
Emulate BM 1 and Speculate BD 1 in Scarborough
PHOTO MICK BAYES



Katrina and Denis B O'Shea (Manager of Tralee Oyster Fisheries Society Ltd.) from West Cork with their new twin boys Denis and Isaac. Congratulations from everyone at The Skipper.



Fraserburgh registered Good Hope heading in towards Lerwick
PHOTO IVAN REID



Crew of Unity working at Bangor
PHOTO STEPHEN MCKEE

BIM finance workshops for family owned businesses

Dingle kicked off the first BIM workshops on securing the finances of family owned businesses with a high turnout of 25 participants. The workshops and content were tailored with women from the seafood sector in key areas that appealed to them as partners both in seafood business and in the family unit.

The topics assist in making informed business decisions and arrangements that protect the family and support them over the full financial year. The legal obligations of sole traders and setting up a limited company was discussed and many related topics were discussed including pensions opportunities for both fishermen and women in the business.

A number of areas that could be explored for being tax deductible under that structure were interesting with good anonymous case studies highlighting some do and don'ts! Another lively topic was the pension benefits to being a director of a limited company and this was extremely interesting for women who are either doing unpaid or paid work in the family business.

One of the main show stoppers was that by a show of hands, only about half had a will made. A number of myths were busted about "what happens if..." A big take home was that Wills are living

documents and can be changed and updated as circumstances change. Key elements that makes a Will a legal document were also explored. What are the differences between a will, a lasting power of attorney and an enduring power of attorney? Is there any real need for all three? Some of the case studies where they were or weren't in place made for sobering consideration.

Input from the floor highlighted examples of the negative impact on business and family accounts when some of these legal instrument were lacking and further emphasized the role that these instruments do securing the family and business in the light of a death, temporary incapacity or a long term incapacity. Confirmation came from a bank representative in the audience with some examples of what happens to accounts if and when they are or are not in place. And the impact on financial trading if any accident or incapacity occurs.

A short hand out of the key information required to make your first simple will was circulated for families as a starting point to start a conversation about making a Will.

Another well received topic was the legal paper work required if a vessel/business has employed crew/staff? As business models shifts from share crew to employed crew,



Cuan Pier Ventry Co Kerry. Photo Niall Duffy

the role and demands are different but not necessarily difficult. A few samples of key documents were discussed.

Another key area to help with growth of a business is access to capital and building a relationship with your lender. Any loan application will start with some basic type of "Financial Health Check".

Collating these prior to a meeting with your lender is important. Types of credit was discussed that could help grow the business and manage cash flow in an efficient manner. Practical advice on managing business accounts was also discussed as was preparing in good time for the tax returns and many examples from the legal and financial side was cross referenced to tax returns.

One of the key reasons to hold these workshops was to have a conversation about the

opportunities and tax supports around the topic of Spousal Employment in family business. Again some of this was heavily cross referenced around legal structure of sole traders and limited companies and while there are far more tax savings around limited companies, there are also avenues to consider for sole traders.

A whistle stop tour of some of the BIM grant aid programmes available was also covered with special attention to FLAG opportunities for growing the business and upskilling members of the family business to deal with various management and financial workloads.

The next workshop is being held at in the Clogherhead Credit Union, 25th Jan 6pm -9.30pm. Register online through Eventbrite at <http://www.bim.ie/financeworkshop/>

SFPA to Host Information Events for the Fishing Industry

The Sea-Fisheries Protection Authority (SFPA), the independent regulator for the sea-fishing and seafood sectors, is hosting a special series of free breakfast seminars around the country for fishermen, processors and shellfish producers that will look at topical matters for the sector. The landing obligation, vessel compliance risk assessment and Brexit are among the many topics that will be covered.

The first seminar takes place in Waterford IT on

Wednesday 6th February 2018 with further events planned for Cork, Donegal, Dublin, Galway and Kerry throughout the year.

Announcing details of the seminar series, Dr Susan Steele, SFPA Chair said the fishing industry in Ireland faces a number of challenges – from the changes in fishing practice through the landing obligation as well as the implications for compliance arising from Brexit. These breakfast seminars are a one-stop opportunity for the fishing industry to have their queries on the latest developments and regulations

as well as other important issues relating to the industry answered personally by the experts from the relevant organisations.

The Department of Agriculture, Food & the Marine; Air Corps; BIM; FSAI; Marine Institute; Naval Service; Inland Fisheries Ireland and the National Parks & Wildlife Service are among a wide range of organisations that will have representatives at each event.

Places at the seminars are limited and anyone interested in attending is asked to register in advance by emailing

events@sfpa.ie.

Full details of later events in the series will be confirmed on www.sfpa.ie closer to the time, with details of confirmed events below.

- Waterford, 6th February - WIT Sports Arena, Waterford
- Dublin, 6th March - Hilton Dublin Airport, Malahide Road, Northern Cross, Dub17
- Donegal 10th April - Abbey Hotel, Donegal
- Bantry, Co Cork, 29th May - Maritime Hotel, Bantry, Co Cork

Improving Efficiency in Crab Processing using Ultrasound



Professor Jim Lyng (UCD) is heading a research team studying adding value to ready-to-eat crustacean products by improving their quality, safety and shelf life using enhanced conventional and new processing methods. The project is funded by the Department of Agriculture, Food and the Marine (DAFM). This article focuses on the component of the project dealing with process optimisation and quality enhancement of brown crab at three stages (i) initial processing i.e. cook-loss and removing cook-loss-exudate during boiling thereby eliminating post-cook washing and pasteurisation; (ii) 2nd cook step if required i.e. optimising microbiologically safe products and reducing heat-induced negative impact on quality.

Predicting cooking time

This involved predicting heating rates in immersion cooking of raw crab in hot water or steam i.e. a one-step cook and embraced three trials: (a) time-temperature profiles were established for the time for a 500g crab to reach 75 °C in a conventional cooking process. Times were claw (15min), mandibula (65min) and abdomen (65min); (b) establish relationship between crab weight (from 300 to 870g) and the total surface of the crab carapace (cm²). The relationship was excellent with a correlation

coefficient of 0.92 (1.00 is a perfect relationship); (c) establish the relationship between crab weight (from 300 to 870g) and cooking time (T=95°C). As expected this was a straight line relationship i.e. the heavier the crab the longer the cooking time. Based on the outcomes from (a-c) a model was developed and validated to predict cooking time (based on weight) to a target temperature (T).

Cleaning crab as it cooks

This involves the use of ultrasound (US) which is sound above the threshold of human hearing i.e. >18 kHz. US comes in two forms: (i) low energy (low intensity, low power) i.e. >100 kHz intensity and <1 Watt/cm² which is non-destructive and used in medical imaging and diagnostics; (ii) high energy (high intensity, high power) i.e. 18-100 kHz intensity and 10-1000 Watts/cm² which can bring about changes (e.g. cleaning) in the medium it passes through. High energy US is especially useful in immersion cooking of crab but more research is needed to retrofit it to steam cookers. In the former the US equipment can easily be retrofitted to existing cooking tanks at relatively low cost. The research has shown that using US in immersion cooking systems gives a much higher level of bacterial lethality in a given cook time than immersion cooking on its own. Of equal importance,

US cleans the crab as it cooks. One index of this is the much higher level of turbidity in the cook water in the presence of US than when it is not used. The increased turbidity is due to the removal of exudate from the crab carapace; this remains stuck to carapace in the absence of US and requires a cleaning step. The crabs treated with US appear identical to clean raw crab i.e. no exudate, whereas crabs processed without US have the exudate still attached (see pictures). The flow sheet for the process has five steps: (i) process by immersion using US; (ii) remove crabs from tank; (iii) place in vacuum bags; (iv) vacuum pack; (v) refrigerate/freezer depending on requirements. Vacuum bags must be heavy duty to prevent piercing by the rough surface of the crabs.



Industrial relevance of US assisted cooking & cleaning

The main points are:

- Heat transfer is enhanced, cooking time is reduced with improved energy efficiency while delivering a microbiologically safe product.
- The crabs are clean post-process and the post-cooking cleaning step and subsequent product pasteurization are no longer necessary i.e. US delivers a 1-step cooking process.
- Cook-out water is more 'homogenised' and is, therefore, easier to filter and recycle.
- US transducer equipment can be obtained off the shelf and is easily retrofitted to existing immersion cooking tanks.
- Demonstrations of the process to industry have been conducted and more are planned.

Acknowledgements

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Project team: Jim Lyng (UCD), Nigel Brunton (UCD), Federico Lian (UCD), Paul Whyte (UCD), Santiago Condon (UCD), Vincenzo del Grippo (UCD), Cristina Arroyo (FSAI & UCD), John Fagan (BIM), Pat O'Leary (BIM), Declan Bolton (Teagasc) and Aoife McDermott (Teagasc). This article was prepared by Ronan Gormley (UCD).

More information on this and other components of the overall project from james.lyng@ucd.ie

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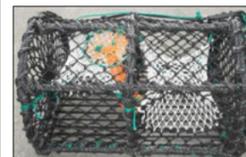
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PHOTO OF THE MONTH

IN ASSOCIATION



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 FEBRUARY 12th, 2018.

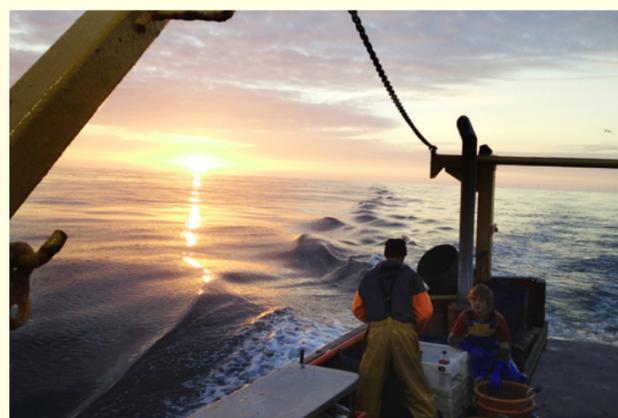


PHOTO THE MONTH WINNER:
DANNY TRAVES, FLAMBOROUGH
'Christel Star H56' steaming from Bridlington Harbour to the potting grounds off Flamborough Head.

THE MONTHLY PRIZE

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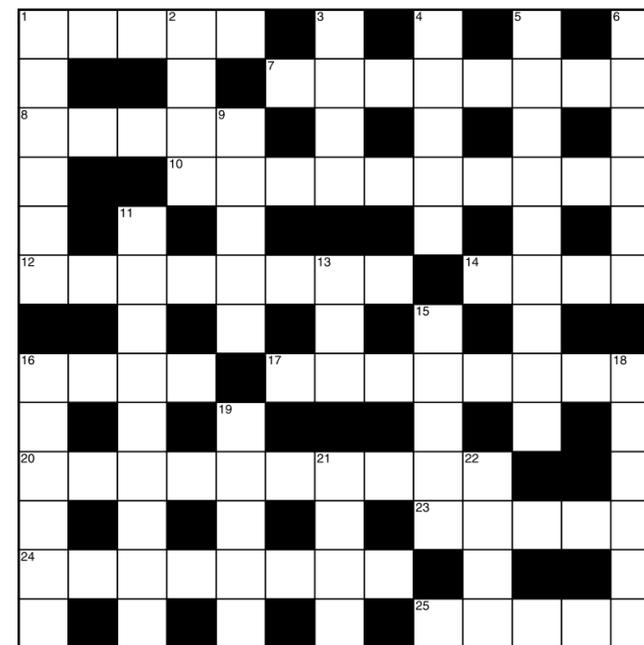
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ACROSS

1. Suspect's excuse
7. Flight industry
8. Skewered dish
10. Sleepy feeling
12. Ocean voyager
14. Wheedle
16. Actor, ... Sharif
17. Calmly
20. Counterfeit
23. Song of the Swiss
24. Sketching carbon
25. Bequeath

DOWN

1. Lower leg joints
2. Necklace component
3. Affirm
4. Paved terrace
5. Missile's strength
6. For men or women
9. Snap
11. Twin-hulled boat
13. Supplement, ... out
15. Wet (weather)
16. Place of business
18. Daffodil hue
19. Authoritative command
21. Lend to
22. Urban community



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Marine Institute celebrates Faces of the Sea

This year the Marine Institute is celebrating the people connected to our ocean with the launch of a new national awareness campaign, 'Faces of the Sea'. The campaign highlights what the sea means to 52 people who have a connection to the ocean through business and industry, science and exploration, sport and leisure. The campaign includes portraits of scientists, swimmers, sailors, skippers and seafood sellers, just to name a few.

The aim of the campaign is to showcase and celebrate the fact that we are all connected in one way or another to the ocean and no matter how far you live from a shore line, the ocean has a big impact on our lives.

As an island nation, our



Faces of the Sea Campaign. Photo: Michelle Greaves, Wonky Eye Photography

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sea has particular importance to Ireland's history and culture. Our ocean is a valuable source of food, a gateway for shipping and means of transport, as well as supporting diverse ecosystems. The ocean has a significant influence on our prosperity, health and wellbeing, as well as affecting our climate and environment. For many of Ireland's coastal communities, our ocean also offers tourism and leisure opportunities and there are those whose livelihoods depend directly on our ocean and seas. Our ocean supports a diverse marine industry, providing full-time employment to 32,500 people across Ireland.

Galway Photographer,

Michelle Greaves of Wonky Eye Photography, captured portrait photographs of 52 people connected to our ocean, asking each person to share 'what does the sea mean to you?'

The campaign will also include a profile of 12 staff from the Marine Institute, showcasing their career experience and role at the Marine Institute.

Each week the Marine Institute will share a 'Faces of the Sea' portrait on social media to celebrate Ireland's marine resource.

Follow #FacesOfTheSea on the Marine Institute Facebook page @marineinstituteireland and Twitter @MarineInst.

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