



The *HAPPY NEW YEAR* Skipper 1964-2021



LEADING JOURNAL OF THE IRISH & UK INDUSTRIES JANUARY 2021 €3.50/£3.00

UNCERTAIN FUTURE!

Fishermen face challenges for 2021 as provisional quotas are set by EU. See pages 2-3



www.theskipper.ie/subscribe/
**DIGITAL ISSUE
SUBSCRIBE
NOW**

KILLYBEGS BASED OLGARRY PASSING RATHLIN ISLAND FOR POSSIBLY THE LAST TIME AS NO DEAL BREXIT LOOMS. (PHOTO: DOUGLAS CECIL).

BUY ONLINE

FREE NEXT DAY DELIVERY TO IRE & NI FOR ORDERS OVER €50

- SLEEVES** Nylpeche
- SOU'WESTER HAT**
- SMOCK** Nylpeche
- ROSBRAS JACKET**
- BIB & BRACES** Nylpeche
- ELASTIC WAIST TROUSERS** Nylpeche
- GAMVIK FISHER JACKET**
- GUY COTTEN**
- FISHER BAROSSA BIB & BRACES**
- X-TRAPPER BIB & BRACES**
- ISOPRO JACKET**
- GC ULTRA-LITE BOOTS**

CHMarine
www.chmarine.com

SKIBBEREEN: Nautic House, Marsh Rd
CORK: Frankfield Ind. Est., Frankfield Rd

call us
021 4315700

buy online
www.chmarine.com/guy-cotten



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



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

PRODUCTION /DESIGN:
Declan McGrath
design@maramedia.ie

MANAGING DIRECTOR:
Hugh Bonner
hugh@maramedia.ie

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

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

CONTRIBUTORS:

- Lorna Siggins
- Lia ní Aodha
- John Cunningham
- Dick James
- Craig Taylor
- Gudjon Einarsson
- Shetland News



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

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

INSIDE THE JANUARY ISSUE

- P 5-6 *SFPA Review highlights issues*
- P 11-12 *Sprat saga continues*
- P 28-29 *Life after Brexit – Jerry Percy’s Opinion*
- P 32-33 *Photographer Ivan Reid picks his top 5 photos*

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

Cavanagh Hooper Dolan
Insurance Ltd.

Tel: +353 (0)74 9177500 Fax: +353 (0)74 9177200
Email: info@chd.ie Web: www.chd.ie

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

EU Issue Provisional 2021 Quotas Without UK Waters Access



Boy River enjoys the calm before the storm as Brexit cloud looms. Photo: Tomas Sullivan

The EU has agreed to set provisional TAC's and Quotas with some species cuts for the 1st quarter of 2021 despite not knowing if access to UK waters will be forthcoming.

Fishery Ministers meeting in Brussels in late December agreed the plan which involves issuing 25% of the 2021 Quotas to be caught in January, February and March next year in a bid to keep the EU fleet fishing till a Brexit deal can be negotiated.

Virginijus Sinkevičius, EU Commissioner for Environment, Oceans and Fisheries announced the compromise plan stating:

"As always in the December Council the negotiations were intense. This year the Agrifish Council did not convene in November, therefore over the last two days the Fisheries ministers had to agree on three proposals for fishing opportunities, in the North Sea and the Atlantic, in the Mediterranean and the Black Sea, and the deep-sea stocks. This made this December Council exceptionally challenging."

"The stakes of the negotiations were very high, as we needed to address all three sustainability pillars – environmental, social and economic. The EU's fleet has suffered from the COVID-19 crisis and is facing uncertainty

due to still ongoing EU-UK negotiations. With urgent support measures in last spring, we have been able to bring a slight relief. But today we also needed to give our fishermen and women a perspective beyond 2021."

"On the stocks managed exclusively by the EU we brought 9 out of 9 TACs at MSY, 9 out of 14 TACs in line with precautionary advice, as well as set 2 by-catch TACs and 1 TAC for scientific purposes."

"Our negotiations for the Atlantic and North Sea went quite differently from what we are used to. We only discussed 25 TACs, given that the bulk of the fish stocks is shared with the United Kingdom. As you perfectly know, we are still negotiating our future agreement with them. As a transition measure, the Council has decided to proportionally roll over the TACs for 2020 into the first 3 months of 2021, with several limited exceptions, due to seasonality and particularly worrying scientific advices. This decision will allow our fishermen and women to continue their activities as we finalise negotiations and consultations with our neighbours across the Channel and with Norway."

"The discussion on stocks with MSY advice was very straightforward, as we have

a legal obligation to achieve MSY by this year. Member States have also respected their legal obligation to take additional measures to protect and rebuild stocks that are not in a good shape in line with the provisions of the multi-annual plans. This is the case for cod in the Kattegat, where we will continue the measures agreed last year, including limiting the TAC to by-catches only. We have also agreed to set the catch limit for Norway lobster – which is a fishery with high by-catches of cod – at the lowest point of the MSY range."

"It was also important for the Commission to improve on those stocks that received precautionary advice. Over the course of the years, we have experienced that, when not adhering to the precautionary advice, drastic measures were needed later on to prevent stocks from collapsing. Baltic Eastern cod is a very good example. Conversely, in those cases where we did follow the advice, stocks restored quickly. So there are no excuses not to follow the precautionary advice in the interest of our fishing communities. I am therefore pleased that Member States have followed this reasoning and accepted to set the TACs at precautionary levels for 9 stocks out of 14."

No Deal Scenario

The European Commission has already published a contingency plan for fisheries in a 'No Deal' situation which would involve both sides continuing to allow reciprocal access to each other's waters for a fixed period. However, the UK has rejected any suggestion that European boats would continue to enjoy access to UK waters in the event of a 'No Deal' Brexit.

If the UK closes its waters from 1 January, it could mean French, Belgian, German, Danish and Norwegian vessels, which have enjoyed historical access to UK fishing grounds, could seek to fish in Irish waters. This would displace vessels who have a ICES Area IV, VI or VII quota from UK waters into surrounding EU waters.

A no deal outcome would also mean the end of the Vosinage agreement between Ireland and the UK.

A Belgian fishing source told The Skipper that means Dutch and Belgian Beamers that fish the Irish Sea and Celtic Sea would be displaced into Irish or French waters to catch their area VII quota or lose it.

A further Council will be held to finalise the TACs for the remainder of 2021. This will take place early in the New Year, following consultations with the UK and Norway on shared stocks.

Reaction

The Minister for Agriculture, Food and the Marine, Charlie McConalogue T.D., welcomed the agreement to set quotas for fish stocks for the first three months of 2021.

The Minister said, "Our fisheries sector has faced unprecedented challenges during 2020. We have the uncertainty relating to the potential severe impacts of the UK's withdrawal from the EU that has been hanging over our heads since 2016. In addition, of course this year, the sector has had to cope with the disruptions caused by the COVID-19 Pandemic on our seafood markets."

The Minister added, "There is still no agreement to date with the UK on a future relationship, including fisheries, and therefore no agreement on the how we collectively manage our shared stocks. In the absence of such an agreement, we need

interim arrangements to ensure continuity of fishing by our fleets in the early part of the New Year. The issue was to get those arrangements in place to allow us to open our fisheries on 1 January. In addition, for a small number of key fisheries, I secured arrangements taking into account that a high proportion of the fishery occurs in the first quarter of the year."

Fisheries Ministers agreed to set interim Total Allowable Catches (TACs) and quotas for the first quarter of 2021 based on a "rollover" of 25% of the 2020 TAC levels for the majority of stocks. A higher rollover has been applied to certain migratory stocks that are fished mainly during the first few months of the year and are of particular importance to Ireland.

Minister McConalogue said, "I supported this common-sense approach which will ensure continuity for our fishing industry without prejudicing the outcome of the ongoing negotiations with the UK. It was vital to me that the percentage rollover for those stocks that we traditionally fish in the early part of the year were sufficient. I am very pleased that this was achieved for the early season or migratory stocks of mackerel, blue whiting and horse mackerel."

The Minister went on to say that, "Commissioner Sinkevičius understood that the quota made available in the important prawn fishery in the Porcupine Bank would not be adequate to support the planned fishery. The Commissioner committed to work with me during January to deliver an amendment that will allow this fishery to continue under its normal pattern. This was a very important issue for me and will ensure that our fishermen can plan in the normal way for the early part of the year."

The Minister thanked the Commissioner for his constructive approach to the negotiations "Commissioner Sinkevičius and the German Presidency listened to the concerns which I set out in relation to the issues facing Irish fishermen during these difficult times. The agreement reached at Council today will ensure that our fish stocks are managed sustainably and that our fleets can continue to fish in the New Year."

GRACE POOLS LTD
POOL & MARINE ENGINEERS

FULLY COMPLIANT H&S, RAPID RESPONSE COMMERCIAL DIVING CONTRACTORS.

- CLEARANCE OF FOULED PROPELLERS
- UNDERWATER INSPECTIONS
- SEA CHEST BLANKING
- LOCK GATE INSPECTIONS & REPAIRS
- PILE INSPECTION & REPAIRS
- MARINE SALVAGE
- ROV INSPECTIONS

WWW.GRACEPOOLS.CO.UK

EMAIL: MARINE@GRACEPOOLS.CO.UK PHONE: 00353(87)9460148

FPT 玉柴機器 VC DIESEL JCB AGCO POWER LOMBARDINI KOHLER Engines

mermaid marine

Mermaid Marine – one of the world's leading providers of marine propulsion packages from 11hp to 1600hp

Power Torque

01202 677776 | mermaid-marine.co.uk

GR LIFERAFTS LTD.

LEADING SUPPLIERS OF MARINE SAFETY EQUIPMENT

PRODUCTS:
• LIFERAFTS • LIFEJACKETS
• RESCUE BOATS • H.R.U.'s
• IMMERSION SUITS
• PYROTECHNICS
• BOARDING LADDERS

SERVICES:
• LIFERAFT SERVICING
• LIFEJACKET SERVICING
• IMMERSION SUIT SERVICING
• HIRE LIFERAFTS

Dept of Transport & SOLAS approved service station

CROAGHLIN, KILLYBEGS, CO. DONEGAL
T: 074 97 41760 F: 074 97 41763 E: grliferafts@eircom.net

vetus

VETUS PROMOTECH
SOUND INSULATION

- BS476 Class 0 fire resistant.
- combined single damping layer.
- highest level of safety
- great sound reducing capabilities.

UNION CHANDLERY 23 DOUCLOYNE INDUSTRIAL ESTATE, CORK, T12 DR97. WWW.UCHANDLERY.IE 021-4554334

New technologies may help skippers avoid unwanted catches

Scientists at the Marine Institute are investigating how new technologies could be used to share real-time information and help skippers avoid unwanted catches. The IFISH (Irish Fisheries Information Sharing Network Development) project, funded by the Science Foundation Ireland, is encouraging fishers to participate in the project and assist in developing a useful information sharing tool for the industry.

New technology is increasingly being used to assist skippers avoid unwanted catches, but is yet to be used in Irish fisheries. Co-operative schemes and mobile phone applications are being developed in fisheries across the world from the USA to Scotland, to help skippers receive up to date information on the location of fish, to assist in avoiding juvenile or quota limited species. The new BATmap app, for example, is being trialed by Scottish fishers to help avoid choke species in west of Scotland fisheries.

The IFISH project will build on the research conducted as part of the DiscardLess project, which resulted in the development of a discard hotspot mapping app.

The IFISH project will move beyond producing static maps of fish distributions based on historic catch patterns and look at how information sharing



Carmarose fishing for Scad on a fine December morning. Photo Paul Durrane

among the Irish fleet could help provide real time information on the location of fish that fishers don't want to catch, such as undersize juveniles, to assist skippers in avoiding them.

Julia Calderwood, scientist at the Marine Institute said, "At this early stage of the project, we are really keen to talk to anyone who is willing to share their experiences and opinions on how effective different fishing tactics are at avoiding unwanted catches, as well as how sharing information on the location of unwanted catches may potentially help in further avoiding them."

Industry involvement in the IFISH project is key to help co-design information sharing tools and ensure they are developed

to assist in avoiding problematic catches, whatever they may be locally or within particular fisheries. By working with partners in a number of different fisheries it will also be possible to set up separate information sharing networks in different fisheries or regions, rather than taking a broad approach.

"Industry input is really important to help shape this research so that we can ensure that we are addressing industry needs and concerns and to ensure any output from this work is useful and relevant," Julia Calderwood said.

The use of any developed tools will be completely voluntary, with skippers only taking part if they feel it would be useful, and all information



Rachel D making the most of the calm weather. Photo Brian McIntyre

shared would be private and only available to skippers using the tool.

For more information or to participate in the IFISH project please contact Julia Calderwood at julia.calderwood@marine.ie



SFPA Inspecting a UK registered flagship in Castletownbere

THE Sea Fisheries Protection Authority (SFPA) is "not working effectively and requires urgent attention", according to a review by consultants Price Waterhouse Coopers (Pwc)

By Lorna Siggins

The review, finalised earlier this year, says that "relationships and trust have been impacted by a range of issues, including some long standing industrial relations issues which have not been resolved".

The SFPA has already begun implementing some of the Pwc organisational capability review recommendations, with a new director of transformation due to take up a post in the new year.

The SFPA, established in 2006, has "challenging" relationships with various stakeholders, which are affecting its performance, and it is "not operating as a cohesive unit", the Pwc review says.

It notes that trust was identified as an issue in the SFPA over a decade ago, when an employee opinion survey was analysed by Joe Wolfe and Associates in 2009.

"The SFPA, as an organisation, needs to be reset and unified with a clear and agreed articulation of its mandate," it says, and it "needs to focus as a priority on

its primary functions".

It recommends a "significant programme of change", with an implementation timetable for "short, medium and long term" changes in a range of areas which have been identified as part of its recommendations.

"In essence, the SFPA needs a clear focus on an accepted vision and core mission, with agreed objectives supported by its core expertise," it says.

"This will need to be further supported by a clear and accepted framework of responsibility, accountability, behaviours and authority in order to drive management effectiveness as a matter of urgency," it says.

It recommends a strategy with an agreed set of objectives and action plans, and "key performance indicators" or KPIs which are "meaningful and quantifiable".

"It is fundamental that this strategy is accepted and supported by key stakeholders, particularly staff," the Pwc report says.

One of the report's key findings, which it highlights as requiring "significant and urgent attention", is a lack of cohesion

and a "fundamental disconnect" between the port offices and management in headquarters in Clonakilty, Co Cork.

"Port offices are operating with a degree of independence which has been influenced by a range of factors such as a lack of clearly defined KPIs, delays in data availability in relation to key work outputs, limited quality assurance of port work, disconnected systems and a lack of effective monitoring," it says.

It welcomes the strengthening of "central support functions" in recent years, but says that a "clear framework setting out authority levels, responsibilities and accountabilities capturing cross functional tasks is required".

"While the organisation structure is documented and job descriptions are in place, the structure and roles and responsibilities (including decision-making rights) are not always accepted and / or respected and the inter-relationships between roles are not always understood or considered," it says.

It attributes the cause of the "disconnect between the port

offices and headquarters in part due to "ineffective management control and a high level of individual port office autonomy".

"To address this, roles and responsibilities need to be re-established, reporting and monitoring improved and the inter-relationships between the roles need to be better defined," it says.

"The SFPA should identify which roles are responsible for the performance of each activity, which roles are accountable, which roles need to be consulted, and which roles need to be informed," it says.

"This will also be helpful to addressing silos and facilitating team-based and cross-functional working, balancing workload and defining responsibility for communication," it says.

The Pwc study notes a number of previous reviews have been conducted. It refers frequently to the European Commission audit of 2018, which resulted in an EU request for an administrative inquiry.

The EU audit identified shortcomings related to the "effective control of the weighing of catches of small

Bere Island Boatyard Ltd
Ballinakilla, Bere Island, Beara, Co.Cork P75 XG94

Dock : 44m (L) x 15m (W) x 6.5m (Depth)

Contact
Web : www.biby.com
E-mail : bereislandboatyard@gmail.com
Phone : 0035 27 75975
Mobile : 086 2766564

HELP US TO HELP OTHERS. WE NEED YOUR SUPPORT.

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

CHPM
PRECISION & MARINE ENGINEERING

- Engineering Services
- Marine Engines
- Pumps and Impellers
- Gearboxes
- Commercial Fishing Equipment
- Marine Oil, Lubricants & Greases

Engineering Facilities

- 6 acre secure site
- 20 mins from Dunmore East Quay
- Access to Syncrolift at Dunmore East
- 17,500 sq foot fully equipped workshop
- Welders, fabricators, mechanics, engineers and well equipped stores, on site

Engineering Services

- Laser shaft alignment services
- Vessel Supply
- Engine & Gearbox repairs & overhauls
- New Engines supply and installation services

Ireland's Main Dealer

Unit 18 Cossina Avenue, Airport Business Park, Waterford
T: 051 306017 E: sales@chpm.ie

pelagic (mackerel/herring) species, and issues related to underreporting of catches of these species”, said the commission.

The EU audit also identified the “inadequate and ineffective sanctioning system for offences committed by operators and the lack of control and enforcement of bluefin tuna catches by recreational vessels”.

The audit was carried out in March 2018 in the largest fishing port of Killybegs, Co Donegal, when the EU auditors scrutinised weighing systems in seven fish factories in Killybegs, and analysed monitoring of the fleet of large pelagic vessels - some of which were found to have under-recorded storage capacity in 2014 and 2015.

The EU audit also identified the State’s failure to control a recreational fishery for bluefin tuna. It found evidence that some tourist trips advertised over the internet resulted in bluefin tuna being “kept, landed and offered for sale” in breach of regulations.

Warnings of weaknesses in relation to pelagic monitoring had been flagged in a review of the country’s fishery control regime, commissioned in 2007 by the then Department of Communications, Marine and Natural Resources.

BLACK LIST?

One of a number of issues raised in that EU audit, and identified by Pwc in its recently completed organisational review, relates to the vessel risk rating list/model, which was developed by a member of the SFPA management team.

Pwc notes that it is “populated (largely manually) and maintained by the same manager using data from a number of systems”, and maintenance is labour intensive. “Knowledge of the system appears to be limited to a small number of staff,” it says.

The list is not connected to other systems, such as the Integrated Fisheries Information System (IFIS), which is the main system for recording inspection work.

“The decision to inspect a vessel or to check the risk rating of a vessel, which the SFPO plans to inspect, is largely at the SFPO’s discretion and decided within the port. It is not clear from our wider consultations that the risk assessment methodology relating to vessel inspections is being applied

or used to guide inspection patterns,” it says.

The Pwc review recommends a strengthening of management control overall, and at the interface between the ports and headquarters.

It notes that the SFPA organisation structure and staffing is “expected to evolve as the demands and impacts of Brexit emerge, and are further quantified, and the impact of any skills gaps emerge.

It also notes that the SFPA relationship with its consultative committee is strained, and says the authority should find a way of working with it that recognises “the operational independence of the SFPA functions as set out in legislation”.

The report notes that the SFPA doesn’t have an independently established board, and the legislation establishing it from 2006 doesn’t provide for one.

It says the “parent department” – as in Agriculture, Food and Marine (DAFM) - may wish to consider establishing an advisory board.

This board would be nominated by DAFM, and comprise members with expertise and/or professional experience in senior administration, public sector governance requirements and management, not related to the sectors regulated by the SFPA.

It also says the SFPA should address the Sea Fisheries Protection Officer (SFPO) “dual role issue”, where the officers are scheduled to spend 50% of their time on port duties with the balancing 50% on specialist desk based administrative duties in headquarters.

It advises applying a consistent approach to the delivery of the electronic recording and reporting system/ service among other a number of recommendations.

Poor industrial relations, poor communication, lack of integrated systems, use of paper-based systems in some cases, and failure to meet targets across fisheries control and seafood safety are also identified.

Responding to the Pwc report, SFPA authority member Andrew Kinneen told The Skipper that the report and its recommendations arose from the review of the organisation commissioned by the SFPA in 2019.

They “provide a clear path for the changes that are required to

ensure the SFPA can effectively and efficiently deliver on our remit into the future,” he said.

“The SFPA had recognised within our 2018 - 2020 corporate strategy that change was necessary. The scope of our work has evolved and grown substantially since the SFPA was first established in 2007, along with the size of our organisation,” he said.

“Furthermore, the UK’s withdrawal from the EU will result in changes in relation to sea-fisheries which are likely to have implications for our work levels,” he said.

Since the Pwc organisational capability review had been published, the SFPA has begun a “substantial programme of work across the organisation to address the findings and implement the changes identified, he said.

“Progress had already begun on a number of the areas highlighted and it was encouraging that the report endorsed the actions being taken,” he said.

“These included the establishment of a new data unit to support the SFPA’s operational functions, part of a major programme to improve the operational capability of the organisation,” he said.

“Other key areas of focus at present include the development of the SFPA’s new corporate strategy for 2021 – 2023, and an external Implementation Advisory Board has been established to assist in strengthening the capabilities of the organisation, he said.

This would also “support the SFPA in delivering its implementation agenda and achieving its objectives,” he said.

A new role, entitled “Director of Transformation” had been created, Mr Kinneen said, with overall responsibility for managing the implementation of the recommendations.

He said this appointee would take up the position in 2021 and would be supported by an internal oversight group, which has “been established to aid the implementation and delivery of the findings identified in the review”.

Mr Kinneen said the implementation of the recommendations arising from the organisational review would be funded from the SFPA’s annual budget allocation.

A total budget of €24.8m has been allocated to the SFPA for 2021, he confirmed.

SFPA staff tend to “work in silos”

■ The SFPA staff headcount has increased, with new posts as a result of Brexit, but the structure and roles and responsibilities are not always accepted and / or respected, the Pwc study says.

Tendency to work in “silos” has fostered a culture of individual, rather than team effort, it says.

A lack of cross cover and loss of organisational knowledge in the event of absence or someone leaving the organisation also results, it says.

It says it has inhibited work variety, which in turn can hinder staff development and impact on the readiness of staff for promotion”, it says.

Annual inspections by the SFPA are running at about 2,700, the Pwc report says

■ Detection of non compliance ranges from 0.7% to 1.4% or an average of about 1.1% for the period 2014 – 2017, it says.

Progression of files on detection of non compliance has increased significantly to 2.3%.

The EU requirement is that 5% of all vessel landings and 7.5% in weight terms undergo a full monitor for certain pelagic, it says.

“At a national level, these targets were met in 2018. At port level, each port met the 5% target for landings in 2018 however two ports missed the weight target - Castletownbere and Dingle,” it says.

Targets proved “challenging in 2019, it says, with four ports behind the full monitor inspection target both in terms of the number of landings and by weight”.

“Of note, Killybegs which is significantly the largest pelagic port, is exceeding target which is critical to achieving the key EU targets,” it says.

It notes that food inspection targets are not being met as per 2018 and 2019 metrics. Similarly, it says a penalty point system would be a useful alternative to a legal casefile subject to delays.

It notes that the SFPA reviewed a range of issues with the DPP/State Solicitor and has established new procedures with the DPP to govern the relationship between the two bodies.

National Seafood Survey extended to capture more accurate data on importance of Inshore Fisheries



This month Bord Iascaigh Mhara (BIM), Ireland’s seafood development agency, is inviting all fishing vessel operators under 10 metres to complete its annual National Seafood Survey. More than 1,500 vessels in Ireland fall under the 10-metre

size category according to the sea fishing register. The inclusion of their data in the survey will provide a more accurate account of inshore fisheries’ contribution and economic resource in coastal communities throughout Ireland to National and EU

Policy makers.

Survey questions cover areas such as economic, employment and operational details based on previous years’ activities. Previously, only active fishing vessels over 10 metres were asked to complete the survey. BIM has worked with the National Inshore Fisheries Forum (NIFF) and the National Inshore Fisheries Association (NIFA) to improve the survey and capture the questions in the best way possible.

Asked about the significance of the National Seafood Survey for 10m inshore boats NIFF member John Menarry stated:

“If the inshore sector wants to be taken seriously once and for all they must be able to prove their worth. By filling out the National Seafood Survey as best they can we can start the process of showing the country what we really are worth and in turn use the

information provided to help benefit the inshore sector.”

The survey data will be shared in an aggregated form to provide advice on the inshore sector to national agencies and the EU. Providing the economic information requested is also of particular importance to every fisherman in Ireland, due to the fact that the EU sees economic data as a critical and necessary component in the development of long-term management plans for the majority of stocks targeted by the Irish fleet.

The survey is being posted to every active fishing vessel owner on the register and includes a freepost envelope for return.

The completed survey form should be returned by Friday the 15th January 2021.

For more information, please go to bim.ie/dcf

National Fisheries College of Ireland

Latest Course Schedule

Ireland's Seafood Development Agency

<p>Basic Safety Training</p> <ul style="list-style-type: none"> – 12-14 January, NFC Castletownbere – 18-20 January, NFC Greencastle – 25-27 January, NFC Greencastle – 09-11 February, NFC Castletownbere – 09-11 March, NFC Castletownbere – 13-15 April, NFC Castletownbere – 19-21 April, NFC Greencastle 	<p>GMDSS General Operators Certificate (GOC)</p> <ul style="list-style-type: none"> – 08-19 February, NFC Castletownbere <p>GMDSS SRC 1 and 2 Radio</p> <ul style="list-style-type: none"> – 29-31 March, NFC Greencastle <p>Advanced Fire Fighting and Prevention</p> <ul style="list-style-type: none"> – 01-05 February, NFC Castletownbere <p>Fire Prevention and Fire Fighting (3 Day) STCW-95</p> <ul style="list-style-type: none"> – 22-24 March, NFC Greencastle <p>Surface Supply Diving</p> <ul style="list-style-type: none"> – 06 April-30 April, NFC Castletownbere 	<p>For courses taking place in National Fisheries College, Castletownbere</p> <p>Contact Della O’Sullivan</p> <p>T +353 27 71230</p> <p>E Della.osullivan@bim.ie</p> <p>For courses taking place in National Fisheries College, Greencastle</p> <p>Contact Maria McCarron</p> <p>T +353 74 938 1068</p> <p>E maria.mccarron@bim.ie</p> <p>For courses taking place in the Coastal Training Unit</p> <p>Contact Bob Walsh</p> <p>T +353 87 683 7134</p> <p>A complete list of upcoming courses from BIM is available on www.bim.ie/training</p>
---	---	--

Ireland's EU Structural and Investment Funds Programmes 2014 - 2020
Co-funded by the Irish Government and the European Union

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

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

www.bim.ie

Donegal Seafood Company Atlantic Treasures Nominated in Two Categories for the SFA Small Business Awards



Michael O'Donnell

The finalists in the SFA National Small Business Awards 2021 were officially announced last month and Killybegs-based seafood business, Atlantic Treasures, has been nominated in two categories. Atlantic Treasures is a family run business and offers a quality range of smoked mackerel,

marinated herring and sliced smoked salmon. Each product is hand-selected in Killybegs and is a sustainable quality product. The company has been nominated as a finalist in two categories including Food and Drink and Sustainability. The aim of the awards is to celebrate the achievements of

small business in Ireland and to recognise the vital contribution of the small business sector to Irish industry. Speaking about the nomination, Michael O'Donnell, Business Development & Marketing Director at Atlantic Treasures said: "We're honoured to be announced a finalist in the SFA Awards. These awards play an important role in championing small Irish businesses who are at the top of their game and are continuing to work hard to create innovative products and ideas. Businesses around the country have had an immensely tough year, trying to pivot to meet challenges created by Covid and adapting plans to prepare for Brexit, but the awards are a great way to end the year on a high. Credit must be paid to the hard-working team at Atlantic Treasures and we look forward to 2021." Adding to this Chair of the SFA Awards Judging Panel, Sue O'Neill said: "The response to

the awards programme serves as a reminder that Irish small companies are resilient, putting their best foot forward and seeking recognition for their efforts. As well as our eight award categories, we also feature five of the best Emerging New Businesses (less than two years established) and, given the quality of the businesses represented this year, entrepreneurship is alive and well in Ireland." The SFA National Small Business Awards are now entering their 17th consecutive year and are a celebration of small business owners who created created over 73,000 jobs since 2015. "The companies that have been announced as finalists this year represent all that is good about small business," said Sue O'Neill. Forty-three companies have been selected as finalists, from fifteen different counties, across 9 categories. For more information visit www.atlantictreasures.ie.

NEW DATE – Irish Skipper Expo 2021 to be held in June 2021

Mara Media, the organiser of Irish Skipper Expo 2021, has decided it is necessary to postpone the event in March 2021 to now take place in UL Sport Limerick on Friday 4th and Saturday 5th June 2021. Hugh Bonner, managing director of Mara Media said: "This move is unfortunately unavoidable, it has become evident that March 2021 would be too early to host your Irish Skipper Expo. We are closely monitoring the world health situation, Irish government regulations and travel restrictions while also considering the concerns of our exhibitors and visitors." Here at Mara Media, we are committed to delivering a face to face event in 2021 and are working with the new show venue and the appropriate authorities to ensure the health and safety of everyone. We thank you for your

understanding and support as we navigate these challenging times. In conjunction with BIM and Cavanagh Hooper Dolan, our show sponsors, we look forward to bringing Irish Skipper Expo 2021 to you on 4th and 5th June, held at the UL Sport Arena in Limerick. More details to follow soon, check out our website, www.theskipper.ie for updates.



SAFE SUSTAINABLE SEAFOOD

PUBLIC CONSULTATION

The Sea-Fisheries Protection Authority (SFPA) sets out its strategic programme every three years. We are currently preparing the Statement of Strategy for 2021 - 2023, which will focus on what we want to achieve during this period to ensure we deliver the effective regulation that is central to the realisation of the vision for the shared marine resources surrounding Ireland.

As part of the process of developing the strategy, we welcome the contribution of members of the public and stakeholders, especially those who fall within the SFPA's regulatory remit.

We would welcome your views specifically in relation to the following questions:

- What are the forthcoming challenges that we need to address and is our current focus adequate to meet those challenges?
- How well do SFPA services meet the needs of the marine sector and how could they be enhanced?
- What matters should be considered in developing the SFPA mission, vision and value Statements?
- What metrics should the SFPA use to measure our performance and monitor achievement of our strategic goals?

A copy of our current strategy can be viewed at sfpa.ie/Who-We-Are/About-Us/Our-Strategy. We would be grateful to receive your response together with any more general views you may have on the strategic direction of the SFPA and how it can best deliver on its remit.

Please submit your response by email to strategy@sfpa.ie by Friday, 15th January 2021.

Note: Please be advised that submissions received will be subject to the Freedom of Information Act 2014.

sfpa.ie

Skipper PRESENTS

UL SPORT LIMERICK

OPENING TIMES | Fri 10-6 Sat 10-4

RESCHEDULED SHOW DATES

04-05 JUNE 2021

WWW.THESKIPPER.IE

Email: sharon@maramedia.ie
M: 00353 (0)86 8401250 T: 00353 (0)74 9548037

No Restriction On Sprat Fishing As Minister Gets Appeal Date On 6 Mile Ban Ruling

June 2021 is the date set for the hearing of an appeal by Minister McConalouge to the High Court ruling that the 6 mile trawling ban introduced by the Minister was invalid.

In October, High Court Justice, Mr Justice Michael MacGrath ruled that the ban, introduced by way of a department directive in March 2019, was "void and had no legal effect" following an earlier ruling in July.

During December Minister McConalouge also failed in a bid to get a stay put on the October ruling which mean that the ban remains invalid till the appeal hearing in June 2021.

The ban was the result of a policy directive introduced by former Minister Michael Creed in March 2019, following a public consultation in conjunction with

reports by the Marine Institute and Bord Iascaigh Mhara on the environmental and socio-economic benefits of reducing the access of large trawlers to Irish inshore waters.

The 2019 Policy Directive stated:

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.

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.

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

Fishermen Neil Minihane from Castletownbere in Co Cork and Tom Kennedy from Dingle in Co Kerry had taken a judicial review in the High Court against the directive and were successful

in that action earlier this year.

In that ruling, Mr Justice MacGrath found the policy directive was a national measure designed to further the interests of inshore fishermen and protect ecosystems and he didn't accept it was "disproportionate" in its impact.

However, he did find that the Department of the Marine had failed to properly consult with affected owners of vessels over 18 metres before introducing the directive and he found for Mr Minihane and Mr Kennedy in their challenge.

Inshore fishermen and environmental groups that supported the original ban have welcomed the news of the appeal date and are expected to make renewed submissions on the issue in support of the Ministers appeal.

may be undertaken using the VALID system or manually or a combination of both depending on the information obtained.

The Skipper:
Is a vessel's fishing gear especially mesh size inspected and recorded each time?

SFPA Response:
The fishing gear is not inspected during each inspection at landing. However, for 2020 a target of 25% of all landing inspections were to include inspections of gear. While inspections are continuing, due to the manner in which these inspections are undertaken, COVID restrictions have impacted the number undertaken and this target will

not be reached for 2020.

The Skipper:
Are small pelagic landings for all size vessels subject to designated harbours only and prior landing notices required?

SFPA Response:
As Policy Directive 1 of 2019 was successfully appealed by members of the fishing industry authorisations previously issued in relation to Sprat are invalid. It is therefore a non-authorized fishery, in that there is no specific fishery authorisation associated with the fishery.

Anchovy is also non-authorized as it is a non-quota fishery. This means that these fisheries do not have the same legal stipulations as other pelagic

fisheries (mackerel, herring, horse mackerel, blue whiting).

Consequently, for example vessels can pair trawl without being approved, landing restrictions differ in that landing does not have to be authorised, nor must they be made into designated ports and landing times do also not apply

The Skipper:
Are inspections carried out for bycatch and recorded by SFPO's at time of landings?

SFPA Response:
Not all landings of non-quota species are inspected, sampling plans are in place for the monitoring of mixed catches.

The Skipper:
As most small pelagics are

rendered into fishmeal are inspections carried out at fishmeal plants and do SFPO's check for bycatch and record species.?

SFPA Response:
Inspections are carried out on all premises permitted to weigh after transport to ensure that records are maintained in line with their permit. Spot checks are undertaken to verify compliance with the regulations. All approved pelagic premises have sampling plans for mixed catches in place.

The Skipper:
Is Anchovy and Sprat still a non-quota species in Irish EEZ?
SFPA Response:
Yes

SFPA Fact Check

Responding to mainly unfounded and unsubstantiated claims about sprat and anchovy fishing by both sides of the debate on social media, The Skipper asked the SFPA to clarify some of the facts on the inspection and enforcement of current rules for small pelagic fishing in our waters

The Skipper:
Have regular checks been carried out in Rossaveal, Killybegs, Dunmore East, Castletownbere, and Dingle on small pelagic species landings by all vessels regardless of size?

SFPA Response:
Under Ireland's risk-based approach to fisheries control, which assesses certain fisheries, fleet segments and vessels, sprat has been assessed for 2020 as being a medium risk fishery and the fleet segment targeting it has been assessed as being high risk.

If a vessel is deemed to be of a substantive risk of non-compliance or a particular trip is deemed to be of interest due to the behaviour of the vessel, that vessel is then prioritised for inspection. Inspections have been undertaken on vessels landing sprat and anchovy over the past number of weeks in various parts

of the country.

The Skipper:
During inspection what parameters are recorded i.e. species, length, weight, temperature, Fishing area?

SFPA Response:
During the course of inspections, including for sprat, administrative checks are undertaken and the catch recorded is checked against the catch onboard; this may include weighing on landing under the supervision of the SFPA or weighing post transport at permitted premises, where weigh logs are maintained for inspection. The catch area is cross-checked where possible. As vessels less than 12m are not required by law to have an electronic recording system or VMS it is not always possible to cross-check catch area.

Additionally, quality checks may be undertaken and from time to time the fish, including sprat, may be measured although there is no minimum landing size for sprat under EU regulations. Inspections may also include checks on fishing gear and transport.

Administrative crosschecks are also undertaken, depending on the size of the vessel. These



The Mac Dara landing at Duncannon as Inshore boats report a bumper year for Sprat in Waterford Estuary Photo Eunan Ward

Free Festive Fish at Fota!

Christmas came early for an Irish wildlife park as a group of kind-hearted fishermen delivered fresh and frozen produce to help the pandemic-hit facility offset their animal feed costs.

Fota Wildlife Park in east Cork admitted they were thrilled with the festive gesture by fishermen from Cork and Kerry.

The fishermen were concerned by reports both Fota and Dublin Zoo were particularly hard-hit by the pandemic and the loss of critical income from visitors.

Irish South and West Fish Producers Organisation (ISWFPO) members Neil Minihane from Castletownbere, Tom Kennedy from Dingle and Anthony Sheehy from Baltimore wanted to do something practical to help.

They offered supplies of anchovies, herring and sprat to help support the diet of fish-eating animals at Fota.

"We wanted to know if by donating several tonnes on a regular basis and arranging delivery from our processor O'Catháin Iasc Teo in Dingle at no cost if it would in turn help reduce some of the operating costs and make a small contribution to the financial deficit they are currently facing," they explained.

A special Christmas delivery of fish was arranged and penguins followed by pelicans made short work of the first feed batch.

The fish were caught by Tom Kennedy, Fiona K III, off the south-west coast

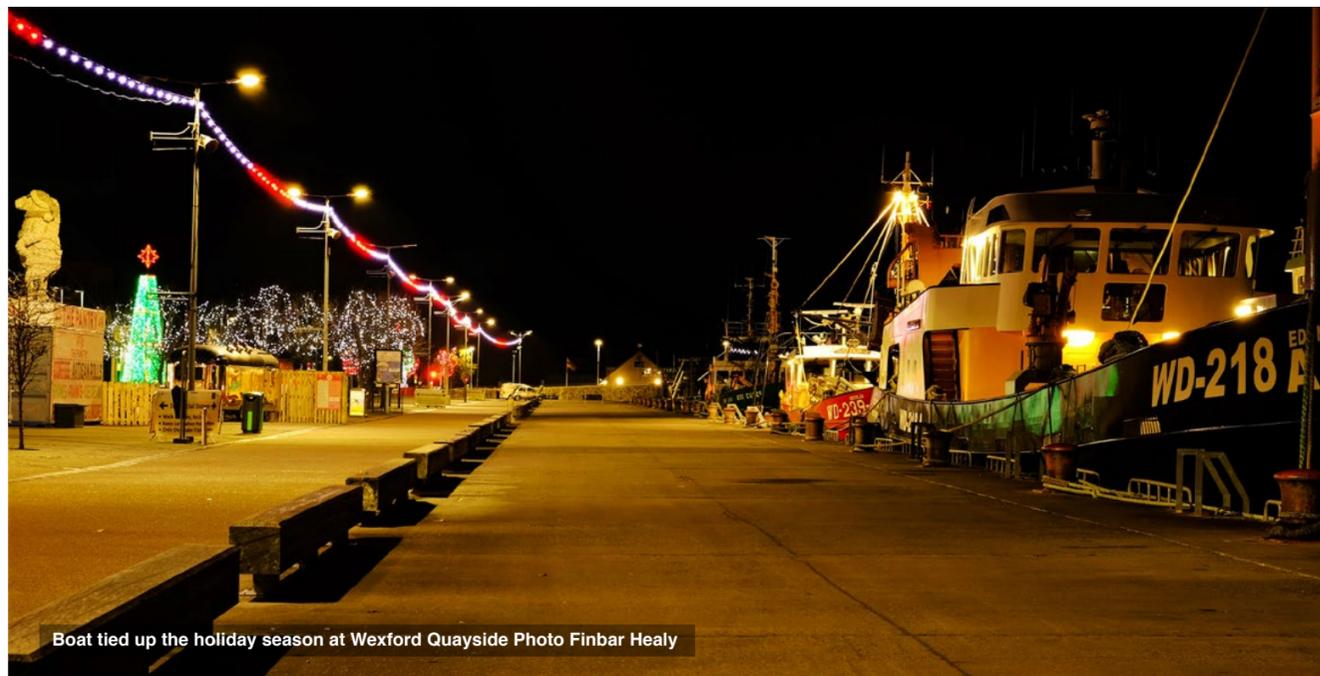


Fota director Sean McKeown said while it has been a challenging year for the park, every bit of public support from animal sponsorship to

donations and feed gifts has been very welcome. Fota Wildlife Park faces the nightmare scenario of coping with a €15,000 per month feed bill for

its 135 animal species while the 100 acre park remained totally empty of visitors for large parts of 2020 because of Covid-19 controls.

New €6.1 billion EMFF for sustainable fisheries and safeguarding fishing communities



Boat tied up the holiday season at Wexford Quayside Photo Finbar Healy

EU legislators have reached a provisional agreement on how EU countries will be able to spend funds allocated to fisheries and aquaculture for 2021-2027.

The European Maritime, Fisheries and Aquaculture Fund (EMFAF) for the period 2021-2027 amounts to 6.1 billion EUR (6.108 billion EUR in current prices).

€5.3 billion will be allocated for the management of fisheries, aquaculture and fishing fleets, while the remaining sum will cover measures such as scientific advice, controls and checks, market intelligence, maritime surveillance and security.

Member states will have to spend at least 15% of the money on efficient fisheries control and enforcement, including fighting against illegal, unreported and unregulated fishing. In line with the Green Deal, actions under the fund will contribute to the overall budget objective to dedicate 30% of funds to climate action.

Compensation for fishermen

If fishermen's activities cease permanently, they can be supported to scrap or decommission a vessel. In order to receive compensation, the equivalent fishing capacity is permanently removed from the

EU fishing fleet register and the beneficiary must not register any fishing vessel within five years of receiving support.

If fishing activities cease temporarily, fishermen may be granted compensation for a maximum duration of 12 months per vessel or per fisherman during the programming period.

Specific needs of small-scale coastal fishing and young fishermen

Member states will need to take into account the specific needs of small-scale coastal fishing, including simplifying administrative requirements. Also, first acquisition of a fishing vessel or partial ownership (of at least 33%) can be funded if the fisherman is no more than 40 years of age and has worked for at least five years as a fisherman or has acquired the equivalent qualification.

Fishermen can purchase small-scale coastal vessels (total length less than 12 meters) that have been registered for three years or vessels up to 24 meters that have been registered for five years.

Small-scale vessels may also receive support to replace or modernise engines if the new or modernised engine does not have more power in kW than that of their current engine.

Improving safety, working conditions and energy efficiency

A fishing vessel that is not longer than 24 meters and older than 10 years can have its gross tonnage increased if this results in significant improvements, such as renovating accommodation and other facilities for the well-being of the crew, better on-board fire prevention and safety systems, increased energy efficiency or lower CO2 emissions.

Other key measures

Engines can be replaced or modernised under strict conditions: for vessels between 12 and 24 meters and at least five years old, the new or modernised engine must not have more power in kW and a reduction of 20% CO2 emissions must be ensured; the fishing capacity withdrawn due to engine replacement or modernisation cannot be replaced.

Focus on outermost regions: member states will have to prepare an action plan for each of their outermost regions; specific budget allocations are foreseen.

- Support may also be granted for storage of fisheries products in exceptional events generating a significant

disruption of markets.

Welcoming the deal, Minister McConalogue said,

"Following a positive engagement between the Council and Parliament over the past year, I am very pleased to note that a provisional agreement has now been reached on the new EU Fund to replace the EMFF for the next seven years 2021-27. Ireland is set to receive some €142 million of EU funds from the new Fund, to be combined with co-funding from the Government of Ireland, which I will discuss with Minister McGrath. This is very good news for Ireland's fishermen, fish farmers, processors and coastal communities. The departure of the UK has significantly reduced the overall EU budget, so it is all the more pleasing that we have succeeded in broadly maintaining funding for our seafood sectors at the previous high levels."

Minister McConalogue added, "My Department has been working hard to put together a new Seafood Development Programme for the 2021-27 period and this development will allow the remaining elements of that Programme to be advanced, in consultation with our stakeholders, with a view to adoption of the new Programme later in 2021."

KILLYBEGS ROUNDUP

by John Cunningham

KER Group Killybegs

KER group recently commissioned the first of its kind a, "Weighing Platform" for Pelagic Weighing Systems.

This mobile Weighing Platform is used to weigh at point of landing at Killybegs, whilst ensuring the quality of the fish the weighing Platform, uses an 8m3 in feeder hopper and conveys the fish up and across two weigh scales supplied by "Marel".

These scales are the same specification as already installed in the fish processing facilities in Ireland.

The fish travel forward onto a bi-directional conveyor that can feed the fish left or right into the tankers ready to transport to the processing factories. The

"weighing Platform" is completely self sufficient, central control PLC system controls the speed of the conveyors, hoppers and Marel's.

A return water system can return the water to the tanker of the fishing vessel and is fully automated. Its own silenced generator provides power for everything to run continuously. The unit was designed with health and safety at the fore, and the ease of use and cleaning are paramount. The system was designed and built within 17 weeks; all works from design layout to programming were carried out by KER Group.

The initial trials were successful and the system is now commissioned and calibrated ready for use in the coming weeks.



KER Mobile Pelagic Weighing Unit

Neptune and Aine unloading Boarfish



Boar Fish

This Autumn the Scad fishery got off to a slow start so some of the Killybegs fleet went in search of Boar Fish.

There was good fishing got on the West Coast by a few pair boats, while the Aine, Neptune and Vigilant had success on the banks way South of Ireland returning to Killybegs loaded.

Sprat / Herring

While the Sprat Fishery seemed to be as good as ever in October, Fishing picked up again in November. The Barbarella and Rachel D got a good few shots along with some other decent catches.

The Herring showed up again in Bruckless Bay with the Westbound one of the first boats to locate the Silver Darlings, landing a decent shot. This was followed by other single boats and pair trawlers getting some good hauls which was a nice bonus for Christmas for this small inshore fleet.



Faoilean Ban with a good catch of herring loaded.

GROW YOUR BRAND

Print Advertising Rates



WITH THE SKIPPER & SKIPPER EXPOS

- Average Monthly Circulation: 4.5k
- Average Monthly Readers: 11.5k
- Average Monthly Website Visitors: 26k
- Social Media Followers: 78k
- Newsletter Subscriptions: 7k

www.theskipper.ie

SIZE	MONO	COLOUR
Full Page	€1,000	€1,200
1/2 Page	€600	€725
1/4 Page	€400	€500
1/8 Page	€200	€250
65x95mm	€95	€120

Contact Sharon
+353 (0)86 8401250
+353 (0)74 9548037
sharon@maramedia.ie

Mediterranean Moray Eel (*Muraena helena*) captured on the Porcupine Bank

By Declan Quigley

During late November 2020, the MFV Cu na Mara (S224) [Skipper: Patrick Flannery, Dingle] captured a Mediterranean Moray Eel (*Muraena helena*), measuring 103.5 cm TL and weighing 3.9 kg, while trawling at a depth of c.470m on the Porcupine Bank. The specimen, which represents the 7th and by far the deepest record of *M. helena* from Irish waters to date, was donated to the Natural History Museum in Dublin.

The first Irish specimen, measuring 112.5 cm, was captured during February 1997 by the MFV Newgrange (D489) [Skipper: Brendan O'Flaherty, Kilmore Quay] while beam trawling at a depth of c.100 m off Mine Head, Co Waterford. Over the last decade at least 5 more specimens have been reported from Co Kerry. During 2010, three specimens were captured, including one in January measuring 120 cm and weighing 2 kg, taken by the MFV Jerh O'D (S57) while trawling at a depth of 160 m c.40 km W Blaskets, and two more off the Skelligs, one during August by MFV Keriola (S550) [Skipper: Dave Hitz] while trawling at a depth of 150 m, and another during September by the MFV Serenity (S413) [Skipper: Kieran O'Sullivan] while potting for crab (Kieran released the eel alive after taking photos of the specimen). During March 2016, Les Evans discovered a dead specimen measuring 105 cm and weighing 3.14 kg stranded on White Strand Beach, Caherciveen. During May 2017, the MFV Sea Biscuit (T508) [Skipper: Peter Hand] captured a specimen measuring 105 cm and weighing 3.8 kg, in his lobster pots north of Tearaght

Island.

The Mediterranean Moray Eel is a sub-tropical species, which as its name suggests, is common in the Mediterranean Sea, but also in the NE Atlantic from Senegal, Cape Verde Islands, Maderia, Canaries and Azores northwards to the Iberian Peninsula. However, the species has rarely been recorded northwards of Biscay, and there are only about 30 records from NW European waters (northwards of 43.50N), with only one record (c. 1881) from as far north as Yorkshire (North Sea). The species attains a maximum length, weight and age of 150 cm, 6.5 kg and 38 years respectively, and is usually found at depths of 100-300 m, albeit occasionally down to 800 m. The NW European specimens were captured at an average depth of 172 m (range: 63-470 m). The current IGFA World Record rod-caught specimen, weighing 6.2 kg, was captured at Vila Real Santo Antonio, Algarve (Portugal) during January 2007.

Although Mediterranean Moray Eels have been intermittently recorded from NW European waters since 1834 (Polperro, Cornwall, UK), over the last 200 years only 28 specimens have been authenticated northwards of southern Biscay. Its recent appearance in Irish waters during the last two decades may be related to a significant increase in sea water temperatures observed in the North Atlantic since the early 1990s. While the vast majority of the NW European specimens were of adult size (mean TL 104 cm; range 48-130 cm), there is no evidence that the species successfully spawns at these northern latitudes (no eggs or larvae have been recorded). However, it is interesting to note that during March 1897, a mature 113.4 cm male running



Mediterranean Moray Eel (*Muraena helena*) captured by the MFV Cu na Mara (S224) on the Porcupine Bank (November 2020)

ripe with milt was captured off Eddystone in the SW English Channel, and during June 1937, a sub-adult measuring 48 cm was taken in the southern North Sea at Ostend (Belgium).

It would appear that a small population of adult-size Moray Eels are resident off the SW coast of Ireland. However, due to the species preference for living in rocky crevices, they are probably rarely captured. Considering their sedentary and territorial habits, it is unlikely that the Irish specimens arrived in NW European waters as adults, and were most

likely derived from pelagic larvae (leptocephali) which drifted northwards from more southern European spawning populations. The pelagic larval stage can last for up to 2 years, long enough for at least some vagrant leptocephali to reach the south coast of Ireland. Within their natural range, maturing Mediterranean Moray Eels migrate from inshore waters into deeper offshore waters to spawn. Indeed, it is tempting to speculate that the latest Irish specimen may have been searching for an elusive mate in the depths of the Porcupine.

Moray Eels have very sharp teeth and live specimens should be handled with great care. Although Moray Eels are apparently good to eat, some species have been implicated with ciguatera food poisoning in tropical regions. Small quantities of Mediterranean Moray Eel are harvested in the Mediterranean region. According to FAO statistics, a total of 180 tonnes was landed during 2018, almost 90% by Italy.

Declan is always interested in receiving reports about unusual specimens. Tel: (087-6458485; Email: declanquigley@eircom.net)



Mediterranean Moray Eels from Co Kerry (White Strand Beach, Caherciveen, March 2016 & N Tearaght Island, May 2017)

Thank you for the good work.

The fishermen of Ireland and their communities have helped remove more than 400 tonnes of marine waste.



#BIM
#Fishingforlitter
#CleanOceansInitiative





UK NEWS

Staying Safe at Sea

On Tuesday 1st December, the All Party Parliamentary Group on Fisheries held its final online event of 2020, on the subject of Staying Safe at Sea. The event heard from fishermen, technologists, communications experts and legislators, all of whom are working to make fishing a safer profession.

Fishing can be a high-stakes profession. Vessels capsizing or fishermen falling overboard, although relatively rare events in themselves, can often end in fatality. Because the stakes are so high, maximising fishing safety is crucial. "Fishing safety is an issue very close to my heart," said Sheryll Murray MP, Chair of the APPG on Fisheries, who chaired the event. "It was fantastic to hear such passionate speakers discussing how we can make the industry as safe as possible, so that fishermen are more aware of the dangers they face."

"Fishing is the most dangerous industry in the UK," said Katy Ware, Director of UK Maritime Services, Maritime and Coastguard Agency, who spoke at the event. "The MCA can raise standards through regulation, training, and education within the industry, and we hope that safety awareness will be increased as a result. However, this will not work unless vessel owners ask themselves: can I do this safer, have I done everything I can to protect myself and my crew?"

Direct outreach can bring

significant benefits to fishing safety. Denise Fraser, Head of Communications at Seafish, spoke about the work of the Fishing Industry Safety Group's Home and Dry media campaign. "The fishing industry is having more conversations about safety at sea than ever before and I think we'll start to see that culture change," said Denise. "We're trying to change generations of habits and attitudes so it will take time, but it's going in the right direction." Denise said the success of the campaign was due to a new coordinated approach - focusing on the benefits to be gained by maximising fishing safety.

Efforts at the regional level are also having a significant impact. Clive Palfrey, Regional Safety Adviser for Seafood Cornwall Training, spoke about how he interacts directly with fishermen on the quayside to stimulate engagement with safety concerns. His conversations revolve around safety matters such as best practice, compliance with regulations, and the health and wellbeing of crew members - making fishermen aware of the issues and opportunities where they can take action.

Looking for inspiration from other sectors could help bring about benefits for fishing safety. "Fishing safety has been improving, and can be developed further, by utilising techniques used in other industries, such as oil and gas," said Kenneth Smith, Director of Hook Marine Ltd, who spoke about vessel



Sheryll Murray MP Chair of the APPG on Fisheries

stability technology. "We must develop the barriers which will stop accidents, including improvements in design, education, training, maintenance, examination and testing of vessels and equipment."

Technologies that bring about substantial safety benefits do exist, but for reasons such as lack of resources or information, they are not always taken up by fishermen. "The biggest possible positive impact for fishing safety would be the reduction in the gap between safety equipment innovation and access to that equipment for the vessels and crew," said Sean McCrystal, Senior Marketing Manager for Orolia Maritime, who manufacture Search and Rescue beacons.

Finding the time and resources for training can be an obstacle, especially since the fishing industry needs to make the most of fair weather to go to sea.

"There are not enough safety providers or training courses,

and those that do exist often fall at a time that fishermen are away at sea," said John Clark, skipper of the Reliance III. At the event, John spoke about how his personal experience going overboard meant he went 'above and beyond' the current legislative requirements to fit his new vessel with safety measures, such as a winch guard and a clip-on safety rail for crew members. "If we are to attract new entrants into the fishing industry, we need to have a better understanding of safety and to provide a safe working environment."

The event was recorded and is available on the APPG website, along with a summary of the panelists' answers to questions from attendees. The APPG Secretariat will also publish a policy brief detailing the outputs and key messages for the event in the coming weeks. The APPG on Fisheries' next event will take place in the New Year.

Seafarers UK Supports Safety Folder for Fishers



Seafarers UK is supporting the Safety Folder, a unique safety aid for professional fishers, as it embarks on a campaign to increase its use by fishing boat owners, skippers and crew across the UK.

Created by Seafarers UK trustee Robert Greenwood, the Safety Folder is a free online resource that aims to support behavioural change to improve safety culture on board fishing vessels of all sizes.

It achieves this in part by making it easier to maintain records and provide evidence to Maritime & Coastguard Agency (MCA) inspectors that risk assessments have been routinely

carried out.

The MCA recommends the use of the Safety Folder on the grounds that its use can 'assist you with preparing for your survey and inspection and may save you time and money by shortening the time MCA spends on your vessel and avoid return visits.'

Since its launch in 2012, the Safety Folder has been adopted by owners of 1,687 vessels with 4,239 crew. 50% of active fishing vessels in the UK are registered users, including 23% of the UK's under-10m fleet.

The Safety Folder:

- supports conducting and

- recording risk assessments
- supports compliance with ILO C188 regulations
- keeps track of crew training and certification
- provides automated reminders of expiry dates for equipment certification, servicing and vessel maintenance.

The Safety Folder's use as a safety management system is endorsed by the National Federation of Fishermen's

Organisations, Northern Ireland Fish Producers' Organisation, Scottish Fishermen's Federation and Welsh Fishermen's Association - Cymdeithas Pysgotwyr Cymru.

Robert Greenwood explained: 'The grant awarded by Seafarers UK, together with match funding from Trinity House, will support the incorporation, marketing and core costs for the Safety Folder, enabling a shift from a part-time volunteer endeavour to

a more formal structuring of the governance and its operations, including the creation of a Community Interest Company.'

'It will also enable a programmer's time to be given to website development in order to improve navigation and retrieval of information for users, as well as add a calendar of key dates and automated reminders about equipment safety checks.'

Seafarers UK CEO Catherine

Spencer commented: 'This grant award is the latest example of how our solution focused work in the fishing sector will help raise safety standards and practice for UK fishers. Seafarers UK is getting to the root of problems and working with a range of delivery organisations to improve life for fishers.'

Fishing vessel owners can register to use the Safety Folder at www.safetyfolder.co.uk

SeaFish Covid-19 impact review

Seafish has published the second in a series of reviews showing how the impacts of Covid-19 have been felt across the whole of the seafood supply chain in the UK. The latest report from the public body that supports the UK seafood industry focusses on July to September 2020. It explores how the UK's seafood sector faced the challenges of the global pandemic during this period.

Hazel Curtis, Director of Corporate Relations at Seafish said:

"Having weathered the initial impacts of Covid-19 on local and global trade, the people operating the UK seafood supply chain learned to live and work within the 'new normal' of a global pandemic over the summer.

In this review we once again combine quantitative data from across the sector with real-time intelligence from our stakeholders to describe and explain the challenges faced and how people adapted their businesses in response. We want to help our industry and the wider world make sense of the impacts experienced from a 'whole of supply chain' perspective."

The review looks at how seafood supply, production, distribution and markets were affected by the global pandemic during July to September 2020. In this period, bookended by restrictions first easing and then ramping up again, key impacts highlighted in the review include:

- Foodservice demand increased as restrictions eased in the UK and Europe and consumers had the opportunity and confidence to eat meals out of home again.
- The return of food service saw exports flow to Europe and imports recover slightly.
- Demersal and shellfish export value was higher than in previous months, though still well below the same period in 2019.
- Retail sales dropped back on previous months, but remained above 2019 levels.
- Transport and logistics systems ran more smoothly than in the spring and fish auctions adjusted to continued price volatility and demand uncertainty.
- Most processing businesses were back online by August, having made adaptations to ensure safe working while meeting ever-changing demand.
- Some aquaculture businesses struggled with poor demand while others capitalised on direct sales to see them through this period.
- Virtual training courses gained popularity and some face to face safety training for fishing crew was possible in small groups.



Dan Whittle Whitby Seafoods

- Towards the end of the period restrictions in Europe and the UK increased again, bringing renewed uncertainty.

The review includes the first publication of final data from Seafish's 2020 survey of the UK seafood processing sector. It also features insights from businesses throughout the UK seafood supply chain highlighting the real impacts experienced by individual seafood businesses.

To reopen or scale up capacity, processing businesses made major adaptations to become Covid-safe workspaces. Commenting on how they met these challenges Paul Treadgold, Health and Safety Officer at Flatfish Ltd, said:

"We have managed the risks of Covid-19 in the factory with a number of control measures. These included social distancing on our production lines and work areas, additional PPE, enhanced hygiene protocols, an internal track and trace system, stricter procedures for visitors to the factory, and additional staff communications and discussion forums to support employees.

"We have maintained these controls at the same level since introducing them in March, regularly reviewing and improving controls day by day. Though we have been able to adapt successfully, the additional equipment, cleaning staff and staff downtime during team talks have come at an additional financial cost to the business."

The report also looks at the impacts of the return of consumers to hospitality and the impact

of the Eat Out to Help Out scheme. The re-emergence of foodservice, while short-lived, had knock-on benefits for the shellfish processing and catching sectors as cold stores cleared and demand for raw material returned. Daniel Whittle, Managing Director of Whitby Seafoods, explained:

"The UK Government's Eat Out to Help Out scheme helped a lot. It resulted in a significant increase in foodservice demand for scampi over the summer, which helped to clear stocks that had built up during the first lockdown. The impact of the high retail demand during lockdown, and the high demand seen in August has allowed us to continue buying raw material, which has meant the prawn boats could keep fishing."

The topic of direct sales to consumers is also revisited in the review. Adopted by many businesses from across the supply chain, it is the element of the industry's response to the pandemic that has been given most attention by the mainstream media.

The review notes that many businesses who considered direct sales as a 'lifeline' to allow them to continue operating during the challenging lockdown period have moved out of direct sales again as their former supply chains returned. However, some businesses throughout the sector saw long-term potential for direct sales as part of their offering. This led to investment in this area and recruitment of new staff to maintain their new (or newly expanded) direct sales operations alongside a return to traditional markets.



SCOTLAND NEWS

New Controls For Wild Wrasse Fisheries

Mandatory controls over the harvesting of wild wrasse for managing sea lice in the salmon farming industry have been announced by Rural Economy Secretary Fergus Ewing.

The new measures are to be introduced following a recent consultation with the industry and will be brought into effect from 1 May 2021. Fishers will have to meet certain criteria, show they have an appropriate relationship with an aquaculture business and have a proven track record to obtain a permit for harvesting wild wrasse.

The move is expected to improve management of the fishery, provide clear instructions to all those involved, and secure better reporting of activity and data from fishers to Marine Scotland.

Mr Ewing said: "These measures will support the sustainable growth of our valuable aquaculture industry

while also maintaining the right balance across our economic, environmental and social responsibilities.

"Mandatory measures for wild wrasse harvesting will help to maintain healthy stocks of this fish which is so important for treating and controlling lice in our salmon farms while improvements to the way we consider regulation of fish farms will ensure the impact from interactions with iconic wild salmon and sea trout is reduced.

"We will work with fishers to help ensure reasonable fishing opportunities remain, that there is access for new entrants to wrasse fishing and that there is a fair recruitment system that takes into account sustainability and the aspirations of fishermen who may wish to diversify. This is an area we will continue to develop. Measures will be kept under review and we will look to refine them as more evidence, data and technology becomes available."



"As we look ahead to economic recovery and the development of the Blue Economy, sustainability must be at the heart of what we do to ensure future generations can enjoy all of the beauty and nature that Scotland has to offer whilst safeguarding jobs in some of our most rural and fragile communities."

Call To Retain and Report American Lobsters

Marine Scotland have renewed a call to help raise awareness of American lobster (*Homarus americanus*).

The animals are considered as an invasive non-native species as they are not indigenous to Scotland and they pose a threat to the native wildlife.

Every year Marine Scotland and other UK administrations receive a small number of reports of American lobster being caught in UK waters. These animals cannot cross the Atlantic naturally and therefore have appeared because people have released them, either deliberately or accidentally.

Marine Scotland is calling on people to report any American lobsters caught in our waters to have a true picture of where the animals are, in what quantities and if they are breeding.



Identification

American lobsters are similar to European lobsters in appearance but there are some noticeable differences:

- American lobsters are more stocky in appearance than European lobsters
- Colouration varies but American lobsters are usually green/brown with orange, red, dark green or black speckling, while European lobsters are blue in colour
- The underside of the claws of an American lobster are orange, while those of a European lobster are cream coloured
- American lobsters have one or more spines (ventral teeth) on the underside of the 'nose' (rostrum), a feature which is absent in European lobsters
- The spines on the rostrum of the American lobster tend to have red tips, while those on the European lobster are white tipped

It is thought that American lobsters could have a negative impact on native European lobsters and other species in the marine

environment, by acting as a disease vector, competing for food and shelter and potentially interbreeding. Currently we do not have enough evidence to state with certainty how much of a threat this is, so it is important that any suspected American lobsters are reported so they can be verified by Marine Scotland.

If you think you have caught an American lobster, please contact the local Marine Scotland Compliance Fishery Officers, who will assist with collection of this data. A sample will be taken and sent for scientific analysis, and further advice provided as needed.

The information we are looking to gather is:

- Date and location of capture
- Photographs of the whole animal, the underside of the claws and the rostrum are minimum required to confirm the report
- Sex of the animal
- If claws were banded
- If it was carrying eggs
- Size (weight and/or carapace length)

Reporting

Please report any suspected American lobsters to your local Marine Scotland Compliance Fishery Office or the UK Fisheries Monitoring Centre at 0131 271 9700 or via email at UKFMC@gov.scot.

It is legal to land and sell or consume any American lobsters you catch, however it is illegal to release them into the wild in UK waters. The knowledge and data gained from reports of any non-native lobsters is essential to aid future decision making and policies aimed at protecting the Scottish marine ecosystem.

We especially want to hear about those lobsters not easily identified as they could potentially be hybrids of American and European lobsters.

It should also be noted that there is an extremely low known incidence of American lobster (*Homarus americanus*) in Scottish waters, and therefore the risk to native lobster (*Homarus gammarus*) is also currently very low.

New MPA Sites To Offer Protection For Iconic Species

Minke whale, basking sharks and Risso's dolphins will be among a wide range of biodiversity and geological features to be safeguarded following the designation of four new Marine Protected Areas (MPAs).

A further 12 sites have been given Special Protection Area status, providing additional protection to Scotland's vulnerable marine birds including sea ducks, divers, grebes and our iconic seabirds.

A total of 230 sites are now subject to marine protection measures, covering around 227,622 square kilometres - 37% - of Scotland's seas.

The West of Scotland MPA, Europe's largest Marine Protected Area, was designated in September and is regarded by the Convention on Biological Diversity as "internationally significant".

The four new Marine Protected Areas are: **North-east Lewis**: The protected features include Risso's dolphins and sandeels.

Sea of the Hebrides: The largest of the four new MPAs. The protected features include basking sharks and minke whale.

Shiant East Bank: Located in the middle of the Minch, the sea which separates the Outer Hebrides from the Scottish mainland. The protected features include sponge habitats and sea fans, a variety of coral.

Southern Trench. The protected features include minke whale.

The sites receiving Special Protection

Area status are:

- Solway Firth
- Seas off St Kilda
- Seas off Foula
- Moray Firth
- Ythan Estuary, Sands of Forvie and Meikle Loch (extension)
- Outer Firth of Forth and Outer St Andrews Bay complex
- Bluemull and Colgrave Sounds
- East Mainland Coast Shetland
- Sound of Gigha
- Coll and Tiree
- Rum
- West Coast of the Outer Hebrides

The West of Scotland MPA was announced in September.

Natural Environment Minister Mairi Gougeon said:

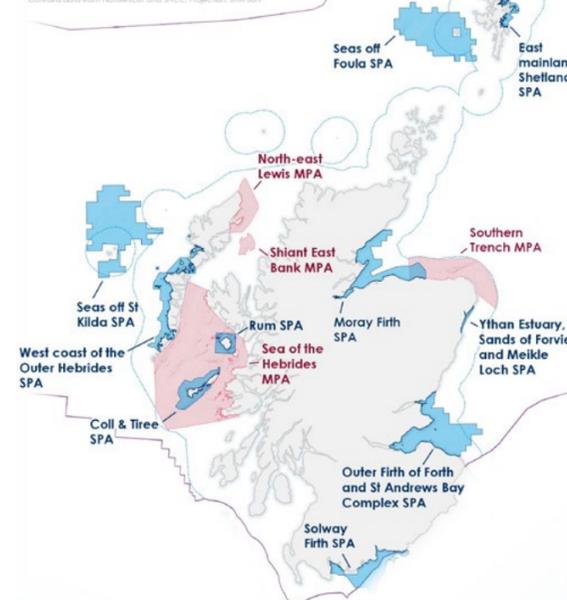
"It is our duty to help protect and enhance our marine environment so that it remains a prized asset for future generations. These designations continue Scotland's commitment to lead by example on environmental protection.

"Not only are our seas fundamental to our way of life, they provide habitats for a hugely diverse range of marine wildlife and it is vital that we ensure appropriate protection for them.

"Scotland's waters are home to many unique species and these designations ensure our MPA network is fully representative of

Marine Protected Areas and Special Protection Areas: December 2020

Source: Scottish Government (Marine Scotland), 2020. © Crown copyright. Coordinates data from Natural Scotland and BIOC. Projection: UTM S26N



our marine diversity, exceeding the proposed international target to achieve 30% of global MPA coverage by 2030.

"Protecting Scotland's marine environment is also crucial for supporting the sustainable recovery of our marine industries and these designations will form a key element of our Blue Economy Action Plan."

SCOTTISH SKIPPER EXPO

SKIPPER PRESENTS

RESCHEDULED SHOW DATES

14-15 MAY 2021

WWW.THESKIPPER.IE

Email: sharon@maramedia.ie

M: 00353 (0)86 8401250 T: 00353 (0)74 9548037

P&J LIVE, ABERDEEN

OPENING TIMES | Fri 10-6 Sat 10-4

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

Fishing industry hope UK negotiators will hold firm

With the Brexit trade negotiations entering its final stages, a local fishermen's leader has warned that time is running out for discussions to take place around next year's access and quota for EU vessels in UK waters.

Shetland Fishermen's Association executive officer Simon Collins said that in case of no deal and no such talks taking place, EU vessels would have no access to UK waters after 31 December.

Acting as an independent coastal state, the UK has already negotiated bilateral agreements with Norway and the Faroe Islands, but not the EU.

European negotiators are of course hoping to reach a trade deal with the UK which would secure the continued

access of EU vessels to UK waters, a position that is vehemently opposed by the industry and has been described by Collins "as the continuation of the CFP [Common Fisheries Policy]".

Earlier, some national newspapers reported that the UK had caved in to allow EU vessels continued access for a five to seven year period, but that was quickly denied by Downing Street.

"Away from the noise of the Brexit negotiations itself, there is reason to sit down and talk about next year, in any case," Collins said.

However, this could be interpreted as a climb down by EU negotiators who are hoping to get the right of access to UK waters written into any trade deal, rather than agreeing to the principal of annual negotiations.

Collins said: "We are not in favour of a deal that gives away our control of access. If we could have a framework deal that includes the provision that these are actually our waters and we decide access, then, of course, we have always been in favour of a deal."

Collins continued saying that the reason behind the high profile fishing has been playing in the Brexit trade negotiations over recent months was the fight over the principle of control of access to UK waters.

It's not about blocking all access of EU fishing vessels; it is about who controls and who manages this access, he said. For decades local fishermen have argued that there has been a gross imbalance between what UK and foreign vessels take from UK

waters. That is why the UK fishing industry insists on annual negotiations with the EU, which would allow this imbalance to be addressed - subsequently leading to higher quota shares for UK vessels.

"It's not about never having access to UK waters - the principle is that we control it," Collins said.

"It is about correcting an imbalance, and once we are getting something more reasonable, there is not reason why our European partners can't continue to fish in our waters."

Collins added that even if a trade deal is not reached over the coming days, there is no reason why such a deal could not be secured at a later date, and once the noise of politics has dissipated.

Fishermen express concern over tankers sheltering too close inshore

THE fishing industry in Shetland has added its voice to concerns over the number of fully laden tankers "loitering" in the important and valuable fishing areas to the east of the isles.

Chief officer of the Shetland Fishermen's Association Simon Collins said he was grateful to local campaigner Jonathan Wills who brought up the issue in a recent Shetland News article.

https://www.shetnews.co.uk/2020/11/27/lets-keep-loaded-tankers-further-offshore/ Collins said: "All of us do welcome that he has flagged up the issue of these large ships sitting there full of crude oil when they shouldn't"

Dr Wills called on Shetland Islands Council to consider taking action against tankers leaving Sullom Voe Terminal after loading hundreds of thousands of barrels of crude and then sheltering off Shetland while waiting for orders and the oil price to rise.

The former councillor and honorary warden of the Noss nature reserve said while most of these tankers were well-maintained and well managed, accidents could happen even on good ships, and as such they posed an unnecessary risk to an island community dependent on clean seas.

Collins said fishermen were "extremely concerned" about the potential dangers.

"The fishing grounds to the east are important to local boats. These are the most productive fishing areas in the North Sea and we don't need an incident involving oil," the

fishermen leader said. While most of the waters around Shetland are marked as 'areas to be avoided', approaches to harbours such as Sullom Voe and Lerwick are classed precautionary areas which exist for "the purpose of ship's routing".

The council's own Vessel Traffic Systems (VTS) manual says that "under an agreement with the Sullom Voe partner oil companies all tanker traffic heading to/or from Sullom Voe around the east side of Shetland must remain outside the precautionary areas on that side as if they were part of the area to be avoided."

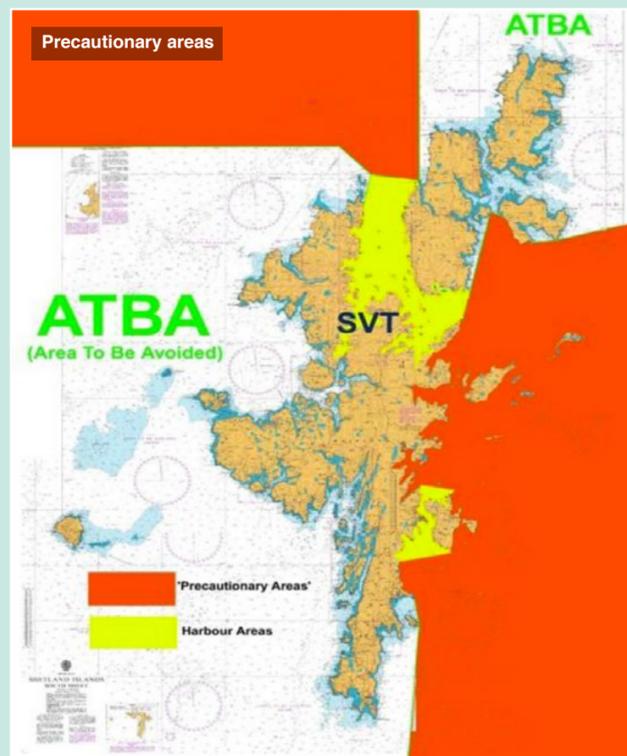
Earlier this autumn the fully laden Eagle Bintulu spent two months as a floating oil storage facility within sight of the Noss nature reserve, while her sister vessel Eagle Kuching moved further offshore after the article was published on 27 November.

However, a request from Shetland News to Shetland Islands Council to clarify its approach to the issue and its jurisdiction remained unanswered.

Harbourmaster Greg Maitland said that "after careful consideration, we have no further comment to make". A second request for comment with a number of questions remained unanswered.

Meanwhile, the Maritime and Coastguard Agency (MCA) said that the precautionary areas around Shetland have been designed to allow vessels to approach the ports of Lerwick and Sullom.

"Precautionary areas are not about prohibiting vessels from entering, they are there to ensure that vessels



navigate with particular caution," the MCA said.

"IMO's [International Maritime Organisation] definition of precautionary areas is: 'a routing measure comprising an area within defined limits where ships must navigate with particular caution and where the direction of traffic flow may be recommended'."

"Vessels using a precautionary area are expected to comply with the

conditions attached to it.

"The Maritime and Coastguard Agency can and does take up areas of concern with the ship's crew, its owners and operators, as well as the flag states of the vessels, if need be."

"This is to enquire about transiting vessels' well-being as the coastal state and generally accepted traffic management principals, and to reinforce their obligations under agreed IMO routing measures."

Fishermen asked to take part in herring study

LOCAL fishermen are being asked to collect samples of herring caught around Shetland during the winter as part of a new study.

Staff at the NAFC Marine Centre in Scalloway are keen to determine the identity of the herring caught.

Around Shetland, North Sea autumn-spawning herring are present and support a valuable commercial fishery.

These herring are observed to undergo sexual maturation between March and August, ready to spawn in September.

However, there have also been observations in Shetland waters of other herring which instead undergo maturation in the winter months, to spawn early in the year.

NAFC fisheries scientist Dr Katie Brigden, who is leading the project, said there is little documented information available on 'winter herring'.

She said the "presence of these fish is of interest to science and industry - raising the question of a stock distribution which is potentially unknown and unaccounted for".

"There is a need to gather more information to confirm which population these 'winter herring' belong to," Brigden said.

The new project is asking all fishermen in Shetland waters to look out for and retain any herring that are caught between December 2020 and April 2021 so that they can be biologically sampled and genetically identified.

Any herring caught should be kept on ice or frozen, with details recorded of the date and location of capture.

Fishermen are asked to contact the NAFC Marine Centre for the samples to be collected or to arrange drop-off at 01595 772000.

In addition to collecting samples, fishermen are also being asked to complete a short questionnaire (available at Questionnaire: Identification of herring in Shetland waters - https://bit.ly/2JqShf2).

Two fish, meanwhile, have been recaptured by local whitefish boats more than three years after they were tagged by the NAFC Marine Centre.

The first fish was a thornback ray (Raja clavata) caught by the Arcturus (LK 59) on 8 November while she was fishing east of Norwich in Unst.

The ray had been tagged onboard NAFC's research vessel Atlantia II in July 2017 and released in the shallow waters near Fetlar, roughly 25km from where the Arcturus recaptured it.

The Marine Centre said this fits with the fact that thornback rays are known to remain inshore during summer and move offshore into deeper waters during winter.

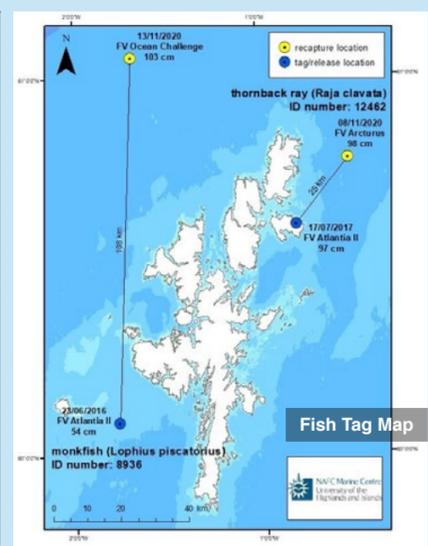
Despite the passage of more than three years the fish had only grown by a single centimetre, from 97cm when it was tagged in 2017 to 98cm in when it was recaptured.

The second was a monkfish (Lophius piscatorius) caught on 13 November by the new Ocean Challenge (LK 253) while fishing northwest of Muckle Flugga.

Coincidentally crew member Arthur Johnson who reported this recapture had been the skipper of the Atlantia II when the fish was tagged west of Scalloway in June 2016.

Since it was tagged the monkfish had moved more than 100km to the north, which is consistent with previous NAFC research which found that monkfish move significant distances offshore during the winter.

The fish had also almost doubled in size, from



54cm in 2016 to 103cm in 2020 which fits in with the growth rates of other tagged monkfish.

NAFC fisheries research assistant Connor Wood said tagging gives a greater understanding of the overall growth and movement patterns of commercially important stocks around Shetland.

"It is encouraging that we are still seeing recaptures this long after the tagging project ended but there are likely still many more tagged fish waiting to be caught so we would encourage everyone to continue keeping their eyes open," he said.

"If you find a tagged fish please keep the whole fish if possible and contact us at nafc.tags@uhi.ac.uk."

Growing industry in need of foreign crew, MP says

NORTHERN Isles MP Alistair Carmichael has criticised the prime minister for an apparent U-turn on fishermen's access to foreign skilled deckhands after Boris Johnson made a commitment to tackle the issue earlier in November.

The prime minister met and discussed the issue with Orkney and Shetland fishermen in July and more recently told Carmichael he would instruct home secretary Priti Patel to "seize the matter".

However, immigration minister Kevin Foster, in a follow up letter to the Orkney and Shetland MP, has now justified the refusal to change course on the basis of the impact of Covid-19, an argument that Carmichael and others have said showed "little understanding" of the issue.

The MP has now written to Boris Johnson calling for his intervention. He said: "The fact that they even engage these arguments just shows how little understanding they have of the industry that they're dealing with."

"The industry have been telling them for years that they need foreign crew and that this is the

only way that they will get the crew that they need."

"Many skippers will now be feeling betrayed by the prime minister. He flew in, he had his picture taken [in Orkney in July this year] with some crabs and flew out.

"It doesn't look now like much of a listening exercise, it just looks like a rather expensive photo call.

He told Johnson: "I believe that this matter requires a specific intervention on your part in order to improve the outcome for fishermen. The industry expects to expand further after Brexit so this demand for skilled workers is not going away."

Council says environmental health officers are prepared for Brexit

As new trading rules with the European Union come into force from 1 January regardless of whether the UK leaves the EU with or without a deal, a final call has gone out from Shetland Islands Council reminding owners of fishing vessels to get registered as food producing businesses if they have not done so already.

Environmental health team leader David Robertson said the

council was close to completing all the preparatory work including final checks on export businesses and employing health inspectors.

After 31 December all landed fish to be exported to the EU will require an official health certificate.

Northern Isles MP Alistair Carmichael raised the incoming changes in the Commons recently by accusing the Scottish Government of "sitting on their hands" when it came to Brexit preparations, and in particular in addressing the shortage of environmental health officers nationally.

Locally, Robertson said the council has been prioritising this work for the last six months and, in any case, most health certificates for fish landed in Lerwick or Scalloway would not be issued on the islands but at logistic hubs in central Scotland.

Robertson added, however, that the local authority expected to see growing demand for health certificates for fish being exported to markets outside the EU.

"To date, we have completed around 150 fishing vessel inspections with only a few vessels still left to check," he said.

"We are also carrying out final

verification checks in all the main fish processing businesses, to allow the issuing of export health certificates (EHCs) both locally and through the logistic hubs in central Scotland," he said.

"Much of Shetland's fish will be routed through these hubs and it is they who will be issuing the health certification. This will help reduce the demand for EHCs locally through Shetland Islands Council."

Robertson added: "The national shortage of environmental health officers has meant that Shetland Islands Council has had to take on this extra work using existing resources, on top of other Covid-19 related work this year.

"We already issue EHCs for companies in Shetland that export fishery products to countries outside the EU but we do expect volumes to increase significantly in the new year.

"I would urge any fishing vessel owner who hasn't yet contacted us to arrange a vessel inspection to do this as soon as possible.

"I would also appeal to any other fishing operator/business who has otherwise traded freely within the EU until now to seek advice and information so that they are fully prepared for 1 January 2021."



ORKNEY NEWS *By Craig Taylor*

Creel boat Njord joins Westray Fleet

The creel boat Njord has joined the Westray fleet, having been brought from the other end of the UK.

Owners of the vessel, a catamaran, are father and son Robbie and Jake Hutchison, with Robbie saying that the boat, is very much Jake's operation. Robbie's wife Maggie, Jake's mother, is also a partner in the venture.

The just under 10m boat, which has a beam of almost 5m, was built five years ago by Sutton Workboats of Newhaven, in the south of England. She is powered by twin 90hp Beta engines.

Since selling their previous vessel, Maggie J, also a catamaran, whose hull came from Gemini Workboats, and which went to new owners in Port Seaton, they had been on the lookout for another vessel.

Around a month ago Jake went down to Hastings to see the boat which was named Wilfie A and registered RX109.

Having decided to purchase the vessel, she was transported to Orkney by road, with Robbie saying that was the only way to do it at this time of year.

She has now been registered in Orkney temporarily as K109, but will be re-numbered as K271, the number of the Maggie J, and Robbie's previous boat Amazon, which he and brother Keith bought back in 1990 in partnership with Sam Harcus.

The boat is powered by twin 90hp Beta engines, is fitted with a roller, with an opening which has been modified and enlarged on the stern, to allow for self-shooting creels.

The Hutchison's work with Gael Force and Caithness creels, double eyed and parlours.



With the new boat having such a large clear deck space, they will be able to work longer ropes, and of course carry far more creels than they could with their previous vessel, which they also used for prawn trawling and clam dredging, as well as creeling.

The vessel was previously launched from the beach in Hastings as a day boat, and used for gill netting.

In her new role in Orkney, she will work out of Pierowall and will mainly be used for creeling and possibly jigging.

Jake said that having the boat rigged for creels only, rather than trawling or scalloping, means that he can take the boat himself, or with a crew. He did add however that it is becoming difficult to attract crew into the industry from Westray, with many younger ones interested in salmon farming these days.

After coming north, modification work has been carried out at Kirkwall Pier, with the boat then to head out to Westray to begin work, with Jake and Robbie saying they were keen to get going with her.

Claim that U-turn on fishing visas shows little understanding of issues

Orkney and Shetland MP, Alistair Carmichael, has criticised the Prime Minister for an apparent U-turn on fishermen's access to skilled deckhands, after the PM made a commitment to tackle the issue last month.

The Prime Minister met and discussed the issue with isles fishermen in July and more recently told Mr Carmichael he would instruct Home Secretary Priti Patel to "seize the matter".

Mr Carmichael previously wrote to the Home Secretary to ask for a guarantee that deckhands for fishing

vessels will be recognised as a "shortage occupation" under future immigration rules, ensuring access to skilled workers for fishing vessels.

Immigration minister Kevin Foster, in a follow up letter to Mr Carmichael, justified the refusal to change course on the basis of the impact of Covid-19, an argument which Mr Carmichael and others have said showed "little understanding" of the issue.

Mr Carmichael has now written to the Prime Minister calling for his intervention.

Mr Carmichael said: "The fact that they even engage these

arguments just shows how little understanding they have of the industry that they're dealing with. The industry has been telling them for years that they need foreign crew and that this is the only way that they will get the crew that they need."

On the Prime Minister making a visit to Orkney earlier this year, he added: "Many skippers will now be feeling betrayed by the Prime Minister. He flew in, he had his picture taken with some crabs and flew out. It doesn't look now like much of a listening exercise, it just looks like a rather expensive photo call.

"If he wanted to have his picture on a fishing boat, he could have used Photoshop and saved on the air miles."

Mr Carmichael has now written to the Prime Minister, asking him to urgently reconsider:

"I believe that this matter requires a specific intervention on your part in order to improve the outcome for fishermen. The industry expects to expand further after Brexit so this demand for skilled workers is not going away.

"We must listen to the needs of skippers and urgently change the visa system for deckhands."

A shaved head and an icy plunge...all for a good

ORKNEY dive boat operator Helen Hadley took the plunge herself this week, by shaving her head, and leaping off Holm Pier, all to raise money for a good cause.

Helen, who lives in Holm, carried out the shave and icy leap into the sea to raise money and awareness for Lewy Body Dementia.

This was in support of her friend and work colleague Hannah Brookes who set up a fundraiser as her father has the condition.

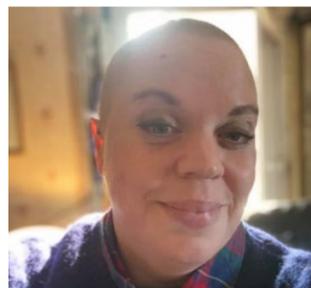
Hannah said that with her 30th birthday coming up she wanted to do something to celebrate.

Hannah says that she intends to keep the fundraiser ongoing until December 18, and she also plans to lose her hair, and take an icy

plunge herself. Her hair will be sent to Locks of Love to make a wig for cancer patients going through treatment.

So far the fundraising has been very well supported, with well over £2000 raised.

Donations can be made, and further details can be found online at: www.gofundme.com/f/going-bold-for-lbd



Helen Hadley with her new look



ICELAND NEWS *By Gudjón Einarsson*

Seasickness: A Hidden Disease!

Nine out of ten Icelandic seamen have experienced seasickness and MDD (Mal de débarquement). In addition, almost half of them or 43% suffer from migraines or tension headaches. These are the first results of a recent academic study among crew members on Icelandic fishing ships and merchant vessels. The study was conducted in the summer of 2019 and involved more than 260 seamen.

Not just about vomiting

"These are high numbers, perhaps because seamen are starting to realize that seasickness is not just about vomiting, but also about experiencing other symptoms of seasickness such as discomfort and headaches," says Nanna Ýr Arnardóttir, Lecturer at the Department of Health Sciences at the University of Akureyri in Iceland, who conducted the study together with Dr. Hannes Petersen, Professor at the University of Iceland.

"The proportion of those who suffer from migraines or experience tension headaches is very high. These are very interesting figures that we will have to look at more closely and investigate the causes. There are many things that one can think of. Maybe it is partly related to unfavorable working conditions on board, continuous buzz or limited bodily movement in a tight working environment," says Ms. Arnardóttir.



The simulator will be used to gain a better understanding of the nature of motion sickness and will subsequently be used to treat such diseases.

More prone to accidents

Participants were also asked whether they had had to be hospitalized once or more often after an accident on land. It turned out that 31% of them have had to be admitted to hospital, which is a considerably higher percentage than the average number of admissions per person in Icelandic hospitals.

They don't know they are seasick

Professor Petersen, a pioneer in the research on seasickness, who worked for years as a doctor on the Icelandic Coast Guard's helicopters, has often flown out

to the fishing grounds to pick up people who have had accidents at work.

"Sailors often have all the symptoms of seasickness even if they do not vomit. They have fast breathing and their blood pressure and pulse are the same as in motion sickness. But as they feel no need to throw up, they do not consider themselves seasick," he says. "Then they experience MDD when they come ashore that can contribute to accidents on land."

Seasickness simulator

In February 2020 a new and state-of-the-art high-tech equipment was introduced

in Iceland for research into seasickness and other motion sicknesses. The operation of the equipment is a joint project of the University of Iceland, Reykjavik University and the University of Akureyri. In the simulator, virtual reality is connected to a moving surface to simulate conditions at sea, driving, flying and more in the range that usually causes motion sickness.

"The simulator will be used to gain a better understanding of the nature of motion sickness and will subsequently be used to treat such diseases," he says. "It might be possible to reduce accidents at sea by targeted training of seamen in the simulator."

A Million Tons

The total catches of the Icelandic fishing fleet amounted to 1,011,000 tons during the fishing year 2019/2020 (September-August). That is a 7.3% decrease compared to the previous fishing year.

The catches of bottom fish amounted to 483,000 tons, down by 30,000 tons mainly due to shrinking quotas of haddock and saithe. Cod catches, on the other hand, increased by 3,000 tons and reached 286,000 tons. Cod is by far the most important species.

The pelagic catches amounted

to 520,000 tons, dropping by 48,000 tons compared to the previous fishing year. For the second time in a row no capelin fishing was allowed due to the poor condition of the stock. There are some indications that limited capelin fishing can take place in 2021.

There was a time when the total catches of the Icelandic fleet repeatedly exceeded two million tons. During the years 1993-2003 that happened six times, mainly thanks to huge capelin fishing that peaked at 1.3 million tons in 1996.



Cod fishing with gillnets in Iceland

Jacqueline Anne



FACT FILE

NAME: MFV JACQUELINE ANNE
 REGISTRATION: FR243
 HOME PORT: FRASERBURGH
 SKIPPER: ADAM TAIT
 CREW: CAN ACCOMMODATE 8
 YARD: MACDUFF SHIPYARDS LIMITED
 DESIGNER: MACDUFF SHIP DESIGN
 TYPE: TWIN RIGGER
 LENGTH: 24.50 METRES
 REGISTERED, 22.78 M OVERALL
 BEAM: 7.6M
 DRAUGHT: 4.30M
 HOLD CAPACITY: 700 BOXES

JACQUELINE ANNE

New Jacqueline Anne for Fraserburgh Family

Macduff Shipyards Limited have recently signed over their latest new build, JACQUELINE ANNE - FR243, to owner Adam Tait and his two sons Adam and Jonathan. This new build replaces their previous fishing vessel of the same name, which was built by the yard only seven years ago in 2013 and is intended to fish around the coast of Scotland, predominately in the North Sea.

Jacqueline Anne shares the same hull form as the Crystal Sea which was handed over earlier in the year and features a hull form developed by Macduff Ship Design which evolved from the yards previous 24.00 m model with modifications made to reduce hull resistance and improve fuel efficiency.

CFD technology was used at the early stage to measure the resistance of the proposed new hull against the previous design and to identify areas where further improvements could be made.

Following this the hull form was finalised and faired virtually by Macduff Ship Design who then produced a detailed set of kit construction plans and produced the stability data upon completion of the build.

The steel kit was cut in house by Macduff Profilers, a division of the yard, and the vessel was fabricated between the yards two sites with the steel modules being fabricated in Macduff and then shipped to Buckie where the hull was assembled, engineered and fully fitted before carrying out sea

and fishing in the Moray Firth.

The hull of Jacqueline Anne is built completely from steel, apart from the wheelhouse and masts, and features a double chine hull form, transom stern and soft nose bulbous bow which is faired gently into the main hull body.

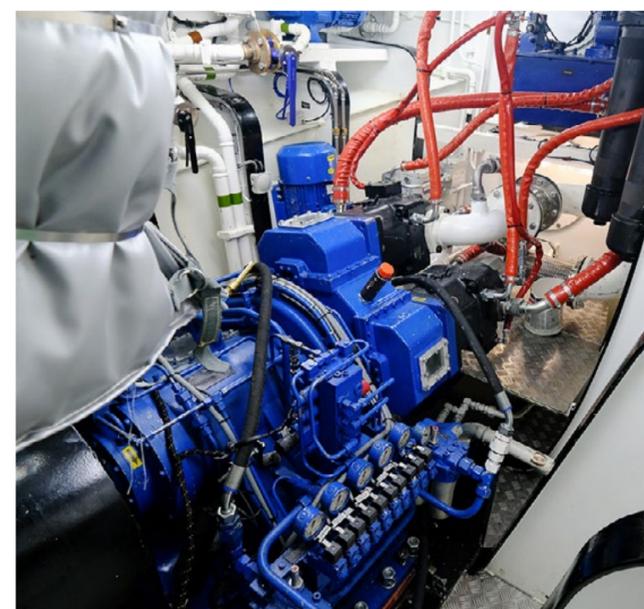
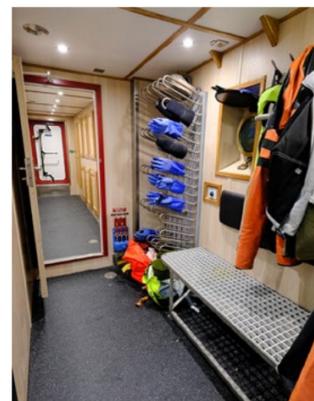
Below deck features the cabins, engine room, fish hold and a large freshwater tank forward of the collision bulkhead. Above deck is situated the aft shelter, galley/mess and side passage area, fish processing area and then a winch room forward where three split winches are sited.

The working deck has been significantly rearranged to suit the owner's requirements and features a dry locker, hold unloading hatch, hold access stairwell and

refrigeration plant room all to the port side which creates a large hatch free fish processing area on the vessel's centreline and the standard hopper and tray sorting arrangement on the starboard side.

Propulsion power is provided by a Caterpillar C32 main engine developing 750 hp @ 1800rpm supplied by Finning Power Systems which is freshwater cooled via a box cooler provided by

Blokland. The flexibility of the C32 main engine which allows for full power to be developed between 1600-1800 rpm along with unlimited control of pitch inherent with CPP systems provides the vessel with a very large degree of control.



“The **Macduff team** have been delighted to work with the **Tait family** and crew of the **Jacqueline Anne.**”

It has been a fantastic project for the yard, we are very grateful for the order and hope the vessel serves them well for many years.”



The Jacqueline Anne's high specification electronics package was supplied and fitted onboard by Woodsons Marine Electronics Limited of Aberdeen.



Radio-Telephones

1 JRC JSS-2150 150W
GMDSS MF/HF SSB
2 Sailor 6210 VHF c/w
1 Icom M330 VHF with DSC
c/w

GPS/GPS Gyro

1 Jotron Class A AIS c/w
2 Furuno GP39 GPS receiver
c/w

Comnav GPS Gyro

1 JRC JFC-180BB Digital
Broadband Echosounder
Navigation

1 Olex 3D seabed mapping
system

1 Sodena Easywin plotting
system

Radar
1 JRC JMA-5206 radar
1 JRC JMA-5410 radar c/w

Wind sensor
1 ultrasonic wind speed and
direction sensor

Talk-Back
1 Phontech 3100 5 way system
talkback

Auto Pilot

1 Navitron NT921MKII

CCTV

1 CCTV System c/w 21
cameras

Satellite television

1 e-SEA 60 Satellite TV
system c/w

Satellite Communications

1 eSEA 60Ka INTERNET
communications system

Emergency

1 Jotron TRON 60GPS
1 Entel HT649 GMDSS Hand
Held VHF

1 JRC NCR333 NAVTEX
Monitors

1 Quad View Video Wall with
integrated control system

3 55" 4K Bridge Monitors
5 Neovo X24 series wide
screen

Marine scales

1 VCU Catch Management and
fish weighing system

Net monitoring system

1 Simrad PX twin rig
Geometry system

A hydraulically powered bow thruster is also fitted with 2235 kg of thrust supplied by Kort Propulsion. Breaking away from the norm, the propulsion packages features a large 2.7 m controllable pitch propeller, supplied by Helseth A/S, driven by a Kumera K-CPP-450 2 step gearbox with 12.3:1 reduction.

This was demonstrated on sea trials where vessel excelled in control at low-speed operations such as manoeuvring in the harbour whilst also being able to optimise the engine rpm and propeller pitch combinations for both trawling and steaming to achieve maximum efficiency.

An average top speed of 10.7 knots was recorded whilst a more economical speed of 9.2 knots at 50% engine load was observed during steaming to the fishing grounds.

A unique deck machinery package was fabricated by the yard for the Jacqueline Anne comprising of three split winches, two split net drums, two sweep/bagging winches, two small gear handling winches, cod end lifting winch and a dedicated anchor windlass. The hydraulic system was also designed and installed by the yard and is a load sensing system with the main hydraulic control valves fitted in the engine room.

The MFB8 landing crane was supplied by Thistle Marine and features a slew ring base along with a radio remote control. The BK13 power block crane was also supplied by Thistle Marine and features a slew ring base and is fitted with a small winch to assist with general lifting duties.

Primary hydraulic power is provided by two Danfoss hydraulic pumps driven from the main propulsion gearbox and secondary hydraulic power is provided by two electric/hydraulic motor sets provided by R.D. Downie, each with an output of 45 kW.

Electrical power onboard is provided by two Caterpillar C7.1 generator sets each with a rating

of 118 kW and are arranged for freshwater cooling via a set of box coolers supplied by Blokland. The system is designed so if required both generators can be run simultaneously which gives opportunity to power both the ships general systems and both the electrically driven hydraulic pumps sets at the same time. A small harbour set is also fitted of 33 kVA rating and is contained within a silenced acoustic housing to reduce noise levels when the vessel is berthed.

The electrical systems onboard were designed and fitted by R.D. Downie who also provided a large central switchboard along with all the pump and motor starters. In addition to this R.D. Downie also provided the fire, bilge and gas alarm systems onboard along with the navigation light panel and assisted with the installation of the navigation equipment.

The high specification navigation package was supplied and fitted onboard by Woodsons Marine Electronics Limited of Aberdeen.



THISTLE GROUP



Wishing the Tait Family & Crew many years of safe & successful fishing on the Jacqueline Anne

5 Baltic Place, Peterhead, Scotland, AB42 1TF

E: sales@thistlemarine.co.uk, W: www.thistlegroup.co.uk, T: +44 (0)1779 477210

1 Million Boxes Of Whitefish Landed At Peterhead In 2020



Peterhead Fish Market reached the milestone in late November, on a day when 6,458 boxes of fish were sold.

The milestone was achieved in Week 47 of 2020, although for obvious reason it took considerably longer this year in comparison with 2019, when it was achieved in Week 40 and in 2018 at Week 38.

The fishing vessel, Aalskere K377, consigned the millionth box in a 900 box landing of whitefish from Ullapool on the west coast of Scotland on 17 November.

Challenges were faced and met each week to ensure that Peterhead Fish Market remained the focal point of whitefish landings in the UK and Europe. The initial COVID restriction measures included the reduction of the daily market capacity from 10,000 to 5,000 boxes.

This was to facilitate the space required for social distance and proved successful, allowing for a slightly increased capacity of 6,500 boxes to be introduced some weeks later. Fish landing volumes leveled out following the initial uncertainty of COVID, however both landing volumes and prices have remained at surprisingly buoyant levels.

Peterhead Fish Market installed a thermal imaging temperature scanner linked to an electronic gate. It allows access within two-seconds to anyone whose core body temperature is in the normal range and who is wearing a face mask.

PPE Chief Executive Simon Brebner said, "This was an additional precaution in the fight to protect the fish market and its users from the effects of COVID and to ensure continuity of the services provided."

"It's a testament to the dedication and commitment of the entire seafood sector that this vital link in the seafood chain remain operational during the COVID-19 pandemic.

PUBLIC NOTICE OF APPLICATION FOR A FORESHORE CONSENT

Dublin Port Company, MP2 Project

Notice is hereby given pursuant to Section 19A of the Foreshore Act 1933 (as amended), that **Dublin Port Company**, Dublin Port Centre, Alexandra Road, Dublin 1, D01 H4C6 has applied for consent under the Foreshore Acts to occupy an area of foreshore for the MP2 Project for the purpose of constructing of a new Ro-Ro Jetty (Berth 53), re-orientating the already consented Berth 52, lengthening of Berth 50A, redeveloping Oil Berth 3, constructing passenger terminal buildings and a heritage zone, dredging and ancillary site works at Dublin Port.

The attached map shows the location of the proposed works.

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 at the following locations:

Dublin Port Centre, Alexandra Road, Dublin 1, D01 H4C6 (Monday to Friday between the hours of 09.00 and 17.00). Due to Covid 19 restrictions an appointment is required. Appointments can be made by telephoning Reception at Dublin Port on 01 887600 or by e-mail: info@dublinport.ie, and The Planning Department of Dublin City Council at Civic Offices, Wood Quay, Dublin 8, D08 RF3F (Monday to Friday between the hours of 09.00 and 17.00). Due to Covid 19 restrictions an appointment is required. Appointments can be made by telephoning the Planning Department of Dublin City Council at 01-2222149 or email planning@dublincity.ie.

Provision has been made under the Health Act 1947 to allow people to travel beyond the 5km limit to attend these offices to engage in this foreshore public consultation process.

A hard copy of the Environmental Impact Assessment Report may be purchased from the applicant.

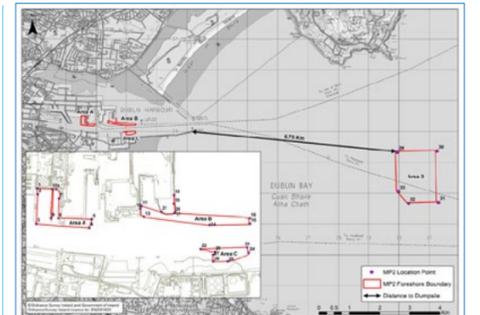
A Non-Technical Summary may be obtained free of charge. CDs / USB Memory Sticks that include the Environmental Impact Assessment Report, maps, site plans and drawings, and a copy of the foreshore application are available free of charge from the applicant at the address stated above or by emailing info@dublinport.ie

The application may also be viewed on the following dedicated website: <https://dublinportmp2foreshoreconsent.ie> and on the Department's website at: <https://www.housing.gov.ie/planning/foreshore/applications/dublin-port-company-mp2-project>

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 or questions in relation to the proposal may be made in writing within 8 weeks from the publication of this notice to the Minister for Housing, Local Government and Heritage at Foreshore Section, Department of Housing, Local Government and Heritage at Newtown Road, Wexford, Co. Wexford or by e-mail to foreshore@housing.gov.ie (Quoting Ref: FS 006893).

The closing date, making allowance for the Christmas period, for the receipt of written submissions, comments or questions is 17:30 on the 3rd day of February 2021.



Point	ITM Eastings (m)	ITM Northings (m)	ING Eastings (m)	ING Northings (m)	Area
1	719417.3	734532.2	319492.5	234506	Area A - Section 10 Consent
2	719421	734482.8	319496.1	234456.7	
3	719409.5	734235.4	319488.7	234209.2	
4	719861.2	734203.2	319936.5	234176.9	
5	719881.1	734273.8	319956.3	234247.6	
6	719596.5	734281.2	319671.6	234255	
7	719604.4	734448.4	319679.6	234422.2	
8	719578.6	734525.3	319653.8	234499.2	
9	719533.7	734282.8	319608.9	234256.6	
10	719545.6	734526.6	319620.8	234500.5	
11	720306.8	734384.5	320382.2	234358.3	
12	720296.3	734363.3	320371.6	234337.1	
13	720327.3	734293.2	320402.7	234267	
14	720887	734227.7	320962.5	234201.5	
15	721230.1	734236	321305.7	234209.8	
16	721228.9	734282.5	321304.4	234256.3	
17	720589.3	734329.9	320664.7	234303.7	
18	720580.7	734475.9	320656.1	234449.7	
19	720578.8	734403.7	320654.1	234377.5	
20	720586	734328.2	320661.4	234302	
21	720473.3	734337.1	320548.7	234310.9	
22	720808.4	734024.9	320883.8	233998.7	
23	721205.8	734038.3	321281.4	234012.1	
24	721218.8	733996.5	321294.3	233970.2	
25	721038.1	733922.3	321113.6	233896	
26	720915.1	733921.6	320990.5	233895.3	
27	720914.7	733979.5	320990.2	233953.2	
28	720931.6	734000.9	321007.1	233974.6	
29	729872.7	733357.2	329950.1	233330.8	
30	731182.3	733393.1	331260	233366.8	
31	731228.4	731724.3	331306.1	231697.6	
32	730240.2	731697.1	330317.7	231670.4	
33	729907.6	732077.7	329985	232051.1	

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 free of charge at the **Foreshore Section, Department of Housing, Local Government and Heritage, Newtown Road, Wexford, Co. Wexford during the hours of 10:00 to 13:00 and 14:00 to 17:00 Monday to Friday (Appointment required). Appointments can be made by e-mailing foreshore@housing.gov.ie.**

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 25th day of November 2020

Dublin Port Company, Port Centre, Alexandra Road Dublin 1, D01 H4C6



Taking back control – of what, and for who?



by Jerry Percy,
NUFTA

The current UK catching sector employs circa 12,000 fishermen, about the same number of employees as Debenhams and contributes around 0.02% of GDP, generating about the same GVA as Peppa Pig merchandise.

There have been numerous comparisons with this figure with everything from potatoes to prostitution, all of which ignore the reality that fishing provides much needed employment in often vulnerable coastal communities, puts food on the table in the UK, provides a level of food security for an island nation and all this is mixed in with a good dose of sovereignty, taking back control and so on.

But drill a bit deeper and things are sometimes not quite so clear cut. Despite claims to the contrary by large scale representatives, when it suits them, that it is all one industry, the facts don't quite fit with this narrative.

The UK fleet is made up of 5,911 boats, 21% of which are more than 10 metres in length and 79%, 4,670, of ten metres and under, the 'under ten fleet'.

In terms of access to fishing opportunities [quota], the under ten fleet has less than <2% with the large scale sector taking the remaining 98%+ share. There are two ancillary points of interest in this respect, firstly that something over 50% of the UK's national quota is owned by foreign interests, with one Dutch supertrawler company owning 25% and secondly that the under ten fleet were never permitted to own their own quota, unlike the larger scale

operators who sold it.

There is an oft used argument that the majority of the small scale fleet rely on non quota species such as, lobster, crab and Bass and have neither the need nor often the ability to pursue quota species, mainly finfish such as cod, herring, mackerel, haddock and sole, to any extent.

Whilst it is true that circa 80% of small boats use passive gears such as fixed nets and pots and catch mainly shellfish, many of them have been forced into these non quota species due to the lack of access to quota species. It is also the case of course that smaller boats are very much more limited in their ability to travel significant distances from their home port, making it much more important to look after the fish on the doorstep rather than be able to denude an area of fish and simply move on to the next.

In terms of fish, we import around 70% of what we consume and export around the same figure of that which we catch. The UK is a net importer of fish, with imports exceeding exports. The UK's trade gap in 2019 for sea fish was 270 thousand tonnes. In 2019, the UK imported 721 thousand tonnes of sea fish, with a value of £3,457 million and exported 452 thousand tonnes with a value of £2,004 million.

A key aspect here, often overwhelmed in the media by the promise of more quota in the gold rush heralded by the much vaunted 'Sea of Opportunity' is that the majority of fishermen in this country rely more on the currently seamless transport of live shellfish to markets in Europe than more quota, fair and helpful though it might be.

It seems ever clearer that UK / EU supply chains in this respect are in real danger of grinding to a halt come 2021, with potentially massive economic damage being inflicted on this sector.

Tariffs could wipe out what profit is currently made, the easiest deal in history seems to have evaporated in the cold hard light of day with a need from day one for catch and health certificates along with a literal tsunami of paperwork, amounting to hundreds of forms per consignment, all of

which have to have

every last 't' crossed and 'i' dotted in order to pass the scrutiny of EU customs officials, many of whom will no doubt feel the need to ensure that the UK is indeed treated as a third country.

We may well have improved fish based food security from 2021 but it will be mainly due to the fact that there will be a surfeit of fish and shellfish available due to the loss of markets in the EU.

The fact that the British public don't really eat many of the species we export is really going to have to change. Cuttlefish and chips anyone?

Logistically, even at this late stage, there are significant gaps in the required infrastructure and the much publicised forthcoming queues of trucks likely to be blocking the routes into and out of not just Dover but also Holyhead, Pembroke Dock and other ports are only going to add to the challenges facing exporters of perishable products such as fresh fish and especially live shellfish that cannot survive for long even in the aerated water tanks that they travel in.

Despite appeals from both the catching and processing sectors of the fishing industry [workforce of latter currently 50% EU nationals] that the skills based criteria for workers from third countries should include those in these two sectors, the government has turned them down.

The larger scale fishing sector claim that they are reliant on being able to employ Non EAA crews in the absence of being able to attract indigenous workers to the boats. This has resulted in the sourcing of a significant proportion of fishing crews from third countries, with a more recent shift from mainly eastern European to those from the Far East.

Whilst there are some foreign workers employed on smaller vessels, the majority are on bigger boats and, together with the high level of foreign ownership of UK quota, begs two questions.

Where is and what level of actual economic benefit accrues to the UK when the larger scale fleet not only sold off half the national quota to

foreign interests but also just how much income from fishing actually comes back to coastal communities when many crews send back the majority of the earnings to their families abroad?

Whilst it is laudable that foreign crews are keen to come here to improve their incomes, not surprisingly they send the majority of it back home to their

families, reducing the net benefit to the UK's coastal communities from fishing.

So fishing may generate £987m overall but half goes abroad straightaway and a proportion of the rest is wired back to the far east. The profit margins of the large scale fleet, notwithstanding Covid impacts are among the highest in Europe yet despite this, there is a suspicion that some owners of larger vessels are crying crocodile tears all the way to the bank at having to employ cheaper and more compliant foreign crews than their local equivalents.

On this basis, it is clear that the majority of the 79% of the UK fleet that are the under tens provide more direct economic and social benefits per tonne of fish to coastal communities, despite having access to only a paltry allocation of quota.

It is also worth noting that the fishing methods used by this sector and the different species targeted mean that they typically gain higher than average prices for their catch and fish in a lower impact way.

And all of the above is against a sometimes dramatic fall in stock and catch levels over many years.

According to MMO data, in 2019, landings of demersal fish were only around a fifth of the quantity landed in 1970 and to put the current argument over the imbalance of access to Cod in the English Channel into perspective, where the French have 84% and the UK only 9%, scientific advice for the last two years has been for a zero catch due to the fragile status of the stock.

It is something of a contradiction in terms to be fighting for a better share of a stock that is not available to catch in the first place.

In conclusion, short of kicking all foreign boats out of



Under 10s at Looe

the UK's territorial waters from January 1st [unlikely to happen in real terms], what are the wins that would really make a difference to UK PLC AND maintain access to our vital EU markets?

Despite having had the best part of four years to negotiate and come to terms, we are no nearer a resolution to many of these issues. At the same time, there is little doubt that the EU in general, the coastal states and their fishermen in particular that currently have historic access to our waters would react savagely by putting up both tariff and non tariff barriers in the event that we arbitrarily pulled up the drawbridge on their fleets.

At the same time, promises are meant to be kept so a rapid revision of current access and quota shares, over perhaps just one or two years, starting in 2021 would give everyone time to reorganize their sectors to take account of this new regime.

It is a fact that the UK's current catching capacity would struggle to take advantage of wholesale revisions from day one so a timed and timely shift would seem to suit all players.

This would provide increased quota for genuinely UK vessels and support a move towards attracting, training and

employing indigenous crews. It is vital that a significant element of the promised windfall quota is directed to the under ten fleet.

At the same time, this is the one and only opportunity that the government has to be able to balance the books between the sectors without having to rob Peter to pay Paul and kickstart the urgently needed renaissance of inshore fishing and coastal communities.

Currently many EU vessels claim extended historic access rights to our waters between the 6 and 12 mile lines. This has a number of negative impacts, not least the presence of a host of powerful factory trawlers and beam trawlers on the 6 mile line preventing fish from moving inshore and within reach of the smaller scale fleet and preventing UK inshore boats from deploying passive fishing gear [nets, pots and lines] outside the 6 mile line as they are likely to get towed away.

Removing this foreign effort, in conjunction with more proactive fisheries management for larger UK vessels in this zone would provide a much needed extension to the grounds currently available to our under ten metre fleet.

At the same time, a stricter

licensing regime for any EU vessels seeking to access our waters would ensure adherence to the revised requirements. This should also be applied to the significant fleet of flag ships, vessels that are registered in the UK but whose beneficial ownership is elsewhere.

Thatcher attempted to do this via the Merchant Shipping Act but failed by contravening the EU equal access

regulations, resulting in the Factortame Case. If the UK is no longer in the EU then those regulations no longer apply.

There have been a number of promises made to the fishing industry both before and since the referendum.

Apart from those above, the industry will need a replacement for the EU funds presently directed at the fishing and processing sectors [value in England of last EU support scheme [EMFF]:€92.1m] and not least to support the regeneration of inshore fishing and coastal communities, the underpinning science and effective management.

Arguably, the most important promise made has been with respect to the introduction of 'world leading fisheries management'. As previously noted, fish

stocks overall have declined massively, for a range of reasons, over many decades.

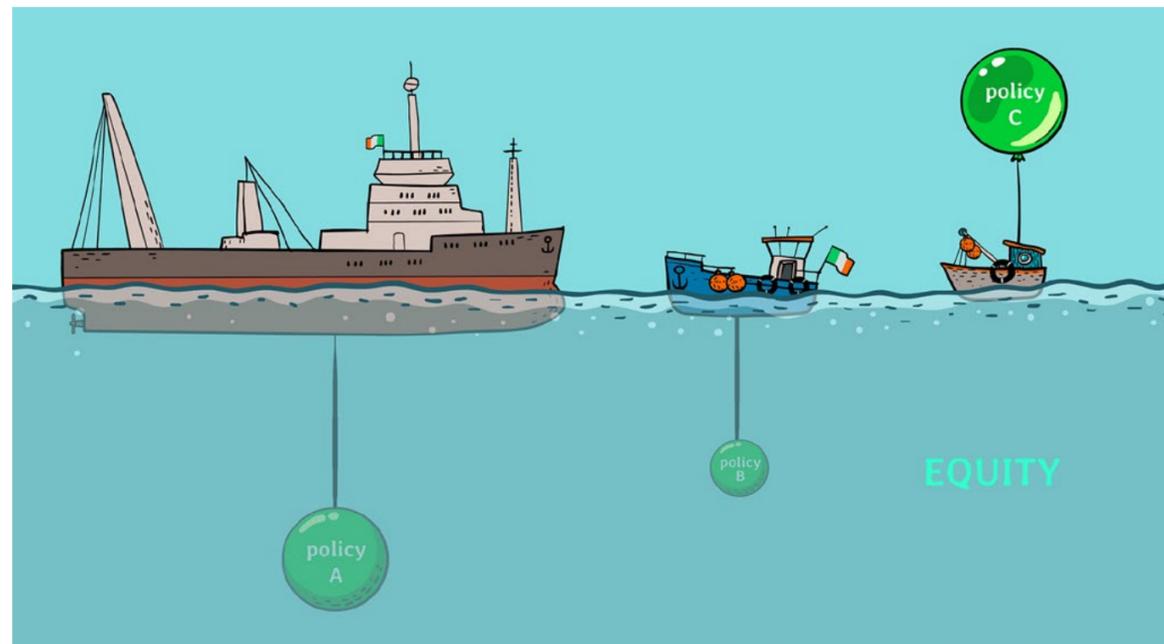
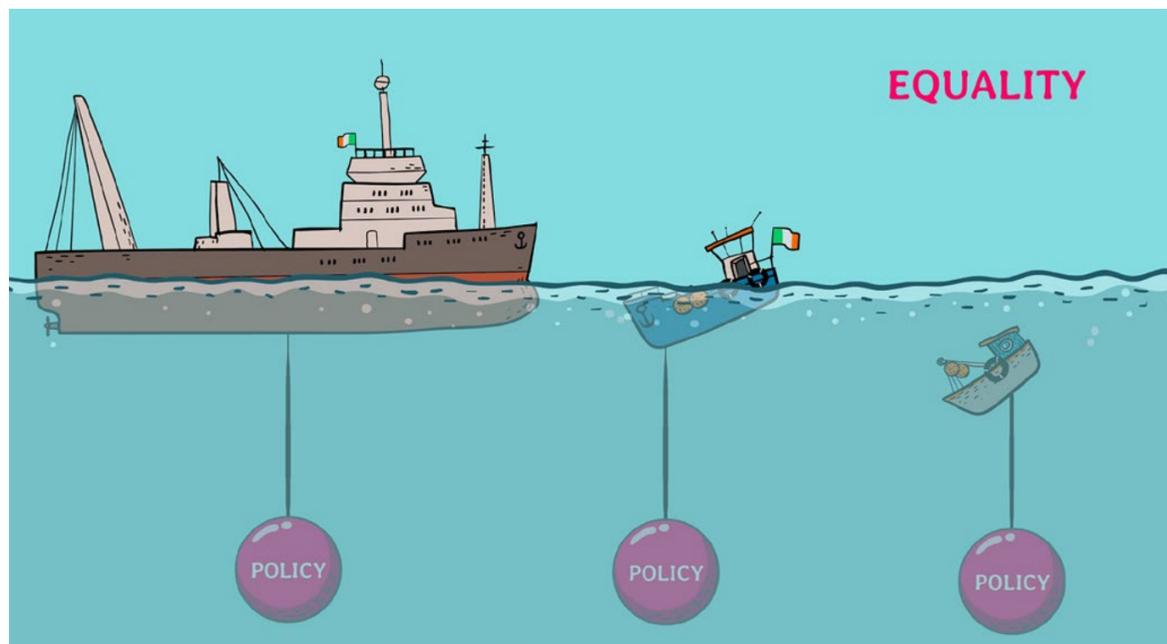
Despite having had huge improvements in fishing efficiency through engines, electronics, net materials and so on, we currently use 17 times the fishing effort to catch the same amount of fish that we did on 1900.

Unless management does indeed improve dramatically then rather like the current situation for Channel Cod, we will have the fisheries equivalent of two bald men fighting over a comb.

Finally, the government appears to have painted itself into something of a corner, not helped by the EU seeking to link fishing with wider trade issues.

The balancing act that our negotiator's now face is centred around just how they manage to keep to the promises they have made, outlined above, whilst at the same time ensuring that the EU doesn't close its shop front to the thousands of UK fishermen who rely on that market for their livelihoods.

Meanwhile, the survival and prosperity of the UK's catching sector, especially but not exclusively the under tens and those reliant on EU export markets hangs in the balance.



From Equality To Equity:

Keeping Everyone Afloat In Ireland's Small-Scale Fisheries

By Ruth Brennan

Over the last two years, I engaged with Irish offshore island fishing communities, the fishing industry and the policy environment in examining the challenges faced by island fishing communities in their efforts to manage island fisheries as a region on a collective, seasonal basis. When I was carrying out the research, several non-islander research participants who worked in, or with, the fishing industry wondered why the islands did not make better use of the fish caught by island vessels. They asked why the islands have not developed a distinctive market brand for island-caught fish or set up artisanal fish processing plants that produce island-branded seafood products on a scale that would gain market visibility. This research into small-scale island fisheries answers these questions, and more, by showing how the interface between local island realities and the fisheries management system produces inequities that particularly impact small-scale island fishers. A 'found poem', created from research interview data, illustrates, through island voices, the complexities of issues that reach far beyond a fisheries governance context.

The research questions why the State's critical policy objective to manage fisheries as a public resource is failing to maintain strong economic, social and cultural links between small-scale island fishing vessels and fisheries-dependent island communities. In answering this question, the research provides insights into the on-the-ground implications of the governance arrangements that shape the day-to-day lives of fishing communities in

Ireland's offshore islands.

The following are key findings:

- The current fisheries policy framework produces inequities for small-scale fishers despite the State's critical policy objective to manage quota-controlled stocks as a public resource. This policy is supposed to ensure that fishing opportunities are not concentrated into the hands of large fishing interests and to maintain a strong economic link between fishing vessels and the island and coastal communities where alternative economic activities may not be available.
- The Irish fisheries policy environment does not welcome challenges to the status quo, with the result that small-scale fishers continue to operate within a system that has been designed around the realities of the larger, industrial fleet. This entrenchment of the status quo constrains the agility of access to the resource that is crucial to the survival of island small-scale fishing communities who depend on fish stocks appearing in inshore waters within their reach.
- Resistance to changing the status quo of fisheries management approaches prevents the emergence of the spaces needed to trial innovative fisheries governance initiatives such as co-management of the islands small-scale fleet on a distinctive regional basis.
- To address the inequities in the system, differentiated approaches are needed that move beyond carving out sections of a historical status quo that privileges

a small number of large operators. The recently overturned policy directive banning fishing by larger vessels in the 6 mile zone is a good example of such a differentiated approach.

- Windows of opportunity are open at this time of significant policy change that involves the development of a cohesive cross-Government Islands Policy and action plan for the offshore islands alongside the development of national and regional marine plans for the sound management of Ireland's marine environment. These co-temporaneous processes provide an opportunity for the design and piloting of innovative governance initiatives for small-scale island fishing communities, that contribute towards meeting policy objectives at national, European and international scales.

The policy report based on this research has made thirteen policy recommendations, as follows:

Recommendations

Create spaces within the current fisheries management system for trialling innovative fisheries governance approaches by integrating into the fisheries management system, and piloting, an agreed proposal between all parties for ring-fenced quota for the polyvalent-registered small-scale island fleet.

Proactively support the creation of a fish producer organisation for the islands fleet. Ireland's four existing producer organisations represent approximately 10% of the fleet. Recognition as a producer organisation

provides access to decision-making tables that are otherwise inaccessible.

Develop and implement a cross-cutting pilot Offshore Islands Regional Plan, that incorporates the inhabited offshore islands of Ireland and their associated marine areas out to the six mile limit. The design of innovative spatial measures for fishing (informed by the expertise of local fishing communities working together with scientists from the Marine Institute's Fisheries Ecosystem and Advisory Services) could connect with the national marine planning process, the process to expand Ireland's marine protected area network and the process to develop a cohesive national policy and action plan for the offshore islands.

Draw on the experience, networks, knowledge and expertise of island groups and organisations to capture the diversity of ideas on community-led co-management approaches and partnerships, and to identify from the outset potential points of conflict, as part of a pilot Offshore Islands Regional Plan. Properly resource the co-management process at grassroots level (for example, through medium to long term funded leadership roles).

Make the roles of women in fisheries more visible by including, for example, relevant parameters informed by women in fisheries in the design and development of fisheries apps, to encourage data collection on such roles.

Bring fisheries and aquaculture within the remit of the Marine Planning and Development Management Bill to ensure coherence in the national marine planning process.

Take steps to implement the FAO Voluntary Guidelines for Securing Sustainable Small-Scale Fisheries in the Context of Food Security and Poverty Eradication by including an objective to achieve Sustainable Development Goal Target 14b (Provide access for small-scale artisanal fishers to marine resources and markets), in the National Marine Planning

Framework and in the Inshore Fisheries Sector Strategy. **Ensure measurement of Target 14b on a regional scale to accurately reflect progress towards this target.**

Formally adopt the 2019 Charter for Fishers, Coastal Communities and the Islands as guiding principles for the management of fisheries, coastal communities, the islands, marine biodiversity and biocultural diversity within the National Marine Planning Framework.

Include the concept of 'building back better' in the National Marine Planning Framework's 'Planning Policies and Key Issues for Marine Planning for Rural Coastal and Island Communities.'

Bring marine-related activities within the remit of one Government Department or Agency, such as in the Marine Scotland model, to facilitate coherent governance of the marine environment.

Integrate objective social and environmental criteria into quota allocation practices to ensure transparency and fairness in the system.

Improve representation of the inshore fleet and transparency in the Quota Management Advisory Committee through publication of minutes and inclusion of representatives from (future) producer organisations for the inshore sector, such as an islands-specific producer organisation.

Amplify the State's critical policy objective to manage fisheries as a public resource by committing to maintain strong economic, social and cultural links between fishing vessels and fisheries-dependent island and coastal communities, in order to strengthen the recognition that fishing is more than a commercial, profit-maximising operation.

*The full policy report can be accessed here: <https://bit.ly/3qHOISP>
All project publications can be found at <https://www.belongingtothesea.com/publications/>*

I love it...but I wouldn't do it

By Ruth Brennan

We have been told growing up
"Oh don't get into fishing".
I love it
coming back
and doing it over the summer
but I wouldn't do it.
I couldn't see myself settling for it.
You go to college
you get bigger ideas
and bigger goals.
I could do a lot of work from home.
There needs to be financial rewards
to keep people in these places.
I think what needs to be done really
is a hand up
more than a hand out.
Level the playing field I think.
That could be the hand up they would need
to make this profitable here.

Here
it is a lot more complicated
there is more planning.
Being able to tie the boat at the pier
is crucial for us to live.
People on the mainland can just land in
and go up to their house.
These people are making money
and that is what the government sees,
and that works.
Capitalism.

You would never consider fishing here
because it is just such a hassle.
You don't have the harbours
you can't do it in the winter time
it is just not on.

If the year is good all right
you might get October, November.
But after that it might be May or April
again

before you would be able to go fishing
because it is too shallow
and too rough.
People were fishing here just because they
were living here.

Fishing to us
was a break from the land
and you enjoyed doing it.
It's not looked at as an attractive place
to fish.

Because if you were a business -
and if you are fishing
it is a business -
you have to think
profit and loss
and there is just
too much
loss.

I love it...but I wouldn't do it' from the poetry collection Fishing for survival in the 'blue economy' - found poems from the Irish islands. (2020).

Dr Ruth Brennan is a Marie Skłodowska-Curie Individual Fellow (2018-2020) at Trinity College Dublin's Centre for Environmental Humanities. She is also a local advisor to Luke 'Ming' Flanagan MEP.

Interviews were conducted with islanders from Arranmore and Inishbofin (Donegal Islands), Inishturk and Clare Island (Mayo Islands), Inishbofin and Inis Oirr (Galway Islands), Bere Island, Cape Clear, Sherkin Island, Heir Island (Cork Islands). Focus groups were carried out on Inishturk and Clare Island.

The project (www.belongingtothesea.com) has received funding from the European Union's Horizon 2020 research and innovation programme under the Marie Skłodowska-Curie grant agreement No 789524



Some of our top fishing photographers pick their top 5 photos



Fish coming onboard the Devotion

IVAN REID



A winter calm at Lerwick harbour



Catch of the day onboard Whalsays Sedna



The Price of fish Voyager heading out to the herring grounds force 10



High seas Serene shooting away



Name: Ivan Reid
Location: Shetland
Camera: Canon 5DSR
Favourite Lens: Canon 70-200 mm
Workplace: Skipper on-board the Shetland Island Council Ro-ro ferries
Instagram: ireid99
Website: www.flickr.com/photos/9reid9/albums
Top Tips and Messages: Make sure your batteries are all fully charged (Have come foul with this on numerous occasions) and always remember to take your waterproofs and life-jacket always. It isn't the best atmosphere out on deck with the harsh winter days.

THE MARINE INSURANCE SPECIALISTS

Potting and Netting Vessels
Work and Charter Boats
Crew Liability
Passenger Boats
Boat Yards
Employers Liability

For quotations phone 091 773 601
For all your marine insurance needs

AQUABROKER

MARINE INSURANCE SPECIALISTS

Aquabroker Ltd., 7 Kilkerrin Park 4, Tuam Road, Galway.
Tel: 091 773 601/2 Fax: 091 773 603
www.aquabroker.ie

Aquabroker Ltd., T/A Aquabroker, is regulated by the Central Bank of Ireland.

Conways Solicitors

MARITIME SOLICITORS
DERMOT F. CONWAY B.COMM. B.C.I.

40 YEARS EXPERIENCE IN FISHERIES LAW

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

WE PROVIDE A 365 DAY 24/7 ALL IRELAND SERVICE

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

FAFB
findafishingboat.com

The **EASY** way to **BUY** or **SELL** fishing boats and equipment



Commercial & Recreational boats, Marine equipment, Crew adverts Weather Forecasts...and much more

The website for all commercial fishermen

O'HARA MARINE LTD.

NAVAL ARCHITECTURE & MARINE SURVEYING SERVICES

Commercial Craft Services include:

- Fishing Vessel Code of Practice Surveys, under 15m
- Vessel design
- Stability Books & Inclining Experiments
- Submissions to MSO

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

C CHARLES CLEGHORN LTD

BRONZE PUMP SPECIALIST SINCE 1971



We will discuss/advise/recommend the correct marine pump for you

CONTACT US TODAY
E: enquiries@cclaghornltd.com
W: www.cclaghornltd.com
T: +44 (0) 1223 208384

SEA ICE

Ireland's only Ice Machine Manufacturer

Contact John White for details of a range of ice machines



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

Art Kavanagh QFA
Marine Finance Consultant



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

CLEGGAN MARINE



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

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

Jimmy Walsh *propellers* & Marine Engineering

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

SOLAS VOLVO PENTA MERCURY SUZUKI HONDA YAMAHA

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



Crab/ Velvet/ Lobster Pots for Sale



DELIVERING TO UK AND NORTHERN IRELAND

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

QUANTITY OF FISHING GEAR FOR SALE

MACKEREL, COD & HERRING NETS

For more details please Contact: **086 2364761**

Beaming Capacity For Sale

Please contact MJ Power & Co, Chartered Certified Accountants

10 New St, Carrick on Suir, Co Tipperary,

Tel: 00353 (0)51 649922
Email: maurice@mjpgpowerandco.ie

PHOTO OF THE MONTH IN ASSOCIATION WITH **GUY COTTEN** **SNG** SWAN NET GUNDRY

MONTHLY COMPETITION

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

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.



JANUARY WINNER: MONIKA REGECIOVA

BOATS TIED UP AT BELMULLET CO MAYO

THE MONTHLY PRIZE

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



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

The Skipper

French Shrimp Pots

Out fished all other pot types in recent years. Source BIM Surveys.

SORRY, UNLIKE PALE IMITATION OUR SHRIMP POTS DO NOT CATCH VELVET, SQUID OR JELLYFISH, BUT THEY DO CATCH SHRIMPS!



SAME ORIGINAL FRENCH DESIGN SINCE 1970

EXCLUSIVE DISTRIBUTORS FOR ALL OVER EUROPE

ASK FOR THE REAL THING!

For further information contact:
BREIZON LTD, INVERIN, CO. GALWAY
TEL: 00353 (0) 91 572157
Email: info@breizon.com

PLACE YOUR ADVERT IN OUR **BUSINESS DIRECTORY**

Contact Sharon for more information

Sharon@maramedia.ie
Prices from €75

D&D Insurances Limited

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

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

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

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

Cavanagh Hooper Dolan Insurances Ltd.

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

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

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

SAVE THE DATE

IRISH SKIPPER EXPO

JUNE 2021
FRIDAY/SATURDAY
04-05
@ UNIVERSITY OF LIMERICK

YOUR INDUSTRY YOUR SHOW

WWW.THESKIPPER.IE

SAVE THE DATE

SCOTTISH SKIPPER EXPO

MAY 2021
FRIDAY/SATURDAY
14/15
@ P&J LIVE, ABERDEEN

YOUR INDUSTRY YOUR SHOW

WWW.THESKIPPER.IE

Days Gone By...

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



SEND US YOUR OLD IMAGES

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

The Archives - APRIL 1971

Circulating on a 2,000 mile coast



AN I.C. TRAWL PAYS BEST!

No. 87. April, 1971.

6 NEWPENCE (Inc. Tax)



Dr. Hillery, Minister for Foreign Affairs (third from left), being questioned by Irish fishermen on the Common Market prospect for fisheries when he visited the co-operative federation's stand at the World Fishing Exhibition in Dublin last month. Later Dr. Hillery left for Oslo for talks on the same subject with the Norwegian Foreign Minister. Norway has declared strong objections to E.E.C. fisheries policy.

INSIDE On pages 7, 8, 9 and 10 there is an extensive illustrated report on the World Fishing Exhibition, which was attended by 14,341 at Ballsbridge and by 28,000 at the Dun Laoghaire Terminal events run by the Fishing Industry Development Committee. From the moment the Taoiseach opened the exhibition, to the last note of music at the F.I.D.C.'s excellent ball, all was a great success.

KILMORE IS CENTRE FOR LATEST SCALLOP BOOM

KILMORE QUAY has been experiencing a boom in scallop fishing following the discovery of a profitable bed near the port.

Last year a good deal of money was made by the Dun Laoghaire and Howth fleets when a queen scallop bed was found and worked near the Kish Bank, but that became fished out fairly soon after the grounds attracted the attention of a fleet of northern vessels.

The new grounds are five miles south-east of the Coningbeg Light, just off the Saltees. The main bed is approximately one mile long by a quarter mile wide, and runs roughly in a north-east, south-west direction. Some 20 vessels have been working the ground with dredges.

SHORT TOWS
Tows have been usually of half hour duration with the yield about 20 to 40 dozen scallops per tow. Prices paid locally were around 65p per dozen, so that the daily average of 300-350 per day was profitable. The ground, at 25 fathoms, is fairly clean. It is expected that the fleet, when this ground is fished out, will go on to explore the queen scallop potential on nearby grounds. This would be a welcome substitute for lobster and craw fishing, which is so intensive in the region that the stocks are declining.

DUTCH FLEET IN IRISH SEA

A FLEET of Dutch vessels, all fishing the beam trawl, appeared last month in the Morecambe bay area and were accompanied by a research vessel. They came as a result of the successful visit last year of eight Dutch beam trawlers, which were given a Dutch Government subsidy to explore new waters. This year no subsidy was given to the fleet, but it had the help of a research vessel, which was carrying out what one Dun Laoghaire skipper described as "a microscopic" survey of the grounds.

BRITISH AND IRISH FISHERMEN UNITE AGAINST E.E.C. CONDITIONS

TERMS OF THE RESOLUTION

This is the resolution which was passed at the meeting in Dublin of more than 60 representatives of the fisheries organisations of Ireland, England, Wales and the Isle of Man:

1. That the respective governments of all countries concerned should be urged to obtain full and permanent protection of their prolific inshore fishing grounds against exploitation and to secure the preservation of ALL existing territorial and fishing limits by categorical non-acceptance of the E.E.C. fisheries policy in its present form;
2. That all necessary steps be taken to ensure the widest possible publicity for this resolution;
3. That steps be taken to establish a point co-ordinating and liaison body (together with fisheries interests of Scotland and Northern Ireland) to bring about united national representations on this matter of vital importance to the future well-being of the fishermen of all the countries now concerned.

IRISH and British fishermen are coming together to press for changes in the E.E.C. fisheries draft policy.

The fishermen held a meeting in Dublin last month which was addressed by representatives of various associations. All were clearly aware that European nations must be kept out of Irish and British inshore waters. Among those who spoke were Mr. E. B. Hamley, secretary of the Fisheries Organisation Society, London; Mr. Harrington of the Castletownbere Co-operative; Mr. "Spike" Noel, Editor of "World Fishing"; Mr. Jim Doyle, Wexford; Mr. Conal Timoney, Dun Laoghaire; Mr. Richard Lawton, Dun Laoghaire, and Mr. Arthur Reynolds, Editor of THE IRISH SKIPPER.

SCOTS TOO

The resolution passed (see left) was also approved and endorsed by the Scottish associations later. The British fishermen have already made considerable overtures to their Government through the F.O.S., which has made an intensive study of the subject. Irish fishermen, on the other hand, have not reacted so keenly to the prospect, although the subject has been discussed at I.A.O.S. meetings and the organisation has issued an excellent statement setting out objections to E.E.C. conditions.

Safe steering with

Servi HYDRAULIC STEERING GEAR

For vessels from 25-200 feet. The simple and sturdy construction makes Servi competitive as regards both price and quality. Servi may be used together with any automatic pilot.

You are welcome to visit our Stand N.D. 7 at the World Fishing Exhibition in Dublin.

Our Agents in U.K. and Eire: MG DUFF MARINE LIMITED, Birdham, Chichester, Sussex, England

R/S CYLINDERSERVICE



800-1823 - 7001 TRONDHØMVEI - NORWAY - TEL: 0070-31 580 - TELEX 25 171 361 P/N



Boats in Belmullet Co Mayo
Photo Monika Regeciova



Fish market in Abu Dhabi
Photo Kate Bonner



Cathal and Seamus grandsons of Michael Flannery of the Cu Na Mara, with an elephant tusk picked up on the porcupine bank

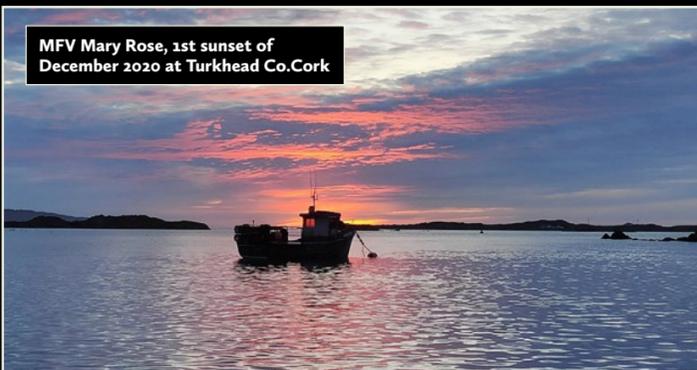
OUT & ABOUT
GOT A GREAT PHOTO?
SEND IT TO THE SKIPPER
email it to us at:
editorial@maramedia.ie



Michelle fishing Sprat in the Waterford Estuary
Photo Tomas Sullivan



Leah O Callaghan helping her grandfather Donal O Callaghan Schull



MFV Mary Rose, 1st sunset of December 2020 at Turkhead Co.Cork



Colourful Squat Lobster caught by John Ball

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

Cavanagh Hooper Dolan
Insurances Ltd.

Tel:+353 (0)74 9177500 Fax:+353 (0)74 9177200
Email: info@chd.ie Web: www.chd.ie

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

ACROSS

- 1 Fruit seeds (4)
- 3 Waterfall (8)
- 9 Slices of bacon (7)
- 10 Broom made of twigs (5)
- 11 La Traviata composer (5)
- 12 Small edible crustacean (6)
- 14 Pronounce not guilty of criminal charges (6)
- 16 Male goose (6)
- 19 Root vegetable used in salads (6)
- 21 Path of a planet (5)
- 24 Milky coffee (5)
- 25 Winning goal in a match (7)
- 26 Height, elevation (8)
- 27 Nought (4)

- DOWN**
- 1 South American (8)
 - 2 Ropes (anag) (5)
 - 4 Aid (6)
 - 5 Brownish yellow (5)
 - 6 Accepted as true without proof (7)
 - 7 Burial place (4)
 - 8 Third sign of the zodiac (6)
 - 13 Large choral work (8)
 - 15 Composition for four performers (7)
 - 17 Immediately (2,4)
 - 18 Out of direct sunlight (6)
 - 20 Maladroit (5)
 - 22 Move (5)
 - 23 Island which Napoleon was exiled (4)

Cavanagh Hooper Dolan
Insurances Ltd.

Proud sponsors of The Skipper crossword

Send entries before 17th JANUARY 2021 to:
Crossword Competition, The Skipper,
Annagry, Letterkenny, Co. Donegal.
(Photocopies not accepted).

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

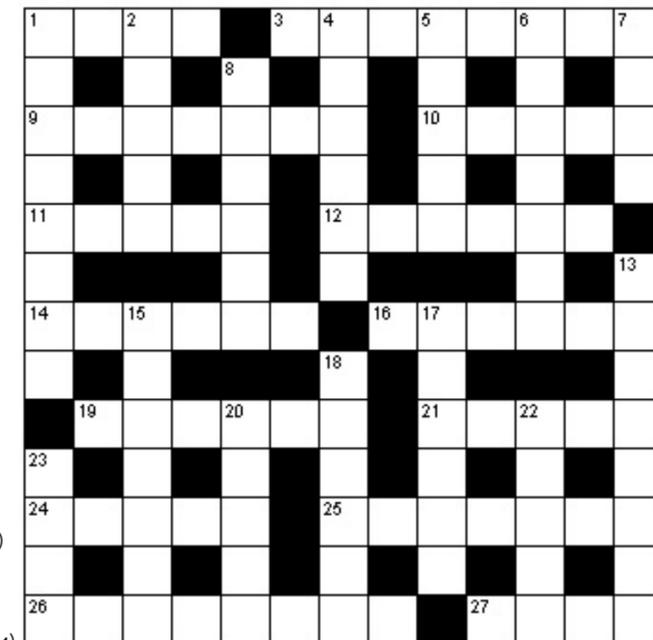
NAME: _____

ADDRESS: _____

TEL: (REQUIRED): _____

EMAIL: _____

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



*Failure to select jacket size will result in void entry

DECEMBER SOLUTION



DECEMBER WINNERS

1ST - Mullion Softshell Jacket
ABAIGH BAIREAD, CARNA,
CO NA GAILLIMHE

2ND - Skipper Beanie
JOSEPHINE POLAND, WESTPORT,
CO MAYO

MULLION SOFTSHELL JACKET
as worn by Tony Brown, Mullion Technician

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

MULLION **SIOEN**

DIGITAL ISSUE
€25 - 12 Issues / 1yr
€3 - Single Issue

SKIPPER
WAITING OUT OF CONTROL

HARD COPY
1Yr / 12 Issues
IRL/EU €45 - €55
UK £45

ORDER NOW IN TIME FOR NEW YEAR
visit: www.theskipper.ie/subscribe/

FREE BUY & SELL LISTINGS

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

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



Pictured left to right: Dr Karen Hennessey, Head of Wexford Campus, James Roche of Kilmore Quay (to graduate shortly), Amy Allen, Course Director, HDip graduate Seamus O'Flaherty Jr of Kilmore Quay, Dr Janette Davies, Deputy Head of Wexford Campus, Brian O'Loan, Resource Development Officer, BIM and HDip graduate Carmen Bates of Duncannon.

Standing Tall in Kilmore Quay

SAFE FISHING FOR

2021



WISHING ALL OF OUR
READERS A VERY HAPPY
& PROSPEROUS

NEW YEAR

from the Skipper Team

mara
media

The Wexford Fishing Community was well represented in the third set of graduates from Wexford Campus' Higher Diploma in Business in Aquabusiness which was developed by Carlow Institute of Technology in partnership with BIM. On account of the pandemic, this year's graduation has taken place online rather than in the beautiful surroundings of the National Opera House in Wexford.

Not to be deterred, some of the graduates from the fisheries sector in South Wexford came together for this picture at Kilmore Quay Harbour, with backing from three key staff from Wexford Campus and a local representative of BIM.

The presentation of the traditional Joey Murrin Memorial Medal and the Brendan O'Kelly Memorial Medal to HDip graduates has been deferred until the public

health situation improves. The Higher Diploma in Business in Aqua Business is the only level 8 course targeted at the fisheries, marine and aqua sector here in Ireland, the course continues to go from strength to strength with student numbers doubling this year and is attracting students from as far afield as Norway.

The three remaining modules for the fourth year of the one year part-time Higher Diploma will run online from January 2021 and these can be taken separately as Certificates. Law and Regulation gets underway every second Friday and Saturday from mid-January; Strategic and Innovation Management will run from late February and Financial Management and Planning from mid-April. Please feel free to contact Course Director Amy Allen at 'amy.allen@itcarlow.ie' if you would like to take one or more of the Certificates.

BE SAFE AT SEA - WEAR YOUR PFD

SAVE THE DATE



ISSN 2009-3489



9 772009 348025