



The Skipper

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OUT, OUT, OUT

Scots ramp up claim on Rockall. Irish fishing industry demands answers See pages 4-7.



PREPARING TO SET SAIL AT FIRST LIGHT FOR A DAYS INSHORE NETTING ABOARD THE SILVERY SEA. BY LAURENCE HARTWELL

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EDITOR: Lia ní Aodha
editorial@maramedia.ie
Mob: 086 823 9608



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

PRODUCTION /DESIGN:

Declan McGrath
design@maramedia.ie

MANAGING DIRECTOR:

Hugh Bonner
hugh@maramedia.ie

SUBSCRIPTIONS:

sarah@maramedia.ie
Tel: 074 95 62828

PRINTED BY:

WG Baird, Antrim, N.I.
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CONTRIBUTORS:

Niall Duffy
Mike Craine,
Craig Taylor,
Dick James,
Gudjon Eirnarsson,



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Image by John Roberts

THE TOUGHEST OF JOBS!



Patrick Murphy,
CEO, Irish South and West
Fish Producers Organisation

This is one of many ways any person connected to the fishing industry would use to describe the noble occupation that is fishing.

No other industry suffers the tragic human losses suffered in sea-fishing, so much so that an organisation was created to try and limit the loss of life in our industry, the RNLI.

This amazing group of volunteers made up of people from our coastal communities risk their lives to save other users of our seas and for this, we

are eternally grateful.

I write these thoughts following the tragic events that have befallen our industry over the past month or so, for these are the ones that have put my head spinning the most since I took my position almost three and a half years ago.

Acknowledging that our industry is highly competitive and divided, due to scarce resources driven by the unfair share-out of our Irish fish stocks to Irish Fishermen in our own waters, is something that none of us should be afraid to say..... for the innocent poem written by a little girl standing proudly before a congregation of her fishing community, as she read her powerful and loving words saying goodbye to her daddy just melted my heart.

As her words hit me like waves crashing on rocks, memories of lost fishermen friends and of the many fishermen who I knew only by reputation as our community is so small came flooding back to me.

Mixed emotions now swim around my mind and they are many!

These emotions lead to questions.

Why in waters that are full of fish should our industry and the Coastal Communities that depend so much on the sea for their survival be subject to such pressures? WHY?

Is it not enough that we have to contend with the natural dangers our profession must struggle with without having also to listen to and feel so tired of being told "No! We cannot! If we get more they will have to take less"

It is surely the case that if a doctor looked at this Industry and examined it he would send it to the Emergency Room immediately.

I do not want other European fish! I want OUR fish in OUR waters!

If it is a "shared resource" why were we not given more fish in their waters?

Why can we not get a share of fish moving in ever increasing numbers into our waters as a result of climate change?

We in the Irish fishing industry struggle to cope with the ever-increasing demands of and sacrifices required by the weight

"I do not want other European fish! I want OUR fish in OUR waters!"

of EU Regulation foisted upon us in order to stay viable, while entrants into our industry over the years who have brought innovation and forward-thinking, modernisation, invention and improvements that have resulted in safer vessels capable of carrying ever-increasing amounts of fish are now at breaking point.

Vessel modernisation was necessary and welcomed by all, but now the ever-increasing regulations and enforcement have meant the head is now eating the tail.

The constant vilification of this Industry and those risking their lives within it has resulted in ever-increasing, politically driven and wholly contradictory policy measures being taken that make it impossible for operators to do their jobs and keep their sanity.

This industry has taken more body blows than any boxer but refuses to go down but what is happening now is we are running out of new boxers.

RELATIVE STABILITY

The reason for this is clear! Sea-fishing is an industry frustrated by the truth of the fact that European laws, governing the tiny share-out of fish our industry has to survive on, were incorrectly calculated on the basis of Irish fleet landings during the 1970s and frozen forever on those landing figures. This was the same fleet that had little access to the larger European markets that visiting fleets had and where mistakes were made on all sides in the true calculation of what was being caught but not landed.

Ireland's maritime jurisdiction was increased from 12 miles to 200 miles from November of 1976 increasing Ireland's opportunities, but after building both boats and expertise capable of fishing for and landing fish stocks from Ireland's new maritime jurisdiction no opportunity was ever granted to Irish coastal and fishing communities to increase their share-out under the CFP.

Even now, a recalibration taking account of and truly reflecting our maritime

jurisdiction would enable Irish fishing communities to create and rely on a true track record that would grant Ireland adequate fishing quotas from Europe.

The share-out of fish stocks agreed at the end of 1982, known ever since as "Relative Stability", was set from January of 1983. But what is truly staggering is how our European neighbours were able to create a track record for the catching and landing of fish stocks in Ireland's new Maritime Jurisdiction from 1977 to 1981 but Ireland was not. Apparently!!

This has led to today's struggles that impose impossible "No Win" scenarios on Ireland's fishing industry, where they are doomed if they do and doomed no matter what they do!

Following rules that tell you to leave your fishing grounds to avoid fish surely cannot be correct!

An Irish Boat that finds fish must leave behind this fish because a piece of paper says you are not entitled to catch it.

You are forced by new European regulation to endure a new specifically Irish quota balancing system which contradicts current policy. If you fill your boat under the landing obligation and return to shore to support your family, your crew and your community, you will pay a price that multiplies and makes it even harder to comply in the following months.

And all the while visiting fishing boats can and will fish away happily until their boats are full, and then land that fish into your port and into their lorries to flood the market driving down the price of the small amount of fish you are eventually allowed to land.

IT'S MADNESS!

Please, would someone, somewhere stop and consider the effects these ever increasing regulations and criminal laws are having on our industry! Use your humanity and look at the families left onshore who worry about their daddies and mummies that risk all to brave the elements just to support and feed those who depend on them.



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Dawn Ross at Rockall. Photo Alan O'Shea

Scots ramp up claim on ROCKALL

Irish Government rejects 'unilateral' threat. Industry demands answers.

Late month, the contentious issue of Rockall emerged again after the Scottish Government signified to the Irish Government a unilateral intention to enforce an immediate exclusion zone around the 12nm limit of Rockall.

In a formal letter of notice, the Scottish Government warned

the Irish Government that it would deploy its vessels, and any non-UK registered vessels operating within that 12nm would be detained, brought into a Scottish port and charged with jurisdictional offences.

In a joint statement released on the matter, both the Department of Foreign Affairs and Department of Food Agriculture and the

Marine rejected the "Scottish Government's unilateral threat of "enforcement action" against Irish fishing vessels fishing within 12 miles of Rockall."

The Government statement highlighted also that the issue of access to the 12-mile area around Rockall had first been raised by the Scottish Government in 2017, following the Brexit Referendum.

Since then there have been exchanges between the Tánaiste, the Minister for Agriculture, Food and the Marine and their officials and their Scottish counterparts.

The position Ireland has taken throughout those exchanges, the Government said, is that there is no basis for excluding Irish fishing vessels from the Rockall waters as they are

legitimately pursuing EU fishing opportunities in these waters and have done so unhindered for decades.

Referencing these exchanges further and the stance taken by successive Irish Governments on the matter, the Tánaiste said "the longstanding position of the Irish Government is that Irish vessels are entitled to access to Rockall waters. We have never recognised UK sovereignty over Rockall and accordingly we have not recognised a territorial sea around it either."

A statement from the Scottish government said: "Irish vessels or any non-UK vessels for that matter have never been allowed to fish in this way in the UK's territorial sea around Rockall and, despite undertaking extensive discussions with the Irish authorities on the matter, it is disappointing that this activity continues."

"There has actually been an increase in that illegal activity and, with the Rockall fishery season nearly upon us, it is our duty and obligation to defend the interests of Scottish fishermen and ensure compliance with international law. However, we are in dialogue with Ireland and willing to consider any genuine proposals that means full enforcement action may not be required."

EMERGENCY MEETING

Prior to the release of a statement by the Irish Government on the matter, an emergency meeting with fishing industry representatives was held in Cork, whereby fishing industry representatives were briefed on the issue and the risk now facing their members.

With respect to the emergency meeting, Minister Creed said: "I held a difficult but necessary meeting today with our fishing industry representatives. I am very disappointed to have had to make them aware of the risk of enforcement action against them for fishing legitimately in the waters around Rockall."

Since the Government's announcement, the issue has been raised on numerous occasions in both the Seanad and the Dáil, and the Irish Government—alongside repeatedly stating that Ireland does not recognise the UK's claim to sovereignty over Rockall and, thus does not

accept the existence of a 12-mile territorial limit around it—has said it remains locked in "a process of intensified engagement" with Scotland on the matter, which they "hope, will allow a de-escalation of tensions in this regard."

INCREASING QUESTIONS

Over the course of the weeks since the announcement has been made, however, questions have increasingly been raised regarding the legalities of Irish Government's stance and actions in relation to the Rockall situation.

Unsurprisingly, fishermen have become increasingly concerned as to the implications these might have for their activities.

Questions have specifically been asked with respect to a 2013 agreement establishing a Single Maritime Boundary between the Exclusive Economic Zones of the two countries and parts of their Continental Shelves, which regardless of whether Ireland recognises British sovereignty over the rock or not, places Rockall well within the 200mile EEZ of the UK.

Fishing industry insiders say the 2013 agreement, which was signed by then Tánaiste, Éamon Gilmore, was made without any consultation – either with them or the wider public. Fishing industry representatives also say that not only were they never consulted on the establishment of the boundaries, nor were they subsequently made aware of this.

Given that Irish fishermen have been fishing in Rockall for decades, this news has come as a serious blow to them, and they say the deal was made without any consideration for their activities in the Rockall area.

Fishing representatives are also flabbergasted that just a matter of months ago the Government signed into law another agreement which effectively allows UK registered vessels fish right up to the Irish coast, while they were in possession of this information.

ALL WE KNOW IS SCOTLAND HAS SAID WE ARE FISHING ILLEGALLY

Speaking with *The Skipper*, Mr Patrick Murphy, CEO IS&WPO, highlighted that

the first time that the fishing industry had been informed on this matter was at the emergency meeting held by the Minister in Cork on the June 7th. Mr Murphy said the news "came out of nowhere."

In a statement released by the IS&WPO, Mr Murphy said: "The Minister for Agriculture, food and the Marine Michael Creed contacted the Irish South and West on Thursday evening the 6th June to request our attendance at an emergency meeting held in the International hotel Cork Airport on Friday 7th June last.

"The Minister briefed us on communications that had been ongoing since 2017, the situation that had now developed and advised us of the threat of enforcement action made against our fishing vessels by the Scottish External Affairs Minister Fiona Hyslop and Fergus Ewing, Cabinet Secretary for the Rural Economy.

"We became aware at this emergency meeting that this important issue had been in discussion and exchanges had been taking place between the Tánaiste and foreign Affairs Simon Coveney, the Minister for Agriculture, Food and the Marine and their officials and their Scottish counterparts over the past two years which came as a big shock to all Industry who attended the meeting.

"Following this meeting Industry have been in communication with each other and we stand firmly with all fishermen who have fished these waters for generations and do not accept this blatant opportunistic and attempted resources grab by our Scottish

neighbours, this comes not only as a surprise to us in the Industry but to our fellow Scottish fishermen.

"If this illegal action is carried out against our fishermen we expect more than words from our Government but preparations be made immediately so to defend any individual hard-working fishermen caught up in this political wrangling, the innocent should be protected here and no stone should be left unturned to achieve this request from us in the Irish Fishing Industry."

Mr Murphy highlighted also that displacement of vessels from Rockall and the loss of earnings this would entail "would be detrimental" to the fishing industry "that is already struggling."

Mr Murphy further said that: "The issue now is not whether Rockall is Irish or British but whether Scotland, in anticipation of its leaving the UK and becoming an Independent State, is entitled to assert a NEW and extended area of Sovereign Scottish Waters centred on Rockall as if Rockall were an inhabited or habitable Island?"

However, speaking just prior to going to print Mr Murphy told *The Skipper* that the IS&WPO had heard nothing back from the relevant Government Departments on the matter since the news was broken to them and asked what happens if boats are arrested.

In short, said Mr Murphy, all the information they have had from the Government is that the Scottish Government has said that Irish boats are fishing in Rockall illegally.

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IRELAND HAS BEEN ASLEEP AT THE WHEEL SINCE 1955

Highlighting questions in relation to the Irish Government's stance on the Rockall matter and the concessions that successive Irish Governments have made with respect Rockall that have been highlighted over the past weeks by legal experts, Mr Francis O' Donnell, CEO IFPO, has said that though the Government has repeatedly said that Ireland does not recognise the UK's claim of sovereignty over Rockall, this line "is no longer credible."

Mr O' Donnell has stated that Ireland has been "asleep at the wheel" since 1955 when the UK first laid claim to Rockall and appear to have remained asleep at the wheel at every moment they could have countered those claims.

He has also stated that since then, with the 1988 and

2013 drawing of the maritime boundaries between the UK and Ireland, the Irish Government conceded that much of the Rockall plateau was under UK jurisdiction, with the 2013 agreement being made without public consultation.

Mr O' Donnell has explicitly suggested that, in his view, under the terms of the Irish Constitution, the 2013 Agreement should have gone before the Houses of the Oireachtas. Given that it never did, and there was no consultation on the matter, on legal advice, Mr O' Donnell has said that the 2013 agreement is in breach of the Constitution.

The IFPO's Mr O' Donnell also acknowledged that though many commentators have clearly sided with the Scottish position, he believes, "there is no international recognition of the UK claim of ownership on Rockall."

Thus, until Brexit does actually happen, says Mr O' Donnell, his



Rockall

opinion is that Ireland can fish right up to the rock under the terms of the CFP.

The question now, says the IFPO, is what happens after that?

At the time of going to print,

The Skipper was awaiting response from both the Department of Agriculture, Food and the Marine and the Department of Foreign Affairs on a number of the questions that have been raised by fishermen.

A rock in the middle of the ocean not worth fighting over

By the Editor

There is a culture in Ireland, not just in the fishing industry, though perhaps in this industry this culture is especially strong, of keeping your head down and saying nothing.

Breaking with that culture, this month Mr Patrick Murphy, CEO of the Irish South and West Producer's Organisation, voices some hard truths with respect to day-to-day realities faced by people who fish for a living and some of the politics that make those realities even more difficult.

For people in the fishing industry, it is not difficult to understand that many of the challenges that arise relating to fishing, do so on account

of the basic truism that fish neither exist to suit markets or the designs of management.

Fishermen, on the other hand, have to carry out their day-to-day operations while navigating both, alongside confronting ecologies that are more complex than has often been acknowledged by management designs, or than those designs, to-date, have learned to grapple with.

As seen very plainly with the ongoing issue up in Rockall, discussed also in this month's Skipper, fishermen also, at times, find themselves caught as pawns in the national and international politics of States. All of these together increase the pressures that fishermen are under and have to reconcile every day at sea.

In response to a question raised by

Independent T.D. Michael Collins in the Dáil on June 11th, An

Taoiseach, Leo Varadkar, said: "Rockall is a rock, essentially a sea stack in the middle of the ocean. It is uninhabitable and uninhabited, and it is not something that Ireland and Scotland should fight over. We do not have a claim to it and we do not accept any other sovereign claim to it."

While, no doubt, An Taoiseach was referencing the stance (which has since transpired to be a legally questionable and rather ambiguous one) taken by successive Irish Governments on the Rockall issue, his comments were also, perhaps, symbolic of the stance taken by successive Governments with respect fishing in general.

Though, for many, Rockall may well be a rock in the middle of the ocean not worth fighting for, and for others a political pawn that serves their latest interests, for the fishermen who fish up there it is their place of work.

In this regard, few other professions face threats such as those that have been levelled against fishermen by the Scottish Government, as they go about their day-to-day activities in a place that they have done so for decades, as they try to earn a living from the sea.

Speaking with *The Skipper*, a Greencastle fisherman who was on the ground when news of the issue became public said that on top of the ongoing Brexit uncertainties they are already facing, they are now left with the added pressure of knowing you might be boarded, not really knowing what is happening or what is going to happen.

It is pretty daunting, he said, that a navy boat might be come up alongside you and tell you have to leave. "The Irish government has told us that we are quite entitled to be there, but it takes a brave man to answer them (the Navy) and say no I'm not leaving Rockall," he said.

And this is the crux of the issue. In the event that Irish fishermen do find themselves being detained or boarded by Scottish or UK authorities, alongside advisory and legal support, which the Government has suggested will be forthcoming, those involved will require immediate and practical support. Questions have been raised with respect to what exactly this will entail.

Along with this, however, what has become increasingly clear over the past weeks, is that the fishing industry now also needs some serious answers from the Irish Government on Rockall and the possible consequences actions taken by successive Governments with respect to Rockall and the waters surrounding it may have for their activities over the coming months and in the future.

Whether the current escalation of events is a precursor to what might occur once Brexit does happen is still unclear, however, given that little over two months ago the Irish Government signed into law a legal entitlement for Northern Ireland registered boats to fish within the coastal territorial limits of the State, it is rather ironic indeed that the first shot taken in terms of fishing rights should be landed on Irish fishermen in respect of a claim to a 12 mile territorial limit.

The Government's specifically Irish treatment of Rockall A history of a series of concessions

By Lia ní Aodha

As we have heard in numerous statements from the Government over the past weeks, though ownership of Rockall has never been claimed by Ireland, neither has Ireland ever recognised Britain's territorial claim on the 'uninhabitable rock' and consequently, any claims to territorial waters have not been recognised either.

But what exactly is the standing of this stance in terms of International Law?

As the Government rightly states, no rival claims to British Sovereignty have been made by Ireland. Or anyone else for that matter, aside from Greenpeace.

Rather, however, what the Irish Government has done is consistently refuse to lay claim to the rocky outcrop. In doing so, say legal experts, Ireland has effectively conceded any claim it may have had to Rockall.

Legal experts have also

highlighted that ownership of territory is quite a separate issue from the zones that a territory generates.

This aside, for now, in line with statements on the matter by other legal experts, speaking to *The Skipper* Professor Symmons—a Trinity College Dublin expert on the Law of the Sea, who has spent 40 years of his life researching Rockall—says that "on all legal, international criteria Britain does have title."

"Most particularly because Ireland never protested when Britain annexed Rockall in 1955. It could have done, but it didn't."

"In 1972, the next important date, when the Island of Rockall Act was passed by the British Parliament making it part of Scotland again not a squeak of protest."

In his book *Ireland and the Law of the Sea*, Professor Symmons cites one commentator writing in the Irish Times in February 1977 as saying:

"It says little of our Government or civil service that nothing was done to protest this move. No one in power then seems to have realised

the territorial implications for Ireland's seabed zone."

Nor does it appear that any regard was given to the implications for Ireland's sea fisheries and fishermen, or women.

Though it is clear that issues of title and maritime boundaries are not one and the same thing, when the 1988 agreement on the delimitation of the seabed in the Rockall area was agreed between the UK and Ireland, Rockall was once again left unresolved.

"The main upshot of that 1988 agreement is that Rockall was not taken into account as a relevant basepoint," says Professor Symmons.

"Although Ireland made a strong position of Rockall not being effective in the boundary delimitation, Rockall is still well over the boundary line of the Scottish jurisdiction, in British jurisdiction."

By then though, says Professor Symmons in his 2010 book, Rockall had effectively become a "dead letter" between the two countries, and would likely not have an effect on the boundary of their respective

200mile fishery zones.

Indeed, when these were agreed in 2013, it appears that the issue was seen as of so little relevance by the Irish Government, that they neglected to open that agreement up to any consultation, not least with members of the fishing industry.

Given the current state of play, *The Skipper* asked Professor Symmons whether he thought that had the Government done something about the Rockall issue 20 or 30 years ago, the current situation, however unforeseen, would be different?

"Well, of course it could," he said.

"So, you know, Ireland has slept on its rights."

This is the first of a series of two articles on the Government's specifically Irish treatment of Rockall. A second article addressing the latter part of the Government's claim with respect to the territorial waters that an 'uninhabited rock' can generate will appear in the next issue of The Skipper.

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Greystones Fishermen continue protest

“Yes, we are still in the harbour. No, we are still not welcome”

Over the past month, fishermen have continued to land their catches at the pier in Greystones, despite difficulty, in protest at the ongoing lack of facilities and restrictive by-laws at the harbour. Last May, the fishermen re-entered the harbour—which they have been unable to use since 2007 and development of the harbour commenced—and began landing their catch in protest against the lack of provision for fishing boats in their home harbour and the by-laws which effectively prevent them from landing their catch at the recently developed harbour. The fishermen say that since they re-commenced doing so they have been met with physical obstacles, and their boats and ropes have been tampered with.

The fishermen also say they have been informed that they cannot tie their boats to the South Pier to unload their catches and that buyers collecting their fish have, over the past month, been threatened with legal action if they continue to do so. As a result of the ongoing difficulties, the FV Golden Venture blockaded the harbour on June 15th. At the time of going to print, the fishermen have stated that despite their efforts to come to a workable solution with the relevant agencies and developers a “common sense solution” has not been presented to them. On account of this, they, alongside fishermen from other ports will blockade the harbour on Saturday, June 22nd. “It will be the first of many if needs be,” they say.



Images by Frontlens Photography

New conservation measures for crayfish announced, as NIFF steams ahead with strategy for the inshore sector



Last month, the Minister for Agriculture, Food and the Marine, Michael Creed T.D., announced new conservation measures for crayfish. Under the new measures, v-notched crayfish will have to be returned to the sea when caught by Irish boats, and cannot be landed or sold. The measure received widespread support when the Minister discussed it with industry representatives during a meeting, held last month, of the National Inshore Fisheries Forum (NIFF) at the National Seafood Centre in Clonakilty, Co Cork, during which the Minister also invited the Forum members and the marine agencies to provide their views on an appropriate lead-in period for the new measure.

BOTTOM-UP

In line with similar measures

that have been introduced of late, the measure to protect v-notched crayfish has come from the bottom-up, and follows on from a proposal that was initiated by members of the fishing industry in the southwest, in consultation with the Marine Institute, which sought legal protection for crayfish v-notched under a Marine Institute project in that region.

It was developed by the North West Kerry Shellfish Co-operative in collaboration with the Marine Institute, and arose from a scientific project—an EMFF funded investigation into crayfish—that was carried out over the last two years by the Marine Institute and commercial fishermen targeting crayfish in the southwest.

The proposal was, subsequently, submitted to the South West Regional Inshore Fisheries Forum, which brought it forward to the NIFF for wider industry discussion. The NIFF recommended the proposal to the Minister in January.

The announcement of the measure follows on from a

series of conservation measures that have been introduced on the back of proposals coming from the inshore sector via the RIFFs and the NIFF, including the introduction of a minimum landing size for velvet crab, alongside increases in minimum landing sizes for razor clams and brown crab.

In a statement to The Skipper, in relation to the introduction of the crayfish measure, the NIFF said that the introduction of the measure to protect appropriately marked crayfish would “support the ongoing crayfish tagging programme in the southwest and the ongoing efforts of the forums to improve fisheries sustainability” and “will contribute to the scientific data being collected by the MI and inshore sector on the crayfish stock.”

Commenting on the introduction of the measure, Minister Creed said, “I am pleased to announce the approval of this measure, which has the potential to support the recovery of the crayfish stock in its traditional fishery areas along the South West and West coasts.

“The Inshore Fisheries Forums, now five years old, continue to embrace the challenge of developing measures to support the sector on the path to long-term sustainability. I have asked my officials to draft the appropriate legal instrument to implement this measure.”

FULL STEAM AHEAD

The crayfish measure was among a range of inshore fishing issues discussed with industry

representatives at the NIFF meeting, which also included implementation of the Inshore Fisheries Sector Strategy as well as proposals for the mackerel hook and line fishery and the management of the landing of crab claws.

Alongside these, a briefing was given by the Deputy Registrar of Fishing Vessels regarding the contact they will be making with all their customers on the fleet register, highlighting they are writing to all vessel owners to verify that the information they hold is correct.

The NIFF said: “This will ensure that the registrar can effectively communicate on matters that concern license holders and to facilitate the future delivery of services online. Each vessel owner will receive a Customer Data Request from Tuesday the 4th of June which should be completed and returned by the 14th of June 2019.”

An update was also given from the Inshore strategy implementation group, who had their first meeting on the 30th of May where three working groups were agreed and work programmes were developed. In addition, the Minister was briefed on the impending renewal process for the Inshore Fisheries Forums which is expected to commence in the coming weeks.

“It was a constructive and informative meeting which demonstrates the continued progress being made by the Inshore Fishery Forums initiative. Overall, we had an excellent meeting with Minister Creed,” said the NIFF.



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An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine



Recreational fishing on a commercial or industrial like level...is it acceptable?

Members of the National Inshore Fishermen's Organisation (NIFO) and of the National Inshore Fisherman's Association (NIFA) have raised questions as to what level of recreational fishing is acceptable.

They have done so in light of concerns that have been raised by their members regarding the activities of a group of French nationals that have been

coming 'on holiday' to fish 'recreationally' in West Kerry for more than a decade.

The fishermen say that that the group operate a number of small boats throughout the summer, fishing for pollock, filleting and freezing it before bringing it back to France.

Their members, who have invested heavily in developing the hook and line pollock fishery and have had to buy

tonnage/KWs and keep their boats in compliance with a safety code of practice, say they find it difficult to compete with these 'recreational fishermen.'

The fishermen say they have raised the matter with the SFPA over the years, but have been told that little can be done as these are 'recreational' fishers, who don't need a licence so long as they don't sell their catch.

In response the fishermen say they can “only assume they eat nothing but Pollock for the nine months of the year they spend at home” and have asked, “if they travelled to France and did the same thing would it be seen as acceptable over there??”

LIFE JACKETS SAVE LIVES

WHAT FUTURE FOR ROS-A-MHÍL?



Ros a' Mhíl By:Flaherty Aerial Photography

By Lorna Siggins

IF Scotland was to set a 12-mile territorial limit around the Connemara fishery harbour of Ros-a-Mhíl, there might not be too many objections.

There is a sense that successive governments have forgotten about the Co Galway fishing port, with focus on its role as a key Aran Island ferry link and a haven for yachts, with a new marina berth.

The future of Ros-a-Mhíl came into sharp focus last summer when fish processing plant Iasc Mara Teo announced it would have to sell up with the loss of up to 30 jobs. It is understood that a buyer for the plant is almost secure, with Kerry “blue biotechnology” company Nutramara, which extracts high-value ingredients from seaweed, said to have made an offer.

At the time of its closure, Iasc Mara stated that Government policy was concentrating fish quotas in the hands of a few. It pointed out that Ros-a-Mhíl vessels were being bought up to land elsewhere, and so its own regular supply of pelagic fish could no longer be guaranteed.

Fianna Fáil Galway West TD Éamon Ó Cuív described it as a “major blow” and called for urgent Government action. The news had come just two days before Taoiseach Leo Varadkar

and colleagues hosted a forum in Mayo on creating stronger rural economies.



By: Joe O'Shaughnessy

Iasc Mara Teo chief executive Cathal Groomell believes that if proposed plans for a deepwater harbour at Ros-a-Mhíl had been progressed in any way, the fish factory might have had a better future.

“The factory closed last July as we really couldn't get enough supplies, particularly with the way the quota of mackerel and herring is allocated,” Groomell explains.

Representatives from the port brought a case to ministers, including Government chief whip and Minister of State for the Gaeltacht and Islands Seán Kyne, who is a Galway West TD. It also appeared before the Oireachtas committee on agriculture, food and the marine.

“Really, nobody did anything so we had to make our own decision to close,” Groomell says, noting the factory had been processing fish in the harbour

for 40 years, with Iasc Mara there for 27 of those.

“It's part of a general decline with much-reduced volumes of fish landing here,” he says. The Department of Marine's own policy is to ensure the resource is used to “sustain and develop communities around the coast”, he says, but the “department had failed to implement this in the case of Ros-a-Mhíl”.

Planning permission has been secured since 2017 for a deepwater harbour, including a 200m pier, and a local committee in south Connemara has been actively appealing to the Department of Agriculture, Food and the Marine to fund it.

“We have had developments in the ferry port, and a fantastic 150 berth marina, but we need a deepwater berth to take capacity which may prove to be very valuable for the west coast if Brexit comes to pass,” Groomell says.



Seán Griffin manages Galway and Aran fishermen's co-op which was set up in 1974 in Galway docks by fishermen who

were unhappy with prices being offered by buyers.

It moved out to Ros-a-Mhíl in the late 1970s, and serves 12 to 13 boats, including Aran island vessels, and mostly over 24 metres. Some are on tier one mackerel, with three boats freezing prawns at sea and the rest landing fresh fish every three to five days.

“We struggled in the noughties, but we have increased our turnover by 20 per cent year on year for the last couple of years,” Griffin says. “So it is all about the number of boats landing into you.”

Griffin doesn't believe survival of Ros-a-Mhíl is dependent on a deepwater port. “If it goes ahead, all good and well,” Griffin says. A project like this at an estimated cost of 20 million euro would be cheaper to build in Ros-a-Mhíl than in Galway, he says.

However, Griffin notes that a slip at around 5 million euro would be most valuable, as there is no slip between Killybegs, Co Donegal and Castletownbere, Co Cork.

Earlier this year, grant-aid of almost €1 million for improvement works at Ros-a-Mhíl was allocated, as part of Irish fishery centre capital projects. This was part of a total allocation of €35.7m for harbours announced by Minister for Agriculture, Food and the Marine Michael Creed.

His department said most of the money would be spent on



Ros a' Mhíl By:Niall Duffy

“Fishing is what put rooves on houses here, and on the Aran islands – all around Connemara”
Máirtín Éanna Ó Conghaile

a breakwater extension at an estimated cost of €600,000, with a further €220,000 on safety and maintenance, and €100,000 allocated for phase one dredging for a new slipway.

The department said that €20,000 would be spent on disability access. The news prompted the then chairman of Galway County Council Seán Ó Tuairisg to point out that the harbour should now receive sanction for a deepwater quay.

“Ros-a-Mhíl has the potential to develop into a major fisheries hub on the west coast of Ireland but we need the facilities to take the bigger fishing vessels. It needs the type of investment that other fishing ports like Killybegs and Castletownbere are getting,” Mr Ó Tuairisg said.

The case for a deepwater quay is backed up in an unpublished consultancy study by Mott MacDonald and DKM economic consultants, commissioned by Mr Creed's department. They completed a report in June 2017 which warned that Ros-a-Mhíl's long term viability was threatened if it could not accommodate larger vessels.

“Given that approximately 80 per cent of fish caught in Irish waters is currently not landed in Irish harbours...there is very significant potential for Ros-a-Mhíl to increase its landing volumes without diverting volumes from other Irish harbours,” the unpublished DKM report said.

It said that a deepwater quay of 200 metres, along with dredging and land reclamation, would “substantially enhance the attractiveness” of the harbour,

allowing it to take in vessels over 30 m in length.

The department told The Irish Skipper that this report was a “draft” which was “considered but never formally accepted”.

Ironically, the department is now citing the Iasc Mara closure as a reason to say that “the situation in Ros-a-Mhíl has altered substantially”.

The department says “the closure of the seafood processing facility in the harbour” has changed “the basis underpinning the original analysis significantly”.

“In 2018, the department subsequently commissioned engineering consultants to undertake a review of the design solutions, scoping options and operational aspects of a possible future project,” it says, and this report was received in April of this year.

It is “currently being considered by the department's engineers and it is likely that some additional site investigation work will be required in the future”.

“As is the case with all developments in the six fishery harbour centres, any future decision with regard to initiating this project in Ros-a-Mhíl will only be considered on the basis of available exchequer funding and competing national priorities,” it says.

Meanwhile, the department says that a middle pier development in Howth Harbour, Co Dublin, is going to public tender “with a view to having a contractor appointed and on-site in September/ October”.



Courtesy of: Risteard Ó Domhnaill

Fisherman Máirtín Éanna Ó Conghaile, whose father lost his timber-built Iúda Naofa off Scotland during a mackerel fishing trip in 2015, says there were over 30 boats in Ros-a-Mhíl when he started fishing.

“Fishing is what put rooves on houses here, and on the Aran islands – all around Connemara,” he says. “It is a busy harbour because tourism is thriving, but I believe fishing is more important, as it is known that for every fisherman employed at sea there are five ashore,” he says.



Ros a' Mhíl By:Niall Duffy

Ó Conghaile says that boats have been forced to land elsewhere due to lack of adequate infrastructure.

“There's a million tonnes of blue whiting being caught off the Porcupine Bank and steaming back to Iceland, the Faroes or Norway, and it would far more sense if they were landed here,” he says.



Galway harbourmaster Capt. Brian Sheridan says he believes there is a symbiotic relationship between Galway and Ros-a-Mhíl, and the two ports have “different competencies and different roles to play”.

Capt. Sheridan refers to the construction of the new marina which “will be filled up pretty soon”, and he envisages Ros-a-Mhíl becoming a service port for the renewable energy industry developing in wind and wave offshore.

“The renewable energy resource lies between Slyne Head and Achill Head,” Capt. Sheridan says, and it is known to have some of the greatest potential in Europe. Galway harbour's own ambitious expansion plans are well underway, with another 18 months to run in planning, he estimates.

“The squeaky wheel gets the oil,” he points out.

“I think an extension of a deepwater Ros-a-Mhíl port is welcomed,” Capt. Sheridan adds.

Over the coming months, The Skipper will be carrying a series of articles discussing seal-fishery interactions and the long overdue case for a seal management plan in Ireland. Last month, Dr Ciarán Crummey provided a discussion on the ongoing inaction on the matter by the State and suggested a way forward on the issue. This month, Dr Ronán Cosgrove, BIM, provides an update on the current status of work BIM has carried out in relation to seal-fisheries interactions.

BIM update on seal-fisheries interactions

By Dr Ronán Cosgrove, BIM

BIM coordinated monitoring of bycatch of protected species under EC regulation 812/2004 from 2005 to 2016. During the course of that work, it became clear that seal interactions was the main issue facing the Irish fishing Industry in relation to protected species. Numerous calls for the State to deal with the issue of seal removing or damaging fish in fishing nets (depredation) culminated in a major Industry Science Partnership conference hosted by the Irish Marine Institute (MI) in June 2010.

Baseline data on seal-fisheries

interactions were needed, however, to inform potential management of the issue. Studies on seal fisheries at the time were over 10 years old so BIM, UCC and the MI conducted a pilot study in set net fisheries in 2011 and 2012 to update information on interactions and identify any potential solutions. A total of 91 days at sea corresponding to 358 hauls and 1071 km of gear were observed on three vessels operating off the west and south west coasts over a one-year period. Fisheries observed were gill nets for hake and pollack, trammel nets for turbot and tangle nets for crawfish and other species.

Key findings included:

- averages of 18% of pollack, 10% of hake and 59% of

monkfish catches depredated by seals

- a high risk of seal bycatch in tangle net fisheries
- potential for acoustic deterrents to mitigate seal depredation in deep set net fisheries

Following that study BIM commissioned two studies to assess the potential of an acoustic deterrent device in mitigating interaction in jigging and deep, set net fisheries. The studies were led by the Centre for Marine and Renewable Energy (MaREI) from UCC, in collaboration with BIM and the Sea Mammal Research Unit (SMRU) in Scotland. Acoustic startle responses which were developed by SMRU and enjoyed some success in experiments on Scottish fish farms were deployed during fishing operations. Play back experiments were conducted on inshore jigging vessels in Kerry and Mayo, and a deep set net vessel off Kerry.

The Kerry trials found that the device had some potential but due to small sample sizes and low number of predation events, the results were preliminary and uncertain. The follow up Mayo study was inconclusive

due low fish abundance, low predation events and bad weather. If successful, it was hoped that a company associated with SMRU which owns the intellectual property rights on the acoustic signal would develop the deterrent into a market ready device. Inconclusive experimental results precluded further development of the device in this regard.

Since those studies were concluded, BIM has been obliged to prioritise fisheries technical work on developing solutions to the EU landing obligation which poses major economic challenges to the entire demersal fisheries sector. Since 2017, the MI has primary responsibility for monitoring of fisheries interactions with protected species under the new data collection monitoring programme (DCMAP), EU regulation 2017/1004. Under its EMFF funded Biodiversity scheme, the MI also monitor bycatch of protected species in fisheries not covered by DCMAP but which have been identified as posing a risk to conservation objectives under NATURA. MaREI has also continued researching methods to reduce seal-fisheries interactions such as increasing net visibility.

Clean Oceans dominates BIM activities at Cork's Seafest

BIM's activities at this year's national maritime festival, which ran June 7th to 9th, largely focused on raising awareness of work being carried out by the Irish seafood sector to reduce plastics in our seas.

A BIM Clean Oceans Theatre, centre stage at the festival this year, brought the story of Fishing for Litter to life for younger audiences to help them understand how fishing communities are working together to collect plastics from our seas. The MFV Allannah Riley, one of the 107 trawlers signed up to the BIM Fishing for Litter scheme, was moored

next to the theatre for the duration of the festival. Beside the Allannah Riley was The Majestic IV from Crosshaven. Both vessels generated a lot of interest over the three days.

A number of interactive huts also surround the stage area, one of which is made up of 60kg of plastic bottles, the average amount of plastic an adult in Ireland uses each year. Other interactive huts include live demonstrations of lobster v-notching being carried out by trained BIM regional staff and opportunities to get up close to live species native to Irish waters such as brown crab, sea urchins and mussels.

OBITUARY ALAN GLANVILLE 1925-2019

A pioneer in the fishing industry



The late Alan Glanville, Dunmore East, Co. Waterford, age 94 years passed away peacefully on May 10th. His funeral mass was held in St. Andrew's Church, Dunmore East on Tuesday, 21st May.

With a fishing career that began in the 1940s that would bring him around the world, as both a fisherman and fisheries expert, Alan, whose Grandfather was also

a fisherman and from whom his interests in fishing developed, was a pioneer in the fishing industry, both internationally and here in Ireland.

Having fished worldwide, Alan was a recognised authority on fishing, especially Albacore tuna fishing, and worked for a time with the FAO's World Fisheries Division. Throughout his career, alongside fishing, he wrote a number of technical books on fishing.

Born and reared in England, it was in Dunmore East, however, that he would make his home, where he came to trawl for herring in the 1950s, and out of where he would fish for 30 years.

Alan's was a fishing career of firsts. As the United Nations' first fisheries expert he installed the first engine in the Sri Lankan fleet in 1951.

When he arrived in Dunmore in 1955 he was the first boat to go bottom trawling for herring, and worked on his own, while the other boats began to work in pairs. In his first week of fishing he grossed £600. To put this into perspective, a house in Dunmore at that time could

be bought for around £300.

In 1967 a massive catch of herring netted him the record for a single boat. When he landed the 248 cran of herring he had onboard, someone said to him that he was lucky. Alan replied "It's not luck, it's pure skill."

"Hard work and good gear," he would say.

And Alan certainly was a pioneer in terms of gear. Speaking to The Skipper Brendan Leonard of Dunmore East said that when nobody had gear, Alan had the best and would import the best there was if he didn't.

Nylon midwater nets, Japanese UR19s, Wesmar sonar, Furuno radars, pollock boards, tuna gear... the list is long.

"Ahead of his time. But of it. Some of the things Alan was doing, others weren't doing for a decade," said Brendan.

A forerunner on tuna fishing in this country also, Johnny Keating of Kilmore Quay remembered being in the Canaries, walking down the pier in Las Palmas and coming across Alan down in the thick of a middle

of long-liners. "I haven't a second to talk. I'm busy getting information on this longlining," he said.

Fishing right into his 80s, though at that stage angling rather than trawling, the first ever rod and line caught tuna in the history of the Irish State was caught by a 75 year young Alan in 2000 and landed into Killybegs.

Speaking to The Skipper, when he caught the 380lb tuna, he said he was always aware of the potential of Donegal Bay with numerous sightings of pelagic boats inadvertently catching bluefins during the seasonal scad fishery.

Indeed, Alan would prove that his catch was not a once off by going the following day and doing it again, this time catching a 7' 4", 528lb bluefin – an Irish record which wouldn't be broken for several years.

In Alan's passing, the Irish fishing community have lost one of their greatest visionaries and modernisers.

The Skipper team would like to express their sincere sympathies to Alan's family, extended family, friends and colleagues around the coast.

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For further information please contact the NFC Castletownbere on +353 27 71230 or visit www.bim.ie.



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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

Commercial SCUBA Diver Training

The commercial SCUBA diving course is the foundation programme for all commercial diver training. It covers the requisite dive theory and practices that are fundamental to commercial diving operations.

Duration: Four-week course, full-time (includes Diving First Aid)
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Divers with a Surface Supplied qualification can work on all Aquaculture works as well as inshore civil engineering projects, construction works, maintenance, rigging and almost anywhere divers are required.

Duration: Three-week course, full-time. Monday to Saturday (inclusive)
04-29 November, NFC Castletownbere. Course Fee: €5,500.00



ISLE OF MAN NEWS *By Michael Craine*

END OF THE KING SCALLOP SEASON

■ May was the last month of the 2018/2019 king scallop season. Only 73% of this season's TAC has been caught. Most of the boats have been working the hard ground off the Chickens, others have been fishing the edges of conservation areas. Fine weather for most the month allowed the fleet to get in sea time to pay the bills and most were still catching their allocated daily quota as the season ended.

NEW POTTER FOR PEEL

■ The Peel fishing fleet has a new catamaran potter with the arrival, on the 23rd May, of the Liam Joseph, PL 9. She is skippered by her owner John Henley and named after his son and was built by Audacious Marine. John previously worked the New Dawn, PL 1 which will remain in the family fleet with Provider, PL184. Liam Joseph replaces the 8 metre single hulled Homarus, PL 9, which is up for sale.

THE MANX FISHING FLEET - HALF YEARLY REPORT

■ The present Manx fishing fleet is made up of 77 fishing boats, 57 are less than 12 metre, another seven are in the 12-15 metre range and thirteen over 15 metres. The fleet is divided between potters who fish for whelks, crabs and lobsters and mainly the larger boats who fish seasonally for king and queen scallops with a few switching to prawn trawling during the summer.

LIFEBOAT ASSISTS TRAWLER

■ Peel lifeboat Ruby Clery was launched at 6pm on Tuesday 28th May to go to the aid of the 16 metre prawn trawler Good Hope, CN116, whose skipper sent out a Mayday to say the vessel was taking water 21 miles north west of Peel with six crew on board. In a freshening northerly wind the lifeboat headed to the casualty.

The Donaghadee lifeboat was on the scene first and by then



Ramsey Scallop Bonnie Lass III RY189

the crew on the Good Hope had been able to get the vessel's pumps working and had reduced the amount of water in the engine room so she was able to make her own way into Portavogie.

Peel lifeboat returned to Peel but at 10pm was called to assist a yacht which had a rope around its prop. The yacht was safely towed into Peel.

SCALLOP SURVEY

■ The Manx Fish Producers Organisation members' vessels Benolas, PL 11 and Sarah Lena, CT 18 recently carried out 30 minute king and queen scallop survey tows on various sites within the islands 3 mile limit. They also carried out 10 minute survey tows on 20 sites in Ramsey Bay.

FISHERMEN'S MISSION ISLE OF MAN AGM

■ The Fishermen's Mission Isle of Man held their AGM in the Sailors Shelter in Peel. Over the past year The Fishermen's Mission Isle of Man has supported, in various ways, thirteen fishermen and their families compared to fifteen last year. Individual support varied from a few hours to several months. The same committee members were re-elected to serve until May 2020. Chairman, David Faulkner - Hon Agent; Mike Craine - Treasurer, Peter Scott

and Secretary, Mary Corran.

RAMSEY SLIPWAYS

■ Ramsey shipyard now has two working slipways after they were fully overhauled by the Isle of Man Department of Infrastructure - Harbours. This is a significant milestone in the ongoing investment by the Department in the Ramsey facilities which are managed by Ramsey Shipping Services.

The first two boats to use the facilities were the Castletown catamaran potter Nancy Ellen, CT 58 and Ramsey scalloper Bonnie Lass III, RY189. These were followed by the FPV Barrule and PeterM, PL25.

Hopefully this will be the start of attracting more business from both local and boat owners from further afield.

POTTER LEAVES RAMSEY FLEET

■ The 6.6 metre, Kingfisher Cove boat Karenza, RY 5 left the Ramsey fleet in May. For the past five years she has been owned by Jimmy Kinnin who has now retired. The boat has been sold to owners in Praa Sands (near Penzance).

PRAWN TRAWLERS

■ The Ramsey scalloper Alauna, PL187 and Peel scalloper Polaris, PL193 have switched over to prawn trawling off the Cumbria coast.

The St Bees prawn grounds were busy again at the end of the month with a good fleet of trawlers from the Co Down fleet working the area.

BELGIAN BEAM TRAWLERS

■ Beam trawlers continue to work between the islands 12 mile limit and Anglesey. This month Soetkin, Z18; Zuderzee, Z 39; Vaya Con Dios, Z526 and Flamingo, Z548 were fishing similar areas to the previous month's Belgium beamers with most landing into Milford Haven.

BASKING SHARKS AND MINKIE WHALES

■ The 7th May saw the first reports of sightings of Basking sharks in Manx waters, with skipper Wayne Caley in Lynn Marie, PL178 reporting seeing two sharks near the Calf of Man. The sharks have arrived earlier than normal this year. Since then sharks have been reported from Douglas, south around the island to Orrisdale, near Kirk Michael. Most sharks have been seen off the south and west coast of the island, by people on the coast.

Minkie whales have also arrived with sightings along the east coast of the island. A dead minkie was washed ashore north of Douglas. Harbour porpoise, risso dolphins and pods of up to 40 bottlenose dolphins have also been seen.



ICELAND NEWS *By Guðjón Einarsson*

SEVEN SISTERS



The renewal of the Icelandic fishing fleet continues this year with the delivery of seven identical stern trawlers for four Icelandic shipowners. The trawlers are designed and constructed by Vard shipyard in Norway and the total contract value in 2017 was approximately 700 million Norwegian kroner, today approx. the equivalent of 72 million Euros.

Untraditional launching

The first ship, Vestmannaey VE, was launched in May, and not in the traditional way but by transporting her out to sea on a barge which was then lowered into the water until the ship floated (see picture). Three of the seven trawlers are built entirely in Norway but the hulls of the remaining four were constructed in Vietnam and then shipped to Norway on a cargo vessel for completion.

Fuel-saving

The vessels are 29 by 12 meters. Each of them will have a large trawl deck with electric permanent magnet motor-driven trawl winches, a twin screw mechanical propulsion system for efficient and fuel-saving operations, and large propellers and rudders to

ensure smooth operations in harsh environments and safe handling of the fishing gear. The vessels will have a refrigerated cargo hold with a capacity of 240 cubic meters which means that there is room for approximately 80 tons in 244 fish tubs (each 460 litres). Accommodations are for a crew of 13 people. At least some of the vessels will have their fish handling and processing systems fitted in Iceland.

Four fishing companies

The first two vessels to be delivered go to fishing company Bergur-Huginn in Eastern Iceland and will replace two older ones. The third ship was ordered by Utgerðarfélag Akureyringa in the North of the country, a wholly owned subsidiary of Samherji, a leading seafood company. The fourth and the fifth vessels are contracted by Gjogur in Southwest Iceland and will replace two older vessels. And finally the sixth and the seventh vessels go to Skinney-Thinganes in Southeast Iceland. The ships will provide raw material for the processing plants of the respective companies.

Renewal of larger trawlers

This renewal of the fleet of smaller trawlers in Iceland



Vestmannaey launched in Norway

follows an extensive renewal of the fleet of larger trawlers that took place in 2018 and 2019 when a total of ten new powerful bottom fish trawlers were launched. Eight of those ships were built in Turkey and two in China. Only one of them is a freezer trawler. The others bring fresh catches to shore to be processed in land-based factories. Many new large pelagic trawlers have furthermore been added to the Icelandic fleet in recent years and two more will be delivered next year.

Shrinking fleet

At the end of last year,

1,621 fishing ships and boats were registered in the Icelandic vessel registry. Roughly half of them (842) were open boats, the number of trawlers was 43 and the rest (747) were vessels of various sizes. The fleet has shrunk considerably since 2001 when it consisted of 2,012 vessels. Proportionally, the reduction has been greatest in the trawler fleet in which the number of vessels has dropped by 45% (from 80 to 43). New trawlers with more power and greater capacity have replaced the older ones so there is no need for as many ships as before to carry the same amount of catch to shore.



SCOTLAND NEWS

SFA sets out vision for a common sense, cooperative approach to discards in Scotland

In the first of a series of policy papers, entitled A New Approach to Discards in Scotland, Shetland Fishermen's Association (SFA) have put forward their vision for a post-Brexit iterative approach to discarding, based on common sense, cooperation and accountability.

PROHIBITING THE SYMPTOMS OF THE CFP

In the paper, the SFA states that the current discard ban is completely impractical with respect most Scottish fisheries, on account of their mixed nature, and strictly enforcing it would have a serious impact on the fishing industry and communities.

Currently, the assumption that fishermen can go out and choose what to catch and what not to catch that underpins the CFP's discard ban ignores the reality that most Scottish fisheries are mixed, and doing so is not possible, which consequently, under single species quotas, leaves these fisheries susceptible to chokes, and possible bankruptcy.

The document highlights also that this is a problem faced by a number of other EU fleets, on account that the discard ban as

currently formulated attempts to 'prohibit the symptoms' of the CFP, while doing little to treat the cause of those symptoms.

A MINIMUM PRACTICAL LEVEL

The SFA state, however, that when the UK leaves the CFP Scotland will be chance to work towards a policy that recognises that a certain level of discarding is inevitable in mixed fisheries, and prioritise the reduction of discarding to a 'minimum practical level' via collaboratively developed management measures, while also accounting for any discarding that does occur.

Contra the CFP, a central objective would be to reduce or eliminate the factors that currently cause fish to be discarded, and management measures would be tailored to the circumstances of individual fisheries. Importantly, this approach would shift the task of compliance from one of attempting to enforce an unworkable and potentially damaging discards ban to one of enforcing a package of discard reduction measures that all parties, including fishermen, have agreed to.

As part of this iterative

approach, these measures would be monitored, reviewed and modified as needed, thereby increasing their effectiveness and addressing any issues that might arise. Such an approach, says the SFA, would be similar to the ban on discards in Norway, which has been in place for a long time and works to minimise discarding pragmatically.

THE PROBLEM OF UNRECORDED DISCARDS

Discarding in itself, say the SFA, does not pose a threat to sustainability, rather the problem arises when the quantities of fish being discarded are not known. Therefore, acknowledging that some discarding is inevitable, and ensuring that any discarding that does occur is recorded and accounted, and fed into scientific assessments of stocks would circumvent this problem.

To this end, the SFA state they believe that onboard observers are the most 'credible and effective' way of recording discards, and are preferable to having, for example, cameras onboard. Having observers onboard would allow for 'intelligent feedback' of the circumstances under which discarding does occur, which

in turn would lead to better management measures and better science. The observers onboard would be industry funded and placed on a representative sample of the Scottish fleet.

With respect current proposals of installing CCTV onboard all fishing vessels, the SFA says that the measure is both impractical and does little if anything to address the causes of discarding, and is not a route that has been taken in other European countries that have a ban on discards in place (Norway, Iceland, the Faroes).

A COOPERATIVE MODEL

A central tenet of the approach being proposed by the SFA is that it would transform fisheries management from 'an adversarial model', whereby rules are devised and enforced in a 'top-down' manner, to a new 'cooperative model', whereby fishermen are active partners in management and can use their knowledge and experience to help develop management measures that are both practical and effective.

The paper can be found at <https://www.shetlandfishermen.com/policy-papers>

Statement from SFF on Scottish moves on Rockall



Bertie Armstrong

The Scottish Fishermen's Federation (SFF) has said it backs the Scottish Government's moves on Rockall, which "lays down a benchmark for the future."

Last month, controversy erupted between Scotland and Ireland, when the Irish Government was informed that an immediate exclusion zone around the 12nm of Rockall would be enforced by Scottish authorities.

In a formal letter of notice, the Scottish Government warned the Irish Government

that it would deploy its vessels to protect Scottish "fishing rights" around Rockall, and any Irish or non-UK registered vessels operating within that 12nm would be boarded and detained for illegal fishing.

In response, Bertie Armstrong, chief executive of the Scottish Fishermen's Federation (SFF), said: "We fully support the Scottish Government's stance on Rockall - Irish vessels have no legal right to fish within 12 nautical miles."

"The area is recognised in UK law as part of Scottish territorial waters and hosts multi-million

pound haddock, monkfish and squid fisheries that are hugely important to our fleet.

"The Scottish Government is right to impose compliance, full stop. But at a time when we are moving towards independent Coastal State status it lays down a benchmark for the future."

Conversely, the Irish government and Irish fishermen have rejected any claims that Irish fishermen fishing at Rockall are doing so illegally, and at the time of going to print high-level talks are ongoing between Edinburgh and Dublin.

MAIB REPORT ON THE SINKING OF THE NANCY GLEN

The Marine Accident Investigation Branch (MAIB) has released its investigation report into the capsizing of the FV Nancy Glen TT100, the Tarbert prawn trawler in which two fishermen, Duncan MacDougall (46) and Przemek Krawczyk (38), lost their lives.

REPORT SUMMARY

The Nancy Glen capsized and later sank in Lower Loch Fyne, Scotland on the 18th of January 2018. Though weather conditions were benign, and rescuers were quick to the scene, only one of the three crew survived.

At the time of the accident the Nancy Glen was trawling and the combined effect of a turn to starboard at the same time as the starboard net filling with mud caused the vessel to rapidly heel to starboard, then capsize.

According to the report summary, through life modifications to the vessel had reduced its stability, increasing its vulnerability to capsize.

Realising the seriousness of the situation, one crewman dashed to escape. However, the darkness, disorientation, rapid nature of the capsizing event and inrush of water to the wheelhouse will have denied the other two crew members the opportunity to escape.

The safety lessons outlined in the report's summary are as follows:

- It is critical that fishing vessels have sufficient stability to meet their operating profile. Nancy Glen's stability was insufficient to overcome the circumstances of a net digging into the seabed concurrently with the vessel turning.
- Recent modifications to Nancy Glen had a detrimental effect on the vessel's stability but no checks had been carried out to assess the effect on stability.
- Although voluntary guidance was available, there was no mandatory requirement for owners of small fishing vessels to carry out stability assessments.

RECOMMENDATIONS

In accordance with the findings of the MAIB report, a safety recommendation (2019/109) has been made to the Maritime and Coastguard Agency (MCA) to ensure that the stability of all fishing vessels under 15m is assessed and regularly reviewed.

A statement from the Chief Inspector of Marine Accidents says:

"The capsizing and sinking of Nancy Glen, which resulted in the tragic loss of two respected Tarbert fishermen, has again demonstrated the consequences of not knowing how stable a boat is. Too many of the UK's small fishing vessels have no baseline measure of their stability, so their operators cannot assess the effect of material modifications or changes to fishing methods.

"The MAIB has recommended that the Maritime and Coastguard Agency implements changes to legislation to require both new and existing small fishing vessels to assess their current stability and to continue to monitor this throughout the life of the vessel."



SAFETY FLYER

Along with the report, a safety flyer has been released to the fishing industry highlighting the importance of measuring stability and notifying the MCA of proposed changes to a fishing vessel.

In line with the report's findings, it says that a wreck survey showed that Nancy Glen's starboard net had filled with mud and this was the most likely cause of the initial heel that then led to the rapid capsizing.

Post-accident analysis established that through life modifications to Nancy Glen, culminating in the replacement of the crane with a heavier model, had significantly reduced Nancy Glen's stability, increasing its vulnerability to capsize.

This resulted in Nancy Glen having insufficient stability to overcome the combined effect of the extra loading on the starboard net and the simultaneous turn to starboard.

The safety lessons outlined in the flyer to fishermen are as follows:

1. It is critical that fishing vessels, whatever their size, have sufficient stability to work safely under all their operating conditions. Nancy Glen's stability was insufficient to overcome the predictable circumstances of a net filling with mud at the same time as the vessel was turning.
2. Nancy Glen was built in 1991 and was under 12m registered length. As a result, there was no mandatory requirement to conduct stability assessments at any point in the vessel's life. Nevertheless, the potential for any modifications to a fishing vessel to affect its stability must be considered. Fishing vessel owners should contact the MCA when considering any modification to a fishing vessel so that the proposed changes can be properly assessed.

Comment on MAIB report on the loss of FV Nancy Glen from Hook Marine

■ Ayrshire based Hook Marine Ltd has developed a stability monitor for vessels to give early warning of unstable conditions. Commenting on the MAIB report into the loss of the Nancy Glen, Ken Smith, managing director of Hook Marine said:

"It is often said that accidents like the capsizing of the FV Nancy Glen 'must not be allowed to happen again', but to bring this about, changes must be put in place.

"An analysis of fishing vessel losses indicates that around 60 per cent of

accidents are due to inadequate stability, often arising from the simultaneous action of several causal factors.

"We have developed and successfully completed sea trials of a monitoring device to give early warning of unstable conditions, and we believe that these accidents can be avoided with the use of new technology."

Hook Marine Ltd is a past winner of the innovation prize in the Lloyd's List Global Awards for its concept of a stability monitor for fishing vessels.



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

Fishermen support new funding drive to combat heart disease

■ FISHermen in Shetland are supporting a new initiative to raise funds for the battle against heart disease.

Shetland Fishermen's Association (SFA) and the Scottish White Fish Producers' Association (SWFPA) are founding members of the Heart of Scotland appeal run by Heart Research UK.

The charity's chief executive, Barbara Harpham, visited Scalloway fish market

on 13 June to thank skippers for their contributions.

SFA members have been invited to donate the value of a box of fish or the equivalent amount, and so far 14 boats have pledged to do so.

Harpham said she was delighted that so many fishermen were generously supporting the campaign.

"Most people in the islands, as in the rest of Scotland, will have been touched by heart disease, the nation's biggest killer," she said.

The appeal to fishermen for contributions lasts until 31 July and SFA policy officer Sheila Keith said she was confident most boats would support the campaign.

"We've had a great response so far, and we fully expect more skippers to come forward. Our members, like the rest of society, are all too aware of the impact of heart disease and are keen to help combat it," she said.

"We are very pleased to have been able to welcome

Miss Harpham to Shetland to show her some of the fantastic healthy seafood landed here every day."

The Heart of Scotland is a fundraising appeal to raise and spend money in Scotland on vital medical research into the prevention, treatment and cure of heart disease.

It has already gained celebrity support from names such as Amy McDonald, David Moyes, Val McDermid, and Mark Bonnar, and cross-party political support.

Creel boat escorted to Scalloway



Scotties Pride escort

■ THE AITH Lifeboat was called out the morning of 6 June to assist the small shellfish boat Scotties Pride with one person on board after she had his rocks was taking in water near St Ninian's Isle.

The lifeboat Charles Lidbury arrived at the scene at around 11.30am to find Scotties Pride alongside the fish carrier Ronja Carrier which had been in the vicinity and responded to the call for help.

The lifeboat put one crew member and pump on board the Scotties Pride to keep her afloat while she was making it back to port at Scalloway on her own steam.

Devon firm wins Toft Pier contract

■ A MARINE engineering company from the south coast of England has been awarded a £2.4 million contract to redevelop the Toft Pier in the north mainland of Shetland.

The contract has gone to Teignmouth Maritime Services Ltd from Devon after Shetland Islands Council put it out to tender.

Councillors recently approved plans to rebuild the pier at an overall cost of nearly £3 million, of which one third will be covered by grant money from the European Maritime and Fisheries Fund.

A spokesperson for Shetland Islands Council said two tenders had been received.

"Teignmouth Maritime Services Ltd. submitted the most economically advantageous tender in terms of price and quality," she said.

"Both bids complied with conditions allowing the project to access external funding from the European Maritime and Fisheries Fund."

Teignmouth Maritime Services

Ltd has over 27 years experience as a marine contractor within civil engineering, with work undertaken across the UK and Europe.

There are hopes that aquaculture and fishing boats will return to a redeveloped Toft Pier. Work is expected to start this summer with a completion date of late 2020.

Shetland winners at fishing awards

■ THERE were a couple of winners from Shetland at this year's Fishing News awards.

Altaire skipper Chris Duncan landed the pelagic fisherman of the year prize at the event which was held at the end of May.

"He is an ambassador for the industry, always willing to take the time to show people around Altaire, explain how the electronics work, and tell them the history of the vessel," the Fishing News said.

"Despite the challenges that the industry can and does provide, he just gets on with the job in hand in an understated but highly efficient manner. He's a laid-back professional, and always the first to go when the season gets underway."

Meanwhile, the brand new 80 metre Research picked up the new

pelagic boat of the year award.

The Whalsay vessel, which was launched last year, is the first in Scotland to be equipped with electric-drive deck machinery. The trawler is also the first boat in the world to use electric fish pumps.

There were a total of seven Shetland nominations at the Fishing News awards, with the Serene and Tranquility also up for prizes.

Duncan Cumming of the Avrella was up for a fisherman of the year award, while Ross Sutherland of the Arcturus was nominated in the young fishermen section.

The sustainability award also saw the Shetland Shellfish Management Organisation (SSMO) among those shortlisted.

Green new Lerwick fish market



Barbara Harpham, Heart of Scotland (left) and Sheila Keith of SFA

■ LERWICK Port Authority is confident that using the latest green technology in its new fish market currently being built at Mair's Quay will cut energy consumption in half compared to the old fish market.

The new 1,600 square metre fish market, on target to be completed in early 2020, uses the latest green technology and sustainable building materials including LED lighting, modern refrigeration, heating controls and insulation.

The £7.6 million project is backed by the European Maritime and Fisheries Fund, Highlands and Islands Enterprise plus loan facilities from the Bank of Scotland through its Clean Growth Finance Initiative.

LPA chief executive Capt Calum Grains said: "Bank of

Scotland has been by our side for more than 100 years. Thanks to its support, we are able to grow our business sustainably and efficiently, while reducing environmental impact."

Relationship manager at Bank of Scotland, Carolyn Martin, said: "Scotland is building a reputation as a world leader in sustainable business practices. It has been very rewarding to help the team at Lerwick Port Authority capitalise on this trend."

"The Clean Growth Finance Initiative is designed to help businesses bring in measures that will both benefit their own organisations, and help the UK meet its clean growth targets by reducing carbon emissions and waste. It's one of the ways we're helping Scotland prosper."



An Roinn Cultúir,
Oidhreacht agus Gaeltachta
Department of Culture,
Heritage and the Gaeltacht



Government Notice

Statutory Instrument

Designation of a Special Area of Conservation County Dublin

For the Attention of Landowners, Marine Users and Seafarers including Owners and Crews of Ships, Fishing Vessels and Yachts

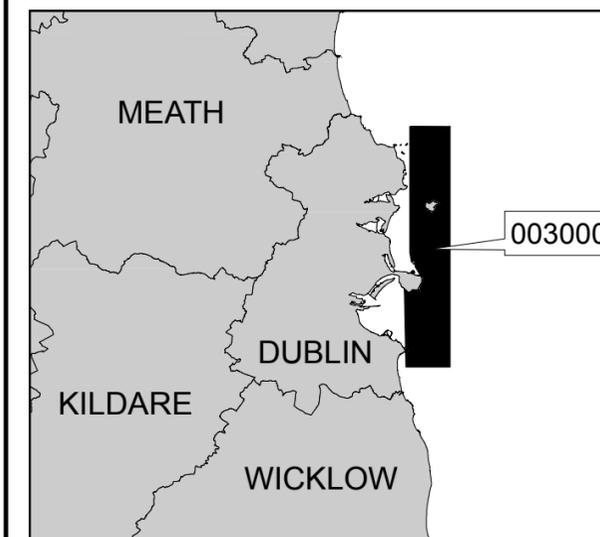
This notice is to advise landowners, marine users and others that the Minister for Culture, Heritage and the Gaeltacht has recently formally designated the Special Area of Conservation (SAC) referred to below.

Regulations and Statutory Instrument (S.I.) number	Townlands in Co. Dublin wholly or partly covered by the Regulations
European Union Habitats (Rockabill to Dalkey Island Special Area of Conservation 003000) Regulations 2019 (S.I. No. 94 of 2019)	Censure, Dalkey Island, Howth, Ireland's Eye, Lambay Island, Rockabill and Sutton South

The effect of these Regulations is to complete the formal designation of the site as a Special Area of Conservation (SAC) in accordance with Article 4 of the European Union Habitats Directive (92/43/EEC) (as amended).

This is not a new site. The Statutory Instrument (S.I.) is the final step in the designation of the existing SAC and does not place any new or additional conditions on landowners or marine users other than those that already apply from the time the site was first identified as a candidate SAC.

The Regulations may be accessed at <http://www.irishstatutebook.ie/> or may be purchased from Government Publications, 52 St Stephen's Green, Dublin 2, D02 DR67. (Tel: 01-6476834 or 1890 213434; or email: publications@opw.ie).



Landowners, marine users and others holding rights, licences or legal interests in the Special Area of Conservation (SAC), who believe that they should have been notified directly, will be provided with this documentation on request.

Further information, including contact details for the Department's regional offices of the National Parks & Wildlife Service (NPWS), is available by:

- accessing <https://www.npws.ie/contact-us>
- contacting Freephone 1800 405250
- emailing nature.conservation@chg.gov.ie or
- writing to Designations Unit, NPWS, 90 King Street North, Dublin 7, D07 N7CV.

Planning authorities will include this site in all relevant Development Plans. This designation will be taken into account when assessing any future development proposals in or near this SAC site



ORKNEY NEWS *By Craig Taylor*

Norwegian boat calls in at the end of mackerel survey



Fiskebas alongside Hatston Pier

■ A NORWEGIAN fishing vessel which has been taking part in a major mackerel survey off the west coast of Scotland and Ireland called into Hatston Pier, Kirkwall, recently for an overnight stay.

The Fiskebas, built in 2014, is from the port of Florø. Her nine crew and a group of five scientists onboard have been catching mackerel using four jigging machines, tagging them individually by hand, and returning them to the sea. This month-long study is the first of a four-year contract between the owners of the Fiskebas and the institute.

In total 51,300 fish have been tagged and released as part of the month-long study which was undertaken for the Norwegian Marine Institute which is based in Bergen,

explained scientist Jostein Røttingen.

The stocks have been monitored by the institute since the 1960s, and the data collected in the study included the length and weight of each fish caught, which all feeds into stock level assessments, with scientist and fishermen also learning more about the migration of the fish.

The purse seine vessel is operated by the Madsen family, the skipper Geir Magne Madsen and mate Ole Morten Madsen, who explained that the family have been involved in fishing since 1966.

The Fiskebas was built in 2014 in Norway, she is 64.2 metres long and 14 metres wide and is the county's largest ring net boat.



Ole Morten Madsen on board the Fiskebas

Assessment of local waters getting underway

■ WORK is beginning on a state-of-the-environment assessment of the seas around Orkney.

This follows an announcement by the Scottish Government that Orkney Islands Council had made a successful bid for European Maritime and Fisheries Funding (EMFF) worth £119,000 for the initiative.

The aim of the Orkney Marine Environment Project is to improve the availability and accessibility of environmental, social and economic data for marine planning, management, education and awareness raising.

"Orkney's marine economy relies on the quality of the environment and a skilled workforce to manage it sustainably," said Dr Shona Turnbull, marine environmental planner with OIC.

"To help promote this, our aim is to assess information on the environmental, economic and social issues and pressures that can have an impact on what's known as our blue economy.

"This will provide a firm foundation for the sustainable management of Orkney's marine and coastal resources, establishing a baseline against which future marine planning

and management can be monitored and evaluated."

The state-of-the-environment assessment will look at the current condition of the seas around the islands out to 12 nautical miles.

Where information permits, the report will also look at likely trends, such as sea level rise or the economic growth of key marine sectors.

The International Centre of Island Technology (ICIT) will be undertaking an independent review of the state-of-the-environment assessment and will provide expert guidance along the way.

To help ensure an accurate picture is built up of the current state of the marine environment and economy, businesses and the wider public are invited to provide views and ideas by completing questionnaires.

Business and community questionnaires are available from Dr Turnbull, who can be contacted by email shona.turnbull@orkney.gov.uk or by phone 01856 873535 extension 2542.

A number of stakeholder events will be held later this year. A draft report will then go out for public consultation early in 2020.

Carmichael Challenges Coastguard consultation on towage

■ ALISTAIR Carmichael, MP for Orkney and Shetland, last week wrote to the Director of HM Coastguards challenging him to do better in consulting rural communities as part of their study into emergency towage provision for the Maritime and Coastguard Agency.

Mr Carmichael wrote to Richard Parkes following the announcement that there would be four shareholders meetings on the emergency tug provision study, in Liverpool, London, Bristol and Edinburgh.

Commenting, Mr Carmichael said: "I would question why this review is necessary. This has been under constant review, some might say attack, since 2010. It is barely 3 years since it was last risk assessed and found to be necessary. If a review is

to be held I would like to hear from MCA that at the very least current provision will be maintained.

"I wonder what expertise the Maritime and Coastguard Agency feel they will hear in London, Liverpool, Bristol and Edinburgh that they will not hear in Lerwick, Kirkwall, Stornoway or Mallaig. If this is a good faith exercise (and the history of their management of this service makes me suspicious) then their consultations should go beyond the big cities and reach into the coastal and island communities most directly effected.

"It is simply not good enough, and senior management must ensure that our voices are heard and this vital asset is protected into the future."

Pilot whales appear in Kirkwall Bay



Pilot Whale

■ A pod of pilot whales caused a great deal of excitement, but also concern, when they appeared close to shore in Kirkwall Bay, Orkney, in early June.

The 13-strong pod was first sighted at Hatston Pier, creating huge excitement for visiting cruise ship passengers

and others in the area.

Volunteers from the British Divers Marine Life Rescue (BDMLR) were soon on the scene, and monitored the pod, amid fears they could beach.

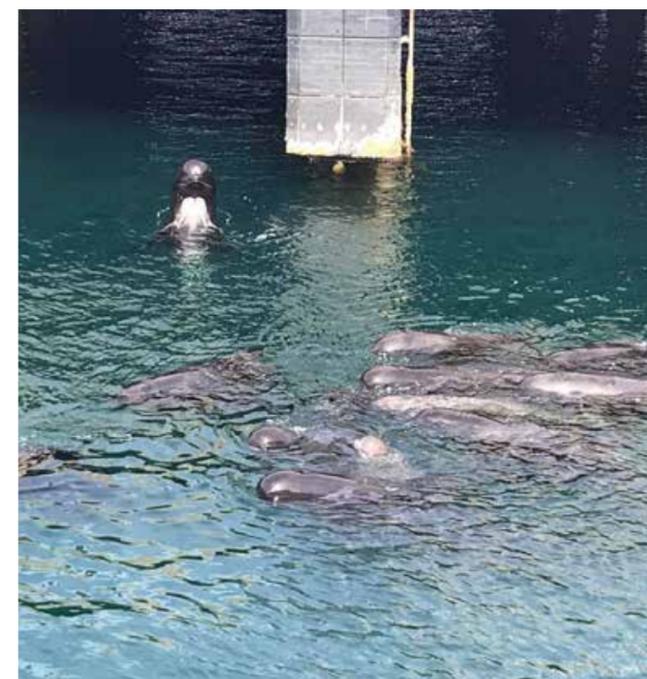
Throughout the time alongside Hatston, one whale was seen repeatedly "spyhopping," coming well clear of the water and keeping an eye on the rest of the pod.

The pod later moved closer to Kirkwall Harbour, where crowds also gathered.

Volunteers from the British Divers Marine Life Rescue (BDMLR) were soon on the scene, and monitored the pod, amid fears they could beach.

They were later herded back to sea using a flotilla of small boats but sparked concern when they were sighted in a bay nearby just days later, where they were again monitored.

The pod was later identified as the same pod which was shepherded away from the



Pod of pilot whales that appeared in Kirkwall Bay

shore in Stronsay a few days earlier. Another pod of 30 was

also successfully moved away from Sanday days earlier.

Aalskere looking good in Poland as work continues

The freshly painted hull



■ WORK continues to progress on Orkney's newest whitefish trawler, which is presently under construction in Poland.

The partners in the new Aalskere are Iain Marcus, his wife Elizabeth, John Marcus (Iain's father) and the Don Fishing Company Peterhead.

The new Aalskere has been designed by Ove Kristensen from Vestvaerftet in Denmark, who is overseeing the hull-building at the Stal-Rem S.A. yard in Poland. With the hull now painted, the boat is being to take shape.

After the hull goes in the water, work will progress, and she will later be towed

to Denmark and fitted out at Kynde and Toft in Thyboron.

The present Aalskere was built in 1997 in Poland. She is 34m long and 8.7m wide.

The new boat, a stern trawler, is 35.2m long and 10.5m wide.

The Aalskere is skippered by Iain and William Brown, and this will continue until the new boat is ready to fish — then the crew of 18 (with eight or nine at sea at one time) will move on to the new boat.

The current Aalskere is currently on the market for sale. It is expected that the new boat will be ready to fish in early 2020.

P&O
Maritime

**ASSISTANT
COOK**

About the Business

P&O Maritime Services (P&OMS) is a global company providing specialist maritime service solutions through ownership, operation and management of a fleet of specialised vessels. The Company are currently seeking to recruit an Assistant Cook for Irish and UK Research Vessels

About the Role

Reporting to the Cook, the Assist Cook is responsible for cleaning, linen, meal preparation and service, internal maintenance of accommodation and storerooms. Must understudy the Ship's Cook and act as Cook when required. This role is for a two year fixed term contract.

Experience and Qualifications

- Minimum 1 year galley experience on a vessel; OR an equivalent combination of training and experience.
- STCW statutory requirements and HACCP certification is essential.
- Cooks Certificate of Competence (COC) is desirable.
- Good communication skills and be able to work well as part of a close knit team.
- Candidates must hold a valid EU passport.

To apply for the position please send your CV and cover letter to helen.mcguinness@pomaritime.com by the 19th July 2019.



UK NEWS

Almost 700 life-saving devices distributed to Welsh fishing fleet



Wales Regional Manager Holly Whiteley at PFD distribution event

More commercial fishermen in Wales have received life-saving flotation equipment to help make the fishing industry safer.

The Welsh Fishing Safety Committee (WFSC) project, supported by Seafish, has seen grant-aided Personal Flotation Devices (PFDs) with integrated Personal Locator Beacons (PLBs) distributed to over 90% of the active fishing fleet in Wales.

The project offers owners of active commercial fishing vessels in Wales the opportunity to purchase this vital safety equipment at a heavily discounted rate of £15, instead of the usual price of more than £350. This discount was made possible thanks to funding received from the maritime

charity Seafarer's UK and the Welsh Government.

Between April and December 2018, Seafish received applications for 690 PFDs from 295 Welsh-licensed commercial fishing vessels. The equipment has been distributed to fishermen by Seafish and WFSC members, with support from the Royal National Lifeboat Institution (RNLI) and the Fishermen's Mission. Recipients are required to attend a local safety briefing before collecting their equipment and so far more than 12 events have been held around Wales.

Since 31 December 2018 it has been a legal requirement that, if the risk cannot be eliminated, PFDs must be worn by fishermen when working at sea.



Welsh Fishing Safety Officer Lee Haigh at PFD distribution event

Fishing among worst jobs for health in England and Wales

New research suggests that people working in the fishing industry have among the poorest health of all workers in England and Wales.

The study, which was carried out by University of Exeter researchers and is based on census data, found that 2.8% of fishermen and women reported "bad" or "very bad" health, and 10.3% said their activities were limited "a lot" or "a little" by long-term illness.

When adjusted to take account of other factors like age, health outcomes among fishers were statistically only better than workers in two other industries – coal mining and a small number of people who engage in "subsistence" activities.

Their findings, the researchers say, demonstrate the need for tailored occupational health services to support UK fishing communities.

"Poor health outcomes among fishers extend beyond the risk of fatal accidents," said Dr Rachel Turner, of the Environment and Sustainability Institute on the University of Exeter's Penryn Campus in Cornwall.

"We found evidence of poorer general health and higher rates of illnesses or disabilities that can

impede everyday life. Action to improve fishers' health could help support productive fisheries in coastal communities that are facing social, environmental and political change."

The census relies on people reporting information about themselves, and the data do not reveal the specific causes of the health issues highlighted in the new study. In this regard, the researchers indicated that more research is needed, so as to target interventions.

The researchers also highlighted the growing number of initiatives which are emerging to support fishers, including specialised physiotherapy, quayside health checks and mobile dental services, stating their findings "strengthen the case for more widespread provision of these services."

Though the study examined people working in the census category "fishing and aquaculture", the relative size of those industries in England and Wales means this group is likely to be mostly fishers.

The paper, which has been published in the journal *Marine Policy* and can be found online, is entitled "The health of commercial fishers in England and Wales: Analysis of the 2011 census."

Future of inshore fisheries on the agenda as major conference announced

Fishermen from across the UK are set to come together with policymakers, regulators and researchers to discuss issues around the management of inshore fisheries and to establish a blueprint for their future management.

The Future of Our Inshore Fisheries Conference—which is to take place in London on 8-9 October—was announced at a specially convened workshop today at which members of the Future of Our Inshore Fisheries steering group met with representatives from the inshore industry, government and science community.

Attendees at the workshop, which was supported by Seafish, the public body that supports the £10bn UK seafood industry, heard steering group chair Professor Michel Kaiser, of Heriot-Watt University, announce the conference and call for industry to engage on this important initiative.

With respect to the aims of the October conference, Professor Kaiser said: "A key focus of

the October conference will be to bring all interested parties together, whether that's small scale fishermen, regulators, the environmental community and researchers, to help shape the blueprint for future management. By working together from the outset we hope to lay the foundations for future collaborative working."

Inshore fisheries have historically been an important component of the UK seafood sector. In 2018, there were 3,327 active vessels in the 10m and under sector, with a total fishing income of £110 million, an 18% increase since 2009. Lobsters, crabs and nephrops were the top species landed, when measured by value.

Registration for the conference, which will be held at the Leonardo Royal Hotel at Tower Bridge in London on 8-9 October 2019 and free to attend, is open now.

Visit the Seafish website for further details and to register: <https://seafish.org/article/future-of-our-inshore-fisheries-conference>

Historic day as Brixham Fish Market goes digital – New cloud-based fish auction kicks off smoothly



Last month, marked the end of the traditional shout auction at Brixham Fish Market, England's largest fish market by value. Entering a new era, on June 4th Brixham Trawler Agents (BTA) introduced a new online auction system that means fish buyers will no longer need to be onsite at the market to bid for fish.

A historic day for both BTA and Aucxis, the Belgian based software company which developed the software for the new cloud-based system 'KOSMOS' used in the auction, it is the first of its kind and allows fish buyers buy their fish at the auction simply by logging in.

"IT WAS TIME FOR A CHANGE"

BTA Managing Director, Barry Young said: "Monday, June 3 was the very last time we witnessed the traditional shout auction taking place at Brixham fish market. After several hundred years of selling fish this way, it was time for a change. Time has moved on and trawler-men want a wider market for their catches. "KOSMOS" is a world's first that enables fish buyers to purchase their fish at the Brixham fish market auction by logging in to the system via the internet, using their PC, tablet or smartphone."

One of the main principles behind the decision to invest in the new cloud-based auction was to ensure the future of the fish market, which in turn would have a positive effect on both the trawler owners, the existing buyers and supporting local industries. As part of this, they hope the new cloud-based auction, which is a world's first within the fishing industry, will persuade more trawler owners and skippers to land their catch in Brixham.

Mr Young said: "The cloud-based fish auction is a major investment for BTA and we took that decision on behalf of the whole fishing community as we believe this is a game-changer for our industry. Our producers,

which are the fishermen, have asked us to offer their fish to a wider audience. We do think it will encourage a lot more fishermen to land their fish in this port which would give our buyers a lot more opportunity to buy a lot more fish."

BRINGING EXISTING BUYERS WITH THEM

While online fish auctions are not a new thing, what is new with the online auction at Brixham is that there is no need to download software to a specific PC or buy and install any hardware to bid for fish. As it is hosted in the cloud, it can be accessed from anywhere in the world, and the software allows BTA to construct a catalogue the night prior to the auction, meaning remote buyers can view the catch and access all the information needed to make buying decisions. Pre-bids for specific quantities and types of fish can also be set in advance.

This way of online selling and buying fish is new for all involved – certainly for buyers and BTA auctioneers used to the banter of the traditional shout auction. Another big difference is that the bid price starts high and is reduced in stages until a buyer makes a bid. This "Dutch Auction" process has been a tradition on the continent since the Middle Ages but will be very new to many UK buyers.

BTA chief auctioneer, John Rogers, starts the bidding process and manages the clock auction. As the clock runs, the price decreases until a buyer makes a bid by hitting a keyboard. The clock then stops and the buyer then informs the auctioneer how much fish they wish to purchase. The clock then resets and the process repeats until the total stock has been sold.

Once the BTA board decided to forge ahead with the move online, however, they made sure they brought their existing buyers—who have supported the market for years, in some instances generations—with them, and provided them with training. BTA staff also went through weeks of training and preparation to ensure a smooth transition.

"A GREAT START AND THINGS CAN ONLY GET BETTER"

Consequently, on the morning of the 6am launch everyone was well-prepared and familiar with the new system. BTA had worked through the night carrying out the final checks and representatives



Old Shout Auction at Brixham



Getting to grips with the new digital auction (Image Aucxis)

from Aucxis were on hand on the day to ensure everything went smoothly and iron out any glitches if they arose. Fortunately, everything ran as expected with between 65 and 70 buyers logged in and buying fish through this new process.

Some of the buyers had been anxious about using the new fish market auction system but afterwards, the feedback was very positive with many stating they were much more confident and looking forward to using the system again the next day.

One of the buyers who had expressed a little scepticism on the move was Les Daniels, Purchasing Director, Wright Bros Ltd. With years of experience buying fish at the traditional shout auction, Les was unsure about the move to buy fish via his PC.

After the auction, however, Les said, "in all fairness to Barry and to the staff at BTA it went very smoothly and I was

very pleasantly surprised. It's a completely different environment but you've got to move with the times and embrace change. I was actually the first bidder and bought a large box of Dover Sole from my office in Paignton. There were no issues at all, everything was excellent".

Though it is early days in the transition, BTA's Barry Young says, "It's been a great start and things can only get better as BTA and the buyers get more comfortable with this new system."

Aucxis have said they are very proud that the UK's largest fish market by value of fish sold was keen to play a pioneering role in the launch of its innovative system. While preparing the launch of KOSMOS at Urk fish auction in the Netherlands, the team will continue to support BTA to smooth out any unforeseen glitches and ensure that the smooth operation of the system continues.

PAST

FUTURE

NORTHERN IRELAND NEWS *By Dick James*

PEOPLE

■ Florence McCormick the front desk office manager for the Northern Ireland Fish Producer Organisation passed away on Wednesday 29th May. Flo, as she was known, was well known and respected not just by the local fishing community but also by fisherfolk over a wider area. She was laid to rest in the grounds of the Ballyeasboro Parish Church on Friday 31st May. RIP Flo

MARINE CONSERVATION ZONES

■ On 31st May the United Kingdom Department of the environment announced the intended designation of a further 41 Marine conservation Zones to add to the 50 already in existence making a total of 175 areas covered by some kind of environmental designation within UK waters. This followed a consultation process in 2018. The zones which most concern the Northern Ireland fishing industry are offshore zones in the north Irish Sea. One which was previously designated is in the eastern part of the Irish Sea and is the site of a wind farm which means it is virtually lost to mobile gear anyway. However, two designations off the County Down coast are new and, worryingly, are significant fishing grounds. One to the south and west of the Isle Of Man is known as Queenie Corner and was proposed by the

Northern Ireland industry as an alternative to other sites in the area between the County Down shore and the Isle of Man. In the end, it came to be that Queenie Corner was adopted as well as one of the sites it was supposed to replace.

Queenie Corner is predominantly a part of the mud plain of the western Irish sea albeit at the edge which makes that area more diverse than the main plain itself.

The other area is also on the edge of the mud plain on its northern edge offshore of Portavogie and is known as South Rigg. This is an area important to the local fleet known for the high-quality prawns found there and economically very significant. The Sea Fish Industry Authority through the regional group (SNIAC) commissioned consultants Poseidon to do an economic assessment of the value of the South Rigg along with other areas and concluded that losses should South Rigg be closed would be in the order of £600,000/£700,000 per annum. The Department's position paper held the area to be worth in the order of £20,000.

Now, despite protest, the area is to be designated and the next step is to decide management measures. Significantly the need to conserve the South Rigg area has been changed from one to recover to one to maintain this because it was recognised that the strong tidal activity in that part of the Irish sea had a far

greater impact than the effect of present-day fishing activity. Therefore, the battle now is to follow that up and argue that existing fishing activity be allowed to continue.

THE FISHERY

■ The good times are back! The blip in the north Irish sea prawn lasted for a few weeks only with the Clyde giving a useful alternative option to tide the fleet over. The summer fishery is characterised by a predominance of smaller prawns which is in contrast to the spring fishery where the quality of the prawns was better size wise. With tails providing the bulk of the landings and prices steady at £6 per kilo weekly landings of up to 100 boxes plus what langoustines there are and fish bycatch grossings are healthy even for the smaller class of vessel.

The majority of the fleet stuck to the north Irish sea grounds west of the Isle of Man but there was some interest in the Clyde mainly by the traditional Portavogie boats and other larger boats were further north in the Minch area. One or two boats went south to the Smalls but, generally, things were good enough on the local grounds that there was little incentive to travel. On the Porcupine Bank, the Maracestina was joined by the Apollo for the usual summer fishery.

Things were, however, not

so good on the whitefish with the Irish Sea Haddock fishery not proving so fruitful this year with the run of the fish being small. Possibly a sign of better things for next year.

The whitefish boats preferred the North Channel with the usual mix of Hake, Cod and mixed fish to make up the grossings. Others went further north again looking for mixed groundfish. Some even switched to the prawns such was their desperation.

The two Belfast based pelagic boats (Stefanie M and Havilah) went to Skagen and Fraserburgh respectively for their annual paint up and general maintenance getting prepared for the summer Herring fishery in the Irish sea. Voyager remains in Skagen.

The King Scallop fishery in the north Irish Sea finished into closed season at the end of May but, in reality, it had come progressively poorer through the winter/spring that it petered out rather than came to an end. The local scallopers have long since switched to the prawns and there is rumour that some Manx scallopers may join them as the Queen Scallop season is not looking too great also.

Inshore the creel fleet is growing apace with new boats joining the rush to get creels into the water even though there is little sign of movement yet on the Brown Crab. Velvet Crab is a bycatch only and lobster proving a winter option now becoming harder to find.

Personnel changes for the Seafish Northern Ireland regional team



Dr Lynn Gilmore

■ The Seafish Industry Authority have announced personnel changes within their Northern Ireland regional team. Doctor Lynn Gilmore who led the Northern Ireland project has been promoted within Seafish to head their international trade and regions group. Lynn was the initial appointment as the Northern Ireland area manager some nine years ago initially in a post shared with the Northern Ireland Fisheries Department and latterly as a dedicated Seafish appointment.

Lynn has been replaced as regional manager for Northern Ireland by Doctor Annika Clements. Annika's background is as a scientist who worked for the Agri-

Food and Biosciences Institute, Northern Ireland Environmental Link, Ulster University and Queens University Belfast. She has previously worked with the local fishing industry in Seafish sponsored work on Marine Habitat Mapping and on Nephrops surveys being a member of the ICES working group on Nephrops. Annika is therefore well known within the local fishing industry but her new role will cover aspects new to her in the supply chain side of the industry. Immediately her knowledge and background will be useful in environmental designations which are soon to become an issue.



Dr Annika Clements

Inquest into the 2008 drowning of two Donegal fishermen returns verdict of 'accidental death'

An inquest into the drowning two Donegal brothers 11 years ago while fishing has returned a verdict of 'accidental death.'

The two experienced Glengad fishermen, Danny McDaid (70) and Francis McDaid (69) died when their boat The FV Strath Marie, capsized 3 miles off Inishowen on the 14th March 2008.

The inquest, which was held in Buncrana last month, heard that shortly before it sunk the brothers' boat had been passed by a large Norwegian oil tanker.

The court heard that the tanker was later searched and showed no signs of damage, however, a marine expert said the wash from the passing ship "could have had an impact".

Dr Norman Fullam, a former Assistant Director of Operation with the Coast Guard, said it was clear that a "very sudden" or "catastrophic event" had caused the sinking because no mayday call was issued and both men had gone into the water with their Wellington boots on.

Dr Fullam also stated it was conceivable that the small boat could

have "gotten a bang" from the "wash" coming off the larger vessel, and that the crew of the tanker would not have been aware of that.

"But there's no evidence to that," he added and said there were a lot of things that could have happened

"These things happen at sea and unfortunately, unless there's a survivor - we just don't know," he said.

The weather was fine on the morning that the brothers went to sea. When they failed to return that evening the Coast Guard was alerted at 5.20pm.

No alert had been made by the vessel.

At 6.19pm Daniel McDaid was located in the water by Portrush Lifeboat and airlifted to Altnagelvin Hospital, Derry.

It was almost two hours later before Francis McDaid was located by Greencastle Coast Guard and brought ashore to Greencastle, before being transported to Altnagelvin hospital.

Both Danny and Francis were pronounced dead shortly after 9.30pm.

Pathologist Dr Gerry O'Dowd

testified that the brothers died by drowning and were alive when they went into the water.

Early investigations into the sinking of the 'Strath Marie' indicated that the boat may have collided with a Norwegian oil tanker.

The PSNI subsequently contacted Interpol and ordered that the Norwegian vessel be boarded and inspected.

An inspection found no damage and the crew of the Norwegian vessel reported "no knowledge of any incident".

Though a request was made by the PSNI for a voice recording from the vessel this was never obtained.

The inquest also heard there had been "undue delay" in the case because of the nature of the waters of Lough Foyle, where the brothers were fishing, which is claimed by both the Irish and British authorities.

The deaths were first investigated by the PSNI and later involved the Norwegian police and Strathclyde police in Scotland.

Though jurisdiction had initially been accepted in Northern Ireland, a full inquest was never held and a

number of years later it was passed back to the Republic of Ireland.

At the inquest, it was also heard that though the Marine Casualty Investigation Board (MCIB) had published a report into the sinking in 2010, the MCIB had refused to engage with the inquest and did not send any representatives to the inquest.

Solicitor Ciaran MacLochlainn, acting for Danny McDaid's widow Ellen, said it was "an outrageous insult" to the coroner's court and to the families of the men that the MCIB hadn't attended, saying it was "extraordinary" that they had refused to attend.

Solicitor MacLochlainn said also authorities on both sides of the border had been "deficient" in investigating the incident.

Coroner Dr Denis McCauley also expressed his anger that the MCIB had not attended, saying he had made "numerous applications but they refused to attend", and said that the inquest hadn't had all the facts.

The jury added a proviso also that any State body that has investigated an incident should in future produce a witness to explain its findings.

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NEW CYGNUS CYCLONE FOR LAMBAY CRAB AND LOBSTER

Prolific 2 out for a spin in Valentia. All images by Valerie O' Sullivan.



NEW BOAT

Gerry Markey's new Cygnus Cyclone Prolific 2 D772, built and fitted out down in Valentia by Murphy Marine Services Ltd, made the trip home to Howth last April and has recently started fishing.

Gerry Markey's new Murphy Marine Services built Prolific 2 steamed home from Valentia to Howth last April, where she has recently started fishing. The Cygnus Cyclone 35 replaces the Prolific D713, Gerry's previous vessel.

Gerry, who runs Lambay Crab and Lobster with his brother Robert Markey, supplying fresh crab and lobster direct to local restaurants, said he was replacing the old Prolific as he found that with weather and the need to get out further for their catch he needed a bigger boat.

Alongside supplying restaurants around Dublin directly, among them some of the top restaurants in the country, Gerry also sells his catch to Errigal Bay, Ireland's largest processor of wild Atlantic shellfish, and Ros a'Mhíl based Breizon Ltd.

VESSEL SPECIFICATIONS

With a bulbous bough for

large displacement, an overall length of 35 feet, a beam of 12.5 feet and a draft of 3.6 feet, the Cygnus Cyclone is very stable at sea. Powered by an Iveco Cursor C9 and a Twin Disc MG5065A gearbox, both of which were supplied by Kirwan Marine, the new Prolific 2's propulsion is supplied by a Clements 26 x 24.

The vessel's hydraulics, a Spencer Carter 70cc variable displacement pump driven off a gearbox PTO powering the pot hauler, cargo winch, bow thruster, and hydraulic power washer, were supplied by Derek Noble. The onboard power washer is new for Gerry and his crew, and means they no longer need to clean their catch on land.

The new Cygnus Cyclone is also fitted with a Spencer Carter 2000lb Slave Hauler and a Compact Landing Winch, both of which were supplied by Derek Noble as well.

The Prolific 2's impressive electronics package was supplied by Camroc Marine

FACT FILE

PROLIFIC 2
SKIPPER(S) Gerry Markey
REGISTRATION D772
HOMEPORT Howth
FISHING FOR Crab, whelks and lobster
CREW 2
OWNERS Gerry Markey
COMPANY Lambay Crab and Lobsters
VESSEL TYPE Cygnus Cyclone 35
BUILD YEAR 2019
BOATYARD Valentia Marine Services
LENGTH 35 feet
BEAM 12.5 feet
DRAFT 3.6 feet

Electronics Ltd. The full electronics package supplied is as follows:

- Kodex 941 A Radar
- HONDEX HDX 121 ECHOSOUNDER and Plotter + 50/200 KHz Transducer + Cmap charts + Hondex Smart GPS Antenna.

- Icom M323 DSC VHF + High gain Pacific Antenna
- Onwa 6299A Class B AIS + Scan AIS Antenna.
- Simrad AP60 Autopilot + Precision 9 compass and PRO 20 Hydraulic pump unit.
- VDO Rudder Angle Indicator.

- Mc Murdo G8 FF GPS EPIRB
- Mc Murdo S4 SART
- ICOM 25 Handheld VHF
- NOKIA 6090 CELLPHONE + MARINE Antenna.
- Sodena Plotter.
- ICOM 24/12 Volt DC
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"Without a good crew, there'd be none of these boats around" GERRY MARKEY



Cygnus - Murphy Marine Services

Cygnus Cyclone, "Prolific 2"



Best wishes to Gerry, family & crew. Safe fishing.

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Accommodation on the Cygnus is provided by 2 berths forward, while—long gone the days of Gerry's father's time of doing 'a bit of fishing' with 40 lobster pots—the 60 box hold provides plenty of accommodation for the crabs, whelks and lobster that Gerry is fishing, doing about 500 or

600 pots a day. Gerry's pots were supplied by Shield Creels. Safety equipment onboard was supplied by Swan Net-Gundry.

Without a good crew...

With respect the Valentia build, Gerry said he was very happy indeed with the new boat. "Fionán

did a great job," he said. He was also keen to highlight, however, that, regardless of boat, "without a good crew there'd be none of these boats around" stating he was lucky to have that in his two crewmen, Stephen and John.

Speaking to the Skipper, Fionán Murphy of Murphy Marine Services congratulated

the Gerry and wished him, his family and crewmen Stephen and John many years of safe and plentiful fishing.

The Skipper team would also like to take the opportunity to wish Gerry, his family, 2 crewmen, Stephen and John, and Lambay Crab and Lobster every success and safe fishing.

Injunction to block the mechanical harvesting of kelp in Bantry Bay rejected in High Court

A request for an injunction to block the mechanical harvesting of seaweed in Bantry Bay has been rejected in the High Court.

In response to the granting of a foreshore licence in 2014 to Tralee-based biotechnology company, BioAtlantis Ltd, to harvest more than 1,860 acres of Bantry Bay for native kelp, the injunction was sought by John Casey of Bantry Bay – protect our Native Kelp Forests to prevent the extraction.

The injunction was sought on the basis that the proposed kelp harvesting would constitute an 'alteration' and/or a 'material change of use' to the marine environment under the Planning and Development Act 2000, and should thus be legally classified as 'development'.

Consequently, it was argued by Mr James Devlin SC, representing Mr John Casey, that given the 'development' adjoins the functional area of a planning authority, by law it cannot proceed without planning permission.

This argument was rejected by Ms Justice Deirdre Murphy, on the basis that the Government has seen it fit to establish two different regulatory regimes the Planning Acts regulate human activity such as the building of a pier extension, whereas the wild flora and fauna of the sea are regulated by Ministerial Licence. The proposed extraction, the Court found, only requires the latter.

In the judgement Justice Murphy said: "Were the Applicant's submissions correct, it appears to the Court that all trawling, prawn fishing and activities of that nature would all, equally, require planning. It is basically the harvesting of the bounty of the sea,

and it does not require planning."

A Judicial Review of the licence, also brought by Mr John Casey, is due to begin in this High Court this month.

LOCAL ECOLOGICAL CONCERNS

Since the granting of the licence and announcement of an intention to commence operations, concerns relating to the ecological implications of the mechanical harvesting of Bantry Bay kelp have been raised by locals of the area.

Several local inshore fishermen have raised concerns in relation to the impact that large scale harvesting of native kelp will likely have on the crab and lobster they are dependent on for their livelihoods.

Bantry Bay – Protect our Native Kelp Forests, a local group set up in response, have argued that the licence to 'industrially extract' 1860 acres—the largest native kelp extraction licence ever granted in Irish or British waters—of native Kelp in Bantry Bay was granted without public consultation, adequate advertisement of the licence, or an environmental impact assessment.

Though BioAtlantis Ltd. have stressed that the process they will employ will not involve dredging or touching the seabed, but will instead involve cutting the kelp 25cm from the root, which they say will allow the kelp to recover, this, they also acknowledge, has not been done before.

As part of the High court proceedings, it was heard that it may not be "technically feasible" to ensure that kelp harvested by mechanical means in Bantry Bay will be cut at a height to allow



regrowth.

In an affidavit read before the court from Karin Dubsy, a marine expert from Trinity College Dublin, stated that BioAtlantis themselves recognise that it may not be technically feasible to restrict cutting to this limit. It was also heard that if kelp is to regrow it needs to be cut more than 25cm above the holdfast to ensure that the plant can regrow. If cut at the wrong height it dies.

Though one of the conditions of the foreshore licence, which was issued by the Department of Housing, Planning, Community and Local Government (DECLG), is that the project will be subject to an environmental study and monitoring paid for by BioAtlantis, locals have questioned whether it is reasonable that the harvesting of Bantry Bay proceed as a test bed for the sustainability of the practice.

A SATURATED BAY

Concerns have also been raised in Bantry Bay in relation to the granting of a license to cultivate 140 tonnes of Blue Mussels per year on 24 hectares, also without Environmental Impact Assessment.

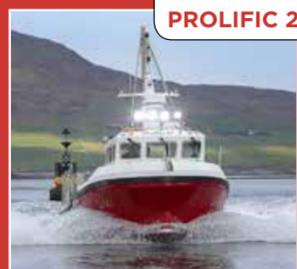
Among the concerns raised have been with respect the negative impact on local fishermen this may have, with members of the local fishing community raising concerns in relation to the ecosystem changes that might be caused in the area by the farm (i.e. increase in starfish) which may be damaging to fish stocks.

A number of local fishermen have also highlighted that Bantry Bay is already over saturated; and if granted the licence will come within 5 metres of the proposed kelp harvesting site – both of which are just two of a long list of plans for the bay that could negatively affect their activities.

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Safety of small vessels engaged in potting operations Marine Notice No. 17 of 2019

The Department of Transport, Tourism and Sport wishes to highlight a recent report published by the Marine Casualty Investigation Board on the fatal incident involving 'FV Julie Eleanor' on 22 November 2017. The full report may be obtained from the website of the Marine Casualty Investigation Board, www.mcib.ie.

In response to the Marine Casualty Investigation Board recommendation, the purpose of this Marine Notice is to remind users of small vessels of

less than 15m in length, engaged in potting operations, that:

- Those engaged in non-commercial potting are encouraged to familiarise themselves with the Code of Practice for the Safe Operation of Recreational Craft and to comply with the statutory requirements highlighted by the Code, and heed the safety advice and recommendations of the Code.
- Those engaged in commercial potting should comply with the Code of

Practice for the Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15m length overall. The Code sets out requirements and recommendations relating to safety on board small fishing vessels.

These Codes of Practice are available on the Department's website, www.dttas.gov.ie.

Suitable Personal Flotation Devices and Personal Locator Beacons should always be worn. Somebody ashore should be aware of where the boat is

intending to operate and when it is expected to return. Vessels should have a suitable means of re-boarding in the event of a crew member falling overboard.

The Department wishes to highlight the increased risks involved with single person operation of such vessels.

Owners / Skippers should carry out a risk assessment of the intended operations and take appropriate actions to reduce / mitigate the inherent risks that arise when nobody else is on-board to render assistance or to raise the alarm.



RE-RIGGED

NEW PRAWN TRAWLER FOR CLOGHERHEAD

FACT FILE

SKIPPER Ian Milne
REGISTRATION DA 5
HOMEPORT Clogherhead
FISHING FOR Prawns
CREW 7
OWNER Barry Faulkner, Oriel Seafoods Ltd.
VESSEL TYPE Steel Trawler
LENGTH 23.4m
BEAM 7.2m
DRAFT 3.4m

After being twin-rigged and fitted out for freezing prawns at sea, Barry Faulkner's new Celtic Oriel is busy fishing out of Clogherhead.

Barry Faulkner's new Celtic Oriel is the latest addition to the Irish prawn freezer fleet. With 35 years at sea behind him, she's the 9th vessel of Barry's fishing career and his third currently. Replacing the Celtic Venture, which has recently been sold to Malta, she joins the Celtic Warrior II and the Celtic Chieftain.

Built in France in 1986 by Piriou, the vessel has undergone a major refit at Kearney's yard in Kilkeel, and has been converted to twin rig with the addition of a third winch, fitted out with equipment for freezing prawns at sea, and has been completely re-piped. The new paint job on the Celtic Oriel was done by local painters Trevor Graham and Sons Ltd.

The steel trawler is 23.4 metres in length, has a beam of 7.2 metres and a draught of 3.4 metres. Powered by a Caterpillar 3508 main engine and a Baudouin gearbox, the new steel trawler's Bopp and Poclair hydraulics were installed by Bradley Hydraulics Ltd. Fitted also with a Cummins 6BT generator

engine, electrics onboard were installed by Grant Poots of VH Electrics Ltd.

On deck the vessel is fitted out with Bopp winches, including a Gilson winch, and net drums. Nets were supplied by GK Nets, Pepe Trawls and Swan Net-Gundry.

The electronics in the well kitted out wheelhouse were installed by Pat Maguire Electronics Ltd. Accommodation on the Celtic Oriel is provided by 7 berths. Safety equipment onboard have been supplied by CH Marine.

The fish room onboard is 100 cubic metres. Freezers and refrigeration onboard the Celtic Oriel have been supplied by Ken Boyle of Boyle Air, and by Willie Hogan Refrigeration Ltd.

Targeting prawns, the newly twin-rigged Celtic Oriel will land her frozen at sea catch through Clogherhead Fishermen's Co-op.

The Skipper team would like to take the opportunity to wish Barry, his wife Siobhan, son Barry and daughters Dara and Amy, alongside his Skippers and crew, all the best and good fishing.



Wishing every success to Barry, Siobhan, family & crew on your new vessel CELTIC ORIEL

QUALITY PROVENANCE RESPONSIBILITY

Dublin Bay Prawn - Nephrops Norvegicus - Langoustine - Scampi - Cigalas - Cloicheán Bhá Átha Cliath
 Clogherhead Fishermen's Co-Op, Clogherhead, Co. Louth, Ireland.
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CONGRATULATIONS TO BARRY, SIOBHAN, FAMILY & CREW WITH YOUR NEW VESSEL CELTIC ORIEL

Jotun Paints & Antifoul - MME Anodes - Superior Oakum - Gavl Boat Nails
 Pains Wessex Flares & Safety Equipment - Marinepool Lifejackets
 Immersion Suits - Sarts - Johnson Pumps - E.P Pumps
 G. G. G Pumps - Van Beest Chain Connectors - Ropes, Nets & Twines -
 Guy Cotten Clothing - Castrol Lubricants - Total Lubricants

"EVERYTHING FOR THE COMMERCIAL FISHERMAN"

Congratulations!

Best wishes to Barry, Siobhan, family & crew with your new vessel "Celtic Oriel"

IRISH FISH PRODUCERS' ORGANISATION
 8 Anvil Court, Killybegs, Co Donegal.
 Tel:074 9741468/9 Email: ifpo@eircom.net



The Port of Skagen expands again

Images by Jimmy Romanowski



Artist's impression of new expansion

Following a record year, the Port of Skagen is ready to cut the first sod in 2019 for step 3 of the expansion. This time with more than 1,000 metres of quay, increased water depth and 190,000 square metres of land area.

The Port of Skagen can look back on a year with records in several quay business areas. We shall

return to that. Firstly, let us look to the upcoming step 3 in the expansion of the port. At the end of June, the first sod will be cut for the biggest expansion in the history of the port, and the Port of Skagen will be changed and enlarged with 190,000 square metres of new land area and 1050 metres of new quay with water depths from 11 to 13

metres.

“We have a clear ambition to be a generator for growth and development for the customers and partners of the port that this investment will support. In particular, our business areas fishing and cargo will be able to increase their activities following the expansion. We have already signed contracts for a large

part of the area, but there are still attractive areas available for companies that make part of their turnover across the quayside,” says Willy B. Hansen, managing director for the Port of Skagen.

The expansion comes after a 2018 with a record turnover of 50 million Danish kroner for the Port of Skagen. The new facilities are expected to be ready at the end of 2020 or in the beginning of 2021.

SUCCESSFUL NEW CONTAINER ROUTE

Since August 2018, the companies in Northern Jutland have had the opportunity to use a new weekly container route from the Port of Skagen facilitated by the shipping company MSC that has a widespread container network reaching all parts of the world. An opportunity that has been seized by the companies.

“We are very pleased that the Port of Skagen and Skagen Stevedore have managed to establish the container route as it gives all of us improved possibilities for import and

export from companies in Northern Jutland. The operation of the terminal has been successful, and our employees have undergone thorough training and they have done an excellent job from the start-up in August 2018, says Johannes Palsson,” CEO of FF Skagen, who operate the container terminal through the daughter company Skagen

Stevedore A/S.

Another record for cruises If you are visiting Skagen this Summer, do not be surprised to hear many international tongues. For the third year running the Port of Skagen beats its cruise record with an expected call by 44 ships with more than 73,000 cruise guests. The cruise industry has been booming in Skagen since 2014 where 7,500 cruise guests arrived in 10 calls.

“Obviously, we are very pleased that all the efforts put into developing the cruise activities, including the expansion of the port

in 2015, bear fruit. The value created by the cruise ships and guests for the Port of Skagen is considerable so we are very pleased with the interest shown by the shipping lines,” says Willy B. Hansen.

An analysis based on answers from cruise guests and crews from 10 cruise calls in 2018 has shown that the guests spend an average of 508 Danish kroner and the crew members an average of 98 Danish kroner during a visit in Skagen. The turnover in the local community was approximately 35 million Danish kroner in 2018.



DENMARK'S BIGGEST FISHING PORT

Yet another record for the Port of Skagen: the value of the fish landed reached record high 1,019,000,000 Danish kroner. The Port of Skagen is still Denmark's biggest fishing port: both measured in quantity and in value of the fish landed.

What records lie in the future remains to be seen.



Eurofleets+ is officially launched at SeaFest in Cork

Eurofleets+, which facilitates access to the largest advanced research vessel fleet across Europe, Greenland, USA, Canada, Bermuda and New Zealand, has been officially launched at SeaFest in Cork.

The Marine Institute is the coordinator of Eurofleets+, which includes a consortium of 42 marine institutes, universities, foundations and SMEs from 24 countries across Europe, North America and Oceania, with funding of €9.9 million. The project follows on the success of two previous Eurofleets projects.

Dr Peter Heffernan, CEO of the Marine Institute, said Eurofleets+ highlighted, "the importance of international collaboration of marine research and the continued dedication required to meet the evolving needs of marine and maritime activities around the world. Eurofleets+ is intentionally ambitious, building on achievements in the two preceding Eurofleets projects and will integrate a larger number of research vessels and extend the research infrastructure by adding a range of advanced mobile marine equipment."

Establishing a strategic roadmap and sustainability plan, Eurofleets+ will extend and enhance the capabilities of the European research vessel infrastructure, bringing new perspectives, new ideas, and new research and innovation tracks that will be beneficial to

all. The project will prioritise research on sustainable, clean and healthy oceans, linking with existing ocean observation infrastructures, as well as supporting innovative ideas, working closely with industry.

Aodhán Fitzgerald, Research Vessels operations manager at the Marine Institute and Eurofleets+ project coordinator, said that the project will enable access to an unprecedented number of vessels providing a significant increase in ship-time at sea.

"With a fleet of 27 state-of-the-art research vessels from European and other international partners, this is extremely exciting for marine researchers as they now have opportunities to access research vessels in the North Atlantic, Mediterranean, Black Sea, North Sea, Baltic Sea, Pacific Southern Ocean and Ross Sea, through the competitive calls process," he said.

The EU H2020 Eurofleets+ Project began in February 2019 with the first kick off meeting taking place at the Marine Institute, Galway in March 2019. With its official launch at SeaFest today in Cork (7th June 2019), the programme will now move towards its competitive call phase, including SEA (Ship time and marine Equipment Application) which will have an 'Ocean' call, due to open June 2019, and a 'Regional' call, due to open September 2019.

The CO-PI programme,



Aodhán Fitzgerald, Vessel Operations Manager at the Marine Institute, at the launch of Eurofleets+ in Cork during SeaFest 2019. Photo: Brian Loughheed.

aimed at early career researchers to implement their own research together with the SEA calls, and RTA (Remote Transnational Access), which enables remote access to samples or data from a Eurofleets+ vessel, are both due to open for calls in autumn 2019.

Through competitive calls evaluated on scientific excellence, applicants will be able to apply for access to 27 research vessels, 5 AUVs (Autonomous Underwater Vehicles) and 7 new ROVs (remotely operated vehicles) to capture film footage and samples from the deepest parts of the ocean. A unique mobile portable telepresence unit will also enable remote access by researchers and diverse end users including the public,

which is a first for Europe.

In addition to the access programme, Eurofleets+ will also provide training and education opportunities including floating universities, Teacher at Sea programme, marine internships and blue skills labs.

Eurofleets+ is funded under EU Horizon 2020 'Integrating Activity for Advanced Communities' with respect to Environmental and Earth Sciences - Research Vessels. This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 824077.

A new Eurofleets+ website is underway and more information on the project is available on www.eurofleets.eu.

Ireland's 'Go Atlantic Blue' goes global



Celtic Explorer, Cork goes Atlantic Blue. Image by Gerard McCarthy

More than 50 famous landmarks and buildings in Ireland and across Europe lit up blue as part of the 'Go Atlantic

Blue' initiative to celebrate our connection to the Atlantic Ocean and to mark World Oceans Day (8 June). The global day connected people

worldwide in celebrating the ocean, its importance in our lives and how each of us can protect it, no matter where we live.

It's the first year to 'Go Atlantic Blue' with the aim of raising awareness of the vital role that the Atlantic Ocean plays in the lives of Irish people, no matter how near or far they live from the Atlantic coastline.

In its inaugural year, the 'Go Atlantic Blue' campaign has had an incredible response with more than 50 landmarks and buildings coming on board in Ireland alone. Businesses, schools and homes across the island also joined in by putting up blue decorations, wearing blue clothing, painting their faces blue, sharing their love for the Atlantic online and much more.

Ireland's 'Go Atlantic Blue' campaign has even gone global and internationally we are joined by the European Commission Directorate General for Research & Innovation in Brussels, Ifremer in France, PLOCAN in Gran Canaria Spain, Ciência Viva in Portugal, and the International Council for Exploration of the Seas in Denmark – all of which celebrated the Atlantic in their own 'Go Atlantic Blue' way.

'Go Atlantic Blue' was being spearheaded in Ireland by the Marine Institute-led AORA-CSA (Atlantic Ocean Research Alliance Co-ordination & Support Action) against the backdrop of SeaFest 2019 (7-9 June) and Our Ocean Wealth Summit (9-10 June), both taking place in Cork.

Our Ocean Wealth Summit in Cork puts the Health of Our Oceans in Focus

Political representatives from 30 small island nations, global leaders and more than 750 delegates attended Our Ocean Wealth Summit 2019 at City Hall, Cork. Former US Secretary of State John Kerry delivered the first keynote address of the day, calling for immediate action to move to decarbonisation to manage climate change. The former US Senator and Presidential candidate was passionate about the state of our oceans, and delivered a hard-hitting speech that criticized governments for not being transparent about climate change and called for urgent implementation of better energy policy.

Ireland's Youth Ambassador to the Oceans, Alicia O'Sullivan delivered a powerful address to motivate people in Ireland to see the impact of decisions at local level, which have national and global impact. The 17 year old echoed Greta Thurnberg's words when she said that urgent action is required, as the 'house is on fire'.

Sponsored by PwC, the Ocean Wealth Summit was moderated by Marine Institute CEO Peter Heffernan and the discourse through the morning programme included a number of national and international government officials. An Tánaiste Simon Coveney TD and Minister for Agriculture, Food and Marine Michael Creed TD were actively engaged in discussion with representatives from Small Island Developing States (SIDS) on how governments could work together to broker key solutions to implement the UN



Former US Secretary of State John Kerry, Alicia O'Sullivan Ireland's Youth Ambassador for the Oceans, Tanaiste Simon Coveney and Selina Leem, Marshall Islands Youth Ambassador, at Our Ocean Wealth Summit 'Shared Voices from Small Island Nations' in City Hall Cork. Photo: Clare Keogh

Sustainable Development Goals.

Change by Degrees Dr. Tara Shine moderated the afternoon sessions, which led with a keynote address by European Parliament First Vice President Mairead McGuinness on the work that Europe is doing and needs to do to effect decarbonisation and promote a greener, cleaner society to support the oceans health and wealth.

Industry representatives were also engaged in the discussion, and also played a key role in the Marine Industry Showcase, facilitated by Enterprise Ireland.

As world leaders discussed climate change and our oceans health at the Our Ocean Wealth Summit in Cork, it became evident that this Summit with its global audience of UN representatives, political and business leaders and members of the public, had an important voice to share with the world. This strongly echoed the theme of the Summit this year, which was Shared Voices from Small Island States.

More information is available at www.ouroceanwealth.ie

Reduce, reuse, repurposing of fishing gear focus of BIM workshop in Cork

Members of the Irish fishing sector met with harbour masters, net producers and with representatives from recycling companies and government officials in Cork last month to exchange ideas on the creation of a circular economy for fishing gear. The new business model would consider the full life cycle of fishing gear, in a bid to reduce its impact on the marine environment.

The event, hosted by Bord Iascaigh Mhara (BIM), and supported by the European Maritime and Fisheries Fund, marks a first for the industry, and forms part of a wider set of actions being taken by the State seafood development agency under the Clean Oceans Initiative to tackle the growing problem of marine waste.

More than forty representatives attended the event held in the Clayton, Little Island in Cork city. Wholeearth

Futures, specialists in circular business model planning and BDO facilitated the day-long session that included representatives from commercial organisations including Leinster Environmentals, Green Marine and Kingspan who have committed to using secondary plastics in a drive to lower their carbon footprint.

Alena Petrikovicova, DG Mare, EU Commission, was one of several speakers at the workshop. Two new EU Directives, the 'Impact of certain plastic products on environment Directive' and 'The Port reception facilities Directive', focus on the use and management of plastic waste.

Catherine Morrison, Sustainability and Certification Manager, BIM said:

"The Clean Oceans Initiative is based on the premise that collaboration between the people on the ground; the men



Pictured at the BIM workshop in were, left/right, Myles Mulligan, Bord Iascaigh Mhara (BIM), Rodney O'Sullivan, Swan Net Gundry, Alena Petrikovicova, EU Commission, and Evelyn Kierans, Swan Net Gundry.

and women who work in the fishing sector and in the wider seafood and other industries, can effect change much faster by working together under a single shared vision. Partnerships are vital if we are to address the challenge of marine waste."

Catherine Barrett, BIM said: "We want to look at the

entire life-cycle of fishing gear. A 360° view that considers its purchase, use, 'retiring' and, of course how it is recycled. This collective multi-industry focus will help us innovate and develop better end-of-use systems for gear such as nets to impact positively on the environment and on the economy."

CLOGHERHEAD RNLI WELCOMES STATE-OF-THE-ART LIFEBOAT TO LOUTH STATION

Clogherhead community recently welcomed the latest RNLI lifeboat to be based in Ireland. The new Shannon class lifeboat—Michael O'Brien—was delivered at the beginning of June and welcomed on her arrival by hundreds of people who turned out from the town and surrounding areas.

The new lifeboat is unique in the RNLI's fleet as it has been funded by an Irish legacy, named after an Irish lifeboat volunteer, designed by an Irish engineer and is the first class to be called after an Irish river. The arrival of the Michael O'Brien marks the start of a new chapter in the story of search and rescue in the north-east. The Shannon lifeboat is the latest in a long line of search and rescue boats provided by the RNLI to Clogherhead over the past 120 years.

The most technologically advanced in the fleet, the €2.5 million lifeboat and its launching rig represents a major investment by the RNLI in the station and signals a major change in the level of service provided by the RNLI on the east coast as it moves the station from a 15-knot lifeboat to a 25-knot one, cutting vital minutes off the time it takes

for the lifeboat crew to reach a casualty.

A significant proportion of the funding for the Clogherhead lifeboat has been provided through a generous legacy by a Wexford farmer, Mr Henry Tomkins, who was a lifelong supporter of the RNLI. Henry stipulated that a lifeboat be named for his long-time friend, the former Arklow RNLI Coxswain, Mr Michael O'Brien. The Shannon was designed by Derry man Peter Eyre who as a child was rescued by Lough Swilly RNLI in Donegal.

After leaving Poole in Dorset earlier that week, on their way home, the lifeboat crew stopped in Brixham, Newlyn, Millford Haven, Howth and Arklow, the latter as a tribute to Michael O'Brien. The new lifeboat, subsequently, arrived to a sunny Clogherhead on the 2nd of June, at exactly 13.31 hours – the operational number of the lifeboat.

The arrival of the station's new Shannon lifeboat took place in front of the beach beside the lifeboat station in full view of the public. Approaching the beach at Clogherhead, the vessel was flanked by lifeboats from



neighbouring RNLI stations, Howth, Skerries and Kilkeel, who created a flotilla for the watching crowds.

Speaking of the their arrival at the Co. Louth station, Clogherhead RNLI Coxswain Tomás Whelahan said, 'We were thrilled with the welcome we received on our journey home in our new Shannon class lifeboat. I want to thank the many people who came down to Clogherhead to see our arrival, which made it an incredibly special homecoming. We have had a great week with the new lifeboat, getting to know it and seeing what it can do on the open sea. It is a wonderful piece of kit, very different to our Mersey class lifeboat, faster and more technologically advanced.'

'We are honoured to receive this lifeboat and very grateful to our donor Henry Tomkins and to the local communities, who by their generosity, have made this day possible. We hope to bring many loved ones safely home in this new lifeboat, the Michael O'Brien.'

The new lifeboat is jet driven which gives the vessel increased manoeuvrability. It will be the first time in Ireland that the RNLI will use a SLARS (Shannon Launch and Recovery System) to launch and recover a lifeboat in Ireland. The SLARS acts as a mobile slipway for the lifeboat, which can be driven directly onto the beach for recovery. It has a unique turntable cradle, which can rotate the lifeboat 180°, ready to be launched again within 10 minutes.

Images courtesy of Brownes Photography



"I want to thank the many people who came down to Clogherhead to see our arrival, which made it an incredibly special homecoming."

TOMÁS WHELAHAN, Clogherhead RNLI Coxswain

VOICES OF WOMEN IN FISHERIES

The Skipper is interested in providing more coverage to the voices of women in fisheries. In order to do so, we'd like to hear from women from a range of backgrounds from across the fishing community about their experiences in their varied roles in fisheries – whether that is as a fisherwomen working at sea, a partner on land engaged in the day to day operations of fishing, a wife, sister, mother, daughter, or someone engaged in any other activities related to fishing (e.g., downstream activities such as processing, business, administration, management, science etc.). These stories could be historical or contemporary, big or small – either way, we would love to hear from anyone willing to share their story with us. To do so, contact the Editor at, editorial@maramedia.ie or 00353868239608.

This month, we are sharing a piece written by Fiona Matheson, Secretary of the Orkney Fisheries Association, on the importance of fishermen's ecological knowledge and the work that she and the Association does to have that knowledge credited and used to inform the work that scientists do. The views expressed in the piece are Fiona's own and do not necessarily reflect the views of the Association.



Fiona Matheson



Scallops with tags



Images by Joe Coates

Fishermen are the original marine conservationists

By Fiona Matheson,
Orkney Fisheries
Association

No one believes fishermen.

FEK or fishermen's Ecological knowledge.....

"is local knowledge concerning interannual, seasonal, lunar, diet and food-related variations in the behavior and movements of marine fishes and mammals [...]. Such knowledge is passed from generation to generation of fishers and influences the nature, timing, and location of their fishing" according to Robert E Johannes Indeed, "Ignore Fishers' Knowledge

and Miss the Boat." Fish and Fisheries 1: 257-271.

FEK arrives through my door with a fisherman turning the conversation seamlessly from the latest Marine Protected Area proposal to his observations that, 'whit the crab dae is go oot in the winter an come back in the summir - that's jist whit they dae..' or 'yi git more destruction o stock fae wan big easterly than any amount of effort - we saa that the ither year..' 'thur wis rocks shifted that sat on that beach aal me life an then wis moved in that gale..' 'th haddocks is back, no see that fir money a year..'

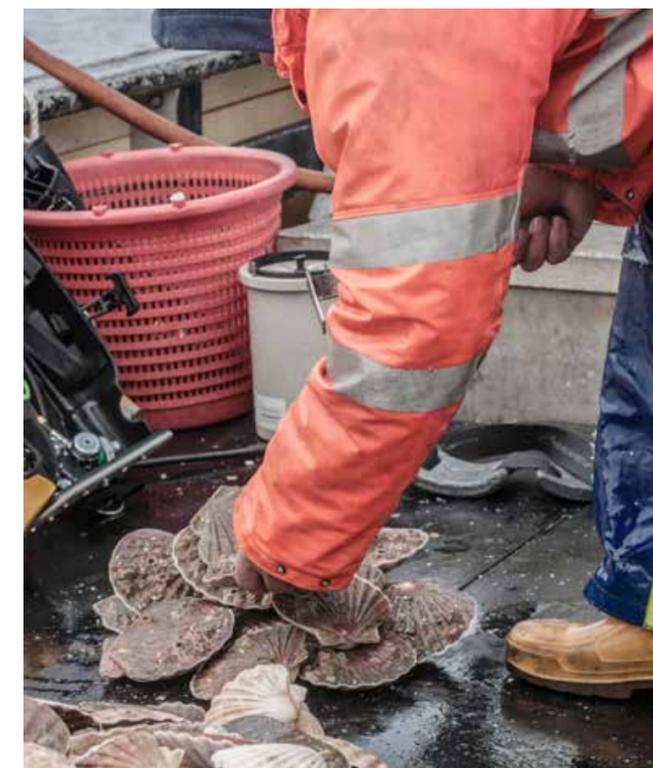
We have been working hard to have FEK credited and used to inform the work that scientists here do. The driver for the fisheries science we take forward is delivered that way. The fishermen see what is happening, they tell me, and I scout about for funds to set up a project with well attuned scientists who 'get it' and who ensure the methodology and scientific protocols are robust. The scientists respect, listen to and talk with our fishermen as equals.

The mistake of not crediting and using FEK are being born out in the big cod and haddock fisheries now where the complications of the EU quota distribution system along with the inability of the more inflexible scientific bodies to properly accept



Measuring Scallops

The inhabitants of ivory towers don't like the peasants crawling up the ivy and climbing in the windows.



the real-time 'at sea' observations of fishermen are leading to massive problems.

The marine environment is dynamic, it is not a controlled lab situation. The parameters are unquantifiable, and the events coming from left-field add more confusion; sea water temperature change, warm water fish moving north, explosions of predator stocks, the movement of invasive species with global shipping.

Among all that you might think, what hope for fisheries management and scientific data of any kind? But that is exactly why real time fishermen's ecological knowledge is so important.

The inhabitants of ivory towers don't like the peasants crawling up the ivy and climbing in the windows. Reticence of acceptance of any knowledge that is not pure and

academic is tightly ingrained in a society that now fights its battles increasingly on the evidential grounds of that which can be measured. The unmeasurable may be just as important or even more so but because it is less easy to deal with it becomes easier to discount.

Does no one believe fishermen because they don't have enough 'O' levels? In most cases yes. There is a class prejudice to validating the observations of those whose knowledge is experiential, vernacular, socially longitudinal and comes from the 'old world' of the physical working communities. This knowledge is presented differently and comes from out-with any type of formal education system or academia. But it is perfectly possible for fishermen to be trained to record data and most have an eager curiosity about the marine environment.

In our scallop research a 16 year old young fisherman ably and accurately measured, and recorded scallops at sea on board a rolling vessel.

As the coastal communities rapidly fall under the suffocating veneer of gentrification, fishermen, their knowledge and their own value within their indigenous areas is becoming more vulnerable. Those with multiple 'O' level or degree-filled confidence of articulation, breenging into a fishing community, failing to listen or watch and pontificating from the perspective of a few leisure outings in fine weather need to take stock. The last thing we should want is fishermen clamming up when their knowledge is so vital to the future of the marine environment.

*The views expressed in this piece are the sole views of the author herself and do not necessarily reflect the views of Orkney Fisheries Association

BIM underwater garden promoting Clean Oceans wins gold at Bloom

JULIEN BEHAL PHOTOGRAPHY

The Bord Iascaigh Mhara underwater garden at Bloom highlighted the threat of plastic in our seas

A marine garden containing almost 30,000 cubic litres of Atlantic seawater and brimming with sea life, from different types of seaweeds to fish species native to Irish waters, has been named overall winner in the concept garden category at the 2019 Bloom festival.

The first ever underwater garden to appear at the festival, which ran from the 30th of May to the 3rd of June, it was designed to raise awareness of the impact plastic is having on the marine environment.

The Bord Iascaigh Mhara (BIM) sponsored garden, Aquamarine, supported by the European Maritime and Fisheries Fund, was designed by wife and husband team Liat and Oliver Shurmann, of Mount Venus nurseries. Speaking in relation to the design Oliver Shurmann said:

“It’s designed to look like a scientific cross-section of a landscape with layers of plastics visible underneath it. That’s what we [Liat and I] wanted to achieve. We wanted to create an atmosphere and to combine something beautiful with something that was repulsive. This will shock people. Children will see this and wonder, ‘what are we doing?’

Resembling a giant rockpool, with a fishing net suspended



Tara McCarthy, CEO Bord Bia, Jim O'Toole, CEO BIM, Liat and Oliver Shurmann and Gary Graham, Manager Bloom, Bord Bia.

over, the marine garden was also designed to raise awareness of how fishermen, women and fish farmers in Ireland are working together to address the problem, as part of the Fishing for Litter scheme under the Clean Oceans Initiative, whereby, to date, more than 330 tonnes of marine waste has been collected by those participating in the voluntary scheme.

Referencing those efforts, BIM’s CEO, Jim O’Toole said: “Marine, human and all other life is contingent upon a marine environment that’s

clean and free from pollution and plastics. Every item of plastic that surrounds the garden at Bloom is a real example of marine litter that has been collected by fishermen and members of the wider fishing and seafood industry in Ireland. Sustainability is central to BIM’s strategy and it’s the driving force for men and women working in the seafood industry in Ireland.”

Catherine Morrison, Sustainability and Certification Manager at BIM, also spoke of those efforts and highlighted the impact that plastic

is having on the marine environment. She said: “It’s hard to quantify how much plastic is in our oceans but the average adult in Ireland uses roughly 60kg of plastic every year, one of the highest rates of any country in the European Union. Not all of the plastic ends up in the oceans, but the plastic that do cause a problem.”

The fish species and water were returned to the sea when Bloom ended and all of the materials used in the garden have been either salvaged or recycled and will be reused.

Government publishes draft Marine Planning Policy Statement for consultation



Aerial view of Dublin Bay. Image by Stephen Jones i-fish

Last month, at the Our Ocean Wealth Summit in Cork, the Tánaiste and Minister for Foreign Affairs and Trade, Simon Coveney, T.D., the Minister for Agriculture, Food and the Marine, Michael Creed, T.D., and the Minister of State for Housing and Urban Renewal, Damien English, T.D., launched the Government’s draft Marine Planning Policy Statement (MPPS). The draft MPPS has since been published for public consultation and submissions are invited on the Statement.

Ireland’s first Marine Planning Policy Statement

The document is Ireland’s first Marine Planning Policy Statement and applies to all aspects of marine planning. Currently, it is being introduced now on a non-statutory basis, pending the introduction of legislation in 2020 that will provide for the preparation, adoption and review of statutory marine planning policy statements on six-yearly cycles.

- The statement:
- Describes the existing components of Ireland’s marine planning system;
 - Outlines a vision for the future development of our marine planning system;
 - Sets out the overarching policies and principles the Government expects marine planning bodies and other public bodies that engage with the marine planning system to observe (in terms, for example, of public engagement, transparency, governance, environmental assessment, climate action, social and economic benefit);
 - Sets out high-level priorities for the enhancement of the marine planning system in Ireland.

Stating the marine planning

system is ‘less evolved’ than the Irish land planning system, it reflects the comprehensive updating and renewal now underway of Ireland’s marine planning system, setting out principles to inform evolving marine planning and development management process.

As part of this process, “a number of initiatives are underway that will radically transform and modernise Ireland’s marine planning system so that it is more integrated, fully plan-led, clearly structured and user-friendly for all marine stakeholders.”

New National Marine Plan

The introduction of a new national marine plan - the National Marine Planning Framework (NMPF) will be a critical part of this, as will be the Marine Planning and Development Management Bill, (formerly known as the MAFA Bill) which Government intends to publish the revised General Scheme shortly.

That Bill will:

- Introduce powers for the Minister for Housing, Planning and Local Government to put in place statutory marine planning guidelines (parallel to statutory planning guidelines under Section 28 of the Planning and Development Act 2000);
- Provide an enhanced statutory basis for marine forward planning;
- Introduce a single State consent system for the maritime area for certain project types;
- Eliminate the unnecessary duplication of development management processes (including environmental assessments) for activities or developments that are currently assessed under both the foreshore and planning regimes; and

- Introduce a single development management process for certain project types, including offshore renewable energy development.

This new legislation will be central to Ireland’s future marine planning system, including the marine development management processes that currently come within the remit of the Minister for Communications, Climate Action and Environment.

The integration of environmental, economic and social considerations is being highlighted in the MPPS as a key strategic principle for the marine planning system, as are meeting obligations to achieve or maintain good environmental status (GES) under the MSFD and obligations under other environmental laws such as the Water Framework Directive and the Birds and Habitats Directive.

The Government states also that it will be a key enabler of Ireland’s ability to deliver on obligations under the Marine Strategy Framework Directive and OSPAR Convention, our climate change and renewable energy targets, and on future ports development.

‘Harnessing our Ocean Wealth’

Speaking at the Our Ocean Wealth Summit, the Tánaiste and Minister for Foreign Affairs and Trade, Simon Coveney, T.D., welcomed the Marine Planning Policy Statement. He recalled that an overarching national marine spatial plan, underpinned by an efficient planning and licensing framework, was identified as a key priority in the Harnessing our Ocean Wealth Report launched by the Tánaiste in 2012.

The Tánaiste said also that he looks forward to the new Maritime Jurisdiction Bill, the General Scheme of which was approved by Government last month, and will introduce the Bill—which will

complement the Marine Planning Management Bill, work on which is also well advanced—in the Oireachtas this autumn.

The Tánaiste said “the Marine Planning Policy Statement is an important step in developing the National Marine Planning Framework. Taken together the plan and the two Bills will provide the comprehensive and efficient framework for offshore development identified by Harnessing our Ocean Wealth.”

Minister for Housing, Planning and Local Government, Eoghan Murphy, T.D., said that the statement reflected “the holistic approach to terrestrial and marine planning that I and my Department are leading. Through this policy framework as well as the National Marine Planning Framework and Marine Planning and Development Management Bill, Minister English and I are working to ensure the proper integration of environmental, economic and social considerations in marine decision-making processes that serve all interests fairly.”

The Minister for Agriculture, Food and the Marine, Michael Creed, welcomed the MPPS and stated that “the marine planning system will support the maintenance and sustainable development of our seafood industry, particularly in recognition of our strong fishing heritage and its contribution to sustainable coastal and island communities. My Department will continue its active engagement with all other stakeholders as the MPPS develops”.

Submission Details.

The draft MPPS has been launched for a 2 month consultation period. Submissions with respect to the draft MPP, which can be found on the website of the Department of Housing, Planning and Local Government (www.housing.gov.ie) and via twitter (@MSP_Ireland), may be made in writing to mpp@mshousing.gov.ie, or to

MPPS Consultation, MSP Section Department of Housing, Planning and Local Government Newtown Road, Wexford, Y35 AP90

The consultation period closes at midday on Friday, 9 August.

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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.

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PHOTO THE MONTH WINNER: SHARON MOWAT FISHING BOATS TIED UP IN YOUGHAL, CO.CORK




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The Archives - JULY 1988

Nuclear waste plan threat To Rockall

Proposals to dump nuclear waste on Rockall has brought protests from fishermen on the north west coast.

The plan has been put forward by a British Company, and would involve building a reinforced concrete structure around the island to hold the waste. However, the Minister for the Environment, Pádraig

Flynn, said however that no official proposal had been made yet on the scheme. He felt that under an E.E.C. environmental directive and the Euratom Treaty, Ireland would be able to have an input what might or might not happen about any such radioactive dumps. Britain's nuclear waste authority, Nirex, confirmed that they had received a proposal to

build such a dump. The company, Merrick Allen of Nottingham, said a minimum safety period of 300 and 3,000 years could be guaranteed.

Joey Murrin, chief executive of the Killybegs Fishermen's Organisation, criticised the Government for not alerting the public to the plan, and said that they should "sort out once and for all Ireland's claim to Rockall."

Mackerel quota may be slashed

■ THE CALL last month by the E.E.C Director of North Atlantic fisheries, John Pearson, for a 50% cut in the western mackerel quota is seen as a political move rather than one founded on confirmed scientific knowledge.

Apart from the finding of the Killybegs mackerel interests who have financed surveys which show that mackerel spawn over a far wider area than was previously believed, the 1984 brood is known to have been exceptionally large and capable of supporting the existing fishery.

The Co. Donegal port would be seriously troubled if such a cut was to take place.

150 attend protest

■ ABOUT 150 people took part in a demonstration in Youghal after bailiffs had seized a man's salmon nets said to be worth £5,000.

Apparently, the fisherman had left the gear to drift unattended when he went to haul his turbot nets.

Word from 'Down Under'

■ I always welcome letters from readers in foreign parts, and to judge the post, there must be an IRISH SKIPPER friend in scores of remote places.

I heard last month from Fred Parle, who was well known on the Sligo coast, when a letter came from him in Western Australia where he is now working in the oil

industry being a qualified marine ship's engineer.

He tells me that so rigid is the crayfish controls there that the buying and selling of pot licences is quite common. One can pay nearly IR£1,000 for a licence for a single pot, and if you are caught with undersized crays the fine can be IR£30,000. Despite this, fishing is booming, he says, and boats are expensive.

Official figures tell me that there are 751 licenced fishermen in that state who last year caught 8,500 tonnes of crays worth £70 million.

Among the Irish people in Western Australia now is Frank Carr, who used to run the Meevagh boatyard in Co. Donegal. He is doing well in business there, I learn.



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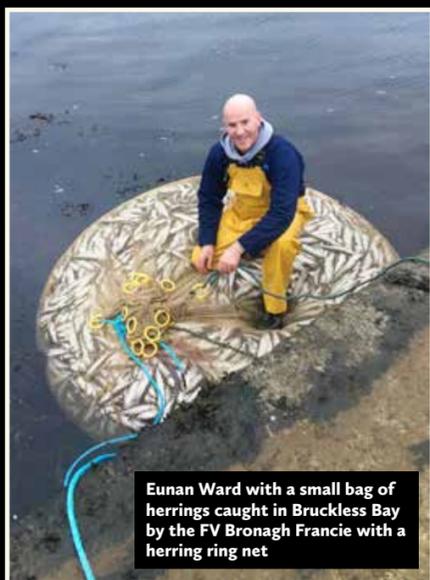
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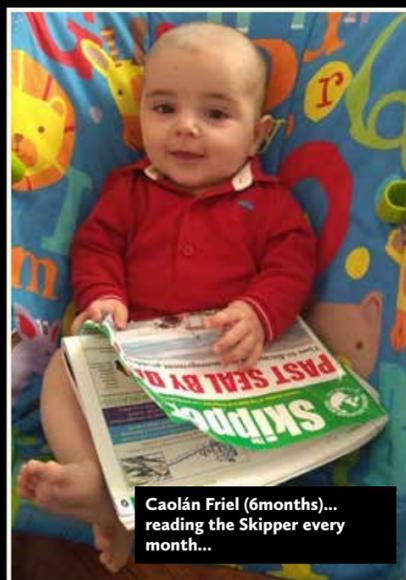
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Eunan Ward with a small bag of herrings caught in Bruckless Bay by the FV Bronagh Francie with a herring ring net



Caolán Friel (6months)... reading the Skipper every month...



21.5" John Dory caught off the South Coast by the crew and skipper of the Mary Catherine PHOTO ALAN BATES



Alannah Riley at Seafest PHOTO NIALI DUFFY



Gus O'Donovan and the Majestic IV at Seafest PHOTO NIALI DUFFY



Owen McLoughlin, Skipper of the MFV Springfield Lass with an orange lobster caught in Sligo Bay



Ocean Pioneer PHOTO EUGENE RUTTER



Mary Hickey On Lap Of The Map 2 At Castletownbere IMAGE ANNE MARIE CRONIN

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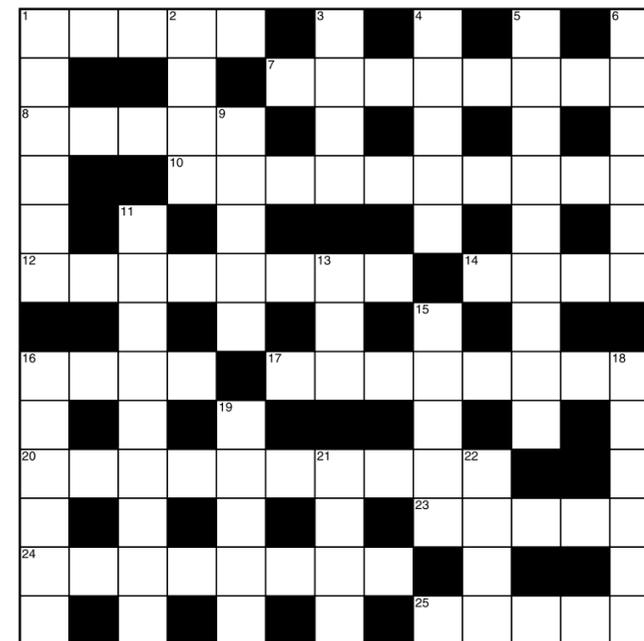
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- Game bird
- Defined (area)
- Duel (5,5)
- Ex-lover (3,5)
- Foaling farm
- Rascals
- Dismissed
- Mistake
- Guzzler, fast ...
- Easy-going
- Foot joint

DOWN

- Garden pavilion
- Daunts
- Burn
- Homeless kids
- Mischievously
- Declared
- Reside
- Willing to change
- Fraternise
- Property divider
- Ignoramuses
- University award
- Wound marks
- Boxing dais
- Open mouth wearily



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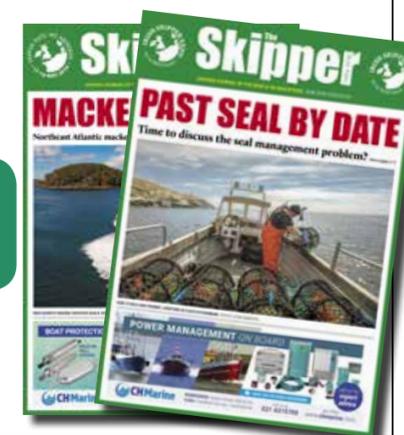
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'Keep eating fish; it's the best way to feed the world.'

Those engaged in fishing are, by now, used to outlandish headlines splashed across the media, with respect to their profession – from the now widely discredited claim that there will be no more fish in the sea by 2048 to more recent claims that there will be more plastics than fish in the sea by 2050.

Calling these claims outlandish is not to argue that fish cannot become a finite resource or that the issue of, for example, plastics in the sea (most of which comes from land-based sources) is not a serious issue. It is, however, important to call out flawed headlines and gross oversimplifications when they arise.

The most recent big headline came from the British environmentalist, George Monbiot, in his Guardian piece entitled 'Stop eating fish. It's the only way to save the life in our seas', published May 9th.

The Twittersphere exploded in response to these claims, as, no doubt, did the mailbox of the Guardian Editor, as demonstrated by the number of letters that were published lambasting Monbiot's ill thought out and oversimplified message.

Recently, renowned fisheries scientist Dr Ray Hilborn weighed in on the discussion, in a piece published by the Oxford University Press Blog, entitled 'Keep eating fish; it's the best way to feed the world.'

In his piece, Dr Hilborn highlights that calls for people

to stop eating fish are not new, however, if people were to actually heed these calls they would actually condemn millions of people to starvation.

He also draws attention to the fact, that though the ocean is suffering from many things, fishing isn't the biggest of these, before stating that "sweeping pronouncements" like those made by Monbiot "lack any thought for the consequences of rejecting fish and substituting fish protein for what? Steak?"

"That delicious sizzler on your plate carries the most appallingly large environmental costs regarding fresh water, grain production, land use, erosion, loss of topsoil, transportation, you name it."

And what of vegans then? All well and good says Hilborn, but what if we all chose this route?

Even if we assumed that fish protein could be substituted with plant protein, producing that plant protein would require a serious amount of land (2.58 the landmass of England) which, unless we were to "persuade Brazil, Ecuador and Columbia to cut down more of the Amazon rainforest" is simply not available.

This route would also add 1.71 times the amount of greenhouse gases that it takes to catch the fish.

If we decided to substitute beef for fish this number would jump to 192.43 Englands and a massive 42.4 times the greenhouse gases it takes to catch fish.

Well, then what can we eat?

Dr Hilborn highlights that the

'inescapable truth' is that we all must eat and nothing comes for free—everything we eat comes with an environmental cost, whether that is in terms of greenhouse gases, pollution of air and waterways, use of antibiotics, soil erosion, use of freshwater or impacts to biodiversity.

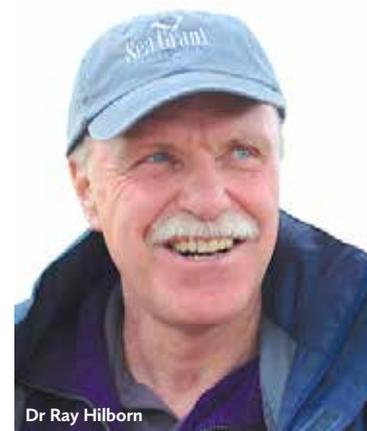
So, are there any wins to be had in terms of what we do decide to eat? Seems so.

Here, Hilborn highlights that sea fisheries do not cause soil erosion, they don't blow away topsoil, they don't use any big amounts of freshwater, they don't use antibiotics, and don't lead to damaging algal blooms.

Further, studies indicate that fish have some of the lowest greenhouse gas footprint per unit of protein – a footprint that is even better than that of plants, in the case of fish such as sardines, herrings, mackerel, anchovies and farmed shellfish, with much other fish coming close.

These qualities, highlights Hilborn, have led some to argue that fish may well be 'the perfect protein' – a protein that is, incidentally, also much more healthy for you than other protein sources.

There has been much criticism of commercial fisheries, some of it warranted, indicates Hilborn, but consider the alternative and the manner in which land-based food production systems actually work and have worked – totally transforming landscapes, eliminating habitats, and leading to species extinction.



Dr Ray Hilborn

Echoing a statement made by Europêche, the association of national organisations of fishing enterprises in the European Union, in response to the recently published UN's *Global Assessment Report on Biodiversity and Ecosystem Services*—which they say overlooks fisheries management achievements—Hilborn highlights that in contrast to land-based food production systems 'no marine fish is known to have gone extinct from fishing. The ocean will remain the ocean, though of course, we have to manage fish stocks well.'

"Let's give a final thought to the reality of boycotting fish and commercial fishing. The need for protein in this world is huge, and we certainly must not waste it. Fishing fleets are guided by quotas set by management and what Earle and Monbiot might boycott, will be shipped and gratefully eaten elsewhere."

Ray Hilborn is a professor in the School of Aquatic and Fishery Sciences, University of Washington, specializing in natural resource management and conservation. He has co-authored several books and has published hundreds of articles. His latest book, co-authored with Ulrike Hilborn, is *Ocean Recovery: A sustainable future for global fisheries?*



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