



# The Skipper

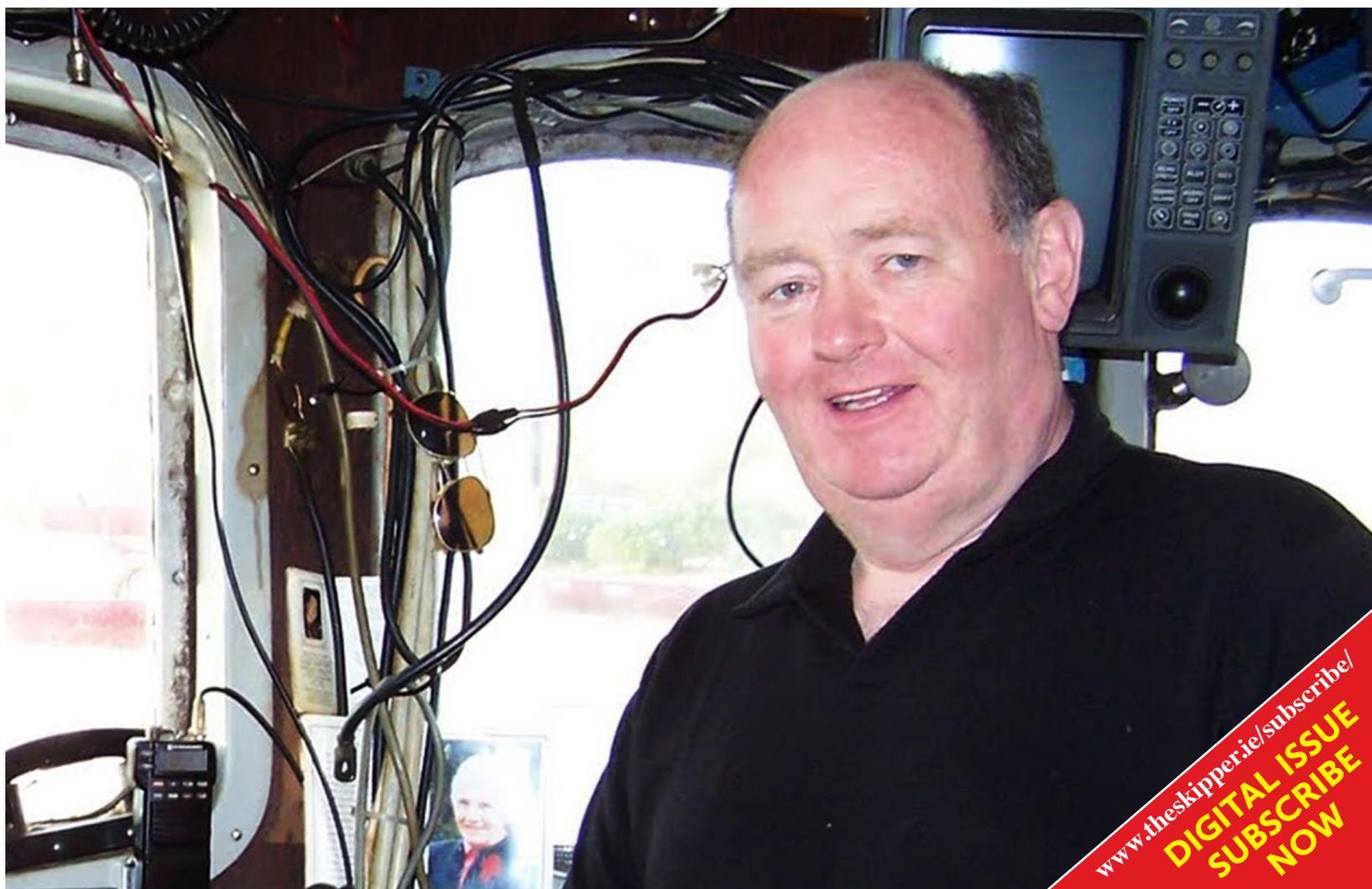
1964-2021



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

# END OF AN ERA!

Friends and colleagues pay tribute to the late Hugo Boyle, RIP. See pages 6-7



The late Hugo Boyle onboard the De Linn.

[www.theskipper.ie/subscribe/](http://www.theskipper.ie/subscribe/)  
**DIGITAL ISSUE  
SUBSCRIBE  
NOW**

## RACOR MARINE FUEL FILTERS & SPARES | LEADERS IN MARINE FILTRATION



**SNAPP  
MARINE FUEL  
FILTERS**

**TURBINE  
FUEL  
FILTERS**

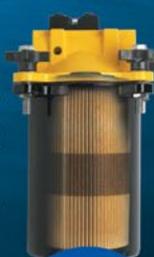


**FUEL  
FILTER  
FUNNELS**



**REPLACEMENT  
FUEL FILTER  
ELEMENTS**

**HIGH  
CAPACITY  
FILTERS**



call us for  
**expert  
advice**

 **NEXT DAY DELIVERY NATIONWIDE**



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

call us on  
**021 4315700**

buy online  
[www.chmarine.com](http://www.chmarine.com)



**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,  
Annagry, 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 FEBRUARY ISSUE

P 6-7

*Hugo Boyle tribute*

P 8-9

*Peter Tyndall Interview*

P 26-29

*New Endeavour for Whitehills*

P 32-33

*Photographer Alan Hennigan picks his top 5 photos*

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



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

# A DEAL TOO FAR?

**In Early January The Dept of the Marine finally produced an economic analysis showing the impact to Irish fishermen of the Brexit Trade Deal. The Skipper asked the four Irish PO's to give their own analysis of the impact this disastrous deal will have on the Irish fishing industry's future**



Ju East steaming for the fishing grounds. Photo Tomas Sullivan

## KFO

The Brexit Trade Agreement reached on Christmas Eve has failed Irish fishermen and is a bad fisheries deal states Sean O'Donoghue, CEO of the KFO. To put simply Ireland has taken a disproportionate hit compared to the other eight Member States that fish in UK waters with €42 million of the total €182 million transferred to the UK coming from Ireland.

Having borne the brunt of a Brexit deal for Irish fisheries, our sector is now determined on winning back quota from other EU Member States which took much less of the heat from the deal hammered out on Christmas Eve.

We were dismayed at the duplicitous nature of the protracted Brexit negotiations and how repeated guarantees given to Irish fishermen and very clearly set out in a formal EU mandate which was not changed were, effectively shredded.

Four and a half years of 'cast-iron' agreements were for all intents and purposes, completely ignored in the end by the negotiators. We duly found ourselves within just days of the transition period drawing to

a close being the last facet of a highly-complex deal to be ironed out even though we were assured otherwise on several occasions in the lead up to the deal that this would not happen.

While many businesses were hugely relieved to see a trade deal struck and we completely understand and appreciate their position, we in fisheries, were the sacrificial lamb of Brexit.

A total of €182 million of EU fish has been handed over to Britain while they have also been allowed retain another €80 million, which was originally intended as compensation for potential losses of fishing opportunities in third countries waters when the Exclusive Economic Zones (EEZ) were extended to 200 miles in 1976.

This is rendered much more unpalatable by the fact that Ireland is absorbing the brunt of the losses. This British windfall essentially consists of a staggering €42 million of Irish fish.

This is a completely disproportionate hit when compared to the eight other EU coastal states.

€26 million of this relates to our vital, highly-valued mackerel catch while Dublin Bay prawns

- our second most valuable fishery - is set to haemorrhage €7 million.

Alas, the injustice doesn't stop there. We have taken a very heavy loss in our whitefish stocks (cod, haddock, whiting monkish and megrim), particularly in the waters off Donegal and in the Irish Sea as well as a massive cut of 96% of Irish Sea herring. (See Annex 1.) Neither have our non-quota species such as crab, scallop, and squid avoided a hit in terms of access to UK waters with our catches now constrained to average catches in the period 2012 to 2016. Furthermore, the review that will take place after five and half years and ten years has a very weak linkage to wider trade and economic areas which was a fundamental element of the EU mandate.

I should emphasise that in redressing these huge cuts, we are not looking for financial compensation but an equitable burden sharing by the other Member States of our quota losses. We merely need fish (quota) returned in order for our industry to remain viable.

We have requested and expect that our Government will immediately work with us to resolve this very inequitable and

unjust burden put on Ireland's fisheries sector. Based on a simple burden sharing equation with the nine Member States involved, Ireland should be incurring a loss of €21 million - not €42 million.

What's perhaps most galling about the loss of 26% of our mackerel quota is that the fish are spawned in Irish waters. While we cannot nor do not claim ownership of them, we're now being discriminated against catching the fish off the coast of Scotland when they are in their prime and at their most valuable as a result of the 26% reduction in our quota.

In essence, we're providing the fish for Britain to net, we're a "mackerel maternity ward" for others to profit from. We now have a miserly share of 16% whereas the UK - mainly Scotland - has 70%.

Now that the Trade Deal is done and will not be reversed our absolute priority is to fight for those families who are part of the 16,100 plus workforce at the heart of the Irish fishing industry along our coastline.

Many have risked life and limb to develop viable businesses over generations and we don't intend to stand idly by and allow the rug be pulled from under them.

In the waters off Donegal alone for instance, an eye-watering 82% of stocks in tonnage and 70% in value (€) terms of both pelagic and demersal species have been forfeited to Britain. The fishermen in the North West cannot remain economically viable with such a huge hit.

We have formally requested our Government to go back to Brussels and demand that the eight other EU coastal countries step up to the plate and take a proportionate hit on the Brexit deal. We believe that the pain must be shared pro rata, as was set out by the European Fisheries Alliance (EUFAs) when it set out in its mission statement that no single sector should bear a disproportionate burden once Brexit was done.

There is a precedent for burden sharing going back to the mid-seventies and incorporated in the agreed percentage quota shares set in 1983 which is commonly referenced as relative stability.

The UK was compensated by the EU to the tune of 26% (almost 90,000 tonnes of fish) for Jurisdictional and Third Country Losses experienced by the UK in the 1970s valued at €80 million.

The UK as mentioned above

managed to retain this as part of the deal. This compensation was provided by reducing the percentage quota shares of other member states. This process was known as equalisation at the time.

A problem that arose entirely as a result of the redrawing of international boundaries at sea in 1976 with a consequent loss/gain of fishing opportunity, traditionally referred to as Jurisdictional and Third Country Losses/gains. At that time the European Commission introduced the concept of Jurisdictional and Third Country Losses/gains equalization, that is the redistribution of such losses/gains in an equitable manner across Member States.

In addition to this equalisation process, there are a number of other key areas that could be used in the burden sharing process such as Hague Preferences (additional quantities of fish that both UK and Ireland got under the Hague Agreement in 1976) and increases in the EU percentage share in the Coastal States negotiations that must also be actively pursued. That's what must happen next, no more nor no less. It's now time to fix Brexit for our fishermen and get back our fish.

## IS&EFPO

John Lynch, Chairman IS&EFPO, believes the Brexit deal negotiated is in total contravention of the EU principle of burden sharing and needs to be re-examined immediately.

He told the Skipper:

The impact of the Brexit trade deal on the members of the Irish South and East Fish Producers Organisation, whom because of our location have taken a direct negative hit from the Brexit trade deal between the EU and the UK is disastrous.

The loss of demersal and shellfish quota for area VII in which our fleet operate the most equates to €10.85 million per annum which is more than quarter of the earnings for the whole fleet per annum from this area.

Analysis of the Brexit deal shows the cost of Brexit for demersal and shellfish quota in area VII with VIIA being particularly hard hit especially when adjusted for the Hague preferences as the UK is now not involved in the process.

Ireland will get less fish as other member states do not have quota in the Irish Sea to give us.

It is also incredible that Ireland

**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

**MCM Insurance**  
MCM Insurance Brokers Limited - Specialist broker to the Irish fishing sector.

Contact our experts:  
Ballina office on - 096 72977

MCM Insurance Brokers Ltd. are regulated by the Central Bank of Ireland

**ATLANTIC MARINE SUPPLIES LTD**  
DEPARTMENT OF MARINE APPROVED LIFERAFT SERVICE STATION

**PRODUCTS**

- LIFERAFTS
- LIFEJACKETS
- RESCUE BOATS
- IMMERSION SUITS
- PYROTECHNICS
- H.R.U.'S
- BOARDING LADDERS

**SERVICES**

- LIFERAFT SERVICING
- LIFEJACKET SERVICING
- IMMERSION SUIT SERVICING
- HIRE LIFERAFTS

Suppliers of full range of approved lifesaving equipment. Service of RFD, DSB, Dunlop - Beaufort, Zodiac and Lifeguard equipment

Donegal Road, Killybegs, Co. Donegal.  
Phone: 074 9731440 Fax: 074 9731699  
After hours; 074 9731332 Email: info@atlanticmarine.ie

**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

now only has a 1% share of the Irish sea herring TAC and the UK has walked away with 99% of this valuable fishery.

The severe cuts in other pelagic stocks such as Mackerel – 26% leaves Ireland an island in the Atlantic ocean with only a 13% share of the North Atlantic Mackerel stock.

We also have only a 5% share of the northern Hake TAC and 7% of the TAC for Monk fish in ICES area 7. The loss of 14% of our share in the Prawn TAC in area 7 is likely to have an enormous negative impact on our demersal fleet as this for some time now has been the biggest earner in this sector and has sustained jobs and enhanced the development of a modern fishing fleet right around the coast of Ireland.

At all times prior to Brexit the fishing industry was assured and particularly during any reform of the CFP that our legal share [known as relative stability] was our legal share enshrined in European law and could not under any consideration be changed. Now has the status of relative stability changed as our legal share has been traded away as a gift to the UK in the final hours of the Brexit deal.

- **Minus 14% on 2020 quotas**
- **Minus 8% Whitefish**
- **Minus 13% shellfish**
- **Minus 15% pelagic**

This amounts to a massive €42.9 million of revenue taken from the Irish fishing fleet every year for ever more.

This has been gifted to the UK based on the argument put forward by the UK of zonal attachment of the coastal state. Ireland is also a country with zonal attachment to these waters of the north west Atlantic, but this seems to have been given no credence in the way our fish has been gifted to the UK in exchange for a Brexit deal and Ireland is burdened with 25% of the cuts to quotas because of Brexit.

This is totally in contravention of the EU principle of burden sharing, out of nine member states giving a total of €180m Ireland is giving €42.9m, if the burden was to be shared equally between the nine member states Ireland would still suffer a loss but it would be closer to €20m which although bad enough it would be better than our current position.

The losses due to Brexit will ensure a large portion of the Irish fishing fleet will be unviable for the future and these figures do not include the negative effects of these losses on all fishing related ancillary industries.

These losses are unsustainable for the Irish fishing industry as a whole and we implore our government and our European commission to return our legal share of the catch including the Hague preferences which we believe are part of our legal share and fulfil the promises made to us at the outset of the Brexit process, that fisheries would remain part of the overall trade agreement and not separated and left until the last minute where we were always going to loose.

With the commission now

disposed to discussing zonal attachment to fishing areas surely Ireland has a case of its own to fight here and look for our rightful share of the fish that swim, spawn and feed in the waters around our island.

**IFPO**

John Ward from the IFPO told The Skipper that our industry is once again the poor relation on the back of this disastrous deal. He stated:

There is no doubt that fisheries has once again become the sacrificial lamb, only this time it was the EU negotiators who used our Mackerel share of the EU quota to broker the deal.

Ireland will suffer the greatest pain as we will see our share of the Mackerel TAC going from 21% to 16% and we will see a reduction in 2026 of some 20,000 MT. When you see the miniscule changes to North Sea Herring in favour of the UK it is quite clear that we were stitched up.

On top of that our share of Irish Sea herring will be less than 1% from 2025 onwards. It's not so long ago that our government give access to Northern Ireland vessels right up to our shores with the Voisonage deal.

This is our pay back!

Nephrops is our second most important fishery and we will have a reduction of 14% of our share in Area 7 but it's surprising to see that the UK will still retain their full share in the Porcupine. In fact as far as I can see this deal

still allows the UK to keep their previous share of some 11% in EU waters.

When we look closely at the DAFM analysis it is clear that Ireland and Germany paid the highest price on transfer as a proportion of quota while France, Spain and the Netherlands got off lightly. It would seem we had either little influence or the agri-food sector has greater influence on our Ministers and fisheries is once again the poor relation.

The PO's have had a number of meetings with government and the fisheries Oireachtas committee in recent days and we have been promised a Task Force. Whilst we welcome this proposal, I sincerely hope this is not our department doing something for the optics and kicking the problem down the road.

Normally the remit of a Task Force is to do something for ourselves but what we require is action by our government and Ministers to undo this unjust deal and deliver quota and not talk of EU compensation.

**IS&WFPO**

Our analysis of the deal has confirmed our worst fears said Patrick Murphy, CEO of the IS&WFPO. It is a complete and utter giveaway of our greatest natural resource to another state.

It must be no surprise to any Irish person who has followed the press releases from the Irish South and West fish producers Organisation over the past four and a half years that we saw this coming.

In past statements and publications from our organisation it was clearly outlined we were not going to alter our course when it came to the future of Ireland's fishing Industry.

However we never imagined the bill our nation would be told to pay.

€43 MILLION and counting plus one in four fishermen will have to give up their careers.

Many times we pointed out the devastation that would befall our coastal communities if bad deals made behind closed doors in the offices of DG Mare and the EU Commission in Brussels were to happen again.

The questions we asked before remain the same with new additional ones to be answered by those who agreed to accept our horrible fate.

1. **Why are we so quick to bow to accept our fate without the minimum of information we should be given on what was the methodology used by the European Commission to reach the ratification of the modalities of the EU-UK deal that imposes such an exorbitant reimbursement from the Irish people?**
2. **Why do we not simply argue to protect what is rightfully ours which will in turn protect the inhabitants of our coastal communities, those citizens with the same rights as all European citizens?**
3. **Why our Department of Marine are so quick to suggest their repetitive solution, the same one that has promised three times to solve the perceived reality of not enough fish of the abundant fish in our waters for our fishermen over others, this implies it is better to end forever the fishing activity for our people, those in our Islands and smaller ports around our coastline now we will add those in our larger ports to the list?**
4. **Why are other EU countries coastal communities protected at our cost by those paid to represent us, is it too much to ask to be given a far greater share of fish in Ireland's waters. With no fish given back from our fellow EU partners waters in return, is this the European Union's warped definition of sharing the resource?**
5. **Why is it the principle of Relative stability only applied when it means we the Irish people must give up our natural resource to sustain the main land coastal communities of Europe?**

This giveaway in our recent past has cost Ireland Tens of Billions of Euros in lost revenue for its people.

It will continue once again, this devouring monsters appetite increasing to include with our fish the livelihoods of Irish fishermen and those of future Generations of coastal Men and Women starved once again paying with their children's future.

Our elected politicians should not allow those in our Public Service, who are tasked with the responsibility to represent us to ask for what is fair and right in contradiction give away what is rightfully ours as is set out in the reasoning why the United Kingdom of Britain got their increase.



Surely the only concern for our Government is about the effects of Brexit is having on the Fishing Industry in Ireland, the loss of jobs and income the unfair burden will mean for our Coastal Communities.

Our number one concern should be how Brexit will have disastrous consequences for Irish Fishermen and how we as Industry Representatives can work with our Government to save our fishing fleet from the devastation of another Department solution that is decommissioning.

Despite assurances to the contrary, there will be an inevitable displacement of many EU fishing vessels registered in France, Spain, Holland, Belgium, Germany and Denmark from UK waters into Irish waters following Brexit.

If we had authorities willing to assert control over our own waters this would stop the discrimination of the Irish fishing fleet in Brussels, yes, it is that simple but if we insist on allowing hundreds of vessels to come and fish in our waters with little or no oversight or proper accountability.

The crippling policy of Relative Stability established in 1983 and governing EU Common Fisheries Policy has acted as the single greatest obstacle to the development of the Irish white-fish Industry and has in fact been the cause of its destruction to the

betterment of other European fishing fleets.

It is difficult to admit and impossible to accept that successive Governments have given away one of our most valuable resources. The Fishing industry is capable of restoring and maintaining viable communities all along our remote coastlines but sadly current National Policy is slowly strangling the life of our communities forcing the depopulation of Rural Ireland.

The Irish South and West warned the EC Regulation 1342 of 2008 would allow the possibility of Hundreds of French, Dutch, Spanish and Danish Fishing Boats forced out of UK waters following Brexit could flood into Irish Waters, their activities would threaten the very sustainability of future stocks, despite the avoidance of a no-deal changes in quota share is already resulting in displacement.

This will push Irish Boats off our waters and assist the job of decommissioning forcing Irish operators out of business.

The words of the late Mr Joey Murrin ring true, his prediction, "our European partners seem only too happy to hang around the negotiating table, like a pack of hungry wolves until a final Brexit Deal is done and then grab what they can for themselves, we Irish appear to be acting like lambs to the slaughter".

**Bere Island Boatyard Ltd**  
Ballinakilla, Bere Island, Beara, Co.Cork P75 XC94

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

**Contact**  
Web : [www.biby.com](http://www.biby.com)  
E-mail : [bereislandboatyard@gmail.com](mailto:bereislandboatyard@gmail.com)  
Phone : 0035 27 75975  
Mobile : 086 2766564

**HELP US TO HELP OTHERS. WE NEED YOUR SUPPORT.**

**Contact**  
[info@last.ie](mailto:info@last.ie) | [www.last.ie](http://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  
DODSAN, Baidouin, Gide Diesel

Unit 16 Cessna Avenue, Airport Business Park, Waterford  
T: 051 306017 E: [sales@chpm.ie](mailto:sales@chpm.ie)

# HUGO BOYLE - RIP



**“Hugo's commitment to the industry never faltered”.**

**T**ributes have been paid to fishing industry leader Hugo Boyle, who died unexpectedly in January.

Hugo, a father of four from Falcarragh, Co Donegal, was chief executive of the Irish South and East Fish Producers' Organisation (IS&EFPO).

“A gentleman who was highly respected right around the coast” is how south-east vessel owner Caitlin Uí Aodha of the IS&EFPO described him.

Fellow industry leaders said his loss would be felt both in Ireland and Europe.

Mr Boyle, a former fisherman and owner of the “De Linn” who was based in Achill Sound, Co Mayo, had been ill for several months. However, he had remained involved in all aspects of the industry, including monitoring the crucial Brexit negotiations.

He had participated in the fishing industry's emergency online meeting on December 28th last with Taoiseach Micheál Martin and Cabinet colleagues over the damaging impact of

Brexit deal.

“He had an incredible legal mind, was a calming but informed influence, and knew what battles to pick,” Ms Uí Aodha said.

“At the time of our own loss with the sinking of the Tit Bonhomme, he was very supportive to me and my family,” she said.

Her sentiments were echoed by Killybegs Fishermen's Organisation chief executive Sean O'Donoghue, who also expressed his condolences to Mr Boyle's wife Ellen, and daughters, Alison, Denise, Elaine and Aisling and wider family.

“I knew Hugo since the mid-eighties when I was in the Department of Marine, and he was very involved in discussions on Celtic Sea herring,” Mr O'Donoghue said.

“He was both a good friend and a good colleague, and was very calm – always seeking solutions, rather than dwelling on problems,” he said.

“His experience as a vessel owner and a fisherman served him well in his role with the

IS&EFPO, and he had the ability to seek compromises – our French counterparts will miss him for his role in seeking solutions to the scallop issue in the English Channel,” Mr O'Donoghue said.

Irish Fish Producers Organisation (IFPO) chief executive John Ward said the fishing industry had “lost a good friend”, recalling how he was a member of the IFPO when he was fishing.

Mr Ward said he was experienced and with an “infectious good humour and big smile”.

Irish South and West Fish Producers' Organisation chief executive Patrick Murphy said that “Hugo's commitment to the industry never faltered”.

A strong voice for Ireland's fishing industry, Mr Hugo Boyle, a friend and colleague sadly passed away on Tuesday 19th of January following a long illness bravely borne.

In a year when Ireland has lost so many dedicated leaders in our society including many of Ireland's well known and

widely respected people from all walks of life Hugo is one of these now sadly lost to us and we as a country will be the poorer for it.

Hugo's commitment to the Industry never faltered and was evident right up until recently, when he participated, contributed and clearly outlined his Organisation's position in the numerous online meetings we had with Officials.

Hugo's practical sensible proposed measures, once implemented would in my view certainly mitigate much of the damage which was decided behind the closed doors in Europe that will hurt the people he worked so hard to protect.

Despite his poor health, I can testify that Hugo's contribution was always articulate and played a critical role in presenting the fishing Industry's position during our online meetings with our Taoiseach Michael Martin, Minister for Foreign Affairs Simon Coveney and our Minister for Agriculture and the Marine Charlie McConalogue.

During these uncertain times

the Covid pandemic prevents our ability to show our true appreciation for Hugo and his family at this time, but hopefully this will be rectified later on when we as a country can properly mourn the loss of those important to us that have died in the past year.

I want to use this opportunity as saddened as I am by his passing to personally thank Hugo for his mentoring and advice for when I started in my role as CEO of the IS&W, one memory of his kindness stands out for on one particular night when we landed back in Dublin Airport very late, Hugo being the gentleman he was insisted on driving me to the hotel where I was staying. Despite our tiredness and the late hour, Hugo insisted upon this detour, taking at least an hour of his time, as it was out of his way on his long Journey home.

May you rest in peace my friend for you can be sure we will keep you forever in our thoughts for I know you will be with us in spirit in the fights ahead.

## Irish South & East Fish Producers Organisation

**“Ní bheidh a leithéid arís ann”**

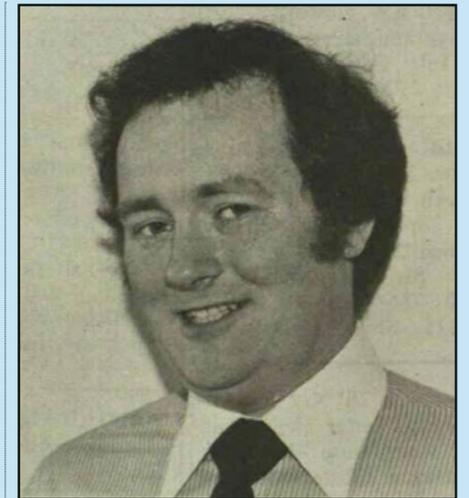
**H**aving decommissioned his fishing boat the De Linn after a successful fishing career of more than 40 years, Hugo Boyle joined the Irish South and East Fish Producers' Organisation (IS&EFPO) as CEO in 2015.

Hugo was, from the start, a great addition to the PO, who with his work ethic, intellect, honesty, and good humour brought the issues of the IS&EFPO to the fore in the institutions both at home here in Ireland and in Europe.

Greatly respected by all who met him, the many letters of condolence and calls to the PO since Hugo's sad and untimely passing bear witness to this, and are replete with words such as professional, honourable, decent, and friendly.

Hugo truly was a good person and he will be sorely missed by many for a long time to come. Certainly his loss will be felt right across Ireland's fishing industry, not least by the fishermen and women of the south-east with whom and for whom he worked so tirelessly.

A cliché at this stage perhaps, however in Hugo's case very true; Ní bheidh a leithéid arís ann. Hugo's loss will be felt right across the industry and we will find it very hard to replace him. We believe we speak not only for



the PO, but for the whole of the island in that.

We would like to take this opportunity to express the sincere condolences of all in the IS&EFPO to Hugo's wife Ellen, daughters Alison, Denise, Elaine, Aisling, brother Francis, and all of Hugo's wider family. At the age of 69, he has gone far too early. May he rest in peace.

Ar dheis Dé go raibh a anam.



De Linn

# Little Left to Barter!

By Lorna Siggins

*“You would have to go to west Africa to find a coastal state that has so little access to its own marine resources...”*

The words of Dr Peter Tyndall, former Bord Iascaigh Mhara (BIM) gear technologist, who has witnessed many of the political storms that have hit the fishing industry.

He still finds it hard to countenance the outcome of Brexit for Ireland.

“One can only imagine the reaction if dairy farmers were asked to cut production by 25 per cent. There has been no consideration for the commitment people have made towards new vessels with no State input,” he says.

“It is like a farmer buying land and setting up a milking parlour, and then being told he is not allowed access some of his land and can only produce 75 per cent of milk. Ireland was once again seen as the soft touch, and fish was used by our own negotiators as a commodity to barter.

Tyndall, who has headed up the National Fishermen’s Development Group since he retired from BIM, stresses that he is speaking in a personal capacity.

He may have spent more time on a deck than most marine scientists, having fished off north America, worked on oil rigs, and managed the Foyle Fishermen’s Co-Op in Greencastle, Co Donegal.

Now back fishing himself in Galway Bay, he knows his family doesn’t have to depend on his catch, but he has boundless sympathy for those that are in this position around the coast.

“Fishermen don’t get the sort of supports that other sectors such as agriculture do, and



Dr Peter Tyndall with his grandson Ethan Walsh on his fishing vessel Shenandoah at Galway docks (photo Joe O’Shaughnessy)

they don’t look for anything other than being able to work. Yet politicians are constantly viewing fishing as a commodity to be traded away...”

Already, the Government appears to have underplayed the significance of the hit to Ireland with a 25 per cent reduction in EU quotas in British waters between now and 2026.

Minister for Marine Charlie McConalogue says this represents an overall drop of 15 per cent in the Irish quota, and has acknowledged it as a “significant impact”.

“I am not happy we have any loss of fish at all...and that we have taken a bigger hit,” Mr McConalogue recently told Highland Radio. He told the station’s Nine till Noon show on January 18th that he would be “fighting tooth and nail at European level to get the best accommodation possible for our fishing sector”.

“If you take a first point sale value of 50 million euro lost annually, that is 1 billion euro over 20 years, and that is all foreign earnings – most of which finds its way to the most peripheral communities where there are few opportunities for anything other than fishing,” Dr

Tyndall says. “So unless Ireland is given adjusted quotas by other EU member states to allow for this loss, then relative stability is gone - and in essence the Common Fisheries Policy (CFP) is gone. If this is the case, it is time for the country to make a serious challenge on the range of agreements under the Treaties of the EU which “guarantee income and sustainable jobs” to fishermen. Clearly this is in breach of these treaties. As it is, we have so little left to barter,” Tyndall says.

“If in 10 to 20 years time Britain decides to return to the EU or if the UK fragments into regions, the quota should revert to what it was prior to these events,” he said. “Ireland has to get the return of what it has lost now, in the event that Britain does decide to rejoin.”

He also believes the response issued by Minister for Foreign Affairs Simon Coveney and Minister McConalogue on Rockall is a “disgrace”.

In a joint statement early last month (Jan), the two ministers warned Irish vessels of “increased risk of enforcement action” by Scottish authorities around Rockall while

“engagement continues”. “So the ministers are telling people that Scotland’s fisheries patrol ship Jura will continue to operate around Rockall – it is totally unacceptable to come out with a statement like that,” he says.

Ireland’s Department of Agriculture, Food and Marine is “viewed as a bit of a laugh in Europe”

“You take the Norwegians – outside the EU – who don’t give an inch and recognise that the resource is inexhaustible if it is managed properly.”

“Everyone north and south of us - the Norwegians, Danes, Spanish, French, Germans, Dutch, Belgians, Lithuanians, British - recognises the value of our asset, and we don’t view it as a national asset ourselves...”

“Even as I speak, Spanish-owned boats are landing into Dingle, into Castletownbere and Killybegs, and if one Irish boat landed in a month what they catch in a week it would be arrested,” he says. “If all the State’s effort to target its own fishermen was put into fighting a case in Europe, we would be in a much better position than we are. Instead, what do we have – a conveyor

belt of rules, regulations, and the easiest part of what is an incredibly tough and dangerous job at times is catching the fish”.

Tyndall believes the Government owes it not just to the industry, but to its electorate, to put together “the legal minds” to challenge Europe on its failure to acknowledge Ireland’s right to manage its own resource.

“French president Emmanuel Macron was prepared to block the whole Brexit deal to ensure French fishermen had access to the English Channel, and we have our own foreign affairs minister Simon Coveney then asking the French if they are really going to jeopardise the whole deal for this,” he says.

“Of course Macron is, because he recognises the importance of this access to a particular coastal area and isn’t just looking at it in terms of percentage of GDP. Ireland is so defeatist on this issue – we could have exercised our own power of veto. Irish politicians think only in terms of seats, and have no time for vision,” he says. “Politics comes first.”

He is particularly incensed by

the “defeatist” approach taken by Ireland now to the Brexit deal.

“English nationalism dragged Northern Ireland and Scotland into this mess, but as soon as we saw the direction it was heading we should have made it clear that whatever fish Britain had in Irish waters should be returned,” he says.

“At no stage does that ever seem to have been raised. As for reducing the quota for a migratory stock like mackerel, it is not logical apart from not being equitable. Mackerel spawns for the most part in Irish waters and only spends a short time in British waters. Our vessels only go north to catch them as there is a higher fat content”.

“So that quota of fish could still be allocated, subject to changing location. A handful of very far sighted and courageous men and their families built up this mackerel fishery, and were the front-runners,” he points out. “The State did nothing, so it is wrong that they should now be penalised.”

“As for the prawn fishery on the Smalls off the south-east, the prawns would die of old age

if it was left to British boats to catch them. This area is largely worked by Irish and French vessels, so those vessels should be allowed to continue to work the resource and perhaps 25 per cent of the catch would be landed in Britain,” he suggests.

He also supports the case made by fishermen around this coast for securing a quota for bluefin tuna, which spend up to four months of the year in these waters.

“The Japanese come halfway around the world to fish them just outside our 200 mile limit, and bluefin tuna were in Galway Bay for a full month this autumn, and were seen in Dingle, Donegal, off Rockall – lads have been hand feeding them from some of the boats !”

“The CFP principle of relative stability is based on the idea that the size of the cake may increase or decrease annually but the slice of the cake remains the same. So if we are now being affected disproportionately, what means that we have to be compensated by other countries by awarding us quota”.

He also anticipates that efforts to eliminate the Hague

Preferences will intensify. These conditions - dating back to 1976 - recognise the particular needs of coastal regions where populations are particularly dependent on fishing.

“Billions of euros are being taken from Irish waters and yet politicians and diplomats have this mindset that it isn’t really ours...this series of defeats smacks of either incompetence or corruption,” Tyndall says.

“It is difficult for fishermen to speak out as if they do, they have discovered they will receive unwarranted SFPAs inspections and Naval Service boardings, and I have witnessed this on a number of occasions,” he said. “If I was to give specific examples, it is further exposing those fishermen to this sort of attention.”

“Employing legal minds to annoy the hell out of fishermen trying to make an income from shrinking quotas seems to be more of a priority than trying to secure rightful access. This approach is not just failing the fishing industry and coastal communities - it is failing the entire population of the State”.

**UL SPORT LIMERICK**  
**OPENING TIMES | Fri 10-6 Sat 10-4**

**IRISH SKIPPER EXPO**  
**RESCHEDULED SHOW DATES**  
**04-05 JUNE 2021**  
[WWW.THESKIPPER.IE](http://WWW.THESKIPPER.IE)  
 Email: [sharon@maramedia.ie](mailto:sharon@maramedia.ie)  
 M: 00353 (0)86 8401250 T: 00353 (0)74 9548037

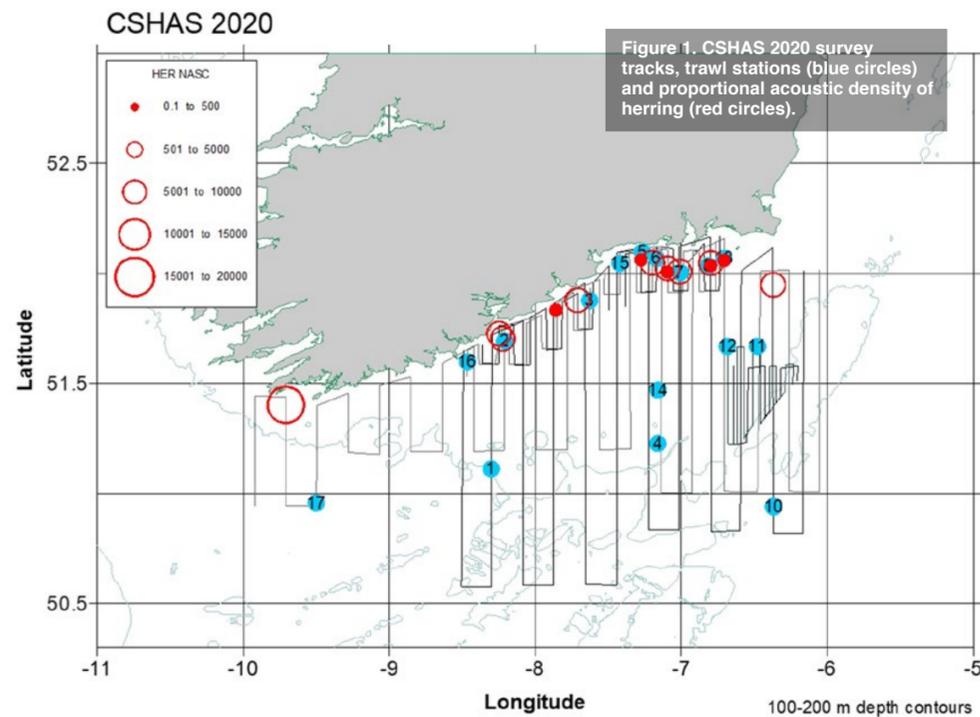
**SKIPPER PRESENTS**  
 mara media **Skipper**

# Celtic Sea Herring Acoustic Survey 2020

By Ciaran O'Donnell

During October 2020 the Marine Institute carried out its annual acoustic survey in the Celtic Sea. This 3-week survey has been conducted since 2002 and provides valuable fisheries independent data which, in combination with information from the sampling of commercial catch supports the Celtic Sea herring stock assessment and catch advice.

As in recent years, the survey was composed of two broad scale replicate surveys covering the wider Celtic Sea, supplemented by a number of smaller scale, localised adaptive surveys (Figure 1). Two such high intensity offshore adaptive surveys were conducted on the 'Smalls' herring grounds with a further four surveys inshore (extending to 10nmi offshore) between Kinsale and Baginbun. Additional survey effort was allocated to conduct two scouting surveys over the length of the 'Trench' ground. During the survey, herring were detected only on survey transects relatively close to the coast (fig. 1) with no observations recorded offshore. Reports from prawn and whitefish vessels working in the wider area over the same time period support this



observation.

Biological analysis of the samples taken during the survey indicate that the herring marks detected consist of fish aged from 1-5 winter rings (wr) but dominated by 2-wr fish, followed by 1-wr (i.e. immature) and 3-wr fish. The 2-wr herring represented 57% of the total biomass and 48% of total abundance observed and may indicate increased recruitment following a period of low

recruitment in recent years. Combined with 3-wr fish (11% of biomass and 7% of abundance) these two age classes account for the bulk of the current spawning stock. The proportion of 1-wr herring is relatively consistent over recent years and contains a proportion of 'harbour' herring. Such harbour fish are commonly found outside of Cork Harbour and surrounding areas. The results of the 2020

survey indicate that while the total herring biomass estimate is marginally higher than that observed in 2019, it remains at a low level. The proportion of mature fish has increased in 2020 as the now 2-wr age group matures. This potentially important year class was first identified during this survey in 2018 as 0-wr fish and tracked through subsequent summer (WESPAS) and autumn surveys (CSHAS).

The distribution of sprat in 2020 differed to that observed in 2019, with fish predominantly distributed in inshore waters (inside 10nmi) east of Helvick and with fewer aggregations further offshore. The total biomass estimate is approximately one third of that from the 2019 survey although it should be noted that this survey is not designed to contain the sprat stock such that an unknown proportion will lie outside of the survey area. Samples obtained from survey trawl hauls were relatively uniform with a mean length of 12 cm and weight of 13 g (9 cm and 6 g in 2019).

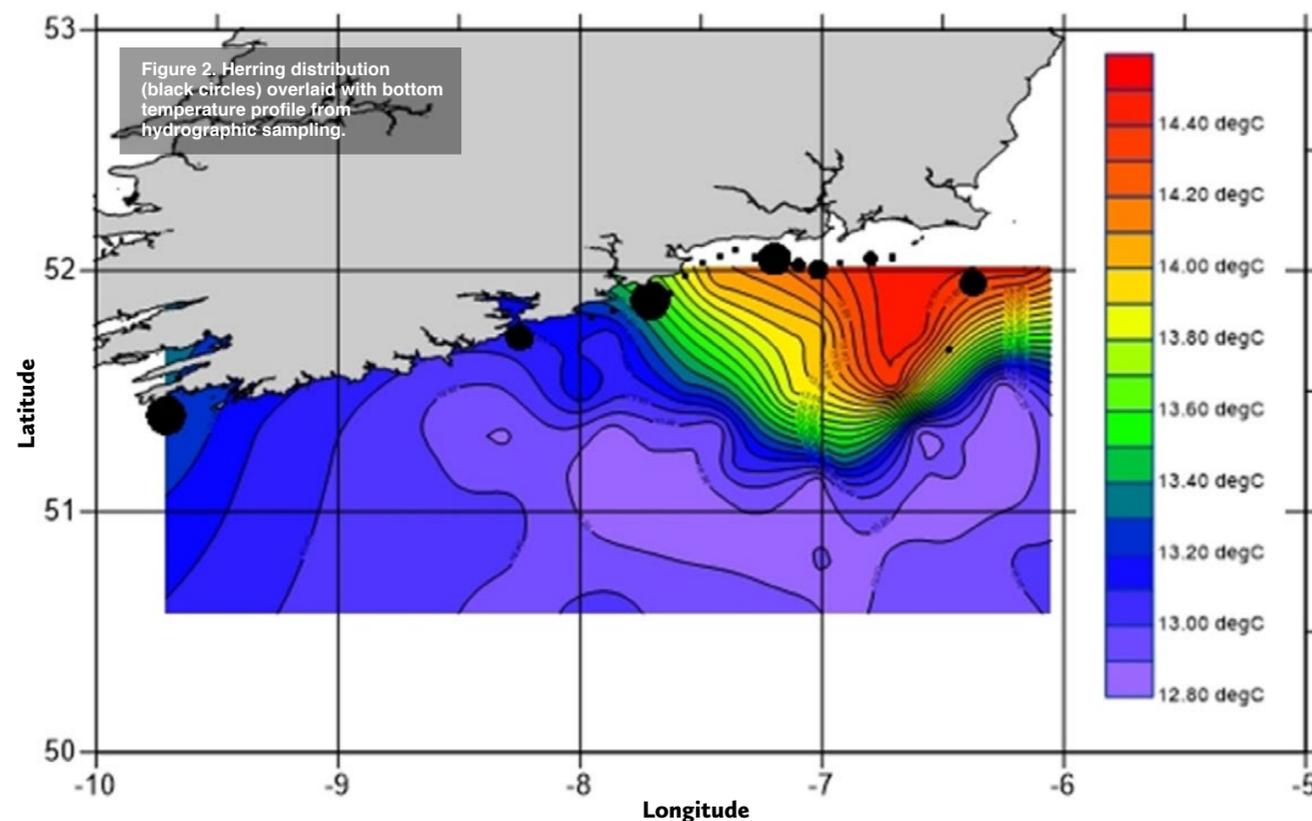
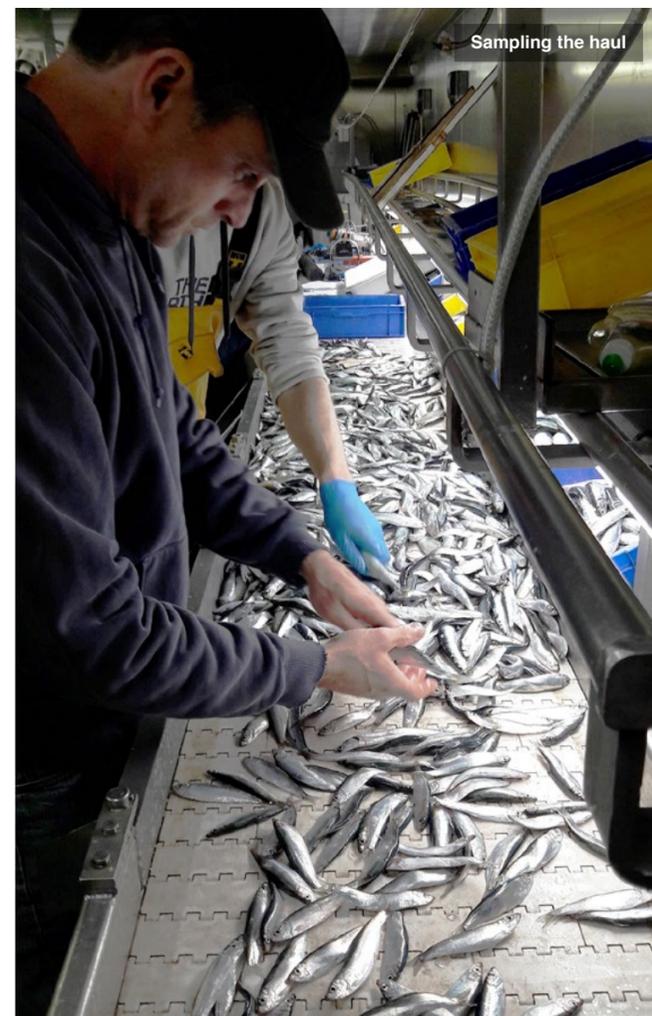
High density aggregations of anchovy were observed east of Helvick and close inshore. Although not uncommon

during the survey, the size and density of aggregations were higher than previously observed. Individuals ranged from 11 to 18 cm in length and 9 to 34 g in weight (mean length 15 cm and mean weight 27 g). The presence of anchovy in inshore waters is in line with reports from commercial vessels operating around the south and southwest coasts which continued after the survey had been completed.

The inshore distribution of herring, sprat and anchovy seen in 2020 differs from that during previous surveys. An acoustic survey conducted by the UK which also targets small pelagics to the SW of England also noted increased density of fish aggregated close inshore and a reduction of fish in offshore waters. Hydrographic sampling by CTD profiling conducted during the survey showed that offshore waters in the eastern Celtic Sea were stratified with a notable thermocline evident at depths of up to 60 m. In the same area in June the WESPAS survey reported a thermocline depth of 45 m. For the area east of 7°W seabed temperatures were in excess of 14°C (Figure 2). The highest densities of

pelagic fish observed during the survey were recorded in water where storm, wind and tidal inputs have eroded the thermocline potentially providing enhanced conditions for feeding compared to offshore. Inshore areas saw the highest density of marine mammal and tuna observations in line with the distribution of prey fish species.

Populations of small pelagic fish including Celtic Sea herring and in particular short lived stocks are prone to rapid changes in biomass driven by periods of strong and weak recruitment. Recent surveys indicate that, for a number of species found in the Celtic Sea (e.g. boarfish, horse mackerel, herring) recruitment has increased in recent years. For all fish stocks, a healthy stock is dependent on successful annual recruitment (young fish joining the spawning stock) to counter removals by fishing and natural mortality (predation and natural death). Ultimately, recruitment to the Celtic Sea herring spawning stock is complex and depends on a number of factors other than stock size (predation, conditions in nursery areas, interplay with the Irish Sea).





Sardine-Pilchard. Photo CEFAS

# Small Pelagics Potential Off South Coast

**By Lynn Kelleher**

As millions of sardines become the latest Mediterranean species to arrive in Irish waters in unprecedented numbers, a leading marine biologist is calling on the State to examine

the phenomenon. In January, over 100 tonnes of sardines were landed in Dingle Harbour by various vessels. It comes in the wake of reports of warm water octopuses on the south coast and a record-breaking haul of anchovies in Kerry in the past few weeks – all species

normally found off southern Europe. The director of Dingle OceanWorld Kevin Flannery said he was astounded by the sheer volumes of warm-water fish turning up on the Kerry coast, "This is incredible," he said, "This could change the whole ambit of fishing."

over the last five or six years. "When they are catching anchovies, they are getting up to £2000 a tonne." He said a record-breaking haul of anchovies caught in Kerry in recent months only made a fraction of the price because markets haven't been developed for the warm-water species.

"It's fascinating, you have these Mediterranean warm-water species arriving in huge volumes in Irish waters. They would normally be down in the north and west of Spain and in Portugal. If these are moving in the temperature is right for them and the conditions are right for them."

"I mean, there were over 6,000 tonnes of anchovies landed yet they were sent for fishmeal." He said the marine agencies in Ireland need to develop the potential of the shoals upon shoals of Spanish fish arriving on our coasts.

"We've had three specific species that could be commercially developed since Christmas which are anchovies, sardines and octopus. "It's showing what is in our waters and what climate change is making."

"Bord Bia have to look at the markets, BIM have to look at what vessels can fish them, and the Marine Institute have to look at the potential. "We need to look at what stock of them is there, how long will it last, where are they spawning and what's the market for them."

"We've lost 25% of catches to the British in Brexit. But now all of a sudden, we have huge volumes of these non-quota species in inshore Irish waters. They are quota free because they are so short-lived. "I have to call on the State agencies, and the Department of the Marine to take action because there is a resource and a potential."

This isn't a vagrant fish, a weird and wonderful fish, this is a potential, it is a resource, this is hundreds and thousands of tonnes and it is not being managed." He said countries like Iceland are developing new fisheries.

Fishermen off the Cornish coast in England have been cashing in on the arrival of the warm water species in recent years. He said: "I was watching a programme on BBC of where 15 vessels working in Newlyn in Cornwall have developed a huge full-time sardine fishery

"Iceland took it upon themselves when they found there was mackerel coming in there and they are taking over 100,000 tonnes per year. "I can't see why we can't look at the potential of anchovies and sardines and develop a fishery. "For 40 years I've been doing this and now we have this, it's a huge resource and it has to be managed sustainably."

SNAMH CHÓSTA na h-ÉIREANN

ROUND IRELAND FINSWIM EXPEDITION 2020

**Round Ireland Finswim Expedition 2020**

Fundraising for

Please contribute to the expedition running costs & donate to our charities by visiting [www.finswim2020.com](http://www.finswim2020.com)

To benefit **Irish Cancer Society**

# KILLYBEGS ROUNDUP by John Cunningham

## MMG VTV Compact Gangway System

The MMG new vessel to vessel gangway is proving to be a game-changer in the marine sector. The relatively new product to the market, launched in 2019 at Scottish Skipper Expo, the innovative first of its kind compact vessel to vessel gangway is becoming an essential part of the deck equipment on all vessels.

Following on from the success of the MMG Pier Vessel gangway, the VTV Gangway is also custom built to meet the requirements of each vessel providing a storage solution to ensure an efficient gangway development.

MMG's most recent VTV builds were for the Aine, Sheanne, Paula and Neptune to name a few.

The Killybegs based company is currently manufacturing for new builds under construction for Atlantic Dawn Group, Atlantic Fishing Company and Ivans Wilde's new vessel MFV Mary Paul.

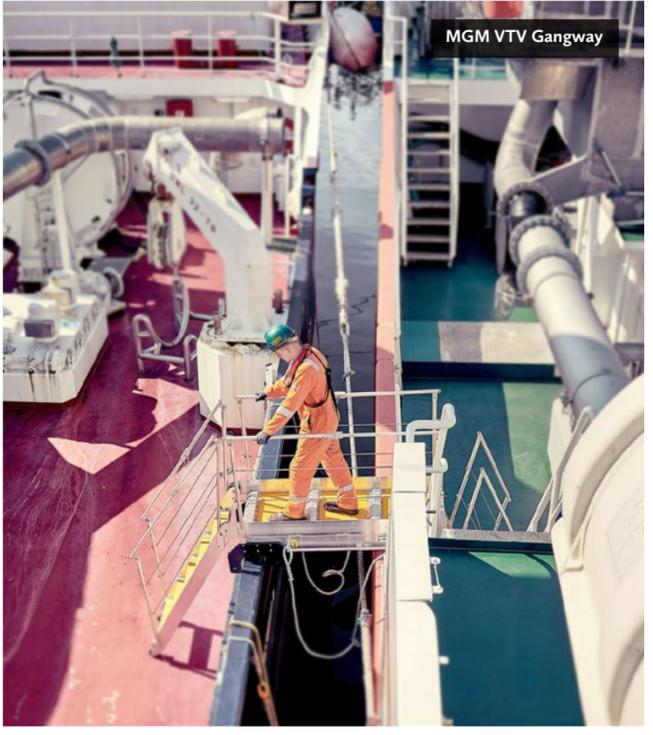
The VTV Gangway has also been an export success with widespread use in the Norwegian Fleet and Svitzer work boats based

in Africa. Research and development is ongoing at MMG to further develop new hydraulics operational systems, Compact storage units, as well as new accessories to make the gangway as efficient as possible.

Owners of the Irish registered vessels are eligible for a 40% grant from BIM through the fleet Safety Scheme for purchase and installation of items which approve the overall safety standards on board, which includes certified gangways. For information on this see: [www.bim.ie/fleet.safety.scheme](http://www.bim.ie/fleet.safety.scheme)

Established in 2005 Martin Mc Guinness MMG Welding Ltd is an Irish based engineering and manufacturing company. Experts in coded welding and marine fabrications they provide 24hr support service to the marine, off shore construction and renewable sectors. The company is certified to IOS9001:2015 safety EN 1090CE standards.

**For further information see: [www.mmgwelding.ie](http://www.mmgwelding.ie)**



**Pelagic Fishery**

- What can only be described as a disappointing Brexit, a very hard blow was dealt for the fishermen of Ireland. They were extremely disheartened when they learned of the dire news that they were to lose 25% of their quota. The fleet had left Killybegs at the start of January with most boats targeting Scad.

The Paula went straight to the mackerel grounds and came upon a big shoal of mackerel south west of Foula.

The Scad proved a little more difficult to locate with boats searching up and down the west coast of Ireland and the Hebrides. Most of the boats caught most of their allocated quota within a few trips, and then it was off in search for the mackerel. The mackerel was much easier to locate with reports of massive marks of big mackerel. (430 -450)

**White Fish**

- The Progress and Achieve continue to fish the west coast and land their catch in Killybegs, while the Westbound proceeded to fish for the white fish in Donegal Bay after the Sprat fishery had finished before Christmas.

**Inshore Fleet**

- The Barbarella and Rachael D had no problem taking their Herring quota just 20 minutes from the harbour in Bruckless Bay along with a few ring netters from Inver.

**nifpo**

NORTHERN IRELAND Fish Producers' Organisation

Full range of fishing supplies, potting, antifouling, safety equipment, commercial fishing gear and much more. Call Johnny for our most competitive prices.

- Elka smock £31.99
- Elka B&B trousers £31.99
- Guycotten isopro jacket black and yellow £67.00
- X trapper B&B £69.00
- Steplite marine boots safety £49.95
- Marine Co yellow stiff blade knives (box of 10) £23.30
- Prices ex Vat

Delivery available to Ireland and UK.

**Showa Gloves** £23.30 for packet of 10. All Sizes

Contact: Johnny Bailie T: 02842771601 M: 07956740427 E: [Johnny.bailie@nifpo.co.uk](mailto:Johnny.bailie@nifpo.co.uk)

## NORTHERN IRELAND NEWS *By Dick James*

### BREXIT BLUES

The implications of Brexit on fisheries were announced as part of the deal announced on Christmas eve and contained both good and bad news as well as expected and unexpected. Quotas, access and trade were the main points of issue and whilst some have been settled others are as yet unresolved pending the meeting between coastal states (the EU?) and the UK. Tac's are on that agenda and whereas the ICES science is clear on many stocks which should lead to relatively easy adoption others suffer from the economic, environmental and political anomalies which added to the new levels of TAC/quota allocation will probably lead to innovative resolution.

On the Northern Ireland front the quota implications look relatively benign if less than expectation. Irish Sea Herring (north) is raised from 76% of TAC to 89% this year to 99% in 2025

and Irish Sea Haddock from 45% to 53% this year rising to 56% in 2025. For Irish sea Cod, Whiting, Sole and Plaice the cessation of the Hague Preference deductions is an expected plus if the final allocations look underwhelming. Cod tops out in 2025 at 44.8% of the TAC, Whiting at 61%, Sole at 23% and Plaice (unchanged) at 51%. Whereas for the County Down fleet these are largely by-catch fisheries one would have expected more given the geographical distribution of those stocks and the development of a directed fishery, particularly for the flatfish is probably precluded. The TAC's for Cod and Whiting may be adjusted to account for a discard ban but that is a bureaucratic anomaly rather than a fishing opportunity. Prawns get an increase of modest proportions given the locality of grounds but in tonnage terms catching opportunity at present fleet levels

should work out. Both Prawn stocks in the North Sea and West of Scotland are unchanged with the UK having the majority of fishing opportunities pre Brexit anyway.

Whilst the County Down fleet can probably exist within that the access regulation is another matter. The closure of the County Louth 12 mile zone is in contrast to the rest of area VII where the pre Brexit access is allowed to EU vessels. The Isle of Man waters are left selectively unchanged also. In reality the Kilkeel fleet targeting Prawns and Haddock will be impacted by this lack of access to previously fished waters and the position of the Voisinage access is unclear as it is unstated although it would be expected that access to Northern Ireland owned boats would be allowed in the 0-6 mile zone but not in the "Trade" deal to the 6-12 mile zone. Make out of that what you will!

Access to fishing harbours other than those specified will also give rise to anomalies with existing access giving rise to some Irish registered boats working from Northern Ireland ports and more Northern Ireland registered boats working from Republic of Ireland ports. This not only to landing catches but also for access to services.

The Pelagics have generally benefited from the "trade" deal but there will undoubtedly be operational changes here with port access being a possible game changer although for the Northern Ireland fleet this will possibly be a surmountable inconvenience.

The implications for exports are as yet largely unknown with the Northern Ireland position within the EU and UK being of particular interest but export problems with Covid having prepared Northern Ireland fishers for the worst.

### THE FISHERY

■ We finished the old year early due to the market feeling uncertain (quite rightly) about getting produce away due to impending Brexit. Right decision, wrong reason, transport difficulties were experienced by Covid fears and although Dover was not central to the distribution logistics the knock on effect made chancing it difficult. As it happened the Kilkeel heavy brigade finished off in the Bay with a fishing of mainly tails whilst the Portavogie and Ardglass boats that were fishing favoured the Clyde. After a good lay-off the prawn fishery restarted the same as it finished, the Portavogie fleet made for the Clyde but the Ardglass fleet joined the Kilkeel boats to the south but not in the Bay because that is now a no-go zone for Northern Ireland boats even though the status of fishing the 0- 6 mile zone in the Bay is unclear and no one wants to chance it. Some of the fleet were waiting for their foreign crew to rejoin after the Christmas break. The early ones made it by abiding by and understanding the travel rules but what will happen to those yet to make it back no one knows. We have enough problems without crew difficulties adding to them.

The Whitefish men working from Kilkeel started off with a Haddock trip to the south on the edge of the 12 mile zone slightly out from their usual favoured zone but trips were nonetheless made. The North Channel boats have yet to try that option but markets seem

limited anyway with the Scots fishery still trying to make out what they have to catch and where.

The Irish registered boats fishing from the County Down ports are similarly working in unknown circumstances, where can they fish, where can they land and even can they fuel and provision up? The Northern Irish registered boats based on the Inishowen Peninsula and fishing between waters over both jurisdictions have a similar problem which was addressed more rapidly by the Seafish Protection Authority which stopped landings in their home ports and gave them the option of Killybegs or maybe Northern Ireland if that is allowed.

Scallops were relatively unaffected with boats still working the Isle of Man grounds and the Counties Down and Antrim grounds still available to them. The fishery was never great in 2020 but it survived and was a welcome alternative to the prawns.

The three County Down Pelagic boats got a Christmas bonus in terms of Brexit quota readjustment although it is uncertain who will benefit with the devolved UK administrations having differing views as to where the quota will finally end up. This did not prevent these boats making an early start with the Voyager at sea before new year setting out of Skagen for a quick trip fishing to the west of Shetland and landing Mackerel into Norway before others had finished whatever New Year celebrations there were. This was repeated with another two trips west of Shetland

again landing in Norway but by this time others had joined in. The Havilah/Stefanie M pair sailed from Belfast and returned with a landing into the same port, the Mackerel finding its way to the County Down factories. The duo then headed again north for another snaffle in the trough.

Inshore it is a slack time anyway but market disruption continues and the export lines for Northern Ireland shellfish has yet to be defined. Cornwall and Eyemouth were experiencing well publicised difficulties which will reflect on the overall picture. There could be problems ahead for the potting fleet as the proposals for environmental measures for potting come toward reality and if the Fisheries Division of DAERA backed off management measures for Crab in 2020 don't expect the same from the Environmental Division. Remember they started off welcoming potting as an alternative to trawling in Strangford Lough before closing grounds to potting in the Lough and that could well be extended this time round.

### SEAFISH SEEK REGIONAL MANAGER

■ The Seafish Industry Authority have advertised for a Regional Manager to take over the Northern Ireland portfolio of Seafish which involves several ongoing projects including sea fish promotion a the Balmoral Show and various other smaller venues, a locally based fishermen's safety forum

and other projects from Marine Conservation Zone evaluating and planning. Responsible to the head of International Trade and Regions (west) the work program is set and agreed by an industry based body the Seafish Northern Ireland Advisory Committee within the Seafish Industry Authority work program. This position has been undertaken for several years now the original Northern Ireland scheme being rolled out throughout the various regions of the United Kingdom. The original regional manager was Dr Lynn Gilmore, now head of the regions and one-time Skipper correspondent.

### NOTICE

■ By notice to all Northern Ireland fishing licence holders the Northern Ireland Department of Agriculture Environment and Rural Affairs (DAERA) issued the statement. "Following the end of the Brexit implementation period, UK is now outside the regime applying to EU fishing vessels. The Sea Fisheries Protection Authority (SFPA) in the Republic of Ireland has asked DAERA to point out to Northern Ireland Licensees that landings in the Republic should only be at the Designated ports of Killybegs or Castletownbere. SFPA state that UK licensed boats may not land into or access services in any other ports in the Republic."

In Northern Ireland the three County Down fishery harbours of Ardglass, Kilkeel and Portavogie remain open for all comers and the

harbours of Ballycastle, Belfast, Lisalally and Warrenpoint are also designated as fishing ports of entry for EU/ROI and other third country fishing vessels. Port dues are in £Stg but currency exchanges remain functional!

### NIFHA BOARD APPOINTMENTS

■ The Department of Agriculture Environment and Rural Affairs announced on 31 December the new Appointments to the Northern Ireland Fishery Harbour Authority Board. The Minister Edwin Poots announced the appointments of Mr Robert McConnel as Chair, Mr Harry Wick, Mr Alan McKeown, Mr David Knott and Dr Lynn Gilmore for a four year term effective from 1st January 2021 to 31st December 2024. Minister Poots welcomed the new appointees saying that the skills and experience of the incoming Chair and Members in business and governance matters will provide leadership and guidance to NIFHA. He also thanked the outgoing Chair and Members for their past services.

NIFHA was established in 1973 and has responsibility for the improvement, management and maintenance of the three fishery harbours of Ardglass, Kilkeel and Portavogie.

Mr Robert McConnell is a Director of a business advisory firm (Pinnacle Growth Group) and is a Chartered Director and Fellow of the Institute of Directors and a Chartered Engineer and Fellow of the Institute of Materials, Minerals and Mining.

Mr Harry Wick was a commissioned Royal Navy Officer for 20 years during which he worked with harbours and port authorities across the world. He is currently Chief Executive of the Northern Ireland Fish Producers

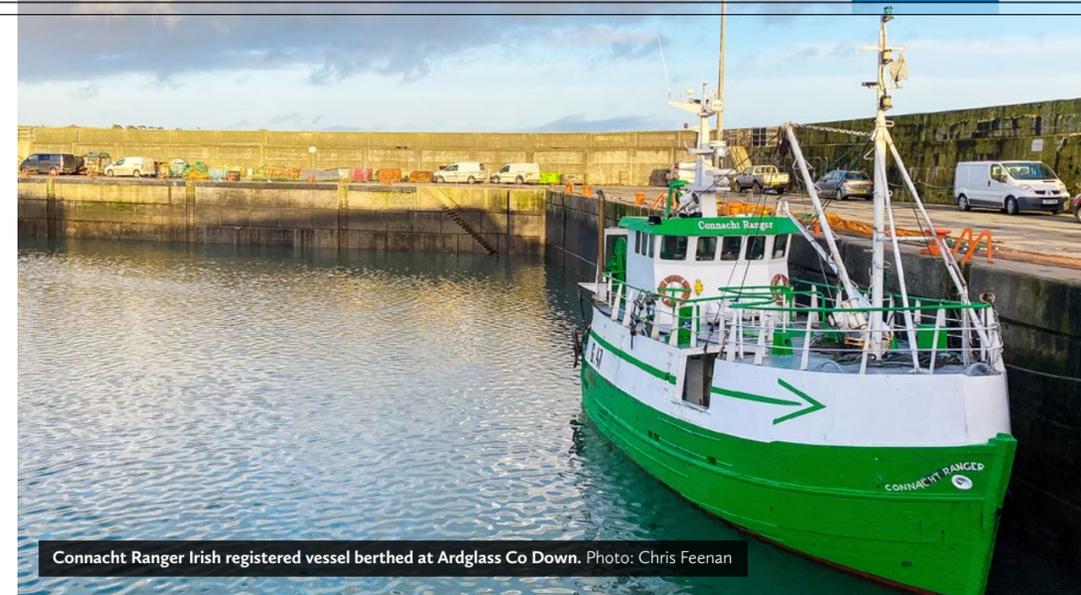
Organisation (NIFPO) representing the interests of local fishing vessels.

Mr Alan McKeown has previously worked in the food industry and currently manages his own company "Food for Thought" a team of management consultants. He is a Fellow of the Institute of Directors and the Institute of Consulting.

Mr David Knott is a former manager at Bombardier Aerospace and since 2005 has been employed by the Belfast Harbour Commissioners in a senior

management role. He is a member of the RSPB Advisory Committee for Northern Ireland and the Belfast Resilience and Sustainability Board.

Dr Lynn Gilmore works with the Seafish Industry Authority as Head of International Trade and the Regions (West) and was previously Seafish Northern Ireland Manager. She also served as Board Member of the Cross Border Aquaculture Initiative and has links with Queens University Belfast.



Connacht Ranger Irish registered vessel berthed at Ardglass Co Down. Photo: Chris Feenan

## Inshore Marine Conservation Zone Proposals

The Environment arm of the Department of Agriculture Environment and Rural Affairs (DAERA) have published proposals for 9 inshore sites for designation as various types of marine conservation areas and 4 sites for Scallop enhancement sites. The proposals for the Scallop enhancement sites came originally from the Northern Ireland Scallop Association and consist of four relatively small and discrete sea areas adjacent to the shore which it was thought were areas of larval settlement and beds of spawning Scallop. One area is on the County Antrim coast on the north shore of Belfast Lough at Whitehead the other three off the County Down coast at Drumfad, Ballyquinton and Roaring Rocks. Within those areas there is proposed a total ban on the use of mobile gear and for the pot fishery to be managed with mandatory VMS on potting vessels, a pot tagging requirement and mandatory recording of by-catch species of interest (as yet undefined). A self sampling scheme for Scallop fishers is proposed although this is not linked to the targeted areas and is on an environmental wish list.

Given that two of the proposed

Scallop enhancement sites fall within the Marine Conservation Zones for which a total ban on mobile gear fishing is proposed (see below), Ballyquinton within the Strangford reserve and Roaring Rock in the Murlough reserve then their impact on Scallop enhancement has to be compromised as any reseeded proposed could take place undisturbed in either designated area and the MCZ's cover a much wider area some of which is Scallop fishing ground anyway.

The other section of the proposals concerns management measures for zones already proposed and in essence the favoured measures are for a total ban on mobile gear and a pot management scheme of some description to cover the full zone (and probably beyond) with selective proposal for prohibition of pot deployment. The costs to industry of implementing such a scheme are estimated as negligible or unknown due to lack of data. The zones concerned are:

Skerries and Causeway- from Portrush to Dunseverick extending offshore. This area contains Porpoise, Sandbanks, Sea Caves and Sea Grass (inside Skerries

only) and forms the base for significant potting interest as well as some mobile gear deployment (Scallop and Flatfish)

Rathlin- surrounding Rathlin Island and extending to the north this area is coveted for Reef, Sandbanks, Sea Caves, Deep Sea Environment, Unspecified Geological features and Black Guillemot (Willi Birds). Guillemot are found fairly commonly in this area as well as in the Clyde approaches and even in the harbour walls of Bangor and Annalong.

- Red Bay- mainly Sand feature.
- Waterfoot- Seagrass here a pot ban to cover the full area is proposed as well as mobile gear ban.
- Maidens - Reef Sandbanks and Grey Seal are to be protected here in an area which is a favoured fishing ground off the entrance to Lame harbour.
- Outer Belfast Lough- apparently the long-lived Ocean Quahog abides here in an area which is part of a Scallop fishery and anchor zone for Belfast harbour.
- Strangford - the proposal

here is to extend the existing prohibitions on mobile gear outside the Lough to an area from Kearney to Sheepland and introduce more pot management than exists at present in Strangford Lough. This area includes the proposed Ballyquinton Scallop reserve and would in practice extend it beyond the Scallop Association proposals (significantly)

- Murlough- the existing designated area to be extended seaward to cover an area from St Johns Point to Bloody Bridge and include the Roaring rock Scallop zone. Protection for Common Seal, Sandbanks and Mudflats.
- Carlingford- the area of Rostrevor Bay to protect Sea Pens and White Lobe Shells.

As well as these inshore areas there are also extensive offshore zones off the Mourne Shore and Strangford Bar to Waterfoot as well as a zone for pelagic mammals covering the western Irish Sea to the North Channel. There are no fisheries management proposals for these areas. Yet.



## UK NEWS

# New Financial Support For The UK's Fishing Industry

**G**overnment announces funding of up to £23 million to support businesses most adversely affected by the COVID pandemic and the challenges of adjusting to new export requirements.

Seafood exporters across the UK will receive government funding of up to £23 million, to support businesses which have been most adversely affected by the COVID pandemic and the challenges of adjusting to new requirements for exporting.

This is in recognition of the unique circumstances of the fishing sector, which has had the most significant new requirements to adjust to, and for whom even a short delay can lead to goods perishing - at a time when the industry is facing lower market prices and demand due to the pandemic.

The fund will be targeted at fishing export businesses who can evidence a genuine loss in exporting fish and shellfish to the EU. Support will be available immediately and paid retrospectively to cover losses incurred since 1 January 2021. The scheme will be targeted at small and medium enterprises and the maximum claim available to individual operators will be £100,000.

The Marine Management

Organisation will administer the scheme on behalf of exporters across the UK. More details will be available on eligibility criteria in the coming days. The Government will be consulting industry across the UK and working with the devolved administrations on these eligibility criteria before they are confirmed.

Environment Secretary, George Eustice said:

"This £23 million scheme will provide crucial support for fishermen and seafood exporters, who have experienced delays and a lack of demand for fish from the restaurant industry in the UK and Europe."

"We are continuing to work closely with the fishing and aquaculture sectors to make sure that they are supported, and can continue to fish whilst contributing to the economies of our coastal communities."

"The UK-EU agreement returns 25% of the EU's catch in UK waters (worth £146m) to Scottish, English, Welsh and Northern Irish fishermen, beginning at 15%. Increases in quota include key fish stocks such as North Sea cod, from 47% to 57 and North Sea hake, from 18% to 54% with a mechanism to exchange quota between the UK and EU."

The UK Government has

been working closely with the seafood industry and individual businesses to support them through this period and to ensure that any errors or problems are tackled as early as possible. The situation has been improving over the last weeks and the flow of goods is improving, but we will do more.

Support provided to the industry includes:

Issuing clear guidance on the required IT forms to stakeholder representative groups, hauliers and businesses.

Twice-weekly meetings with businesses to understand and address issues as they arise.

Working closely with individual businesses to help them get used to the new procedures required to ensure that errors or problems are tackled early.

UK Government is stepping up extra physical resources to support certification in Scottish Hubs

The UK Government has provided two specialist certifiers to support Food Standards Scotland and DFDS over the last week

An experienced certifying officer from Defra is also currently in Lanarkshire supporting Official Veterinarians with the issuing of health certificates

APHA has additional Official Veterinarians on standby, available to Scottish Hubs, to support exporters if required.

Working with French authorities to ensure that minor administrative issues associated with EHCs have not prevented goods from entering the market and with the EU Commission to help member states adopt consistent approaches.

Providing extensive guidance as part of a range of measures to help the industry meet new export requirements, including training, regular engagement and weekly bulletins.

Separately, the Prime Minister has also committed to providing a £100m fund to help modernise fishing fleets, the fish processing industry, and rejuvenate a historic and proud industry in the UK, on top of the £32m that will replace EU funding this year.

Now we have left the Common Fisheries Policy, as an independent coastal state, the UK has taken its independent seat at the Regional Fisheries Management Organisations, including the North East Atlantic Fisheries Commission and the North Atlantic Fisheries Organisation. We have put in place a bilateral agreement with the EU, and a partnership agreement with Norway.

# NFFO - New Era Opens

## Annual Fisheries Agreements for 2021

Trilateral and bilateral negotiations have now opened between the UK and adjacent coastal states including EU, Norway and Faeroes. The aim will be to agree (if possible) total allowable catches for shared stocks and other fisheries management measures for 2021.

Talks are being held remotely because of the Covid-19 pandemic. In normal circumstances access arrangements to fish in each other's waters and quota allocations of shared stocks are part and parcel of annual fisheries agreements between coastal states.

The UK, however, enters its first annual negotiations with the EU with one hand tied (and will for the next five-and-a-half years) because of the terms of the Trade and Cooperation Agreement with the EU reached on Christmas Eve. Despite this considerable constraint, the talks which begin in earnest this week nevertheless represent a significant watershed.

The UK will participate in the negotiations as an independent coastal state rather than as only one of a number of member states represented by the European Commission. In the final analysis, if the UK cannot agree TAC numbers or ancillary management measures, it has the option (subject to certain caveats) of setting its own autonomous quotas, and applying its own management measures for all vessels operating in its waters.

All the signs are, however, that in the first instance, the UK will seek agreement with the EU and other coastal states, with a shared commitment to setting TACs at sustainable levels and agreeing remedial actions where these are deemed necessary. ICES advice will remain the starting point for TAC decisions, although as fisheries managers, the parties will have to take into account the complexities of mixed fisheries and address socio-

Voyager coming in to land at Killybegs. Photo Brian Doogan



economic concerns where TAC reductions are necessary.

### Timetable

It is unclear what the timetable for the negotiations will be. The longstanding and familiar arrangements for annual negotiations between the EU and Norway are likely to act as a model for the talks, but the constraints provided by Covid-19 restrictions and the pioneering aspects of the negotiations are reasons why things may evolve in a slightly different way. In the meantime, provisional quotas have been set by all parties to allow their fleets to make a start on fishing in their own waters (and for EU vessels, in UK waters). Access to Norwegian waters will depend on the outcome of the EU/Norway bilateral negotiations.

### Quota Exchanges

In addition to setting TACs, the parties will also try to reach agreement on quota exchanges where these are deemed to bring mutual benefit. As the UK is no longer an EU member state in-year international quota swaps as a way of transferring unutilised quota between member states, will no longer be an option. There is however provision for state-to-state transfers (UK to EU and vice versa) in the context of annual negotiations and other points during the fishing year. These will be an important element in the talks which have now begun.

Whilst setting TACs will be subject to trilateral negotiations where Norway has an interest, quota exchanges between the UK and Norway will now be a bilateral matter.

### Substantive Issues

The talks will have to address a number of substantive issues. The ongoing distributional shift in the cod populations in UK waters, and proportionate steps to limit fishing pressure on the remaining stocks will be one particularly difficult issue to address in the North Sea and the Celtic Sea. In the latter, cod constitutes less than 0.1% of the fleets catches in a highly mixed fishery where more than 25 demersal species can be landed. It makes little sense to place unjustified curbs on fisheries for the other species, but the balance between rebuilding the cod stock and protecting the livelihoods and fishing communities dependent on non-cod species is an especially tricky one.

Measures to assist the continuing rebuilding of the stocks of seabass will also be part of the bilateral negotiations, although bass is not strictly speaking a TAC species. The UK will no longer have to act as a supplicant, making its case to the Commission but will be an equal party in the negotiations. If no agreement can be reached between the parties, the UK has the option of going its own way and applying its own measures which will apply to all vessels operating in UK waters.

More broadly, the management of stocks which have high economic value but are not currently subject to TACs will be a focus of these talks; later in the year, the specialist committee that will now be established to handle a range of UK/EU joint stock management issues will also address this issue.

### A Transitional Year

We can expect that 2021 will in some senses be another transitional year, as the UK begins to pivot away from the Common Fisheries Policy. EU retained law will initially be the basis for UK fisheries regulation. Over time, however, the Fisheries Act 2020 will provide the basis for a fork in the road and UK fisheries management will increasingly diverge from the CFP, whilst maintaining the same broad commitments to sustainable fishing required under international law.

Revision and reform of the mess that is the EU landing obligation, will be an early priority. The EU legislation underpinning the landing obligation is widely recognised as misconceived and an impediment to good fisheries management. A workable and enlightened discard policy will probably become a major element in the fisheries specific fisheries management plans foreseen in the Fisheries Act. These will take time to be developed, however, and there is an immediate need to address the choke risks that are an inherent part of the landing obligation as currently constituted. In the meantime, reducing unwanted catch will remain one of the primary foci of fisheries managers when setting TACs.

The huge ongoing gulf between the UK's quota shares under the terms of the Trade and Cooperation Agreement, and what it could reasonably expect as an independent coastal state, means that the UK will continue to experience acute choke risks until the landing obligation is reformed, revised or removed.

# NFFO Say Need Should Be Basis For Additional Quota

**T**he NFFO has written to the Secretary of State, George Eustice, arguing that additional quota secured from the EU should be first and foremost use to address cases where acute quota shortages threaten the viability of fishing vessels.

## Allocation of Additional Quota

In some parts of the fishing industry, we have already seen the emergence of sharp elbows and insularity about how to allocate the modest increases in additional quota secured by the UK under the UK/Trade and Cooperation Agreement.

The additional quota secured by the UK is not evenly distributed across stocks, fisheries or regions. Some have experienced windfalls, whilst other face crisis because access to additional quota through international swaps is to be replaced by a much more cumbersome system of international exchanges at state-to-state level, with no guarantee about how whether that mechanism will deliver.

We consider that the Secretary of State should resist pressures from devolved administrations and sectional interests and make a determination based on need not greed.

Additional quota should go, first and foremost, for use as currency in international exchanges to secure quota for where there is an acute shortage. An obvious case is where those quota shortages will lead to chokes in mixed fisheries in 2021. The guiding principle should be that no group or vessel should be worse off as a result of the Brexit debacle.

Any Brexit bonus for the lucky few should be a secondary consideration.

The NFFO has been a strong supporter of the FQA system, when it was not fashionable to be so. FQAs brought stability,

a means of matching available quota to capacity, and a sense of stewardship during a time of chaos. We stand by those views.

Additional quota is different and should be treated according to the principles of equity, mutuality and fairness, not electoral or sectional pressures, or suchlike considerations.

If the NFFO is about anything, it is about mutuality: in common parlance looking out for each other and strength in unity. The Secretary of State should follow the same precepts in making a determination on additional quota.

<https://nffo.org.uk/news/tacs-and-quotas/>



## SCOTLAND NEWS

# New Scottish Fisheries Strategy To Promote Sustainability

A new 12-point action plan will support Scotland's ambition to be a world class fishing nation and ensure responsible and sustainable fisheries management.

Scotland's Future Fisheries Management Strategy has been developed in partnership with key stakeholders to ensure the long-term sustainability and profitability of the inshore, onshore and marine fisheries sector whilst also putting in place the right protections for fish stocks and the rich marine environment.

The fishing industry is a key sector in Scotland that has faced many challenges in recent years, including from the ongoing COVID-19 pandemic.

### TRANSFORMATIONAL CHANGE

Commenting on the strategy Fisheries Secretary Fergus Ewing said:

"Scotland's Future Fisheries Management Strategy reaffirms our commitment to meeting and where possible exceeding international standards, to being a competent and collaborative partner, and to championing Scotland's fishing industry and our marine environment.

"We know fisheries can operate with consensus and under a shared set of values that works for everyone and the 12-point action plan will drive this forward, reinforcing the fact that fish are a national asset. It commits us to promoting fishing as an attractive and safe career of choice, increasing the benefits of fishing to our coastal communities, delivering a robust Catching Policy and strengthening our quota management processes.

"I believe the strategy will secure transformational change for Scotland's fisheries over the coming years. It will work as part of our Blue Economy Action Plan to help marine

sectors and coastal communities recover from the COVID-19 crisis and grow sustainably.

"I am grateful to all our partners in the fisheries sector who we have worked closely with to develop this world-leading, sustainable fisheries management strategy with inclusive economic growth at its core."

This action plan sets out how they will deliver the aspirations, principles and outcomes detailed within this strategy, alongside delivery of international commitments and those detailed as part of the UK Fisheries Act.

### ACTION PLAN

1. We will promote fishing as an attractive and safe career of choice, with a focus on improving safety standards, fair work, supporting new entrants into the sector, and equal treatment regardless of national origin or gender. We will not tolerate illegal treatment of any worker in any part of fishing industry.

2. We will secure the resilience of the fishing industry, working with stakeholders to strengthen links to local and global markets, supporting diversification and exploring new fishing opportunities.

3. We will increase the benefit from fishing to local areas through our policies around allocation of additional quota, ensuring quota is in the hands of active fishers, and increasing the volume of fish landed into Scotland including through the introduction of a Scottish economic link licence condition in early 2022.

4. We will support delivery of a strong relationship between the fishing industry and local communities, with strengthened links to local supply chains, support for consumers to buy local / Scottish and recognising the importance of inward migration for remote and coastal communities.

5. We will address issues around the shared marine space linking with wider developments through the Blue Economy Action Plan, considering how fishing interests can work alongside others marine users including offshore renewables.

6. We will strengthen our co-management processes and support transparent and responsive management to a local level wherever possible, in particular by strengthening the RIFG network. As part of this, we will always consider local community impact as part of our decision making process.

7. We will deliver a robust licensing regime to manage domestic and foreign vessels fishing in Scottish waters and will improve quota management arrangements for the non-sector fleet which are not administered by a Fish Producer Organisation or a Quota Management Group.

8. We will strengthen our quota management processes supported by the right management groups and delivery mechanisms, and through expanding the use of TACs where appropriate.

9. We will improve accountability and confidence in our seafood products and fishing operations, supported by a robust compliance regime, making full use of existing tools and new available technology, including REM and vessel tracking solutions, to deliver compliance and improve our knowledge base, ensuring that our decisions are grounded in the best available scientific advice and that we fish within sustainable limits.

10. We will deliver a robust Catching Policy, in partnership with our stakeholders, which links stock management with responsive and proportionate technical and spatial measures, which delivers a reduction in waste and which encourages compliance through appropriate

enforcement actions, including the application of penalties where appropriate.

11. We will work with our stakeholders to deliver an ecosystem-based approach to management, including considering additional protections for spawning and juvenile congregation areas and restricting fishing activity or prohibiting fishing for species which are integral components of the marine food web, such as sandeels.

12. We will take action to understand and mitigate the impacts of climate change on our seas, including supporting delivery of the Scottish Government's net zero targets including by reducing vessel emissions and encouraging shorter supply chains. In addition we will support and encourage sustainable waste management in our fleets, growing our circular economy and reducing marine litter.

Elaine Whyte at the Communities Inshore Fisheries Alliance said: "We welcome the release of Scotland's Fisheries Management Strategy 2020-2030. It's 12-point action plan offers an inclusive way ahead for fishing communities by building on current strengths and developing new sustainable potential.

"It's clear a range of coastal communities interests have been considered as the strategy touches on all the topics which might reasonably be expected such as catching policy, co-management, science and environmental issues, but also rightly places importance on socio-economic link and resilience, rural workforce shortages and the cultural significance of fishing to the nation.

"We look forward to the implementation of the strategy and thank the Scottish Government for their dedication to a balanced national process."

this is not true, and your deal does not deliver that. The adjustment in shares falls very far short of your stated policy of basing these on zonal attachment. While there are some modest increases for some commercially important stocks, these fall very far short of zonal attachment. North Sea herring is a good example – under zonal attachment, the UK's share would be around 90%. Your deal moves the UK share from 24.5% to 32.2% over five years – this can hardly be claimed as a resounding success. Of major concern however, is the outcome for many key whitefish species. Your deal actually leaves the Scottish industry in a worse position on more than half of the key stocks and now facing acute problems with North Sea cod and saithe in particular.

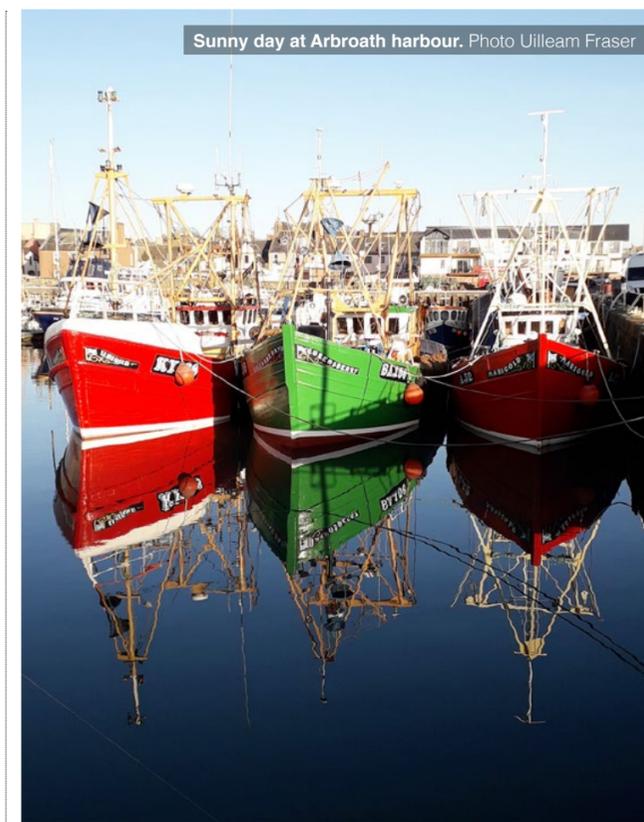
This industry now finds itself in the worst of both worlds. Your deal leaves us with shares that not only fall very far short of zonal attachment, but in many cases fail to 'bridge the gap' compared to historic catches, and with no ability to leverage more fish from the EU, as they have full access to our waters. This, coupled with the chaos experienced since 1st January in getting fish to market means that many in our industry now fear for their future, rather than look forward to it with optimism and ambition.

Your deal does provide a glimmer of hope for better times ahead, beyond 2026, if whoever is in power then makes the right decision – the decision that you should have

made – for the UK to genuinely be an independent coastal state, and not one in name only. It was encouraging to hear George Eustice tell Parliament yesterday that the government will do this, though of course neither he nor you can guarantee who will be in power and able to make this decision in 2026. But this must be the goal to focus on. Your deal has failed the industry in the short term, but there is scope to rights its wrongs, and your government needs to commit to doing everything that it can to achieve this.

The current situation however is such that many in the seafood supply chain fear they will not survive to see that opportunity materialise. You committed to the Liaison Committee this week that fishing businesses affected by the delays in getting fish to market since 1 January will be compensated for their losses, so we expect to see the details of this compensation scheme as a matter of urgency, and of course this must be new money, and not taken from the £100 million that you have already announced for investment and innovation.

There is huge disappointment and a great deal of anger about your failure to deliver on promises made repeatedly to this industry. We will have another chance to revisit this in 2026, so there is much to do between now and then to prepare the ground for that. But for now, the priorities must be your government securing enough fish though the talks currently



taking place with the EU and Norway for 2021 to, as a minimum, bridge the gap that your deal failed to, and acting immediately to stem the losses that are mounting up and compensate

those businesses already affected.  
Your sincerely,  
Elspeth Macdonald,  
Chief Executive  
Scottish Fishermen's Federation

## "Desperately Poor" Brexit Fisheries Deal

Scottish Fisheries Federation (SFF) chief executive Elspeth Macdonald has written to the UK Prime Minister Boris Johnson voicing the industry's anger over the mounting financial losses faced by vessels on top of the "desperately poor" Brexit fisheries deal.

Dear Prime Minister

I am writing to you as the second week of 2021 draws to a close, and

our industry is facing mounting financial losses. Many fishing vessels are tied to the quay wall. Of the others that can go to sea, some are now making a 72 hour round trip to land fish in Denmark, as the only way to guarantee that their catch will make a fair price and actually find its way to market while still fresh enough to meet customer demands.

This, on top of the desperately poor deal on fisheries in the Trade and Cooperation Agreement, is

not what you promised the fishing industry. In your letter to me of 6th July, you said: "We are simply not prepared to agree to an arrangement that is manifestly unbalanced and against the interests of the UK fishing industry." Yet that is what has been agreed. You also said that "We are committed to ensuring there are annual negotiations for access to, and sharing of, fishing opportunities, based on the principle of zonal attachment." Yet we find

ourselves with an outcome where the EU fleet will continue to have full and unfettered access to UK waters until the middle of 2026, and should the UK want to change these arrangements at that point, the EU can impose a suite of punitive sanctions on the UK. No other coastal state in the world is in this position.

You and your Government have spun a line about a 25% uplift in quota for the UK, but you know



**SKIPPER PRESENTS**

# SHOW DATES

# 14-15 MAY 2021

[WWW.THESKIPPER.IE](http://WWW.THESKIPPER.IE)

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













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

## Fishing fleet tied up as exports to Europe come to a halt

The Shetland whitefish fleet suspended fishing for almost a week earlier in January to avoid high quality seafood getting stuck and wasted in the export bottlenecks created by post-Brexit bureaucracy.

There were just over 2,000 boxes of whitefish landed in the week of the 11 January with no market held on the Wednesday that week. In a normal week anything between 6,000 and 8,000 boxes would have been expected.

The crisis situation created as a direct consequence of the delays at the French border and the dispatch centre at Larkhall, near Glasgow, appeared to be easing at the start of the week of 18 January when 1,376 boxes were landed at the Lerwick and Scalloway markets on the Monday.

With more than half of the

whitefish landed in Shetland exported to the EU, the continental market is hugely important to the local fleet.

Describing the situation as a "real mess", Brian Isbister, the chief executive of the Shetland Fish Producers' Organisation (SFPO) said there was no point in stacking up fish only for it to be wasted.

Speaking earlier in the month, Isbister said: "All the boats have taken heed and have slowed down their fishing until the backlog has cleared and the new system is working."

Isles MP Alistair Carmichael, meanwhile, secured an urgent debate in the Commons on the impact the government's trade deal with the EU is having on the fishing industry, in which he accused the government of "breath-taking complacency".

Post-Brexit problems at the

borders with health checks, IT systems and customs documents have been widely reported nationally over recent days.

UK fisheries secretary George Eustice responded to Carmichael by saying "they are only teething problems – once people get used to using the paperwork goods will flow normally", adding that the EU declined to offer a grace period to begin with.

Isbister said government should have anticipated these problems. But with a post-Brexit trade deal hammered out just before Christmas, a lot of the finer detail was either not considered and understood or left for officials to sort out later.

Isbister said local traders had well be aware of the changes and, in conjunction with the local authority, which issues health certificates and

certifies fishing boats, the feeling was that the industry was well prepared for Brexit.

He said there was some confidence from within the haulage industry that a three-day delivery to Boulogne could soon be guaranteed.

"That's not ideal, but it is better news than what we had this past few days," Isbister said.

"The demand is still there, the continental market is still buying products from the UK - we just have to learn how to get it transported there in the new regime," Isbister said.

"It will be a week or two before we get to 6,000 to 7,000 boxes per week – but once things settle, the average number will hopefully go up again.

"There is certainly scope here with quota and now capacity at both the new market."

## New Altaire set to be delivered in spring 2023



A brand new 80-metre Altaire is set to be delivered in May 2023 after the fishing partnership ordered a new pelagic trawler from the Danish shipyard Karstensens Skibsværft.

Skipper Chris Duncan said the current Altaire, which is based at the Collafirth pier, was built in 2004 and would be almost 20 years old when the new vessel is ready.

He said the partnership had a long-standing relationship with Karstensens and it was the logical next step to order the new vessel from the Skagen based shipyard. A number of other recent

Shetland pelagic new-builds, such as the Charisma and the Serene, have also been built by Karstensens.

The yard said the new design would focus on crew well-being, low emissions and catch quality, enabling the Altaire to land first class quality pelagic fish.

The new trawler will be built to the shipyard's own design and it will be finalised in co-operation with the owners.

At 79.95 metres in length and a beam of 16.60 metres, Altaire will be powered by a Wärtsilä 12V31 main engine driving a two-speed gearbox and a 4200mm propeller.

Duncan said: "Karstensens have done all the maintenance on the current vessel, the dry docking and so on; so being very familiar with their product we felt they were the best option for us to place the order with."

"The current vessel was built in 2004 and has done us well over the last 16 years. We have been speaking about getting a new vessel for quite some time and felt that now the time was right."

"The new vessel will be larger in all respects and that one step further ahead."

Kent Damgaard of the shipyard said: "Karstensens Shipyard is

extremely proud of this new order, which continues long standing working relations with Altaire's owners.

"Returning and loyal customers is the best stamp any shipyard can get."

The Altaire is owned by a partnership that includes three local shareholders as well as the Plymouth based fishing agents Interfish.

Duncan said he was unable to reveal the size of the investment but added that the partnership hoped to get a good price for the old vessel once she is put on the market.

## French border delays add to 'perfect storm' for local fish processing company

A Shetland seafood processing company is holding off from exporting fresh fish to the European Union until the current delays experienced at the French border have been sorted.

Robert Williamson of Scalloway-based QA Fish said because the post-Brexit trade deal had only been reached days before the end of the transition period, companies have had next to no time to prepare for the new export regime, which requires a lot of additional paperwork.

And, with ongoing export restrictions for shellfish to China as well as the impact of the lockdown on UK sales, Brexit further added to what he described as a "perfect storm".

"We decided before Christmas that during the first week in January we would not send anything to Europe until we knew exactly what we needed and how things would work out," the company director said.

"And according to the news, it is not working out very well. We are affected in that we are losing sales, but we don't have goods stuck in Scotland that can't get across the Channel."

"We just have to hold off. Currently, I am not confident at all sending high value goods to France."

It usually takes 48 hours for fresh fish and shellfish from Shetland to reach the key market at Boulogne-sur-Mer, but transport companies cannot guarantee that schedule anymore.

Any delay in perishable goods reaching this vital market will have an impact on the price paid, and ultimately on the company's profitability.

"It is a perfect storm that we are in at the moment, for our business especially, between the restrictions on exports to China, now Brexit, and the whole country in a full lockdown which has a big effect on UK sales," he said.

Williamson, who employs 28 people at the QA Fish processing plant on Blacksness



Robert Williamson at QA Fish

Pier, said new paperwork created as a result of leaving the single market would undoubtedly result in extra cost and a squeeze on margins.

"We sent fish to a customer in Ireland, in the EU, earlier in January. We have dealt with that customer for the last 15 years and all the paperwork that we ever sent was the invoice," Williamson said.

"This time, for the shipment of 100 kilos of fish we had to send seven different documents."

"We probably have to employ somebody just to do the paperwork, which will be extra cost, and that affects the price that you can pay on the market."

Shipments not only require an export health certificate which comes at a price of £74.50 per shipment/per customer, a catch certificate,

packing list, a supplier's declaration, a shipment declaration, a certificate of origin, and a certificate to verify that QA Fish's premises have been inspected and are fit for purpose.

"People seemed to think that everything was sorted when we got this [Brexit] deal, but far from it," he said.

And due the way the post Brexit deal negotiations were handled during the last eleven months, export companies feel they have had very little time to prepare for the moment the UK would leave the single market and the customs union.

"A transition period is for transition, and our transition period ended up to be a few days from Christmas Eve to New Year's Eve, in the middle of a pandemic," Williamson said.

## 'Huge disappointment' as trade deal fails to restore sovereignty

Local fishermen leaders have expressed their "huge disappointment" and have vowed to "fight on" after the finer details of the post-Brexit trade deal became clearer over the Christmas period.

Simon Collins of the Shetland Fishermen's Association (SFA) stopped short of using the word 'betrayal' and instead chose his words more diplomatically when he spoke of a "sense of huge disappointment", saying that politicians should have done better in delivering some of the promises made.

The SFA's executive officer said however that "the consensus (...) for most fishermen [is] that we are still better off outside the Common Fisheries Policy".

He said: "We are out of the CFP but the fight continues. We are relieved to be outside the CFP, disappointed by the shape of the deal, and there will be a hell of a fight to deliver the main part of it, and that is what we intend to do."

However, a five and half year transition period during which EU vessels can continue to catch a significant share of fish in UK waters certainly is not what fishermen had been promised.

The UK can exclude the EU fleet from its

waters as of 2026 but such a move would almost inevitably result in levies and penalties on export.

Collins said: "We have a fight on our hands, a future campaign, to make sure the fishing industry wins that point in the end because what came after the transition period has not been sorted yet."

The association's chairman James Anderson added: "By signing up to a deal where increases in quota shares for some stocks fall short of what we would normally have obtained through quota swapping mechanisms, the Government has taken away the shine from the headline gains."

"But it's onward and upward now and we will work hard to hold the Prime Minister to account on what he says the deal will deliver, especially after the initial five-and-a-half year transition."

Collins said: "We have always said we would accept a transition but it had to be on our terms, and these are clearly not our terms. So the transition in itself is not the problem, it's the terms."

He added that being outside the CFP would move the responsibility of fisheries management in the northern part of the UK from Brussels to the Scottish Government.

"That's a big gain for us", he said, as it would allow for making progress on the

thorny issue of mainly Spanish gill netters occupying fishing grounds around the islands.

He also expressed confidence that progress could be made in adopting Marine Scotland's own approach to reducing discards, which he described as "more sensible" than the CFP's blanket ban.

## Fish landings take a hit in Covid-dominated year

More than 330,000 boxes of whitefish were landed in Shetland during 2020, a significant drop compared to recent years but better than expected after the significant reduction in fishing activity due to the lockdown earlier in the year.

Shetland Seafood Auctions said following the last market day of the year 2020 that the year's landings amounted to 84 per cent of the 2019 total.

This year saw the opening of two new fish markets in Scalloway and Lerwick, both offering state of the art facilities in anticipation of increased fish landings following Brexit.

With post-Brexit negotiations still ongoing in Brussels, and fishing very much in the centre of the protracted talks, it is not known at this stage what legal framework will govern next year's fishing.

# ORKNEY NEWS *By Craig Taylor*

## OFA Call For Action Over Euro Delays

**H**annah Fennell, who is now the head of Orkney Fisheries Association (OFA) following the retirement of long serving secretary Fiona Matheson last year, has called upon the UK and Scottish Governments to work with the industry, hauliers and customs agents to overcome issues which have led to delays shellfish exports reaching key European markets following Brexit.

Ms Fennell described the issue at the border as a fluid situation which is being felt in coastal communities throughout the UK, with some fishermen being advised to stop fishing by their exporters, with some hauliers stopping taking bookings until Monday of this week.

Giving further details: "Orkney has a reputation for high-quality seafood, but both its reputation and quality are dependent on a swift and seamless export process.

"Current delays at UK border facilities, compounded by issues in Calais, have led to significant delays. Exporters and hauliers across the UK are no longer able to guarantee delivery of their product to important European markets within 24 hours.

"Orkney's fishing industry has worked hard to prepare for Brexit, but despite these preparations the export facilities and processes put in place by the government are inadequate, leading to missed deadlines and the loss of valuable markets.

"There are a number of issues causing these delays, including inadequate staffing levels for the inspection of goods, issues around export codes provided by the HMRC, and inconsistent messaging from authorities and government agencies. This is compounded by the fact that many of the 'inspection hubs' in the central belt are not yet open, leading to bottlenecks at existing facilities.

"Combined, these factors lead to extensive delays and significant costs. A lack of inspectors forces



Hannah Fennell, who is now the head of Orkney Fisheries Association

exporters to use designated vets, which can charge as much as £150 an hour, while delays in receiving export certificates can lead to missed market deadlines and a loss of value for the seafood itself."

On the importance of European markets to the inshore fishing fleet, she said: "Orkney's fishing industry depends heavily on access to markets in France, Spain, and Portugal, and has been hit hard by COVID-19 and the closure of the hospitality industry around the UK and Europe.

"It is important we preserve the markets that remain by ensuring we can get our seafood to our customers as quickly as possible to preserve the quality that gives it such a strong reputation."

Ms Fennell joined the OFA after being familiar with the local fishing industry for a number of years.

She came to Orkney from Edinburgh back in 2014, while studying for a Masters Degree in

Marine Resource Management, carrying out her dissertation into the Orkney scallop fishing industry.

Meanwhile, work progresses on the construction project at the OFA building at Kirkwall Pier, which, it is hoped will be open in springtime.

The build has been hit by Covid related delays in the construction industry, which had led to issues in getting materials to Orkney in time to progress the project as planned.

Orkney Fisheries Association received funding from EMFF (European Maritime Fisheries Fund), Scottish Government, Seafarers UK and The Scottish Fishermen's Trust as well as help from OFA and OPO to enable the new multi-use building to be constructed behind the crane shed on Kirkwall Pier.

The building offers secure, dry storage for fishermen's gear, shellfish ponds, and an office area.

## Answers And Action Needed On January Fishing Disruption

**O**rkney and Shetland MP, Alistair Carmichael, has called on the Government to give "answers and action" on the emerging frustrations fishermen have with the Prime Minister's deal with the EU.

After months of promising to "take back control of our waters", the deal has in fact left UK fishing boats with access to fewer fishing opportunities for the UK fleet. Mr Carmichael called on ministers to explain themselves urgently in Parliament, and to outline steps taken to mitigate growing disruption to seafood exports to the EU.

Mr Carmichael said: "In the days since Boris Johnson struck his deal it has become increasingly clear that the promises made by the Prime Minister to fishermen have not been kept. Industry figures have said that some parts of the new agreement are even worse than the Common Fisheries Policy that came before it - which takes some doing!

None of this had fully come to

light when the deal was bulldozed through Parliament last week. So I am calling on ministers to come to Parliament and explain how they plan to make good the losses to fishermen caused by their backtracking."

Turning to export disruption faced by seafood exporters Mr Carmichael said:

"It is also vital that we get answers and action from the Government on the more immediate challenges fishermen are finding in getting their product to market since the start of January. Whatever the root cause - I have heard of health certificate delays, Covid testing problems and barcode issues all cited. Fishermen and their trading partners need confidence that they can get out and land their catch without disruption.

"I know industry leaders have been doing their part to fix these problems - we should hear from the Government as well."

Later, Mr Carmichael, said

there should be "no surprise" that seafood exporters have taken to the streets to protest against the disruption they are facing. Dozens of HGVs have been reported around Whitehall in London demonstrating against the blockages they are facing in trade with the EU.

Reacting to reports that the Prime Minister has blamed seafood exporters for their post-Brexit crash in sales, claiming they are "not filling in the right forms", and that the UK would control "all the fish", Mr Carmichael said:

"Boris Johnson was told by Scottish fishermen last week that he knew that his claims about controlling all the fish in U.K. waters were not true. Despite that he is repeating them today. This will only fuel the growing anger of fishing communities where everyone now knows that the Prime Minister dropped the ball and broke just about every one of the promises he had made.

"I had hoped that after Brexit the Prime Minister would stop trying to blame other people for his failures. Unfortunately that doesn't seem to be the case.

"Boris Johnson used fishermen, betrayed their trust and now seeks to blame them for his failings."

Commenting earlier on the protests, Mr Carmichael said: "I suspect that it will be a pleasant change for these lorry drivers to be able to drive instead of sitting waiting in a depot or at a port somewhere. It should be no surprise to anyone in Whitehall that our seafood exporters are angry. That anger will only rise in the coming days if these issues are not resolved.

"Talk of 'teething problems' looks more and more ludicrous with every hour that passes. Fishermen feel betrayed by those who used and abused their support - they deserve better. The Government has a duty to make good the harms caused by their complacency and incompetence."

# ICELAND NEWS *By Gudjón Einarsson*

## Iceland's top catchers in 2020

**I**n 2020, freezer trawler Sólberg ÓF 1 from Fjallabyggd in North Iceland delivered a catch valued at over 5.2 billion Icelandic kronas (ISK), the equivalent of 33 million Euros. That is an all-time record for an Icelandic fishing ship in any given year. The catch amounted to 13,732 tons which is probably also a record in demersal fishing in Iceland, according to a report in the newspaper Morgunbladid. The ship's best fishing trip of the year rendered 1,905 tons at a value of 686 million ISK (4.4 million Euros).

### Against the trend

Sólberg is an 80 meters long vessel built in the Tersan ship yard in Turkey and delivered in 2017. It was the first brand new freezer trawler to be added to the Icelandic fleet in decades. The trend in Iceland has been to decrease frozen-at-sea production of demersal fish and increase fillet production, especially fresh fillets, in land based factories on the assumption that it is more profitable.

Sólberg is considerably larger than other Icelandic freezer trawlers. The freezing capacity is 90 tons of products per day and there is room for 1,200 tons of

frozen products on pallets in its fish room. The trawler has a crew of 36.

### Old but still going strong

Ships do not have to be new in order to excel in fishing. That has been proven repeatedly by freezer trawler Kleifaberg RE from Reykjavik, a 45 year old vessel (albeit renovated several times) that has continuously been near or at the very top of its class when it comes to catch and catch value. Last year Kleifaberg's catch amounted to approximately 12,500 tons valued at 3.6 billion ISK (23 million Euros). The big difference between the value of the catches of these two trawlers compared to the relatively small difference in the number of tons each of them caught can be explained by the fact that Sólberg's quota and therefore catch consists mostly of the valuable cod while Kleifaberg has had to rely more on less valuable species, mainly saithe and redfish.

### Pelagic fleet lacks capelin

There was a time when the annual catch of individual pelagic vessels in Iceland could exceed 80,000 tons. Now the top catchers have to be content with half as much. The main reason is the collapse of the capelin stock. Two



Pelagic vessel Borkur NK caught 47,000 tons in 2020

decades ago the capelin catch of Icelandic vessels culminated in 1.3 million tons. In recent years the stock gradually deteriorated due to climate change which finally resulted in an introduction of a total fishing ban in 2019 and again in 2020. Latest research indicates a slight recovery of the stock and therefore a quota of 20,000 tons has been issued for the 2021 season. Further research is planned in the hope of registering a stronger stock and consequently allowing for a higher quota.

### Rely on other species

Lacking the all important capelin, the pelagic fleet has to rely on other species. In 2020 the total catch of pelagic fish amounted to 530,000 tons with 152,000 tons of mackerel, 268,000 tons of blue whiting and 138,000 tons of herring (domestic and Atlantic).

A complete list of the performance of individual pelagic ships in 2020 is not available but the top vessels seem to have caught up to 47,000 tons at a catch value of 2 billion ISK (12.8 million Euros).



45 year old Kleifaberg came in second



Top catcher Solberg OF delivered a catch valued at 33 million Euros in 2020

## GROW YOUR BRAND

### 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

### Print Advertising Rates

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

[www.theskipper.ie](http://www.theskipper.ie)

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

## Walking the Tightrope: Insights to the role of a Fisheries Liaison Officer



Trudy Mc Intyre, David Hyde and Mark O'Reilly from Fishery Liaisons Ltd In Crosshaven Cork

This article is the second in the series promoted by Simply Blue Energy, aimed at providing insights into floating offshore wind. As an increasing number of offshore wind projects are being proposed, with a focus on achieving the 2030 targets for climate change, it is imperative that the voice of the fishing community is heard, and for coastal communities to derive the potential benefits of these developments. Irrespective of the technology type (i.e. bottom-fixed or floating foundations), fisheries engagement is key. Here, we explore the role of the Fishery Liaison Officer, whose job involves walking a tightrope between the fishing and offshore wind sectors. This is one of many steps to be taken towards building meaningful relationships and trust. However, the FLO is an essential facilitator, of potential immense value to both developers and fishers. Fisheries Liaisons Services have built a track record in this area in recent years, Below, Mark O'Reilly and colleagues outline their approach to the business of FLO's. **Val Cummins, Simply Blue Energy.**



In describing the job of a Fishery Liaison Officer (FLO), I will explain what the fishing industry can expect from the role. To do this job effectively, an FLO needs to have a background in the fishing industry. This includes knowledge of the different types of fishing activities, familiarity with coastal communities and understanding of industry needs.

In reviewing industry best practice for fishery liaisons in Great Britain and Europe, - where there is a more developed offshore wind industry, one thing stood out quite clearly: -the need for early, clear, and open engagement. Our objective is to apply this best practice to Ireland. We aim to disseminate accurate project information with the hope that the information being shared is clear and concise, so that fishers can make well-informed opinions on how to engage with the offshore wind industry.

The role of a fishery liaison officer is not for the fainthearted. A tightrope is walked daily while engaged by a client to assist in the delivery of a project. The FLO role can be likened to the role of a diplomat! You are charged with being the conduit between two parties, where the goal of one party is to realise and deliver a project, and the goal

of the other is to protect an industry that is under pressure from multiple fronts, while the best outcome possible for both parties is for the two sectors to co-exist and thrive. Each sector faces challenges, not least the fishing industry, which is dealing with regulation, quotas, Brexit, and competition for space.

The way forward I believe, is through excellent communication to achieve co-operation and co-existence. The onshore fisheries liaison officer, should have a good knowledge of fishing vessels and fishing activities such as trawling, pelagic, potting, gillnetting, dredging, seining etc. The FLO needs the ability to effectively communicate with the industry, either on the pier, in an office, on a vessel, or indeed considering, Covid-19, virtually. The FLO is there to make the information flow between the offshore wind companies and the fishing industry and vice versa. It is the responsibility of the FLO to keep everyone up to date with the projects they are representing so that everyone is on the same page.

Temporary afloat FLOs will more than likely be required on board survey vessels during forthcoming site investigations to facilitate interactions between the survey companies and fishing activities. As these requirements start to come on-stream in the next couple of years, there will be a need to recruit part-time, trained mariners with qualifications such as STCW certification

(Standards of Training, Certification and Watchkeeping for Seafarers). This might be of interest to some fishers with relevant qualifications and good communication skills, as a supplementary source of income during off-peak periods. Fishery Liaisons will be promoting these jobs. This is an example of how the offshore wind sector can support our coastal communities by providing opportunities to the fishing industry at this early stage of development.

What fishers can expect from Fishery Liaisons is that our clients accept that we are here to guarantee clear and transparent engagement with the fishing industry. I am of the firm belief that co-existence can happen, and that with extensive consultation between offshore renewables and the fishing industry we can all try and work on a way forward that is agreeable. Transparency and dialogue are key for this to happen. Trust is something earned, and that is what we in Fishery Liaisons aim to build with the fishing industry.

The seas around our great country are a shared resource. We are mindful that our traditional fishing industry, that endured for generations, will continue to be sustained and contribute to our coastal communities for future generations to come.

We will always welcome an approach to our FLO's to raise concerns, opinions and ideas on how we might work together moving forward in a developing offshore renewables industry.

**By Fishery Liaisons Ltd.**

## Angel Sharks (*Squatina squatina*) captured in the Irish Sea

by Declan Quigley

During late October 2020, the MFV 'Eblana' (D379) [Skippers: John and Brendan Lynch, Howth, Co Dublin] captured, tagged and released an immature female Angel Shark (*Squatina squatina*) measuring 74 cm TL and weighing 4.0 kg, while demersal trawling at a depth of 140 m, in the central Irish Sea off Howth, Co Dublin. The Eblana captured, tagged and released another Angel Shark in the same area during early December 2020; an immature male measuring 75 cm and weighing 3.5 kg (Figs. 1-2).

During late November 2020, the MFV Tilly (WD3) [Skipper: John Bennett, Kilmore Quay] captured an immature male and female Angel Shark measuring 60 cm and 65 cm while beam trawling in the central Irish Sea off Co Wicklow and Co Wexford respectively (Fig. 3). Although both specimens were unfortunately dead when retrieved from the net, they were retained for detailed scientific examination.

Over the last decade the Eblana has been voluntarily tagging and releasing large numbers of Tope (*Galeorhinus galeus*) and other elasmobranch species in the central Irish Sea, contributing valuable scientific information about their potential movements and biology. The vessel previously tagged and released two Angel Sharks, one during January 2011 and another during August 2016. The latter specimen was an immature female, measuring 102 cm and weighing 4.5 kg (Fig. 4).

Although there are isolated historical records of Angel Sharks from all around the Irish coast, until recently, the species was most frequently captured in Tralee Bay and Clew Bay by recreational anglers. However, since the early 1990s, very few specimens have been recorded from either of these western locations.

There are relatively few records of Angel Sharks from the Irish side of the Irish Sea (ICES VIIa; 52-550N). The earliest known record



Angel Shark captured, tagged and released by the MFV Eblana, (August 2016)

dates from August 1749 when a specimen measuring 112.5 cm was reported from Dublin Bay. The species was subsequently reported as 'rare' off Co Dublin during 1866. There are three 19th century immature specimens from Co Dublin preserved in the Natural History Museum (Dublin), including one from Balbriggan in 1890, and two from Dun Laoghaire in 1892. Only five specimens have been recorded from the NW Irish Sea (Co Down) since the early 19th, including Belfast Lough (1812 & 1901), Annalong (1890), Ardglass (1947), and Strangford Lough (1956). Similarly, there are only two records from the SW Irish Sea (Co Wexford), including one during 1889, and another recorded by the RV Clione during October 1976.

In contrast, Angel Sharks were previously reported to be relatively common on the UK side of the Irish Sea up until the last century, particularly from the Isle of Man, Cumbria, Lancashire, Cheshire, and southwards along the Welsh coast where its current status is actively being investigated under the Wales Angel Shark Action Plan.

Angel Sharks were historically described as widespread and 'common' in European seas, with a distribution extending



Angel Sharks captured by the MFV Tilly (November 2020)

from southern Scandinavia (Skagerrak-Kattegat), North Sea, British Isles to north-west Africa (Mauritania), including the Mediterranean Sea. However, following a dramatic decline in its abundance throughout its range during the 20th century, the Angel Shark is now regarded as Critically Endangered by the International Union for Conservation of Nature (IUCN), and is designated as a 'prohibited species' under European Union Regulation No. 2019/1241, which states, inter alia, "When caught accidentally, the species shall not be harmed and specimens shall be promptly released back

into the sea, except for the purpose of allowing scientific research on accidentally killed specimens".

Commercial fishers and recreational anglers are encouraged to contribute to the species long-term conservation by getting involved in tag and release programmes operated by Inland Fisheries Ireland (IFI), supported by the Sea Fisheries Protection Authority (SFPA), and Irish Elasmobranch Association (IEA).

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

## FACT FILE

NAME: MFV ENDEAVOUR V  
 REGISTRATION: BF515  
 HOME PORT: WHITEHILLS  
 SKIPPER: PETER LOVIE  
 CREW: CAN ACCOMMODATE 12  
 YARD: MACDUFF SHIPYARDS LIMITED  
 DESIGNER: MACDUFF SHIP DESIGN  
 TYPE: TWIN RIGGER  
 LENGTH OVERALL: 34.00 M  
 LENGTH REGISTERED: 30.25 M  
 BEAM: 10.50 M  
 DEPTH: 4.90 M  
 HOLD CAPACITY: 2200 BOXES

# ENDEAVOUR V

## Another Great Endeavour for Whitehills



“The **Macduff team** have been delighted to work with Peter and crew of the **ENDEAVOUR V**”

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.”

[www.macduffshipyards.com](http://www.macduffshipyards.com)

**M**acduff Shipyards Limited have recently signed over their latest new build, ‘ENDEAVOUR V’, to Knockhead LLP of Whitehills. The fishing vessel is the fifth to be built by the yard for skipper Peter Lovie, compounding a working relationship of over thirty-five years to culminate in the largest vessel ever delivered by the yard.

The project began in the summer of 2017 when the owner expressed an interest to build a new fishing vessel with a desire to improve fuel efficiency, service speed and sea keeping from their existing vessel. An early study between the yard and Macduff Ship Design concluded that to achieve this a longer ship, free from the constraints of registered length, would likely be required. It was at this point that the yard first reached out to the Wolfson Unit based in Southampton and an initial trial was carried out using CFD technology to assess the differences in calm water hull resistance between the existing model and a new longer concept model. As expected, the data showed that a significant reduction in hull resistance could be achieved with a longer hull form, however, the computational based analysis could not assess the difference in sea keeping qualities. To answer this question the Wolfson Unit conducted a further trial but this time towing representative scale models in the Solent University Towing Tank facility. Both hull forms were assessed at a range of speeds in both calm water and head seas with

wave properties reflecting those found in the north Atlantic where the owner typically operates. As well as confirming the reduction in hull resistance between the two models the tank testing also enabled sea keeping to be measured and it was conclusive that longer hull experienced considerably less pitching motions along with lower bow impact from wave force.

With the research complete the yard and Macduff Ship Design took one final review of the hull form and the decision was made to lengthen the hull by a metre to seek further improvements in hull efficiency as well as affording a little more space within the vessel.

### Layout

With the hull lines faired and stability assessed by Macduff Ship Design the construction plans were then drawn up and submitted to Bureau Veritas classification for approval along with the outfitting and engineering drawings. These were then supplied to Finomar Shipyard based in Szezcin, Poland who were sub-contracted to fabricate the hull and wheelhouse which upon completion was towed to Macduff in November 2019. The full outfitting was completed in Macduff to MCA and BV regulations with the vessel departing Macduff less than one year after arriving to Fraserburgh where it was docked for a final paint.

Davidson’s Marine and Industrial Painters prepared and repainted the Hull/Topsides and applied a 2 full



Wheelhouse



MAK Main Engine

coat polyurethane paint system.

The net deck and fish handling area all had a 3 coat epoxy/polyurethane paint system applied along with 3 coat paint system applied to the engine room.

Insulation of the fish room was carried out by Davidson’s previously. Sea and fishing trials were conducted in the Moray Firth before the vessel was signed over to the new owners just before Christmas who departed on boxing day for their maiden trip, fishing off the west coast of Scotland. Early indications are that the hull is performing as anticipated with increased speed and improved sea keeping evident.

The hull form is of round bilge with a streamlined bulbous bow, flared stem, beam carried full length to the transom and possesses two complete decks, as well as shelter and bridge decks. A ballast box keel is fitted along with deep ‘V’ bilge keels and a roll reduction tank to dampen roll motion.

Endeavour V features four deck levels which apart from the bridge deck all run the full length of the ship. The arrangement is based closely on the successful Endeavour IV which has proven itself well over the years but makes use of the additional space to increase crew comfort, fish hold capacity and working deck areas.

Below main deck is separated into four compartments; aft peak, engine room, fish hold and fore peak.

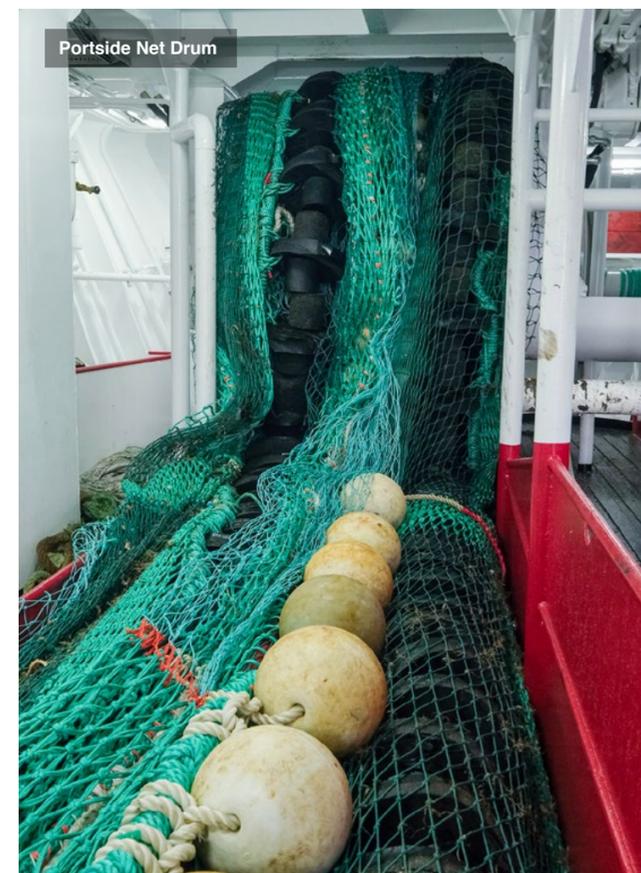
The aft peak features numerous tanks used to house both fresh water and ships services such as lubrication and hydraulic oil.

At the stem of the vessel the fore peak is divided into four compartments with three large

freshwater tanks which are used for ice making along with a bow thruster access compartment on the centreline.

Above the main deck the vessel is generally divided along the centreline with working areas to port and accommodation to starboard. To the port side there is a steering gear compartment combined with engineer’s workshop aft, fish handling area amidships and dry locker forward. To the starboard side there is a laundry/pantry/galley aft, followed by a large mess/lounge amidships and four two-man cabins forward. A large 20 m<sup>3</sup> hopper is fitted on the centreline.

A deck up features the trawl deck where most of the deck machinery is installed and fishing takes place. The deck features twin ramps aft with hydraulic stern gates fitted to the top of each ramp for crew protection. Forward of these are two flush mounted hopper hatches where the catch is taken onboard. The deck is then open all the way to the stem where three sweep winches are fitted to allow maximum deck length for storing and mending nets. Fitted amidships immediately above the net tracks are three separate bagging winches. Three split winches are fitted amidships, two to starboard and the third to port and lead directly aft to large trawl blocks which are capable of sliding forward up to 1.2m from the transom to alleviate the pressure on the steering gear when towing an edge in deep water. Numerous casings are fitted either side of the tracks and serve various functions such as a gear store, air handling unit room, two-man cabin and unloading trunk.



Portside Net Drum



## ENDEAVOUR V

“CONGRATULATIONS to the Owners & Crew with their new vessel”

We are delighted and proud to have delivered the full range of hydraulic deck machinery to the Endeavour V. Wishing Skipper Peter Lovie & crew many years of safe fishing”

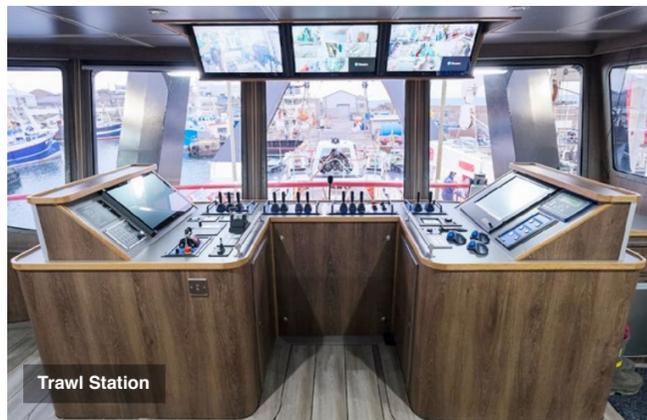
Phone +44 (0) 1779 490044  
 sales.peterhead@macgregor.com

**MAGREGOR**

**ELECTRONICS**

**The high specification electronics package for Endeavour V was supplied and fitted onboard by Woodsons Marine Electronics Limited of Aberdeen**

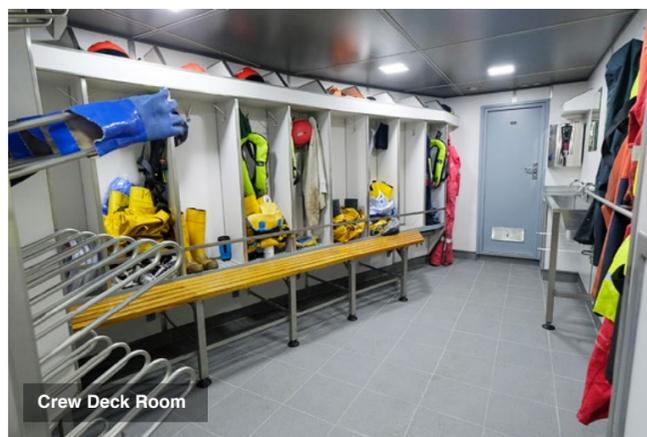
<p><b>BRIDGE VIDEO WALL AND CONTROL</b> 1 X QUAD VIEW VIDEO WALL WITH INTEGRATED TOUCH SCREEN CONTROL SYSTEM 7 X NEOVO X24 WIDE SCREEN 3 X 55" 4K BRIDGE MONITORS 2 X AG NEOVO X15</p> <p><b>RADAR</b> 1 X JRC JMA-5410-6XBB RADAR 1 X JRC JMA-5206-4BB RADAR</p> <p><b>RADIO-TELEPHONES</b> 1 X SAILOR 6310/2 150W GMDSS MF/HF SSB 1 X SAILOR 6210 VHF 1 X SAILOR 6222 CLASS A VHF/DSC 1 X JOTRON CLASS A AIS C/W</p> <p><b>GPS/GPS GYRO</b> 2 X FURUNO GP39 GPS 1 X GC80 COMPACT GYRO</p>	<p>1 X JRC JLR21 SATELLITE COMPASS</p> <p><b>ECHOSOUNDER</b> 1 X KAIJO KSE310 DUAL FREQUENCY 38/70KHZ SPLIT BEAM FISH SIZING ECHOSOUNDER</p> <p><b>NAVIGATION</b> 2 X SODENA EASYWIN PLOTTING SYSTEM 1 X OLEX 3D SEABED MAPPING SYSTEM</p> <p><b>WIND SENSOR</b> 1 X ULTRASONIC WIND SPEED AND DIRECTION SENSOR</p> <p><b>AUTO PILOT</b> 1 X SIMRAD AP70MK2 AUTOPILOT SYSTEM</p> <p><b>TALK-BACK</b> 1 X PHONTECH 3102 20 WAY SYSTEM TALKBACK</p> <p><b>CCTV</b> 1 X CCTV SYSTEM C/W</p>	<p>24 CAMERAS 1 X PROP CAM</p> <p><b>SATELLITE TELEVISION</b> 1 X E-SEA 80 SATELLITE TV SYSTEM</p> <p><b>SATELLITE COMMUNICATIONS</b> 1 X E-SEA60KA INTERNET COMMUNICATIONS SYSTEM 1 X PILOT IRIIDIUM COMMUNICATIONS SYSTEM</p> <p><b>EMERGENCY</b> 1 X JOTRON TRON 60GPS EPIRB 2 X SAILOR SP3520 PORTABLE VHF GMDSS 1 XJOTRON TRON SART 20 RADAR TRANSPONDER 1 X JRC NCR333 NAVTEX RECEIVER</p> <p><b>MARINE SCALES</b> 1 VCU CATCH MANAGEMENT SYSTEM</p>
---	--	--



Trawl Station



Fish Room



Crew Deck Room

**DAVIDSONS SHIP PAINTERS**  
Seagate, Peterhead, AB42 1JP T: 01779 474455 M: 07831 512834  
E: info@davidsonspainters.co.uk W: www.davidsonships-painters.co.uk

**BEST WISHES TO PETER, FAMILY & CREW WITH THE ENDEAVOUR V**



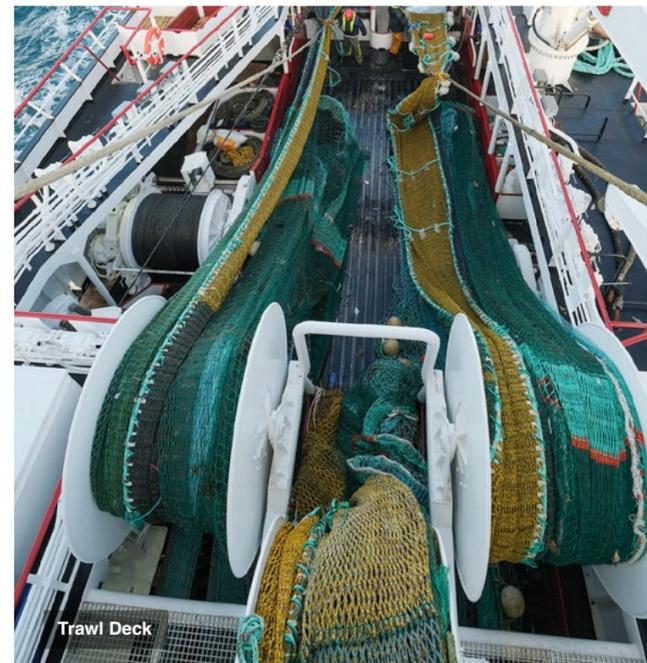
**MARINE AND INDUSTRIAL PAINTERS SINCE 1976**

SERVICES PROVIDED  
Hydrojetting Specialists - Grit Blasting - Hot Zinc Spraying - High Pressure Cleaning  
Foam Injection Insulation - Fish room Refurbishment - Specialist plastic coatings  
Specialist resin deck coatings - Vacuum blasting

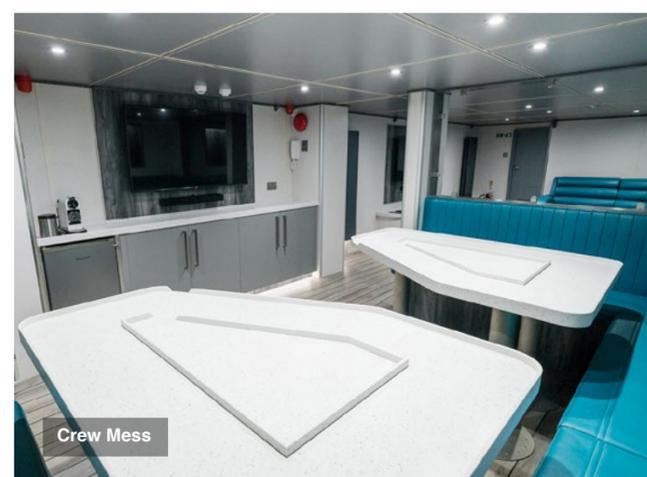
FACILITIES/LOCATIONS  
Peterhead, Fraserburgh, Macduff - Covered shiplift for vessels up to 40m



Fitting the Scanmar net sensors during fishing trials



Trawl Deck



Crew Mess

The shelter deck runs from stern to stem. Aft it is mainly open and provides a walkway around the perimeter of the trawl deck as well as shelter for those working on the trawl deck. Amidships features a full breadth casing where three two-man cabins are fitted along with an electronics room. Forward is arranged for mooring and anchoring and features a three-barrel winch fitted within a weathertight compartment and is used to stow the two anchor warps along with a spare barrel for mooring rope.

A bridge deck is where a large wheelhouse is situated which is nearly the full breadth of the hull to provide great visibility when manoeuvring in restricted areas. Large windows are also fitted aft on the centreline and provide a commanding view of the trawl deck to enhance crew safety.

**Engine Room**

The engine room houses the main propulsion machinery which is provided by a MAK 8M20C engine rated at 1060 kW at 900 rpm close coupled to a Mekanord 650HS reversing gearbox with reduction ratio of 6.47:1 which drives the large 3.3 m diameter controllable pitch propeller. A low drag high thrust nozzle is fitted in way of the propeller and incorporates a triple rudder system to provide high turning force. Two Caterpillar C9.3 generator sets are fitted to the port side of the engine room, each delivering 250 kW of power along

with the hydraulic standby pumps and fuel filters. To the starboard side of the engine room the large main switchboard is fitted within a dedicated enclosure along with a small workstation to provide a place for the ships engineer to monitor and record system performance. Forward of the switchboard room the fish hold refrigeration is fitted along with the standby engine cooling pumps. The main engine and generators are cooled via freshwater box coolers.

Bow and stern thruster power is supplied by 2 KT250 units with 2700 kg thrust from Kort Propulsion

Auxiliary power is supplied by 2 CATERPILLAR C9.3 power packs producing 250 kW each through a switchboard and complete electrical system designed and installed by RD Downie + Nu Design Ltd

**Deck Machinery**

The RAPP deck machinery package for Endeavour V has been supplied by MacGregor (GBR) Ltd and consists of;

- 3 x TWS-4521 Split trawl winches with 30.0 t core pull, lebus spooling sleeves, electric remote controls and a MacGregor Trawl Computer with Pentagon CbusHF Autotrawl system
- 6 x SW2300 Sweep winches with 19.4 t core pull
- 3 x ND1200/IAM5400 Bagging winches with 12.5 t core pull
- 2 x GWB680 Cod End lifting

- winches with 10.3 t core pull
- 2 x M25 Gilson winches with 13.5 t core pull
- 2 x H8 Gear handling winches with 5.9 t core pull
- 1 x M12 Gear handling winches with 7.7 t core pull
- 1 x PL5 Fish room handling winch with 2.9 t core pull
- 1 x Anchor Mooring Winch AWW-1800

into the sub flooring. The fish hold refrigerant is liquid based which poses no danger to life if a leak occurs and can be easily mended onboard. Ice lockers are arranged in the hold and can house up to 10 t of flake ice

**Fishing Gear**

Endeavour V will trawl with a suite of nets supplied by Jackson Trawls of Peterhead using a set of Vonin Storm 4.5 Sq mtr 1700 kg trawl doors and a Morgere 2500 kg clump.

Scanmar UK Ltd carried out the full installation of the Scanmar catch control system utilising the ScanBas 365 System with Trawl Eye Software.

The array of sensors deployed with the trawl gear includes SS4 Double Door Distance/Door Angle, SS4 Clump Sensor, SS4 Slave Door Distance/Door Angle, 2 X SS4 Catch Sensors, Trawl Eye Headline Sensor complete with batteries and a Trawl Sounder Headline Sensor.

Endeavour V is insured with Sunderland Marine and will land its catch through Don Fishing Ltd, UK.

*The Skipper would like to wish Peter, his family and Crew all success with Endeavour V. Mat you have Fair Winds and Full Boxes!*

Killybegs based SeaQuest supplied the 2.2 tonne @ 12m landing crane complete with 2.5 tonne winch.

Other hydraulic equipment manufactured/supplied by the yard include two stern gates which can be lowered when shooting and hauling with rollers fitted on top, two flush hatches into the hopper and three rams connected to the trawl blocks for changing longitudinal position.

**Fish Handling**

Macduff designed and installed the fish handling system to the owners specification and installed a KMS gutting machine

Airo-Tech fitted out the 2,200 box capacity fish room with 2 4.5 t Buss ice machines that can supply both flake and slush ice for optimum catch quality.

Refrigeration was achieved with chilling pipes fitted to the ceiling of the hold as well as below the floor where they were incorporated

**MACDUFF SHIP DESIGN LIMITED**  
NAVAL ARCHITECTS  
MARINE SURVEYORS  
+44 (0)1261 833825  
info@macduffshipdesign.com

**DESIGNING TO DELIVER**

**Macduff Ship Design were pleased to work alongside Macduff Shipyards delivering "ENDEAVOUR V"**

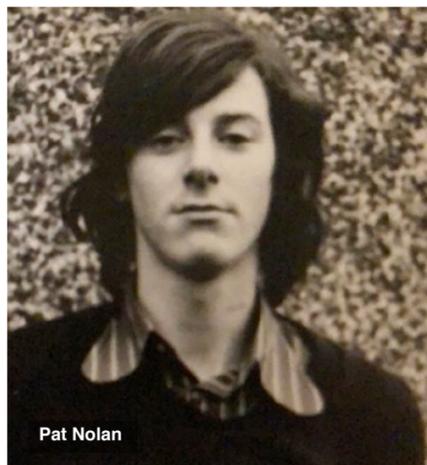


**Congratulations and wishing future success to Peter and Crew aboard the ENDEAVOUR V**

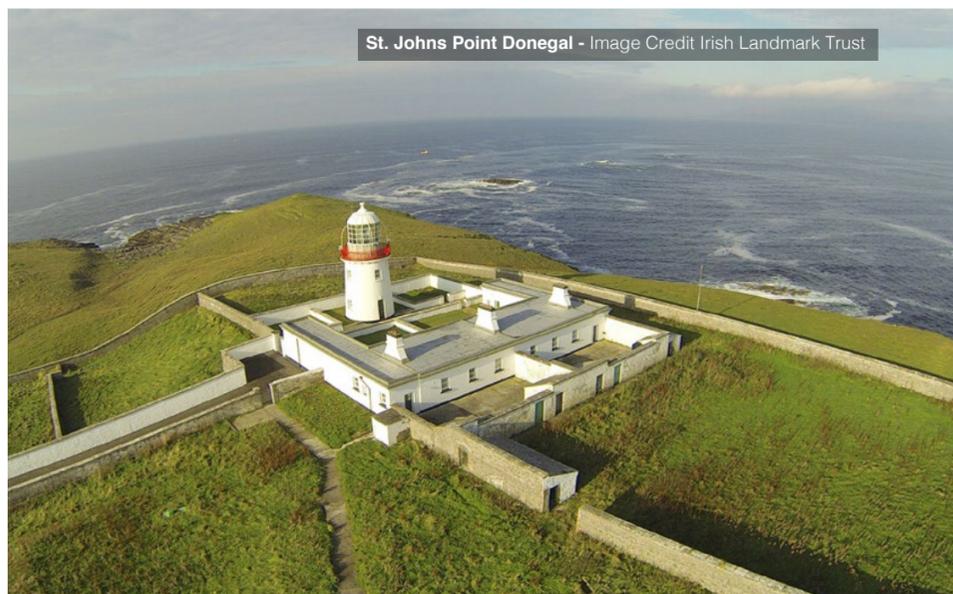
**www.macduffshipdesign.com**

YouTube Facebook LinkedIn

# Rós Torc Tragedy - 40th Anniversary



Pat Nolan



St. Johns Point Donegal - Image Credit Irish Landmark Trust

There was a Sunday evening calm on the 1st February 1981 at St. John's Point in County Donegal. The calm and quiet was shattered by an explosion just off the Point, out at sea.

Two Fishing Vessels had been fishing in and around the Point for a lot of the day. The shared net of the pair trawling vessels was about to be hauled for the last time that day.

Suddenly one of the Fishing Vessels, the Rós Torc exploded and sank.

Three of the four crew on board the Rós Torc were rescued following the explosion, but the fourth crew member, Pat Nolan could not be found.

Patrick Gabriel Nolan was from Mountcharles in County Donegal. He was the twenty two year old second son of Mrs Mary Nolan and Doctor Michael Nolan. Pat had four brothers and three sisters.

An immediate search of the area, off St John's Point did not locate Pat. Over the next three to four weeks, coastal searches, underwater searches, and diving on the wreck of the Rós Torc could not locate Pat. During the searches and diving on the

wreck of the Rós Torc conditions were extremely hazardous. The task to find Pat was more and more dangerous as time went on. Poor weather, and conditions on the wreck hampered the searches.

Mary Nolan was aware and knew that the search for Pat was dangerous and extremely hazardous for the diving crews and search teams. After about three to four weeks she advised that searching should stop and that he (Pat) "should rest out there". She was concerned for the safety of the search and diving crews and had spoke that there had been enough fatalities.

In the days after the sinking of the Rós Torc it was believed that the mostly likely cause of the explosion on the Rós Torc was a leak from a household gas cylinder used in the galley. Gas leaked, and a spark may have ignited it, causing the explosion and

the sinking of the Rós Torc.

This year 2021, is the fortieth anniversary of the sinking of the Rós Torc and the loss of Pat Nolan.

After forty years, his loss is still very much felt by the Nolan family. They have marked his anniversary every year since his death at the church in Mountcharles. There is a memorial plaque to Pat on the grave yard wall in Mountcharles and he is named on the memorial to those who lost their lives at sea in Killybegs.

For thirty one years Mary Nolan had no grave for her son Pat. She looked to mark the thirtieth anniversary of Pats loss in 2011 at sea off the coast of St John's Point but circumstances at the time prevented this occurring.

In 2020 the Nolan brothers and sisters agreed that they would mark the fortieth anniversary of the loss of Pat on the 01 February 2021. It had been planned to travel out to the location of the sunken Rós Torc and lay wreaths in memory of their lost brother.

However, due to COVID-19 restrictions the marking of Pats anniversary at sea at St Johns Point on the 01 February 2021 will not be possible. The Nolans have agreed that given that restrictions may last a few months or more, that the best opportunity to mark Pats anniversary in 2021 is the anniversary of their mothers death on the 21 June 2021.

At the time of Pat Nolans loss, the Nolan family were very appreciative of the efforts of the people of Killybegs, St John's Point and South West Donegal in trying to find Pat. They are also appreciative of their support in the years after his loss. When there is news of tragedies at sea they think back to Pat, how awful it was and how awful it is for other families.

In 2021 please remember Pat Nolan and all who have lost their lives at sea.

John Nolan



The Rós Torc

## Points system for serious regulatory infringements established

Ireland's points system for serious infringements of the Common Fisheries Policy (CFP), required under EU law, is now in effect.

This follows the establishment and appointment of the independent Determination Panel made up of three legal professionals nominated by the Attorney General. All EU Member States are obliged to establish a points system to be applied to the licence holders of fishing vessels when a serious infringement of CFP rules is detected. The points system is intended by the EU to be a more immediate and harmonised sanction so that regardless of where in the EU a serious infringement is committed, the licence holder will receive the same number of points.

The Determination Panel

will consider suspected infringements that are notified to them by Sea-Fisheries Protection Officers and whether points should apply. Twelve serious infringements of the CFP are covered under the Irish points system with varying points applying, in keeping with the points systems already in place in other EU countries. Detailed rules regarding the effect of the accumulation of points are also included in the EU regulations, requiring the establishment of a points system. These include the suspension or permanent withdrawal of a licence. An independent Appeals Officer has also been nominated by the Attorney General and appointed by the Minister for Agriculture, Food and the Marine.

The Statutory Instrument



SFPA Fishery Officers checking a landing

for the points system that will be applied in Ireland was published last August in Iris Oifigiúil. It regulates the procedures around the points system including matters such as the notification to sea fishing vessel licence holders and the time limits that apply as well as the requirements around submissions, appeals and decisions. The Statutory

Instrument also provides for the establishment of the independent determination panel and the procedures in relation to notifications to it of suspected serious infringements by the SFPA, submissions by the vessel licence holders and appeals officer in relation to a decision of the determination panel.

15 TO 17 JUNE 2021 | Southampton United Kingdom

# sea WORK

Seawork is open for business – all year  
Reserve now for 2021. Make the most of marketing & PR support from Seawork and our leading commercial marine magazines, in print, online, eNews and via social media.

Europe's leading commercial marine and workboat exhibition.  
Show your latest innovations in vessels, equipment and services to over 7,700 maritime professionals.  
12,000m<sup>2</sup> of exhibition halls featuring 600 exhibitors.  
Over 70 vessels and floating plant.  
European Commercial Marine Awards (ECMAS) and Innovations Showcase.



For more information visit: [seawork.com](http://seawork.com)  
contact: +44 1329 825 335  
or email: [info@seawork.com](mailto:info@seawork.com)

Co-located with M&CCEXPO  
Speed@Seawork Also returning in 2021  
#Seawork2021 mercatormedia

Media partners: MARITIME JOURNAL BOATING BUSINESS  
Supported by: ADC Department for International Trade wa SMI

Summer in Killybegs



Some of our top fishing photographers pick their top 5 photos

# ALAN HENNIGAN



MFV Guiding Star - Reflection in Drydock



**Name:** Alan Hennigan  
**Location:** Killybegs  
**Camera:** Sony A7iii  
**Workplace:** Mooney Boats Ltd  
**Instagram:** alanhenniganphotography  
**Website:** www.alanhenniganphotography.ie  
**Top Tips and Messages:**

The first thing to master on any camera is Exposure Control. It's a single setting that makes your pictures brighter or darker and its on every camera somewhere. When you take a photo, review it on the camera and if it looks too bright or too dark just adjust the exposure control and retake.

MFV Western Viking landing in Killybegs



Killybegs Coast Guard Rib St Catherine, leaving Killybegs on exercise



MFV Voyager - First landing in Killybegs

**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](http://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](http://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](mailto:niall@oharamarine.com)  
W: [www.oharamarine.com](http://www.oharamarine.com)

**ELEVATE ROBOTECH**

**Robotic Underwater Inspection Drone Sales**

Tried and Tested Technology for:

- Hull & Mooring Inspection
- Salvage & Recovery
- Underwater Repairs & Survey
- Water & Marine Sampling
- Records High Definition Video
- Quick Deployment
- On board Lights
- 100m Depth
- Robotic Claw

Contact Darryl on 087 3304196  
[www.ElevateRobotech.com](http://www.ElevateRobotech.com)  
Official CHASING Distributor in Ireland

**@spencercarter**

and Derek Noble  
SPARES, NEW AND USED EQUIPMENT  
Over 20 years supplying Ireland's top fishermen. Trawl winches, Pot and Net haulers, Trawl blocks etc.  
Tel/Fax: 086 9474175  
Mobile: 087 2791274  
Lake Road, Waterville, Co. Kerry

**FOR SALE**

2 x 22 Fathom Brailers,  
1 x 12 by 20 Fathom Swan Net  
Gundry Mid Water Trawl

**Tel: 087 2590767**

**Art Kavanagh QFA**  
Marine Finance Consultant



Glenlee  
Killybegs  
Co. Donegal  
Ireland  
353-74-9732915  
353-87-6774455  
[artokavanagh@gmail.com](mailto: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](mailto:salesclegganmarine@gmail.com)  
Web: [www.clegganmarine.com](http://www.clegganmarine.com)

*Jimmy Walsh*  
**propellers** & Marine Engineering

- Propeller Sales & Repairs
- Propeller Replating
- 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](mailto:jimmy@onestoppropshop.ie)  
[www.onestoppropshop.ie](http://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

**FOR SALE**

1.2 polyvalent tonnes & 7 1/2 kwh, under 18m

**Tel: 086 1501034**

**Beaming Capacity For Sale**

Please contact MJ Power & Co,  
Chartered Certified Accountants

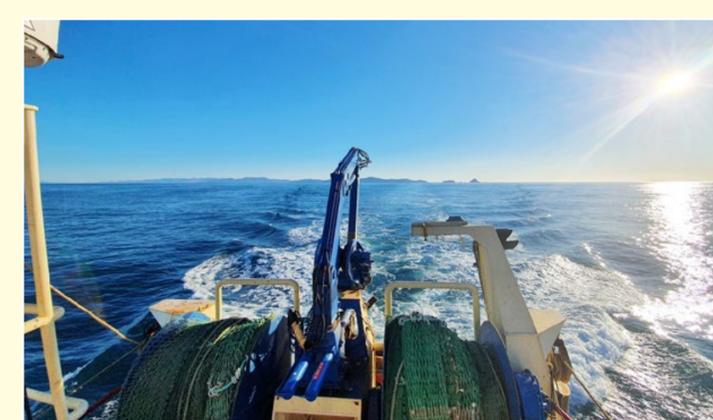
10 New St, Carrick on Suir,  
Co Tipperary,

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



**FEBRUARY WINNER: ALAN O'SHEA**

**BOY JASON STEAMING ON A FINE JANUARY MORNING**

**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](mailto:info@breizon.com)

**PLACE YOUR ADVERT IN OUR BUSINESS DIRECTORY**

Contact Sharon for more information  
[Sharon@maramedia.ie](mailto: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](mailto:barry@ddinsurances.ie)  
[mark@ddinsurances.ie](mailto: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](mailto:info@chd.ie) Web: [www.chd.ie](http://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](http://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](http://WWW.THESKIPPER.IE)

# Days Gone By...

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



Mending Nets at Rossaveal festival

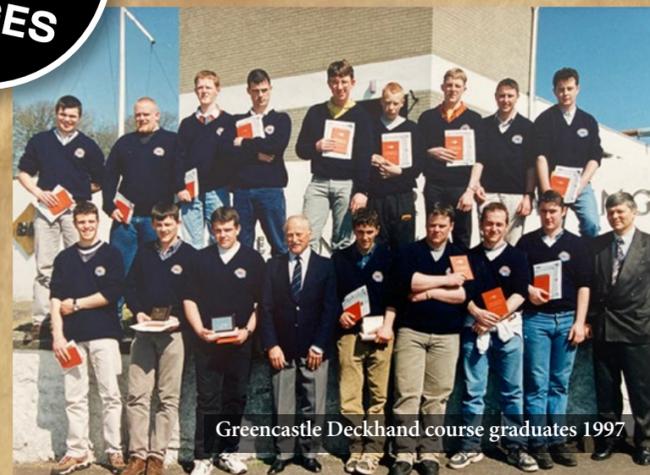


B277. Image by Daniel Boyle

SEND US YOUR OLD IMAGES



Jim Doogan, Minister for the Marine, Frank Fahey, Declan Doohan and Sean O'Donoghue, BIM at the launch of Westbound in Killybegs, April 2000



Greencastle Deckhand course graduates 1997



MVF Kittiwake



Madona Marie. Image by Daniel Boyle

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 - JANUARY 1981

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



I.C. TRAWL Stands for quality and service

NO 204 JANUARY 1981

20 PENCE (INC TAX)

## FIGHT IN E.E.C. FOR 12 MILES

### NO ACCESS TO BEACHES, BRITAIN WARNS

based on the sound reasoning that there can be no stock management if the gates are thrown open to all foreign boats whose catches cannot be recorded. While Britain put up a strong fight in what amounts to Ireland's interest as well, there is a had point for Ireland even if the Continentals could be kept out 12 miles as Britain wants. This lies in the percentage of

total E.E.C. catch allocated to each country. At the talks in Brussels it was apparent that the "big" countries were close to agreement on this. It means that Britain would have 36% of the total, but Ireland would only have 4.1 per cent, putting us second last, just above Belgium. That percentage would give Ireland a catch of about 160,000 tons, but at the moment we are

taking 130,000 tons. In 1975, when the proposals for a Common Fishery Policy were drafted, Ireland was "granted" double its catch of that year, but we have achieved that now. Finn Gundelach, the E.E.C. Commissioner for Fisheries, said after the breakdown that all the ingredients were there for an agreement, but "something was lacking politically". He himself

had supported the British demand for a 12-mile limit, plus restricted zones further out. The members are aware that another meeting has to be called as soon as possible to prevent a free-for-all on the grounds. However, Irish trawlermen working this winter believe that this has already broken out, and cite the flagrant intrusions by Dutch and German vessels in the north-west as an example.

THE FIVE-YEAR LONG negotiations to draw up a Common Fishery Policy in the E.E.C., which had been working to a target of the end of December, collapsed before Christmas when Britain, the only other island member with Ireland, refused to accept the terms which the Continentals, particularly the French, were trying to grab for themselves.

The French wanted all E.E.C. vessels to be allowed to fish up to the beaches in every member country after 1982, but Britain's Minister for Agriculture, Peter Walker, refused point blank. The only concession the French would allow on that was off the north of Scotland and off Donegal, two places where the French fleet rarely fishes because of the long steam. France's Daniel Hoefel argued that when Britain and Ireland joined, those were the terms that they automatically accepted and therefore must stand.

But Peter Walker countered this by saying that the introduction of the 200-mile limits changed all that. He said he was "prepared to discuss" the continuance of fishing by small boats in traditional places such as at Cornwall by Breton fishermen, but he was not going to allow in the large craft that had been pushed out of what used to be international waters.

Mr. Walker's argument was

### Collections help fund

Killlala fishermen have been holding church-gate collections for the fund opened following the loss of Sean Foy of Sligo, his son, Declan and Michael McLoughlin on the trawler Lindifini in November.

The IRISH SKIPPER will pass on donations received to Sligo Harbour Commissioners who opened the fund.

AN INCIDENT involving a Dutch trawler off the Co. Donegal coast last month may become a major political issue of nationwide importance. The matter concerns the release without trial of the skipper of a Dutch trawler, Jan Maria, which had been arrested by the navy off Arranmore on December 8th after it had steamed across the gear of Skipper Noel McGing's 86 ft trawler, Olgarry, while mackerel fishing off Arranmore island.

At the scene at the time were the trawlers Father McKee (Skipper Michael Kavanagh), Brendelen (Skipper Brendan Gill) and Pambridge (Skipper Michael Callaghan) who corroborated the Navy's evidence that the Dutch vessel was fishing inside the limit by over two miles. The Jan Maria, after a few hours haggling agreed to be escorted by the navy patrol ship, Aoife, into Killybegs. Skipper McGing says he saw the crew on

the Dutch boat welding their doors to the boat after arrest so that they would not constitute "fishing gear."

Skipper McGing contacted a local solicitor for his professional services, but this solicitor would not act for him. Instead, Noel McGing brought a solicitor from Cork.

After a brief appearance in Killybegs Court the case was adjourned to another court. In the meantime, the Dutch skipper paid Noel McGing £24,000 for lost gear and fishing time.

But before a trial was held in a District Court, the solicitor acting for the Dutchman (who had been approached initially by Noel McGing) obtained a ruling from the High Court in Dublin ordering the release of the vessel without any further proceedings.

The port of Killybegs is angered by the incident and a number of possible reasons are being mentioned in conversations as to why the Jan Maria was released.

Dutch crews, who pass through Killybegs before flying home for leave, have been making remarks like - "you Irish cannot be taking our (E.E.C.) money and keep your fish," but other local people have been saying that the form of the original charge was incorrect.

Some are saying that a "behind the scenes" deal has been made with Holland by the Government in relation to the



The Killybegs trawler, Father McKee (left) was paired with the Olgarry (right) at the time of the incident with the Dutch trawler which has become a matter of growing protest.

## Arrested trawler let go to fish

Celtic Sea, and that is why the skipper was not tried. Speculation is rampant.

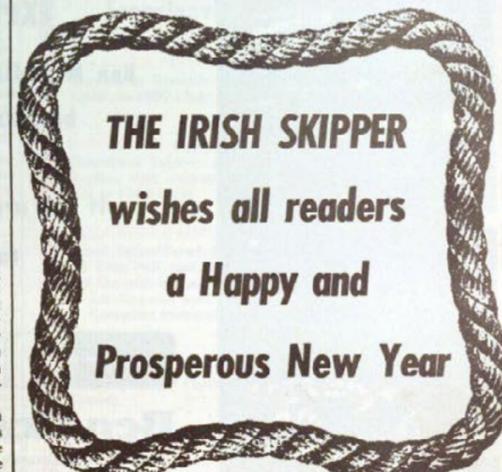
PUSHING FURTHER

Skipper McGing and others in Killybegs have taken the matter to a political level and have asked Opposition spokesmen in the Dail to probe the matter.

They intend to press the matter as far as possible, and do not want the matter to pass off

like the similar situation last July 16th when another Dutch trawler arrested by the navy ship, Grainne, off Mayo, also got off as the Attorney General offered no evidence.

Deputy Michael Keating, the F.G. spokesman on Law Reform and Human Rights, who was briefed by the fishermen on that incident, has now been informed of the latest case. (See also page 3).



THE IRISH SKIPPER wishes all readers a Happy and Prosperous New Year

The Irish Fish Producers' Organisation wishes all its members a very successful year in 1981

Sarah Jane hauling gear off Courtmacsharry. Photo David Edwards



The crew onboard Beryl BF440 at sea on New Year's Eve. Photo John Baska

Thora Doherty onboard Western Endeavour with a spider crab. Photo Jens Bach



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



Queing up for the Sprat off Duncannon. Photo Tomas Sullivan

Luke and Ceoladh-Kate Browne watching their brother Finnán hard at work on the Paulona



The Cat that got the lobster. Photo Shane Boal

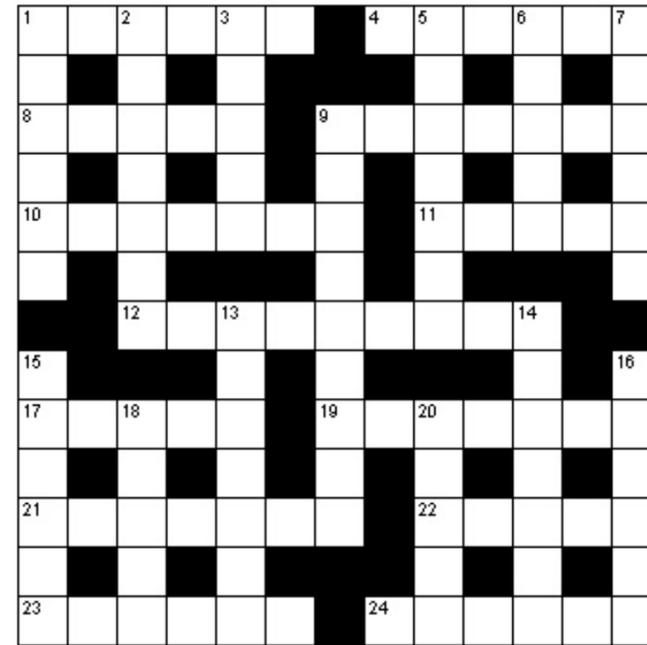
Marine & General Insurance Brokers. "Insuring Your World Today" Cavanagh Hooper Dolan Insurances Ltd. Tel: +353 (0)74 9177500 Fax: +353 (0)74 9177200 Email: info@chd.ie Web: www.chd.ie Cavanagh Hooper Dolan Insurances Ltd is regulated by the Central Bank of Ireland

Cavanagh Hooper Dolan Insurances Ltd. Proud sponsors of The Skipper crossword Send entries before 17th FEBRUARY 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

- ACROSS 1 Evening meal (6) 4 Brought about (6) 8 Wept (5) 9 Lake District county (7) 10 Without affectation (7) 11 Scoundrel (5) 12 Dutch port (9) 17 Happen again (5) 19 Bear of the Rocky Mountains (7) 21 Wordy (7) 22 Alluring woman (5) 23 Lamb joint (6) 24 Go away (6) DOWN 1 Small unit of time (6) 2 Protein (anag) (7) 3 Duck from which down is obtained (5) 5 Held in high regard (7) 6 Gesture of doubt or indifference (5) 7 More expensive (6) 9 Workmate (9) 13 Commotion (7) 14 Polish national dance (7) 15 Red Indian warriors (6) 16 Young swan (6) 18 Healed (5) 20 Offspring (5)



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

JANUARY SOLUTION



JANUARY WINNERS

1ST - Mullion Softshell Jacket SEAN O'DONNELL, ASHFORD, CO. WICKLOW 2ND - Skipper Beanie DELIA POWER CASTLETOWNBERE, CO. CORK

MULLION SOFTSHELL JACKET as worn by Tony Brown, Mullion Technician 1st prize in The Skipper Crossword visit: www.mullion.com MULLION SIOEN

NOW ONLINE €25 - 12 Issues / 1yr €3 - single issue The Skipper STORM WARNING Industry products steady rise ahead for Irish and UK fisheries. HARD COPY 1 Yr / 12 Issues IRL-EUR €45-€55 UK €45 Join today at 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

# Managing the Crayfish Fishery

**Oliver Tully**, Fisheries Ecosystems Advisory Services, Marine Institute.

The crayfish or spiny lobster is the highest value species of commercial fish per kg caught by Irish fishermen. It usually fetches between €30-40 per kilo and is exported live to Europe. During the 1950s-1970s between 150-200 tonnes were landed per year using top entrance pots and the species was as common in the landings as lobster in some areas. The species was fished commercially on most coasts other than the Irish Sea.

In recent years landings have not exceeded 25-30 tonnes per year and practically all of this is caught by large mesh tangle nets and mostly in coastal waters off Kerry and west Cork. These nets were introduced in the late 1970s and quickly gained popularity among fishermen. Nets did not have to be hauled frequently, unlike the top entrance pot used at the time which had to be hauled once or twice per day.

The Marine Institute worked with a number of crayfish fishermen in north Kerry from 2017-2020 to gather data on catch rates of crayfish, completed a v-notching and tagging programme, identified other commercial species in the catch and recorded by-catch of non-commercial species. These data show that a number of critically endangered species, such as Angel Shark and Skate are caught as by-catch in the fishery. Angel Shark in particular are in danger of global extinction and waters off the south west of Ireland hold one of the last remaining populations in the north Atlantic. This species previously supported valuable recreational angling tourism in Tralee Bay. Seals, which are protected by the EU Habitats Directive and the Irish Wildlife Act, are commonly caught as by-catch. Seals also do a lot of damage to fish in both tangle nets and gill nets to the extent that gill netting for hake and pollack, in particular, is difficult but losses of monkfish are also incurred by tangle netters. Many fishermen have given up fishing gill nets as a result of seal damage and have switched to potting for crab and lobster.



In Dec 2020 the Marine Institute published a prior notification of its intent to issue a public tender and sought views on contracting work relevant to the issues of by-catch and interactions between set net fisheries and wildlife in Kerry and west Cork and on the assessment of the crayfish stock. The notification also included a proposal on the management changing from a net fishery back to a pot fishery, as it was prior to the 1970s and a closure of the fishery in the southwest coast altogether for 3 years to enable a stock recovery. The tender would invite applications from fishermen, experienced in the crayfish fishery, including those still fishing crayfish with pots in north Kerry, and would undertake a work programme with these vessel owners relevant to by-catch, seals and crayfish.

The proposal is innovative in many ways. Firstly, it seeks to undertake a funded programme of work with industry and would involve fishermen in developing and overseeing the work programme to resolve issues that are really important to the inshore sector in the area. Secondly, it acknowledges that if a sustainable management plan for crayfish is to be developed then diversity of fishing opportunity needs to be

maintained and that the domino effect that occurs when fisheries are lost and which increases pressure on every dwindling opportunities needs to be stopped.

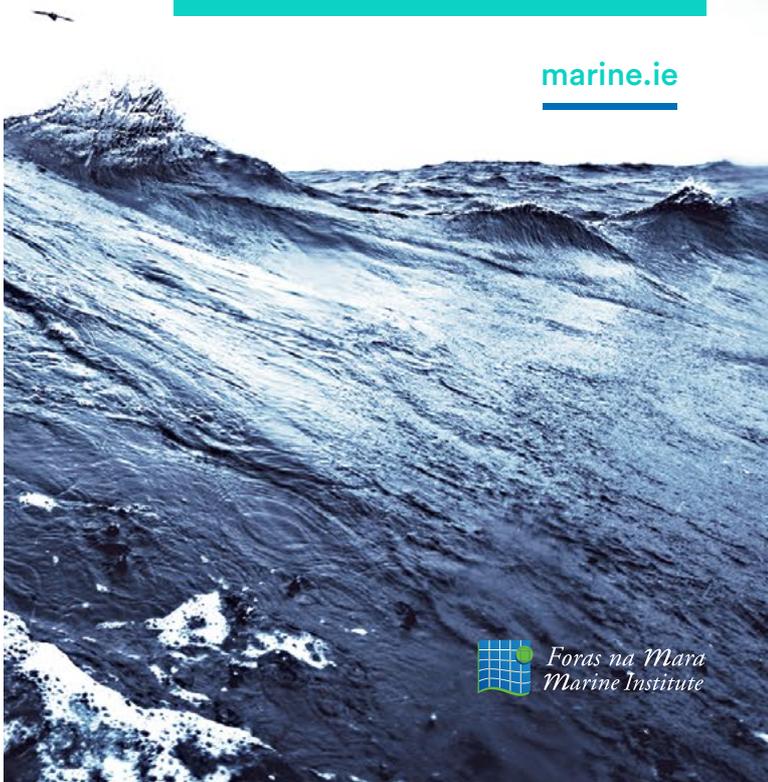
The response of industry in the region to the proposal was positive in many ways but understandably cautious of both the short term and long term risks involved for fishermen who earn a proportion of income from crayfish. This means that no new management measures will be introduced in 2021. Nevertheless, DAFM would welcome proposals to put the fishery on a long term sustainable footing.

In north Kerry, where traditionally there has been a mix of nets and pots used to catch crayfish, support for the proposed management changes was strong and it's possible that a pilot project, including voluntary closing the fishery and removal of tangle nets, will be set up here by agreement in 2021. In the meantime, the Marine Institute intends to issue a tender in quarter one of this year inviting experienced crayfish skippers in the area from Loop Head to Mizen Head to apply for contract work over a 4-5 year period to start the work on eliminating by-catch, reducing interactions with seals and improving the assessment of crayfish stocks.

Our ocean is our greatest national resource

Ár n-aigéan an acmhainn náisiúnta is mó atá againn

[marine.ie](http://marine.ie)



 Foras na Mara  
Marine Institute

**BE SAFE AT SEA - WEAR YOUR PFD**

**SAVE THE DATE**

 **SCOTTISH SKIPPER EXPO**

**MAY 2021**  
FRIDAY/SATURDAY  
**14/15<sup>th</sup>**  
@ P&J LIVE, ABERDEEN

**YOUR INDUSTRY YOUR SHOW**

[WWW.THESKIPPER.IE](http://WWW.THESKIPPER.IE)

ISSN 2009-3489



9 772009 348025