



The Skipper

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A RISING TIDE!

The fight for the future of Irish fishing gains united support. See pages 2-6



Deputation of next generation fishermen that delivered letter to the Taoiseach at Dublin Protest. Photo: Niall Duffy.

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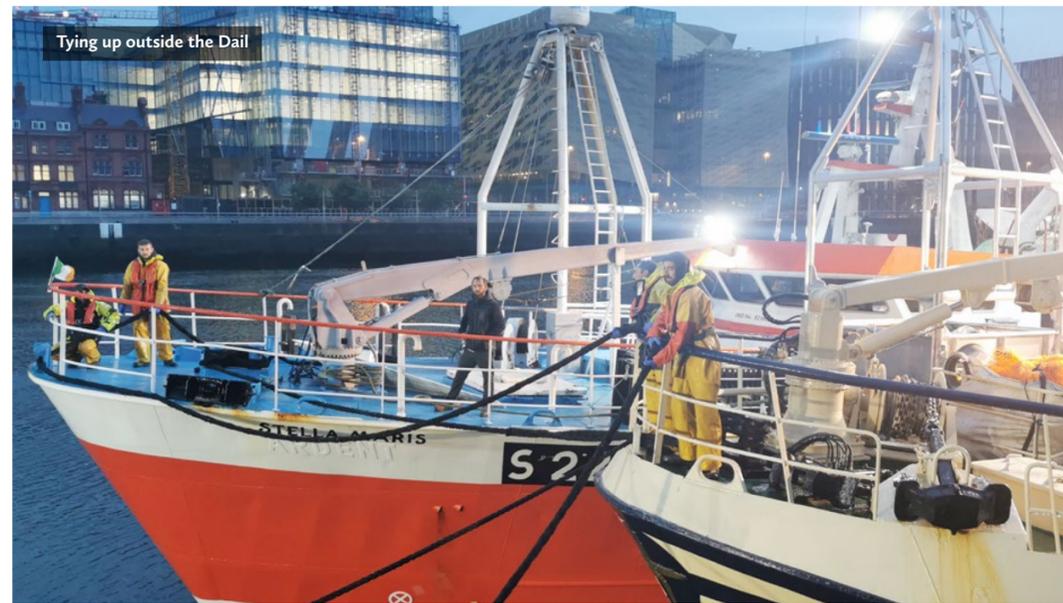
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Tying up outside the Dail

THE TRAWL TO THE DAIL!

Ireland and the Government saw a major show of strength and unity from the Irish fishing community when a major protest demo camped outside the Dail for the day to highlight the crisis facing our fishermen and coastal communities.

Fishermen's PO's stood united in their support for the protest and protestors were drawn from all the inshore and offshore sectors around the coast.

A flotilla of fishing boats made their way to Dublin Port at around 3.30am on the day and sailed upriver through the East Link Bridge where they then lined up along Sir John Rogerson's Quay as far as the Samuel Beckett Bridge. They joined 16 larger boats that had berthed there the night before.

From early morning a large crowd of protestors from all the coastal communities began to arrive and it was like a carnival atmosphere as old friends and acquaintances met for the first time in several years due to the Covid crisis.

Led by a lone piper the protestors then walked over the Samuel Beckett Bridge to hold a large rally at noon beside the National Convention Centre, where the Dail was sitting, calling for a level playing field in the fishing industry, amid claims the EU Common Fisheries Policy and the Brexit Trade Deal has decimated the Irish fishing industry and rural communities.

The large rally was addressed by fishermen and representatives

from the PO's highlighting the issues facing the Irish fishing community.

Speakers included fishermen Adrian McClenaghan, Damien Turner, John Tattan and Rory Murray. The crowd also heard politicians like Michael Collins and Michael Healy Rae voice their support for the fishermen's demands.

The highlight for many present was the fierce and passionate contribution by Burtonport priest, Fr John Joe Duffy. His stinging rebuke of the Dept of the Marine and SFPA drew the largest applause of the day and set the tone of the campaign going forward.

After the rally, a deputation of children and grandchildren of fishermen hand delivered a

letter outlining the plight of the industry to the Taoiseach at the Dail.

"The letter reiterates demands already made at the protest in Cork seeking renegotiation of the Common Fisheries Policy so that Ireland is allocated a fair share of fish quotas that reflect the contribution of our fishing grounds to the EU," said one of the protest organisers, Patrick Murphy of the Irish South and West Fish Producers Organisation.

The Minister for Agriculture, Food and the Marine Charlie McConalogue met with industry reps when the protest ended after receiving a copy of the list of demands.

Following the meeting, the Minister said the talks were

"constructive", and called for "continued engagement with the industry".

The Industry reps were highly critical of the governments role in the ongoing crisis and vowed to continue to work together as a united front to fight for a better deal for fishermen.

John Lynch, acting CEO of the Irish South and East Fish Producers Organisation highlighted the effect of the Brexit deal on his members. "Some boats are tied up for long periods due to a lack of quota, bigger boats could be tied up six months of the year."

"The Brexit and the withdrawal of the weighing derogation were the two straws that really broke the camel's back. Brexit took away 15% of our already minimal quotas, and that's a really hard blow to the industry. It equated to 25% of the industry's income. So that's every year going forward - that fish is gone to the UK.

"Around the Irish coast, we only have 7.5% of the monkfish quota, and in hake, we only have 3%, so it's very low."

"The EU granted €180 million fish to the UK as part of the Brexit trade deal, and out of that €180 million, Ireland had to give €43 million worth of fish. We consider that to be unfair. Ireland should have only given €20 million worth of fish to the UK."

"The greatest thing that is required for the fishing industry is for the government to develop a backbone and a willingness to fight at European level to save the Irish fishing industry from decimation," Brendan Byrne of the Irish Fish Processors &

Exporters Association told The Skipper

"That's the one element that's consistently missing over the last 48 years of our membership of the EU. We're completely subservient to every rule, regulation or guideline that has ever come from the European Union.

"And successive governments have failed to recognise the true potential of the Irish fishing industry."

"To put it in weather terms, we've been hit with not alone one tsunami but a second tsunami and that's the problem," said Seán O'Donoghue, chief executive of Killybegs Fishermen's Organisation.

"I've said this to the Taoiseach and the Ministers: I'm not interested in their sympathy. I'm interested in action."

Taoiseach Micheál Martin told the Dail that the government believed an unfair burden was played on the Irish fishing industry by the revocation of the control plan and the Brexit deal. He said it was pursuing the issue with the European Commission.

"Rightly or wrongly, the Commission's assertion is that there was overfishing of our quota and it wants to claw some of that back," Martin told T.D's.

"We are resisting that. We will need to deploy all legal tools at our disposal to resist it. We need to reset our relationship with Europe regarding fishing."

The organisers of the protest have reiterated to The Skipper that that there is a long road ahead and the fight is just beginning.



The Flotilla at dawn

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IS&WFPO thank Dublin and Cork protestors

Patrick Murphy
CEO IS&WFPO

The Irish South and West Fish Producers wish to thank the participants of the protest, vessel owners and their crews, An Garda Siochana from Anglesea Street in the Southern Capital and their Dublin colleagues from Store Street and Pearse Street for their invaluable co-operation and assistance in ensuring that the protests in the Rebel County of Cork and in the Heart of Dublin Docklands achieved the aim of the Organizers to hold peaceful protests that would show the Irish people the modern fleet of Irish Fishing Vessels while telling them that one in five will be heading to the scrapyard unless Government takes our demands for a fair share of Irish Fish for Irish fishermen in Irish Waters to the Heads of Europe in Brussels.

Thankfully the Harbor Masters & staff from our Port Authorities of Cork and Dublin gave their full support to the fishermen who sailed up the Rivers Lee and Liffey while working closely with us as the organizers, in cooperation with the Garda Water Unit and the Naval personnel who gave added and invaluable security by providing safety and rescue in the event of any emergency. Their presence and co-operation also ensured that nothing distracted from our message of seeking Equal rights and Equal Opportunities to fish and earn



a living in our own waters and we will keep our campaign alive until this fundamental right under our Constitution and under the Charter of Fundamental Rights adopted by the EU is afforded to us.

We wish to thank the media for coming to the protests and providing coverage of the events that helped us tell the public of the theft of our natural resources which has left us with only 15% of the Quotas in Irish Waters to survive on while others visiting our Fishing grounds are gifted 85% of those Quotas thereby ensuring that they will keep their Fleets fishing and their Coastal Communities prosperous while ours are told to decommission and instructed to put up or shut up.

Special mention must include the Directors of the Irish South and West, for the Organisation of the events and for the funding of the required advertising, the media lorry provided by Mr. Martin Gray, the financial support

for our online campaign, the memorabilia given to those who came to support us and the personal contribution of hours of work and consultation that went into the organizing and joint organizing of these important protests so to make the public aware of the lack of representation and frustration present in every fisherman in the country.

Normally one is criticized for naming names when thanking a few of the many who contributed to these protests but regardless, I personally wish to thank Niall Duffy, Sean Moroney, Catherine Turner, Damien Turner, Rose Murphy, Dinah Busher, Greg Casey, Rodney O Sullivan, John Tattan, Brendan O Driscoll and Alan O Neill for their incredible work in putting this event together said Patrick Murphy C.E.O.

Skipper/CEO of IS&EFPO



John Lynch as the lead Organizer for the Dublin protest was instrumental in ensuring it was the success it was and I credit him for a job well done.

A special mention to the local politicians who have been so very supportive of our entire campaign. The united support of all the fishing PO's and IFPEA was instrumental in showing a united front to our politicians and we hope this will continue.

We am a proud Irishman and feel personally privileged and humbled by the testimonies of those who stood up for our Industry and I wish to thank the speakers, families, individuals, schools, businesses and Organizations for helping us to get out the message that 15% for us and 85% for those visiting our waters is not right.



Chief Executive Officer



IRISH FISH PRODUCERS' ORGANISATION IFPO

IFPO wish to appoint a new Chief Executive Officer (CEO).

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EU member states need to "dramatically" improve co-operation on infringements, report finds

By Lorna Siggins

Cooperation between EU member states on infringements in EU waters needs to be "dramatically improved", a report for the European Commission states.

Information which should be systematically exchanged in accordance with EU law – such as inspection reports- is "very rarely transmitted in practice", the report says.

Even when it is transmitted, it is "rarely followed up by the authorities receiving the information", the report says.

Entitled "Study on the sanctioning systems of Member States for infringements to the rules of the Common Fisheries Policy", the report was conducted for the EU Directorate-General for Maritime Affairs and Fisheries by Milieu Consulting, based in Brussels.

It finds that member states with large vessels operating outside EU waters have in several cases maximum fines which are "very low compared to the size of their activities".

Dated January 2021, it is a more ambitious analysis than last year's penalty points report for the European Parliament fisheries committee, compiled by Blomeyer and Sanz.

It finds that all coastal

member States have applied a similar "points" system for infringements - at least to some extent - except for Greece, Romania, Croatia and Ireland.

However, "practical implementation varies widely across the EU, and the assignment of points is low", it notes.

Data compiled shows that points are not systematically assigned in cases of serious infringements, although this is an obligation under EU law.

"In addition, the differences in national criteria for qualifying the gravity of an infringement can explain the comparatively high assignment of points in certain member states such as Cyprus and Slovenia," it says.

Both the low assignment of points and the differences in national criteria may "jeopardise the deterrent effect of sanctions and the level playing field across member states", it says.

For Ireland, the report finds that non-serious infringements committed by non-nationals were prosecuted more frequently than for nationals.

"On the other hand, however, serious infringements committed by nationals were more frequently prosecuted than for non-nationals," it notes.

"When infringements were prosecuted, non-nationals were sanctioned more frequently than nationals," it says.

The report says infringements to the rules of the CFP are mainly subject to administrative sanctions, and nearly all member states have both administrative and criminal sanctions in their legal system.

It says Ireland is an exception - having only criminal sanctions - while Lithuania, Poland and Slovenia only have administrative sanctions.

It says that in practice, 13 member states use administrative sanctions in the vast majority of cases, while three member states use administrative sanctions exclusively – as in Lithuania, Poland and Slovenia.

Four states -Belgium, Ireland, Malta and the Netherlands – use "predominantly" criminal sanctions.

In the majority of states, only one procedure can be applied for the same infringement.

However, it notes that "competencies and manpower of the inspectorates vary significantly", and powers of inspectors vary from one member state to another.

Inspection of vessels, inspection of the supply chain, and the possibility of taking immediate enforcement measures are the most common powers, but inspectors in only three member states made full use of immediate enforcement measures prescribed in EU law.

It also notes that the number

of staff authorised to perform inspections on average over the period 2015-2019 varied from 3.8 full-time equivalent to 4,913.2 full-time equivalent.

Several authorities indicated that inspectors are "understaffed, which affects the overall efficiency of the enforcement system".

The report had issues with variations in the designation of infringements as 'serious' in the national legal orders.

It says that fines are the most frequent type of sanction provided by law.

However, it says they should be considered "in conjunction with other tools foreseen in the CFP rules, such as immediate enforcement measures, warnings, accompanying sanctions, as well as with the points' system.

The latter constitutes a "key new enforcement tool introduced by the Control Regulation".

It finds that procedures vary "significantly" across member states on points systems, and legal underpinning of same.

A lack of harmonisation may negatively affect the level-playing field across member states, it notes

It says that a points system for masters of vessels exists in all member states, except in Ireland.

It also finds variations in the level of fines, with maximum amounts ranging

from 1,624 euro to 600,000 euro (administrative sanctions), and from 10,224 euro to 16,000,000 euro (criminal sanctions).

"This may also impact the level playing field for operators across the EU, as well as limit deterrence in the member states with the lowest levels of fine," it says.

"In particular, countries with a fishing fleet composed of large vessels, and vessels operating outside EU waters, have in several cases maximum fines which are very low compared to the size of their activities," it says.

It says that EU criteria defining the level of sanction are more or less well reflected in national measures, such as deprivation of economic benefits, value of the fishery product and impact on fishery resources.

It says 14 member states have established warnings as a possible sanction, usually in cases of minor offences but also in the case of serious infringements in certain cases.

It says all but four member states have a database for inspections.

Typically, the information included in the database is detailed and in line with EU requirements.

Significantly, of the 12 member states which provided the information, only four record reports from other member states, the European Fisheries Control Area or third countries.

"This affects the possibility for member states to keep track of infringements of their vessels committed in other member states," it notes.

While all member states have a register for infringements in place, the content and format of the register varies considerably from one member state to another.

It says that infringements by EU vessels outside EU waters are not recorded in the register of several member states.

Points are also currently not recorded in the register in four member states.

The investigation/prosecution of suspected infringements is "high on average", but missing data in several member states leads to "uncertainty", it says.

The report finds that sanctions were applied on average within 10 months of detection for serious infringements and within nine months of detection for non-serious infringements.

"In half of the member states the enforcement takes on average

less than six months," it says, with a key factor being the use of criminal versus administrative proceedings - the latter being overall shorter.

It is critical of the lack of uniform data collection on CFP infringements and says that exchanges of information between member states are "weak".

It also finds there is "no uniform way of collecting and recording data on CFP infringements and sanctions across the member states".

Proper data collection is "crucial" for exchanging and sharing information with other member states and with the European Commission, it says.

It also found that there is only a "weak coordination" between member states, both in terms of exchanging inspection reports and transferring proceedings.

The report assessed whether member states sanctioned their own flagged vessels in the same way as vessels flagged to other member states.

"Overall, the results show that there was no significant discrimination in the enforcement systems of member states," it says.

A "degree of discrimination could be detected in some member states, it says, citing three member states where national vessels were sanctioned to a lesser extent than non-nationals, especially for non-serious infringements. "In one member state, the opposite occurs, as nationals were sanctioned to a greater extent than non-national," it notes.

For similar types of infringements, sanctions vary widely from one member state to another - in terms of the fines imposed; the use of accompanying sanctions; the use of immediate enforcement measures and the application of points.

It finds a number of weaknesses in implementation of the point systems, and says that in a few member states, the maximum level of sanction provided by law is too low.

This means it is "not sufficiently deterrent, in particular when compared to the high level of fishing activities", it says.

It notes that inspectorates need more means to increase their efficiency in several member states, with understaffing in several cases.



Study on the sanctioning systems of Member States for infringements to the rules of the Common Fisheries Policy

EU Overall Report

Final Report

MARE/2019/02



milieu
Law & Policy Consulting

January 2021

The project for the EU maritime affairs and fisheries directorate by Milieu Consulting aimed to provide an in-depth analysis of the national systems sanctioning the infringements of the Common Fisheries Policy (CFP).

In particular, it focused on the sanctions applied by member states for infringements detected between January 1st 2015 and December 31st 2019.

The study describes the enforcement framework of the member states with a coastline; assesses the effectiveness, proportionality and dissuasiveness of the sanctioning systems implemented in the member states; identifies best practices, as well as opportunities for improvement of the member states' sanctioning systems.

The project was implemented in three strands:

1. collecting data on the national enforcement systems for infringements of the

rules of the CFP;

2. carrying out an assessment on the national enforcement framework and of the sanctioning practice in the Member States;
3. comparing enforcement of similar types of infringements in different member states.

The data collection was primarily done with a questionnaire addressed to the member states' competent authorities, completed by desk research and interviews.

The subsequent assessment analysed both the member states' regulatory frameworks, such as whether the laws and procedures in place at national level are adequate to enable effectiveness, proportionality and dissuasiveness of sanctions.

It also analysed the member states' performance in terms of national enforcement, such as whether the sanctions applied in practice can be considered effective, proportionate and dissuasive.

KFO welcomes High Court ruling against SFPA

The Chief Executive of the Killybegs Fishermen's Organisation, Seán O'Donoghue has welcomed the High Court ruling which found against the Sea Fisheries Protection Authority (SFPA) for its failure to approve a new state-of-the-art conveyor belt fish weighing system.

The judicial review was taken jointly by the KFO and Pelagic Weighing Services Ltd (PWS) in response to the SFPA's refusal to consider and determine the application for approval of the 'Flowscales' built on the pier in Killybegs at a cost of €409,000.

In his ruling, Justice Garrett Simons stated: "The Sea-Fisheries Protection Authority has acted ultra vires by continuing to withhold approval for the pier-side weighing facility at Killybegs Port by reference to the 'ownership' concerns raised by the European Commission. There is no legal basis for these concerns and the Sea-Fisheries Protection Authority has not sought to argue otherwise."

Commenting on the outcome, KFO Chief Executive, Seán O'Donoghue said: "We stated that the SFPA acted outside of its powers, the relevant regulations and Irish and European law in determining on December 4th last the Flowscales must be owned, operated and used by a public body and in refusing the PWS request for approval for the Flowscales. We also correctly claimed that the SFPA acted in breach of fair procedures, arbitrarily, unreasonably and irrationally in refusing that approval.

"We had put on record on numerous occasions, that we were outraged that an SFPA diktat to unilaterally impose a new policy of unpacking and weighing fish on the pier before repacking and ultimately spoiling the fish could have been considered without any advance notice. This was ultimately what led to us having to take legal recourse on the matter. Moreover, we had been and are still being, explicitly denied access to any reports or correspondence between the Commission, DAFM and the SFPA on this issue.

"Fundamentally, this is about landing and processing catch as efficiently and expeditiously as possible to ensure the fish is fresh and ready for market thereby allowing our members to make a



living.

"We are very pleased that our position has been vindicated and that such a comprehensive ruling was reached. While we were completely and utterly convinced that our case was sound, we regret that the only avenue open to us to counter SFPA moves to impact punitively on our livelihood, is to resort to legal action. Nonetheless, we in the industry have, and continue to be, more than willing to work with the SFPA on finding workable solutions to all and any issues which arise," stated Mr O'Donoghue.

The Flowscales involves a conveyor belt type system onto which fish are discharged. The system allows the fish containing the fish to drain off to a sump where it is collected and pumped into another recipient during which time the fish are transported along the conveyor belt to be accurately weighed and are then deposited out the other end of the weighing instrument. In the present context, that means the fish will be transferred into a bulk tanker where they are reunited with the water in which they were previously immersed.

In Killybegs, pelagic fish, in this context principally mackerel and herring, have since 2013 been subject to a specific weighing regime allowing transport after landing to nearby fishing processors where they are then weighed in licenced factory premises on certified Flowscale systems under the SFPA's Control Plan as approved by the European Commission (this Plan was revoked by Commission Decision C(2021) 2423 on 13th April 2021).

In December 2019, the SFPA

indicated its intention to carry out the most exacting form of monitoring of landings ('full monitors') by obliging pelagic fishery products landed to be weighed on landing (WOL) over the pier-side weighbridge at Killybegs port despite the existence of the Control Plan. Until then such "full monitors" of landings had been done by supervising weighing over the relevant factory flowscales. The pier-side weighbridge is owned it appears by the Department of Agriculture.

This new approach by the SFPA caused serious concern in the local industry due to the damage/losses which weighing over the pier-side weighbridge caused historically to fishing vessel owners and/or fish operators / buyers / processors. A group, entitled the "Pierside Weighing Group" was therefore formed to try to find a satisfactory solution in conjunction with the SFPA to carry out the minimum percentage of landings required by EU law to be fully monitored immediately on landing rather than as hitherto, after transport in the factory.

Between March and June 2020, there was significant engagement in the Pierside Weighing Group in which the SFPA fully participated between the relevant stakeholders and the SFPA with a view to designing and building the flowscales and it was contemplated at the time that the SFPA would own the same. Indeed the SFPA expressly said this at one stage. After the SFPA withdrew from the Group, ostensibly due to separate legal proceedings, the first Applicant was incorporated on 17th August 2020 by the relevant stakeholders

- with a large part of the pelagic fishing industry being subscribers - in order initially to commission and fund the construction of the equipment which cost €409,000 plus VAT.

The first Applicant's Flowscales was completed in November 2020 and was inspected by the Irish legal metrology service, the National Standards Authority of Ireland (hereafter NSAI) and as the SFPA is aware was subsequently certified by the NSAI on 9th December 2020.

The SFPA however decided that it would not approve or proceed with the approval of the Flowscales it had helped design citing the objection of the European Commission that the equipment should be both publicly owned and publicly operated. In a meeting on 3rd December 2020, a senior SFPA official repeated the Commission's stance and said inter alia that the SFPA itself would not buy or operate the Flowscales. The SFPA's decision was confirmed by email on 4th December 2020 and the oral communication as confirmed in writing is the decision impugned in these proceedings.

Since February 2020, the SFPA's officers have commenced obliging a percentage of fishing vessels landing catches of pelagic fishery products in Killybegs to use the pier-side weighbridge which is precisely the situation which the Applicants and their members/shareholders were attempting to avoid due to the resulting damage and delay. This has caused fishing vessels to avoid landing their catches in Killybegs and to land in other ports such as certain ports in Norway.



Fishing Vessel Stability

RNLI analysis of commercial fishing fatality's 2007-2018 shows high number of the fatality's occurred due to the "loss of vessel stability".

There are many reasons why a vessel can capsize, but it can be summed up it a few categories.

- Vessel Modification
- Free Surface Effect
- Over Loading
- Hauling from Height
- Watertight Integrity
- Vessel Modification

Modifying a vessel from one type of fishing to another is not unusual in the under 15m fleet. This can mean having to add more equipment to a vessel or even moving things around to suit the working area. If the deck area is tight, the skippers tend to look at space above head height. Any weight moved or added high up has a great effect on the vessels stability and must be checked. If any modification is taking place you must inform the MCA and take advice before you start.

Free Surface Effect is one of the things that is controllable simply by making sure that water, the catch, and other objects cannot move around the vessel uncontrolled. Such things as, blocked

scuppers leading to water retention on the deck, undetected rising water in bilges, the catch moving around either in the fish room or on the deck, and fishing gear or ropes not stowed correctly.

Overloading of vessel is easy to do especially if there is no calculation on the vessel to guide the skipper. However, most skippers I have spoken to have admitted that they, at times have pushed the limit, myself included. Skippers tend to have a good feel for what their vessel can safely hold but they also know they have taken it to the maximum and therefore could be at risk. It only takes a blocked freeing port or a bust pipe or a leaking hatch cover to change the whole situation. Make sure all freeing ports are clear, scuppers well maintained, and bilge alarms are in working order.

Hauling from Height can change a normal task from safe, to unsafe in seconds. Most fishermen have had this situation when either hauling a weight in the net that needs to be freed or fouled pots that need to be untangled or mobile/static gear fast to the seabed. When hauling any heavy object make sure that all watertight hatches are closed, and that weight is kept as low and controlled

as possible when lifting. Beware sudden shifting of suspended weights.

Watertight Integrity. Most vessels going to sea operate with hatches closed. This is not possible with fishing vessels. Hatches in some cases are open all day for operational reasons. Watertight hatches are vital to a vessels capability to recover form a large angle of heel. If water can get inside the vessel it will affect the vessels ability to right itself. Make sure when in transit or when hauling weight such as being fast to the seabed your hatches are closed and sealed.

It is fare to say that fishing vessels operate in a different way to other sea going vessels. However, when regarding vessel stability they are the same. Skippers must be aware of the vessels capability's and operate within them. Fishermen are always having to try and get the most out the vessel they have, and this is just what they have to do with constantly changing rules. However, if you are looking to change your vessel in anyway you must seek advice from the MCA UK and MSO Ireland before you start any modifications.

Take a look at the Stability Films on <https://rnli.org/safety/choose-your-activity/commercial-fishing#mob-recovery>

Boxing Clever with a Novel Nephrops Trawl

Dr Ronán Cosgrove,
Fisheries Conservation
Manager, BIM

The fishing industry is inherently dynamic and open to change. Factors such as fish stock abundance, technical measures and market requirements are in a constant state of flux. Industry has shown time and time again that it is proficient in adapting to change once the process is managed in a fair and equitable manner and underlying supports are provided.

Climate change and the need for improved carbon efficiency are key drivers of change. Previous global assessments found fisheries are generally on the lower end of the carbon emissions scale for animal-based protein production, but fossil fuel dependence needs to be addressed.

Casting clouds over these findings, 'Bottom trawling releases as much carbon as the aviation industry' was the headline grabber from a recent high-profile global study on fisheries impacts. The new study provides 'preliminary best estimates' of CO2 released from trawling over seabed sediments. Push back did not take long, however, from those with a solid understanding of global fishing operations and datasets.

A consistent voice of reason in this field, Professor Ray Hilborn from the University of Washington says the study is flawed, contains inconsistencies, bizarre assumptions, improper conclusions and is a classic example of where the peer-review process totally failed. The UK National Federation of Fishermen's Organisations (NFFO) warned this was part of a



Seamus Connolly, Matthew Mc Hugh and Eamon Howard with the newly designed Nephrops box trawl on the pier in Howth

disturbing trend of using oversimplistic scientific modelling with faulty assumptions as advocacy.

Some environmental NGOs and commentators used the analogy with the aviation industry to call for an end to bottom trawling. Curiously enough, no such suggestions have been made for aviation. Instead, NGOs are seeking tighter controls around carbon offsets, and caps and reductions on airline emissions – an altogether more pragmatic and fair approach.

Around 3 billion people are reliant on seafood as their primary source of protein. Bottom trawls account for almost a quarter of marine landings and hundreds of millions are likely dependent on this food source. Hence, a more nuanced approach around carbon emissions would seem appropriate and in line with the UN Sustainable Development Goal on Zero Hunger as well as Climate Change.

Potential gear modifications



MFV Emerald Shore on trials in the Irish Sea

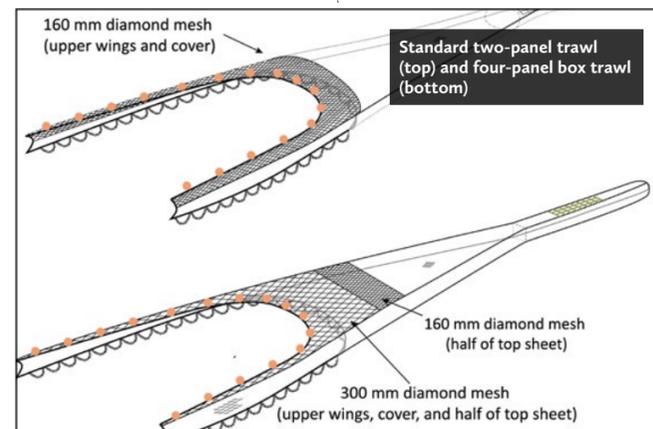
to improve carbon efficiency in trawls include off-bottom methods such as pelagic or semi-pelagic rigs. These have potential to reduce drag and fuel use in fisheries targeting demersal species such as whiting, haddock and hake which swim above the seabed. More incremental approaches are required for benthic species like Nephrops where ground contact needs to be maintained.

BIM recently developed and tested a new four-panel Nephrops trawl in collaboration with PEPE Trawls and the Connollys, from Supreme Fishing Ltd. The aim of this 'box trawl' is to provide more robust net geometry which facilitates greater use of enlarged mesh in the top sheet and wings. This can potentially reduce unwanted fish catches but also lower drag and fuel use by using less netting and through improved hydrodynamics from increased water flow.

Led by BIM's Dr Matthew McHugh, preliminary trials on

board the MFV Emerald Shore in the Irish Sea have shown that catch performance for Nephrops matches the standard two-panel trawl. Enlarged 300 mm mesh in the top sheet and wings had little effect on catches of small fish – an unsurprising result as other BIM trials have shown they are likely passive once they pass over the V sweeps in a quad-rig configuration. Effects on larger fish are unknown given low catches in both gears.

Further trials of the novel Nephrops box trawl are planned in the Celtic Sea in autumn. We plan to further assess the effect of the large-mesh panels on unwanted catches and quantify potential reductions in drag and fuel use. BIM would like to thank Pepe Trawls, Niall and Seamus Connolly, and crew of the MFV Emerald Shore for a successful collaboration. This work is supported by the European Maritime and Fisheries Funding. A full trial report is available at: www.bim.ie/publications/fisheries



KILLYBEGS ROUNDUP

by John Cunningham

Killybegs Pier Extension

Work on the new pier has recommenced since the 4th May, welcome news after a long delay with the Covid pandemic. At present they're continuing to break and cleaning stone and putting it aside to be dredged up and put into barges for a later date, this will then be put ashore. Work on this project is expected to finish this year.

Killybegs port received €8.71m for phase two of the 100m metre smooth pier extension and other works. This money will help to support and attract the increase of landings from both the Irish fishery and foreign fishing vessels. Also to ensure that the Port is the primary centre for pelagic landing in the EU and major landings for white fish too.

Meanwhile, work is continuing on the Killybegs Marina, new shower and toilet facilities are being constructed at present. There will also be a new two storey building on the sight.

At present repair work to the piles is under construction at the Auction hall pier.

Tuna

The Tuna fishery is due to start at the end of June; The Killybegs fleet will be heading down to the Bay of Biscay. The boats participating are Brendelen, Father Mc Kee, Glor Na Dtonn, Ella and Realt Ara.

Ella

The Atlantic dawn group has taken delivery of their new vessel "Ella" after she was launched in Killybegs recently. The Vessel replaces the 45 year old MFV "Star of Hope" and will operate in the polyvalent segment of the fishing fleet. The new vessel will be more efficient and environmentally friendly and safer.

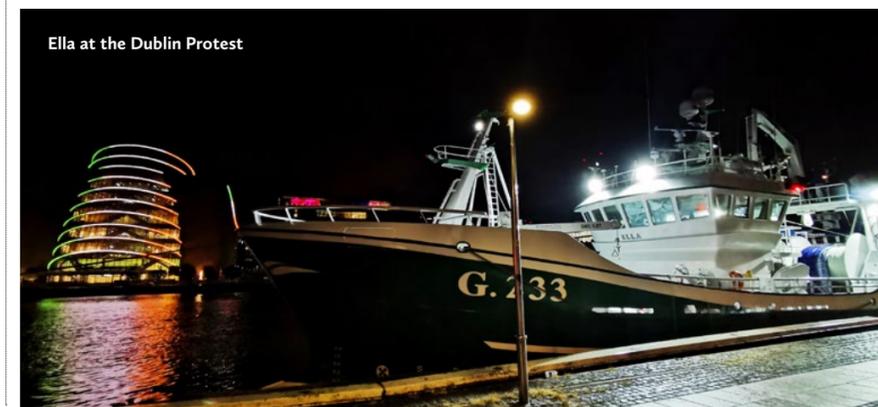
In addition and joining the fleet



Killybegs Pier extension works

shortly are two more Atlantic Dawn RSW trawlers, "Lauren" launched in Turkey, and "Leila" also launched back

in February from Turkey. There is a third ship to be launched and a date has yet to be established.



Ella at the Dublin Protest

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UK NEWS

UK And EU sign Agreement on Catch Levels For 2021

The UK has now concluded annual fisheries negotiations with the EU, providing certainty for the fishing industry on catch limits for the remainder of 2021.

The catch limits known as Total Allowable Catches have been set for 70 fish stocks and supersede the previous provisional catch limits for 2021.

The agreement provides stability for UK fleets with all Total Allowable Catches remaining in line with the provisional catch limits set earlier this year, apart from 8 that have small increases.

The annual negotiations for 2021, in which the UK participated as an independent coastal State outside of the Common Fisheries Policy, follow the signing of the Trade and Cooperation Agreement between the UK and EU.

The agreement announced means:

- The total value of the UK-EU fishing opportunities for the UK in 2021 is approximately £333 million. This equates to around 160,000 tonnes.
- As a result of the Trade and Cooperation Agreement and these negotiations, the UK fleet will have around 26,000 tonnes more quota for these stocks compared to quotas allocated in 2020. This increase is estimated to be worth around £27 million.
- Both parties have also committed to exchanging fishing quota on an interim basis ahead of a longer-term exchange system which will be set up by the Specialised Committee on Fisheries.
- As an independent coastal State with a commitment to achieving sustainable fisheries the UK is taking a more rigorous approach to assessing Maximum Sustainable Yield in relation to negotiated outcomes.
- As a result of an independent review of the assessment method these figures are not comparable to previous years, a more detailed report will be published shortly outlining the assessment method and a comparison of this year's negotiated outcomes to previous years.
- This 'Maximum Sustainable

Yield review', initiated by Defra, demonstrates ministerial commitments to strengthening sustainable fisheries management for the benefit of our marine environment.

The Specialised Committee on Fisheries established under the Trade and Cooperation agreement will provide a forum for discussions on fisheries matters between the EU and UK and will meet for the first time in June.

The Environment Secretary, George Eustice said:

"As we move forward as an independent coastal State, we have been steadfast in representing the interests of our industry and seeking to manage our fisheries more sustainably. "This agreement provides certainty to our fishing industry and we now have a stable platform in place for managing our fisheries this year and in future years."

As a responsible coastal State, the UK is committed to increasing the sustainable management of fish stocks in UK waters.

The agreement with the EU also provides a framework, via the Specialised Committee on Fisheries, for continued cooperation on fisheries management to support conservation and sustainable fishing. The agreement also adjusted measures for the management of seabass to reduce the level of wasteful discards without affecting sustainability.

NFFO Reaction

The negotiations and annual agreement have been heavily shaped and constrained by the limitations imposed by the TCA. The outcomes also reflect the UK's new legal status as an independent coastal state. The tensions created by these two divergent trajectories go a long way to explaining the shape and content of the deal for 2021.

Total Allowable catches for jointly managed stocks have now been agreed as part of the deal but these only reflect the provisional determinations already set unilaterally by the UK in May. A formula within the TCA linked to the most recent ICES advice constrains the range within which autonomous quotas



can be set.

It is in details like the conditions attached to particular TACs that the political trial of strength is visible. The UK's determination to go its own way on fisheries (within the confines of the TCA) and the EU's efforts to constrain divergence as much as possible, are apparent in the compromises made.

The TCA requires the parties to work together on the management of shared stocks but also enshrines recognition that in the final analysis each party has the right to regulatory autonomy to manage the fisheries within its own respective zone.

The issues which have delayed reaching a deal until almost 6 months into the year to which it applies all relate to this fundamental tension.

The issue which reflects the terms of the TCA, but also throws up the most difficult management issues for the future, are the tonnage limits which will apply to catches of non-quota species like scallop, crab, red mullet, sardine, whelk, lemon sole and many others.

The parties have fought themselves to a standstill and have now agreed that it is too late in the year to apply the tonnage limits. Designed as a cap to prevent the displacement onto stocks that are economically valuable but for which data is limited, the implementation of the tonnage limits will now be referred to the Specialised Committee on Fisheries (SCF).

Get used to those initials because they will be where most bilateral fisheries management issues will now be addressed.

The influence of regulatory

autonomy is evident not only where the UK overtly adopts its own management measures (which will apply to all vessels operating within the UK EEZ), but also where the negotiation outcomes have been shaped by the new balance of power.

An example is in the agreed negotiation outcome on bass. Although this was an agreed common approach, it is one which shifts the conservation measures more towards the UK's preference to allow more scope to land a higher proportion of unavoidable bycatch rather than discard them dead.

This will not go far enough for those who are seeing an abundance of seabass in their local waters but does point to the fact that the UK is no longer a supplicant member state, easily corralled, by the Commission.

The agreement for 2021 acknowledges that the UK will unilaterally apply strengthened selectivity measures in the Celtic Sea. There is a suspicion that the Commission is not unhappy with this development, as its own plans faced opposition from member states. The views of some member states may differ.

The annual agreement contains language on the future management of mixed fisheries which also points to UK influence and movement towards a more reality-based approach which recognizes the need for carefully balanced trade-offs, rather than one-size-fits-all CFP rigidity.

This could represent a breakthrough after years of trying to fit zero-TAC advice to complex mixed fisheries situations. In truth, the EU

routinely departed from zero TAC advice based on single stock assessments.

We can see in the agreed record, though, the beginnings of a refreshing reality-based approach which can balance rebuilding weak stocks in a mixed fishery configuration, whilst maintaining the socio-economic fabric of the fishing communities dependent on those stocks. Looking back, we may see this as an important, even historic, breakthrough.

Another area in which the fresh shoots of divergence can be seen is in the treatment of discard policy. The EU landing obligation has proved (as anticipated by many) to be a crude, ineffectual, approach to

minimising unwanted catch.

Whilst the EU is tied into maintaining its landing obligation for the immediate future, the UK is now in a position to develop more agile alternatives which reduce the threat of chokes in mixed fisheries. An initial departure can be seen in relation to the treatment of exemptions and TAC reductions in the annual agreement. Developing a tailored discard policy, most likely as part of individual fisheries management plans, as envisaged by the Fisheries Act will be a UK priority.

The annual negotiations with the EU are one important part of a bigger set of negotiations that ultimately have a profound

influence on where we can fish, and how, and how much.

The TCA obviously sets the framework for fisheries relations with the EU and enshrines the asymmetric balance on access to each other's waters and quota shares was at the heart of the Common Fisheries Policy and continues under the TCA. Until 2026, the TCA will shape the outcome of annual negotiations. What happens after that date is an open question. The EU is confident that there are sufficient dissuasive powers within the TCA to make the UK think twice about acting as any other normal coastal state. Time will tell.

The failure to reach fisheries agreements with Norway or

Faroes, reflects the turbulent adjustment period before things settle down into a new equilibrium.

Where fishing sits in the Government's priorities in the interim and around 2026 will be critical. Few predicted that fishing would become a totemic issue within the UK's departure from the EU, but it was the last issue to be "settled" in the TCA and leaves a lasting and potentially toxic legacy.

Our immediate request will now be for a meeting with Defra/MMO to understand where we have got to in the wake of the TCA and annual negotiations, and what our options might be from moving forward from here.

Fishing vessel Nicola Faith recovered from seabed

The wreck of sunken fishing vessel Nicola Faith, which went missing off the coast of Colwyn Bay on 27 January, has been raised from the seabed by the Marine Accident Investigation Branch (MAIB). The vessel was transported to a secure location for further investigation, testing and stability analysis.

In the first stages of the operation, a remotely operated vehicle (ROV) was used to conduct a final survey of Nicola Faith in the position it came to rest on the seabed. Evidence including fishing equipment and outlying debris was mapped and collected from the area around the vessel. This information will be crucial in helping the team understand what led to the vessel's capsizing.

In preparation for the recovery, a number of anchors were laid out and salvage pumps were used to remove a large quantity of seawater from the vessel. The Nicola Faith, which weighed 11t was raised using a 43m long crane barge capable of lifting up to 150t and placed on the deck of an adjacent ship ready for transportation.

The vessel will be recovered to a specially adapted location where it will be housed until the investigation is complete. Once it has been secured, the families of the crew will have an opportunity to view the vessel if they wish.

Chief Inspector of Marine Accidents, Captain Andrew Moll said:

"This operation needed to be meticulously planned



Nicola Faith vessel recovery

and executed to ensure that valuable evidence was conserved. We are pleased to have achieved that and successfully recovered Nicola Faith.

"The purpose of our investigation is to improve safety. The next phase of the investigation will be to establish what events led to the vessel's capsizing, the mechanics of how the vessel sunk and why. Once the investigation is complete a report which details the findings will be prepared and published. As well as providing the families with an explanation, our report will aim to prevent such a tragic accident recurring."

Speaking of the development

in the MAIB operation, the Member of the Welsh Parliament for Aberconwy, Janet Finch-Saunders MS said:

"This operation is a significant step towards a conclusion in the investigation, which we hope will provide some much needed answers. With the MAIB undertaking exceptional actions to raise the boat, the families and our community can turn to healing and remembrance for those we have lost.

"This has been an investigation like no other. In placing party politics aside for the common good, cooperation between the Welsh Government and I ensured an unprecedented and rapid response which

resulted in the Rhodri Morgan research vessel being utilised to help locate the Nicola Faith.

"For her part in this work, I would like to sincerely thank Lesley Griffiths MS as well as her department's officials. I should also like to place on record my gratitude to the MAIB inspectors who have ensured that the families remained updated throughout and during meetings with my office.

"I now ask the community and media to give time to allow the MAIB to carry out its land-based investigation, providing the inspectors some necessary privacy to carry out their work and the families space to grieve."

SCOTLAND NEWS

Scottish fishermen fear intimidation by French and Spanish rivals

Another incident of intimidation of Scottish fishermen at sea by a Spanish vessel has been reported to The Skipper.

This time it involved a fleet of French and UK flagships operating in Scottish waters.

Scottish Skipper Ian Mackay told The Skipper his account of what happened

"I operate the Loch Inchard UL44 out of Kinlochbervie and after a long 100 mile steam from Scrabster we arrived on Friday at our traditional fishing grounds 40 miles NW of the butt of Lewis. I have fished these grounds for 35 years and they were always productive."

"On arrival we noticed a large number of French and UK flagged vessels on the grounds and they immediately began screaming at us over the VHF that they had gear shot all over the surrounding area and we should leave and not attempt to trawl there."

"After a long heated discussion with them, we came to an agreement that they would stay North of our tows and they would clear their gear from the area in 24 hours."

"We towed our way back to the grounds 24 hours later and six boats, French and UK flagged Spanish vessels, were 4 miles further onto our towing grounds than the previous day."

"Immediately three of them started circling us at a very close distance before the French flagged Sylvanna started heading straight for us. He passed so close to our bow I had to take the boat out of gear, if not he would have rammed straight into us"

"Loch Inchard is an 18 meter wooden boat, they were a 36 meter steel boat and he put the lives of my crew and myself in jeopardy by his actions."

"We eventually had to leave the area because of the threat of further action by them and finish our trip on less productive grounds"

"It is surely time for Marine Scotland to take action against these vessels and their bully boy tactics before someone is seriously hurt or God forbid loses their life"

A Scottish government spokesman said: "Our compliance vessels gather information and monitor activity as well as routinely boarding and inspecting the catch and fishing gear . . . regardless of vessel nationality."

Loch Inchard II



Sylvanna cuts across the bows of the Loch Inchard



UK-EU agreement on fisheries for 2021

There has been mixed reaction to the announcement that the UK have concluded annual fisheries negotiations with the EU.

The negotiations with the EU follow the UK new status as an independent coastal state outside the Common Fisheries Policy. The UK will continue to negotiate annually with the EU on catch limits under the terms of the Trade and Cooperation Agreement.

Elsbeth Macdonald, CEO of the SFF, said: "While

we study the detail of the agreement reached on fisheries between the UK and EU for 2021, it is an important milestone in the new relationship between two independent coastal states.

"As the Brexit deal on fisheries fell so woefully short of what the UK Government had promised the industry, it was important for the UK negotiators to secure as good a deal as was possible for 2021 under these new arrangements.

We know that Defra and Marine Scotland worked

tirelessly to do so, and to resist the Commission's objective of binding the UK as closely as possible to the orbit of its Common Fisheries Policy.

"We are clearly almost mid-way through 2021 already.

This is proving to be a very tough year for our whitefish fleet, reeling from the dual blows of that Brexit deal and cuts to the Total Allowable Catches for some of our key commercial species, due in no small part to science riddled with intrinsic uncertainties and that has not kept pace with

changing natural systems.

The agreement will allow the UK and EU to now move on to discuss whether quota transfers between the parties can be agreed for this year, which could help to alleviate some of the severe problems our industry is currently facing.

"This has not been an easy negotiation, and we know the UK team has worked hard for several months to achieve the best outcome that was possible. We are very grateful to them for their efforts."

Marine Scotland Funding The Ambitions Of Young Fishermen

New entrants to fishing will be able to apply for funding towards the purchase of a second hand fishing vessel.

The support is being made available through Marine Fund Scotland (MFS), with young fishers under the age of 40 able to apply for up to 75% of the purchase of an existing vessel with a registered length of up to 16 metres.

Funding of up to 50% towards the cost of a vessel over 16 metres and up to 24 metres is also available.

MFS is the replacement to the European Maritime and Fisheries Fund (EMFF) following the UK's exit from the EU.

The one-year £14 million fund was launched at the end of April and aims to provide investment in Scottish marine industries and seafood sectors.

Cabinet Secretary for Rural Affairs Mairi Gougeon said: "While we have previously supported young people through the European Maritime Fisheries Fund, Marine Fund Scotland puts more of an emphasis on getting new entrants into the industry and helping those who wish to progress their career and become a vessel owner.

"Doing what we can to remove barriers for young people in fishing is crucial so we can boost the resilience of the industry which supports jobs in some of our most rural communities. This is an important part of our Future Fisheries Management Strategy which includes actions to promote fishing as an attractive and safe career of choice."

The project was welcomed by Duncan MacInnes from the Western Isles Fishermen's Association.

He said: "We welcome this opportunity and vision shown by the Scottish Government in assisting younger new entrants into first time vessel ownership, as highlighted in the Future Fisheries Management Strategy.

"This funding will create an environment that will modernise the fleet and will create additional catching opportunities for career and business development for young fishermen living in fragile coastal communities throughout Scotland where alternative employment opportunities are limited.

"Providing funding to young vessels owners is paramount in the future survival of coastal communities that have suffered from depopulation in recent years.

"Investment in modern vessels will create a much safer working environment for

younger owners with modern facilities aboard which will enhance the quality of the catch in providing high quality, sustainable Scottish seafood to an increasing global market.

"Further benefits will be generated in ports where vessels land their catch, creating additional onshore employment opportunities by adding value to shellfish and white fish within local processing factories."

Further information on eligibility for the young fishers scheme can be found on page 10 of the Marine Fund Scotland general guidance on the Scottish Government website. The commitment ties to the Future Fisheries Management Strategy, which sets out policy initiatives for the next 10 years to protect the environment and support a strong, sustainable and resilient fishing industry.

Calls To Extend Seafood Task Force

Rural Affairs Secretary Mairi Gougeon has called for continued regular engagement with the seafood industry and UK Government to help the sector navigate the challenges presented by Brexit.

A sector specific taskforce aimed at supporting the sector held its final meeting on Monday 14 June.

Speaking ahead of the final meeting of the Scottish Seafood Exports Taskforce, Cabinet Secretary for Rural Affairs Mairi Gougeon urged the UK Government

to ensure a forum continues to exist at least until the end of 2021.

The extension would allow issues related to exports to be worked through and to prepare for further changes to trade arrangements.

Ms Gougeon said: "Through the taskforce, the Scottish Government has highlighted significant issues facing the sector, including the digitisation of export paperwork and the transit of goods from EU vessels.

"Six months on from Brexit and the seafood sector is still trying

to work through the red tape and barriers to trade imposed by a damaging and last minute deal.

"At this crucial point, where we are starting to see some hope of recovery there remains a strong need for a forum where Ministers from the UK and Scottish Governments, and industry, continue working together to minimise the impact of changes to import regulations.

"Given the significance of seafood to our national economy and our coastal communities, we are continuing to do all we can

to protect the livelihoods of those working in the industry.

"We have provided support through the Seafood Producers Resilience Fund to more than 800 vessels and 26 aquaculture businesses impacted by COVID-19 and Brexit.

"Funding has also been used to support ports and harbours who have lost landing fees, while welfare advice and Brexit advisers to assist businesses navigate through the new processes have also been made available."

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

Former Fisheries Boss Donates Royalties



John Goodlad

A former chief executive of the Shetland Fishermen's Association (SFA), John Goodlad, has donated the royalties he has received from the sale of his account of the cod hunters of the 19th century to a local charity concerned in the preservation of the extensively restored former sail fishing boat Swan.

Published in 2018, *The Cod Hunters* uncovers the close historical ties between Faroe and Shetland, especially at the time of the cod fishery, when many Faroese fishermen were employed as crew on Shetland cod smacks and many smacks were eventually sold to Faroe, allowing them to establish their own fishing industry.

The Swan Trust has now received £4,014 in a much-needed funding boost.

Trust chairman David Goodlad said: "Over the last year we have been grateful for all the generous donations and sponsorship we have received from a variety of sources,

particularly from many fishing boats, aquaculture firms and other marine related companies.

"This, together with funding from the Shetland Charitable Trust, is vital to keeping the Swan going and enabling the trust to offer its volunteering and sailing opportunities to our community."

Meanwhile author John Goodlad said that right from the outset he had committed to donating any royalties to the trust which is looking after an important part of the isles maritime heritage.

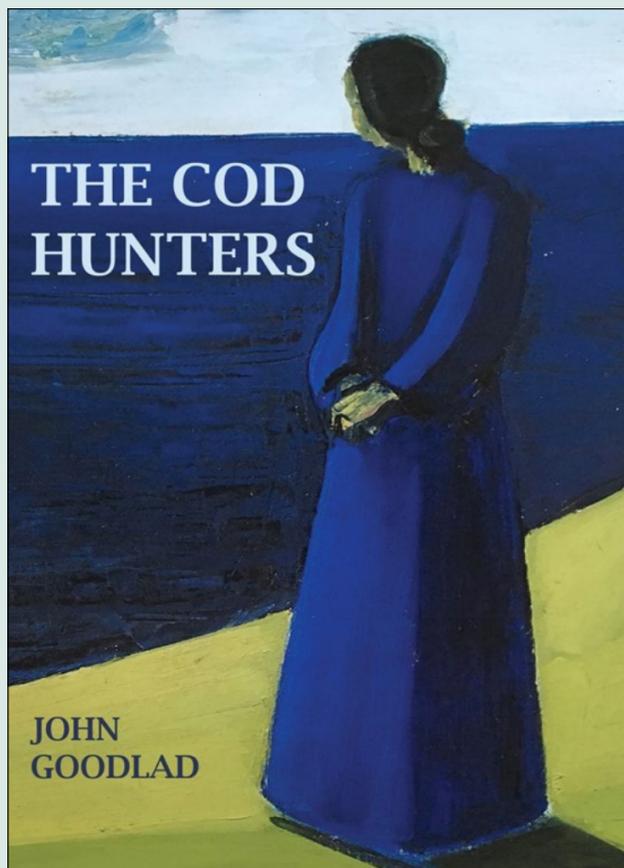
"I am therefore very happy that sales have been such to allow a first royalty payment to be made," he said.

"The Swan Trust provides a vital role in keeping our maritime heritage alive, whilst also offering sail training and other opportunities for our current and future generations, and I am proud to support their activities.

"The book is still selling well so I hope there may be more royalty payments in years to come."

He added: "I know how costly it is to maintain old wooden boats, and Swan is no exception, but I also know how vital it is to keep our fishing heritage alive.

"From the hundreds of boats of this type which would once have been around Shetland, Faroe and Scotland we now only know of two of Swan's



size in existence, and Swan is the only one currently operational as a sailing boat.

"The Swan Trust is dedicated to keeping Shetland's historic sailing boat afloat and I cannot think of a better cause to donate the proceeds from the sale of

my book."

Copies of *The Cod Hunters* can be purchased online, at the shop in the Shetland Museum and Archives.

<https://shop.shetlandwoolweek.com/products/the-cod-hunters>

Fisherman Given £3,000 Fine For Failing To Submit Landing Forms

Failing to submit forms relating to landing declarations has seen a Shetland fisherman receive a £3,000 fine.

Paul Forrest, 29, of Sandside, Mossbank, admitted at Lerwick Sheriff Court at a hearing on 10 June to failing to complete the FISH1 form on various occasions on or between 21 May 2018 and 19 April 2019.

It related to the Lerwick registered shellfish boat

Braveheart (LK946).

Procurator fiscal Duncan Mackenzie told the court that the value of the fish related to the forms amounted to around £400,000.

He said the forms are useful in monitoring fish stocks and quotas.

Mackenzie added that over the time in question over 40 forms should have been submitted.

Defence agent Tommy Allan

said his client had been offered a fixed penalty at the time of £2,000, but this was not paid in full.

He said it related to a small fishing boat on which Forrest was employed as a skipper.

"He and the owner are no longer in business together," Allan said.

The solicitor said Forrest was "trying to do too much" and was struggling with the paperwork.

A diary he relied on regarding

figures was also misplaced, the court heard.

"He did what he could to try to rectify things," Allan said. "It was not a deliberate attempt on his part to deceive anybody."

Sheriff Ian Cruickshank noted that the law could in theory allow him to issue a financial penalty worth the value of the fish - £400,000.

But taking into account Allan's mitigation the sheriff decided to fine Forrest £3,000.



UK Fleet Weathers A Challenging Year

First Seafish economic performance estimates for 2020 show impact of pandemic on fishing industry

The total operating profit of the UK fishing fleet fell by almost a fifth in 2020 as the sector dealt with the impacts of the Covid-19 pandemic.

Data published by Seafish, the public body that supports the UK seafood industry, shows that:

Operating profit fell by 19% from £264 million in 2019 to £214 million in 2020.

Turnover, which had been above the £1 billion mark for the previous three years, fell to £843 million. This is a 17% reduction.

These totals include £18.6 million of grants paid directly to fishing businesses by the UK Government and devolved administrations. While this support helped some businesses to keep cash flows positive, many have reduced their fishing effort or changed the species they target to stay in business.

The total weight landed by the fleet was around 620 thousand tonnes. This was close to the 2019 figure. However, fishing income fell from £990 million in 2019 to £806 million in 2020. This was due to lower levels of fishing activity and lower fish prices.

Operating costs decreased from £757 million in 2019 to £629 million in 2020. This fall in costs is attributed to lower levels of activity and reduced fuel prices. The total spent by the fleet on fuel in 2020 was an estimated £91 million. This was 31% lower than in 2019. The average cost of fuel fell from 49.5 pence per

litre in 2019 to 37.1 pence per litre in 2020.

Crew costs also decreased on the previous year, falling from £272 million to £216 million. With many workers on fishing vessels paid through crew share agreements this drop likely means a reduction in their incomes.

The total number of active fishing vessels fell from 4,548 in 2019 to 4,301 in 2020. More vessel operators licensed to fish opted to remain in the port in 2020. The number of inactive vessels grew to 1,692, a 16% increase on 2019.

Commenting on the results, Arina Motova, Chief Economist at Seafish said:

"The global pandemic has affected every part of our lives so it's no surprise that the UK fishing fleet had a challenging year in 2020. The impacts can be seen in the figures published today, which show overall operating profits falling by 19%.

"These are top-line average figures and different parts of the fleet have had different experiences. For example, vessels normally supplying shellfish into hospitality markets were acutely affected. Overall nephrops trawlers and scallop dredgers saw fishing income drop by 39% in 2020 compared to 2019. Elsewhere those catching mackerel enjoyed higher quotas and relatively stable average prices.

"2020 has again shown the resilience of the UK fishing fleet in extremely challenging times. Most vessels could not avoid tying up or reducing their activity for a period. That said, adaptation, diversification

and collaboration have kept vessels fishing and the seafood supply chain moving.

"While it's too early to understand the full impact of the pandemic on the economic performance of fishing vessels, these figures do give us an early indication of the situation. We expect to see more detail as company accounts are filed next spring."

The figures are based on preliminary landings data and the results of Seafish's 2020 survey of the UK fishing fleet.

This new data has now been added to Seafish's interactive Fleet Enquiry Tool. An updated Seafish Fleet Economic performance dataset, which spans 2010-2020, has also been released. Both allow for the data to be broken down into

fleet segments, by home nation and port of landing. Seafish has also published the latest edition of Quay Issues magazine. Links to these resources can be found on the Fishing data and insight page of the Seafish website.

The full 2020 Economics of the UK Fishing Fleet report will be published in the coming weeks. The 2021 survey of the UK's fishing fleet will get underway in July. Seafish researchers will be able to visit ports and harbours this year, where restrictions allow and following health and safety protocols. Vessel owners willing to participate should email fleet.survey@seafish.co.uk with their name, email and/or phone number and port of operation.

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Vikingur, one of the newly built pelagic vessels.

ICELAND NEWS *By Guðjón Einarsson*

Technological revolution in the pelagic sector

A great rationalisation has taken place in the fishing and processing of pelagic fish in Iceland in recent years. Half as many vessels as before are needed to catch a similar amount of fish, and the capacity per employee in land processing has multiplied due to increased automation. Now a much larger part of the catch goes to human consumption than before.

Renewal and concentration

The pelagic fleet has undergone a significant renewal in recent years. The latest additions are two sister ships, Vilhelm Þorsteinsson EA and Borkur NK, delivered earlier this year (Skipper, April).

Around the millennium a great deal of rationalisation started to take place in the

pelagic fleet. The number of vessels decreased and larger and more technically advanced ships were purchased instead. In 2001, 43 pelagic vessels were in operation in part or in full, but now they are 18. Many of them are of the latest and most advanced type, built in the last 10 years. Others are somewhat older, but most are equipped with perfect cooling systems, which is a prerequisite for being able to bring first-class raw material ashore.

Increase in automation

An increase in automation has led to great efficiency in the processing of pelagic fish on land. Previously, for example, the fish were placed by hand into the filleting machines after the damaged fish had been picked out, but now there are automatic filleting machines that

identify fish species, push damaged fish away and then arrange the fish. Before, each filleting machine required four workers, but now one worker takes care of three machines. Similarly automation has been introduced in other parts of the processing, multiplying the capacity.

Increasingly for human consumption

More and more of the pelagic catch is processed for human consumption. That applies to all mackerel and herring catches and the same goes for the limited quota of capelin caught last season. For the most part it is only the cuts and offal from the processing plants that becomes raw material for the fishmeal factories. The only exception is the blue whiting which lacks a profitable market for human consumption. Therefore all of the blue whiting catch in Iceland is turned into fishmeal and fish oil.

Half a million tons

In 2020, the pelagic catch of Icelandic vessels amounted to 529 thousand tons, whereof blue whiting was 244,000 tons, mackerel 152,000 tons and herring 134,000 tons. Last year no capelin fishing was allowed due to the poor condition of the stock but during the winter season of 2021, following a two year moratorium, the TAC was set at 127,000 tons, whereof Icelandic vessels were allotted 70,000 tons.

Catch value

The catch value of pelagic fish in Iceland in 2021 amounted to the equivalent of 163 million Euros and the export value was almost twice as much. This amounted to 17% of the total export value of marine products that year. The fact that no capelin fishing was allowed in 2020 reduced the total outcome significantly.



Increased automation has multiplied the capacity of the processing plants.

Sponge Crabs (*Dromia personata*) soaking up Irish Waters

By Declan Quigley,

On 7 April 2021, the MFV Mary Anne W205 (Skipper: Ian Pepper) captured a male Sponge Crab (*Dromia personata*) measuring 66 mm CL, 82 mm CW, and weighing 272 g while potting for lobster at a depth of 16 m, 1.6 km W of Hook Head, Co Wexford (ICES VIIa, 33E3, 52.10970N, 6.9625 0W). The specimen, which represents the first record of *D. personata* from Co Wexford and the fifth from Irish waters, was donated to the Natural History Museum in Dublin (Figs. 1-2).

The species was first reported from Irish waters during August 2010 when the MFV Oir Shore (S531) [Skipper: Patrick O'Regan] captured a specimen south of Calf Islands, Roaringwater Bay, Co Cork. A second specimen was captured the following year (April 2011) by the MFV Lucky Lady 1 (C327) Skipper: Dara O'Riordan off Ballycotton, Co Cork (Fig. 3).

During August 2018, the MFV Sea Lion (C394) Skipper: Kevin Murphy captured the third specimen off Youghal, Co Cork, and the following year (July 2019), the MFV Pride & Joy (W10) Skipper: Michael Dwan captured the fourth specimen 1.6 km S of Brownstown Head, Co Waterford (Fig. 4).

The latter specimen was still wearing its characteristic camouflage 'cap' which the crab had constructed from a live Boring Sponge (*Cliona celata*).



Fig 4. Sponge Crab wearing its hat, Brownstown Head, Co. Waterford. (Image: Ann Marie Murphy)

Sponge Crabs have a pair of specially modified rear legs which they use to hold their 'caps' in place. However, the 'caps' are often lost during the inevitable rough and tumble while being retrieved in commercial fishing gear (e.g. pots and nets), and/or when fighting with one another in their natural environment. In NW European waters, Sponge Crabs are known to use a wide variety of sponge species (e.g. Sea Orange Sponge *Suberites ficus* and Breadcrumb Sponge *Halichondria panicea*), colonial ascidians (e.g. Football Sea Squirt *Diazona violacea*), and soft corals (e.g. Dead Man's Fingers *Alcyonium digitatum*) to fashion their protective 'caps'.

Sponge Crabs were recently discovered to be making extensive use of the non-native Chinese Yellow Sponge (*Celtodoryx ciocalyptoides*) which was accidentally imported into Brittany (Ria d'Étel) during the early 1990s along with Pacific Oysters (*Magallana gigas*) from the NW Pacific. This increasingly invasive sponge has since spread eastwards (along with *D. personata*) via the English Channel as far as the Oosterschelde Estuary in the Netherlands.

The Sponge Crab is essentially a warm-water species which commonly occurs southwards from Biscay to NW Africa (Morocco, Azores and Canary Islands) and throughout the Mediterranean and Black Seas. However, the species has been reported, albeit infrequently since 1899, from the North Sea (Netherlands and Wash, UK) as far north as 54°30'N, 06°03'E, English Channel (Thames, Isle of Wight, Channel Isles, Plymouth, and Isles of Scilly), and in the eastern Irish Sea (Wales) from the Bristol Channel and Cardigan Bay northwards to Anglesey.

It is possible that *D. personata* may be more abundant in Irish waters than the current paucity of records would suggest. Its habit of concealing itself with sponges and other biota, along with its preference for inaccessible rocky habitats (from the lower shore down to depths of 75-100 m), probably helps to keep it well hidden and protected. Furthermore, the species has no commercial value and is therefore likely to be discarded by most commercial fishermen.

Although there is currently no evidence that Sponge Crabs actually breed in Irish waters (no ovigerous females or planktonic larvae have been found to date), both berried females and pelagic larvae (zoeae) have occasionally been recorded off Cornwall on the UK side of the English Channel during July and September respectively.

It is possible that Sponge Crabs may arrive in Irish waters as pelagic larvae derived from self-sustaining breeding populations in the English Channel or



Fig 1. Sponge Crab Dorsal



Fig 2. Sponge Crab Ventral

further south (e.g. Biscay). Some of these vagrant pelagic larvae may settle (after an estimated drift period of 28 days), and grow to adulthood in Irish waters. Increasing sea water temperatures are likely to favour successful reproduction and range expansion in Irish and other northern European waters.

Declan is always interested in receiving reports about unusual species captured in Irish waters (087-6458485; declanquigley2021@gmail.com).



Fig 3. Sponge Crab (Image: Peter O'Shea)

Photos: John Smith & Mooney Boats/Alan Hennigan



ELLA

Mooney Boats Ltd deliver a vessel for the future

The Atlantic Dawn Group welcomed the latest vessel to their fleet recently in a low key and socially distanced launch in Killybegs.

The MFV ELLA, named for the late Kevin Mc Hugh's granddaughter Ella, was delivered to the McHugh family by Mooney Boats Ltd, Killybegs and is a shining example of the quality of shipbuilding and support services that have been established in the Donegal port over decades.

Designed by Ove Kristensen

as a replacement vessel for the "Star of Hope" the hull was laid down in Latvia before being towed to Killybegs for a complete fit out by Mooney Boats and a host of local companies. Such is the high standards and range of expertise available locally, all the main engine, hydraulic, refrigeration, machinery and trawl systems were sourced from Irish suppliers.

'Ella' is arguably one of the best-looking vessels in her class. The Ella's sweeping bow to stern lines and wheelhouse

lip has been designed in such a way to complement her three bigger 64m sisters' ships MFV Veronica, Lauren & Leila which are currently under construction.

The Ella's modern lines not only offer complementing looks but also practicalities such as the enhanced visibility out of the arching wheelhouse windows.

The vessels internal layout has been pre-designed three dimensionally by Mooney Boats Ltd Design team to comfortably accommodate the latest technologies while allowing owners to virtually walk-through

and review layouts and finishes prior to fit out.

Ella's propulsion is driven by a Mitsubishi, S12R-(Z3) MPTAW main engine coupled to a Nogva Heimdal HG510 2PTOCR Marine Gearbox and a Nogva Heimdal K600 4 bladed 2780mm CP-Propeller.

Auxillary engines are also Mitsubishi with a S4SDT 40kva Harbour set and S6B3-MPTAW Hydraulic set. The electrical system is powered by a John Deere WDJ140 genset. All engines and systems were supplied and fitted by Padmos

Ireland.

The trawl deck is fitted out with a complete trawling system and deck machinery from SeaQuest (See Panel Page 26) and fish can be bagged or pumped onboard from the starboard quarter.

KER Group designed and installed the refrigeration system for Ella. (See Panel Page 28).

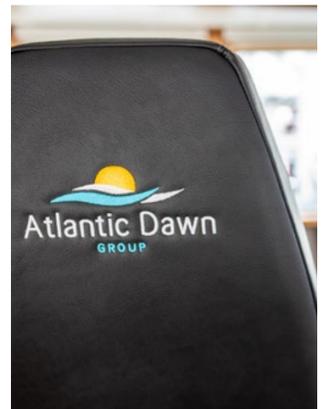
The accommodation deck was designed for maximum crew comfort with 3 Two Berth Cabins, 1 Skipper Cabin C/w Ensuite, Main Toilet, Shower Room, Deck Toilet, Galley, Walk In Freezer Room, Mess & Tv Lounge, Oilskin store, Workshop and the Electrical Room

As accustomed with Mooney Boats Ltd Vessels, the accommodation is finished to the highest standards. Expertly crafted bespoke timber furniture can be found throughout the living quarters which have been brought into the 21st century with the use of accessible charging ports, modern LED strip lighting, Mooney's distinctive tv and mess seating, underfloor heating, air conditioning and innovative storage solutions.



FACT FILE

VESSEL NAME: ELLA
 OWNER: MFV STAR OF HOPE LTD
 PORT OF REGISTER : GALWAY G233
 HOMEPORT: KILLYBEGS, IRELAND
 SKIPPER: SEAN O DONNELL
 NUMBER OF CREW: 6
 DELIVERED BY: MOONEY BOATS LTD
 DESIGNED BY: OVE KRISTENSEN
 BUILD YEAR: 2021
 REGISTERED LENGTH: 24.47M
 LOA: 27.38M
 BEAM: 8.10M
 DRAUGHT: 5.2M



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Congratulations!

Best wishes to The Atlantic Dawn Group with your new vessel "Ella"

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ELLA

Wishing Sean and his crew fair weather and full nets! We look forward to processing the catch from 'Ella'

SeaQuest Systems



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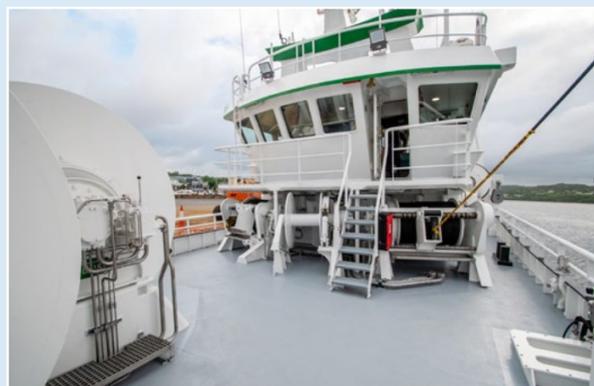


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E: sales@seaquest.ie - www.seaquest.ie

SEAQUEST SYSTEMS

SeaQuest Systems were awarded the contract for the complete supply of deck equipment to MFV Ella



As part of supply for this project the equipment included:

- 20T TRAWL WINCHES
- 20T TOP-LINE WINCH
- 20T NET DRUMS
- 15T MID-LINE WINCH
- 15T TAIL-LINE WINCH
- 6T GILSON WINCH
- 1.5T @ 7MTR POWERBLOCK CRANE
- SEAQUEST 14 FISH PUMP
- 2T NET SOUNDER WINCH
- SEAQUEST HYD. HOSE REEL
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Best wishes to The Atlantic Dawn Group on your new Ella.

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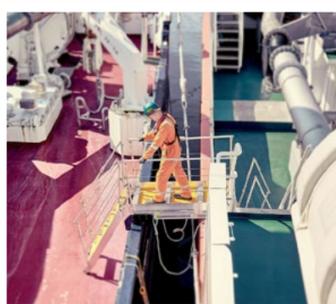
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& Crew Every Success For The Future.**

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KER GROUP

Mfv ELLA

KER Group designed, supplied and installed the following equipment on-board the new MFV "Ella"

- 275Kw R134a RSW system
- Complete Vacuum Pump system, 2000ltr tank
- BUUS 3 tonne flake Ice Machine c/w Bitzer condensing unit
- Fish hold chilling, stainless steel evaporators c/w Bitzer sea water cooled condensing unit
- Air conditioning
- Cold room (food provisions)

RSW System

275KW RSW system on R134a gas. System fully installed by KER Group, circulating pump and condenser pump and associated pipework supplied and installed. Polyurethane manifold

manufactured and installed in RSW room to control chilled water and distribution to all fish tanks. The system is controlled by a PLC, this was designed and programmed by KER Group.

Vacuum pump system

KER Group Vacuum pump system, include 1 x Samson Ocean Master vacuum pump c/w stainless steel casing for longevity. 2000ltr vacuum tank c/w inspection hatch and rubber flap unit. All necessary 12" stainless steel piping to each fish tank and delivery pipework to main deck. Vacuum system includes a blow back system. Controlled by PLC, designed and programmed by KER Group.

BUUS Ice Machine

3 Tonne per day, salt or fresh water

ice machine, complete with Bitzer condensing unit and Azcuc pump. Ice machine produces flake ice for use during white fishing.

Fish hold chilling

Fish hold chilling in all fish tanks. KER Group manufactured the complete evaporator from stainless steel piping, approx. 1,000 meters. The vast quantity of piping increases surface area and allows for increased refrigeration duty, offering our client's optimum fish hold temperatures for their fish.

Air conditioning

KER supplied and installed a full heating and cooling air conditioning system throughout the accommodation, galley and wheelhouse areas.

Cold room (food provisions)

The new MFV Ella came with space for a walk-in freezer off the Galley area. KER Group, sheeted the room, installed fiberglass, on the floor, walls and ceiling, to allow for ease of cleaning and durability. Installed the refrigeration system to cool the area and installed a stainless steel food rack along with a custom pedestrian door finished in stainless steel.

KER Group Installed all above systems including, all copper, stainless steel, mild steel, polyurethane piping. All necessary coded welding for refrigeration piping. Complete electrical installation, electrical control cabinets manufactured in house and installed on board. All systems set up and commissioned, by KER Group.

BARRY
ELECTRONICS LTD.



BARRY ELECTRONICS LTD

Barry Electronics Ltd was responsible for the complete installation of all the acoustic equipment, navigation equipment and communication equipment on board the new ELLA.

- Furuno FAR-1518 BB Radar
- Furuno FAR1513 BB Radar
- Furuno FSV-25 Low Frequency Sonar
- Furuno FSV84 Med/High Frequency Sonar
- Furuno FCV-1900L Broadband Echo Sounder connected to CM599LHG Broadband Transducer
- Simrad ES-80 38/200kHz Echo Sounder with Combi D transducer
- JRC JFV130 50kHz Net Sounder
- Marport M3 Catch / Tunnel / Door Sensor Receiver
- Marport Catch Sensors
- Marport Trawl Door Sensors
- Marport Trawl Tunnel Sensor
- Sodena Chart Plotting Systems with Western Europe Charts
- c/w ARPA, AIS and Tidal Streams
- Max Sea TZ Professional Electronic Charting System
- c/w ARPA, AIS and Weather Forecasting and Radar Overlay
- 3 x 55" Neovo Monitors connected to 3 x 4 ways AVI Tech Matrix Systems
- Furuno GP-170 GPS Navigator Type Approved
- Furuno GP-33 GPS Navigator
- Simrad AP-70 Autopilot System
- FU80 Follow Up Lever
- Autopilot Watch Keeping Alarm
- 2 x Furuno SC-70 Satellite Compass for Heading and GPS
- GMDSS Area A2
- Furuno FS 1575 150W Integrated MF/HF DSC Radio
- Sailor 6215 GMDSS DSC VHF
- Jotron 60S EPIRB
- Jotron Tron AIS-SART.
- Furuno NX-700-B Navtex Receiver.
- 2 x Icom IC-GM1600E GMDSS Approved Handhelds
- Victron GMDSS Battery Charger
- Victron GMDSS Battery Monitoring Panel
- PR300 Power Supply Unit
- Furuno FA170 AIS Identification System
- BEL Internet @ Sea VSAT System and Wi Fi Points.
- IP High Definition CCTV System with 9 HD Cameras
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- Car Radio in wheelhouse
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Congratulations to The Atlantic Dawn Group with their new vessel "ELLA". We are proud to have supplied, installed and commissioned the communication, navigational and fish finding equipment for this vessel.



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ELLA

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Upon completion of the fit out ELLA received a complete painting by GMC Painting and was fitted with her safety gear by Atlantic Marine.

The Ella will target mainly pelagics with a range of trawl gear supplied by two Killybegs netmakers and land their catches to Arctic Fish Ltd. Swannet-Gundry (SNG) provided a Swan 35*20fm Guider Herring Trawl with new SNG Guider design concept incorporated into the front end wing panels and 2 SWAN 28 Codends with Dynice Handle System (DHS). Also supplied were SNG Rigging Solutions, Trawl Bridles, Codend Splitters and Lines and a Trawl Lifeline. KT Nets Ltd designed and supplied a 44 x39 Mackerel/Scad midwater trawl. They also supplied a 39 x 33 Tuna net to use on the Ella's maiden trips along with various chandlery. 1600 metres of 22 mm Bridon Dyform Warp from KT Nets was also chosen by the owners for its strength and durability.

The Mooney Family & Mooney (Boats) Ltd Management & Staff would like to thank the McHugh family for choosing our shipyard for the construction of their new vessel "Mfv Ella". We would like to pass on our "Very Best Wishes" to the Mc Hugh Family and the Crew of the "Mfv Ella" and may they have many years safe fishing for into the future.



THE MANAGEMENT & STAFF OF KT NETS WISH THE ATLANTIC DAWN GROUP, SKIPPER & CREW, GOOD LUCK & CONTINUED SUCCESS WITH THE NEW ELLA.

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WISHING THE ATLANTIC DAWN GROUP EVERY SUCCESS WITH YOUR NEW VESSEL "ELLA"





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GEMS



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GEMS were very excited to get the call to build the switchboards for the new FV Ella, especially since this was the first major project carried out for Mooney Boats.

Gems was established in 1998 by George McCormick initially to provide shore support to the local fishing fleet in Greencastle and beyond.

“With space on board Ella being at a premium, the biggest challenge was to fit all the required equipment into the switchboard and yet leave access to the main parts for future maintenance or replacement. I’m quite pleased with the final product. I believe the vessel has an extremely robust electrical system which will give many years of trouble free operation”.

George said. GEMS are fast becoming a main player in the marine generator and control system market with a large stock of genset engines and complete generators available ex works.

Affordable synchronising systems are also tailor made for each vessel with all design and manufacture carried out “in house” at their premises in Greencastle. GEMS can also offer advice, in confidence, to any vessel owner as to their options when considering the electrical system for their vessel.

The core skills of the business are Electrical system design along with the manufacture and commissioning of marine generators and control systems.

Having worked on a number of large scale international ship building projects, the aim of the company is to now apply and integrate that knowledge to the design of modern day fishing vessels.

Feel free to contact them at any stage via the website, www.gems-ltd.com.



Congratulations and Best Wishes to The Atlantic Dawn Group with your new Ella.

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Main line: 01 20 514 05
E-mail: barry@ddinsurances.ie - mark@ddinsurances.ie
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BEST WISHES TO THE ATLANTIC DAWN GROUP AND CREW WITH YOUR NEW VESSEL ELLA



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Some of our top fishing photographers pick their top 5 photos

John Cunningham



Neptune punching through the swell



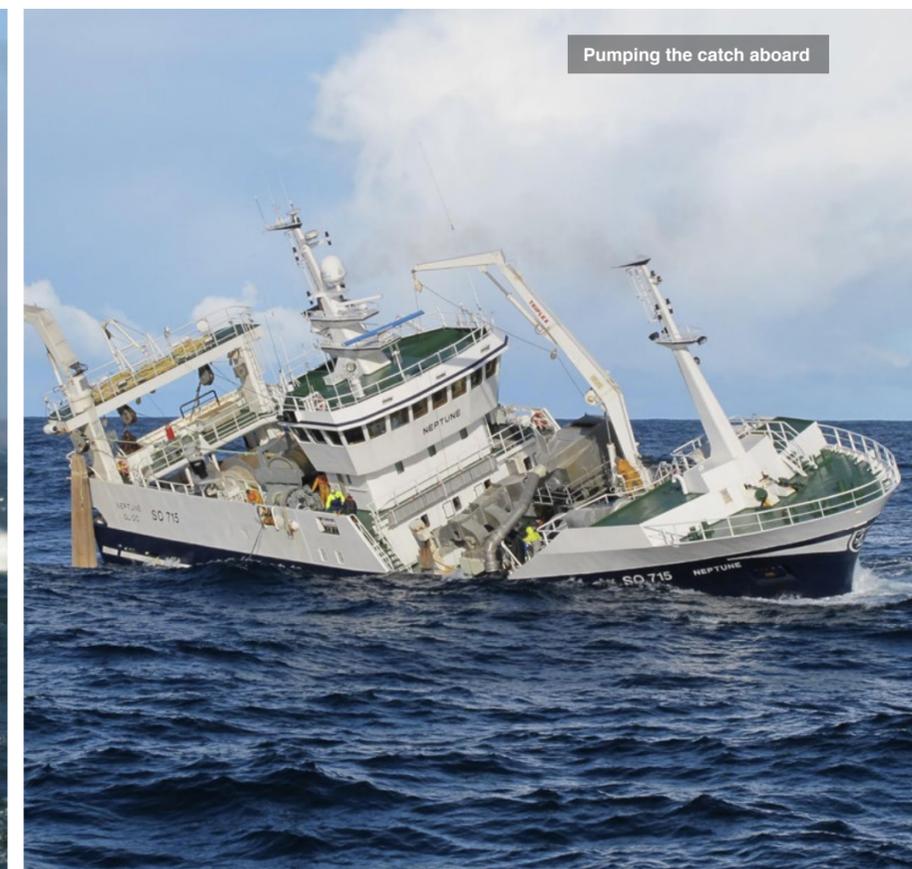
Name: John Cunningham
Location: Killybegs
Camera: Nikon
Lens: Nikon 70-200mm
Workplace: Deckhand on Mfv Aine
Instagram: fishermans-blues
Top Tips and Messages: Always have a camera close to hand , always be ready for that special shot



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TENDER ANNOUNCEMENT

The Marine Institute is inviting personnel to submit tenders for

Catch Sampling Services

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The deadline for the tender submissions is the 6th August 2021

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Bundoran fishermen around 1930. In the picture is Willy Waddle, Paddy Carty and a few Dalys. Image supplied by Seán Carty.



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The Archives - February 1981

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E.E.C. LAW OPENS DOOR TO FOREIGN BOATS

OPPORTUNITIES for non-E.E.C. vessels to re-register in Ireland for the purpose of fishing Irish waters and using our quotas have been made easy by a loophole in E.E.C. laws.

This warning was given by Frank Doyle, Secretary General of the Irish Fishermen's Organisation, at a seminar in West Cork last month at which he presented a detailed account of the virtually useless protection given to national rights as E.E.C. laws stand.

Mr. Doyle explained that it is merely necessary to sell, lease or otherwise transfer a vessel to a company or citizen which is a national of one of the member States.

"That vessel (or vessels) is then eligible on completion of the necessary local (and non-discriminatory) regulations to fish for the relevant member State quotas.

"It would therefore be attractive, particularly in times of economic difficulty, to take advantage of such an opportunity by transferring vessels to the member State which has the biggest uncaught quota," he said.

Then at the end of the year, "these vessels could re-register back under their original flag," he said.

FLEETS BIG

Referring to the threat from Norway and Spain, Mr. Doyle said that these two countries between them took 30% of the total catch in the north-east Atlantic in recent years, and their combined gross tonnage is two thirds that of all E.E.C. fleets.

"If we include Portugal, Faroes, Sweden and Iceland," he said, "The enormity of the re-registration loophole can be readily seen."

MR. Doyle put forward seven proposals as measures to combat the utilisation of bags of convenience. (For full report, see page 15).

Pirate trouble

Arklow fishermen have noted interference on their radios from a local pirate radio station which has been broadcasting from the area. Complaints have been made as a result.

Navy officers seek change

A NUMBER of Navy officers, many of them on Atlantic coast patrols, want a change to be made in the court procedure for dealing with poaching cases.

They have been through the frustration of pursuing, arresting and bringing in trawlers found inside the limits and then found that those charged were released without trial.

The naval officers want a special State Prosecutor to be appointed for maritime cases, so that hearings will not be adjourned for want of expert maritime legal knowledge.

They consider that the present situation whereby a garda sergeant or local solicitor is asked to act as State Prosecutor in a maritime case is a farce and utterly wasteful of navy resources.

£1 m. plant to open

THE MINISTER for Fisheries, Mr. Power, will commission the £1 million Eirenova processing plant in Castletownbere this month which will give employment to 30 initially and 140 when in full production.

The plant, which has a 1000-tonne cold store, will have an intake capacity of 6,000 tonnes a year of whitefish, all of which will be exported to Spain, where the parent company, Pescanova, employs 4,000.

Local fishermen have welcomed the plant to the Co. Cork port, but insist that the plant buys its fish on the open local auctions and not by contract.

In addition to purchases, the plant will get part of its needs from three of its own middle water trawlers transferred to Ireland from Spain.

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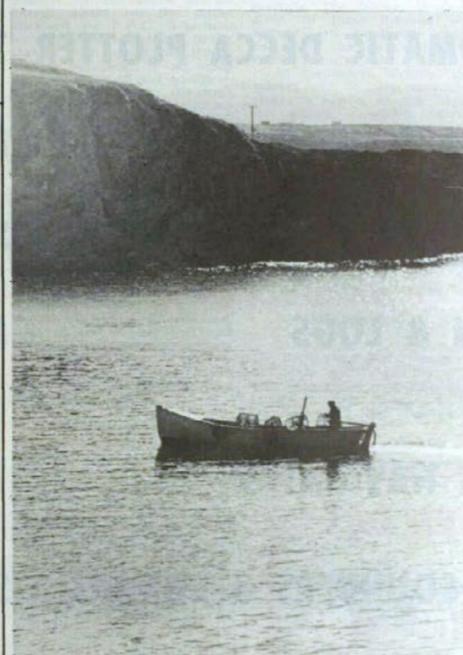
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A look at the future?



MAN went along for centuries catching fish with simple gear for his own food, but a major advance took place when larger boats were built requiring several men to fish them.

Wealth was spread wider, and the surplus food produced enabled fishing to become an industry, giving work to many people of diverse skills, and thus the formation of communities.

But although fishing has expanded in Ireland over the past two decades, an idea was needed for it to achieve social as well as economic importance. The idea was that the sea's wealth should be shared fairly by all who worked upon it — and not just by the boat owners, the factory operators or the merchants.

A man who firmly proclaimed that belief was killed last month in a diving accident in Killibegs harbour, when he went down to inspect the hull of a trawler. Sonny Daly, the deck-hand who not only pushed that community concept harder than anybody else, but inspired others to respect his opinions by skill at his trade and his leadership, suddenly was not among us any more.

Sonny's ideal was acknowledged by the positions he held in organisations, including chairman of the Killibegs Fishermen's Organisation. His warmth and humour were acknowledged by the many friends he had far beyond his own port, his lovely home and family welcomed many a visitor.

But Sonny's spirit and memory have not died, for once the spark has been struck the flame burns on. Every port in Ireland — and indeed in the world — where a fishing community shares the harvest of its combined effort is, in a sense, a memorial to the Sonny Dalys.

And we need not be ashamed of our monument. A.R. (See tribute from Joey Murrin on page 7).

Three lost in Lough Swilly

The small community of Clonmany, Co. Donegal was in mourning last month for three fishermen drowned from a cap-sized boat in Lough Swilly. They were John Kearney (30), Dan Kearney (28) and James Kearney (26) who had set out with two others to secure a half-decker which was dragging its moorings. Their rowing boat broached to when an oar snapped. The other two managed to get ashore.

N.S.I.F.A. moves to new address

Due to the close down of the Combat Poverty Committee, the National Salmon and Inshore Fishermen's Association has moved from the office in Charlemont Street, Dublin, and is instead occupying temporary offices at 29 Parnell Road, Dublin 12. Tel: 751545.

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Stella Nova towing on the prawn grounds. Photo Duncan Mackenzie



Celtic Oriel collecting a part at Sea. Photo Pat Smith

OUT & ABOUT

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Admiral Grenville leaving Whitby. Photo Mick Bayes



Incentive steaming for Portavogie. Photo Ben Booth



Boarding tuna gear at Castletownbere. Photo Niall Duffy



Breizh Arvor II C436. Photo Duncan Mackenzie

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ACROSS

- 7 Commodities offered for sale (11)
- 8 Mystery (6)
- 9 Filch (6)
- 10 I've found it! (6)
- 12 Refuse to acknowledge (6)
- 13 Female in religious order (3)
- 14 Menace (6)
- 16 Threefold (6)
- 18 Hazard (6)
- 20 Reprimand (6)
- 22 Quickly (2,3,6)

DOWN

- 1 Portent (4)
- 2 Capital of the Czech Republic (6)
- 3 Game bird (8)
- 4 Children's card game (4)
- 5 Stringed instrument (6)
- 6 Postponement (8)
- 11 Great disturbance (8)
- 12 Inside (8)
- 15 Fourscore (6)
- 17 Drink in (6)
- 19 Smell strongly (4)
- 21 Retain (4)

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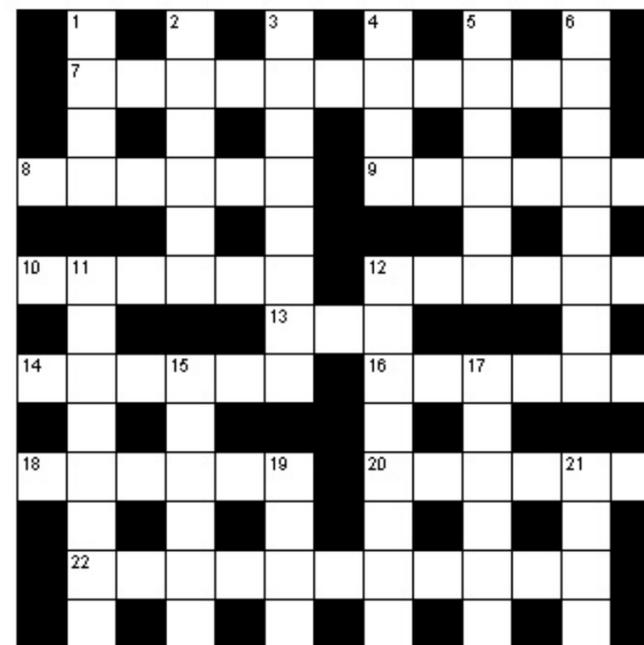
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Skippers John Power & Damian Turner who are in the Fishing For Litter scheme



600 tonnes of marine litter collected by Ireland's fishermen since 2015

Minister for Agriculture, Food and the Marine, Charlie McConalogue T.D. has paid tribute to the men and women working in Ireland's seafood sector for their continued efforts to reduce Ireland's marine waste as part of the Clean Oceans Initiative.

To date, the collaborative efforts of the sector have resulted in more than 600 tonnes of mainly plastic waste being collected at sea and during shore and pier clean-ups. A new focus for the Initiative is the drive to help Ireland's fisheries harbours with their waste management systems in collaboration with local gear manufacturers to manage fishing gear throughout its life cycle.

Speaking at the pier in Greencastle, Co Donegal, Minister McConalogue commended Irish fishing, aquaculture and coastal communities for their achievements in helping to reduce what he described as "the plastic pollution pervading the marine environment."

The Minister also highlighted

the collective and ongoing work of the sector to better manage gear to prevent it from entering oceans in the first place and their efforts to remove waste from the Marine environment.

He stated, "The Irish seafood sector are a leading example of what can be achieved through collaboration. This collective approach is the key ingredient needed to tackle the plastic pollution pervading the marine environment. I am ever-impressed by the level of ingenuity being taken by the sector and this new focus to address the problem of marine waste is helping to protect Ireland's marine environment for future generations."

The Clean Oceans Initiative is being led by Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency, and supported by the European Maritime and Fisheries Fund (EMFF).

Jim O'Toole, CEO BIM spoke of the learnings being gained from the sector's involvement in the pilot project to better understand the benefits of a

circular economy and said, "BIM is proud to support the work of Ireland's fishermen, aquaculture producers and other members of the seafood sector in their continued Clean Oceans Initiative activities. The sector has assumed a leadership role in the protection of the marine environment through marine litter retrieval. BIM will continue to work with industry to ensure they are prepared for new waste management requirements under impending EU legislation."

244 Irish registered fishing trawlers were registered to the Fishing for Litter programme as part of the Clean Oceans

Initiative, committing to collected marine waste when working at sea.

BIM is leading the Initiative and supporting the Irish seafood sector and local coastal communities to work together to ensure waste impacts are minimised and mitigation efforts are developed and recognised.

Involvement in the Clean Oceans Initiative demonstrate the Irish seafood industry's commitment to sustainability and contributes towards Ireland's responsibilities under the UN Sustainable Development Goals and the EU plastics strategy.

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