



# The Skipper

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## ECJ RULES MCIB NOT INDEPENDENT

Lawyer calls for public inquiry into State's handling of marine investigations. See page 2



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## Calls for public inquiry into state's handling of marine investigations after ECJ ruling against Ireland

By Lorna Siggins

IRISH international maritime lawyer Michael Kingston believes there are grounds for a public inquiry into the State's handling of marine investigations, following a European Court of Justice (ECJ) ruling in July.

The court has ruled the State's Marine Casualty Investigation Board (MCIB) is not independent due to the fact that two of its five board members are serving civil servants in related bodies.

It has awarded costs against Ireland in a judgment which highlights difficulties with the presence of the Department of Transport secretary-general, or his or her deputy, and the Marine Survey Office (MSO) chief surveyor on its board.

The ECJ ruling says that "in view of the functions performed simultaneously" by the two civil servants, Ireland is not fulfilling its obligations under Article 8(1) of Directive 2009/18" governing the investigation of accidents in the maritime transport sector".

The Department of Climate Action, Communications and Transport said it is "examining the judgment in the case and is seeking legal advice to address the Court findings and the concerns of the EU Commission".

Mr Kingston, whose father Tim was among 51 fatalities of the Betelgeuse explosion on Whiddy island, Co Cork, in January 1979, says questions have to be asked as to why the then Department of Transport ran "a hopeless defence in the case by Europe".

Mr Kingston said the Dáil Public Accounts Committee would also have "to ascertain why millions have been spent by engaging external lawyers".

Mr Kingston has already called for a "root and branch review" of the Department of Transport's maritime safety directorate.

The MCIB is responsible under the Merchant Shipping Act and the Merchant Shipping Regulations for conducting safety investigations and for drawing up reports and recommendations.

It is a non-prosecutorial body which does not enforce legislation, and its investigations do not apportion blame or fault, but are made public with recommendations.

It has issued almost 300 reports



The burning wreck of the French tanker Betelgeuse which exploded at the Whiddy Island oil terminal on January 8 1979 with the loss of over 50 lives. (Credit: Ian Vickery Snr. copyright courtesy of The Southern Star)

since its establishment almost 20 years ago on commercial fishing and recreational casualties, and incidents involving ferries, merchant shipping and other vessels.

The European Commission initiated the legal case on the basis that the responsibilities and activities of both the Department of Transport and the MSO could conflict with the MCIB's investigative task.

The MSO holds administrative and enforcement functions in relation to ships and fishing vessels, related equipment, and the competence of mariners.

In its defence, Ireland argued that the MCIB reports are independent.

Mr Kingston says he has commissioned a formal report by Capt Neil Forde of Marine Hazard Ltd to carry out a review of the investigations, reports and recommendations of the MCIB.

In his statement after the ECJ judgment, Mr Kingston's comments were endorsed by barrister Ciarán McCarthy, a lecturer in maritime law, a former ship's officer, and Social Democrat general election candidate for Cork North West

Earlier this year, he made a submission to Garda headquarters seeking a Garda inquiry into the State's role in investigating marine accidents. He was accompanied by Independent TD Mattie McGrath and Anne Marie O'Brien, whose brother John O'Brien and his friend Patrick Esmonde drowned in 2010 off Helvick Head, Co Waterford.

Ms O'Brien has said she and her family demand an immediate re-investigation into the circumstances of her brother's death with Mr Esmonde, and



Michael Kingston

claimed she had "strong evidence" that the final MCIB report did not match the investigator's original report and recommendations.

"We strongly support Mr Kingston and Mr McCarthy's call for a public enquiry. If my brother's death is not immediately re-investigated, we will seek a judicial review," she said.

Mr Kingston, who has worked as a consultant to the International Maritime Organisation, also claims that the State had been alerted to malfunctioning of Emergency Position Indicating Radio Beacons (EPIRBs) before the deaths of Paul (49), Kenny (47) and Shane (44) Bolger from Passage East, Co Waterford in Tramore Bay in June 2013.

All three brothers had been wearing lifejackets when their punt capsized. Their EPIRB signals alerting rescue agencies to their location were not picked up.

The year after the incident, the manufacturer issued a product recall for EPIRBs manufactured between January 2005 and February 2008.

The Department of Transport subsequently confirmed that in 2010 it had contacted the manufacturer over false alerts and battery failures in a case extensively reported on by *The Skipper*.

## Sales Notes issue continues with July tie-up scheme

Data Poor Under 10s especially effected

By Lia ní Aodha

Figures from BIM regarding the COVID-19 tie-up scheme indicate that close to one in four boats under ten metres that applied for the scheme for July were deemed ineligible due to a lack of sales notes.

According to those figures, 107 applications were received for the July scheme, with 63 deemed eligible. In terms of a breakdown of applicants by vessel size, 70 of those who applied were vessels under ten metres, 16 of which were turned down due to insufficient sales notes.

To qualify for the scheme—which according to Mr Patrick Murphy of the Irish South and West Fish Producers' Organisation has, to date, cost less than €200,000 in terms of payouts—among the criteria vessel owners must meet is to "have made total to a minimum value of €5,000 in the calendar year 2019, by reference to the Irish Sales Note System administered by the Sea Fisheries Protection Authority (SFPA)".

As highlighted by Lorna Siggins in *The Skipper* last month, a failure by the State to ensure sales note return by fish buyers also resulted in several inshore boats being turned down for the scheme in June, even though it is the SFPA and the buyer rather than the fisherman who is responsible for sales notes.

Speaking to a spokesperson for the National Inshore Fishermen's Association (NIFA) they highlighted that for boats under ten metres in length, sales notes are their only official data on landings volumes and values, meaning that segment of the fleet is especially vulnerable to failings concerning the submission of sales notes.

"The bigger picture in all this," said NIFA's spokesperson, "is we don't have accurate landings data on the inshore sector. And it's that part of it that feeds into scientific advice that informs our management policy decisions. Then there's the economic data as well, in terms of what the inshore sector produces, and that feeds into a lot of policy decisions."

The question of insufficient and

uncaptured data with respect to the inshore fleet was one of the issues raised in a joint submission sent to the Department and BIM by NIFA and their sister organisation the National Inshore Fishermen's Organisation (NIFO) following the widely criticised scheme's announcement last May.

The difficulties entailed in demonstrating the economic importance of the inshore sector due to the dearth of information available is something that was acknowledged in the Inshore Strategy launched last year.

Data, after all, is the new oil, or so they say. However, according to the Strategy Ireland's inshore sector is data poor. Under Theme 1, *Organisation & Profile*, the first objective is to build an accurate profile of landings, value and socio-economic impact of the sector. In terms of actions, among those listed is the implementation of an appropriate data collection system for the sector.

"This is more pertinent than ever as "investment" in the sector is needed now if it is to survive this crisis," say NIFA and NIFO.

In terms of a solution, in the first instance and on the sales notes question the NIFA spokesperson highlighted that legislation here already exists and asked why this isn't that being enforced. "Landings data and export data should surely tally," he said...

On the turnaround time on payment via the scheme, another issue that has been raised by fishermen and women since its roll-out, in a statement BIM said, "Once the tie-up month has passed, BIM aims to process payments in as prompt a manner as possible. External cross-checks and the drawing down of funds means this process can take a minimum of three weeks from the last day of the approved tie-up period."

Concluding the statement which was issued on July 20th, they said, "BIM endeavours to pay all approved applicants for the June tie-up scheme this week."

The closing date for applications for June was May 27th, with July closing on June 20th. Applications for August closed on July 20th.



Dawn Hunter. (Credit Niall Duffy)

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# Scottish trawlers, German(-Spanish) gillnetters and Flags of Convenience. Relative Stability at all costs?

Dear Editor,

As a Masters student studying 'The effects of Flags of Convenience on European fishing effort', I have read with interest the ongoing and serious conflict between netters and longliners off the west coast of Scotland and local trawlers.

To me, what is most interesting about these conflicts is the reality that on the UK register you have more than 28 UK-Spanish owned vessels that are provided with quotas by several Fish Producer Organisations (POs), some Scottish!

In my research to date, I note that Aberdeen PO has nine or ten such vessels. Wales and West Coast Fish PO has six, Northern PO four, East England three, and Northern Ireland Fish PO two.

Not immune on your side of the Irish Sea, I see the Republic of Ireland has two. On top of these, of course, we are well aware of the four German-Spanish flag vessels involved in current issues west of Scotland. And this is just for vessels with quotas operating in ICES areas 6 and 7!

The use of these lucrative quotas sold to these flag vessels, operating in Scottish and Irish waters is a contradiction in itself. Therefore, I ask:

Why do these POs sell quotas that allow such flag vessels operate in these waters, now creating conflict? After all, how quota is distributed—yes, even in market power (and fish hungry) Europe—is still decided at national level.

So why does Westminster (and, let's face it, the Scottish government — though we may currently be seeing some cracks here, fisheries is a

devolved policy area), allow precious quotas into the hands of non-national owners and vessels? Does the government endorse, and maybe even encourage, the use of quotas in this manner?

Is there no economic benefit or link required to the countries that own these hard-won and oh-so-scarce (for some) quotas? Who ultimately gains from the sale of these quotas? Who loses?

The conflict now manifesting west of Scotland is only the tip of the Flag of Convenience issue. I have found up to 40 other British-Dutch vessels operating on the east and south coast of the U.K.

We know from research recently carried out by the BBC and New Economics Foundation that non-UK companies own quotas that allow them catch over 130,000 tonnes of fish each year.

We also know that more than £160m worth of the English quota—a figure which amounted to 55 per cent of the quota's annual value last year—is fished by vessels owned by companies based in Iceland, Spain and the Netherlands.

These figures are, perhaps, well known, but what I find now is that this phenomenon is not limited to the U.K. For instance, in France, there are currently over 55 vessels that are Spanish owned — over 45 of them Bayonne registered. Most of these are trawlers that have been converted to gillnetting and operate now in Areas 6 and 7 for hake.

Here again, several questions have to be asked, not least concerning the increased effort on fish stocks, especially hake, and the ecological issues that arise from having 55 new vessels with a gear reach of 15 miles

of bottom set gillnets each... that we know of. (Does anybody or agency measure lengths of gillnets?)

In my research, I have found that DG MARE, and all the national government departments and enforcement agencies do not recognise these vessels as 'Flag of Convenience' vessels.

They do not distinguish between vessels on each national register, recognising some as 'quota hoppers' and others as 'quota survivors'... Again here it begs the question are national Governments encouraging or turning a blind eye to flag operators?

While looking at the flag countries of pelagic vessels the situation is on a much greater scale, with virtually all European pelagic factory vessels having a Dutch connection.

There are six German, five U.K., two French, two Lithuanian, one Polish, one Norwegian, and possibly three Faroese. Again, here attempting to place nationally allocated quotas to vessels is extremely difficult.

And again, there are many questions concerning how national governments, whom each December at the annual Council meeting demand more than that recommended by ICES for their fishermen then, it appears, go home to allow vessels so-conveniently-flagged catch this resource for the benefit of a private company and another nation.

I believe, one of the major questions about the European pelagic sector today is the now monopoly of this sector by these companies. And not only about quotas, but in relation to the market dominance of particular species. Horse mackerel, mackerel...

Has the European Commissioner for Competition ever

looked at fisheries, I wonder?

Where is the finance coming from for the purchasing of these vessels? It doesn't strike me that the current economic situation in Spain lends itself to giving individuals millions of Euros to purchase such vessels with quotas, tonnage, and the rest.

The fact of the matter about all these flag vessels and the total lack of willingness and awareness at both EU level and the level of national governments is that they are willing to sacrifice individual fishermen and women, local fishing families, fishing communities, and family fishing vessels, while at the same time putting extreme pressure on fish stocks, and encouraging major environmental issues (ghost nets, bycatches...).

And these are just the tangibles... registering the intangibles (culture, heritage, language, human well-being...) is much more difficult.

Let's not forget the simple logic of a flagged vessel owned by a large company, and maybe even a small one, is profit at any cost.

But I believe that the real issue here is that governments are willing to sacrifice their communities to maintain their catching effort and prevent any uncaught quotas falling into the arms of another country at all costs.

It seems to me then that the so-called European Union's Common Fisheries Policy (and many of its ills) is down to each country saying "What we have we hold at all costs." *Relatively Stable* and all that...

Yours etc,

P. Quoque Latrones (Name held by Editor)

# Minister Calleary Meets with Fishing Representatives

It was a month not of four seasons but four Ministers.

Since *The Skipper* last went to print we have seen Michael Creed, Barry Cowen, Micheál Martin and now Mayo's Dara Calleary as Ministers for Agriculture, Food and the Marine.

As the dust settled on Barry Cowen's removal from office, newly instated Minister Dara Calleary T.D. met with representatives from the four Producer Organisations, the National Inshore Fisheries Forum and the Irish Fish Processors and Exporters Association on July 22nd, a week to the day since his appointment.

With three items on the

agenda — Brexit, COVID and the Programme for Government, a statement from the Department said the meeting was "detailed and informative", adding that representatives made clear the serious issues their members would face in the event the UK's demands for a greater share of fish stocks and restricted access to UK fishing grounds were granted.

Speaking to *The Skipper* following the meeting, Hugo Boyle, CEO of the Irish South and East Fish Producers' Organisation (ISEFPO) said that alongside mackerel and prawns, that the scallop industry here, largely based in the south-east, depends on access to those waters for 70 to

75 per cent of their earnings had been highlighted.

In terms of COVID, each representative also set out challenges arising due to poor markets, with reduced prices for many species. The ISEFPO CEO said the low levels of supports that had been offered the industry and the frailties of the COVID-scheme were raised. "We need appropriate assistance. We're a very resilient industry, a very resilient people in the fishing industry, but that resilience has been battered and worn down to the almost extinction," he explained.

In a statement after the meeting, Minister Calleary said he had listened carefully to the "clearly

articulated challenges" facing the industry. "I made clear that I will be pressing for a fisheries agreement with the UK that upholds both existing quota shares and existing reciprocal access to UK waters," he said, adding that he would continue to press to ensure the link between fisheries and an overall trade agreement was maintained.

Concerning COVID, he said, "The Government's clear intention is to provide supports that help to re-vitalise all areas in the economy including the seafood sector. I will be working across Government to devise measures to support jobs and communities over the coming period."

# Pesorsa Dos Detained 250 miles northwest of Malin Head



The German-registered, Spanish-owned *Pesorsa Dos* was detained by the *LÉ William Butler Yeats*, approximately 250 nautical miles north-west of Malin Head on the evening of July 16, for allegedly exceeding maximum gear soakage times and allegedly failing to electronically log soak times.

The gillnetter—which fishes primarily for monk and has already been at the centre of much controversy this summer due to an incident off Shetland in which the vessel allegedly tried to run a rope through the propeller of the Scottish whitefish trawler *Alison Kay*—was subsequently escorted into Killybegs, where on arrival it was handed over to An Garda Síochána.

The matter was heard in Carrick-on-Shannon District Court on June 21 where the Gardaí were granted a 24 hour detention order. As *The Skipper* was going to print a statement from the Gardaí said investigations were ongoing. The *Pesorsa Dos* has since left Killybegs. As reported in *The Skipper* last March, Irish fishermen in the

southwest have alleged a number of foreign-flagged vessels netting for monk come in and tie up for days at a time while leaving their gear busy fishing out at sea in contravention with EU fishing rules.

Under those rules there is a general prohibition on gillnets, tangle nets or trammel nets in Western Waters where the charted depth is greater than 200m, with a derogation for waters less than 600m in ICES areas 5b, 6a, 7b, 7c, 7h, 7j, & 7k for two species — hake and monk. In the case of monk, the maximum soakage time allowed is 72 hours.

The gillnetter was the second vessel to be detained by the *LÉ William Butler Yeats* this month. Earlier in July, the French-registered *MFV Yannick* was detained 25 nautical miles west of the Great Blasket Island.

The vessel was escorted to Dingle, where it was handed over to An Garda Síochána who were assisted by the SFFA. The matter was heard on July 7 in Tralee District Court, where the master of the vessel pleaded guilty to two fishing gear charges and fined €500 for each.

# Dinish Island Quay Extension Grinds to a Halt

Over the past weeks, work on the €23.5 million 216m quay extension on Dinish Island in Castletownbere has ground to a halt. Headquartered in Clare, the works were being carried out by Keating Construction (formerly L&M Keating Ltd), one of Ireland's largest marine civil engineering firms.

A statement from the Department said, "Following a competitive tender competition the Department awarded a contract to L&M Keating Ltd to construct a 216 metre quay extension on Dinish Island, Castletownbere. Work commenced on the €25m project in October 2018 and to date there has been significant progress in the delivery of the project with a substantial element of the works now completed.

"Recently work on the site slowed dramatically, and the current situation is that work has ceased. The Department in conjunction with its Consulting Engineers, who are administering

the works contract, are engaged closely with the contractor in this regard."

A spokesperson from Keating Construction said, "Keating Construction is in discussions with the department of the marine in respect of the remaining works on the Dinish Wharf Expansion Project."

Reports locally, however, indicate a tug travelled from the UK this month and removed a large pontoon which was being used as part of the works, transporting it back to Holland. It was reported in the *Clare Echo* there are fears that the Clare firm is to close its Irish and UK offices.

On announcing approval of the extension in 2018 then Marine Minister, Michael Creed said when completed the new facilities would be on par with the best in Europe. In May 2019, the Minister inspected progress on the EMFF co-funded project and said he was delighted to say it was "coming in within budget and ahead of schedule."

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## Proposed Deep Water Quay development at Ros a'Mhil should proceed without further delay

The proposed development of a deep water quay at Ros a'Mhil should proceed without further delay, says Sinn Féin's Connemara representative Kevin O'Hara.

In a statement on June 29th, Mr O'Hara highlighted that three years ago, in June 2017, an analysis of the proposed deep water quay for the west Galway port undertaken by DKM for the Department of Agriculture, Food and the Marine was completed.

Following this, planning permission was sought and obtained in 2018 for the new development. Yet as it stands, there has been no further movement on the project, and the people of Ros a'Mhil and Connemara have been left in the dark with no explanation or justification for this lack of action and progression, said Mr O'Hara.

"Not only that, but the 2017 report was made unavailable to the public," he said, indicating he made several efforts to access a copy which were refused, stating that it was only after he appealed the case to the Office of the Information Commissioner he obtained a copy, which is now available to the public.

As reported by Lorna Siggins in *The Skipper*

last year, the report warned that Ros-a-Mhil's long term viability was threatened if it could not accommodate larger vessels

"The report clearly states that the development of a deep water quay in Ros A'Mhil is a worthwhile project which would yield significant and substantial benefits to society," said O'Hara, stating it would strengthen the industry at the harbour with multiple knock-on effects for the local economy.

Given the report leaves "no doubt about the value of the proposed deep water quay" there is "huge disappointment that this development seems to have fallen victim to bureaucratic opposition and political inaction," he said, adding:

"The incoming government have stated that they are keen to invest in shovel ready capital projects. This report demonstrates that the development of a deep water quay at Ros a'Mhil would be of major benefit to Ireland's network of harbours on the West coast and would support much needed employment in the Connemara Gaeltacht.

"I firmly believe this project should proceed without further delay."

## Owner of *Aine Ide* loses appeal over length of trawler

Colum Browne, owner of the *Aine Ide*, lost his appeal in July against a ruling concerning the length of his vessel, when the Court of Appeal upheld the findings of the High Court that the proceedings by the fisherman against the Minister should have been taken by way of judicial review.

Prior to 2003, registered at 65.6ft, the *Aine Ide* was licenced in the over-65ft category but prompted by a change in legislation in 2003, the Marine Survey Office remeasured the vessel as being 63.97ft.

Consequently, the change of registered length meant that Mr Browne ultimately found himself ineligible for a licence to fish for herring and mackerel in the over-65ft segment of the fleet.

In 2012, Mr Browne took a High Court case against the Minister, the State and the Attorney General, seeking declarations on fishing policy, the renewal of his licence, and damages for

alleged interference with his right to earn a living.

In response, the Minister submitted that Mr Browne's claim involved a challenge to the exercise of powers or discretions of a type which fall for review by way of judicial review, and that he was could therefore not pursue the relief sought as he was well outside the time limit applicable for judicial review proceedings.

Ruling last year on preliminary issues in advance of Mr Browne's main action, Ms Justice Una Ni Raifeartaigh accepted the State parties' contention and dismissed the case. Mr Browne appealed the dismissal to the Court of Appeal.

Mr Browne's appeal was dismissed by the three-judge Court of Appeal, in a judgment delivered by Mr Justice John Edwards on July 10, who agreed with the analysis of Ms Justice Una Ni Raifeartaigh and that her decision should be upheld.

## NEWS in brief

### V-NOTCHING SCHEME OPEN

At the beginning of July, BIM's v-notching scheme, which helps improve the sustainability of Ireland's lobster stocks by allowing female lobsters to breed a number of times, opened for applications.

The scheme for 2020 had until now remained under review and had not opened, according to BIM, as only a small number of the fleet had up to then been fishing and the market for lobster remained low. As reported in the May issue of *The Skipper*, Malin Head Fisherman's Co-op had, however, continued v-notching themselves.

For more information on the scheme visit: <https://bit.ly/30D02Db>

### PENALTY POINTS ON THE HORIZON

The EU Commission has sent a 'reasoned opinion' to Ireland over, what the Commission sees as, its failure to establishing a point system for fisheries-related serious infringements committed by masters and licence holders of vessels flying the flag of Ireland.

Ireland now has three months to address the 'failures'. Otherwise, the Commission says it may decide to refer the case to the Court of Justice of the European Union.

The current coalition's Programme for Government has promised to implement "a fair EU points system in order to protect fish stocks and ensure the release of suspended EU funding."

### IFA WELCOMES FISH HEALTH REPORT

IFA Aquaculture has welcomed the release of the Marine Institute's fish health inspection and monitoring activities in 2018 and 2019, which cites Irish aquaculture businesses as having 'a high level of compliance with statutory requirements in the EU Fish Health Directive and associated national legislation'.

The report indicates 98% of the 384 aquaculture sites inspected having 'no compliance issues' or compliance issues considered 'minor'. IFA Aquaculture Chairman Michael Mulloy said, "It's of great credit to Irish aquaculture producers that there is such a high level of compliance with these obligations acknowledged by the competent authority".

## Large quantity of undersized lobster seized by SFPA

In July, the Sea Fisheries Protection Authority (SFPA), acting on information from a member of the public, seized 86 illegally caught lobsters from a recreational fisherman in the South East.

SFPA Officers from Dunmore East also detained a vivier lorry in Rosslare destined for Spain with approximately 6000 lobsters on board, including almost 700 illegally caught lobster. All lobster were returned alive to the sea and the SFPA is preparing a file for the DPP.

Since 2016, legislation has been in place to aid the conservation of fisheries resources and protection of marine ecosystems, under a range of measures to support the viability of the commercial inshore fishing industry.

Under these, recreational fishers can catch one lobster daily and are prohibited from selling their catches. Also in place are regulations applicable to commercial and recreational fisheries about the minimum size of shellfish that can be caught in Irish waters. Lobsters that have been V-notched must not be retained on board either.

Over 630 undersize lobster and almost 60 v-notched lobster were seized from the lorry. Further investigations are underway as to the origin of these fish, which the SFPA believe were collected from the north-west and west of the country, some of which may have originated from

Northern Ireland.

Commenting on the seizure, Dr Susan Steele, Chair, SFPA acknowledged the support of the public in alerting the SFPA and encouraged people who have concerns about suspected illegal fishing or activity that could compromise food safety to contact their local SFPA port office.

"The volume of such a find of undersize lobsters is both significant for the future viability of the fishery and concerning given the scale of the find. The fishery for lobster is one of the most traditional fisheries among coastal communities and the mainstay of many small vessels fishing all around the coast of Ireland.

"The actions of a few fishermen selling undersize and v-notch lobsters undermine the legitimate fishermen trying to maintain a sustainable fishery and livelihood," she said, adding:

"The majority of inshore fishermen act responsibly and in conjunction with state agencies, including the SFPA, to ensure the protection of the species which have been in decline in recent years. Many inshore fishermen participate in voluntary measures such as v-notching to assist with restocking of lobster."

**The SFPA can be reached by calling the confidential telephone line at 1890 76 76 76 or by email at [sfpa\\_info@sfpai.ie](mailto:sfpa_info@sfpai.ie), contacting its local port or head offices.**



It is illegal to retain v-notched lobsters



SFPA Officers detained a lorry with almost 700 illegally caught lobsters onboard

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## Simply Blue Energy takes first steps in proposed Celtic Sea Project



Photo courtesy of Simply Blue Energy

Offshore developer seeks to identify opportunities for co-existence with existing marine users

Simply Blue Energy, a Cork-based 'blue economy' project developer, has taken the first steps in commencing the proposed Emerald project, a floating offshore wind farm off the Cork coast "that will harness the enormous wind potential of the Celtic Sea."

An application has been made to the Department of Housing, Local Government & Heritage for a license to carry out initial site investigation works near the Kinsale gas field, which is currently being decommissioned.

Not an application for a windfarm in itself, the investigative Foreshore Licence application seeks permission to conduct surveys to establish the potential for offshore wind development in the area, with the objective being to inform on layout options of the potential wind farm and options for bringing cables ashore.

First submitted to the Department on May 22nd, the foreshore application focuses on investigating a location situated off the Cork coast, including a portion of Cork Harbour, and extending out to the 12 nautical mile limit, legislated for by the current Foreshore Act – which does not provide for marine licences beyond that distance.

The proposed investigative works aim to determine detailed site conditions including seafloor geology using, among others, multibeam echosounder (MBES), side-scan sonar (SSS) and magnetometer survey works, while also analysing metocean conditions and environmental characteristics.

If developed, the proposed Emerald development would be Ireland's first floating offshore

wind farm.

Floating offshore wind technology allows wind turbines to be deployed in much deeper waters (greater than 60m) than fixed bottom alternatives, meaning they can be situated "in otherwise unviable areas off the south and west coasts."

According to the developers, being able to site projects in deeper waters means being able to access higher quality wind resources while addressing stakeholder and environmental concerns associated with nearshore developments.

The Emerald project will deploy Principle Power's WindFloat® technology in water depths of around 85 to 90m, if progressed. Envisioned around 35km to 60km from the Cork coast, this distance from shore reduces the potential for visual impact, highlights Simply Blue.

According to the application documents, with the project being designed to include a 100MW demonstration project, a 288MW pre-commercial project, and a 600MW commercial project, the area of interest has an estimated footprint in excess of 300km<sup>2</sup>. The developers say, however, the overall project footprint itself has not yet been finalised.

How and whether the project does progress will depend on if the proposed survey work, together with desktop studies and stakeholder engagement, indicates that bringing the project to the next step is feasible.

That step then will need to be progressed in accordance with the (still-at-draft-stage) National Marine Planning Framework, and relevant legislation in due course, they say.

If developed, the project is

intended to be delivered as a staged development starting with the pre-commercial array of approximately 100MW and building to an overall capacity of 1GW upon final completion.

This "stepping-stone" approach, says Simply Blue, is designed to encourage growth of the local supply chain, bringing as many jobs to the local area as possible, while building the infrastructure necessary to deliver a project of this scale "in a manner that will benefit the community, local stakeholders and the country."

"With a sea area 10 times that of our land mass, we have a chance to catch and become a leader in offshore wind energy production both in Europe and globally, allowing us to become the "Green Gulf" of renewable energy," says Sam Roch-Perks, Managing Director of Simply Blue.

"As an Irish company Simply Blue Energy is committed to listening to the voice of coastal communities, welcoming engagement and supporting stepping-stone developments, to allow local supply chains flourish and to create skilled jobs," he says.

"This includes working with the fishing industry to understand implications for existing marine users, and to identify opportunities for co-existence, where possible."

Founded in 2011, and with offices in Cornwall, Pembroke, Edinburgh and Co Cork, Simply Blue Energy develops energy and aquaculture projects around the coasts of the UK and Ireland.

Dr. Val Cummins, who will be leading the Ireland team on behalf of Simply Blue Energy on

this project, says: "With the new Programme for Government here in Ireland, offshore wind energy production and cuts in greenhouse gas emissions have been given renewed focus."

She's not wrong there!

Published last year, Ireland's Climate Action Plan set a target capacity of at least 3.5 GW for offshore wind energy production by 2030.

As with other parties, Fine Gael, Fianna Fáil and the Greens all promised to rapidly scale up the exploitation of Ireland's offshore wind potential in their election manifestos.

No surprise then that the Coalition's Programme for Government promises "a major drive to realise the immense potential of Ireland's renewables" and to "set out a path to achieving 5GW capacity in offshore wind by 2030 off Ireland's Eastern and Southern coasts."

Though the proposed development here would be the first of its kind for Ireland, Simply Blue has, however, already partnered with French energy company Total on a similar type project in the Celtic Sea – the Erebus floating offshore wind project, 45km south west of the Welsh coast, which is expected to be brought into operation sometime in the next 5 or 6 years.

Oil giant Total are not involved, however, in the Emerald project, further details on which can be found at:

[www.emeraldfloatingwind.com/](http://www.emeraldfloatingwind.com/)  
Full details of the consultation on the first stage of the proposed Emerald development, which opened on July 6th and will close on August 4th, can be found at: [www.bit.ly/2Z7Jynd](http://www.bit.ly/2Z7Jynd)

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# IRISH SKIPPER EXPO 2021

# News Roundup from Killybegs reported by John Cunningham



The MFV Ella being towed into Killybegs all the way from Riga, Latvia. (Credit: John Cunningham)

The port of Killybegs has been relatively quiet for the months of June and July, with very few Spanish boats coming into land their catch due to the coronavirus. The Spanish fleet seems to be fishing further north, west of the Hebrides this year and landing their catch into Scottish ports, while much of the Killybegs fleet has been tied up since the end of March or the start of April. Meanwhile, four Killybegs based trawlers—the *Father McKee*, *Brendelen*, *Atlantic Quest* and *Glór na dTonn*—have gone south of the Bay of Biscay to participate in the

Albacore tuna fishery, joining a large fleet of French pair trawlers and Spanish pole boats, who are also on the hunt. Reports back from Sean O'Donnell, skipper of the *Atlantic Quest*, indicates fishing has been quiet on the first trip, however.

### MOONEY BOATS

Mooney Boat Ltd are in the final stages of completing a new built boat called the *Ocean Challenge*. Expected to be completed by the end of August, a brand new fish handling system, designed inhouse and

fabricated by Mooney boats themselves, is currently being installed on the deck while the rest of the vessel has work ongoing throughout, with all systems in the late stages of being fitted. Commissioned by the Atlantic

Dawn Group, another new build for the yard, *Ella* arrived into Killybegs on June 30th from Riga. Since then, work has already started, and the vessel's engine and gearbox are currently being aligned. But it's all very early days.

## 'This really is a scandal' Sinn Féin TD calls on new Government to finish Greencastle breakwater project

The new government must ensure that over €10 million of public money has not been wasted on the breakwater for Greencastle Harbour. This was the message Donegal TD, Pádraig Mac Lochlainn had for the new Government, as he called on the coalition to finally provide the necessary funding to complete the breakwater for Greencastle Harbour.

be familiar to many around the coast seeking adequate fisheries-related funding for the Local Authority harbours dotted around the coast, the Donegal TD added: "The constant excuse from various government Ministers for the Marine and their Department since is that Greencastle Harbour is the "responsibility of Donegal County Council".

An issue that has been going on with years, Deputy Mac Lochlainn says he has now received confirmation that the Department of the Marine provided almost €9 million in funding from 2006 to 2011 for this project "only to abandon it half-finished."

"We have seen the utter neglect of Greencastle Harbour over the last decade while tens of millions of euro of public money has been invested in Killybegs Harbour. We need equality of opportunity for all along our coast."

This, he highlights, combined with co-funding from Donegal County Council and the Department of Community, Rural and Gaeltacht Affairs brings the total amount of public money invested into this unfinished project to well over €10 million.

"This new Government must finally provide the necessary funding to complete this project and to back the investment vision of the Greencastle Harbour Users Group that will seriously enhance the potential of Greencastle Harbour to create additional wealth and jobs in the fishing and tourism sector for North Inishowen and indeed benefit the entire region."

Approved years ago, and with preliminary works already carried out, the multi-million euro breakwater project in Greencastle was suspended by Fianna Fáil in 2010 during the economic crisis. Works have not since commenced.

Last May, then Minister for the Marine, Michael Creed announced a €3.1m package to assist 10 coastal Local Authorities undertake and complete 58 development and repair projects on harbours and slipways owned by them.

Sinn Féin's Mac Lochlainn said: "This really is a scandal. The Department of the Marine has washed their hands of responsibility for this project for almost a decade now. The facts are that they managed this project and provided almost €9 million of funding towards it, only to walk away at the time of the financial crisis."

Part of the Department's 2020 Fishery Harbour and Coastal Infrastructure Development Programme, €90,000 of that was approved for Greencastle—a pier into which, according to BIM's Business of Seafood Report 2019, €10 million worth of Irish fish was landed in 2019—for "pile repairs."

"We cannot allow over €10 million of public money to be wasted!" he said. Drawing attention to a trope from the Department that will

# A technical advance with innovative pelagic gear

Applying their latest innovative pelagic gear technology of a new design concept which incorporates additional meshing into the side wing panels of the trawls, which has proven such a success in the current Albacore tuna fisheries, Swan-Net Gundry (SNG) are busy with many orders for this technology to be included in trawls for the pelagic fisheries of herring, mackerel and horse mackerel (scad).

using the new 'closed sides' concept – one for pair trawling and the other for single boat trawling. When pair trawling, the SNG trawls are designed with the side wing panels filled out with extra meshing and finished with a short side rope which still allows the trawl to have the standard conventional finish. Similarly, for single trawling, SNG have filled out the side wing panels with the extra meshing but also with the wing-end finish on the trawls built to incorporate attaching two extra bridles – which changes the bridle arrangement from the standard four bridles to an eight-bridle setup (four per side). The layout of incorporating the extra bridles closes the sides of the trawls all the way along, reducing the area of potential escape for fish.

from skippers currently using these newly adapted trawls include: "when pair trawling, the new wing panels have resulted in a wider spread of the gear without the vessels having to increase their distance apart when towing" "the smaller marks of fish that we used to see on the monitors but then miss in the trawl are now being picked up due to the built-up wing sections" "these new wing & bridle setups are particularly advantageous in strong tides or when the vessel is turning as there is no longer any loss in the spread".



The new wing design of SNG trawls is causing great interest among pelagic fishermen

The company's feedback from no fewer than seven different customer vessels currently at the annual tuna fisheries in the Bay of Biscay has been extremely positive as these innovative trawl designs are reducing the possibility of fish escaping through the sides of the trawls as with traditional designs whereby the fish can escape through the side gaps. By now incorporating extra meshing in the wings this exit route is closed and, importantly, this process does not alter the opening of the trawl.

The two options above can be used in either single or pairing as pair trawl teams can see the benefits with using the extra bridles in their standard setup will still remain user-friendly when passing over the lug ends of the bridles from one vessel to the other. General feedback comments

### Innovation and not imitation!

This latest advancement in pelagic trawls is one of many that SNG have come up with in recent years and the company say they are proud of the fact that their R&D department continue to strive to improve trawl technology for fishermen and not just reproduce versions of concepts that are already out on the marketplace.

trawl performance and catch success rates at the tuna fishery has proven correct and, as a result, and the adaptation of this design for other pelagics, their confidence that the same will apply for all pelagic fishing in the future has led to a substantial number of orders (in excess of 15 trawls in total, thus far) from top pelagic and polyvalent vessels from Ireland, Northern Ireland, Scotland and Shetland.

## NOTICE

### Protection of V-Notched Crayfish

SI 289 / 2019 gives **legal protection** to crayfish (*Palinurus elephas*) which have been v-notched (a V shape mark is cut into the tail fan of the crayfish).

These crayfish must be **discarded alive** at sea and cannot be landed or sold.

Over 400 V-notched crayfish were released in Autumn of 2019 in outer Tralee Bay and south to the Blasket Islands.

V-notched crayfish were also tagged with a T-Bar tag underneath the tail.

If you capture a tagged crayfish please report the location (lat, long) of capture, the tag number and the size of the crayfish.

Use the telephone number shown on the tag.

Irish Government Department of Agriculture, Food and the Marine

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

Marine Institute Bia agus Mara

Image taken by Máirtín Éanna Ó Conghaile, owner/skipper of the Réalt Ára (currently in training) while landing Albacore into Douarnenez.

A well-known retired fisherman once told me the only reason he would come back out of retirement was to go tuna fishing... It wasn't Seánín Ned Ó Flatharta, former owner of Glór na dTonn who recently celebrated his 70th birthday and who is still busy training the younger lads on the tuna fishing down in the Bay of Biscay.

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## €3.4 million investment in 15 aquaculture enterprises announced

At the beginning of July, €3.4 million in new investment by 15 aquaculture enterprises was announced by then Minister for Agriculture, Food and the Marine, Barry Cowen T.D., with the Department's European Maritime and Fisheries Fund (EMFF) Programme providing grants of €1,282,277.

On making the announcement former Minister Cowen said he was delighted to announce the approval of the investments.

"The latest investments are aimed at boosting production at oyster, mussel and salmon sites around our coast," he said.

"It is heartening to see this continuing

confidence in the future by these ambitious aquaculture enterprises. While recent months were challenging for many aquaculture businesses, the overall trend has been one of growing world demand for our seafood products."

As SMEs, most of the aquaculture businesses received grants, co-funded by the Government of Ireland and the European Union, of 40% towards the cost of their investments, with one non-SME receiving 30%, a new entrant to the sector receiving 50% and one investment in organic certification also receiving 50%.

A full breakdown of the announced investments can be found in Table 1.

Beneficiary	Location	Project	Total Investment	EMFF Grant
Derrylea Holdings	Galway	Organic Certification of Farmed Atlantic Salmon	€7,500	€3,750
Sligoic Inisheane, Teoranta	Donegal	Capacity increase in oyster seed production	€28,723	€11,489
Faírn Farriage, Oileán Chlára, Teoranta	Donegal	Phase 3: Installation of grid frames and construction of Aquaculture Workboat	€761,595	€228,478
Glenn Hunter	Sligo	Construction of an oyster handling facility	€68,747	€34,373
Ocean Farm Ltd	Donegal	Phase 3: Upgrade of salmon farm technology	€1,261,663	€504,665
Skipper Shellfish Ltd	Kerry	Phase 2: Increase capacity of oyster farm	€25,876	€10,350
Northern Bay Oyster Ltd	Donegal	Increase capacity of oyster farm	€29,670	€11,868
Mulcoy Bay Mussels Ltd	Donegal	Investment in new handling equipment	€75,900	€30,360
Killybegs Fjord Shellfish Ltd	Galway	Upgrade of rope mussel farm to continuous longline system	€17,120	€6,848
Woodstown Bay Shellfish Ltd	Waterford	Phase 2: Increase capacity of oyster farm	€606,815	€242,726
Oceanic Organic Oysters Ltd	Donegal	Phase 2: Increase capacity on oyster farm	€183,145	€73,258
Rosmoney Shellfish Ltd	Mayo	Increase capacity of oyster farm	€124,980	€49,992
Seastram Ltd	Mayo	Purchase of smolt feeding system	€60,000	€24,000
Rodney Fish Farms Ltd	Cork	Phase 3: Introduction of continuous rope mussel system	€83,197	€33,278
Seal Harbour Enterprises Ltd	Cork	Phase 3: Upgrade of rope mussel equipment	€42,100	€16,840
<b>Total:</b>			<b>€3,377,031</b>	<b>€1,282,277</b>

Table 1: Grant approvals – Sustainable Aquaculture Scheme

## Aquaculture growth requires political will, says FEAP

The biggest obstacle facing the growth of aquaculture today is political will, according to the Federation of European Aquaculture Producers (FEAP).

The comments come from the representative body following the publication of the FAO's 'State of World Fisheries and Aquaculture' (SOFIA) report 2020, titled *Sustainability in Action*.

Published every second year the report aims to provide an objective and global view of capture fisheries and aquaculture, including associated policy issues.

According to the 2020 edition, total aquaculture harvest worldwide reached a record high of 114.5 million tonnes in 2018. Finfish production dominated (54.3 million tonnes), followed by algae (32.4 million tonnes), molluscs (17.7 million tonnes) and

crustaceans (9.4 million tonnes).

In a press statement issued in June, following publication of the 2020 report, FEAP cautioned, however, that "these impressive quantities should not mask the fact that the global annual growth rate of aquaculture has greatly declined over the last years."

After decades of 6% to 10% interannual growth rates, 2018 saw an increase of only 2% over 2017 globally, they highlight, adding that in Europe aquaculture production has been stagnant with two decades.

Contributing to this slowdown several factors are identified by the FAO, including the adoption of broader environmental regulations, reduced availability of water and suitable production locations, increasing outbreaks of aquatic animal diseases and decreasing aquaculture

productivity gains.

The FAO's report also recognises, however, countries—both developing (Egypt, India, Indonesia, Vietnam or Bangladesh) and developed (like Norway or Chile)—in which production continues to grow.

"The reasons for these exceptions are region dependant, but a trend is clear: in the twenty-first century aquaculture growth requires political will to promote appropriate policies, strategies, and private and public investment," says FEAP.

Certainly, further technical issues have to be addressed on feeds, genetic selection, biosecurity, disease control, digital innovation and business developments, they say, before continuing:

"But from the European Union we can showcase that solving

these hurdles is clearly not enough. Even the adoption of aquaculture spatial planning or ecologically sound technological innovation are necessary but never sufficient.

"European aquaculture producers can warn the rest of the world that the biggest challenge for the continued advancement of this sector is the adoption of appropriate general governance decisions aiming specifically to promote the development of aquaculture amid all other economic activities.

"An added problem is that public authorities and decision makers that are responsible for the creation and implementation of such general governance regulations will not read SOFIA 2020.

"Quite probably they will have never heard of it"

## High level of compliance with fish health controls in Ireland



All aquaculture businesses in Ireland must obtain a Fish Health Authorisation

The Marine Institute's fish health inspection and monitoring activities in 2018 and 2019 indicate there is a high level of compliance with EU and national legislation, and as a result, Ireland continues to maintain its high health status for aquatic animals.

As the Competent Authority, the Marine Institute is legally responsible for implementing EU

and national regulation relating to aquatic animal health in Ireland, and aims to ensure that the existing high health status of aquatic animals in Ireland is maintained.

A new report published by the Marine Institute's Fish Health Unit (FHU) outlining the activities of the FHU in 2018 and 2019 highlights there was a high level of compliance with regulatory fish

health requirements.

According to the report, the first published on the activities of the FHU, a total of 384 health surveillance inspections of aquaculture production businesses were undertaken during this period, and 98% of the 384 sites inspected had no compliance issues or compliance issues that were categorised as minor.

All aquaculture production businesses in Ireland, such as finfish farms, shellfish farms, and put and take fisheries, must obtain a Fish Health Authorisation from the Marine Institute. To receive one, businesses must submit a Fish Health Management Plan for approval, addressing how aquatic animal health will be maintained, and how diseases are controlled, among others

The FHU, working with colleagues in the Department

of the Marine's veterinary services conducts regular health surveillance of fish and shellfish farms in Ireland, and is responsible for regulating the movement of aquatic animals within Ireland, and in and out of the state. In the 2018 and 2019 reporting period, over 3,000 movements of aquatic animals were approved.

The FHU also hosts the National Reference Laboratories for finfish, mollusc and crustacean health for Ireland, which undertake testing and applied research to support fish health activities in Ireland. During the reporting period, the laboratories analysed over 1,500 shellfish and 5,000 fish for diagnostic, statutory and research purposes.

To view the full report visit [www.oar.marine.ie/handle/10793/1597](http://www.oar.marine.ie/handle/10793/1597)

## Fishing industry must be treated as 'primary stakeholder' in offshore wind development plans

### Eirwind report recommends offshore wind-fisheries forum

By LORNA SIGGINS

THE fishing industry has to be treated as the "primary stakeholder" in Ireland's plans for developing the offshore wind industry right around the coast, a new blueprint says.

Eirwind, an industry-led consortium involving University College Cork (UCC) researchers, urges that a joint forum between the fishing and offshore wind sectors be established.

Eirwind, based at the MaREI centre in UCC is supported by Science Foundation Ireland, and participating companies include Brookfield, DP Energy, ESB, Equinor, Engie, EDPR, Enerco, Simply Blue, SSE and Statkraft.

Issues such as regulations for fishing vessels to work as guard boats and shared interests in marine conservation would be addressed by the forum, the Eirwind strategy for the next 30 years recommends.

It also says the forum would address "best practise" in compensation against loss of livelihood due to offshore wind developments.

Ireland has more offshore wind resources than energy demand and could be exporting bulk hydrogen, the Eirwind study suggests.

It describes floating offshore wind technology as a "game changer," and the period 2020 to 2030 as a "defining decade" for investing in green hydrogen and grid reinforcement.

The Eirwind blueprint identifies three "production zones"—the Irish Sea, Celtic Sea and Atlantic Coast—and recommends that renewable energy support master

plans should be drawn up for ports extending from Wexford to Killybegs, Co Donegal.

However, it calls for government commitment to introduce specific incentives, to prioritise marine planning legislation and to ensure "transparent" decision-making, and identifies a number of challenges – both economic and environmental.

The new Programme for Government has increased the target of 3.5 gigawatt (GW) energy production from offshore wind to five GW by 2030.

The Irish Sea and Celtic Sea may run out of space for fixed wind turbines, and the proximity of the 50-metre contour suggests that floating wind technology will be the option for the Atlantic coast – where there is potential for up to 30 GW of renewable energy.

On the potential for hydrogen production from offshore wind, the study says Cork harbour could pilot a 100 megawatt (MW) electrolysis demonstration plant, with electricity generated by a 100 MW floating wind project off the Cork coast.

It says the produced hydrogen can then be supplied to large industrial users in the harbour, supplied to domestic heating and transport sectors and exported as capacity builds.

Eirwind says the Marine Planning and Development Management Bill, along with the related Maritime Jurisdiction Bill, which were at an advance stage during the lifetime of the last government, need to be prioritised.

The report recommends that up to 30 new staff are employed over the next 12 to 18 months in Bord



Blue Horizon DA 77 (Credit: Niall Duffy)

Pleanála, which will be handling marine applications when the legislation is passed, and the Sustainable Energy Authority of Ireland.

The Eirwind study identifies challenges, however. Noise from offshore wind installations is a "known stressor" for both marine mammals and fish – causing hearing impairment, behavioural changes and physiological stress, it notes.

Floating wind turbines which don't require piling or extensive seabed foundation may mitigate some of this acoustic impact and will have less visual impact if in deeper water than fixed turbine farms.

The report also proposes "marine installation conservation areas" which could improve fisheries habitats, while acknowledging that further research is required into the impact of wind turbines on seabirds.

It says "technology specific" revenue support schemes will be required to encourage investment,

and suggests following the British Crown Estate model of reducing seabed leasing charges in return for pre-commercial demonstration projects.

Ireland has "minimal control" over its energy destiny, with over 97 per cent of requirements derived from imported fossil fuels in 2014.

Kinsale gas field has ceased production, Corrib gas field is on a limited life span, but onshore wind farms were providing 29% of Ireland's electricity needs by 2017 – the second highest share of electricity from wind energy in Europe.

The blueprint says that the Government has a "pivotal role to play" in "facilitating trust building" with many stakeholders and ensuring "fair and transparent decision-making" procedures.

Already, seven "legacy" fixed offshore wind projects are at an advanced stage of development in Irish waters, and several preliminary moves are being made by floating wind technology companies.

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## NEWS in brief

### Scotia resumes survey programme

Scotland's marine research vessel (MRV) survey programme for 2020 was, like everything else, affected by the COVID-19 pandemic, and ultimately stopped with the lockdown restrictions imposed in March.

However, in mid-June the MRV *Scotia* programme resumed with the annual North Sea and West coast Nephrops underwater television survey (UWTV), following various actions across Marine Scotland Science (MSS) and Marine Scotland Compliance (MSC) to safeguard staff working both in the labs and at sea.

Among the measures taken was the alteration of the survey design, due to the reduced number of days available, which meant survey grounds were reprioritised. No trawling or sediment sampling were conducted, and the number of stations were reduced in all but one area.

### New Scheme to Help Aquaculture Sector Preserve Stock

Aquaculture businesses affected by the collapse of markets due to the coronavirus pandemic can apply to cover the costs of maintaining unsold stock through a new £1.25 million fund.

The scheme, which is being funded by the European Maritime and Fisheries Fund, will support businesses by compensating for the costs of transport, processing and cold storage for salmon, trout and shellfish until the end of 2020.

### Support for coastal communities

It was announced in July that coastal communities across Scotland will receive £9.7 million of revenue generated by the Scottish Crown Estate's marine assets, providing vital support for responding to the impact of COVID-19.

The funding, which comes from the second year of devolved management of Crown Estate assets is up by more than £2m on last year and is more than double the funding available under the old Coastal Communities Fund.

It will be allocated to the 26 local authority areas which have coastlines, with funding based on their share of the adjacent sea area.

The scope of the fund has been broadened this year in response to COVID-19, with local authorities now able to directly support businesses, including third sector organisations, affected by the pandemic.

## SCOTLAND NEWS

### MAIB report: Capsize of *Anna-Marie II*

The MAIB recently published their report on the investigation into the capsizing of the *Anna-Marie II*, in Brora, East Scotland, resulting in the loss of its skipper on the 23 September 2019.

At about 15.50 on 23 September 2019, the 6.2m *Anna-Marie II*, capsized as it entered the mouth of the Brora river while returning from its fishing grounds in deteriorating sea conditions.

According to the investigation, the waves at the time of the accident were very unusual for the Brora harbour entrance, and had developed very quickly to a height of approximately 3m to 3.5m and were not evident from any weather forecasts.

The vessel broached and was capsized, resulting in both its skipper and crewman entering the water. Neither was wearing a personal flotation device (PFD); the crewman managed to swim ashore but unfortunately the skipper drowned.

According to the MAIB, it is likely that the skipper hit his head during the capsizing, which may have affected his ability to swim. Had he been wearing a lifejacket it would have helped keep his head out of the water and might have increased his likelihood of survival, they say.

In terms of the key safety issues identified, the MAIB highlight crossing a river bar in a small boat can be extremely hazardous, particularly at low tide in large swells, even when the skipper has extensive knowledge of local



conditions.

It also emphasises that open fishing vessels are at greater risk of capsizing, while adding that the wearing of PFDs is now mandatory following the significant numbers of fishermen who have drowned following fishing vessel accidents.

The MCA introduced the mandatory wearing of PFDs because of the significant number of fishermen who have drowned following fishing vessel accidents. The potential benefits of wearing a PFD far outweigh the risks of secondary issues, such as entrapment.

In these respects, the safety flyer to the fishing industry highlights: In open fishing vessels the risk of capsize and inverting, particularly in steep waves, is higher compared with decked vessels. Therefore, it is important that fishermen reduce the risk of broaching and capsize by conducting a thorough assessment to ensure they are prepared if a capsize occurs.

Potential mitigation measures prior to crossing a river bar could include ensuring the boat is loaded to reduce top weight to maximise stability, checking the boat and making sure hatches and equipment are adequately stowed,

double-checking conditions are safe from an assessment point clear of the bar and that there is a suitable alternative port of refuge, and carrying a portable waterproof means of communication.

The safety flyer and the MAIB's investigation report are available at: [www.gov.uk/maib](http://www.gov.uk/maib)

Wearing a lifejacket will help ensure that you are kept afloat with your face clear of the water, allowing you to breathe, even when unconscious. It will also ensure the load on your heart is reduced as you won't have to struggle to keep afloat and swim. With one you are also easier to spot in the water and it is easier to pull you out of the water.

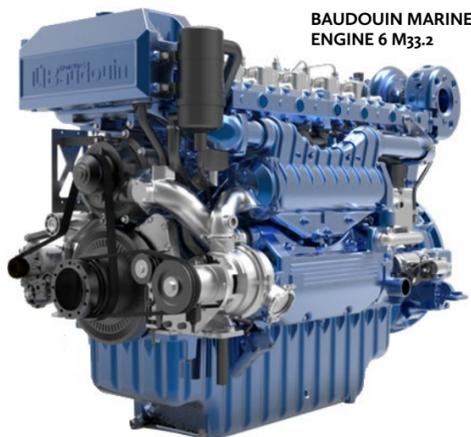
The safety flyer and the MAIB's investigation report are available at: [www.gov.uk/maib](http://www.gov.uk/maib)

### Proteum to supply Baudouin engines for *Loch Incharde II* – largest steel fishing boat to be built by C. Toms

Proteum, the UK and Ireland distributor for Moteurs Baudouin, has won the contract to power the largest steel fishing boat to be built by C. Toms & Sons at their Cornish shipyard. A Baudouin 6M33.2 main propulsion and Baudouin 6W126 APU will be fitted to the 19.7m twin-rig LOA whitefish trawler *Loch Incharde II* ordered by Ian Mackay of Loch Incharde Fishing Company, Lairg, Sutherland.

Neil Taylor, Head of Sales, Proteum said, "The selection of Baudouin engines by a fishing boatbuilder of C. Toms' stature for an important construction such as the *Loch Incharde II* is a huge endorsement for Baudouin engines, which have earned a reputation for their reliability and low operational and through life costs".

For over a century, Moteurs Baudouin has designed and manufactured marine engines specifically for the commercial marine, fishing and shipping sectors. Baudouin engines offer power ratings from 185hp (136kW) to 1650hp (1214kW) and are built to forecast, not to order, to ensure availability for customers.



### New App to help skippers avoid bycatches and choking now available

The latest version of an app co-designed by Scottish skippers to assist them in avoiding high catches of unwanted "choke" species is now available online. A demo version of the app, along with details about the pilot project underway on the west coast of Scotland, is available at <https://info.batmap.co.uk/>

BATmap, or By-catch Avoidance Tool using mapping, allows a skipper to securely share their real-time information about the location of hotspots of cod and whiting, which are choke species, or spurdog, a protected species, with other participating skippers.

Vessels fishing west coast of Scotland are piloting BATmap to report hauls of these unwanted species in 'real-time'. If one vessel reports a high catch then an automatic alert is triggered to inform other participating vessels, enabling them to avoid these hotspots. The alerts are displayed on a map showing the time and location of the catch and the amount of bycatch.

The project is led by the Scottish Fishermen's Organisation (SFO), the University of Aberdeen and Fisheries Innovation Scotland (FIS), with support from other Scottish Producer Organisations, the Scottish White Fish Producers' Association, and Seafish. Skippers from the Aberdeen Fish Producer's Organisation and the North East of Scotland Fishermen's Organisation are also participating in the pilot.



"Skippers have been involved in the design of BATmap from the outset, and this latest version of the app reflects all their input to ensure it's truly fit for purpose. This system simply won't work without their buy-in or expertise", explained Paul Macdonald from the SFO.

Tara Marshall, Senior Lecturer at the University of Aberdeen, said: "BATmap puts hotspot maps into the hands of participating skippers to help them make more informed

decisions at sea. Any Scottish skipper fishing for whitefish on the west of Scotland can use BATmap providing they contribute their own data about cod, whiting and spurdog".

"It's early days for this project but we're already excited about how flexible the technology could be. Of course, any technical innovation is only useful if people actually use it, so we hope this latest version of the app encourages others to join the trials," said Kara Brydson of FIS.

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## UK NEWS

### Expanding KOSMOS UK success: One birthday and new orders

June 4, 2019 was a historic day for Belgian based software company Aucxis and Brixham Trawler Agents (BTA). Marking the end of the traditional shout auction at Brixham Fish market, the British fish auction was the first to introduce KOSMOS, the Cloud-based online auction system which means buyers no longer need to be onsite to bid for fish.

BTA recently celebrated the first birthday of their KOSMOS auction system. 12 months on, Barry Young, BTA CEO, says the system has been a 'game changer'.

In conversation with KOSMOS developer Aucxis Mr Young explained, "The decision to end shout auctioning was made back in 2017. However, rather than investing in costly software and hardware to run an electronic clock auction through the internet, BTA wanted to invest in a game-changer on behalf of the whole fishing community. This is exactly what we found in Aucxis' KOSMOS system."

Asked how fishermen reacted to

this decision, he said, "In the past, the fishermen often asked us to offer their fish to a wider audience to get better prices. BTA believed that a system like KOSMOS would encourage a lot more fishermen to land their fish in its port, which would give the buyers a lot more opportunity to buy a lot more fish. Today we can indeed confirm that even more fishermen have found their way to land their products here in Brixham than before."

Did the switch from a shout auction to a digital clock auction lead to the attraction of more buyers as well? "It sure did," says Mr Young. "First of all, we attracted about 20 additional UK-based buyers. Moreover, before KOSMOS, we never had dealings with buyers from the European continent. Now we already have about 15 of them."

What about the effect of this new supply and demand balance on price-making? "We can confirm that our prices are even better than during the shout auctioning era. Since the introduction of KOSMOS, they have

increased by roughly 12%," says Mr Young.

"Needless to say that we are very glad we took the plunge to switch to the KOSMOS system. With what we know today about the power of KOSMOS, we would even have skipped the intermediary step of electronic registration using a tablet during the shout auction. KOSMOS has potentially put BTA years ahead of its competitors in becoming the leading fish market in England."

Very proud of the feedback, Aucxis say that they continue to work on the integration of new functionalities at the request of the market, so as to maintain and improve on this level of satisfaction with the system. "Thanks to the evolution contract, our customers always have the most recent KOSMOS version," they add.

And, with Shetland Seafood Auctions (Lerwick) and W. Stevenson & Sons (Newlyn) the latest UK customers to fully engage the Cloud-based digital trading platform on the back of the current market situation, this is a customer base that

is expanding.

Indeed, if anything, the coronavirus pandemic has seen the trend towards online auctioning accelerate, say Aucxis.

Shetland Seafood Auctions has opted for 100% online auctioning, and for the switch have chosen to provide an extra clock, meaning they are able to sell the fish via 2 clocks to a total of 50 registered users.

Martin Leyland, CEO says the system, which will be installed in August 2020 and coincides with the opening of two new fish market premises which will hold double the capacity of the previous fish markets in Lerwick, will allow them to sell and distribute a higher volume of fish landings.

Further south, shout auction Stevenson & Sons of Newlyn have ordered KOSMOS for two clocks for a total of 100 users. Here, KOSMOS will be linked to the current auction infrastructure, enabling the auction to keep using its own system. Installation is scheduled to start in October of this year.

### Suspension of scallop fishing in parts of the North Sea

Scallop fishing in the North Sea around Dogger Bank will be suspended for four weeks from Sunday 12 July to Saturday 8 August to enable data gathering about the state of the shellfish stock.

Following a call for evidence, and engaging with the scallop industry, the four UK Fisheries Administrations have decided to temporarily close the fishery.

A week long consultation took place earlier this month to which a total of 14 responses were received. The majority of responses shared the concerns of the Fisheries Administrations that there is insufficient scientific data currently available to be confident

that the scallop stocks in the area can be sustained if these levels of fishing are maintained.

The closure will be in ICES rectangles 39F1, 39F2, 39F3, 38F1, 38F2, 38F3, 37F1 and 37F2. The closure will be reviewed based on the scientific data gathered during the suspension. Evidence to be collated will include information on the age of the stock and whether the stock is spawning.

The Fisheries Administrations appreciate the work that industry has done to date and are committed to continuing to liaise with the scallop industry throughout the closure, during the review and in any subsequent

decisions or actions that result from the data gathering. Fishing

licences will be varied to reflect the situation.



### New UK Fishing Vessel Certifying Authority appointed by MCA

The Society of Consulting Marine Engineers and Ship Surveyors (SCMS) have been appointed as a new Fishing Vessel Certifying Authority for commercially registered fishing vessels in the UK by the Maritime Coastguard Agency (MCA).

SCMS will launch the new service in July and is excited to be expanding its portfolio of technical marine services. Already a Certifying Authority under the MCA for small craft and workboats, SCMS has a number of surveyors who

were authorised by the previous Fishing Vessel Certifying Authority, SEAFISH, to undertake such surveys on their behalf

"Richard Blackhurst, previously Head of Survey at SEAFISH, will head-up this new service for us," explains the SCMS President, Allan Larsen, "and he will be supported by a number of skilled surveyors from around the country as well as our existing office staff based in Southampton."

"We are delighted to have him on-board as he is a well-known and

respected figure within the fishing industry."

"Under UK law, it is a legal requirement that every fishing vessel has a coding certificate. Owners or builders can now get in touch with the SCMS and we can advise which surveys are required at each stage of the build," he continued.

"The certification work that we then undertake will validate that a build has been completed in accordance with the applicable codes and regulations. The MCA will then take over the coding aspect of the vessel."

To learn more about the SCMS or to apply for a Fishing Vessel Certification, visit [www.scmsmq.org/](http://www.scmsmq.org/).



### Turning the tide on the industry's safety record 'Home and Dry': New safety campaign urges fishermen and women to get back to port safely

A new safety campaign launched last month in the UK, as latest figures show fishing fatality rates remain among the highest in the UK compared to other industries.

With the aim of turning the tide on the industry's safety record, a compelling new campaign, 'Home and Dry', shines a light on the fishing heroes in the UK keeping seafood on plates throughout the COVID-19 crisis and urges them to get back to port safely.

The campaign, led by the Fishing Industry Safety Group (FISG)—the stakeholder group whose ultimate goal is zero preventable deaths at sea and to reduce the number of serious accidents and vessels lost — highlights a day at sea and the simple steps a skipper and his crew take every day to ensure they return home safely to their loved ones.

The campaign comes as many fishing crews across the UK are returning to sea following weeks of lockdown and challenging market conditions to sell their catch.

Created with support from the fishing industry, it focuses on the importance of community and home for those who make a living from catching fish. It shines a light on the pride and professionalism of the industry as a way to get out vital messages about good safety at sea.

"I've been a fisherman for most of my life, and as a vessel owner I am constantly thinking about my safety and the safety of my crew," says Dave Driver, a Brixham skipper featured in the campaign. "For me, wearing a lifejacket everyday was hard, but as time went on I got used to it and now it's the same as putting my seatbelt on before starting the car."

In the UK, commercial fishing supports around 12,000 workers on board vessels, with an estimated 6,147 fishing vessels fishing out of ports up and down the country. As critical key workers, many of the nation's fishing crews have also left their families and communities to continue to fish during the ongoing COVID-19 pandemic in order to supply food for homes across the country.

As those within the industry are only too aware, fishing as a career comes with risks. 2019 data published by the Marine Accident Investigation Branch (MAIB) at the end of June showed six fishermen died last year. Though this number may appear low, given the small numbers of fishermen it represents, it is a



very high fatality rate compared to other UK industries. So far, in 2020, there have been no deaths, and this is a trend the industry wants to maintain.

Conveying the reality of these risks, and encouraging fishing crews to think of reasons to get 'Home and Dry' is a new cinematic-style film. The film, released July 7th, which has a soundtrack recorded specifically for the campaign by English musician, songwriter, and actor, Johnny Flynn, encourages skippers and crew to do everything they can to reduce risks and stay safe.

It also asks families, friends, coastal communities, and anyone who likes to enjoy fish for their dinner, to take a moment to consider the safety of the nation's fishing crews and say thank you by sharing the campaign to encourage more safety at sea.

"I lost a very good friend at sea once, they never found his body," adds Dave. "Watching his Mum go through that was really hard. I never want my family or the family of my crew to ever experience pain like that. I wanted to be involved in the Home and Dry campaign because I want to show other fishermen that there are simple steps they can take to be safe at sea. It's important we do everything we can to get back home to our loved ones."

Brian Johnson, Chief Executive of the Maritime and Coastguard Agency and Chair of FISG, the group of fishing industry organisations, charities, public bodies and regulators set up to improve the safety of commercial fishing at sea, says:

"Family and loved ones are important to us all. Many of our fishing crews have continued to go to work throughout the pandemic to provide delicious seafood for our plates. No one wants to see people lose their lives to do this. We are

feeling positive by the fact that we haven't lost any fishermen this year and we hope this campaign will encourage them to stay safe."

"We go to sea to earn money to provide for our families," says Luke, a skipper from Cornwall whose insights helped to shape the campaign. "You find yourself thinking, 'what will happen if I go overboard?' It's the family who will suffer if I'm lost at sea. That's why it's so important to take all the precautions you can – and get back, home and dry."

The Home and Dry campaign also aims to raise awareness of a recent new law for commercial fishing safety (ILO 188). This includes the requirement for anyone working on a fishing vessel to wear a Personal Flotation Device (PFD) whilst on deck unless a risk assessment excludes the need to wear one.

There is a dedicated campaign website (<https://www.homeanddry.uk/>) providing easy access to information on sea safety. The campaign also encourages those who are not able to go fishing right now due to the impact of COVID-19 to take the time to make simple safety checks so they are ready to go to sea when things return to normal.

Released to coincide with the Department for Transport's Maritime Safety Week and Seafarers Awareness Week from Seafarers UK, the film is available on Vimeo and shared via the FISG's networks and social media.

"As a fisherman, I admit that sometimes I try not to think about the risks but I know that's not the answer," says Nathan, another fisherman interviewed during research for the campaign. "We have to take every precaution possible. There will always be risks, stuff can still happen but it's still important to do your bit."

## NEWS in brief

### Six Fishing Fatalities in 2019

Providing information on the branch's activities last year, the Marine Accident Investigation Branch's report for 2019 was published at the end of June. According to the annual report, there were six fishing fatalities in the UK last year, the same number as in 2018.

While this number might not appear high, given the small numbers of professional fishermen it represents it is a very high fatality rate compared to other UK industries. According to the report, of the three fishermen who died in the water in 2019, none were wearing PFDs.

### Fisheries Bill enters House of Commons

The new UK Fisheries Bill, the first major fisheries legislation in nearly 40 years, has passed the House of Lords and entered the House of Commons for further scrutiny.

The Bill, which passed Third Reading in Lords on July 1st, ends current automatic rights for EU vessels to fish in British waters. If access to UK waters for foreign vessels is negotiated, the Bill will enable the Fisheries Administrations to ensure foreign vessels follow the same rules as UK vessels.

At the time of writing, two more readings, a committee stage, and a report stage are to follow.

### NFFO on Mandatory CCTV

As the Fisheries Bill passed through the House of Lords earlier this summer, with amendments laid down that would make CCTV cameras aboard all fishing vessels mandatory, the NFFO wasted no time making their feelings on the proposal clear, stating that such would be "as offensive, provocative and impractical as placing a policeman on every fishing vessel – or in every office or living room."

"Put simply, fishermen do not want that level of intrusion into their working lives," they said, while also cautioning that advocating CCTV "as a universal panacea, without addressing resolving the underlying fisheries management and compliance issues, is just lazy."

## NORTHERN IRELAND NEWS *By Dick James*

### KILLOUGH HARBOUR TAKEOVER

The port of Killoough has been leased from the Newry, Mourne and Down Council by a locally based charity "Let's Do Events". The objective is to develop the harbour as a base for leisure and community-based events featuring boat trips, recreational

fishing and sailing.

Killoough is adjacent to Ardglass and it is not envisaged that it will take over as a main fishing port, though there is scope for expanding its use for the small boat, inshore sector as facilities at present in Ardglass are limited.



Killoough harbour, Co Down. (Credit: Chris Feenan)

### THE FISHERY

We are well into the high summer prawn fishery now with more prawns in the net than can be redup by the crew. The western part of the Irish Sea is where most of the boats are concentrating and the prawns are generally of a tailing size which suits the available market.

Prices seem to have stabilised for tails at £4.50 per kilo, with whole prawns coming in around the £2.50 although there is considerable variance on that. A limited market for paella size prawns seems to have developed, but given the similarity of price compared to tails there is limited interest in this option.

Management restrictions continue to apply, for the Northern Ireland restricted fleet the permitted days have gone up from 3 to 4 although the permitted days are Monday to Thursday, with no Fridays or weekends allowed. Apart from not having the flexibility to work around weather and tides, the constant pressure of tailing prawns with the volumes on show means this is not entirely unwelcome.

The Ardglass fleet and others fishing unrestricted by days limits or quota certainly have flexibility and room to cover missed days but overall the fishing patterns are not dissimilar. Some of the larger boats are off the management regime and continue to fish extended trips.

Some interest is being shown in the west of Scotland grounds where a by-catch of groundfish can be expected with

a better run of prawns, but again markets are the key to what is possible. There has been little interest in the Smalls grounds nor the Cumbrian grounds, and as far as the UK fleet goes the *Maracestina* is ploughing a lone furrow on the Porcupine Bank, the other regular in that fishery, the *Apollo*, has remained in Scottish waters.

Whitefish boats are following their normal options, the mid Irish Sea for haddock or the North Channel for a hake based mix.

The scallopers are largely switched to the prawns, with the odd boat working grounds to the north as the Irish Sea close season kicks in. With the lack of a significant Queenie fishery this year, the Manx fleet seems to have ventured north with some fishing local on prawns or mixed fish.

The pelagic boats have yet to start with North Sea herring being the first likely option and the *Stefanie M* and *Havilah* waiting until mid/late August to start on the Irish Sea herring.

Inshore the creel boats are gradually coming back into play with a slowly improving market but the main brown crab fishery has yet to get into full swing.

Now the fleet are looking forward to the Autumn fishery when the prawns take off and alternative options are generally scarce. The usual options to relocate to the Clyde or North Sea for prawns may or may not be viable. Fish may be a way out for some, but there is already talk of another funded tie-up grant being sought.

### ICES TAC RECOMMENDATIONS

ICES, the International Council for the Exploration of the Sea, have published their science and TAC recommendations for 2021, which is the start now of a new quota setting exercise to follow BREXIT in allocating national quotas within a TAC framework. The conclusion is obviously unknown and unforecastable, but the ICES science and recommendations set the bottom line for the process and give comparisons with previous settings within the overall picture.

For Northern Ireland, the Irish Sea stocks are obviously of prime interest and we have the usual mixed bag of data – some expected, some surprising. Overall, the scientists praise themselves on the quality of their data which for all species except cod are categorised as fully analytical (cod, on the other hand, is trend-based), and for all species except whiting are green flagged for being satisfactory in meeting sustainable guidelines. Cod is again here the odd one out with conclusions undefined.

For Irish Sea cod the stock biomass is considered stable, the fishing mortality declining and recruitment low, with 2016 being the lowest observed. Unsurprisingly following a precautionary approach the catch advice 108 tonnes is advised, which is 7% down on last year's advice and compares with a 10,000 tonne setting in the 1980s.

For Irish Sea whiting, based on a by-catch only mainly in the Nephrops fishery assuming a Nephrops catch in 2021 of 7300 tonnes, a quota of 930 tonnes is proposed which is a 7% increase over 2020 quota.

For Irish Sea plaice, which exhibits a biomass which has increased sharply since 2012, is well above reference points, displays a declining fishing mortality (below reference since 2011) and a recruitment without trend, catches for 2021 are advised at 2846 tonnes, which is 50% down on 2020 advice due to a change from a precautionary approach to the Maximum Sustainable Yield (MSY) concept.

Irish Sea herring biomass is above reference point and has been since 2007, fishing mortality has decreased since 2003 and is below reference since 2007, with recruitment stronger since 2006. For this stock, catches have been constantly limited by quota. Proposals according to MSY and MSC management plan are for a 2021 quota of 7341 tonnes, 9% lower than the 2020 TAC.

For the good news, Irish Sea haddock has a biomass well above reference points, albeit following a high in 2017 fishing mortality is down and well below limits. Recruitment is variable (as always with haddock) and advice is to follow a multiannual management plan which could lead to advice varying between 2419 and 4092 tonnes, depending on the plan conditions. Advice is for a 7% increase over the 2020 TAC.

The miracle of the Irish Sea sole stock recovery continues, with a continued increase in biomass since 2014, fishing mortality below reference despite an increase in 2019 due to quota increase and, following low recruitment between 2011 and 2014, increasing since 2016 leading to advice for a TAC of 768 tonnes, 68% higher than for 2020.

The Nephrops advice is due to follow later in the year after the summer surveys.

Now how the issue of zonal attachment and Hague preference will impact on the conclusion of this advice is yet to play out. In the past, paper fish was created to cover lack of agreement. If that is an option now remains to be seen...

### DILLON OWEN

The report of the loss of the *Dillon Owen* off Ardglass Harbour on 23rd October 2019 has recently been published by the Marine Accident Investigation Board. The report catalogues the tragic tale of the loss of the ship, but fortunately no lives.

According to the report, in its conclusions, the initial grounding adjacent to the Ardtole Beacon to the north of the harbour entrance was subject to a number of causal factors, including a failure to observe the harbour's navigation aids and the watchkeepers loss of

spatial awareness as to the position of the entrance channel.

Local fishermen, however, are well aware of the problems of the entry to Ardglass and the *Dillon Owen* was not the first to take the ground in this area. In difficult weather and with the main harbour floodlights in play, fishermen claim that the Ardtole Beacon needs a light to mark the north side of the channel. At one time an attempt was made to do this, but the exposed nature of the feature gave problems. Now is the time to revisit this to enhance safety for those entering the harbour.



Local fishermen are well aware of the problems of the entry to Ardglass. (Photo credit: Dick James)

### ISLE OF MAN QUEENIE FISHERY

The 2020 Manx queen scallop fishery opened on the 1st of July with quota set at last year's limit of 557 tonnes overall and a vessel limit of 2695 kg per week.

This rollover followed a year where the April survey by Bangor University did not take place using the dedicated survey vessel, and any new data injected into the system came from local fishing vessels working under the auspices of the Manx PO. The stock was reported to be improved but quota was not enhanced to reflect this, although the closed areas were modified to reflect spatial changes.

Given the poor market situation it is doubtful the fishery will be very profitable, with a limited fresh market and a frozen option blighted by lack of enthusiasm and confidence in future demand.

### BARONESS RITCHIE ON FISHING HARBOURS

During the passage of the Fisheries Bill through the House of Lords, Baroness Margaret Ritchie took the opportunity to highlight the need to deepen both Ardglass and Kilkeel harbours if the benefits coming through enhanced fishing opportunities post-Brexit could be realised through larger and deeper-draughted vessels.

Baroness Ritchie emphasised community reliance on fishing and fish processing. Confirmation of funding availability was confirmed by the Fisheries Minister Lord Gardener.

### SEAFLAG

The South East Area Fisheries Local Action Group (SEAFLAG) announced funding to support an Ardglass business to set up a health clinic in the

village. Set up by local woman Nuala Wills, the clinic is to offer various treatments for wellbeing, particularly for fishermen and their families. Miss Wills is a qualified physiotherapist with a varied background in practice in sports and community work, and is from a fishing family.

### NORTHERN IRELAND ASSEMBLY APPROVES FISHERIES AID

The Northern Ireland Assembly, in a debate on July 7th, approved the £1.5million of grant aid for the Northern Ireland fleet disadvantaged by COVID-19 and ensuing market difficulties. The measure was announced by the Minister Grant Poots in April and the funds paid out in May of this year so the procedure through the assembly was retrospective in nature. There was no dissent in the debate with the motion gaining cross-party support –

which was well for the civil servants which otherwise might have had to attempt to reclaim the funds!

### FISHERIES BILL

The Fisheries Bill which underpins the fisheries component of BREXIT passed through the House of Lords with much debate and some amendment, and is now back in the House of Commons where some of the changes will likely be reversed and final alterations made; probably minor, before passing into law.

Two changes made by Government in the Lords may be of significance. The requirement to set quota within the UK/EU aspect on an annual basis has been dropped but remains very much a policy objective – whether this is a gambit to give wriggle room within the negotiation or it was a superfluous clause remains to be seen.

The second issue on distribution of enhanced quota provision gave England and Wales the ability to sell off or lease their extra quota within their individual jurisdictions, but not so for Scotland and Northern Ireland. This highlights the structural differences between the jurisdictions where England and Wales have a preponderance of small boats (particularly under 10's) and super flagships, and which sector ends up with the enhanced quota remains to be seen. For Scotland and Northern Ireland where flagships are not such a large concern and smaller boats generally fit within the present system, the status quo would seem to fit the future.

Clauses relating to by-catch, national benefit (retaining landings and employment in services within the UK) and climate change (climate-smart fishing) are new and, presumably, will be subject to debate.

Gleaner in Red Bay heading back over to Campbeltown last May, as lifeboat crosses behind. (Credit: Stephen Jones, i-FISH)



# SHETLAND NEWS By Chris Cope and Hans J Marter / www.shetnews.co.uk

## Latest on Shetland fish markets opening

AS COVID-19 lockdown restrictions in Scotland are easing Shetland's two new fish markets, in Lerwick and Scalloway, are finally expected to open at the end of July or early in August.

Both brand new markets, built in Lerwick by Lerwick Port Authority (LPA) and in Scalloway by Shetland Islands Council, were more or less ready to go into business when coronavirus struck in March 2020.

Fish landings into Shetland are almost back to normal after an initial downturn at the start of the COVID crisis.

The new markets, built at a cost of between £5 and £6 million each, will provide the industry with larger and much improved facilities including an upgraded electronic auctioning system.

Both new facilities have been built in response to the steady growth in whitefish landings, and the confidence that this would continue following Brexit.

Victor Sandison of LPA said: "We're progressing with final construction works, and are potentially looking at trialling some of the operational areas within the next number of weeks."

A spokesman for Scalloway harbour also confirmed that the new facility was likely to become operational at the very end of July or early in August.



## Anger as EU vessels increase their share of catches from UK waters

FISHING leaders have condemned the results of a new report which show that EU registered fishing boats have further increased the amount of fish they catch in UK waters.

Analysis by Dr Ian Napier of the Scalloway based NAFC Marine Centre shows that more than two-thirds of the almost two million tonnes of fish and shellfish caught in the UK Exclusive Economic Zone (EEZ) in 2018 was landed by non-UK boats.

From 2015 to 2018 the share of UK boats landing from the UK's own waters declined by 16 per cent despite the fact that overall catches made in the UK EEZ have been increasing as a reflection of improved stocks across a broad range of species.

Dr Napier's finding adds further fuel to the frustrations felt by many in the industry.

Shetland Fishermen's Association executive officer Simon Collins said: "If ever there

was a case for the UK escaping the iron grip of the Common Fisheries Policy, this is it.

"Not content with the fact that overseas vessels were already taking two-thirds of what should be a national natural resource, administrators have gunned the system to ensure that EU27 vessels in particular have taken the biggest share of the increase in catches that have come about due to stock improvements in recent years."

With the UK Government not asking for an extension of the Brexit transition period by the end of the June deadline, the UK will now drop out of the EU on 31 December regardless of whether or not a trade agreement is in place.

Collins added: "The UK's assertion of sovereignty over its own waters at the end of this year will allow us at last to address this outrageous imbalance. Independent coastal states cannot be pushed around in this manner."

Elsbeth Macdonald, chief executive of the Scottish

Fishermen's Federation, added: "Dr Napier's report draws attention to the growing inequity of distribution catching opportunity between the UK on the one hand and the EU27 on the other.

"It is this imbalance that the Scottish industry has campaigned steadfastly to bring to an end with the UK leaving the CFP and becoming an independent, sovereign coastal state with full control over access to our waters."

Dr Napier's figures also show that around half of the demersal (or whitefish) stocks caught in the UK EEZ in 2018—a total of 250,000 tonnes worth more than £500 million—were landed by non-UK vessels.

Meanwhile, 1.4 million tonnes of pelagic fish worth £760 million were landed from the UK EEZ. More than three-quarters of this total volume, and two-thirds by value, was landed by non-UK vessels.

The full report is available at: [www.nafc.uhi.ac.uk/research/statistics/eez-reports/eez-report-2020-07/](http://www.nafc.uhi.ac.uk/research/statistics/eez-reports/eez-report-2020-07/)



## Confusion whether or not fishing incident off Shetland will be investigated

THERE are conflicting reports as to whether an alleged incident between a Shetland registered trawler and a Spanish owned, German registered gillnetter 30 miles off the west coast of Shetland will be investigated by German police.

Earlier in July, there was disbelief among local fishermen after the Aberdeen based daily newspaper *Press & Journal* reported that German police authorities decided not to investigate allegations that the gillnetter *Pesorsa Dos* attempted to disable local whitefish trawler *Alison Kay*.

However, when seeking confirmation of this, the specialist unit of the German federal police tasked with investigating such incidents—the Bundespolizeidirektion Maritime Sicherheit—told *Shetland News* that they had not received a request from Police Scotland to investigate the allegations.

Police Scotland meanwhile confirmed that the incident had never been reported to them and added that the Maritime and Coastguard Agency (MCA) would have been the appropriate body to report to.

The MCA said last month that they had no jurisdiction to investigate any incident outside the UK's 12-mile zone and had, therefore, alerted its German counterpart.

Both the MCA and the German Federal Bureau for Maritime Casualty Investigation described the video evidence as "dangerous" and said it "could have had serious consequences".

Because these actions appear to have been carried out maliciously and not just negligently, the German equivalent to the Marine Accident Investigation Branch (MAIB) felt the incident was not within its remit and consequently passed it on to the police.

Fishermen in Shetland say they are systematically driven out of their traditional fishing grounds by EU boats while Spanish fishermen claim they have been fishing in the area for decades and do so legally.

Skipper of the *Alison Kay* James Anderson said last month: "They now quite boldly tell us that we need to move, and when we tell them that we won't move then we get things like what happened the other night."

The 46-year old *Pesorsa Dos* is owned by SEAMAR GmbH [Ltd], registered in the German Baltic town of Lübeck, but the company is run from La Coruna in Spain by businessmen Antonio Luis Fojo Duran and Eusebio Fernández Lage.

When contacted a company representative for SEAMAR in Lübeck



Alison Kay. (Credit: Ivan Reid)



The *Pesorsa Dos* was detained by the Irish Navy in July for fishing rule infringements. Orkney and Shetland MP Alistair Carmichael said, "That the Irish authorities were able to detain the *Pesorsa Dos* entirely undermines the argument of the UK and German authorities that there was nothing to be done about its dangerous activities." (Credit: John Cunningham)

said he was aware of the incident and expected the German authorities to be in touch at some stage.

He said the company was mainly fishing for monkfish. The position of the gillnets are usually communicated via VHF channel 16 so that other fishing vessels nearby know what areas to avoid.

And he said that it was his understanding that two local fishing vessels had been involved in the confrontation and added that international fishing regulations required trawlers to stay away from areas

with static equipment such as gillnets.

Office staff at SEAMAR's La Coruna office pretended not to speak English and hung up when called by *Shetland News*.

Northern Isles MP Alistair Carmichael, who wrote to the MCA immediately after the incident said: "Cases like this show the importance of any country that flags vessels taking their responsibility seriously."

"No fisherman out to make a living should have to tolerate this sort of recklessness."



Shetland's newest pelagic trawler *Charisma* LK362 heading north from Lerwick steaming towards Symbister after taking onboard herring gear for a two week herring survey prior to the commencement of the herring season. The vessel has just recently returned from Karstensens Skibsvaerft A/S in Skagen, where she had a few finishings done while the crew took their summer break. (Credit: Ivan Reid)



## ORKNEY NEWS *By Craig Taylor*

### Navy deployment reaches Orkney



The Royal Navy patrol boats  
Image: Royal Navy

**F**OUR of the Royal Navy's P2000 Archer Class Patrol Boats visited Orkney as part of their summer deployment.

The ships—*HMS Trumpeter*, *HMS Archer*, *HMS Explorer* and *HMS Example*—support University Royal Naval Units (URNUs) and are spending a fortnight training on the East Coast and north of Scotland.

During their deployments, the

vessels will conduct waterborne training to practice maritime skills, and were due to stop-off at Kirkwall and Stromness, as well as Westray and Stronsay in-between.

Captain Chris Smith, Naval Regional Commander for Scotland and Northern Ireland, said: "It is great to be able to bring the Royal Navy near to some of our smaller communities which, because of

harbour size, don't usually get a visit from our ships.

"The P2000s may be small but they pack a punch and regularly exercise around the UK and Europe as well as supporting the Fleet."

He continued: "Usually we would be hosting visits from local groups and organisations while alongside but with the current situation this is unfortunately not possible. We hope to engage with local organisations across social media and using technology."

The summer deployment will provide the crews of the seven vessels with a unique opportunity to practice seamanship and navigation skills.

Each of the vessels is affiliated to Universities around the country and has a core crew of full-time Royal Navy sailors, normally augmented by members of the URNUs.

While this has not been possible this time due to the current

restrictions, each vessel will use technology to have weekly virtual drill nights with their associated URNU.

At just over 20-meters long, the P2000s are some of the smallest ships in the fleet and perfect for navigation and seamanship training. It also means they can access smaller harbours which, because of their size, usually can't host Royal Navy ships.

The Royal Navy has 14 Fast Inshore Patrol Craft which together form the Coastal Forces Squadron.

Although their primary role is to support the URNUs, two of them, *HMS Tracker* and *HMS Raider*, are permanently based at HMNB Clyde where they are part of the team safeguarding the nuclear fleet.

At the same time, the four ships are undertaking their East Coast deployment, three other ships—*Biter*, *Charger* and *Express*—will sail up the west coast of Scotland.

### UK must take the lead on support for stranded sailors, says Carmichael

**O**RKNEY and Shetland MP, Alistair Carmichael has called on the Government to take the lead on international action to support seafarers stranded by COVID-19.

Many seafarers continue to be stranded on ships or abroad due to travel restrictions, including 2,000 UK sailors, with severe effects on sailor welfare.

Speaking in the House of Commons recently, Mr Carmichael said: "Hundreds of thousands of sailors across the world are stranded as a result of

COVID-19 restrictions. This needs international action and it needs our country to take the lead, will the minister do that?"

Responding for the Government, Kelly Tolhurst MP said: "I'm happy to be able to inform him that I will be holding an international summit next week, particularly on crew change and how we can do our best for seafarers internationally."

Reacting after the exchange, Mr Carmichael said: "Last Thursday was 2020 Day of the Seafarer – a time to recognise the essential role

of seafarers in the global supply chain, still more essential during recent months. Given the serious challenges faced by seafarers at this time in particular, it is right that the Government is organising a summit on crew changes.

"More international coordination on seafarer welfare has been badly needed even before the pandemic. We must ensure that the remaining UK crew can return home, and that COVID-19 is not used as an excuse to undermine seafarers' working conditions."

### Fish health the focus for Scottish Sea Farms' new boat

**T**he nationwide coronavirus lockdown hasn't stopped Scottish Sea Farms in its drive to safeguard the health and welfare of its fish as it maintains a steady supply of salmon to the market.

The company has recently put into operation a new service vessel which will play a crucial role in protecting fish health; particularly gill health which is currently one of the main threats to farmed salmon globally.

Jim Gallagher, Managing Director for Scottish Sea Farms, said: "The COVID-19 pandemic has reinforced the need to safeguard the supply and flow of fresh, nutritious food around the world, and we remain as committed as ever to investing in the areas, activities and infrastructure that will ensure our farming approaches are fit for the future."

Representing an investment of £1.9 million, the 21.2m by 9.3m *Fair Isle*—named after the island lying between Shetland and Orkney—will work primarily in Scottish Sea Farms' northerly regions.

This, in turn, frees up existing workboat, the *Sally Ann*, to service the company's mainland farms, increasing response times across the 42-strong farming estate.

Scottish Sea Farms' Head of Fish Health, Dr Ralph Bickerdike, said: "Having an additional vessel means we can respond more quickly and be more proactive in those instances where a veterinary treatment would help prevent an emerging health challenge from developing.

"At the moment, things are looking good in terms of gill health and fish survival for the year to date is 96 per cent, which is as it should be during a low water temperature period. However, we can't be complacent; we need to make sure as we go into the summer that we have all the resources available."

Currently, water quality is monitored daily and fish from every pen are carefully hand-checked weekly to help detect the warning signs of gill disease. The new vessel will add to this 'prevention over cure'



Fair Isle, pictured in Orkney  
Image: Scottish Sea Farms

approach by enabling farmers to administer treatments, where needed, at an earlier and more effective stage.

Built at the Dutch yard Nauplius and featuring a wide deck with 60-tonne carrying capacity, the *Fair Isle* is the latest—and biggest—addition to the salmon farmer's fleet, and will also contribute towards the company's ongoing roll-out of protective Seal Pro netting systems.

Scottish Sea Farms' Regional

Manager for Shetland, Graham Smith, said: "Seal predation is a major threat to fish health, causing stress, harm and even death, so we have been installing Seal Pro netting systems extensively in the drive to deter seals from preying on our livestock. The *Fair Isle* has a key role to play in this, enabling us to transport and install the newer, heavier duty netting more easily than before."



## ICELAND NEWS *By Guðjón Einarsson*

### Sea cucumbers and other delicacies

**W**hile most of the fish stocks in Icelandic waters adhere to the system of transferable quotas, a few marginal species are managed differently. Among those are sea cucumbers, lumpfish, sea urchins and whelk. They may not weigh much in the total value of Icelandic seafood but can be of considerable importance to individual fishermen and processors.

#### SEA CUCUMBER FISHERY

Sea cucumbers are very peculiar creatures that Icelandic fishermen did not consider worth catching until relatively recently. A trial fishery started as late as 2003 off the Icelandic coast. Annual landings were minimal until 2008 when they exceeded 1,000 tons. From then on, catches increased rapidly to reach between 5,000-6,000 tons in 2018 and 2019. Last year, the fishing was limited to eight boats using dredges. There are three different fishing areas and a total allowable catch (TAC) is decided for each area which means this is an "Olympic" fishery.

The catch is partly processed in Iceland and mainly exported to China where sea cucumbers are considered a delicacy and an aphrodisiac. In 2019, the catch value of sea cucumbers in Iceland amounted to 2.5 million Euros.

#### SEA URCHIN

Harvesting of sea urchin started in Iceland in 1993. Initially, the catch was gathered by divers but soon boats with dredges took over. Total landings reached a maximum of 1,500 tons in 1994 but declined rapidly during the following years due to difficult market conditions. Since 2007, the annual catch has been between 130-345 tons. Last year, it amounted to 345 tons at a catch value of 0.3 million Euros. Only the roe of the sea urchin is of any value. The export price of a kilo of roe for the sushi market is 125 Euros, making it the most valuable Icelandic seafood product per kilo.

#### WHELK

Pot fishing for whelk started in Breidafjörður, West-Iceland, in 1996. The



Dried sea cucumber

following year the fishing culminated in a catch of almost 1,300 tons but since then the catch has fluctuated a great deal due to unstable market prices. Last year, about 350 tons were landed, worth 0.3 million Euros in catch value. Only one boat was seriously engaged in the fishery. The whelk is cooked in its shell and sold mainly to China.

A few more species are still free to catch without a quota, such as whiting (826 tons landed last year), skate (1,060 tons) and megrim (333 tons).

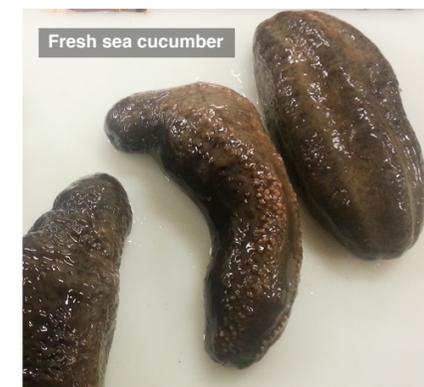
#### LUMPFISH

In 2019, the total catch value of species outside the quota system amounted to 16 million Euros. Lumpfish is the most important one, generating 10 million Euros in catch value last year. The fishery, however, is not a free for all. Around 450 licences can be issued, but only boats that had lumpfish licences in 1997, or the boats that have since replaced them, are eligible. The licences, however, can be sold or leased freely. Last year, 240 boats participated in the fishery and caught 4,961 tons. The fishery is limited to a certain number of days (usually around 40), which must be used continuously, and the length of nets is limited to 7 kilometres. Each boat can only use one licence.

#### POOR MAN'S CAVIAR

This year the lumpfish season was abruptly stopped in May (as reported in the June issue of *The Skipper*) because the TAC had already been caught by then. The fishery turned out to be unusually good off the North and North-East coast of the country, while fishermen on the West coast had barely started laying their nets because the lumpfish usually turns up a little later there. The Minister of Fisheries wants to make lumpfish a part of the quota system to prevent such things from happening but there are divided opinions among the fishermen.

Previously, the lumpfish was solely caught for the roe and the rest of the fish was discarded. The roe is still the most valuable part, processed as "caviar" (nicknamed poor man's caviar), but in recent years a relatively lucrative market for the flesh of the fish has developed in China.



Fresh sea cucumber



Sea urchin roe is worth 125 Euros per kilo sold to the sushi market



Whelk

### Fishing not much affected by pandemic

**D**espite the pandemic, the Icelandic fishing fleet has been operating mostly uninterrupted. Total cod catches during the period January-June this year amounted to 150,000 tons compared to 147,000 tons last year. Redfish catches were also similar, 26,000 and 27,000 tons respectively. Haddock catches, on the other hand, dropped from 32,000 tons to 24,000 tons or by 15%, but that is in accordance with the reduction of the haddock quota.

All the major fishing plants in Iceland have also managed to stay open during the pandemic, but that does not mean that the fishing sector as a whole has not been harmed by COVID-19. Following the lockdown in Western Europe and the United States in March the fresh fish market totally collapsed due to the closing of restaurants and open seafood counters in retail stores. Considering that fresh fish products accounted for almost a third of the total export value of seafood from Iceland, the fish factories reacted quickly and switched to more frozen and salted products.

Now that many European countries are recovering from COVID-19 and opening up again, fish sales to Europe are slowly picking up but the situation on the US market is still very difficult.



Lisa Jules



P'TIT Fredo II

## TWO NEW CYCLONES FROM VALENTIA BOATBUILDER MURPHY MARINE SERVICES

Valentia's FM Marine Services Ltd recently completed two new builds, *Lisa Jules* and *P'TIT Fredo II*, for customers in France

### LISA JULES

Built for La Turballe skipper, Renauld Longcote, with a bulbous bow *Lisa Jules* has an overall length of just under ten metres, a beam of 3.8 metres and a draught of just over a metre.

Renowned for their stability at sea, work on the Cygnus Cyclone FC33 commenced in the summer of last year and was completed in just over nine months, with the vessel going into mould the first week of June 2019 and undergoing sea trials on February 20th of this year.

Boasting accommodation of

2 berths forward, the forward control Cygnus Cyclone 33 has been built to comply with French regulations.

With two twin 420 litre fuel tanks in the tiller compartment, the vessel is powered by a South Shore Marine supplied Cummins QSC8.3 litre main engine connected to a twin-disc MG5065A gearbox, driving a 25inch Cummins supplied 4 blade propeller through a 50mm duplex shaft.

The vessel is also fitted with a Derek Noble supplied 75 litre Danfoss variable displacement hydraulic pump driven directly off the gearbox PTO. Hydraulics

power a Spencer Carter 2000lb Slave Hauler, also supplied by Derek Noble, the side power bow thruster and a 170litre/minute hydraulic pump.

The engine's front end powers two 1.5in Jabsco water pumps, the first being a dedicated deck wash and fire pump, the second for bilging all watertight compartments via an ondeck manifold.

Built for potting, the hydraulic pump, which can also be used to empty the tanks when needed, provides a constant flow of water to the vessel's two vivier tanks which are located one in front of the other forward of the engine room bulkhead.

The engine room is accessed via a Dog-house to port which also houses the vessel's battery switches and brings in ample air for the engine. To comply with French regulations all the vessel's bilge, seawater suction lines and fuel lines are done in stainless steel.

The boat is also fitted with an engine room CO2 fire-fighting system, located in a bespoke module at the back of the wheelhouse.

On the build, FM Marine Service said, "We want to thank Renauld for recognising the calibre of our brand and trusting in our hard earned reputation. We

also want to wish Renauld and his Family a safe and successful future with his new boat."

### P'TIT FREDO II

The *P'TIT Fredo II*, which will fish out of Étapes-sur-Mer fishing for pollock, cod and bass, is a new venture for French skipper, Frederic Fournier.

Work on the Cygnus Cyclone 26 FC which measures 7.95 in length, has a beam of 3.35 metres and a draught of a metre began at the end of May last year, with sea trials carried out early this March.

Driven by an Iveco NEF 6.70 main engine connected to a twin disc MG5061A gearbox, both supplied by Joe Kirwan, powering a Clements propeller, the vessel is also fitted with a variable displacement pump driven from the gearbox PTO providing the vessels hydraulic power.

Driven off the engine's front end is a 1.5in Jabsco pump with magnetic clutch, which doubles as a bilge pump to all watertight compartments via an ondeck manifold and can also be used as a fire pump.

Again built to French standards, boasting accommodation of 2 berths

forward, the vessel was fitted out to the customer's bespoke requirements. The vessel's fish hold is located under the wheelhouse floor and can be accessed by a 600mm x 600mm flush deck hatch.

Intended for line fishing, trolling, long lining and netting, the *P'TIT Fredo II* has triple station controls, with the main

### FACT FILES

#### LISA JULES

**OWNER/SKIPPER(S):** Renauld Longcote  
**REGISTRATION NUMBER:** SN934706  
**HOMEPORT:** La Turballe  
**VESSEL TYPE:** Cygnus Cyclone FC33  
**BUILD YEAR:** 2020  
**BOATYARD:** FM Marine Services Ltd  
**LENGTH:** 9.99 metres  
**BEAM:** 3.80 metres  
**DRAFT:** 1.1 metres  
**ACCOMMODATION:** 2 berths forward

#### P'TIT FREDO II

**OWNER/SKIPPER(S):** Frederic Fournier  
**REGISTRATION NUMBER:** BL934836  
**HOMEPORT:** Étapes-sur-Mer  
**VESSEL TYPE:** Cygnus Cyclone 26 FC  
**BUILD YEAR:** 2020  
**BOATYARD:** FM Marine Services Ltd  
**LENGTH:** 7.95 metres  
**BEAM:** 3.35 metres  
**DRAFT:** 1 metre  
**ACCOMMODATION:** 2 berths forward

Customers can expect bespoke design at FM Marine Services. All photos supplied by FM Marine Services



helm position to starboard in the wheelhouse, the second on the port gunwale aft of the port side Solent Engineering SSHO3 net hauler, and the third to starboard on the aluminium gantry.

The vessel has also been fitted out with two Derek Noble supplied Spencer Carter 1 ton Dredge winches which will haul the small trawl, which

will be used to catch sand eels to be used as live bait for the line fishing, via the lightweight aluminium gantry. Both winches are controlled from a console at the back of the wheelhouse. Safety equipment onboard was supplied by CH Marine.

Speaking to *The Skipper* boat builder Fionán Murphy said, "We want to thank Frederic

for choosing the expertise of FM Marine and also to wish him and his Family a safe and successful future with his new boat.

*The Skipper* team would also like to take the opportunity to wish both skippers, their crews and families every success and safe fishing with the new vessels.



Bespoke wheelhouse design



CYGNUS®



Cygnus Cyclone 33, "Lisa Jules"



Cygnus Cyclone 26, "P'tit Fredo II"

Tel: 00353 (0)66 947 6883 Mobile: 00353 (0)87 280 9861  
 Email: fionan@murphymarineservices.com Web: www.cygnusboats.com

## 'Catchy' New Idea from Donegal Businesses



Hugh O'Donnell, Hughie's Bar

Teaming up to create a unique seafood experience in the fishing port of Killybegs, Atlantic Treasures – The Fish Stop and Hughie's Bar launched their new Hooked & Cooked Seafood Experience on July 21st.

Available from Tuesday to Saturday, the new taste experience will invite visitors to hand-select their own fresh fish and seasoning from The Fish Stop, before taking their cook-bag to the newly revamped Hughie's Bar, where it will be cooked, garnished and plated.

Local businessmen Hugh O'Donnell of Hughie's Bar and Michael O'Donnell of Atlantic Treasures – The Fish Stop, developed the idea earlier this year to give visitors an opportunity to sample fresh Atlantic catch and experience an authentic Donegal welcome along

the Wild Atlantic Way.

Speaking about the new foodie experience, Michael O'Donnell said: "We're over the moon to launch the Hooked & Cooked Seafood Experience. We've been working hard behind the scenes, perfecting the seasoning and glazes and designing an experience that will give visitors the ultimate foodie day-out.

"It combines the perfect mix of tasting fresh catch from the boats, meeting locals, including our popular fishmonger Ronan Cunningham, exploring the area and enjoying a warm Donegal welcome.

"Given the town's location between Donegal Town and Sliabh Liag Cliffs on the Wild Atlantic Way, Killybegs is already a very popular destination with day-trippers, but we want to encourage visitors to stay in the area and explore the history and culture all-year round.

"Of course, Covid-19 has impacted tourism, but the Hooked & Cooked Seafood experience can be enjoyed by small groups and couples, and Hugh and the team have done great work at Hughie's Bar to get the venue ready. We look forward to welcoming local and international visitors to Killybegs this summer and throughout the year."

Adding to this, Wild Atlantic Way Food Ambassador and owner of Hughie's Bar, Hugh O'Donnell said: "I'm delighted to be collaborating with Michael on this fresh new seafood initiative. Visitors to Killybegs

can now avail of a fresh and innovative way to sample local fish – bringing them right to the source of Irish produce and our community.

"From starting the journey at The Fish Stop, visitors will meet the famous singing fishmonger Ronan Cunningham, who is well-known for his singing videos on social media, and from here visitors will take their cook-bag and make their way across the road to Hughie's for the taste test!

"Visitors have the choice of five different fishes and five different seasoning and glazes, so there's plenty to choose from."

The Hooked & Seafood Experience will also be available nationwide in the coming months with a new online delivery service from Atlantic Treasures.

The online initiative was created after Michael O'Donnell spotted a gap in the market:

"When we were developing the Hooked & Cooked Seafood Experience, we were in the midst of the pandemic, which saw a huge rise in fish sales.

"We already offer an online delivery service for our smoked mackerel and herring products, so we thought, why not give people the opportunity to get fresh fish straight from the Atlantic that they can pop into the oven and enjoy.

"We hope to have it live in the next few weeks and people from around Ireland can enjoy the Hooked & Cooked Seafood experience from the comfort of their homes."

The Hooked & Cooked Seafood Experience costs €15 per person and is suitable for children and adults.

For more information and to book visit [www.atlantictreasures.ie](http://www.atlantictreasures.ie) or call 074 9731057.



From starting the journey at The Fish Stop, visitors will meet the famous singing fishmonger Ronan Cunningham

## Higher Diploma in Aquabusiness now open for enrolment



Ireland's one year part-time postgraduate course at Carlow Institute of Technology's Wexford Campus aimed at fisheries, aquaculture and seafood processing candidates is now open for enrolment for September 2020.

Developed in partnership with Bord Iascaigh Mhara (BIM) and endorsed by the Irish South and East Fish Producers' Organisation and the Women in Fisheries Network, the HDip Aquabusiness, now going into its fourth cycle, covers all business aspects of fishing, aquaculture and processing and is designed to cater for those looking to enter management, financial, Research and Development or regulatory roles in fisheries, aquaculture, seafood processing and related fields.

Currently the only dedicated post-graduate course on business aspects of seafood, the programme offers modules in Aquabusiness Environment, Law and Regulation for

Aquabusiness, Strategic and Innovation Management, Financial Management & Planning, and Marketing Management in Aquabusiness, with all modules available as individual certificates also.

Now in its third cycle, there are nine enrolled on the HDip for the third year (2019-2020) and three more signed up for Certificates. Half of these are from fishing.

Applicants with major degrees at Level 7 (QQI Level 7 or equivalent), alongside those with experience in fisheries related occupations are invited to apply. All applicants will be considered on a case by case basis.

The course is timetabled to take place every fortnight on Fridays and on Saturdays from 10-4pm over the academic year starting in September 2020.

The full course fee is €2,500, however, candidates from the sector are eligible for an EMFF grant administered by BIM of 50% of course fee and a daily attendance allowance.

For further information contact Brian O'Loan of BIM at: [aquabus@bim.ie](mailto:aquabus@bim.ie) Tel: 087 2626578 or Dr Janette Davies at: [janette.davies@itcarlow.ie](mailto:janette.davies@itcarlow.ie) Tel: 053 9185808.

Closing date for applications is Friday, 4th September 2020.

## No Brexit convergence in July talks

As the clock ran down on the "best endeavours" timeline set out in the Withdrawal Agreement for reaching an agreement on fisheries, the latest round of negotiations between the EU and UK aimed at securing a future partnership deal again broke up without convergence on the main issues this month.

In a statement on July 2nd following four days of intensified talks in Brussels with his UK counterpart David Frost, the EU's chief negotiator Michel Barnier said "serious divergences remain" between the two parties.

"Our goal was to get negotiations successfully and quickly on a trajectory to reach an agreement. However, after four days of discussions, serious divergences remain. The EU side had listened carefully to UK Prime Minister Boris Johnson's statements in recent weeks, in particular, his request to reach a political agreement quickly, and his red lines", he said.

One of those red lines, on fisheries—an area with (a now-expired) timeline aimed at an initial agreement by July 1st, with the objective of then agreeing quotas for 2021—the UK is seeking an

agreement "that shows Brexit makes a real difference."

On the talks, Mr Barnier said the EU had "engaged constructively" and "in line with the mandate entrusted to the European Commission by the Council, with the support of the European Parliament."

However, based on the Political Declaration, the EU's position remains, he said, that there will be no economic partnership without robust guarantees in a number of areas, included among them fisheries – an area where the EU is seeking "a balanced, sustainable and long-term solution".

Reiterating comments he has made following previous rounds of negotiations he said that the EU would continue to insist "on parallel progress on all areas."

"The EU expects, in turn, its positions to be better understood and respected in order to reach an agreement. We need an equivalent engagement by the United Kingdom," he said, before stating that on the EU side it is still believed "an agreement is possible and in everyone's interest."

Negotiations were ongoing the week *The Skipper* went to print.



The seagulls are still social distancing in Castletownbere!  
(Credit: Cathal Ó hUallacháin)

## Cork couple donate boat to Union Hall RNLI to raise funds to save lives at sea

Thanks to the generosity of Ivon and Jane Roberts from Rosscarbery, County Cork, you now can be the next owner of the *Decade*, a Seal 22 Mark 2 boat, approximately 21ft in length.

On a single axle trailer on Union Hall pier ready to

go sailing, the couple have generously donated their boat to Union Hall RNLI to raise funds to save lives at sea.

For further information on how to make an offer to purchase the vessel, people are asked to contact Mick McKenna on 087252 9038.



L-R: Jane & Ivon Roberts, Harriet O'Regan, Jim Moloney, Mary Jacinta Casey, Carmel & Mick McKenna

## www.justdonegal.com

New website launched by Burtonport photographer and poet



Eamonn Bonner & Shannon Whelan Kongsted

Featuring unique Donegal Prints, Cards & Gift, a new website was recently launched by Burtonport's own Eamonn Bonner.

With Eamonn's stepdaughter Shannon Whelan Kongsted in charge of social media and marketing, and her partner Conor McKelvey on graphic design, [www.justdonegal.com](http://www.justdonegal.com) is a family affair.

Featuring images of the stunning Donegal coastline, there are cards with Eamonn's poetry, Irish language cards, blank cards for your own message and others with inspirational quotes.

For more information visit [www.justdonegal.com](http://www.justdonegal.com) or for inquiries email [justdonegal@gmail.com](mailto:justdonegal@gmail.com)

### The old fifty footer

Ancient ropes tired and worn,  
tie the old fifty footer to the pier.  
At the quiet end of the pier,  
the threadbare shackles still hold her near.

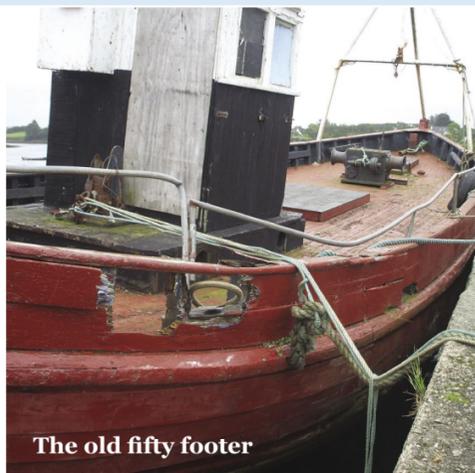
But she can't go anywhere, those days are all now gone.  
No painted deck, no pride of place.  
No rising into the rolling swell,  
nets all heaving, days all long.

Weeds grow on the gunnels, the wheelhouse glass is broken all.  
But all her lines are there to see,  
when with the tide she'll rise and fall.  
Those ancient binds still hold her near, the old fifty footer at the pier.

JD62 - Just Donegal - Designed, printed & hand folded in Donegal  
Location: Ramelton - Email: [justdonegal@gmail.com](mailto:justdonegal@gmail.com)



### The old fifty footer



Dr Mike Roach, Fisheries Scientist; Holderness Fishing Industry Group (HFIG)



All images courtesy of Dr Andy Revill



In 2013, HFIG purchased a research vessel, the *R.V. Huntress*

## Learning to navigate an increasingly crowded offshore space in the 'Lobster Capital of Europe'

*Holderness Fishing Industry Group works to ensure future of fishery via fair cooperation and collaboration with other marine industries*

By Dr Mike Roach, Fisheries Scientist; Holderness Fishing Industry Group

The Holderness coast fishery is located on the north-east coast of England, approximately between Flamborough Head to the north and Spurn Point to the south. Traditionally a whitefish fishery, a fleet of trawlers would sail from the main port of Bridlington targeting species such as cod and haddock.

As stocks started to decline in the mid to late '80s the fleet started to diversify away from their traditional target species into targeting crustaceans. The modern fishery today, almost exclusively, targets the European lobster, brown crab, velvet swimming crab and the common whelk.

Recently lauded as the 'Lobster Capital of Europe', the fishery has developed into one of the largest potting fisheries in the UK.

Landings are predominantly into the main port of Bridlington with the smaller ports of Hornsea and Withernsea. The fishery represents a wide range of vessels all deploying pots, with small vessels launching from the beach via tractors to larger

vivier vessels launching from Bridlington.

Over recent years, Bridlington has become the largest port in Europe for landings of the European lobster, reaching a maximum of 457 tonnes landed in 2017. Since 2017, landings have reduced to 310 tonnes of lobsters landed due to national legislation protecting egg-bearing female lobsters being introduced in late 2017.

Whilst the Holderness fishery is a successful potting fishery, the fishers are faced with ever-growing offshore developments affecting where they can fish. The east coast of England has seen vast developments in offshore wind farms amongst other offshore agendas such as gas exploration, aggregate extraction, marine conservation zones and protected areas.

Liaising with these different developers and associated consultants can be difficult for individual fishers due to them being at sea during unsociable hours whereas most of the people leading these agendas operate a 9-5 work life.

In 2010, the fishery faced the proposal of the Westernmost Rough offshore wind farm site; proposed to be located 6 km off the coastal town of Tunstall. Whilst by today's standards, a relatively small

wind farm – just 35 turbines, this proposed site was on one of the most productive grounds for the inshore lobster fisher.

Initial feelings within the fishery were not positive towards the installation with fears that access to and the productivity of the site would be destroyed as the development was constructed.

In response, the fishery came together to speak as one voice, forming the Holderness Fishing Industry Group (HFIG). They appointed a CEO who came from outside of the fishery with a marine biology and law background to liaise on their behalf. This allowed for discussion between the two industries to move towards developing a relationship where the two sides could co-exist.

In 2013, HFIG purchased a research vessel, the *R.V. Huntress*, via a European grant and support from the offshore wind sector. The aim of the *R.V. Huntress* was to conduct research for the fishery to gather evidence and data when faced with similar issues, to ensure the fishers could show the importance and productivity of the fishery.

The vessel was crewed with ex-fishermen and a fishing industry employed scientist to run the offshore research program.

HFIG have collaborated with Ørsted, the Westernmost Rough wind farm developer, to conduct the monitoring program for the site – a program ordinarily conducted by a marine consultancy. The use of a fishing industry-owned research vessel allowed both industries to take charge of the research in a new approach not seen before for this kind of research.

HFIG finished the 6-year monitoring program in late 2019 and the overall results will be published soon (<http://www.hfig.org.uk/>). Alongside the monitoring program, working as the onboard scientist, I was conducting further research into the effects of the development on the lobster and crab stocks, studying for a PhD at the University of Hull.

I observed that during the construction phase of the wind farm there were positive effects on the size and catch rates of lobsters in the site (<https://doi.org/10.1093/icesjms/fsy006>) and during the subsequent operational phase (2015-2017) the resident shellfish populations started to reflect those observed prior to the development of the site.

The opportunity to study for a PhD whilst embedding in the fishing industry has allowed for a much wider perspective than an ordinary PhD experience and the aid of the

fishing industry has been invaluable to reaching my goals.

The research conducted by HFIG in collaboration with Ørsted has answered an important question in relation to offshore wind farm developments, increasing the scientific understanding of their effects whilst working towards the co-existence of the two industries.

The relationship between the two industries that has developed over recent years was determined by key people involved in the process in the early days and the subsequent want for the two industries to coexist.

Acceptance of thinking outside of the box by the offshore developers and an impetus within the fishing industry to forge ahead with their own agenda, needing to understand the factors causing their concerns is essential in this relationship.

Jamie Robertson, the current managing director of HFIG states "the formation of HFIG has allowed the fishery to be stronger whilst bridging the gap between fishers, scientists and offshore developers

ensuring the future viability of our thriving industry".

The collaborative nature with Ørsted, other developers, and European grants has allowed a research facility and lobster hatchery to be built in Bridlington where further research programs will take place ensuring the future sustainability of a thriving fishing industry.

Courtney French, UK Commercial Fisheries Manager at Ørsted stated "having HFIG to represent the voice of a unified group of fishermen has proved to be invaluable for both industries.

"Ørsted are committed to working with HFIG and the fishermen they represent to better understand how the two industries can work together and improve coexistence. We have and will continue to work with HFIG to determine the impacts associated with offshore wind on the fishing industry".

The Holderness coast still faces many conflicts over the use of the seabed, currently, there are seven different developments ongoing that require fishers to move from traditional grounds.

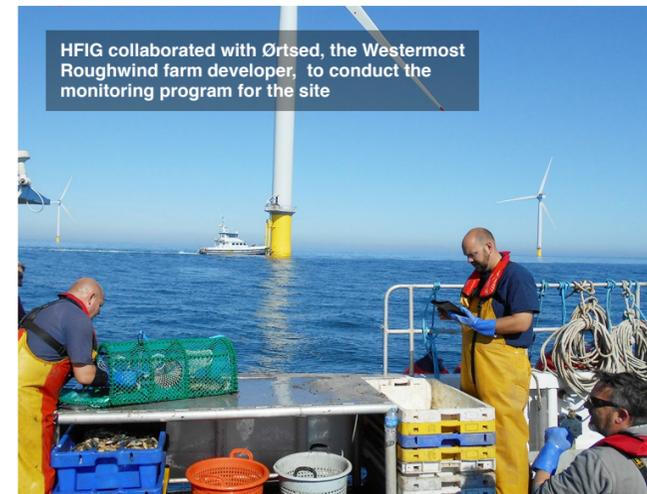
HFIG represents their membership in these negotiations and with regards to management and representation of the fishery at a regional and national level.

HFIG have learnt that through the strength of the organisation and forward-thinking of the fishers we can ensure a stronger fishery for the future via fair cooperation and collaboration with other marine industries.

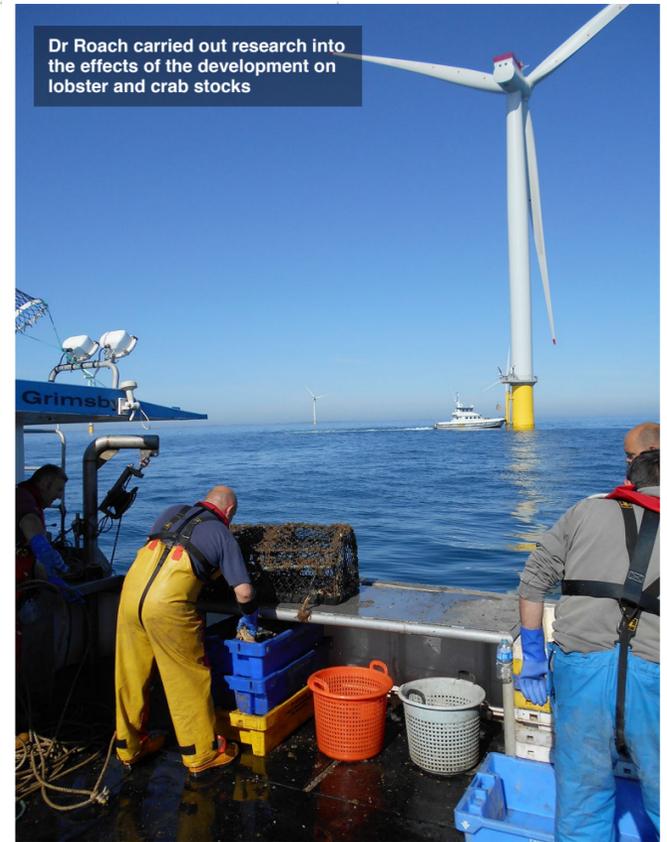
**Mike's paper—Michael Roach, Mike Cohen, Rodney Forster, Andrew S Revill, Magnus Johnson, The effects of temporary exclusion of activity due to wind farm construction on a lobster (*Homarus gammarus*) fishery suggests a potential management approach, *ICES Journal of Marine Science*, Volume 75, Issue 4, July–August 2018, Pages 1416-1426—can be accessed at <https://doi.org/10.1093/icesjms/fsy006>**

**Further information on the Holderness Fishing Industry Group (HFIG) can be found on their website [www.hfig.org.uk/](http://www.hfig.org.uk/)**

HFIG collaborated with Ørsted, the Westernmost Roughwind farm developer, to conduct the monitoring program for the site



Dr Roach carried out research into the effects of the development on lobster and crab stocks



## PUBLIC NOTICE

### APPLICATION FOR A FORESHORE LICENCE

Notice is hereby given pursuant to Section 19 of the Foreshore Act, 1933 that Codling Wind Park Limited (*Cooney Carey Consulting Limited, Unit 15-16, The Courtyard, Carmanhall Road, Sandyford, Dublin 18*) has applied to the Minister for Housing, Local Government and Heritage for a licence under Section 2/3 of the said Act for the completion of geophysical, geotechnical, ecological and metocean surveys adjacent to the coasts of County Wicklow and Dublin.

A copy of the application, and the relevant maps, plans, and drawings, are available for inspection for 30 days (*from 15th July to 15th August*), free of charge, at the following garda stations and public library:

- **Wicklow Garda Station**, Bachelor's Walk, Wicklow Town, A67 HK20
- **Greystones Garda Station**, Marine Terrace, Greystones, A63 N466
- **Bray Garda Station**, Convent Avenue, Bray, A98 EO93
- **Wicklow Library**, Kilmantin Hill, Corporation Lands, Wicklow Town, A67 VH48

The documentation is available on the Department's website: [www.housing.gov.ie/fs007045-codling-foreshore-investigation-licence-application](http://www.housing.gov.ie/fs007045-codling-foreshore-investigation-licence-application)

Any person who wishes to make an objection to, or a representation in respect of the grant of the licence sought should do so in writing, giving reasons, within 30 days (*from 15th July to 15th August*) of publication of this Notice (*quoting ref: FS007045*), to the Marine Environment and Foreshore Section, Department of Housing, Local Government and Heritage, Newtown Road, Wexford, Co. Wexford or [foreshore@housing.gov.ie](mailto:foreshore@housing.gov.ie). The closing date for submissions is close of business on 15th August 2020

All objections and representations received will be forwarded to the applicant for comment prior to any decision being made in the matter. Material upon which the Minister shall determine this application may be published on the Department's website. In this regard the Department wishes to draw attention to its policy on defamatory material that may be contained in submissions it receives, which may be found at: [www.housing.gov.ie/planning/foreshore/public-participation-foreshore-consent-process](http://www.housing.gov.ie/planning/foreshore/public-participation-foreshore-consent-process)

13th of July 2020

Codling Wind Park Ltd  
Cooney Carey Consulting Limited, Unit 15-16, The Courtyard,  
Carmanhall Road, Sandyford, Dublin 18.

## Surface ocean carbon dioxide observations collected on the *RV Celtic Explorer* contribute to global science



Surface ocean carbon dioxide observations collected by the Marine Institute's *RV Celtic Explorer*, have been published in the 2020 version of the Surface Ocean Carbon Atlas (SOCAT). These data provide scientists, climate researchers, and international policymakers with essential information on ocean carbon dioxide measurements.

About 36 billion tonnes of carbon dioxide are added to the atmosphere

each year as a result of human activities. The ocean absorbs about one-quarter of these emissions, which helps to slow down climate change by removing carbon dioxide from the atmosphere. However, absorbing additional carbon dioxide increases the acidity of seawater. This process is known as ocean acidification and it could have dramatic consequences for marine life.

If seawater is too acidic, it can make it difficult for marine

organisms such as coral, oysters and mussels to form shells and skeletons. Ocean acidification may impact some plankton species, which form the base of marine food webs and would impact larger animals like fish and whales. The impacts of ocean acidification would extend up the food chain, affecting fisheries and aquaculture, threatening food security for millions of people, as well as the tourism industry.

Ocean acidification is a global problem. The European Union has committed to cut its greenhouse gas emissions by at least 40% below 1990 levels by 2030 and aims to be climate-neutral by 2050 – an economy with net-zero greenhouse gas emissions.

To understand the earth's changing climate, it is essential to collect high-quality data on surface ocean carbon dioxide levels. Since 2017, the Marine Institute has been measuring dissolved carbon dioxide (pCO<sub>2</sub>) in Irish and Atlantic surface waters using a General Oceanics pCO<sub>2</sub> system onboard the *RV Celtic*

*Explorer*.

This system enables near-continuous and high-accuracy carbon dioxide measurements in surface water and the atmosphere when the vessel is at sea. The close collaboration between the Marine Institute and P&O Maritime Services, with support from GEOMAR, Germany, has resulted in the successful collection of this data.

The high-quality measurements of carbon dioxide collected by the Marine Institute are included in the 2020 version of the Surface Ocean Carbon Atlas (SOCAT), filling a notable data gap. The Marine Institute submitted data from nine surveys in 2017 and from 15 surveys in 2018.

SOCAT high-quality data products are a key data set used globally by climate researchers and contribute to the work of the Intergovernmental Panel on Climate Change (IPCC). SOCAT has become a milestone in research coordination, data access, climate research and in informing policy.

## Extraordinary Exploration: From Space to the Sea Floor

The Most Vertical Girl in the World. The woman who's made history in sea and space; the astronaut, oceanographer, explorer, author and the first person to ever experience travelling to both deep space and the oceans deep.

Kathy Sullivan – Already in the history books as the first American woman to walk in space in 1984, the 68-year-old found herself making history again just last month.

On June 6, the oceanographer and former NASA astronaut became the first woman to reach Challenger Deep, the deepest known location in the ocean.

The 35,810-foot dive, which was undertaken on the *DSV Limiting Factor* and co-piloted by Victor Vescovo, now makes Sullivan the first person to both walk in space and descend to the deepest point in the ocean.

The two missions, total opposites in the minds of many, for Sullivan, come from her one simple desire: to understand the world around her as much as possible.

With a long career as a distinguished scientist, astronaut and executive, Dr Kathy Sullivan was one of

the first six women to join the NASA astronaut corps in 1978 and holds the distinction of being the first American woman to walk in space.

Her submersible dive to the Challenger Deep in June of 2020 made her the first person to both orbit the planet and reach its deepest point, as well as the first woman to dive to full ocean depth.

Sullivan has held a variety of senior executive positions since leaving NASA, including Presidential appointments to the National Science Board and as Chief Scientist, Deputy Administrator and Administrator of the National Oceanic and Atmospheric Administration (NOAA).

She currently serves on the boards of International Paper, Accenture Federal Services, the National Audubon Society and Terra Alpha Investments, and is a Senior Fellow at the Potomac Institute for Policy Studies.

With a Bachelor of Science degree in Earth Sciences from the University of California, Santa Cruz and a PhD in Geology from Dalhousie University, Nova Scotia, Dr Sullivan is a member of the National Academy of



Dr Kathy Sullivan recently became the first woman to reach the deepest known location in the ocean. Photo Enrique Alvarez

Engineering and the American Academy of Arts and Sciences and has been elected into the Astronaut Hall of Fame, Women Aviators Hall of Fame, Women Divers Hall of Fame and Ohio Veterans Hall of Fame.

She was recognised as one of the 46 distinguished First Women by *Time Magazine* (2017), the 15 Women Changing the World by the

World Economic Forum (2015) and *Time's* 100 Most Influential People (2014).

She has been awarded the Explorers Club Medal, the Rachel Carson Award, an Emmy and nine honorary degrees, and is the author of the children's book *To the Stars!* (Charlesbridge Press, 2016) and *Handprints on Hubble, An Astronaut's Story of Invention* (MIT Press, 2019)

## A deep dive into Ireland's Seascapes

To deepen our understanding of Ireland's Seascapes, the Marine Institute invites you to complete an online survey. The responses will help identify, classify and describe Ireland's seascape character, and support the implementation of Ireland's National Marine Planning Framework.

Seascapes are an important part of our sense of identity and culture – our experience of their character includes coastal and marine history, folklore, art, nature and recreational and commercial activities that take place on and close to the sea. Seascapes can also include views from land to sea, from sea to land and along the coastline. When we describe seascape character, we are essentially talking about a sense of place – what makes one part of our sea and coast distinctive and different from

another?

Often this relates to natural influences such as the rock type, depth of sea and coastline, the force of the sea and how humans have settled and interacted in and along our seascapes – from the earliest inhabitants on this island right up to today.

The Marine Institute has commissioned Minogue and Associates to carry out this study to deepen our understanding of Ireland's Seascapes Character. The final report and maps will support implementation of Ireland's National Marine Planning Framework. The combination of seascape character assessment along with future or complementary technical analysis for proposed marine developments, such as visualisation tests, will ensure a fit for purpose decision-making process.

The research team would like to get a better understanding of how Irish people value the coast and seas. The short online survey aims to capture your thoughts and comments about the seascapes that you are familiar with and ask you to indicate on a map where these are. This survey is completely anonymous and the information will be used only to identify draft Seascape Character Areas. The online survey is available at <http://map-me.org/sites/seascapes>

In addition to the online survey, the research team welcomes the opportunity to facilitate small group based discussions on the draft Seascape Character Areas over the month of July, using online resources. If you are interested in getting involved, please register your interest (Name/interest/organisation) by emailing [ruth@minogue.ie](mailto:ruth@minogue.ie)

## CREW SHOTS

The global pandemic has been especially hard on the fishing industry.

To celebrate those who fish & their resilience we've been asking you to send in your crew shots to us at *The Skipper*. Here are just two of the great shots we've received over the past month from around the coast.

If you have a great crew shot you would like to send in, whether you're tied up or fishing, working inshore or offshore, you can email us at: [editorial@maramedia.ie](mailto:editorial@maramedia.ie)

The best picture(s) each month will be featured in *The Skipper*, with the best overall picture featuring on the cover of the October issue of *The Skipper*. To be in with a chance all you have to do is make sure to send in the original hi-res version of the image and email it to us rather than sending via social media.

Please make sure you include names of everyone in the photo (from left to right), what you are fishing, the boat, the home port and the location of the shot (if not the home port).



Like a large proportion of the fleet the crew onboard the *MFV Dever Ar Mor* (and skipper Des Hurley) voluntarily take in marine litter on top of their work at sea. L-R: Reynald de Guzman, Nerijus Macijauskas, and Gennadij Cecekov. (Image Courtesy of Michelle O'Neill, Kingfisher Fresh Limited, Wexford)

Because people who fish deserve a break too. The crews of the *Donna Julie II* and *Jueast* getting together for a barbecue at sea. L-R Philip Fleming, Luke Taylor, Mark Fleming, Luke Fleming, Josh Cunningham, and Keith Fleming. (Image courtesy of Cian Daniels)

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**PHOTO OF THE MONTH**

IN ASSOCIATION WITH



# MONTHLY COMPETITION

Send in your best fishing related photo and you could win a *Sotra Fleece* by Guy Cotten plus the chance to win overnight accommodation at the Irish Skipper Expo 2021.

**JULY WINNER:**  
**CHRISTOPHER GRIFFIN,  
GALWAY**





**KAREN MARY  
DA 127, CUAN  
CASLA.**

**THE MONTHLY PRIZE**

The winner will receive a *Sotra Fleece* by **GUY COTTEN**



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



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

**SUBMISSION GUIDELINES:**  
Simply get your phones and cameras out, and send us your hi-res photos by email to [editorial@maramedia.ie](mailto: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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# Days Gone By...

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



Fishermen of Aran. Taken in the American Bar in Cill Rónáin about 15 years ago L-R: Tony Beag Faherty, who is still fishing with his boat *Annandale*, Johnny Gill (Pat) (RIP), Seoirse Gillan (RIP), Seán Durrane (RIP), Patcheen Cooke (RIP), Michaelin Gillan (RIP), Michael Anthony "Cowboy" Kelly (RIP). (Image courtesy of Tony Faherty, sent in by Michael Muldoon)



SEND US YOUR OLD IMAGES

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

# The Archives - AUGUST 1983

KILMORE Quay Co-op CRAFTSMEN-MADE NETS AND GEAR. FISH

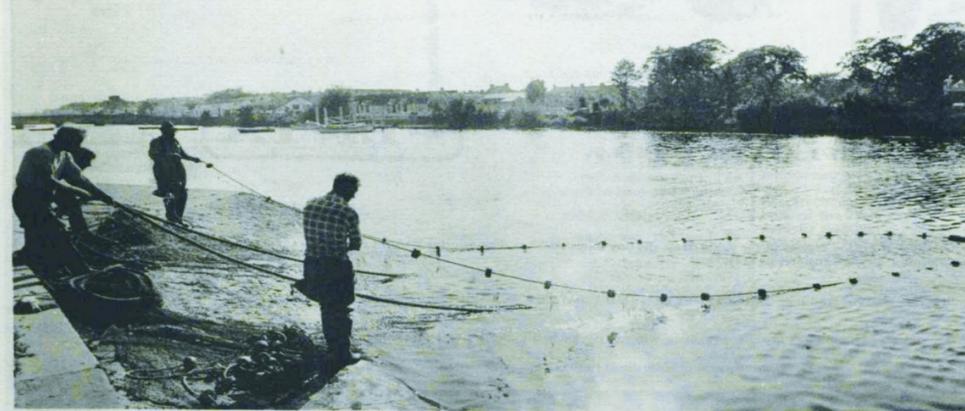


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## Draft-net fishermen haul on Mayo's peaceful Moy



Far from the skirmishes which took place last month when fishery officers boarded boats in quest of monofilament nets on the west and south-east coasts, M. T. O'Doherty and his crew peacefully haul a draft net on the Moy Fishery waters at Ballina, Co. Mayo.

## BACKLOG OF GRANTS TO BE CLEARED

THE MINISTER for Fisheries and Forestry, Paddy O'Toole announced late last month that 78 Irish investment projects are to receive grants amounting to £4,047,353 under the EEC Scheme of FEOGA (European Agricultural Guidance and Guarantee Fund) grants for the in-shore fishing industry for 1983. The scheme, operates under E.E.C. Council Regulation No. 31/83.

These relate to projects which have already been negotiated. Sixty-nine of the projects relate to the construction of new fishing vessels, four to the modernisation of existing fishing vessels and the remaining five relate to the establishment of fish farming facilities - aquaculture. The amount of grants individual cases ranged from 35% to 40% of total eligible project costs.

The above mentioned grants are in addition to the five fish processing projects which recently received £1,114,426 in grant-aid from FEOGA.

## QUOTA TALKS OFF UNTIL OCTOBER

TALKS on the 1983 catch quotas broke down in Brussels on July 26th mainly because the nations could not agree on the North Sea herring share out. Now, as a result of the failure, the total North Sea herring ban will continue, at least until October 3rd, when the E.E.C. Fisheries Ministers will meet again.

Ireland is especially concerned about its mackerel quota for the season which begins in September.

The minimum catch needed by the large tank boats is around 10,000 tons per vessel, but pressure is being brought to cut down on Irish catches to less than an economical volume.

Also, the Norwegians are demanding a share of mackerel in the Area A6 in exchange for whitefish catches allowed to E.E.C. (non-Irish) vessels on Norwegian grounds.

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## PRAWN BONANZA 300-fathom trawling pays on Porcupine

THERE was heavy demand for extra trawl warp from gear suppliers last month when more than a dozen Irish trawlers decided to move out to prawn grounds south-east of the Porcupine Bank.

The move this year followed the initiative of Joeefee Murphy, the Dunmore East skipper of the Aine Ide (see picture in page 9), who keeps track of French vessels in Irish waters with the help of his French-speaking wife.

When the Aine Ide put ashore a landing of 140 boxes of good prawns followed by another of 150 boxes, interest spread to other skippers who reckoned they had the power to trawl in up to 300 fathoms. This requires 700 fathoms of warp - hence the rush on the gear suppliers, who also sold special floats able to withstand the pressures.

Among the other vessels to take up the opportunity of the £50 per box prawns were the Capall Ban, Albatross, Bridget Carmel, Sandra Patricia, Resplendent, Seaspray and Ronan Padraig.

The trips run at around five days total, with crews kept busy



The rectangle approximately marks the area where the Irish trawlers have been working on prawns.

For a three hour tow, one crew took 12 hours to tail the catch.

The fishery depends entirely on weather, as some of the Atlantic Ocean's worst seas can run in the area. This summer has been unique in allowing near-water trawlers to go there.

## B.I.M. STUDIES

B.I.M.'s Gear Technology Department has been making a study of this fishery with the aid of a friendly French skipper, Pierre Daoulas, who has been very helpful to Peter Tyndall of B.I.M.

This has enabled, following trips to the grounds by Mr. Tyndall this season, and inquiries in French and Spanish ports made by B.I.M., an assessment to be built up of the design of gear best suited to work there, noting the differences between the French and Spanish preferences.

The extensive and valuable information which B.I.M. has assembled is available to skippers. It traces the fishery back to the first discovery of the grounds by the French trawler, Ar Zen from St. Guenole two years ago.

## B.I.M. DEVISES JOINT FISH-SELLING PROMOTION

B.I.M. has devised a radio publicity campaign for fish in which members of the trade will get subsidised advertisements.

In September, October and November, during peak housewives' listening times of 9.58 on Radio One, four 30 second spots, or eight 15-second spots, will be available to the trade for £500, half the usual rate.

John Wright, B.I.M.'s Home Marketing Manager, told the IRISH SKIPPER that

the message would be freshness, nutrition and value in fish as food.

"We will make the spot advertisements for those involved in the co-operative scheme," he said, "and will provide the tape later to the participants for use themselves wherever they wish."

B.I.M. will supply attractive recipe leaflets for fish shops to give out to customers as part of the Sea Value Campaign.

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Ringo Mountbatten, on the Sunrise, fishing in the Smalls out of Dunmore East. (Credit: Leigh Carroll)



Joy of Ladram E22 leaving Whitby after a big refit at Parkol. (Credit: Mick Bayes Jr.)



Robert Tolentin, with a 29kg Halibut caught on Caledonia III BCK35. (Credit: Steven Clarke)



Jason Hand off the MFV Genesis with an 8 pound lobster, one of three that had a total weight of 10kg. (Photo courtesy of Kevin Flannery)



Peter Hand and the crew of the Quest with a female slipper lobster caught north of the Blaskets. (Photo courtesy of Kevin Flannery)



Marliona on the slip at Fraserburgh. (Credit: Eugene Rutter)



Saint Josse, towing at the Smalls in the July sunshine. (Credit: Gerard Moore)



Ardglass Harbour. (Credit: Raymond Holland)



Jupiter (Faroe Islands) coming into Killybegs during this year's blue whiting season. (Credit: John Cunningham)



Joey Hurley (9) onboard the Dever Ar Mor. (Credit: Mark Hurley)



Finnán Browne, son of Martin Browne (owner/skipper of MFV Paulona) working on deck! (Credit: Marie Browne)

**OUT & ABOUT**

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- ACROSS**
- Difficulties
  - US space organisation
  - Dork
  - Runway zone
  - Cinema attendants
  - Ouzo flavour
  - One fourth
  - Fails to (5'1)
  - Crockery accident
  - Actor, ... Bana
  - Mixed gender (school) (2-2)
  - Distantly

- DOWN**
- Engine service (4-2)
  - Improper
  - Mortgages, home ...
  - Damascus native
  - Squeaks and rattles
  - Confused
  - Exercise ring, ... hoop
  - Dilapidated car, ... bucket
  - Give vent to
  - Data
  - Miscalculates
  - French Canadian area
  - Refunded
  - Chocolate choux pastry
  - Dessert, ... date pudding
  - Reverie
  - Occasion

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Send entries before 17th AUGUST 2020 to: Crossword Competition, The Skipper, Annagry, Letterkenny, Co. Donegal. (Photocopies not accepted).

You can now take a picture of your completed crossword and email your entry along with relevant details to [design@maramedia.ie](mailto:design@maramedia.ie).

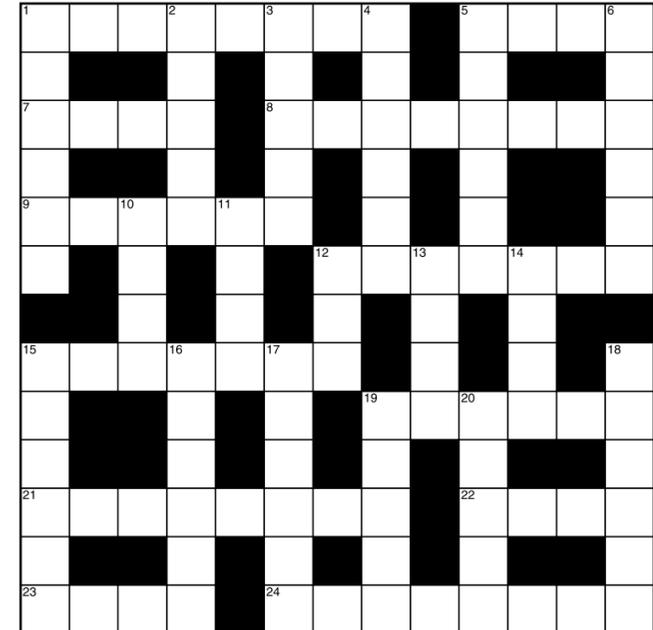
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TEL: (REQUIRED): \_\_\_\_\_

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\*Failure to select jacket size will result in void entry

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

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# RNLI's 'Launch a Memory' campaign to see new Clifden lifeboat remember 10,000 loved ones

## Honour of first name goes to young Arranmore volunteer

A new all-weather RNLI lifeboat, which will be permanently based at Clifden in Connemara, will proudly carry the names of up to 10,000 people, placed on it by their loved ones.

The Shannon class all-weather lifeboat, which will be built in the RNLI's All-Weather Lifeboat centre, is the second such lifeboat to be part of the charity's 'Launch a Memory' fundraising campaign and the first to be based in Ireland.

Through the 'Launch a Memory' campaign, members of the public and supporters of the charity will be able to commemorate a loved one by making a donation online and

submitting that person's name.

The name of each person being remembered will be featured within the lifeboat's letters (RNLI) and numbers, or decal, displayed on the vessel's hull in lettering 3-4mm in height. The first 'Launch a Memory' lifeboat is due to go on service in Invergordon, Scotland.

The honour of the first name on the new Clifden lifeboat will go to the young lifeboat volunteer, Lee Early (26), from Donegal, who tragically lost his life last year when he was involved in an accident on Arranmore Island.

Lee was the Deputy Coxswain at Arranmore RNLI and a Skipper of

the local ferry, who loved the sea and the charity that saves lives at sea. In a tribute to him, that charity will put his name as the first one on the new lifeboat, contained in the letters RNLI, alongside others whose loved ones want to commemorate them.

Lee's father Jimmy Early, Arranmore RNLI lifeboat Coxswain said, "I am so proud that my son's name will be on the Clifden lifeboat that will be stationed off the west coast of Ireland. We live on an island off a larger island and so the sea is in our blood.

"I am very proud to be a lifeboat Coxswain, and I was so proud of Lee when he followed in my footsteps. He is with us always. Every time we launch the lifeboat, we think of him, and this is a very meaningful way to commemorate him.

"I know his name will be joined by thousands of others whose loved ones want them remembered in such a special way. That lifeboat will launch many times in its lifetime and bring many people to safety. I couldn't think of a better way for someone to be remembered."

Daniel Curran, RNLI Engagement Lead, said: "We are so pleased to be able to bring 'Launch a Memory' to Ireland, with a lifeboat that will save lives off our coast for generations.

"Everyone who supports the campaign will receive email updates about the lifeboat, keeping them informed of all major developments on its journey to going on service and saving lives at sea in Clifden.

"RNLI lifeboat crews are busier than ever. The 'Launch a Memory' campaign, while a fundraiser for the charity, is also a way for us to say thank you to those people who support the lifeboat service and our volunteer lifeboat crew."

There are three ways people can get the name of a loved one on the 'Launch a Memory' lifeboat. Donations can be made online at [rnli.org/launchamemory](http://rnli.org/launchamemory), by phone on 01-895 1800 (Monday to Friday 8am to 6pm), or alternatively by post to RNLI, Airside, Swords, County Dublin K67 WA24.

There is a suggested donation of €30 with space to commemorate up to 10,000 names on the lifeboat.



The late Lee Early with his father, Arranmore Coxswain Jimmy Early. (Credit: RNLI)

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The first 'Launch a Memory' lifeboat is due to go on service in Invergordon, Scotland. (Credit: RNLI)

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