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OUT OF CONTROL

EU Study Finds Penalty Points System Not Applied Equally. See pages 4-5



New Shetland trawler Ocean Challenge heading in past the Skerries light house. (PHOTO: IVAN REID). See pages 24-27

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INSIDE THE NOVEMBER ISSUE

P 4
EU Penalty Points Study

P 13
Fishing App To Solve Crewing issues

P 24-27
Shetland Welcomes New Ocean Challenge

P 28-30
New Cat For Killybegs

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High Court Overturns 6 Mile Ban



The humble Sprat that has become the central player in the fight for inshore waters

A High Court judgment from Justice Michael McGrath has found that the ban on over 18mtr vessels fishing inside the 6 mile limit is void and of no legal effect.

The judgement follows from an application for a judicial review taken by Tom Kennedy and Neil Minihane against the Minister for Agriculture, Food and the Marine over Policy Directive 1 of 2019. The directive was introduced by Minister Michael Creed on 5th March 2019.

The Policy Directive had stated:

1. The Sea Fishing boat licences of vessels over 18 metres LOA (length overall) shall include a condition to the effect that such vessels are precluded from operating trawl or seine nets inside the six nautical mile zone, including inside the baselines, from 1 January 2020.
2. As a derogation from the above and without prejudice to an existing licence condition restricting access to this zone, the Sea Fishing boat licences for Polyvalent segment and RSW Pelagic segment vessels over 18 metres LOA shall include a condition to the effect that such vessels are permitted to operate trawl or seine nets inside the six nautical mile zone, including inside the baselines, for the targeting of sprat only, up to and including 31 December 2021, subject

to any catch limits as may be determined by the Minister from time to time.

3. This Policy Directive shall enter into force on 1 January 2020.

As fishermen awaited the DAFM response to the cancelling of the directive, The National Inshore Fishermen's Association CLG (NIFA) and the National Inshore Fishermen's Organisation CLG (NIFO) issued a joint statement to The Skipper detailing their reaction to the ruling.

They Stated:

In the absence of the deep pockets possessed by some elements within the fishing Industry, our members do not have the financial resources to allow us keep legal council on retainer therefor we are not in a position to comment on the specifics of the judgement or ruling, however when the decision to introduce the policy directive was made in 2018 we described it as "undoubtedly the most significant policy decision made in the history of the state in terms of supporting Ireland's Inshore fishing sector. From a social, economic, environmental and moral perspective this was the right decision"

Obviously, anything that impacts that decision is deeply disappointing but more importantly extremely worrying. The potential medium to long term negative impacts of the High court ruling on the Inshore sector are likely to be far more

severe than that of any "No Deal Brexit", particularly when looked at in terms of equitable access to fisheries resources.

The majority of Ireland's fishing industry, the Inshore sector, which accounts for over 80% of vessels in the fleet and is responsible for over 50% of direct employment in the industry is almost exclusively dependent on the resources inside the 6nm zone and does not depend on access to UK waters.

Despite that dependency, the majority of the resources inside that zone are harvested by a very small number of larger trawlers. The responses to the public consultation clearly demonstrate that the many of the operators of the smaller vessels say they cannot compete with larger trawlers inside the 6nm limit and fear for their future economic viability as a result. Over previous decades the Inshore sector has lost much opportunity and entitlement to access to fishery resources previously available to it.

What was once a very diverse sector is now hugely dependent on a small number of non-quota fisheries. That dependency has greatly reduced the resilience of the sector to face other challenges such as the economic crisis caused by the Covid 19 pandemic.

As was its intention, the Policy Directive created a huge opportunity for the Inshore sector and if that opportunity is to be denied, then the sector in its current form, faces a very uncertain

future and possibly a complete collapse. To avoid that the Minister needs reinstate the directive and create further opportunity without delay and as a priority. That is what is required if the sector is to realise it's true potential and have the sustainable and vibrant future it deserves.

Several environmental groups also criticised the ruling with one going as far as calling for a ban on all trawling in all areas.

Responding to news of the judgement, Patrick Murphy, CEO, IS&WFPO, who represent many of the over 18mtr vessels affected by the directive told *The Skipper*:

"Once again we see flawed legislation being overturned in our High Court, Justice Michael McGrath has found in favour of the two applicants Mr Neil Minihane and Mr Tom Kennedy that the ban on over 18mtr vessels fishing inside the 6 mile limit was not good law, he has agreed with the applicants on seeking an order of certiorari quashing the Directive issued by the respondent on 5th March, 2019, and also that the Directive was made in breach of fair procedures and/or natural justice and is void and/or of no legal effect.

He also went extraordinarily lengths in his ruling that In respect of costs, where he ruled there is no reason that the applicants should not be entitled to the majority of their costs even on the basis that they were unsuccessful on some grounds in respect of which they obtained leave."

This Policy Directive entered into force on 1st January 2020 and was specified on the licence of vessels which will now require the recalling of licences and the issuing of new ones returning the right to fish once again in their traditional grounds.

The IS&WFPO submitted to then Minister for the Marine Michael Creed that the Consultation Process initiated by him was, in our view, fundamentally flawed and incapable of grounding any reasonable basis for a change in the Policies then applying to access to and fishing within the 6-Mile Zone stretching seawards from Irelands Baseline.

The Irish South and West in our submission to Minister Creed's Public Consultation noted that the scientific information being relied upon to enquire into any possible change in Policy was, in our considered view, quite deficient and we requested that specific individual studies be carried out on the activities of all fishing vessels which had traditionally fished in the waters lying inside of the 6-Mile Limit and that were (then) proposed to be excluded from fishing in that zone.

The view of IS&WFPO members remains that only a small proportion of Fishing Boats in our tiny Irish fishing fleet of 165 vessels of over 18 meters in length actually fish inside of the 6-miles limit.

The Irish South and West welcome this judgement and once again offer our assistance to the Respondents i.e. Minister for Marine and his Department Officials to properly introduce measures that will not discriminate against fishermen on the basis of their size and not their ability to catch larger or smaller quantities of non-quota fish such as Sprat.

We advocate scientific evaluation must begin immediately to calculate the biomass of all commercial Stocks within the 6-mile Zone and until this assessment is complete, we submit that NO Total Allowable Quota figure should be set for this important fishery.

We ask any future decision must take account of the Socio-economic impact on coastal communities so to properly assess the impact where vessels over 18m forced to tie up will have by not landing fish into established local markets.

On the serious issue of Safety the IS&WFPO have always been vocal on this flawed legislation forcing vessels to operate up to 6 miles or more outside of the 6-Mile Zone and leaving behind traditional fishing grounds in adverse weather conditions would put lives in Danger."

As *The Skipper* was going to print there was no indication if DAFM would seek to reintroduce the directive in a revised format or begin a second consultation process.



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Penalty Points: “No Level Playing Field”

An EU study has found “significant differences” between EU member states on applying penalties under the Common Fisheries Policy (CFP), with Spain and Italy racking up more sanctions than all other member states combined.

By Lorna Siggins

The most common infringement is not fulfilling the obligation to record and report catch or catch-related data, including data to be transmitted by satellite vessel monitoring. It recommends simplifying the criteria for the implementation of the point systems in all EU coastal states, and providing guidelines for the definition of serious infringements.

It also recommends increasing the transparency in the access to information on points, and increasing the number of controls at sea. Enhanced cooperation between relevant authorities and the European Fisheries Control Agency (EFCA) should be considered, it advises.

And it recommends harmonising the level of detail of national registries for a “level playing field”.

The report commissioned by the European Parliament fisheries committee was compiled by Blomeyer and Sanz, a consultancy which works mainly for EU institutions. It focuses on 22 coastal states in the EU, and includes seven case studies.

The study - a summary of which was presented to the European Parliament’s fisheries committee last month (oct 10) - was conducted between March and June of this

year.

It covers the years 2014-19 and updates an earlier study for the European Parliament published in 2014.

The study involved deskstop research, interviews with Irish stakeholders, and the six other case studies focus on France, Germany, Denmark, Italy, Spain and Lithuania.

SIGNIFICANT DIFFERENCES

The report identified “significant” differences between member states in the number of identified infringements, with Spain and Italy together summing up “more cases with sanctions imposed than all other member states combined”.

It also cautioned that it was “very complex” to compare the penalties imposed in member states due to differences in living standards.

It found that the average length of procedures “varies considerably” in the different member states, depending on the type of procedure and possibility of appeal.

Most EU member states have adopted administrative procedures – as in penalty points – although in most cases they are complemented with criminal procedures, it found.

While national agriculture/ fisheries are the competent authorities for sanctions and controls, some states, including German and Spain, give regional

authorities certain powers.

“Good behaviour”, where penalty points can be subtracted, is administered in some member states and is permitted under EU regulations.

It notes that some countries, such as Bulgaria, Croatia, Lithuania, Poland, Romania, Slovenia, and Spain do not have their own specific system.

These states follow the provisions in Article 92.4 of Regulation (EU) No 404/2011 and the Article 133 of Regulation (EU) No 404/2011 where all points on a license can be deleted if a license holder does not commit an infringement within three years of the date of the last infringement.

However, it notes that several other countries, such as Denmark have implemented the rewarding system – but says that “so far nobody has applied for this opportunity in Denmark”.

It says that France, Greece, Latvia follow Article 133 of Regulation (EU) No 404/2011. In France, points may be cancelled if the master of the vessel pursues “awareness training”. This could allow for a cancellation of four points every two years.

In Latvia, if the master of the vessel does not commit other serious infringements within a year of the last one, ten penalty points are deleted each year.

In a percentage breakdown of offence types in all 22 coastal states between 2014 and 2019, the report

found that 34 per cent of offences relate to not fulfilling obligations to record catch or catch-related data.

A total of 24 per cent of offences involved fishing in a closed area or during a closed season, without or after reaching a quota or beyond a closed depth.

Use of prohibited or “non compliant” gear under EU regulations amounted to 13 per cent of offences.

Fishing without a valid license, authorisation of permit amounted to nine per cent of cases.

Taking on board, transshipping or landing under-sized fish amounted to seven per cent of offences, and obstruction of officials and or observers also applied to seven per cent of cases.

In two per cent of cases, offences related to falsification or concealing of markings, identity or registration.

Directed fishing for a stock which is subject to a moratorium or prohibited also applied in two per cent of cases.

Just one per cent of offence cases related to concealing, tampering with or disposal of evidence relating to an investigation.

The report finds that there are differences in the implementation of sanctions in the 22 coastal states, with some states imposing points on a case by case system as in France and Germany.

Others, like Denmark, consider aggravating and attenuating circumstances.

IRELAND

In its case study on Ireland, the report says the Sea Fisheries Protection Authority (SFPA) and the Naval Service undertook a total of 15,913 vessel inspections from 2014 to 2018.

A published table shows that Irish-registered vessels accounted for an average of 72 per cent of all inspections over the five years, while French-registered vessels accounted for just under ten per cent and Spanish-registered vessels accounted for 9.36 per cent.

British-registered vessels (including flag vessels) amounted to 5.76 per cent of inspections in the Irish EEZ over the five years.

Under one percent of SFPA/ Naval Service inspections involved Norwegian and Danish vessels, while under a half per cent involved Dutch, German, Russian and Belgian registered vessels.

A tiny fraction involved vessels registered in the Faroe Islands, Lithuania, Iceland, Poland, Panama, Mongolia, Portugal, Bahamas and Mauritania.

The report has found that there have been three attempts to implement the point system in Ireland but in each case the application of the legislation has been “short-lived”.

The report was completed before a new system of penalty points was signed into law for Ireland by Taoiseach Micheál Martin in late August, 2020.

The report noted that in the absence of a functioning point system, enforcement and sanctions are covered primarily by the Sea Fisheries and Maritime Jurisdiction Act 2006, and also by the Criminal Justice Act 2007.

It notes that the SFPA maintains a database listing all infringements, which tracks infringements until conclusion and records sanctions imposed, and was “working” on a new system which – as reported in last month’s Skipper, involves fully automated cross-checks known as VALID.

The SFPA has told The Skipper that VALID applies only to Irish vessels within the Irish exclusive economic zone (EEZ).

The EU report notes that information by the Naval Service and SFPA is sometimes differently presented, and both bodies even use different country naming conventions.

It says that feedback from the Irish industry indicates that it does not object to the point system itself, but to the way in which it has been introduced.

It says the Irish industry has four main objections - a licence holder has no right of appeal to a higher court except on a point of law; the SFPA was involved in the internal appeal process; points are still allocated, even if the defendant is acquitted of the alleged offence(s) by a court; and Irish legislation

Vessel nationality	2014		2015		2016		2017		2018		Total	
	Count	%	Count	%								
Ireland	1,506	65.25%	1,699	67.91%	2,171	68.81%	4,103	77.93%	1,999	74.51%	11,478	72.13%
France	301	13.04%	280	11.19%	372	11.79%	440	8.36%	195	7.27%	1,588	9.98%
Spain	269	11.66%	289	11.55%	336	10.65%	360	6.84%	236	8.80%	1,490	9.36%
United Kingdom	146	6.33%	149	5.96%	220	6.97%	253	4.81%	148	5.52%	916	5.76%
Norway	34	1.47%	26	1.04%	5	0.16%	23	0.44%	35	1.30%	123	0.77%
Denmark	17	0.74%	19	0.76%	13	0.41%	21	0.40%	28	1.04%	98	0.62%
The Netherlands	13	0.56%	15	0.60%	10	0.32%	13	0.25%	9	0.34%	60	0.38%
Germany		0.00%	11	0.44%	8	0.25%	16	0.30%	7	0.26%	42	0.26%
Russia		0.00%	8	0.32%	13	0.41%	12	0.23%	5	0.19%	38	0.24%
Belgium		0.00%	3	0.12%	4	0.13%	17	0.32%	10	0.37%	34	0.21%
Others	22	0.95%		0.00%		0.00%		0.00%		0.00%	22	0.14%
Faroe Islands		0.00%		0.00%	1	0.03%	5	0.09%	4	0.15%	10	0.06%
Lithuania		0.00%	3	0.12%	1	0.03%		0.00%		0.00%	4	0.03%
Iceland		0.00%		0.00%		0.00%		0.00%	3	0.11%	3	0.02%
Poland		0.00%		0.00%		0.00%	2	0.04%		0.00%	2	0.01%
Panama		0.00%		0.00%		0.00%		1	0.04%	1	0.01%	
Mongolia		0.00%		0.00%	1	0.03%		0.00%		0.00%	1	0.01%
Portugal		0.00%		0.00%		0.00%		1	0.04%	1	0.01%	
Bahamas		0.00%		0.00%		0.00%		1	0.04%	1	0.01%	
Mauritania		0.00%		0.00%		0.00%		1	0.04%	1	0.01%	
Total	2,308	100%	2,502	100%	3,155	100%	5,265	100%	2,683	100%	15,913	100%

Vessel inspections by nationality of vessel (2014 – 2018) (Ireland)

went further than required by EU regulations by linking points to vessel capacity.

Asked if it planned to increase inspections of non-Irish vessels, given the report’s analysis of country by country breakdown in the Irish EEZ, the SFPA said it “takes a risk-based approach to inspections, targeting resources at those vessels, including Irish and non-Irish, and fishing activities that have a higher risk of possible non-compliance”.

The risk assessment is continuously reviewed based on the likelihood of the vessel being compliant at landing or at sea and the resources of the SFPA and the Naval Service are deployed accordingly,” it said.

The SFPA referred other queries relating to the EU report’s findings to the Department of Agriculture, Food and Marine.

The Department of Agriculture, Food and Marine noted that the report was compiled during a period when penalty points were only applied for two years in Ireland.

It said that there were differences between the previous penalty points system here, annulled by Dáil Éireann in May 2018.

It said the statutory instrument (SI) of 2020 “now provides for an unqualified commitment to an oral hearing should the licence holder request same at both the Determination Panel and Appeals Officer stages of the determination process”.

It said that under the 2018 SI, “both the Determination Panel and Appeals Officer had a discretion as to whether an oral hearing should take place”.

It also said there was an extension of certain timescales throughout the determination process - for example, the licence holder now has 30 working days to make submissions to the Determination Panel, up from ten working days under the 2018 SI.

The department said that SI No 318 was signed into force

on August 26th, 2020 and “work is advancing on taking the legal and administrative steps necessary to put its provisions into operation as soon as possible”.

The department noted that the main aim of the EU study was to “establish background knowledge for the current legislative proposal for a revision of the current fisheries control system...”

“Based on its assessment of the required EU points system for sea fishing boat licence holders as implemented by EU coastal member states, the study makes “certain general recommendations intended to enhance the efficiency and effectiveness of the points system at EU level”, the department said

“It is understood that it is intended that the contents of the study and its recommendations will feed into the consideration of a revised EU Fisheries Control Regulation, work in respect of which is currently ongoing at EU level,” it said.

“In the event that a revised control regulation is adopted in due course, Ireland will give effect to its relevant provisions, including those providing for an amended or enhanced EU points system,” it said.

“It is important to note that in the intervening period, Ireland is legally bound to give effect to the requirements of the existing Control Regulation 1224/2009,” the department said.

KEY EU FINDINGS

Key findings from case studies of other countries compiled for the report are that:

1. new legislation in Denmark establishes clearer criteria for assessing serious infringements and rules for the application of the penalty point system.
2. Denmark, Germany, Spain had made significant efforts to comply with the penalty point system.

the number of annual infringements in France seems relatively high, however data show a limited follow up on infringements since only a small number resulted into cases initiated and sanctions applied.

In Italy and France, the deterrence effect of sanctions, administrative or criminal, appears to be low.

In Germany and Spain competences for fishery control and sanctioning are divided into federal and regional level.

The procedure for allocation of points in Italy is lengthy and bureaucratically complex.

Spain, with 23.6 per cent of the total EU fleet, has “articulated a very complete system for registering infringements, sanctions and points that allows a comprehensive monitoring of the cases”.

It says fisheries control in Spain is a “huge task” and involved over 60,000 inspections for the period 2014-2019. This resulted in the detection of about 8,000 infringements, and 65% of the infringement cases in Spain led to sanctions.

It says Spain has made significant efforts to address IUU fishing, both in EU and external waters, including a reform of the legislation to strengthen the sanctioning system, and it notes that the penalty point system does not play a prominent role in this.

The report says other member states “are encouraged to follow the example of Spain and there appears to be support for this from industry”.

“However, there are concerns on the control of the landing obligation which is considered to be problematic and needs to be addressed through the introduction of flexible mechanisms,” it says.

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Ireland's Marine Protected Area network and plans for its future expansion

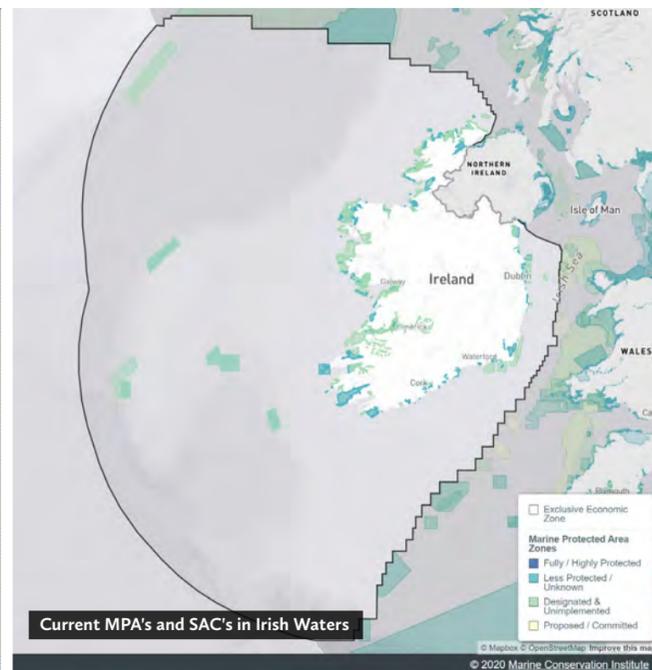
Professor Tasman Crowe
Earth Institute and School of Biology and Environmental Science, UCD.

Ireland has an extensive maritime area, rich in habitats, species and productive ecosystems and steeped in history and cultural significance. Many sectors depend on it and interact with it, including aquaculture and fisheries, as well as recreation, tourism, biotechnology, energy and shipping. These are significant contributors to Ireland's economy and essential to many livelihoods, especially in coastal and island communities. The continuing capacity of the marine environment to support such sectors now and into the future depends on the health and productivity of marine ecosystems. Although much of Ireland's marine environment is considered to be in generally good condition, biodiversity loss and ecosystem degradation are of wide concern due to the impacts of human activities and the over-arching effects of climate change and ocean acidification.

Marine Protected Areas (MPAs) are among a range of approaches to the conservation and sustainable management of the marine environment. They can be thought of as marine areas that are protected and managed over the long term, with a primary objective of conserving habitats and/or species and associated ecosystem services and

cultural values. They are widely used around the world and are envisaged for implementation under the EU Marine Strategy Framework Directive (MSFD), the OSPAR Convention, the Convention on Biological Diversity and the UN Sustainable Development Goals. MPAs can be defined and designated in a range of different ways to meet different objectives, both individually and as part of a wider national or international network. In many cases, restrictions and regulations are placed only on those activities that are considered harmful to the specific habitats, species or ecosystem properties for which the area has been designated.

Ireland does already have a network of protected areas with marine coverage. Primarily these are Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) declared under the EU Birds and Habitats Directives, which contribute to the EU Natura 2000 network and thereby protect a defined list of European species and habitats. These sites cover about 10,420 km², which is 2.13% of Ireland's total maritime area of nearly 488,762 km². This is far short of the international targets to which Ireland is committed. Current legislation does not allow for the range of approaches considered necessary to achieve Good Environmental Status (GES) under the MSFD or for the conservation of many of our threatened or important species, habitats or other



marine features of biological or cultural significance. As such, Ireland's current Programme for Government – Our Shared Future includes a commitment to expand our network of MPAs to 10% of Ireland's maritime area as soon as is practical and aims to meet a higher target of 30% by 2030.

If it is done well, the expansion of Ireland's MPA network will contribute substantially to restoring and conserving the marine ecosystems on which we all depend and will help reduce the impacts of climate change on our environment, society and economy. MPAs are an important tool for achieving these aims, but their implementation can be contentious if not approached in a manner respectful of the needs of people and communities, as well as the environment of which they are a part. Although society will derive many benefits from MPAs, there may also be some costs. In this regard it is well understood that the prospect of expanding the network of MPAs may be causing concern for many about the degree to which their activities may be restricted or who may feel that their livelihoods are under threat. Such an undertaking is not to be taken lightly and it should not be done without careful

consideration of everyone's perspectives. With that in mind, wide consultation is an extremely important aspect of the process for establishing the framework for expansion of the network and for planning, selecting, designating and managing MPAs.

The Programme for Government specifies that the expansion of the network is to be undertaken on the basis of scientific expertise and in close consultation with all stakeholders. As a first step, the Minister for Housing, Planning and Local Government established an expert advisory group in December 2019. The brief of the advisory group was to produce a report containing advice and recommendations that will support the expansion of Ireland's network of MPAs in terms of the processes required and the challenges to be addressed, and considering existing spatial protection measures, economic, social and cultural needs, and the gaps in existing legislation that need to be addressed. The advisory group comprises 20 experts in life and ocean sciences, economic, social and cultural perspectives and governance and legislation. Its members are drawn primarily from universities and state agencies, mainly from within Ireland but also including representatives

of agencies in Northern Ireland and Scotland. The group has been meeting monthly since December 2019 and its final report is due for submission to the Minister for Housing, Local Government and Heritage in October 2020.

Wide and effective consultation with a diverse range of marine stakeholders was specified as a key part of the group's work. To this end a list of approximately 90 key stakeholders was drawn up by the advisory group, representing fisheries, aquaculture, recreation, tourism, energy and shipping interests plus environmental NGOs, community groups, government departments, agencies and advisory bodies. The commercial fishing sector was represented by individuals from 14 different organisations. Due to Covid-related restrictions, the consultation was undertaken online in August and September with these stakeholders invited to participate in (a) an online stakeholder survey presenting a range of specific and more general questions and opportunities to comment, and

(b) a series of independently facilitated online stakeholder focus groups. These groups were again structured around key questions and each comprised a group of up to nine stakeholders together with representatives of the advisory group and the Department of Housing, Planning and Local Government.

These approaches were carefully designed to provide a platform for stakeholders to express their views freely on the potential costs and benefits of MPAs, the challenges that may arise and possible approaches to management and monitoring. The outputs from both types of stakeholder engagement are being taken into account in the group's final report and will be captured in detail in an Annex to the report.

After the Minister for Housing, Local Government and Heritage receives the report, it is intended that an extensive process of public consultation will be undertaken on its content and recommendations. This consultation process is expected to run into 2021. It will help

shape the plans for new legislation, the governance framework and the processes for selection, management and periodic review of MPAs in the expanded network. The final report of the advisory group will contain recommendations that those processes themselves will include a high degree of stakeholder consultation and involvement and that time should be taken to find the best possible solutions to management of MPAs prior to their designation. Under this recommendation, the overall process of expanding the MPA network would take a number of years, with repeated opportunities for extensive and inclusive stakeholder input at local, regional and national levels.

In the online stakeholder focus groups undertaken by the MPA advisory group in September, there was an almost universal shared vision for Ireland's marine environment involving clean, healthy, productive and biologically diverse seas for the overall benefit of current and future generations. Clearly the

challenge will be how to find a balance between the range of different sectoral activities operating in the marine environment and the need to restore and conserve marine habitats, species and ecosystems in order to underpin their future productivity. Needless to say, it is likely that some compromises will be involved, but there was a strong sense that it should be possible to arrive at sustainable solutions if everyone with an interest in the marine environment works together towards that shared vision.

The following website includes a summary of the processes underway to guide the future expansion of Ireland's MPA network and an email address for anyone who wishes to be contacted when the public consultation on the advisory group report commences. Note that the advisory group's report will not contain recommendations regarding the specific locations of MPAs. <https://www.housing.gov.ie/water/marine-environment/marine-protected-areas/marine-protected-areas>

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Aldi Trials New Fresh Irish Fish Traceability System

Aldi is the first retailer in Ireland to test blockchain technology successfully to validate its corporate buying policy for organic and sustainably produced Irish seafood. Aldi and Verifish are participating in a pilot project with Bord Iascaigh Mhara (BIM), Ireland's seafood development agency. This project is funded under the European Maritime and Fisheries Fund.

Developed by Verifish and supported by BIM, the pilot blockchain project captures all information from catch through to the retail shelves. The goal of the project is to increase visibility in the supply chain bringing assurance to consumers. This will add to Aldi's strong sustainability credentials.

Following the completion of the first phase of the pilot programme, Aldi has introduced the system to its Irish Organic Salmon and its Wild Irish Hake products. For example, for Aldi's Wild Irish Hake to be considered sustainably caught, it must come from a FIP-registered Irish vessel, and the processors must also be registered under the programme. Fishery Improvement Projects (FIPs) provide a platform for seafood

suppliers, buyers and fishermen to develop a strategy to improve a specific fishery by considering better policies and management over a given time period.

Engagement in a FIP allows producers and processors access markets which demand sustainability and environmental credentials. Following the programme, which runs for 12 months in two phases, Aldi aims to introduce the blockchain traceability system across its entire Irish-sourced white fish ranges by early 2021.

Aldi's Irish fish suppliers include Morgan's, Goodfish and Carr & Sons, which were involved in the blockchain pilot programme.

Frank Fleming, CEO of Verifish, said: "Supporting Irish producers and processors, in both the wild capture and aquaculture sectors, creates a healthy vibrant Irish seafood industry. Fishery Improvement Projects enable all parts of the Irish seafood industry to work collaboratively on sustainability goals which protect our natural resources for future generations. We thank Aldi for their commitment to Irish



Goodfish hake

seafood produce and to trialling this new blockchain technology. We also wish to thank BIM for their support in this project and their continuing support of sustainability projects which protects jobs in the catching and processing sectors".

There are currently four FIPs in Ireland and these are supported by BIM

Jim O'Toole, CEO of Bord Iascaigh Mhara, said: "The importance of traceability across the seafood supply chain has never been higher. BIM contracted Cork based company, Verifish, to demonstrate how blockchain technology can

reconnect retailers and their customers to Irish seafood's origins. Aldi, along with their suppliers have been the first to embrace this technology. This unique approach for seafood verifies all aspects of the supply chain from where the fish was farmed or caught to its health and how it was processed. Ultimately, it gives further assurance to the customer that the Irish seafood industry adhere to high standards and that Ireland's seafood is safe and sustainably sourced. In time, BIM hope this will become the industry standard which in our view will add value to the domestic seafood sector."

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 This measure is part-financed by the European Maritime and Fisheries Fund

BIM Ireland's Seafood Development Agency

Nothing Left to Give: Stuck Between Brexit and Ireland's Offshore Wind Designs in Ireland's Premier Prawn Port

By Lia ní Aodha

Located on the east coast, four miles south of Dunally Point, the southern limit of Dundalk Bay, between some 28 inshore boats targeting mostly razors and the larger prawn fleet comprising around a dozen trawlers, Clogherhead's Port Oriel is home to some forty boats.

Like all fishermen and women, a long time stuck between the vagaries of fisheries, their management and markets, today, fishermen in Clogherhead find themselves also stuck in a precarious position between Brexit and Ireland's ambitious offshore wind designs. Throw a global pandemic into the mix and this makes for a very uncertain outlook for those who fish from the Co Louth port.

According to BIM's 2019 Business of Seafood report, last year 1500 tonnes or €7 million euro worth of fish and shellfish was landed into Clogherhead, all by Irish boats. While razors are the mainstay of the port's inshore boats, prawns—landed into Clogherhead Fishermen's Co-Op—are the bread and butter of the port's trawlers. Ireland's second most lucrative fishery, to Clogherhead the real value of prawns is perhaps unquantifiable.

"For the village of Clogherhead fishing is the mainstay," says Patrick Smith, Chair of the Clogherhead Fishermen's Association and skipper of the 24.9 metre *Celtic Warrior II* which freezes prawns at sea. To the people and families involved it's everything, notes Co-Op Manager Paul Boyd, before adding that "the strange thing about Clogherhead is they're all young."

"You've guys here in their thirties – early to mid-thirties, building and buying and investing and rejigging, so to them fishing is everything," he says, theorising that proximity to Dublin perhaps means coastal communities on the east coast sometimes get forgotten about in terms of their dependency on fishing.

Central to their business model is close proximity to the lucrative prawn grounds in the Irish Sea, Celtic Sea and Porcupine Bank. With 90 per cent of what is landed into the Co-Op exported, ease of access to markets is also pivotal, meaning crucial to

realising that value one way or another are questions of access. Currently, however, between the global pandemic, Brexit, and the development of offshore wind that access, and consequently the livelihoods of those who work from the pier in Clogherhead, is threatened.

COVID-19

A volatile year to say the least in terms of seafood markets on account of COVID-19, figures from Bord Bia for the first half of this year show Italy (Ireland's main prawn market) recording a 43 per cent reduction in export values, followed by France at 29 per cent. Exports to the main Asian markets show values reducing by 81 per cent to China, 23 per cent to Hong Kong. Sales of frozen prawns fell by 37 per cent.

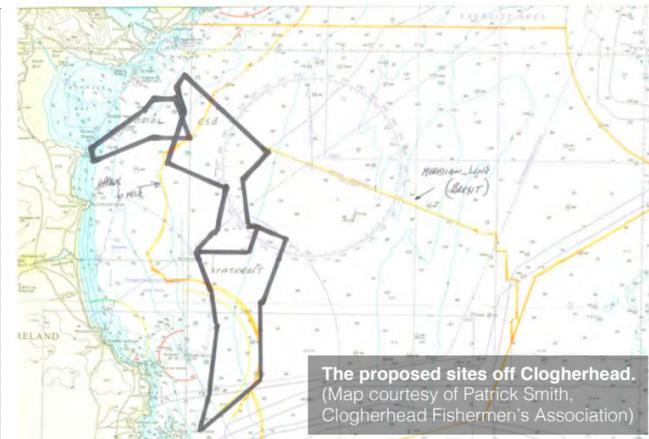
The razor fleet was one of the first to be hit by the pandemic, with plummeting first sale prices early this year left many boats with little option but to stop fishing even in the absence of supports. Today, though boats are fishing when weather and as quota permits, the impact the virus is having on markets is the biggest issue facing the fleet, explains Barry Faulkner Jnr, Chair of the North East Regional Inshore Fisheries Forum (NERIFF). Almost everything they catch goes to Hong Kong. Freight is a major issue

At the time *The Skipper* visited Clogherhead at the end of August, markets were just beginning to open up on the prawn front. "We're only getting our scampi prawns back into UK markets," explains Barry Faulkner Snr, owner of the *Celtic Oriel*, *Celtic Warrior II* and *Celtic Chieftain*, who adds, "but I don't think our worst days are behind us yet as far as the prawn fishery is concerned."

And with fresh lockdowns currently being implemented at the time of writing both at home and across Europe this volatility looks set to continue into the end of the year. "You close down restaurants, hotels... that there is our business," explains Paul. "Our business in April, we were 5 per cent of normal..."

Brexit

With no sign of agreement on the horizon, looking set to add to that volatility into the New Year is the ongoing Brexit impasse and



its now probable lack of a deal on trade or fisheries. In terms of access, what this means practically is that on January 1st half of the Irish Sea will become UK waters. And in the absence of a fisheries agreement, this may well mean that some thirty miles out into the Irish Sea fishermen from Clogherhead, as elsewhere, will have to stop fishing.

According to the Department, on average, 34 per cent (by volume) of Irish landings are taken from 'UK waters'. In terms of prawns, that figure rises to more than 40 per cent. "In the event of a hard Brexit we would be excluded from this area," says Patrick, pointing to the maritime boundary between Ireland and the UK that snakes down the Irish Sea. "The Smalls fishery will be a big problem there and the Jones..."

Especially important to Ireland's demersal fleet, according to a 2019 Marine Institute study, 2018's reported landings from the Smalls (the equivalent of 1639 tonnes) were estimated to be worth in the region of €11.5 million at first sale. The Irish fleet accounts for around 90 per cent of the prawn landings from the grounds.

"If they stop access for us involved in the *Nephrops* industry it's curtains. Because the *Nephrops* don't move," outlines Paul, drawing attention to the reality that unlike mackerel which we hear so often "know no borders nor bear any nationality" *Nephrops* larvae do not have a high dispersal potential and adults show little evidence of migration.

"The side issue of other European nations coming into Irish waters is a problem as well, but our biggest problem is that fishermen like

Patrick wouldn't be able to get into the Celtic Sea and Smalls to fish," he says, highlighting also there would be implications for the French and Spanish swaps we survive on elsewhere too...

Ireland's Offshore Wind Designs

Meanwhile, back in the Irish Sea also threatening access to the traditional fishing grounds on which the fishermen depend are Ireland's offshore wind designs. Incidentally prawns and offshore wind developments like similar grounds. Prawns occur in geographically distinct sandy/muddy areas—of the type found in the north Irish Sea—where the sediment is suitable for them to construct their burrows.

Alongside water depth (and wind speeds), seabed geology is also a key consideration in locating offshore farms. And in much the same way as it is especially suited to prawns and their burrows, the relatively shallow water depths and seabed conditions of the Irish Sea is suited to the development of offshore wind.

In terms of that development, and with even greater ambitions in the longer term, the Coalition's Programme for Government has espoused a national target for offshore wind of 5GW by 2030. (The Irish Exclusive Economic Zone of the Irish Sea has been technically recognised as being able to support up to 4.8GW of fixed offshore wind.)

According to the recently published blueprint document summarising the work of the UCC Eirwind project as part of reaching these "it is imperative that plans for



Bottom Fixed Offshore Wind (BFOV) in the Irish Sea are realised in the first half of the 2020s".

A number of "relevant projects" identified by the government this year will be "gamechangers" and "will pave the way for future development." Of these, currently causing concern amongst Clogherhead's fishermen are the 330MW Oriel Wind Park, and the 500MW North Irish Sea Array (NISA)

The Oriel Windfarm project, being jointly developed by Belgian company Parkwind and ESB is, according to the project's website, "likely to be the first fully operational commercial wind farm in Irish waters." A month-long geotechnical survey of the site to help inform the farm's layout was carried out in March of this year.

ESB and Parkwind are also working together on the Clogherhead project for which the ESB holds a foreshore investigative licence, and which is intended to be developed under a separate planning application.

Just to the south of this, Norway's state-owned Statkraft, Europe's largest renewable energy producer, has applied for an investigative licence for the proposed NISA on a site which covers around 226.9 square kilometres in the Irish Sea.

A major concern for the fishermen with the sites, as currently proposed, is encroachment on their traditional fishing grounds in the Irish Sea and ultimately loss of access to those grounds. According to Barry Faulkner Snr, having sat down and plotted the sites on their fishing charts, a big concern is that if these developments were to go ahead as sited "fellas just won't survive". The Statkraft site alone is a big problem, he says – sited as it is on top of their traditional prawn grounds. "Then there's this ESB one in the middle, that's on the prawn ground as well."

"Funnily enough where Statkraft stops, ESB starts," notes Patrick, who highlights also that the area being proposed for development sits not only on very productive grounds but, being the site of the Irish Sea cod box, is on ones where a huge amount of work has been done by the industry over past decades in terms of conservation measures and improving selectivity.

"We have been staying out of there since 1999. Last year was the first year that the cod box was open again and now all of a sudden Statkraft is applying to put a wind farm there," exclaims Patrick, "where the cod are supposed to be spawning!"

Rather than access per se, Barry Faulker Jnr says a greater concern for the inshore

boats relates to the wind farm cables and where these will come in. "And then there's the simple question of where they're going to work out of."

On the day *The Skipper* visited Clogherhead most of the boats were in on account of Storm Ellen. "As you can see a couple of the larger vessels are in today, all the small boats are in and there's not much room for anyone else to be coming and going. As it is it takes a lot of cooperation from the fishermen to allow lads to come and go from the harbour here... So they definitely couldn't have their workboats here."

Space at sea, certainly, will be a crucial factor in the development of offshore energy. Competition for that space has been identified as a challenge. Some studies identify displacement of fishing effort as inevitable. Others suggest that if displacement is assessed early on the developer can then shape the development accordingly. This, however, requires comprehensive assessment and accurate data.

Though acknowledging the application area lies within spawning grounds for haddock, cod and whiting, is also within *Nephrops* and salmon habitats, and that fishing occurs inshore on the application area, the planning application documents submitted by Statkraft state that fishing activity "is not evident in the area itself."

With a submission from Clogherhead Fishermen's Association concerning the application stating explicitly that the proposed site area is within a local fishing area and would have a "disastrous impact" on the local fishing community, Clogherhead fishermen say otherwise...

We Can't Give Anymore

"So what's going to happen? I don't know, and I don't think anybody knows. All the plans we made in January and February this year went totally AWOL the first week of March", says Paul.

Of the multiple challenges now facing the fishermen the thing is they're all at the same time, he says, adding that even though fishermen and women are resilient to barriers being put in their way it doesn't make constantly erecting them right.

Expanding on this further, Barry Snr and Patrick explain that a big problem for the fishermen is that they simply have little left to give. "We cannot live on any less than we have. It's less we are getting on quota, on price, on skippers, on crews, boats...and we just can't give anymore."

But then, of course, nothing is, in fact, inevitable...

Ireland now an outlier on credit insurance scheme

By Lia ní Aodha

Little surprise given the industry's high dependence on high-value overseas markets, like those in other sectors trying to navigate COVID-19's effects Ireland's seafood exporters have, over the past months, been waiting on the Irish government to introduce a state backed export credit insurance scheme.

Speaking to *The Skipper* at the end of this summer, the General Manager of Clogherhead Fishermen's Co-Op, Paul Boyd stressed the need for the government to move on a scheme to protect exporters in the face of reduced supports to businesses by credit insurance companies due to COVID-19.

Two months on and many more months into a global pandemic that shows little signs of abating, Ireland has yet to implement a state backed scheme, despite EU state aid rules allowing for such since March, leading to the introduction of similar schemes in other member states.

"Credit insurance companies have in some instances halved their cover on companies, irrespective of how good or big you are. If you're not selling it doesn't affect you. But when markets recover and you're shipping stuff that's going to affect you. And it's going to affect your ability to export," explained Mr Boyd.

"The UK government have stepped in with a guarantee for their exporters. Ireland hasn't," he said, adding that the limits credit insurance companies are putting down currently do one of two things – either restricts your ability to export or increases your exposure to risk.

Echoing this and following the European Commission's decision this month to extend the state aid derogation allowing for this, on October 15th Food and Drink Ireland (FDI) called on the government to urgently introduce a state-backed scheme here.

"Virtually every other European country has introduced state backed export credit insurance and Ireland is now an outlier," said FDI Director Paul Kelly.

"The potential for Irish food manufacturers and exporters to maintain business with many customers already challenged by COVID-19 disruption, in particular in food service, is being undermined. Market challenges will be exacerbated in the New Year as Brexit impact hits, irrespective of the outcome. The lack of progress on a state backed export credit insurance scheme will be rectified urgently."

New Obligations For Vessel Owners

Statutory Instrument 332 of 2020 came into effect on the 1st of September 2020. It gives effect to the EU International Labour Organisation Work In Fishing Convention - Fishing Vessel Owner Liability And Repatriation. It applies to ALL Fishers, employed fishermen and share fishermen.

The New Regulations require the fishing vessel owner to ensure that a fisher receives appropriate medical attention and is taken ashore in a timely manner in order to receive appropriate treatment. In addition, the vessel owner is required to provide medical care and health protection when landed in a port outside the State and cover the costs of such care and any other material assistance. They also place an onus on the vessel owner to make provision as necessary under certain circumstances for the repatriation of a fisherman from a port outside the State. The costs of repatriation are to be borne by the vessel owner.

It also introduces a new obligation that the owner have insurance.

Medical Care and Repatriation

Article 5. Right to health protection and medical care while the fisher is on board the vessel of in a port outside the Country responsible for their social protection. Health protection and medical care shall include medical treatment and related material assistance and support during medical treatment. This could be an issue for non EEA Workers who do not have the requisite stamps.

Article deals with the Duty of owner to make provision



New regulations to safeguard crew welfare introduced

for fisherman's medical care. This obligation lasts until the fisher is repatriated. There are 3 exceptions:

1. the fisherman experiences an injury which is unrelated to his work,
2. the sickness or infirmity existed on the date on which the fisherman entered into his or her fisherman's work agreement, and the fisherman concealed the sickness or infirmity from the owner, and
3. the owner proves that the injury or sickness was due to gross misconduct of the fisherman.

Article 8 provides that there is no an obligation to repatriate fishermen is at the Owners cost.

Insurance or financial security

Article 12. (1) provides that an owner shall ensure that before a fishing vessel proceeds to

sea that a contract of insurance is maintained which provides sufficient financial assurance to enable the owner to meet any liabilities or financial responsibilities the owner may have in respect of any fisherman from the fishing vessel under Regulations 5, 6 and 7 (this relates to social security).

There is also an obligation that a master shall ensure that proof of the contract of insurance is carried and displayed in a prominent position on board the fishing vessel.

Statutory Instrument 333 of 2020 came into effect on the 1st of September as well.

Crew List

The Regulations set out the minimum requirements of the information to be included in the crew list and that a copy of the crew list must be carried on board and be available for

inspection the Marine Survey Office. There is a further requirement for the crew list to be communicated ashore, either prior to departure or immediately after departure, to an appropriate person such as the owner, company or family member who must make it available upon request to the Irish Coast Guard or An Garda Síochána for the purposes of search and rescue.

Share fishermen Crew agreements

There is also a requirement placed on the owner to ensure that every fisherman employed aboard the fishing vessel is provided with a Fisherman's Work Agreement, which is a contract to ensure decent working and living conditions aboard.

For any queries please contact Dermot Conway of Conway's Solicitors. reception@conways.ie www.maritime.

New App to Simplify Rule Changes

Dorans Skippers Mate are very excited to announce the launch for testing of Skippers Mate Pro.

Skippers Mate Pro is a simple technical solution to the requirements found under the Work Time Directive, the ILO c188, S.I 333 and Marine Notice 46/2020.

The system itself has been designed from within the Irish Fishing Industry with full collaboration with Irish Owners, Skippers and Crew along with insights from the Marine Survey Office and Marine Solicitor Dermot Conway as to best practices and requirements.

The system will work on a dual platform which includes both app and desktop access and includes many reporting facilities including crew lists, crew agreements and dispute resolution documentation, as per the S.I 333 and Marine Notice 46/2020. All aspects of this system are fully GDPR compliant.

The goal of the system has been to manage the many and varied aspects of the multiple pieces of the legislation which applies to the industry.

Speaking to the Skipper Tracey Floyd for Dorans Skippers Mate said:

"We are always looking for solutions and easier ways to manage these problems and since the issuing of the ILO 188, we have spent the past year developing a solution for these foreseen issues."

"We have worked to provide solutions in the simplest way possible, while still achieving a credibility within the judiciary system, should issues arise. This includes a digital signature. The system is also currently available in five languages and so there can be no question of lack of understanding due to language barriers."

Over the last number of years the Irish Fishing Industry has received hit after hit to the reputation off all those working within her. National news headlines claiming human trafficking allegations and abuse of vulnerable migrant workers, have left us all feeling vulnerable and abused.

Unfortunately we have seen too many falling foul of these allegations, while using the current working systems in terms of paper records regarding the work time directive and other legislative requirements not being accepted by the judiciary.

This lack of credibility of paper based records and the resulting one word against another scenario, continues to result in an opportunity for those wishing to bring cases containing spurious claims and a manipulation of truth and makes it virtually impossible to defend yourself in a legal situation. The burden of proof lies with you as an owner regardless of how ridiculous, insulting or hurtful the claim.

The upshot is wildly large and inappropriate pay-outs from judgements against vessel owners due to inadequate methods available to disprove claims of 22 hour working days 365 days a year.

These are the type of issues that this system endeavours to eliminate and hopes



to give the industry the ability to be proactive and have some control over its own destiny by providing an easy way to show and prove, high level compliance. We feel that this system could potentially be a "Game Changer" for the Irish Fishing Industry. Offering not only compliance but also a one stop shop for the notification of crew and vessel, document, servicing, equipment expiry dates and safety drills.

Along with code of compliance Survey preparation and WRC Inspections. This system even has separate reporting systems for the various agencies such as the Marine Survey Office and the Work Relations Commission in line with their responsibilities under the different pieces of legislation that they are responsible for.

Also included along with these legislative aspects are other areas that we feel may assist with insurance premiums and it is all designed to be used as simply as Facebook.

Another plus for this system is a facility to be used by office administration, this we hope will eliminate the need for owners to continually remember to share information manually with shore based staff and as such remove some frustration and discrepancies, which ultimately cause problems down the road.

Tracey concluded by saying "In short we have attempted to create one simple system that will make everyone's life a lot easier"

"After many months of work, the system is only currently at a testing stage and is right now being worked with by participating vessels. All going well, we hope to be in a position to launch in the coming weeks, so watch this space! We would be delighted to take any questions at any time."

You can contact Tracey on 0862752784 or email doransskippersmate@gmail.com.

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App Screenshots

NORTHERN IRELAND NEWS *By Dick James*



Rachel Jay & Tempo at Ardglass Harbour. (Credit: Chris Feenan)

THE FISHERY

As the seasons move toward winter the pattern of the fishery is rapidly assuming its familiar shape.

The Irish Sea prawn fishery has exhibited its accustomed shape with little doing and thoughts turning toward potential relief of tie-up get out. The small boat trawlers from Portavogie found some action on local grounds at the edge of the rig and the seaweed grounds and were joined intermittently by the larger fleet elements. Some Kilkeel men found a scraping in the coconut grounds to the west of the Isle of Man but generally those that could make for the Clyde where a hit and miss fishery took place with morning and evening action helping to make up the daily returns.

Other vessels took to the south Minch for the mix of what that area was giving but overall there was a lack of enthusiasm for going to sea at all. The market was showing some sign of enthusiasm

with fresh heads creeping upward in price and tails holding steady and no longer on ration. There was nothing happening on the southern grounds except for the Maracestina working the Porcupine for which may be the last season in UK colours. North Shields and the North Sea were showing no signs of a seasonal upturn and at that distance with dodgy markets who wants to chance it anyway.

Demersal whitefish action was also slow. Unity spent time in the southwest England fishery where Haddock was available and quota free but again markets were lukewarm and fish ended up being consigned. The Irish Sea haddock fishery is still there but again demand is light and the usual suspects only made use of their chances prawners diverting to other options did not happen.

The main action of the month was on the pelagic front with the Havilah/Stefanie M working the herring in the Irish Sea late into

September exclusively to the west of the island whereas the Voyager had one swipe at the Douglas Bank for old times sake and then headed north to Ullapool.

From there on the Voyager went to the Mackerel working the North Sea for a couple of trips landing into Skagen before bringing a trip back to Killybegs and in doing so passed the bulk of the Irish fleet heading the other way. Havilah/Stefanie M also left Belfast heading north to finish off what quota she had left.

In the meantime the smaller Irish boats that were licenced headed for the Irish Sea to take their share of that stock and perhaps laying down a marker for the next few years. The Rachel Jay and Tempo based in Ardglass landed to the local factories and had a hectic spell for just over the week landing on a daily basis and on one occasion twice in the day. They were replaced by the Fiona K and Ocean Venture team working

the same grounds to the southwest of the Island and landing into Ardglass.

Green Isle/Eternal Dawn and Atlantic Quest/Realt Ara based in Howth but didn't seem to enjoy the same rapid fishing. How long the small quota will last and how long the fish stay is uncertain. Meanwhile scallop boats started readying for the start of their season (1st November) but with significantly less enthusiasm than in preceding years be it regulation/quota or markets lowering expectations is not clear but boats are talking of reducing crew to a minimum to allow small landings to split to a share paying wages.

The small static gear boats are finding things tight again with the recent upturn in prices being threatened by possible lockdown of the restaurant trade so again bring on the winter aid package as promised and give us some Christmas cheer!

at Ardglass and then went on to be the first Chief Executive of the Northern Ireland Harbour Authority during which he was responsible for harbour developments at Ardglass, Kilkeel and Portavogie.

All three deceased were fishing industry stalwarts of their time and well remembered.

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All three deceased were fishing industry stalwarts of their time and well remembered.

Three Oldtimers Pass Away

The deaths occurred at September end of two brothers from a noted Kilkeel/Annalong fishing family. Sammy and Edmond McCullough both passed away at the end of September within a week of each other. In the 60's and 70's Sammy and Edmond along with a third brother Bobby formed a

triumvirate of much respected Herring fishers in their boats Be Ready, Crystal Sea and Spes Nova

Sammy and Bobby later went on to fish successive boats named Stephens/Stefanie M and Voyager passing the business over to their respective sons. Edmond in later years fished and owned the inshore

potter/netter Leana in which he worked the Bay of Dundalk.

Sammy and Edmond are succeeded by sons Stephen and Edmond, Ian and Angus respectively.

On the 3rd October Captain James (Jim) McCaughan RNR passed away his funeral held in Downpatrick. Capt McCaughan was at one time Harbour Master

Fishing For Munitions

The Ardglass prawn trawler Strathyre created more than was bargained for on a recent landing in the village fish market. Fishing in the Clyde one catch yielded unusual metal objects which were boxed and put to one side and later landed on the Friday night trip end landing into the mart presumably hoping for a buyer in the scrap metal trade.

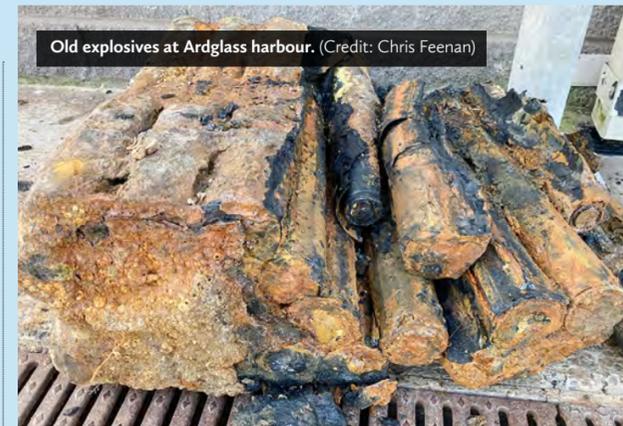
Next morning when the harbour staff were cleaning up after the evening sale a worker came across the objects and identified them as shells of some type, notified his bosses and started an emergency of the first order. The bomb squad arrived with full kit including a robot disposal machine, the harbour was closed down and the offending objects removed.

But that was by no means the end of it. The politicians then

stepped in blaming the UK for dumping munitions in the Irish Sea when in reality it was the North Channel, the fishing was done in the Clyde so technically Scottish waters where the retrieval happened and a whole war of words then ensued.

It is a well known fact that munitions were dumped in the North Channel after both world wars and subsequent to that low grade radioactive waste was dumped in sealed barrels.

Generally the seabed there is fairly stable but more recent trenching of pipes and cables and the servicing thereof do disturb the seabed and release objects which have layed dormant for years. Maybe or maybe not a geo-phys survey was taking place in the area at the time which could be coincidence.



Back in the day scallop dredgers fishing the area were taking shells on a regular basis as they dredged them out of the sand. In those days a bucket of water on the deck served as an adequate repository for the munitions.

Nonetheless the latest incident prompted the Department of Agriculture to issue fishing licence holders a warning concerning the munitions with an information guide on identification and advice on bomb disposal.

Tie-Up Scheme At Last

And so it came to pass; eventually; the Northern Ireland tie up scheme was announced on the 5th October in Portavogie with appropriate media presence and with sighs of relief from the local fishermen.

Originally due to commence mid September the first tranche is now due to commence on the 17th October which gave the officials some 9 working days to get things sorted. The scheme is set to run over 2 periods of nominally 6 weeks each although with Christmas at the end of the second period there is some debate as to if that counts for 7 or if market closure prior to Christmas count it may be 5.

Whatever, it makes no difference the money stays at 6 weeks no matter how it is counted.

The scheme is so structured that all boats are to have a chance to qualify for the two lots, which also allows for some continuity of supply to the market especially in the lead up to the holiday season. A scheme for the static gear fleet has yet to be announced but is purported to be based on cost of operations, not requiring tie-up and applicable retrospectively.

For the mobile gear tie-up scheme an average grossing over the previous three years is taken and converted to a weekly average, then halved to give the rate per week by 6 weeks to be the once off payout. Vessels engaging in guardship duties or other non-fishing related activities will have such earnings discounted. Thus for some it does not give enough to be of interest.

The race to get all documentation required gathered up is going to be a challenge and no doubt subject to some dispute but this is a scheme which precedes any other year end scheme within the UK and Scotland in particular who have been crying for aid for the prawn sector of late. It is well documented that the langoustine sector

in particular has been crying for market intervention to help clear a backlog in cold store which affects the Scottish fishery more so than the Irish Sea one.

Northern Ireland Fisheries Development Program

The report on the Northern Ireland Fishing and Seafood Development Program was finally released by Minister Poots On the 21st September after 10 months delay.

The report was the first of a two part analysis looking at the fishery and onshore sector in separate stages and focused on the infrastructure needs of the catching sector going forwards. In the broad there were few surprises in the conclusions the report came to. Central to the findings was the conclusion that fleet development was already constrained by a lack of depth of water in all three of the County Down fishery harbours of Ardglass, Kilkeel and Portavogie and that a continuing trend for deeper draughted boats was likely to make this constraint worse and that a reversal would make the fleet less efficient.

Of the three harbours Portavogie was considered the least restrictive with a tight and shelved entrance giving problems. However, both Ardglass and Kilkeel suffered from exposed entrances to the inner harbour with severe motion within the harbour making Ardglass particularly hazardous.

Depth of water in both Ardglass and Kilkeel was the major issue limiting the demersal and pelagic fleets both. The three local pelagic vessels could not use the fishery harbours on a regular basis the pair team of Havilah and Stefanie M basing in Belfast when landing into Northern Ireland and overland trucking to the factories their catch to processors in Ardglass and Kilkeel. The largest vessel the Kilkeel owned Voyager had yet to berth in Northern Ireland using facilities in Skagen, Norway, Shetland

and Killybegs instead.

The demersal fleet was largely Kilkeel based but was small in numbers due to recent EU set quota limitations, nonetheless any future development potential would be compromised in all three County Down ports without harbour development. Any benefit from BREXIT would be compromised by a limitation in harbour development.

The prawn or Nephrops fleet was based across all three harbours and is the mainstay of the local fishery. That fleet was already compromised in Ardglass by water depth and lack of shelter in certain weather conditions vessel replacement being decided largely by these constraints although individual owners were at present planning for replacement boats.

The Kilkeel entrance was hazardous for demersal and prawn boats alike and the subject of much consideration over the years with no conclusion yet reached.

The conclusions of the report were that in the case of Kilkeel some environmental and technical concerns needed to be addressed before further planning could take place whilst for Ardglass a separate report on development options was awaited which has since been published with similar recommendations in that there were some environmental concerns but that further geophysical study needed to be done before final costings could be made.

The Ministers response was largely supportive of the conclusions but cautioned that the outcome of BREXIT in respect of Northern Ireland fisheries would need to be assessed before any firm plans could be made. The Minister proposed an addendum to the report when the final exit terms were decided but in the meantime preparatory work needed to be done along with consultations and this could mean a wait of several years until any construction work could be

commenced.

Contract Crew Breakthrough

The Migration Advisory Committee who advises the United Kingdom Government on immigration strategy has concluded and so advised Government that in their opinion fishermen are considered to be both skilled and in a shortage of national availability that should qualify them for entry visas for sponsored employment in the UK as fishermen. The recommendations are as follows:

The MAC recommends classifying deckhands on large fishing vessels (9 meters and above) as RQF3 and therefore to be eligible for the skilled workforce route (for UK work visa)

Recommends adding deckhands on large fishing vessels (9 meters and above) to the shortage occupation list

Recommends partially adding SOC code 5119 (agriculture and fishing trades) to SOL only for those in the fishing industry.

Now the acceptance of Government of these recommendations through the Home Office is required before employers obtain sponsor licences and appropriate certificated of sponsorship be issued.

Intended workers will then have migrant status to permit entry to the UK along with family members. It is also a condition of entry that English will need to be a spoken language. A minimum salary of £20,480 will apply mitigated by provided living costs.

Should this go through Government approval then with work permit and migrant status the employed fisherman will have allowance above the present transit status and of course be allowed to fish within the 12 mile limit. This could all fall into place before the BREXIT provisions come into play which will limit EU nationals being eligible for employment as fishermen outwith this scheme.

KILLYBEGS ROUNDUP by John Cunningham

SINBAD MARINE

■ For Sinbad Marine 2020 has been comparatively quiet year, due to the present Covid 19 pandemic that has plagued us all.

Usually in the summer Months Killybegs Port would see a number of the world's giant cruise ships sail into her docks, but this year it sadly has seen none.

However, 2021 gives the impression to be a brighter year for the company with 13 cruise ships due to visit the Killybegs Port. Two of the biggest cruise ships due to dock are the 294

meter cruise ships The Norwegian Star and The Norwegian Jade. Whilst The Norwegian Star has the capacity to carry 2348 passengers' and a crew of 1031, its sister ship The Norwegian Jade is a little larger with the capacity to carry 2402 passengers with the crew of 1037.

Furthermore for 2022... There are 19 cruise ships due to arrive at Killybegs Port one of which being The World, a 196 residential cruiser with 106 apartments, 19 studio apartments all of which are owned by the ships residents. Already Sinbad Marine has bookings for two more ships to visit in 2023. Conversely, the visit of these ships will sadly depend on the ongoing pandemic.



Cruise ships entering Killybegs with Sinbad Marine tugs on standby

SPRAT FISHERY

■ The excitement in mid September with the sprat fishery kicking off didn't actually materialise. 9 of the Killybegs local boats were joined by a southern pair team of the Western Dawn and The Aztec. Unfortunately the fish had completely disappeared. A disappointment I'm sure for Marcus and Michael Munnelly's new boat Shazleah who arrived to join the Fishery.

BLUEFIN TUNA

■ Adrian Molloy broke his own record of 228 Tuna in 2018. (Caught and released) At the time of going to print Adrian had managed to catch and release a staggering 243 Tuna. Meanwhile

Michael Callaghan of the Leah-C was past 100, also caught and released. Unfortunately with the ongoing pandemic they are not allowed to take passengers on board because Donegal went back into level 4 lock down, only skipper and crew members allowed.

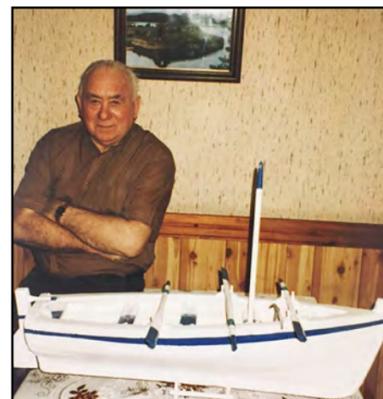
MACKEREL FISHERY

■ With most of the boats with small shots of Mackerel to catch to fill their quota of 2020. The Western Viking was the first boat to head North after the shoals of Mackerel. They were only gone a few days when they returned with a shot of big Mackerel. A week later they were followed by other boats; mackerel this season are of a very good size with fish averaging 460-480 grams.



Western Viking returning to Killybegs with the first mackerel of the Autumn

APPRECIATION JOHNNY GALLAGHER R.I.P.



September 24th 2020 was a very sad day in Donegal when Johnny Gallagher of Inver passed away in the early hours of the morning. Johnny was 95 years of age, born on the banks of the Eany River situated at the mouth of Inver Bay.

Inver was a busy place when Johnny was just a boy. At the age of 14 or 15 he began fishing. Fishing was the main source of income in the area at that time and it was hard work. There were no engines which meant that rowing and sailing were the means of getting to the fishing grounds; sometimes before the dawn of the day. In later years he and I built a boat together, the Marie Theresa and I have discovered that in 2020 it is still afloat. He also built replicas of this boat and they are to be seen in various parts of the county and further afield.

Johnny remained at the fishing for some time but later began driving. He drove everything on wheels for over 70 years. He drove lorry loads of fish to the Dublin fish market, travelling through the night for up to 7 or 8 hours – no motorways in those days. He brought me to Dublin when I was just a boy, being 10 years younger than him. When we were finished at the market he brought me into the city centre where we climbed the spiral stairway to the top of Nelson's Pillar. Later he began driving buses and travelled the route from Pettigo to Lough Derg for a number of summer seasons. During this time he met his lovely wife, Susan Doonan.

Johnny and Susan settled down in the place where he was born and he began working for Donegal County Council and enjoyed driving his lorry all over the county, meeting and becoming friends with all those with whom he came into contact. Johnny was very much involved in the community, be it school, graveyard or church. He and Susan were lifelong Pioneers and celebrated their 62nd wedding anniversary in July with their children Danny KT Nets, Sean, Tony, Mary, Teresa and grandchildren, great grandchildren and friends.

As the years passed Johnny and I became more alike in appearance. Often times we were mistaken for each other at wakes, funerals and various other occasions. He now rests on Connie's Hill with his brother, brother-in-law, fishing mates, good friends and cousins. May they all Rest in Peace.

George Gallagher



UK NEWS

New Report Shines A Light On Financial Struggles Of UK Fishermen

Seafarers UK have released landmark research into the plight of fishing communities' financial health – highlighting the lack of a 'safety net' for those working as share fishers, and exploring the impacts of a lack of financial planning on fishing families' financial security and wellbeing.

New research conducted by the charity Seafarers UK, in partnership with Liverpool John Moores University, explores the real financial difficulties inherent for many in earning a living from small-scale fishing. "Fishing Without a Safety Net: The Financial Resilience of Small-Scale Coastal Fishers, their Families and Communities" puts forward a bold set of recommendations for Government, charity and industry to improve the financial resilience of fishing families around the UK. Key proposed actions include boosting financial literacy in fishing communities to improve financial planning; improved Government welfare support, plugging crucial gaps in the current system that disadvantages fishers; access to savings and affordable credit from a credit union, support to budget for tax and plan for insurances and a retirement pension.

Uncovering an array of different stressors on coastal fishers, the report notes that financial troubles were often the root cause of mental health problems and relationship difficulties for fishers living without a financial 'safety net'. This challenging reality has been thrown into stark relief by the events of 2020, a year in which the usual uncertainty of earning a living from inshore fishing was struck by the economically devastating COVID-19 pandemic and the closure of hospitality and export markets to sell fresh fish.

In the report's foreword, Fisheries Minister, Victoria Prentis MP commented: "Inshore fishermen can, and do, make reasonable profits,

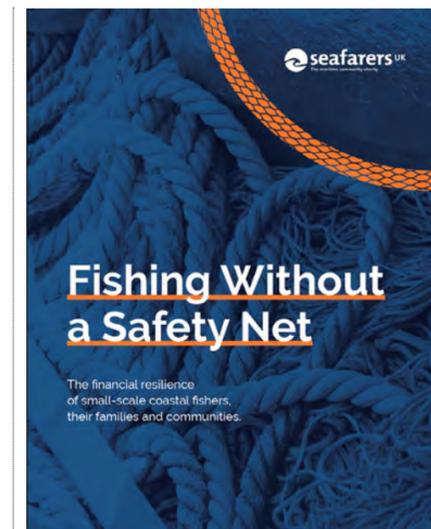
but as we have seen from COVID-19, they are amongst the most vulnerable in the sector as they do not have the reserves or flexibilities that are available to others."

The report's findings are based on the real financial problems experienced by 431 fishers and their families who reached out for help from maritime welfare charities, such as SAIL (Seafarers' Advice & Information Line), the Shipwrecked Mariners' Society, and Seafarers' Hospital Society, and was augmented by interviews with fishers from around the UK. The data revealed that amongst 140 working fishers contributing to the study, 63% sought help about debt problems.

A boat owner interviewed for the report explained one of the issues with some fishers' financial capability and money management: "The problem is not always low wages; fishermen can earn quite good wages. It is the way people manage their money that is the problem. They don't seem to be able to plan or save or look after their money. Then they have nothing to fall back on."

So, where do the key vulnerabilities lie that lead to these problems with indebtedness? One central aspect of financial vulnerability explored by the report is the share fishing model. A part of fishing life since medieval times, with fishers receiving a share of the value of the total catch, rather than a predictable and stable income. This system is highly prized by many fishers and rewards skill and effort with well-earned pay-outs when the fishing is good. Yet, as crucial factors such as the weather, ability to go to sea, and actual catch can't be predicted, share fishing leaves fishers with little regularity in what they will earn from one week to the next. This presents challenges to pension planning, affording time away from work when ill, and accessing welfare benefits when needed.

As a result of this newly granular analysis



of the impacts of the share fishing model favoured by many small-scale fishers, Seafarers UK are now proposing a new 'share fisher plus' co-operative approach which could support fishers to access to a range of suitable and competitively priced, financial products - Seafarers UK CEO, Catherine Spencer, remarks: "Seafarers UK is now actively exploring how to take forward the development of a co-operative owned by fishers which can facilitate group-purchasing of financial products, as well as potentially providing access to accountancy, taxation and HR support."

Such innovations to support financial planning are proposed within the report to help provide a buffer against examples of serious financial strife that fishing families often face. Examples of these include problems with debt and bailiffs, homelessness, an inability to retire as lacking a pension and more. All of which are highlighted in the report's case studies.

With examples like these common amongst those contacting maritime welfare charities, Seafarers UK challenges Government with six specific recommendations to render making a living as an inshore fisher more stable and better protected against financial insecurity. This includes a recommendation for HMRC to support fishers in making Income Tax and National Insurance payments, aiming to ensure that fishers aren't caught out by the financial shock of a large, one-off bill – but instead are supported to budget, in a similar way to PAYE employees.

"At Seafarers UK we are committed to funding interventions that will strengthen the financial resilience of fishing families and help to ensure that there is a safety net to protect them from their current volatile existence" explains Catherine Spencer.

Other recommendations to Government include a national action plan to specifically support the small-scale fleet, dedicated support for new entrants, and support for direct to consumer marketing initiatives to ensure a fair price for fish.



Nordstjernen GY 1477 inbound to Scarborough. Photo Mick Bayes

SCOTLAND NEWS

New deep sea Marine Protected Area to be established

Europe's largest Marine Protected Area (MPA) has been announced by Natural Environment Minister Mairi Gougeon.

The new MPA, off the West of Scotland, will give additional protections to some of the deepest parts of Scotland's seas, protecting Scotland's unique deep sea marine ecosystems.

The addition of the site will mean more than 30% of Scotland's seas are now covered by MPAs, taking Scotland past the proposed new global target for 2030 currently being negotiated by the UN Convention on Biological Diversity. The designation of this site is part of a final package of MPAs that aim to reach the international target of 10% global MPA coverage by the end of 2020.

The West of Scotland MPA covers an area of over 100,000

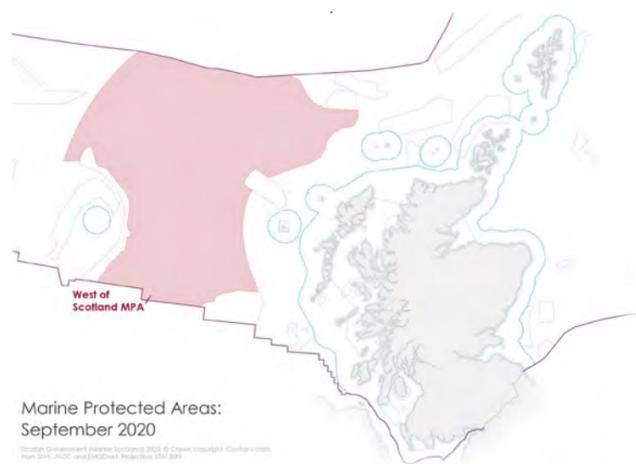
square kilometres, making it the largest MPA located in national waters in the entire North-East Atlantic.

Featuring the deepest parts of Scotland's seas at over 2,500 metres, the site will safeguard some of the most vulnerable habitats and species on the planet, including deep sea sharks, coral gardens and a diversity of other fauna.

Ms Gougeon said: "Scotland's deep sea waters are home to a number of threatened species and habitats including coral gardens and deep sea sharks.

"The designation of this site will address one of the last gaps in our MPA network and will be key in achieving the international target of 10% of the world's oceans covered by an MPA by the end of 2020.

"It also clear evidence of Scotland's commitment to lead



by example internationally on environmental protection.

"Protecting Scotland's marine environment is crucial for supporting the sustainable recovery of our marine

industries. This designation will also form a key element of our Blue Economy Action Plan, which we committed to developing in our Programme for Government."

SFF sets out Sustainability Pledge for future activity

The Scottish fishing fleet will continue to build on its proud record of environmental responsibility as the need for more action to tackle climate change grows, according to the Scottish Fishermen's Federation.

In a new 32-page Environmental Policy Statement, the organisation, which represents more than

400 vessels, highlights a wide range of achievements and sets out a Sustainability Pledge for future activity.

This includes:

- Taking all necessary and appropriate measures to ensure that the fisheries and ecosystems in which they operate are accessed and managed responsibly

- to preserve their sustainable use for current and future generations;
- Minimising unintended by-catch and unwanted catches;
- Actively engaging with technologists and scientists on the most selective but economically efficient methods of fishing;
- Taking full note of the best scientific advice which contributes to effective fisheries management;
- Engaging directly in projects to reduce carbon footprint and minimise the impact of fishing

SFF science policy officer Elena Balestri said: "The Scottish industry is actively improving its sustainability by changing the way in which it fishes and by making appropriate alterations to the gears used.

"The commitment of fishermen to understand the issues related to both the science and policies behind fisheries management is an example to champion both nationally and internationally."

The paper also highlights

the fact that the carbon footprint of the fishing sector is significantly lower than that of most protein producing alternatives, with the pelagic sector – vessels that fish principally for mackerel and herring – being one of the lowest of all.

It further outlines the well-established collaborations with academia, Marine Scotland's Marine Laboratory and the wider scientific community to help promote close co-operation between the industry and the scientific community.

Demonstrating its commitment to science and sustainability, via its subsidiary companies SFF Services and Marine Environmental Solutions, SFF runs on-board observer schemes that collect data that contribute to the ICES stock assessment process.

SFF also supports the principle of Marine Protected Areas (MPAs) for conservation of biodiversity and geodiversity features in particular areas, and will continue to work towards striking a balance between conservation and sustainable harvesting.



Former Chief Executive Of SFF Bertie Armstrong Awarded OBE

The former chief executive of the Scottish Fishermen's Federation Bertie Armstrong said he was "absolutely thrilled" to learn he would be made an OBE for services to the industry.

The 69-year-old retired from the role, made all the more high profile during Brexit negotiations around fishing rights, in October after 14 years at the helm.

Mr Armstrong said: "Most of these things – unless you're really outstanding in your field – are more to do with the team you work with, and that is definitely the case for me.

"I'm pleased this OBE recognises the input the Scottish fishing industry made to the grand debate coming to a head soon, establishing the UK as an independent coastal nation.

"It's so important to Scotland, with 60% of UK fishing is done from Scotland – particularly the north-east and the northern isles.

"It is wonderful for the team and I'm thrilled they have been recognised.

"Being awarded the medal will be the bit to really bring this all home, and I would be delighted to



participate in that – however that works just now."

In retirement, Mr Armstrong, of Kingseat, said he was "delighted to keep his maritime connection well and truly alive" with a post

on Aberdeen Harbour Board and has spent some of his newly-found free time on new hobbies, including "impersonating a golfer" on the course.

Joining the federation as chief

executive in 2005, Mr Armstrong previously served in the Royal Navy, starting out as a mine clearance diver and concluding his 30-year career as the Queen's Harbour Master at Faslane.

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

Carmichael: ministers must sit down with fishing groups to end safety issues

Northern Isles MP Alistair Carmichael has vowed to continue pushing the UK Government to legislate for greater safety of UK fishermen at sea following Brexit.

Two amendments tabled by the Orkney and Shetland MP, which would have a given the Maritime and Coastguard Agency (MCA) powers outside of the current 12-mile limit, were not accepted by the Conservative government during the debate of the Fisheries Bill in the House of Commons earlier in September [13 September].

The bill will set out how fisheries in the UK should look post-Brexit. As the UK is leaving the European Union and will be operating as an independent coastal state as of 1 January 2021

Carmichael said he was disappointed by the government's stance, but encouraged that the UK fishing minister Victoria Prentis has agreed to meet him for further

discussions on the issue.

Speaking in the House of Commons the MP raised the incident earlier this year when the German registered gill netter Pesorsa Dos allegedly attempted to cripple the propeller of the Lerwick registered whitefish trawler Alison Kay during an incident 30 miles west of Shetland.

"The incidents off Shetland demonstrate that there is no meaningful protection for our fishermen in those areas," he said.

Described as the 'Pesorsa Dos safety gap', the case was reported to the authorities at the time but no action followed because the MCA has no jurisdiction outside the 12-mile limit.

"Yes, fishing is a dangerous industry, but it should not be made more dangerous by the sort of recklessness that we keep seeing, and if the Maritime and Coastguard Agency has no powers

to enforce that, it is only going to get worse," Carmichael said.

"The actions of the Pesorsa Dos this past summer were nothing new but if this sort of incident continues to happen, sooner or later a boat is going to be sunk and lives will be lost. The coastguard or police should be given the powers to stop this unsafe behaviour.

"So, if their behaviour at sea endangers their ability to keep going to sea then they will take a longer harder look at themselves before trying something as reckless as that particular skipper did.

"I am pretty certain that the skipper of the Pesorsa Dos would not have tried what he tried if he had thought that he was going to suffer some consequence from it."

Carmichael added: "The minister offered to meet to discuss how to make progress on these issues and I have written to take her up on this," he said.

"I look forward to meeting with her alongside representatives from affected fishermen to consider how we can prevent incidents like this happening again."

Shetland Fishermen's Association said prior to the debate that Carmichael's amendment was "very welcome".

"Following years of intimidation and intentionally dangerous practices on the part of a number of visiting fishing vessels operating around Shetland, Alistair Carmichael's proposed amendment is very welcome to the local fishing fleet," the Shetland Fishermen's Association chief officer Simon Collins said.

"It is high time that the UK authorities have the means to enforce maritime safety throughout our waters and thereby enable our vessels to go about their legitimate business peacefully and safely."



New electronic auction system operational at islands' fish

A brand new electronic auction system enjoyed its first outing at the new fish markets in Lerwick and Scalloway earlier in September.

Martin Leyland of Shetland Seafood Auctions said they chose to trial the system, called Kosmos, on a day of lighter landings and "it seemed to work very well".

It incorporates an app which allows buyers to bid remotely or while inspecting species on the market floors.

Leyland added: "It really finishes off the opening of the two new markets."

The two new fish markets in Lerwick and Scalloway became operational in August this year after being delayed earlier due to Covid-19 restrictions.

Shetland Islands Council invested £5.6 million into a state of the art fish market at Blackness Pier in Scalloway, while Lerwick Port Authority did likewise on the east side of the islands where a new market has been built at Mair's Quay, in Lerwick.



New study highlights post-Brexit fish landing opportunities

The UK would "soar up the global league table" of fish landings if it followed Norway's lead in controlling its own waters, according to industry leaders.

A new study from NAFC Marine Centre's Ian Napier shows that if the UK followed the Norwegian scenario, it would catch more than twice what it currently does.

Norway, which controls its own waters, is believed to land 84 per cent of the fish and shellfish caught in its waters, while for Iceland the figure stands at 95 per cent.

Under the EU's Common Fisheries Policy (CFP) more than 70 per cent of the fish and shellfish landed from the UK Exclusive Economic Zone (EEZ) is currently caught by non-UK vessels.

After 1 January 2021, both government and industry have made it clear that control over access to the UK EEZ will revert to the UK in line with international law, and annual negotiations will be held over fishing opportunities.

An agreement was recently struck

between the UK and Norway on fishing arrangements.

Executive officer of the Shetland Fishermen's Association Simon Collins said the new study "highlights perfectly the inequitable nature of the CFP as far as UK boats are concerned".

"Far more of the fish in our waters is taken by vessels from other countries than by our own, and nothing rankles more with our members than that," he said.

"Nobody is saying that we would get to the Norwegian scenario overnight, but the figures show that our ambition to become a truly global player in sustainable fishing is entirely realistic."

The analysis also showed that the UK's ranking for fish landings declined from 6th in the 1950s to 25th by the early 2000s.

This reflected both the decline in landings by UK fishing boats and the expansion by other nations exercising historical fishing right but also buying up UK quota.

Fisheries agreement between UK and Norway welcomed

Local fishing leader has welcomed a new fisheries agreement signed by the UK and Norway.

Shetland Fishermen's Association executive officer Simon Collins said it is "very much in line with standard practice and highlights the unreasonable nature of the EU's ambitions".

The agreement, which will come into force on 1 January, allows the parties to agree on the exchange fishing quotas as well as mutual access to each other's areas of fisheries jurisdiction.

Arrangements for reciprocal fishing access and the exchange of fishing quotas will be made through annual fishing agreements.

The UK Government say the deal is the "first as an independent coastal state in 40 years".

The UK is set to leave the EU's Common Fisheries Policy at the end of December. Norway is not a member of the EU. Conservative Highlands

and Islands MSP Jamie Halcro Johnston said it was a "major step in our progress to becoming an independent coastal state capable of striking our own deals on behalf of our own fishermen".

"The days of EU bureaucrats in Brussels making all the decisions are over," he said.

"This agreement is particularly significant for our coastal communities which have been yearning for the opportunity to rebuild our fishing industry and bring back well-paid jobs to areas which desperately need them."

The Guardian, meanwhile, has reported that catches of EU fishermen could be phased down between 2021 and 2024 to offer time for European coastal communities to adapt to the changes.

It says that this transition period features in a new negotiating paper tabled ahead of the current round of negotiations in Brussels between the UK and the EU.

In response, Collins said it is "all very interesting, but it doesn't cover the key point in all of this, which is the UK's insistence on sovereignty and controlling access to its waters".

"For the fishing industry, this is the fundamental point. It's what separates independent coastal states from colonies.

"We've always said that once UK control is accepted and agreed, we'd be perfectly willing to sit down and discuss such matters as a managed adjustment in quota shares, for example.

"Being uncompromising on the fundamental point doesn't mean a refusal to look at other issues – such as a transition arrangement – once that is agreed.

"Put another way, we are insisting on the UK's right to decide who catches what, where and when in its own waters. Once that is agreed we are open to discuss how fairer quota shares might be achieved, for example, and over what period."



ORKNEY NEWS *By Craig Taylor*

Kirkwall RNLi rescue fishing crew

Kirkwall's volunteer lifeboat crew launched at the request of the UK Coastguard to a fishing vessel aground on rocks on the island of Westray.

The all-weather lifeboat launched shortly before 10am on Friday 18 September to the aid of the Westray creel boat fishing, Kingfisher, which was reported to be on rocks with a crew of two onboard.

The lifeboat arrived on scene at 10.50am to find the vessel hard aground on a shelf of rock.

They were assisted by two other vessels along with the Westray Coastguard team on the cliff top.

After launching the lifeboat's Y boat and passing a tow rope, the lifeboat attempted to pull the vessel clear from the rocks only for the tow rope to part twice.

The decision was made for the crew to abandon the fishing vessel. They were recovered by the Y boat and brought safely onboard Kirkwall lifeboat.

The lifeboat departed the scene and landed the fishing crew at Rapness, Westray before returning to Kirkwall where the lifeboat was washed down, refuelled and was ready for service again by 15.20pm.

The fishing vessel was later declared a total loss.



The Kingfisher incident on Westray

Brother and sister honoured



Elizabeth Johnson and William Jolly - fundraising Kirkwall

A pair of sibling volunteers from Kirkwall have been honoured for their families' 66-year commitment to their local seafaring community by national maritime charity, the Shipwrecked Mariners' Society.

Volunteering siblings William Jolly and Elizabeth Johnson, pictured, – known

as Billy and Liz – who have been Honorary Agents for the Society for 27 years, received the prestigious Lord Lewin award for outstanding service to the charity.

Billy and Liz follow in the footsteps of their father, William Jolly Snr, who also served as Kirkwall's Honorary Agent from

1954 until 1993, at which stage they took over his duties. In total, the family have been supporting the charity and its work for an incredible 66 years and plan for Liz's daughter to take over the role once the time is right.

Billy and Liz have been responsible for looking after the charity's large collecting mine at the end of Kirkwall pier, along with overseeing a selection of model mines in the local area. The siblings have also served the Society in many other ways, including arranging various fundraising events and raising £5,000 for the Society, helping the survivors of local shipwrecks, and maintaining a close relationship with Orkney Islands Council, who they persuaded to refurbish one of the charity's mines in 2018.

Chief Executive of the Shipwrecked Mariners' Society, Captain Justin Osmond RN, said of Billy and Liz's award win: "As exceptionally committed

and long-term supporters of the Society, Billy and Liz are thoroughly deserving of special recognition for their outstanding efforts. Our volunteers are the heart and soul of the charity and the fact the Johnson family has been dedicated to supporting us for the past 66 years is remarkable and something for which we are extremely grateful."

The Shipwrecked Mariners' Society offers support to those in the Kirkwall area and across the UK who are suffering hardship during, or after fulfilling their life at sea. The charity aims to offer support to seafarers, and their dependants, to make a positive difference to their lives. The charity continues to provide help to thousands of individuals each year by offering financial and practical support to those in need and this year launched a £1m Covid-19 support fund to further help seafarers in need affected by the pandemic.

Council offered island at no cost

Councillors in Orkney have agreed to take ownership of the island of Little Green Holm as "an investment for part of Orkney's biodiversity future."

The Crown offered the "seal sanctuary" to Orkney Islands Council at no cost, other than the administration associated with the transaction itself. The Crown took back ownership following the dissolution of the company who previously owned it.

Members approved the offer at the asset management sub-committee in September, which was then agreed at full council level recently.

Chairman of the sub-committee, Councillor Leslie Manson, said the move was prudent to

allow for "stewardship" of the eight-acre island.

"This is a sensible acquisition to make on behalf of the people of Orkney and an investment in our biodiversity given the island's importance as a breeding site."

The island, which stands only nine metres high, is part of a Site of Special Scientific Interest which, alongside the neighbouring island of Muckle Green Holm, supports a nationally significant population of grey seals.

Lying 4km north of Shapinsay and 2km south-west of Eday, Little Green Holm, is vegetated with a coastline made up of rocks and boulders.

OIC executive director of development and infrastructure, Gavin Barr, said: "Local authorities are well placed to deliver biodiversity

conservation; as land managers and planning authorities they can have a significant positive impact on biodiversity protection, as well as identifying opportunities for enhancement.

"The opportunity for the council to purchase an island is not a regular occurrence and the council's acquisition of Little Green Holm will provide the authority with an opportunity to contribute towards biodiversity conservation by ensuring that the island can continue as a haul-out and breeding site for grey seals.

An OIC biodiversity report covering from 2018-2020 is due to be completed in December and this acquisition will be good evidence of the importance that the council and Orkney places on natural heritage.



ICELAND NEWS *By Guðjón Einarsson*



Successful herring season

Herring is still a valuable contributor to Iceland's economy albeit not as important as before.

Fishing for herring off the east coast of Iceland has been unusually easy and comfortable this season according to skipper Hjörvar Hjálmarsson of pelagic vessel Börkur NK from Neskaupstaður, a town in East Iceland. "There is plenty of herring on the fishing grounds and the fish has stayed longer in Icelandic waters than in recent years," Hjálmarsson said in an interview when returning to harbor in early October. "This time it only took an hour's haul to catch 872 tons. The trip lasted barely twelve hours and the part of the crew that was off-duty actually slept it off and did not wake up until we were homeward bound."

Lack of agreement

The total allowable catch (TAC) of herring for Iceland this year is around 91,000 tons. In Mid-October most of the quota had already been caught. The herring stock in question is called the Norwegian spring-spawning herring. This stock originates in Norwegian waters and migrates towards Iceland in summer. The stock is shared by Norway, Iceland, the Faroe Islands, the EU and

Russia. Since 2013 a lack of agreement between these parties on their share of the TAC has led to unilaterally set quotas which together have been between 4% and 42% higher than the TAC advised by the International Council for the Exploration of the Sea (ICES).

For the current year ICES recommended a TAC of 526,000 tons but it is estimated that the total catch would turn out to be 694,000 tons. Despite this apparent overfishing, ICES has now advised a TAC of 651,000 tons for next year which is 24% higher than recommended for the current year. This is due to an upward revision of the 2016 year class which contributes more to the catches in 2021 than in 2020.

Vital to the economy

The Norwegian spring-spawning herring, or the Norwegian-Icelandic herring as the stock is called in Iceland, has been an extremely important contributor to the Icelandic economy ever since the fishing started in the late nineteenth century. It is even stated that without herring it is questionable whether the modern society

that exists today in Iceland could ever have developed. On the website of the Herring Era Museum in Siglufjörður, Iceland, it is claimed that good herring seasons during the great depression of the 1930s, a period when overseas cod markets were closed, probably ensured Iceland's economic independence and played a role in enabling the country to achieve full independence in 1944, following five centuries of Danish domination.

A total collapse

The herring's economic importance was indisputable; In the 1960s, when the Icelandic total catch reached up to 478,000 tons a year, the value of herring amounted to over 40% of Iceland's total export value. Then without much warning a catastrophe occurred in 1967-1968. The herring stock totally collapsed. The herring adventure as it was called came to an abrupt end. The reason has been attributed to a combination of overfishing, a sudden change in food supply in the ocean due to climate change and excessive fishing of young herring in the Norwegian fjords. This was a fateful turn of events.

Serious consequences

The collapse of the herring stock caused severe unemployment, especially in the towns that were most dependent on this fish species but also in the country as a whole. Some communities were totally ruined. Many people emigrated temporarily in order to find work elsewhere.

But this also marked the beginning of a new adventure: the stern trawler revolution. In the early 1970s a massive renewal of the trawler fleet, supported by the state, helped fishing towns that were devastated by the collapse of the herring to regain their strength. This coincided with Iceland's efforts to gain control of its fishing stocks by expelling foreign fishing vessels, first out of the 50 miles limit and a few years later out of its 200-mile jurisdiction. But that is another story.

Twenty-five years passed until this herring stock had grown large enough to be ready to restart its migration across the Norwegian sea towards Iceland. The stock is still a valuable part of Iceland's economy albeit not as important as before.



Images courtesy of Mooney Boats & Ivan Reid

FACT FILE

NAME: MFV OCEAN CHALLENGE
REGISTRATION: B47
HOME PORT: SKERRIES
COMPANY: JOHNSTON FISHING LIMITED AND OCEAN WAY FISHING COMPANY
SKIPPER: LESLIE HUGHSON
CREW: FISHING WITH 7 (CAN ACCOMMODATE 8)
YARD: MOONEY BOATS LTD
DESIGNER: VESTVAERFTET
TYPE: TWIN RIGGER
LOA: 28.50
BEAM: 8.7M
DRAUGHT: 5.6M

Ocean Challenge leaving Skerries after the naming

NEW BOAT

OCEAN CHALLENGE

A MASSIVE BOOST TO SKERRIES

By Niall Duffy & Hans Marter

The arrival of a brand new state of the art whitefish trawler at the outlying community of Out Skerries has been described as a major boost to the small community by skipper Leslie Hughson.

Built at Mooney Boats yard in Killybegs the Ocean Challenge arrived in Lerwick before heading

to her home port of Skerries for the naming ceremony.

Back in Lerwick to take on gear ahead of fishing trials, Hughson said sailing the new vessel home to Skerries had been a "proud moment".

And while making a living in Shetland's outlying islands has become more and more difficult, Hughson says Skerries is very much home and he and his wife Diane were trying to spend at least most weekends on the small island

group.

The Ocean Challenge joins the Renown and Sharyn Louise who are also both registered in Skerries.

Most of all, however, the new 28-metre trawler is a statement of confidence in the future of fishing beyond Brexit, and as such an investment into the next generation of local fishermen. Leslie's son Steven is currently second skipper.

The new £5 million vessel was initially due for delivery in June this year but the coronavirus

pandemic caused a delay after the shipyard in Donegal was forced to close down temporarily.

Hughson said the trawler had been ordered after the previous vessel Ocean Way sunk in March 2017 and crews and quota were transferred to the company's other vessel Fairway.

They soon realised that they required a new vessel, Hughson said, and placed an order with Mooney Boats "who we were introduced to during the Skipper

Expo Aberdeen three years ago." Speaking to The Skipper, Yard Owner Lee Mooney said: "The 'Ocean Challenge' was a rewarding yet challenging build for Mooney Boats Ltd at 28.50 LOA she was the largest boat completed by the shipyard to date. We would like to thank Leslie and the Hughson family for choosing our shipyard for the construction of Ocean Challenge. We wish them all the very best and safe fishing for many year into the future."

CONSTRUCTION

Arriving from the initial yard of construction in Poland the hollow hull began fit out in the first quarter of 2020. Unforeseeable at the time a global pandemic was about to take place, like many industries, Mooney Boats quickly found ways to adapt due to the vessel owners being unable to travel to the Donegal based shipyard.

To overcome this Mooney Boats Ltd Design team began sophisticated 3D design drawings of various layouts which were sent digitally to vessel owners to review and walk around proposed designs on their mobile devices such as iPad and Laptops.

From the success of these 3d design drawings Mooney boats Ltd where later tasked with designing the fish processing system, a first for the shipyard. Using the latest 3D software, the yard digitally designed and rendered the fish processing deck for approval by the owners in Shetland.

At 28.5 metres with a beam of 8.7 metre, the new vessel is powered by an ABC 6DZC engine with two auxiliary engines Caterpillar all from Padmos, while gearbox and propellers have



Ocean Way crew from right- Skipper Leslie Hughson, 2nd Skipper Steven Hughson, Deckhand Arthur Johnson, Engineer Callum Nicol, Deckhand Paul Moodie, 2nd Engineer David Wynn and Deckhand Leonard Johnson.

been supplied by Heimdal.

The new Ocean Challenge is larger than the Ocean Way, offers significantly more safety at sea and while fishing, and also brings more comfort to the crew quarters.

In typical Mooney Boats style the accommodation areas of the vessel is modernised as we've come to expect. LED strip lighting guides you around the accommodation areas. 24" Flatscreen tv's can be found in all 7 cabins while the mess boasts a 55" screen and comfortable crew seating with built in USB charging ports. A Decorative glass partition depicting the vessel side profile breaks the Mess area from the Galley. Underfloor heating throughout the two accommodation decks creates a comfortable area of rest.

DECK MACHINERY

RAPP supplied the complete trawl and deck machinery equipment on board the vessel based around 3 x 800 fathoms capacity Type TWS2521S Trawl Winches controlled by a Rapp



Wheelhouse



OCEAN CHALLENGE

CONGRATULATIONS to Owners & Crew with the new Vessel!

"We are delighted and proud to have delivered the full range of hydraulic deck machinery to this new White Fish Trawler owned by Ocean Way Fishing Company."

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Wishing every success to Leslie, family & crew with the new OCEAN CHALLENGE

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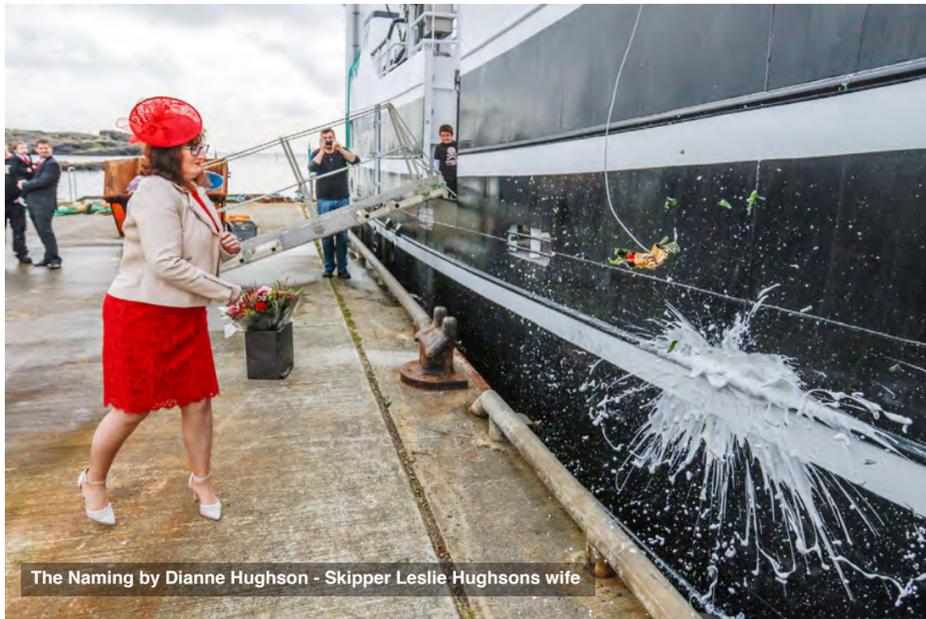
OCEAN CHALLENGE

Congratulations to Leslie, Family and Crew with your new vessel "OCEAN CHALLENGE"

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Proud Skipper in the Wheelhouse Leslie Hughson



The Naming by Dianne Hughson - Skipper Leslie Hughsons wife



Passing Skerries Lighthouse



Aerial view



ABC Main Engine



Fish Handling System

Hydema Trawl Computer with PTS-Pentagon CbusHF. The PTS-Pentagon CbusHF system is well tailored both for bottom trawling, pair trawling, Scottish seining as well as for pelagic trawling and is based on experience with the PTS-3000 system and first generation PTS-Pentagon. The PTS-Pentagon CbusHF can control the trawl

winches using the remote control system and remote control panel in the wheelhouse. There are also possibilities to integrate the system with sonar & echo sounders. The deck machinery consisted of a NDD-2500 Split Net Drum, 2 ND2000 Bagging Drums, GW2600S Gilson Winch, Mooring Winch, 2 Out-haul Winches, a

1 1.4 ton Landing Crane and a Pullmaster PL1 Auxiliary Box Pulling Winch. RAPP Service Manager Drew Elphinstone and Technician Alan Candy worked closely with Mooney Boats to commission and test all the systems before Ocean Challenge left Killybegs and they will also attend the vessel in Shetland for fishing trials.

REFRIGERATION
KER Group supplied and installed the full refrigeration package on the new Ocean Challenge. "We were delighted to be awarded the contact," says Derek Mc Brearty. "The process was simple, Leslie knew what he wanted to achieve, and we offered the solution." Equipment installed consisted of:



Shore Road, Killybegs
Donegal, Ireland
+353 74 97 31152
info@mooneyboats.ie

MOONEY BOATS LTD Proud Builders Of The MFV Ocean Challenge.
Wishing Leslie Hughson Family & Crew Every Success For The Future



WWW.MOONEYBOATS.IE

2 x 2.5T BUUS Ice Machines c/w Bitzer compressors and condensers
1 x Complete fish hold refrigeration system c/w Bitzer compressor and condenser
1 x Fish hopper refrigeration circuit

The fish hold evaporator consisted of 700 mtrs of stainless steel pipe specially designed with close radius bends to achieve maximum surface area coverage. The system is fitted with temperature control system. The ice machines were fitted over each other on stainless steel framework. Chute to carry the ice to the locker was manufactured from PE plastic completed with inspection hatches.

All pipework from the seawater pumps was installed using marine grade stainless steel pipe and all Tig welded to ensure the longevity of the install. All electrical panels for the refrigeration and ice machines were manufactured, installed and terminated by KER Group engineers.

The extensive electronics systems for Ocean Challenge were supplied by Scalloway based H. Williamson & Sons Ltd, and due to the Covid restrictions on travel, installation was carried out by Barry Electronics engineers.

Ocean Challenge Equipment List

- Radar**
Furuno FAR2228 BB 25Kw 6.5ft scanner
Furuno M1835 10" LCD display, 4kw 24" radome
- Navigation**
2x Furuno GP-39 GPS
Furuno SC-70 Satellite Compass
Furuno FA-170 AIS
- Plotters**
Sodena #1 - 24v Sodena Easywin, AIS, ARPA, Tides, Charts
Sodena #2 - 24v Sodena Easywin, AIS, ARPA, Tides, Charts
- Anemometer**
Furuno RO Wind (interfaced to Sodena System)
- Acoustic**
Furuno FCV295 10" display, 28kHz
Furuno FCV1900G BB (chirp+sizing) sounder
- Trawl Monitoring**
Scanbas 365 system, double distance + angle, clump sensor, 1x flow sensors
- Autopilot**
Navitron NT921G autopilot
3x NT920 NFU - non follow up control
1x NT920RAI - rudder indicator
Furuno RD33 remote display
- BNWAS**
Furuno BR500
2x BR560 motion sensor
BR540 cabin panel
- Communication - GMDSS**
Sailor 6222 DSC VHF
2x Comrod AV7 VHF Antenna
Sailor 6310 MF/HF DSC 150W
COMAT62 - 6m Comrod Transmit
Whip
COMAR42 - 4m Comrod Receiver
- Whip**
Furuno NX-700B Navtex
Tron 60GPS EPIRB c/w float free bracket
Entel HT649 GMDSS handheld VHF
- Communication - Non GMDSS**
2x Sailor 6248 non-DSC VHF c/w handsets
2 x Comrod AV7 VHF Antenna
2x 6204 remote handsets
Furuno VSAT system
VOIP and telephone
GSM Phone
Procom phone antenna
Sailor SC4000 Iridium Sat Phone
Entel HT644 handheld VHF
Safety helmet with entel comms set with single earpiece
- Entertainment**
2x Fusion RA55 AM/FM Radio c/w bluetooth, 2x 6" speakers (wheelhouse/messroom)
7x 32" freesat TV for cabins
- Intercom**
Phonetec 3101 - 10 Station Talkback
6 x 9001 Indoor cabin unit
Engineerom headset substitution
3x 9004 outdoor call unit
3x DNH waterproof speaker
- Satellite TV**
Seatel 80 Sat TV System
CCTV - IP based system
16x POE cameras with 5x viewing station with independant control at each
- Computers**
Wheelhouse PC - e-log, internet, weather, etc
Wheelhouse PC - scales
- Scales**
VCU Scales system
- Monitors**
4x Neovo QX-32
17x neovo RX-24



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WISHING LESLIE, FAMILY & CREW EVERY SUCCESS ON YOUR NEW VESSEL "OCEAN CHALLENGE"



REFRIGERATION



ELECTRICAL



FISH HANDLING



SAFETY AND HYGIENE FROM PBP

Renowned paint and coatings technology company PBP Services completed a state-of-the-art anti-slip deck resin project on the Ocean Challenge.

During installation onboard Ocean Challenge the four-layer resin compound application was installed and fully cured in each area within two 24-hour working shifts with the experienced team working hard and efficiently throughout the night to a strict application system which can not afford any miscalculation as the rapid curing of the process could go drastically wrong if not applied correctly by experienced personnel and, working to this schedule allowed for the shipyard workers to continue uninterrupted with their normal start time the following morning and with their work schedule for that day ahead.

Each layer in the four-layer system fully cures within one and half hours at temperatures as low as -30 degrees - meaning that this coating system has also commonly been used within refrigerated rooms and cold stores in previous projects.

On Ocean Challenge, the trawl deck had the areas between the sacrificial flat bar deck protection strips brought back up to level of top of the flat bar before having the four-layer application fully installed from the trawl winches and net drums all the way back to the stern shooting gate and inside the stern rails. The net tracks were left in a smooth resin finish to provide ease of shooting and hauling in order to prevent the netting sticking and fraying.

The areas outside of the net tracks on the trawl deck, as well as down below in the fish handling and processing deck, had the FB quartz system applied in order to enhance anti-slip properties on these decks.

FUTURE

Skipper Hughson said they had a crew of seven at the moment but were planning to introduce a two-shift system employing 11 people. With the Fairway sold to a new partnership in January this year, Hughson and his men are ready to get going, particularly at a moment in

history when big changes to fishing are just around the corner.

"There are far too many foreign boats fishing around here which after all are our own waters," he said, adding that as much as 70 per cent of the local fleet's traditional fishing grounds were taken up by gill nets set by French and Spanish vessels.

Hughson said that he and his crew also have had several encounters with those vessels over the years, including two memorable moments with the German registered Pesorsa Dos who has been in the headlines lately.

He said he was well aware that it would take some time for changes to be implemented once the UK had become an independent coastal state, but the direction of travel was clear in that the presence of EU-registered vessels in Shetland waters would be reduced.

And that, he said, "can only be a good thing for the fishing industry here in Shetland."

The Skipper would like to wish Leslie, Steven, Family and crew many years successful fishing with Ocean Challenge.



Crew Cabin

GCM PAINTING

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- PAINT SPRAYING
- POWER WASHING



Best wishes to Leslie, family & crew on your new Ocean Challenge.

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Mobile: 086 1567431 Email: gcmpainting@hotmail.com



BEST WISHES TO LESLIE, FAMILY AND CREW WITH YOUR NEW VESSEL OCEAN CHALLENGE

OCEAN CHALLENGE



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How preventative and predictive maintenance can ensure uptime, maintain productivity and reduce costs.

With vessel owners looking to keep operating costs to a minimum and with re-power or upgrade plans on hold, gearbox maintenance should be a priority for any business to maximise vessel performance, remain operational and extend the life cycle of existing driveline equipment.

Avoid expensive repair bills

Downtime can be costly to businesses that rely on their vessels to be out at Sea. Preventative maintenance activities are interventions that prevent breakdowns that decrease profitability.

Ensuring routine maintenance schedules are maintained can be the difference between your vessel remaining operational, or your business incurring expensive and time-consuming breakdowns and unplanned repairs.

Additionally, failure to keep a sound maintenance schedule can have a significant impact on performance, and typically presents in one or more of the following problems:

- Premature deterioration of clutch plates
- Increased wear on working parts within the gearbox
- Water contamination into oil and gearbox
- Corrosion of gearbox and internal parts
- Poor clutch engagement
- Oil leaks
- Excessive fuel usage
- Reduced engine performance
- Loss of efficiency in the gearbox

Predictive maintenance

Not only does a sound service schedule keep your vessel in optimum running condition, but it also allows for the prediction of upcoming repairs to reduce the

impact on the business and a vessels operation.

During a driveline inspection, standard maintenance procedures are carried out alongside component inspection to predict any future gearbox failures.

Keeping both an up to date service schedule and gearbox inspection timetable is the gold standard for keeping reactive repairs to a minimum. Utilising both of these techniques to monitor the condition of your gearbox will reduce maintenance and repair costs.

Maintaining your driveline efficiency

Covering the UK and Ireland, MIT has a team of highly skilled mobile engineers, with driveline maintenance forming the basis of the whole life support ethos that drives the organisation. Offering a proactive service solution that manages the entire inspection/maintenance cycle from parts sourcing to labour - ensuring your vessel is operating at its optimum efficiency.

Using genuine OEM parts, our team of mobile service engineers can carry out;

- Full driveline inspection
 - Oil change
 - External filter change
 - Suction screen flush through
 - Inspection/replacement of drive coupling
 - Change of valve springs
 - Controls inspection
 - Gearbox and shaftline alignment
 - Borescope and internal inspection of gearbox
 - Oil sampling and diagnostics
- Twin Disc, ZF, Reintjes, Masson, PRM, Nico, Servogear, - We are the gear experts!

MIT are approved service partners for Twin Disc, ZF, Reintjes, Nico and Servogear. With an extensive working knowledge of all marine gearboxes and service schedules, MIT also has comprehensive experience working on both Masson and PRM gearboxes.

When was the last time you had your vessels gearbox inspected?



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PUBLIC NOTICE OF APPLICATION FOR A FORESHORE CONSENT WEXFORD COUNTY COUNCIL

Foreshore Application in respect of the Enniscorthy Flood Relief Scheme

Notice is hereby given pursuant to Section 19A of the Foreshore Act 1933 (as amended), that Wexford County Council, County Hall, Carricklawn, Wexford Y35 WY93 has applied for consent under the Foreshore Acts to occupy an area of foreshore for the purpose of dredging, the construction of flood defences, the construction of a new pedestrian bridge and the replacement of the existing Seamus Rafter Bridge with a new bridge further downstream in connection with the Enniscorthy Flood Relief Scheme.

An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this proposal. The foreshore application, EIAR, associated documents, all relevant maps, site plans and drawings may be inspected (subject to Covid-19 Precautions) free of charge at the following locations:

Enniscorthy Garda Station, Lymington Road, Enniscorthy, Co. Wexford (24 hours) and at the offices of **Wexford County Council, Enniscorthy Municipal District Office, Enniscorthy Courthouse, Court Street, Enniscorthy, Co Wexford Y21 NT97 (Hours: Monday to Friday 09.00 to 13.00 and 14.00 to 17.00).**

A hard copy of the Environmental Impact Assessment Report may be purchased from the applicant. A Non-Technical Summary may be obtained free of charge.

CDs that include the Environmental Impact Assessment Report, maps, site plans and drawings, and a copy of the foreshore application are available free of charge from the applicant at the address stated above or by emailing: enniscorthyfds@mottmac.com

The application may also be viewed on the following dedicated website: <http://enniscorthyfds.ie/index.php/foreshore-consent-application-2020> and on the Department's website at: <https://www.housing.gov.ie/planning/foreshore/applications/enniscorthy-flood-defence-scheme>

The Minister for Housing, Local Government and Heritage is responsible for making a decision on this application and he may either grant, approve or consent to the application with or without covenants, conditions or agreements, where applicable, or refuse the application.

Section 19C of the Foreshore Act does not apply to this application.

Submissions, comments in relation to the proposal may be made in writing within eight (8) weeks from the date of publication of this notice to the Minister for Housing, Local Government and Heritage at Marine Planning Policy and Development, Department of Housing, Local Government and Heritage, Newtown Road, Wexford Town, Y35 AP90 or by e-mail to foreshore@housing.gov.ie (Quoting Ref: FS 006895). The closing date for the receipt of written submissions, comments or questions is therefore 17:30 on 15th December 2020.

Within 8 weeks from the publication of this notice, a copy of the application, the Environmental Impact Assessment Report and any other relevant report or information (including copies of any submissions, comments, or questions received by the appropriate Minister) may be inspected (subject to Covid-19 Precautions) free of charge at Marine Planning Policy and Development, Department of Housing, Local Government and Heritage, Newtown Road, Wexford Town, Y35 AP90 during the hours 10:00 to 13:00 and 14:00 to 17:00 Monday to Friday.

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 will 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 on the Department's website at:

<http://www.housing.gov.ie/planning/foreshore/public-participation-foreshore-consent-process>

Dated this 20th day of October 2020.

**WEXFORD COUNTY COUNCIL,
COUNTY HALL,
CARRICKLAWN,
WEXFORD,
Y35 WY93.**

Shazleah at Killybegs Harbour



NEW BOAT

SHAZLEAH

FACT FILE

NAME: MFV SHAZLEAH
REGISTRATION: SO 672
HOME PORT: KILLYBEGS
SKIPPER: MARCUS MUNNELLY
YARD: G SMYTH KILKEEL
DESIGNER: G SMYTH
TYPE: MULTI-PURPOSE CATAMARAN TRAWLER
LOA: 12 M
BEAM: 5.5MM
DRAUGHT: 1.7M

Images supplied by: John Cunningham and Leslie Cambell



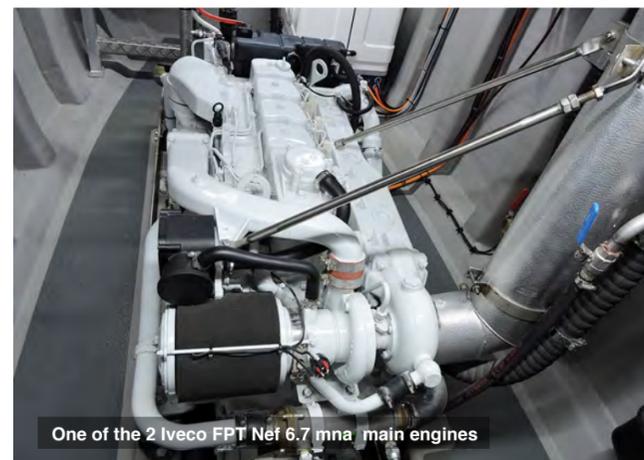
Marcus and Michael Munnelly



Wheelhouse



Shazleah on sea trials



One of the 2 Iveco FPT Nef 6.7 mna main engines

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Congratulations to Michael, Marcus & family on your new vessel 'SHAZLEAH'

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Shazleah

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By Niall Duffy

The future diversity of inshore fishing was on display recently with the arrival of the new multi-purpose 12 meter catamaran Shazleah to her home port of Killybegs.

Built by G Smyth Boats in Kilkeel for Donegal fishermen Michael and Marcus Munnelly,

Shazleah has been designed to fish using Whitefish & Pelagic Trawls, Jigging Machines and Haulers..

The versatility of the Shazleah was a design collaboration between the owners and designer Gerry Smyth resulting in a vessel that can quickly change roles to target fish by availability or season and take advantage of weather conditions to fish further offshore.

Kirwan Technical Services

supplied the two Iveco FPT Nef 6.7 mna main engines coupled to PRM 1000D4 gearboxes.

The deck equipment package by SeaQuest Systems includes

- SeaQuest 3tonne Trawl Winches
- SeaQuest 1tonne Net Sounding Winch
- SeaQuest 2tonne Net Drums

Complete Hydraulic Package including local & deck control,

Wheelhouse panels and a LS Hydraulic System

The installation was carried out in Kilkeel by SeaQuest Systems engineers which included fitting out the complete pipework in stainless steel

Barry Electronics supplied and installed a complete electronics package to Shazleah which also included a 80kHz 6" Sonar to target pelagics.



G. SMYTH BOATS

We wish Michael, Marcus & family many years of safe and successful fishing with your new vessel "SHAZLEAH".



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Congratulations to Michael, Marcus & family with their new vessel "SHAZLEAH". We are proud to have supplied, installed and commissioned the communication, navigational and fish finding equipment for this vessel.



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To see our pumps and new swivels working click videos on www.seaquest.ie.

Best wishes to Michael, Marcus & Family from Seaquest systems, proud suppliers of the new Shazleah.

Stay up to date, follow us on Facebook or check out our projects section on our website

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Email: sales@seaquest.ie - www.seaquest.ie



- The fitout consisted of :
- Simrad R3016 16" Halo Radar
 - Furuno FCV588 50/200kHz Echosounder
 - Furuno FCV588 50kHz Net Sounder
 - 300m of Net sounder Cable and Net sounder Box
 - 2 x Furuno GP39 GPS Navigators
 - Sodena V9 ECS Chart Plotter with All Ireland UK Charts
 - Max Sea 3D Plotter with

- Dual Screens with All Ireland UK Charts
- Suzuki S1900 80kHz 6" Sonar
- Simrad A2009 Autopilot and Compass
- Emtrak Class B AIS
- 2 x Icom M330G DSC VHF
- Fusion AM/FM Radio
- 4 camera CCTV system with NVR recorder

Swan Net Gundry designed and supplied both Demersal and Pelagic trawl gear to Shazleah

including a 14 x 10 Pelagic Trawl and 2 x 12fm Dual Purpose Whitefish Trawls for Twin Rigging. Swan Net Gundry's Inshore Marine depot in Killybegs also provided the supplied the complete chandlery and safety package for the vessel.

Shazleah is insured by Donegal based Cavanagh Hooper Dolan Ltd.

Reflecting on the new build Michael Munnely was full of praise for Gerry Smyth and his

team at the Kilkeel boatyard "Shazleah is exactly the boat we hoped it would be and credit must go to all at G Smyth Boats. We would like to thank Gerry, Ceara and rest of the workforce at the yard for their dedication and workmanship, which is reflected in the quality built boat we have today"

The Skipper would like to wish Michael, Marcus and Family many years of good fishing and safe seas with their new boat.



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Fenit welcomes first female RNLI lifeboat Coxswain in Ireland

Denise Lynch, a volunteer lifeboat crewmember with Fenit RNLI in Kerry, has been passed out as an RNLI Coxswain. She is currently the only woman to hold the senior position on an operational lifeboat crew in Ireland and is the first woman to be appointed to the role in the country. Denise began as a volunteer in 2001 and has served on both Fenit RNLI's inshore and all-weather lifeboats.

Denise became interested in lifeboats as a primary school student when her class visited the lifeboat station on a school trip. From a prominent fishing family in Fenit, as a child, she knew and looked up to the lifeboat Coxswain and decided that when she was old enough she would join the lifeboat crew. The middle of six children, Denise (37) is the only one of her family to serve on the lifeboat.

On her appointment Denise said, 'From the day I visited the station in primary school, I fell in love with lifeboats. I know my family and the lifeboat crew are proud of me and I feel

incredibly honoured and ready for this new challenge. I have been a Helm on the inshore lifeboat and a navigator on the all-weather lifeboat for years. I think about how we are helping families whose loved ones are in trouble and it hits home how important the work of the RNLI is, along with that of our colleagues in the Coast Guard and other search and rescues agencies.'

While Denise is currently the only female Coxswain volunteering on operational lifeboat crew in Ireland, Helena Duggan, a staff Assessor Trainer with the RNLI, is also a Coxswain. There are currently 155 volunteer female lifeboat crew in Ireland. The charity is looking to recruit more volunteers for a variety of sea-going and station roles and Denise is keen to encourage others to follow in her footsteps.

Asked what advice she would have for other women who might be interested in becoming lifeboat crew, Denise is clear in her answer, 'I'd say go for it. It's no big deal to my male colleagues on the lifeboat crew that a woman is in this role,



Denise Lynch, Fenit RNLI

because they know me and they've been to sea with me in all weathers. The trust and respect are mutual between lifeboat crew. They know I can do the job and they know I'm there for them, whatever happens. If you've an interest, just give it a cut.'

'The RNLI will provide the training and they'll know if and when you're ready to move into a different role. I want to thank everyone at Fenit RNLI for supporting me and the RNLI for giving me the opportunity. It's very special to be first but I hope there are many more to

come. I hope it encourages more people to volunteer.'

Commenting on the appointment, Fenit RNLI Lifeboat Operations Manager Ger O'Donnell said, 'We are delighted to have a new Coxswain at Fenit. Denise is a great addition to our Coxswain team and has been a valuable member of the lifeboat crew for many years. We are lucky to have so many great volunteers at our station who fill a variety of roles, from fundraising to operations. We couldn't function without them and they all play their part to save lives at sea.'

PHOTO OF THE MONTH IN ASSOCIATION WITH




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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.



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15MTR NORWEGIAN PURSE NETTER SCOMBRUS R-1-H HEADING OUT FROM LERWICK.

THE MONTHLY PRIZE

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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 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.

TWO YARDS FATHOM IT OUT

Two of Europe's best known shipyards collaborated recently in a joint effort to get around restrictions on travel due to the Coronavirus epidemic.

Zamakona Shipyard in Spain and Hirtshals Yard in Denmark worked together to ensure the 70mtr Shetland based "Adenia", built by Zamakona in 2019, was back on the fishing grounds quickly after having works done at the Hirtshals yard.

As is normal with a new build the "Adenia" owners wanted to make a few adjustments under warranty after their first season with the new vessel. However with current travel restrictions and fishing time at a premium Zamakona came up with a solution to have the work done by Hirtshals which meant a shorter steam for the "Adenia" and a quick turnaround.

While at Hirtshals the "Adenia" also had several crew platforms for cleaning the RSW tanks fabricated and installed. The removable platforms were designed to fit on brackets secured to the tank bulkheads and ensure the crews safety when pressure washing tanks or doing maintenance on pipework. Hirtshals also upgraded the vessel's gangway with new fittings.

Hirtshals Yard Director, Peter

Jorgensen told The Skipper:

"The "Adenia" came to Hirtshals Yard to have some adjustment done on their ship, to make some of the working processes onboard more efficient and amongst other things the owner wanted some smaller platforms for the employees to stand on when cleaning the tanks onboard."

"A few small warranty jobs were done onboard in close collaboration with Zamakona, who built this amazing ship. Smaller warranty adjustment is quite normal when building a new ship, and we have made an agreement and have worked closely together with the Zamakona Shipyard."

"Especially in these times with a pandemic all over the world it has been important for both us and Zamakona to have the close collaboration, so our mutual clients can choose to go in the nearest to their fishing grounds, so they are kept on sea and do what they do best – fishing."

"We at Hirtshals Yard always strive to do everything in our power to make all customers and crew feel sure that everything is taking care of



Hirtshals Yard Director, Peter Jorgensen

and therefore every project has its own project manager / SPOC, to make sure that the client feels safe and is taken care of."

"A close dialogue is crucial for the projects to succeed, and therefore the project manager who is responsible for the project has a project meeting every morning with the client. The project manager is involved in the

project from the beginning of the process from quotation, when working on the project and after project and invoicing."

"At Hirtshals Yard we have a close collaboration with all of our subcontractors and do quality assurance processes, to make sure that they all meet the high standard we strive to have here at Hirtshals Yard."

George Anderson, Owner "Adenia" was full of praise for Hirtshals;

"It's very easy to get work done at Hirtshals Yard because of their closeness to our fishing grounds. This collaboration between the yards worked to our advantage because we were dealing with good people who understand how to solve the problems and get the job done"

Hirtshals Yard specialise in dockings, repairs and services for fishing boats, cargo vessels, small and medium-sized supply ships and tugboats for the offshore industry. They are also able to carry out planned maintenance, surface treatment and carry out emergency work on larger vessels alongside their quay.

A new unique hull inspection by drone service is also now available to visiting vessels.

The underwater drone enables a range of jobs to be completed without having to drydock the vessel. The list of possible solutions include:

- Inspection of zinc and copper anodes.
- Inspection of propeller and rudder.
- Inspection of the hull.
- Inspection of bottom equipment and sensors.
- Photo documentation of the hull and bottom.

The Drone has a 100 meters depth rating with a 200 meter working radius and can do 4 hours continuous work on a single charge. It is also fitted with a robotic claw which can be manipulated by the operator to remove any foreign object on the hull.

Another advantage of Hirtshals Yard is the sister company, Marine Repair Specialists, Vestkajens Maskinværksted who are located at the same site and are service agents for both Caterpillar & Cummins engines.

Meanwhile Zamakona are currently busy building the new 87.60m twin screwed pelagic trawler Gitte Henning and a 72mtr 2.200m3 capacity wellboat for delivery in the first quarter of 2022 to Intership.



Adenia alongside Hirtshals Yard





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"After a fatal accident in 2018, our floating dock has been renovated including new steel, renovation of pumps and pipe systems. It has been upgraded with new security and surveillance system etc. We are now ready and well prepared for future projects."

Peter R. Jørgensen
CEO, Hirtshals Yard AIS



Hirtshals Yard AIS
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The Yard is owned by Hornsnes Invest. Behind Hornsnes Invest is the owners of the pelagic vessels RUTH, ASBJØRN, ISAFOLD & BEINUR, who all wishes to keep a strong service possibility for fishing vessels, ferries & transport vessels at Hirtshals Harbour.

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Caolán waving to his daddy and grandad as they take their boats up mulroy bay



Evan Gallagher, North West Donegal with a lobster caught by his granddad

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Boy Joshbert passing Roches Point. (Photo Bert Randalls)



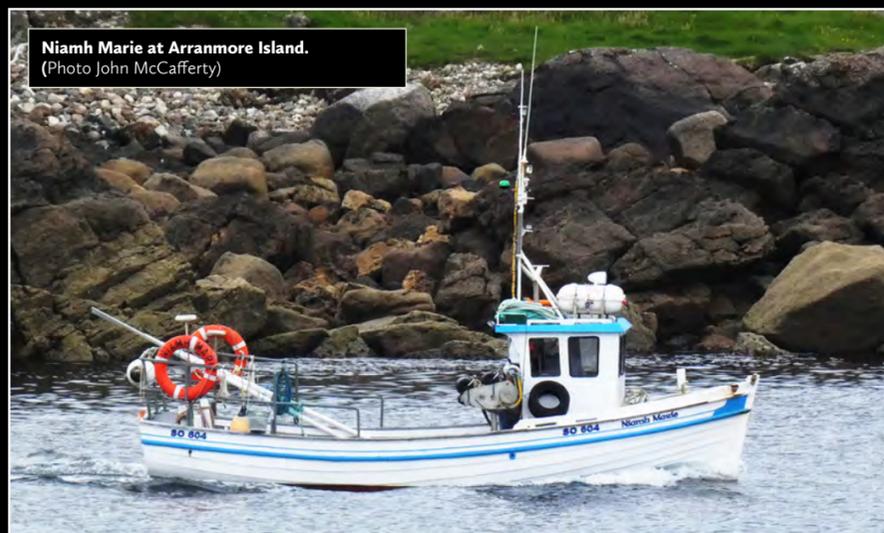
Close up of squid. (Photo: Sean Farren)



Emer Jane heading out of Kilmore Quay. (Photo Stephen Jones)



Cisemair sitting pretty at castletownbere. (Photo Paddy Rath)



Niamh Marie at Arranmore Island. (Photo John McCafferty)

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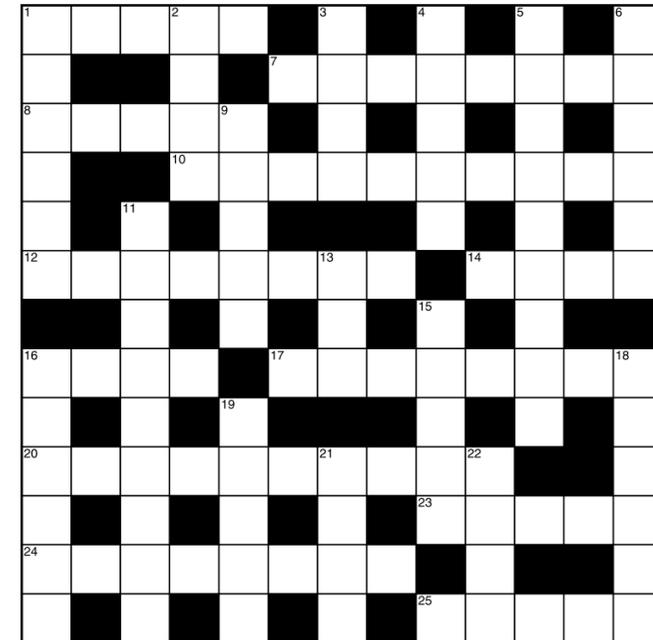
IMPORTANT PLEASE INDICATE JACKET SIZE:
SMALL ■ MEDIUM ■ LARGE ■ XL ■ 2XL ■

ACROSS

- Regular
- Abandoned
- N African nation
- Protects
- US Midwest state
- Trim
- Front of jaw
- Imported illegally
- Carnival site
- Youthful
- Levelled (series)
- Encore!

DOWN

- Invisible
- Woe!
- Eyelid inflammation
- Dutch city, The ...
- Lovingly
- Tots up (4,2)
- Of the nose
- Unaware
- Actress, ... Basinger
- Great pain
- Cappuccino or latte
- Fire-breathing monster
- Nimble
- Stove
- Deep bell sound



*Failure to select jacket size will result in void entry

OCTOBER SOLUTION

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

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Current Marine Institute Research Vessel Celtic Explorer. (Photo David Branigan)



Funding Secured For New Irish Research Vessel

Minister for Agriculture, Food and the Marine, Charlie McConalogue T.D., has earmarked the purchase of a new marine research vessel for the State in his Department's 2021 Budget.

In making the announcement Minister McConalogue said: "The budget provision will allow the Marine Institute to progress construction on the replacement of the 21 year old Celtic Voyager with a new 54m modern research vessel that will provide critical national infrastructure to enable Ireland to address the considerable challenges of Brexit and the Common Fisheries Policy as well as climate induced impacts on our oceans."

Welcoming the news Dr Paul Connolly, CEO Marine Institute said: "The Marine Institute is delighted that work can continue on the replacement for the Celtic Voyager. This new vessel will enable Ireland to develop the best scientific advice possible to maximise economic opportunities for our coastal industries and communities and ensure a sustainable resource for them".

The construction of the new national research vessel will continue in 2021 with the build process expected to be completed in summer 2022. Spanish shipyard Astilleros Armon Vigo S.A. were awarded the contract to build the new marine research vessel for Ireland last year, following an extensive EU tender process.

Set to be one of the most advanced marine research vessels in the world, Ireland's new marine research vessel will enable Ireland to undertake critical research work to deepen our understanding of our oceans and our natural resources.

The new vessel will be able to go to sea for at least 21 days at a time and will be designed to operate in harsh sea conditions. Based in Galway, the vessel will be used by the Marine Institute, other State agencies and universities to undertake fisheries research, oceanographic and environmental research, seabed mapping and other multidisciplinary surveys. It will also maintain and deploy weather buoys, observational infrastructure and our Remotely

Operated Vehicle (ROV Holland I).

The new vessel will be a sister ship to the State's largest research ship, the 65m RV Celtic Explorer and will replace the RV Celtic Voyager. The two Marine Institute research vessels currently in operation (RV Celtic Explorer and RV Celtic Voyager) are among the most intensively used research vessels in the world. The Marine Institute's RV Celtic Voyager is Ireland's first purpose built research vessel. It has been utilised heavily since its delivery 21 years ago and has been vital in providing marine scientists, researchers and its crew

members, with many years of valued experience at sea, expanding and strengthening marine science in Ireland to help inform decisions affecting our ocean.

According to Dr Connolly, "The significantly enhanced capabilities of the vessel will help our researchers, educators, students and the public gain a deeper understanding of the ocean. Most importantly it will facilitate work that will support many of the projects outlined in the Programme for Government including fisheries assessment, offshore renewable energy, marine spatial planning, marine protected areas and research in the area of blue carbon."

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