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TOO LITTLE, TOO LATE!

2021 TAC's finally agreed 7 months after Brexit agreement. See pages 2&3



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Primrose towing for Tuna in the Bay of Biscay. Photo: John Roberts.

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Too Little, Too Late For 2021 Quota Shares

The EU has finally agreed the 2021 TAC's after negotiations with the UK were finalised in June almost 7 months after the Brexit withdrawal was signed. Sean O'Donoghue, CEO of the KFO, has analysed the figures and published the following report on the scale of the loss to the Irish fishing fleet in 2021.

This is not the usual report from the December Fisheries Council with the breakdown of species and Areas for the coming year. This is the report following the EU/UK bilateral agreement in early June on the TACs and Quotas for 2021.

This, according to the Trade and Cooperation Agreement (TCA), should have happened by December 20, 2020 but as everyone knows at this stage the TCA was not agreed until December 24. It does illustrate the full year TACs and Quotas for 2021 but flies in the face of any normal approach to fisheries management given that we are now half-way through the year.

The new arrangements provided for in TCA is that agreement must be in place for the TACs and Quotas for the following year by December 10, with a further ten days grace until December 20. If no agreement is reached by then, both parties must set the TACs in accordance with ICES advice. In light of these new arrangements the bilateral negotiations for the TACs and Quotas 2022 are likely to start in September.

The KFO Irish Quotas 2021 tables differ from our usual tables in that they now also highlight the differences which are due to TAC changes, the effect of the Hague Preferences being applied and the Brexit (TCA) effect.

PELAGIC STOCKS

The Pelagic quotas for Ireland as a result of the TCA in December 2020 are very severe and create a serious problem for the sector which is completely dependent on this small range of species.

Mackerel being cut by a total of -22 per cent, made up by a 5,907 tonnes reduction by the scientific advice and 11,295 tonnes being transferred to the United Kingdom as part of the TCA, is a major blow.

Similarly, the extraordinary -61 per cent drop in herring in Area 7a made up of a scientific advice reduction of 188 tonnes and the TCA effect of 1,303 tonnes lost to the UK, leaves a little over 800 tonnes Irish quota. However, other herring stocks in Celtic Sea and in 6a5, 7b,c, are unchanged but constrained to a

monitoring TAC due to the zero catch scientific advice and herring in 1,2 is increased by 11 per cent despite a loss of 389 tonnes to the UK.

Blue whiting was also reduced but, in this case, the major loss was down to the scientific advice with a cut of 2,863 tonnes. Northern Albacore was increased by 7.8 per cent and unaffected by the TCA. The total loss to the pelagic sector was -13 per cent.

AREA 6 WHITEFISH STOCKS

Cod was helped by the Hague uplifts in Area 6 but still has a total cut of -14.3 per cent with cod in Rockall 6b breaking even.

Other demersal stocks in Area 6 were severely cut with -30.8 per cent for haddock in Rockall 6b, -29.5 per cent for monkfish in Area 6 and -23.5 per cent for pollack in area 6, but the scientific advice reductions were greater than the TCA losses for those species.

While the Hague adjustments helped offset the saithe and whiting quota losses to the UK, they contributed to cuts for haddock and plaice in Area 6a where there was a -0.5 per cent cut for haddock and -5 per cent loss for plaice and no TCA effect.

Norway lobster was subject to a scientific cut of -6 per cent. The overall reductions for whitefish in Area 6 was -16 per cent.

AREA 7 WHITEFISH STOCKS

Whitefish stocks in Area 7 show a wide range of reductions largely due to transfer of quota to the UK. In addition, there are a number of stocks which are being reported here as KFO estimates (see those highlighted in red and marked *).

The greatest percentage loss is that of plaice in 7b,c which has been reduced 76 per cent by scientific advice. Cod in 7a has been cut by -38 per cent and 7b-k by -8.5 per cent by combinations of scientific advice, Hague adjustments and TCA effects.

Monkfish and haddock lose substantially to the TCA with losses of 114 tonnes and 409 tonnes respectively. Sole in 7a increases by 35 per cent but sole in 7b,c has a -22.2 per cent cut and

sole in 7f,g a cut of -19.2 per cent.

The TCA losses of 546 tonnes for Norway lobster in Area 7 is offset by the increases in the scientific advice of 447 tonnes giving an overall reduction of -1.6 per cent. Norway lobster in Porcupine FU16 which is part of the Area 7 quota is showing a 24.8 per cent increase. The overall loss for whitefish in Area 7 was -2 per cent.

AREA 6, 7 AND OTHER WHITEFISH STOCKS

There are dramatic increases for some species in this section but, by and large, these are low quota species to begin with and any change in the scientific advice, while welcome, may create a skewed picture overall.

Tusk, Areas 5, 6, and 7, has been increased by 250 per cent due to the scientific advice uplift and a small TCA loss. Similarly, the Greenland halibut quota was doubled with no losses resulting due to the TCA in a 107.1 per cent increase.

The scientific quota for Picked dogfish (Spurdog) was unchanged but a loss to TCA created a reduction of -9.4 per cent.

Hake in 6, 7, 5b was reduced by the scientific advice 441 tonnes and there was a TCA loss of 4 tonnes resulting in an overall reduction of -14 per cent. The overall loss for these species in Area 6 and 7 was -11 per cent.

ACTION NEEDED

The Irish fishing industry continues to suffer disproportionately from the effects of Brexit;

it has taken seven months since the signing of the Trade and Cooperation Agreement (TCA) to see the final TAC and Quota figures for this year. We must hope this does not create a pattern for future years and that the planned negotiations, due to start in September, are completed by the December deadline (December 20 at latest).

The final figures for 2021 illustrate very clearly the areas where Ireland has been hardest hit.

A drop of 22 per cent of our

IRISH FISH QUOTAS 2021							
PELAGIC QUOTAS							
SPECIES	ICES AREA	Quota 2020 (t)	TAC Change (t)	Hague Change (t)	BREXIT (TCA) Change (t)	Quota 2021 (t)	Diff %
Mackerel	6, 7, 8, 5b, 2a, 12, 14	78,052	-5,907	0	-11,295	60,847	-22.0%
Horse mackerel	2, 4, 6, 7, 8, 5b, 12, 14	17,726	-165	0	0	17,561	-0.9%
Horse mackerel	4b, 4c, 7d	334	76	0	-80	330	-1.2%
Blue whiting	1-8, 12, 14	38,599	-2,863	0	-363	35,373	-8.4%
Herring	1, 2	3,035	724	0	-389	3,370	11%
Herring	5b, 6b, 6aN	526	0	0	-48	478	-9.1%
Herring	6a5, 7b, 7c	1,236	0	0	0	1,236	0%
Herring	7a	2,099	-188	0	-1,103	808	-61.5%
Herring	7g, 7h, 7i, 7k	750	0	0	0	750	0%
Northern albacore	Atlantic Ocean	2,891	224	0	0	3,115	7.8%
Greater silver smelt	3a, 4	8	-3	0	0	5	-37.5%
Greater silver smelt	5, 6, 7	263	0	0	0	262	-0.4%
Boarfish	6, 7, 8	13,235	0	0	0	13,234	0%
Totals		158,754	-8,102	0	-13,278	137,369	-13%

AREA VI WHITEFISH STOCKS							
SPECIES	ICES AREA	Quota 2020 (t)	TAC Change (t)	Hague Change (t)	BREXIT (TCA) Change (t)	Quota 2021 (t)	Diff %
Cod	6a, 5b	284	0	95	-136	243	-14.3%
Cod	6b, 5b	16	0	5	-5	16	0%
Megrim	5b, 6, 12, 14	764	-88	0	-76	600	-21.5%
Anglerfish	6, 5b, 12, 14	797	-159	0	-76	562	-29.5%
Haddock	5b, 6a	651	130	-133	0	648	-0.5%
Haddock	6b	824	-164	0	-90	570	-30.8%
Whiting	6, 5b, 12, 14	273	0	67	-41	299	9.5%
Plaice	6, 5b, 12, 14	261	0	-13	0	248	-5%
Pollack	6, 5b, 12, 14	34	-8	0	0	26	-23.5%
Saithe	6, 5b, 12, 14	401	-20	4	-16	369	-8%
Common sole	6, 5b, 12, 14	46	0	0	0	46	0%
Norway lobster	6, 5b	215	-13	0	0	202	-6%
Totals		4,566	-322	25	-440	3,829	-16%

AREA VII WHITEFISH STOCKS							
SPECIES	ICES AREA	Quota 2020 (t)	TAC Change (t)	Hague Change (t)	BREXIT (TCA) Change (t)	Quota 2021 (t)	Diff %
Cod	7a	170	-34	-30	-2	104	-38.8%
Cod	7b, 7c, 7e-k, 8, 9, 10	461	0	-32	-7	422	-8.5%
Megrim*	7	3,101	-61	0	-95	2,887	-7%
Anglerfish	7	2,675	214	0	-114	2,775	3.7%
Haddock*	7b-k, 8, 9, 10	2,413	920	0	-222	3,111	3.7%
Haddock	7a	1,366	93	0	-137	1,322	-3.2%
Whiting	7a	415	0	-102	-33	280	-32.5%
Whiting*	7b-k	4,072	-84	0	-5	3,983	-2%
Plaice*	7a	1,442	11	-190	0	1,263	-12%
Plaice	7b, 7c	63	-48	0	0	15	-76.2%
Plaice	7i, 7g	255	-3	-11	-1	240	-5.9%
Plaice	7h, 7j, 7k	30	0	0	-2	28	-6.7%
Pollack	7	929	-209	0	-40	680	-26.8%
Saithe	7, 8, 9, 10Nor S 62°N	1,491	0	0	2	1,493	0.1%
Common sole	7a	77	19	0	0	104	35.1%
Common sole	7b, 7c	36	-8	0	0	28	-22.2%
Common sole	7i, 7g	52	-7	-2	-1	42	-19.2%
Common sole	7h, 7j, 7k	148	-22	0	0	126	-14.9%
Norway lobster	7	6,201	447	0	-546	6,102	-1.6%
Norway lobster**	FU16	957	227	0	0	1,194	24.8%
Red seabream	10	0	0	0	0	0	0%
Totals		25,397	1,228	-367	-1,261	25,005	-2%

AREA VI, VII AND OTHER WHITEFISH STOCKS							
SPECIES	ICES AREA	Quota 2020 (t)	TAC Change (t)	Hague Change (t)	BREXIT (TCA) Change (t)	Quota 2021 (t)	Diff %
Herring	1, 2	3,035	335	0	0	3,370	11%
Hake	6, 7, 5b, 12, 14	3,493	-441	0	-63	2,989	-14.4%
Greenland halibut	Green 5, 12, 14	0	0	0	0	0	0%
Redfish	5, 12, 14 (shallow)	0	0	0	0	0	0%
Ling*	6, 7, 8, 9, 10, 12, 14	898	-454	0	-51	1,301	45.7%
Blue Ling	2, 4	2	0	0	0	2	0%
Blue Ling	5b, 6, 7	31	2	0	-1	32	3.2%
Tusk	5, 6, 7	68	174	0	-4	238	250%
Greenland halibut	2a, 4, 5b, 6	14	15	0	0	29	107.1%
Skates and rays	6a, 6b, 7a-c, 7e-k	1,329	-66	0	-53	1,210	-9%
Undulate Ray	7d, 7e	27	0	0	-2	25	-7.4%
Picked dogfish	1, 5, 6, 7, 8, 12, 14	53	0	0	-5	48	-9.4%
Totals		8,950	473	0	-179	9,244	-11%

*Figures shown are KFO estimates of final figure **Note Norway lobster FU16 is not a separate quota

most valuable mackerel fishery is difficult to offset with small gains in other stocks. The bottom line is that every area, both pelagic and whitefish, has lost out and, as an industry, we must continue to demand burden sharing amongst the other Member States.

Over the past months we have continually pointed out the several options, such as burden sharing with our EU partners and re-alignment of the Hague Preferences, which can go some way to restoring a level playing

field. In addition, the reckless and irresponsible behaviour of Norway, the Faroes and Iceland in setting mackerel quotas way in excess of previous allocations is a major cause for concern. This must be immediately stopped by the Commission introducing a range of trade and other measures. We have conveyed this strong message to Commissioner Sinkevičius in a recent meeting.

Source: KFO Newsletter

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Mackerel: A toxic cocktail of money, politics and fish

Lena Brungot, Senior adviser, The Norwegian Pelagic Fishermen's Association / Member of the Norwegian delegation in the coastal States consultations has written to The Skipper to highlight what Norwegian fishermen feel is an inaccurate portrayal of Norway's decision to increase its mackerel quota in excess of the shares that were previously agreed between the EU and other coastal states.

In her letter, she states: The Norwegian government set a national mackerel quota of nearly 300,000 tonnes for 2021, which was an 55% increase of what caught in 2020

In the past few weeks, we have seen a wide press coverage of Norway's unilateral decision to increase its mackerel quota in excess of the shares that were previously agreed in the now expired 2014 coastal States Agreement. This decision has been met with anger, and is seen as being reckless, irresponsible, and risks jeopardizing the long-term sustainability of the shared NE Atlantic mackerel stock.

Norway is now being portrayed in the media as being opportunistic, uncooperative, uncompliant, and not interested in reaching a fair and balanced agreement on sustainable fisheries management with its coastal neighbors. Most of the allegations presented in the media are inaccurate and lack context; the Norwegian Pelagic Fishermen's Association categorically reject these allegations and are of the opinion that the situation is not best resolved by waging "trench warfare" in the media, but by way of a constructive dialogue and cooperation. Failure to cooperate and reach an agreement will be damaging not only to the sustainability of the stock, but to our collective reputation as responsible managers of sustainable fisheries.

Allegations about Norway

undermining international agreements fall on their own unreasonableness. From the outset, Norway has requested a continuation with regards to shares and zonal access. Norway was for the sake of peace, willing to continue with a share lower than what Zonal Attachment would have indicated, and at the same time grant reciprocal access to all parties to Norwegian waters. In short - Norway only requested a continuation of the previous agreement, no more - no less. One must ask oneself why this was so difficult for the UK to accept?

What Norway did – and why?

Let us start with some facts: When Norway decided to unilaterally increase its mackerel quota, there existed no agreement to deviate from; the now defunct coastal States Agreement of 2014 between the EU, Faroe Islands and Norway expired in December 2020, and neither the EU nor UK showed any interest in prolonging that agreement. When the Norwegian quota was increased there was no agreement to break, so the allegations of a breach are therefore meaningless.

Throughout the Brexit proceedings, Norway has, on numerous occasions, emphasized the need for a resumption of coastal States negotiations on mackerel and other shared pelagic stocks. The 2014 tripartite coastal States Agreement on mackerel, would

not have been possible without Norway's considerable contributions to accommodate the Faroe Islands and other coastal States; the fact being that Norway had to reduce its share, to the benefit of reaching an agreement with the other coastal States. In our opinion zonal attachment is a useful concept when defining and agreeing shares. Norway would not have accepted a reduction in its rightful share, if it had not been for reciprocal zonal access being an integral part of the agreement. Norway chose to accept a reduced share as it saw this as necessary to achieve an agreement and contribute to a more sustainable management of the mackerel stock.

Whilst we fully appreciate the complexities of the Brexit negotiations process; we cannot accept that Norway is made the fall guy for the dissatisfaction felt by the EU and UK fishing industries with the EU - UK Trade and cooperation agreement on fisheries.

The difference between zonal attachment and zonal access

Zonal attachment is an internationally acknowledged principle in fisheries negotiations. The term implies scientific estimates for the quantity of biomass, fish, in a given area in a given period. Zonal attachment is normally used as a criteria when the coastal States are negotiating sharing arrangements for migratory fish stocks.

Zonal access implies that the parties can agree to allow mutual access to fishing activities in each other areas of jurisdiction. The motivation to allow zonal access may vary, but often involves factors that contributes to optimizing the fishing operation, both biologically and economically.

The question of Zonal Attachment (ZA)

The UK with its new status as an independent coastal State, has signaled that it is a proponent of the concept of Zonal Attachment as an aid to defining coastal state allocations of shared stocks. There have been reactions from Scotland suggesting that Norway should reduce its ZA share due to the fact that in recent years, Norway has fished a large proportion of its mackerel quota in UK waters. The reason for Norwegian vessels fishing their mackerel quota in UK waters is based purely on bioeconomic and optimizing fishing operations, and not on the lack of mackerel in the Norwegian waters. On the background of ZA, and the increasing presence of mackerel in the Norwegian water, then both the EU and the UK might want to consider reducing their respective shares.

The changes in the migratory pattern and spatial distribution of mackerel into Norwegian waters have been substantial during the last

decade; where ICES's International Ecosystem Summer Survey in the Nordic Seas (IESSNS) for mackerel, documents increasing abundances of mackerel in Norwegian waters. Surveys in later years also show a striking decrease in mackerel abundance in western areas, which also coincide with a considerable increase in abundance of both mature and juvenile mackerel in Norwegian waters.

The zonal attachment analysis shows a strong presence of the mackerel stock in Norwegian waters throughout the year. The IESSNS survey report from 2020 documents that 57,7% of the mackerel stock are present in Norwegian waters in Q3. The reports from 2011 and onwards also show a yearly average of approximately 40% of the mackerel biomass in Norwegian waters.

The Norwegian decision to unilaterally increase its ZA quota share is justified and anchored in science, and lower than the documentation from the IESSNS survey would suggest.

Time to be responsible!

At present the lack of a management agreement is not a direct threat to the short-term sustainability of the mackerel stock – but it may be in the medium to long term. This will be damaging for all parties. The Norwegian Pelagic Fishermen's Association therefore urge the respective industry groups and authorities to start collaborating to find an acceptable mutual solution to this totally avoidable and damaging situation.

Our door will always be open to our nearest neighbors, with the intention of reaching a mutually beneficial agreement on the long-term sustainable management of the NE Atlantic mackerel stock.

	2014		2015		2016		2017		2018		2019		2020	
	Catch	%	Catch	%	Catch	%	Catch	%	Catch	%	Catch	%	Catch	%
Faroe EEZ	383	0%	5	0%	0	0%	4,221	2%	0	0%	0	0%	0	0%
UK EEZ	75,924	27%	19,438	8%	12,933	6%	46,661	21%	156,880	84%	129,355	80%	178,385	84%
Norway EEZ	188,353	68%	222,791	92%	197,654	94%	153,604	69%	27,483	15%	32,938	20%	33,287	16%
Jan Mayen	11	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Svalbard	10	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
NEAFC Zone	13,185	5%	0	0%	0	0%	17,102	8%	2,843	2%	0	0%	0	0%
Total	277866	100%	242234	100%	210587	100%	221,588	100%	187206	100%	162293	100%	211672	100%

massive 55% from 191,843 tonnes to 298,299 tonnes. It seems Norway has left the path of constructive collaboration with other Coastal States. This now adds a huge layer of uncertainty and antagonism to an already very complex situation of fisheries in N E Atlantic waters. Seen from a legal perspective these decisions go directly against the UN Convention on the Law of the Sea and, more in particular, the 1995 UN agreement on the conservation and management of straddling and highly migratory fish stocks which Norway is a signatory. The UN agreements forbids coastal states to set or increase unilaterally their quota share in a fish stock without in the first instance consultation with other coastal states that have an interest in the same fish stock. This is not mentioned in the letter.

The mackerel stock is highly migratory and widely distributed. The stock is passing through the waters of quite a number of coastal states in the Northeast Atlantic. Contrary to what the letter implies there is no agreement amongst the Coastal States on the Zonal Attachment criteria to be used or the weighting of these criteria for mackerel. The letter states that the

criteria that should be considered in Zonal Attachment is the presence of the mackerel in their waters but ignores the fact that little if any of the spawning takes place in their waters. If this was the main criteria to be used in Zonal Attachment then the EU could legitimately claim 80% to 90% of the mackerel stock.

Norway markets itself and its seafood products worldwide as the nation with the most prudent and responsible fisheries management system. I find it impossible to reconcile this view with the unilateral irresponsible action taken by Norway. The first signal of this new behaviour was given earlier this year when Norway decided to lower, also unilaterally, the quota for cod allocated to the EU in the area around Spitsbergen.

"EU must react swiftly and decisively to this irresponsible and reckless behaviour by Norway with the European Commission activating the instruments available to it particularly the IUU regulation and trade measures."

"In conclusion the letter tries to defend the indefensible. It fails to recognise its obligations under UN Convention on the Law of the Sea and, more in particular, the 1995 UN

agreement on the conservation and management of straddling and highly migratory fish stocks."

Ian Gatt, chief executive of the Scottish Pelagic Fishermen's Association, emphasised that Norway's decision unilaterally to increase its mackerel quota share was political and not based on science.

"They are basing their new zonal attachment share on a third quarter survey carried out in the Norwegian Sea. Survey information from the fourth quarter shows that almost the entire mackerel stock is in Scottish waters. In the first quarter it is in Scottish waters until early February before it enters Irish waters."

"That explains the trend seen in catches reported to NEAFC by both Norway and Faroe for the period of the last mackerel agreement in 2014 to 2020. Both countries have relied on catching mackerel in Scottish waters."

"If there is so much mackerel in Norwegian waters, why has Norway fished nearly all of its quota in our waters from 2018 to 2020?"

"Naturally, we would much rather reach an agreement with Norway than persist with the current unsatisfactory situation."

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KFO and SPFA Response

Sean O'Donoghue, CEO of the Killybegs Fishermen's Organisation issued a strong response to the Norwegian claim.

"The first two paragraphs of this letter mentions that Norway has been portrayed in the media as reckless, irresponsible, opportunistic, uncooperative, uncompliant ,risks jeopardizing the long-term sustainability of the shared NE Atlantic mackerel stock and not interested in reaching a fair and balanced agreement on sustainable fisheries management with its coastal neighbours. This is not a portrayal in the media but the factual situation."

Norway has decided to go its own way on mackerel by deciding to increase its quota share by a

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David Linkie: 5 October, 1954 – 19 June, 2021

Total commitment to the fishing industry and Fishing News

David Linkie – or Dave, as he preferred to be known – who has sadly died at the age of 66, became the face of Fishing News to the industry throughout the UK and Ireland, and particularly in Scotland and the north of England, during the 25 years he worked on the paper as a freelance reporter, staff reporter and latterly editor.

Dave's passion for all aspects of the industry – as well as his profound knowledge of its past and present and its diverse fleet, his huge range of contacts, and his peerless photography – were legendary.

He was a tireless champion of the industry, and held fishermen in the greatest respect for the tough job they do – a respect that was returned to a man. He travelled countless thousands of miles the length and breadth of the country to report on the latest boats to join the fleet, and to write features on ports and regions.

Dave grew up in Berwick-on-Tweed, so was familiar with the fishing industry from an early age. He made numerous trips to sea as a lad on the boats based there, and later served as a volunteer on the Berwick lifeboat. His interest in the fishing industry developed into his hobby and passion, and eventually into his career.

Always a practical man, Dave became a schoolteacher of design technology. During the long school holidays, he loved nothing better than climbing into his car to visit ports throughout Scotland and the north of England, taking photos of the boats and chatting with the fishermen.

He had an encyclopaedic knowledge of British – and indeed many foreign – fishing vessels, and built up a huge collection of photographs. He also knew, and was known by, hundreds of fishermen throughout the country. His quarter-century association with Fishing News began in the mid-1990s when, following his holiday trips, he began submitting articles and photographs to Fishing News on a freelance basis. They were gratefully accepted by the editor.

He was an avid reader of Fishing News, and asked on numerous occasions if he could be employed as a staff reporter on the paper. Eventually a vacancy arose for a full-time reporter to cover Scotland and the north of England, and Dave took the position. At the same time, he took on the editorship of the Fishing Vessels of Britain and Ireland directory, which at that time was owned by the publisher of Fishing News. Dave thus became one of those lucky people whose hobby became his job, to the great benefit of Fishing News and its readers.

With his unrivalled knowledge of fishing vessels, fishing methods and gear of all types, combined with his photographic expertise, Dave wrote in-depth reports on almost every

new boat that joined the fleet, as well as on major refits, alongside port and regional features and market reports. His popular regular 'Boats on the Move' articles logged many of the sales of fishing boats throughout the fleet, as well as their histories and previous owners.

Dave was a 'hands-on' journalist who regularly made trips to sea on a wide variety of vessels in all areas of the country, from the most high-tech pelagic vessels to small salmon and potting cobs. He also always tried, whenever possible, to sail on a new boat when it carried out its trials trips to check that everything was working as it should – and he was invariably invited to their launches. No port was too distant for Dave to visit, and he could be in Shetland one week and Newlyn the next as he pursued information on the latest new-build boat, or photographs for the Fishing Vessels directory. He was also present at all the Skipper Expo shows in the UK and Ireland.

Dave was just as committed to the Fishing Vessels of Britain and Ireland directory as he was to Fishing News, and built up the publication to become a best-seller, with its detailed information on all vessels over 8m, high-quality photographs, and in-depth features on new boats, regions and ports.

The publisher of Fishing News sold the Fishing Vessels directory in the late 2000s – a decision that greatly disappointed Dave, as he had put so much work into it. It ceased publication soon afterwards.

Dave was a fantastic ambassador for Fishing News. He was held in great respect and affection throughout the industry for his knowledge of the industry and his empathy with it, his commitment, and his friendly and helpful character.

He made friends in many ports, and was made welcome in many fishermen's homes on his trips around the country. Skippers would go out of their way to make sure Dave got a trip on their new boats, and there was always someone willing to take him out on a small boat to ensure he could get a picture of a vessel entering or leaving port.

He had a wide range of contacts who shared his enthusiasm for photographing fishing boats, both fishermen and others, who loyally helped him with photos when he was unable to take them himself for whatever reason. When the current owner bought Fishing News, the previous editor had left and Dave was asked to take on the job. He agreed reluctantly, as his thing was being out and about in the ports, and he had no experience of editing and putting a paper together. He also knew he was taking on a very heavy workload as he would still have to write the bulk of the features, with all the travel that involved, as well as putting the paper together to meet the weekly deadline.



But, as ever, he put his heart and soul into the job, and the 'new-look' Fishing News that developed under his editorship, with the help of a talented and equally committed designer, won high praise from readers. His total commitment was summed up when he once said: "I want Fishing News to be the best it can be." But he often had to work away from home on his laptop, and the workload, endless travel and stress involved turned the job he loved into a burden.

He eventually stood down as day-to-day editor and returned to his roving reporter role, although continuing to give stalwart support to the new managing editor, until his illness intervened – although even until the last he was writing reports and sourcing photographs. Dave leaves behind his wife Liz, daughter Katherine, son Andrew and grandson James. Dave's continual travel to far-flung parts of the country required considerable logistical effort and booking of ferries, trains and flights, and he had enormous help with these tasks from Liz and Katherine, who lifted this burden from his shoulders.

He had a practical mind, and despite not being of the computer generation, was competent with the IT that modern journalism and remote working involve. When, inevitably, problems arose that he couldn't resolve, his son Andrew, a tech whizz, was a huge help to Dave in sorting out computer glitches.

They say no one is irreplaceable, but it is hard to imagine anyone doing the job with the commitment, enthusiasm, knowledge and sheer love of the fishing industry that Dave brought to Fishing News. He was absolutely fundamental to the paper for so many years. He was the face of Fishing News, and his passing leaves a void that it will take a rare individual to fill.

TO

Supporting the industry



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BIM Ireland's
Seafood
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Agency

“Without That Healthy Ocean, We Are Nothing”

As the only full-time Irish representative on the European Parliament’s fisheries committee, Green MEP Grace O’Sullivan is well aware of her influential role.

“As an MEP, I support a collaborative approach, including fishers, coastal communities and environmental NGOs, taking into account the dangerous job that fishers have to do,” she says.

“I find it more constructive as an MEP to reach compromise between stakeholders. This is particularly pertinent as we move to designate 30% of our waters as MPAs, which I firmly believe will benefit both fishers and environmental NGOs,” she says.

All of this experience feeds into her membership of two European Parliament committees – fisheries, and environment, public health and food safety.

Recently, she served as rapporteur for the General Union Environment Action Programme to 2030 – known as the 8th EAP.

She explains that this “will serve as the EU’s framework programme for environment policy during this most critical decade for climate and biodiversity action.”

She also recently tabled a resolution on establishing Antarctic Marine Protected Areas (MPAs) and the conservation of Southern Ocean biodiversity.

“I still consider myself an activist and a supporter of the vital work of Greenpeace in advocating for nature, though I am not a member,” O’Sullivan says.

She explains she had to pitch for membership of both committees within the Green group in the European Parliament.

“Most of the Green MEPs want to be on the environment committee, but for me what was really important was to be on the fisheries committee,” she says.

“We live on a blue planet, and if we don’t have healthy oceans, we don’t have healthy fish stocks and whole sector is affected,” she says.

“Without that healthy ocean, we are nothing,” she emphasises.

Both committees would be seen as “quite conservative, historically”, O’Sullivan says.

“The focus would have been on fisheries and the fishing sector per se, in the case of the fisheries committee, and people like me are bringing that healthy oceans and



healthy ecosystems view in to meetings,” she says.

“The fisheries committee would have had Green Party membership in the past, but I am the first Green Party member from Ireland,” she says.

She refers to a recent text she received from a fisherman in the south-east who has been working in the industry for 20 to 30 years.

“Keep up the good work, but please try to stop them closing down our once fantastic now fading fishing industry,” she reads.

“That is symptomatic, and it reflects a very difficult situation,” she says.

“The Common Fisheries Policy is meant to protect fishing stocks, and is said to be focused on sustainability of EU fisheries, but for me it is also about the fairness of system – and that has become very apparent to me during my career in politics,” she says.

“It was only by chance that in late 2013 that Eamon Ryan convinced me after several conversations to become a member of Green Party,” she notes.

“I was much more of an “on the ground person”...I was completely new to politics in Ireland when I ran for the European Parliament first, and when I got elected to the Seanad I had not come up through the ranks of local authority councillor,” she

explains.

“But I engaged extensively with the fishing community and vice versa, and from that it helped me to understand the pressure that fishers are under, and the lack of fairness in the current system, and the opportunities that are there in the blue space now,” she says.

“However, without a doubt, everything has to be seen within the context of climate change – the ecological crisis – and the fishermen and farmers and environmentalists all see it,” she says.

“We have seen shifts in the migrations of fish species and warming of the oceans and decline of habitats – the obvious being coral – during my lifetime, and I am in my late fifties,” she says.

“We all see the pressure being exerted on the marine environment and then we have the impact of Brexit and Covid-19 on fishers and on supply chains,” she says.

“There are so many pressures on the fishing industry at the moment – the historical pressures of how quotas are divided up amongst Irish fleet, but also the pressures of having to compete with other member states,” O’Sullivan says.

“Then there are the pressures of trying to get their produce to market, and get a fair price. So at the moment it feels like the perfect storm with all these pressures bearing down and people finding it hard to see

how they are going to eke out a living....”

“And on top of that, you have the current discussion on marine spatial planning and MPAs, and how we are going to plan into the future with renewable energy and tourism,” she says.

“I think there was a sense that the sea was for the fishers, often working in difficult conditions – it is a hard job, there is no doubt about it,” she says.

“Now the marine space is being looked at by other stakeholders, and other competing factors,” she notes.

“That’s why for me those processes of consultation – bringing fishers on board and hearing their views and listening really carefully to the struggles they are facing and then coming up with the support systems – are really important,” she says.

“From a European perspective, the flagship is the European Green Deal which is setting a pathway to carbon neutrality by 2050,” she says.

“The other parallel process is the path towards digitalisation, and supporting innovation, using digital systems to help us towards carbon neutrality,” she continues.

“One thing that really annoys me is this perception that digitalisation is too much for the fishers, when in fact they have been at the forefront of this,” she says.

“There will be big money coming from Europe to support digitalisation, and the industry has to recognise those

opportunities,” she says.

“State agencies have to get together, and work with the industry, and recognise that fishers need decent support as they have a livelihood to make,” she says.

“I want the Marine Institute and BIM to step up to the plate, and recognise they need to use all their resources to help the sector and make the changes that need to be made,” she says.

Asked to comment on the recent EU withdrawal of Ireland’s control plan, she says it is a “real problem”.

“If you have fishers or those involved in the industry abusing the system, they are wrecking it for everyone,” she says.

However, she believes the entire industry should not be penalised for the alleged offences of a few.

“Those who have committed the crime should pay the price,” she says.

“But the lesson from the Irish perspective is that the Sea Fisheries Protection Authority is resourced to do its work, and we are going to see a change there now that Dr Susan Steele [outgoing SPPA chair] is moving to take over the top position in the European Fisheries Control Agency,” she says.

“It does also mean the authorities will have to find a way to work effectively with fishermen and women, and not be seen as adversaries,” she says.

“The one thing of concern in Ireland is that you often get the sense that the fishers haven’t been pulling together as group,” O’Sullivan says.

The recent protests in Cork and Dublin have highlighted the concerns in calling for far better support from government, she says.

“We are an island nation, and fishers are part of a very important sector and that has to be recognised,” she says.

“During the early stages of

Covid-19, the first to be impacted at the outset were the fishers because their supply chain to China and places like that,” she says.

“In a way, it’s time for a complete review and recognition of their contribution to coastal communities and to the marketplace,” she says.

O’Sullivan would like to see the fishing industry being centrally involved as stakeholders in management of MPAs – with the government committed to an MPA increase from just over two per cent to 30 per cent of waters by 2030.

Public consultation on this extension closed on July 30th.

She also believes the fishing industry should be a stakeholder in planning and management of offshore renewable energy. She says there are opportunities for those with marine skills to transfer into servicing the offshore renewable sector.

“However, the increasing development of offshore wind farms must not come at the expense of marine ecosystems, and requires close cooperation with coastal communities, environmental NGOs and fishers,” she says.

“Effective ecosystem-based maritime spatial planning must also underpin the rollout of renewable energy development in all our waters, especially if it is to require the cohabitation of wind farms and MPAs,” she says.

Referring to the recent EU report on offshore wind and the fishing industry, she says she “welcomes the report’s language on consultation and cooperation with fishers and local communities”.

“However, ultimately the report did not meet our group’s standards when it comes to language on effectively tackling climate change and environmental protection. As a result, the group abstained on the final vote in plenary,” she says.



When Green MEP Grace O’Sullivan was growing up in Tramore, Co Waterford, line fishing for mackerel in the family punt made a big impression.

“We lived just two minutes from the pier, and we would always be out...it introduced me to my love of the sea,” she says.

“It opened my eyes to the whole marine environment, and my love of the sea is still a huge passion,” she says.

Her brother fished a half decker for a time, but came ashore in the late 1980s to work in London.

“He had been out in some bad weather off the Kerry coast...but he still has an absolute grá for fishers in Ireland,” O’Sullivan says.

“Both he and another brother worked in fish processing in the Netherlands for a number of years, so I guess I learned a bit about that side of the industry as well,” she says.

O’Sullivan worked as a lifeguard for five years in Tramore, where she took up surfing and became Ireland’s first national female surf champion in 1981. She is still on the water, when she has time, coaching young surfers at home.

She became involved in environmental activism with Greenpeace in 1983, having been impressed by the sight in port of its ship, the original Rainbow Warrior, when visiting her brother in the Netherlands.

She spent the next two decades working with the non governmental organisation (NGO), and was at sea on various Greenpeace ships for almost ten years.

She has recounted how her first mission brought her to Norway, where she was “pelted with tomatoes” by fishers keen to cull seals.

She was a crew member on the Rainbow Warrior when it was bombed by French intelligence in New Zealand

in 1985. The ship was in the Pacific to protest over French nuclear tests at Mururoa, and had pulled into Auckland to refuel and get more provisions.

Half of the crew, including O’Sullivan, had been sent ashore on leave when the bombs exploded – claiming the life of the ship’s photographer, Fernando Pereira (35).

As investigations into the bombings continued, O’Sullivan was among five Rainbow Warrior crew to set sail for Mururoa on a yacht.

Shortly after arriving at the test site, they were apprehended by French military. The group was kept captive for almost a week.

“They were very nervous and didn’t really know what to do with us,” she told The Irish Times in an interview in July 2015.

“I remember they flew me to LA first, and I had two armed guards there who brought me out ahead of everyone else for my flight to Madrid. I was young and female, so everyone was looking at me, wondering who this girl was and what had she done.”

O’Sullivan returned to Dublin, France suspended its nuclear tests – but in 1995 the then French president Jacques Chirac resumed testing again in spite of international condemnation.

She spent 18 years working at Greenpeace’s Amsterdam offices, and then studied field ecology at University College Cork.

In 2014, she stood for the Green Party for the European election, and was eliminated on the seventh count with about four per cent of first preference votes.

Two years later, she was elected to the Seanad, and in 2019 she ran again for the European Parliament in the South constituency. This time, she improved her vote significantly, with almost 11 per cent first preferences ensuring a seat.



EU Parliament Raises Alarm On Construction Of Offshore Windfarms

- **Fishermen and stakeholders should participate in the decision process**
- **New turbines should be built only with guarantee of no negative impact**
- **Compensation for affected fishermen needed**

The construction of new wind turbines in EU seas can have severe negative impact on marine life and fisheries, according to an EU report asking for measures to safeguard fishers' livelihood.

The report stresses that fishermen and stakeholders must have a "fair participation" in the decision process related to the construction of offshore windfarms (OWFs) in European waters. This cooperation could help reducing the potential negative impact of wind turbines on fisheries and strengthen the relationship between the sectors involved, MEPs argue.

"Fishermen are the oldest users of the sea and consequently there must be a real cooperation with them if wind farms are built offshore. They earn their living on the water and it is therefore only logical that this sector should be given a decisive voice in the form

of an effective participation, more than just a consultation", stated the rapporteur, Peter van Dalen (EPP, NL).

The report highlights that coastal and small-scale fisheries which account for 80 % of all fishing vessels in the EU, can be particularly harmed by the installation of new wind turbines in the sea. Member states should foresee appropriate compensation for fishermen whose activity is affected and facilitate access to insurance for vessels operating in or sailing through areas with OWFs.

Cross-border cooperation with the United Kingdom is also crucial, given that more than 85 % of all offshore wind capacity in EU-27 waters is concentrated in the Northern Seas (North Sea, Baltic Sea and North-East Atlantic) and European fishermen will continue to share EU waters with its British counterparts, the report notes.

According to European Commission's estimate, 30 % of the EU's electricity demand in 2050 will be met by offshore wind, corresponding to an increase from the current 12 GW offshore wind capacity in the EU-27 to a target of 300 GW in 2050. The European

marine space already counts 110 offshore wind farms with more than 5 000 wind turbines. To reach the 2050 offshore wind energy capacity targets it would be necessary 15 times more marine space than what is used now with the current capacity.

More research needed

To minimise the risks of the large-scale roll-out of OWFs, Parliament also calls for more research on how to avoid and mitigate its negative effects on the sea basin during construction, operation and decommissioning. Financial arrangements should be in place to cover long-term risks arising from abandoned infrastructure

Member states should ensure that OWFs are placed away from fishing grounds and only built if there's guarantee of no negative environmental, ecological, socio-economic and socio-cultural impact, in line with the Blue Economy and the European Green Deal.

MEPs add that other renewable energy systems - such as floating wind farms, renewable hydrogen, wind and solar energy - could be



more appropriate in some areas where fishing activities take place, highlighting the importance to boost investments on research and development in this regard. The possibility to combine and integrate OWFs within marine protected areas (MPAs) should also be considered.

The report was adopted by 512 votes in favour, 21 against and 159 abstentions.

Fast-Tracking Gear Development with Side-scan Sonar

By Dr Ronán Cosgrove, Fisheries Conservation Manager, BIM

The need to reduce impacts of bottom trawling on the seabed is a key fisheries environmental challenge. Drivers include a suite of international agreements and legal obligations around improved protection of biodiversity, marine habitats and carbon stores.

These include the EU Marine Strategy Framework (MSFD), Birds and Habitat Directives, the OSPAR Convention, the UN Convention on Biological Diversity and Sustainable Development Goals. Nationally, the Government aims to designate 30% of Irish maritime area as Marine Protected Areas (MPAs) by 2030.

This is also an economic challenge. Oil prices are set to increase in line with increasing reliance on renewables and exhaustion of cheap oil sources. Carbon taxes aside, the US government Energy Information Administration forecasts a 50% rise in oil prices by 2030 and a doubling of current prices by 2040. Ranking relatively high on fisheries fuel consumption, bottom trawlers stand to lose most if these predictions come to pass.

ICES recently produced advice on potential area-based management scenarios to reduce bottom trawl environment impacts in MSFD habitats - these span over most EU waters in the northeast Atlantic. In consultation with fisheries representatives, managers and NGOs - and cognisant of economic impacts - ICES agreed

to focus spatial restrictions on least trawled areas; most bottom-trawl activity occurs on repeatedly swept core fishing grounds while much lower levels of effort occurs on larger peripheral areas.

Management scenarios ranged from 0.1% to 26.2% reductions in total bottom trawl fishing effort in peripheral areas to gain from 5% up to 70% of untrawled areas. These figures equate to no change in core fishing grounds which correspond to 90% of landings/value, and various reductions in effort in broader peripheral areas where the remainder of landings occur. The actual reductions in peripheral areas are not provided but are unlikely to be overly onerous in lower total effort reduction scenarios.

ICES chose the example of a less than 10% effort reduction for a 40% gain in untrawled areas in its advice summary while a less than 5% reduction for 30% gain is also an interesting scenario given MPA designation targets. No doubt the devil is in the detail and ICES acknowledges several caveats and the need for further work to understand the effects of potential spatial management measures on specific gear types or métiers.

Gear modifications can also reduce bottom trawl impacts and are needed to deal with the economic challenge of rising prices and depleting reserves of oil. The FAO advises that within the trawl system, the net is responsible for around 60 percent of energy use, with trawl doors at 30 percent, and warps and other cables at 10 percent. Gear technologists are striving to minimise drag and maximise fuel efficiency by altering these components but



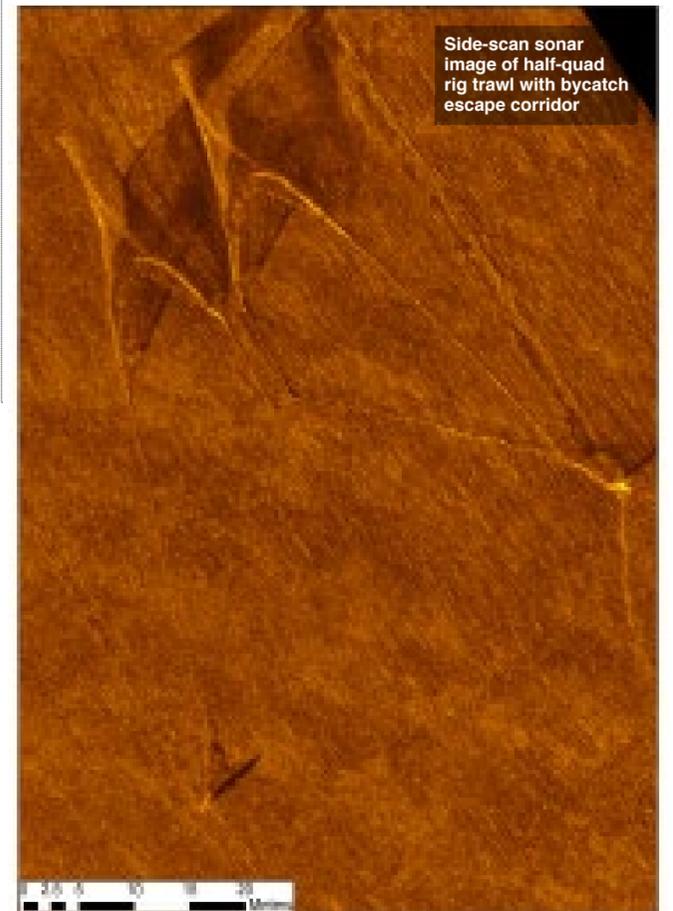
assessment of effects on gear performance is challenging.

BIM recently successfully demonstrated the utility of side-scan sonar as a tool for fast-tracking gear development. The approach was pioneered by Daragh Browne in close collaboration with Ciaran Powell on board the MFV Ocean Breeze (D96) and Nicolas Chopin who uses the system to monitor mussel seed beds on board BIM's RV T. Burke II. Traditionally used in fisheries science to monitor impacts of gear on the seabed, as far as we are aware, this is the first time that side scan sonar has been used to assess gear modifications.

Testing initially focused on

development of a new bycatch escape corridor in a half quad-rig trawl configuration. This new tool has major potential, however, to test lower impact warps, doors and nets as BIM and Industry continue to work together on tackling environmental and economic challenges.

BIM would like to thank Ciaran Powell and crew of the MFV Ocean Breeze for a successful collaboration. Thanks also to John Murphy, skipper on board the RV T. Burke II and BIM's Matthew McHugh and Martin Oliver for technical assistance. This work is supported by the European Maritime and Fisheries Funding.



Side-scan sonar image of half-quad rig trawl with bycatch escape corridor

National Fisheries College of Ireland Latest Course Schedule



Deckhand Foundation Programme

Course code: SKL-DFP

Six week programme:
13th September - 22nd October

National Fisheries College of Ireland,
Greencastle, Co. Donegal

Maria McCarron,
College Administrator,
NFCI Greencastle

T +353(0) 749381068
E maria.mccarron@bim.ie

Commercial SCUBA Diving Operations

Course code: PG23968

27th September -
22nd October 2021

National Fisheries College of Ireland,
Castletownbere, Co. Cork

T 027-71230
E della.osullivan@bim.ie

Surface Supplied Diving Operations

Course code: PG23986

1st November -
26th November 2021

National Fisheries College of Ireland,
Castletownbere, Co. Cork

T 027-71230
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RNLI Fishing Safety

During the month of June RNLI Fishing Safety were able to start working on the coast again, all be it in a less than normal way. However, it was good to be out working with the Fishing Industry again.

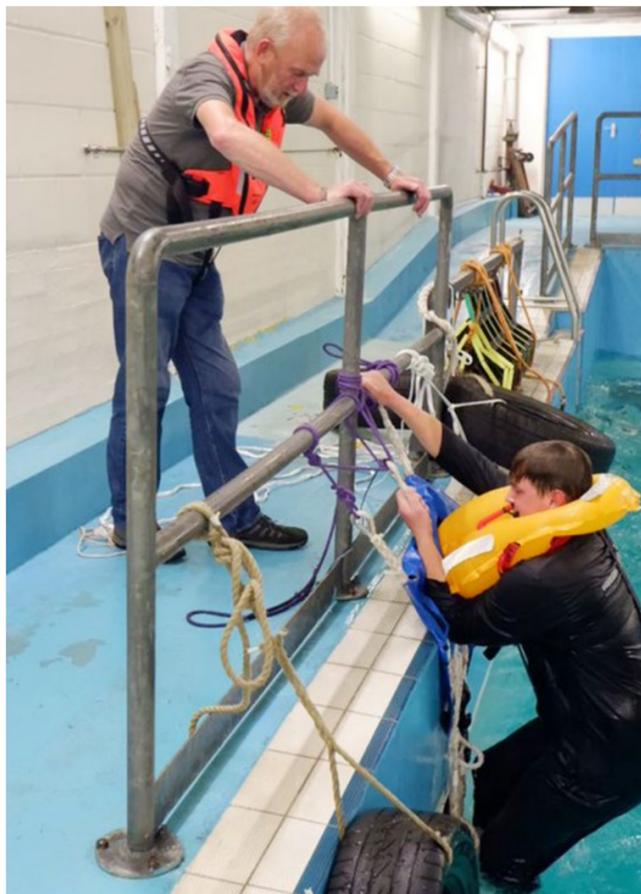
We have been assisting with Seafish mandatory training in Northern Ireland. We have also now restarted the Funded MOB Recovery and PFD awareness events with our partners. Lowestoft Survival Center was the venue for the first events. This was held over 3 days giving fishermen from the area the best chance to attend. Attendees were mainly from the potting and cockle fishing industry.

Once again, the attendees had the opportunity to experience being in the water with full working clothing on, and no Personal Floatation Device (PFD). Waves and wind were then added to the environmental pool to simulate as near as

possible the effects of sea conditions. All attendees agreed that the water experience had brought home the value of (PFD) and the difficulties of staying afloat without one, should someone go overboard.

MAIB inspectors attend the event with one taking part. The day after the event an MAIB team was deployed to Mallaig in Scotland to investigate a Man Over-board fatality on a fishing vessel.

RNLI, along with its partners intend to deliver more events for its partners Fishing Industry Safety Group (FISG) over the next 12 months in the UK, and fishermen will be invited to attend. Talks are taking place to run similar events in the Republic of Ireland. If you are interested in challenging yourself or your crew to help understand the benefits of a PFD, you can contact Seafish Training or your local Approved Training Provider (ATP) for more information.



Public Consultation Comhairliúchán Poiblí

www.bim.ie

Public consultation opens from 16 July for new versions of the Certified Quality Aquaculture (CQA) Farm & Processing Standard

New draft versions of the CQA Farm Standard and CQA Processing Standard are available on www.bim.ie

The 60-day public consultation period from 16 July - 13 September 2021 provides an opportunity for stakeholders and interested parties to provide comment on the draft Standards prior to their adoption by the CQA Programme.

Please email your comments to cqa@bim.ie

The Certified Quality Aquaculture (CQA) Programme supports the production of high-class farmed Irish seafood and provides a means of differentiating aquaculture products in the marketplace through eco, organic and quality labelling.

CQA Programme was developed by a Technical Advisory Committee (TAC) with representatives from all parts of the supply chain, from feed to fork. It is a business-to-customer assurance, which is managed according to ISO 17065, and uses aquaculture facilities as its unit of certification.

This project is funded by the Irish Government and the European Maritime and Fisheries Fund under the Knowledge Gateway Scheme.

Beidh comhairliúchán poiblí oscailte ón 16 Iúil maidir le leaganacha nua de Chaighdeán Feirme & Próiseála an Chláir Cáilíochta Deimhinthe Dobharshaothraithe (CQA)

Tá dréachtleaganacha den Chaighdeán Feirme CQA agus den Chaighdeán Próiseála CQA ar fáil ar www.bim.ie

Le linn na tréimhse comhairliúcháin poiblí 60 lá ón 16 Iúil - 13 Meán Fómhair 2021, beidh deis ag páirtithe leasmhara agus ag grúpaí eile a bhfuil spéis acu ann tuairimí a roinnt ar na dréacht-Chaighdeáin sula nglacfar leo don Chláir CQA.

Is féidir tuairimí a roinnt ach ríomhphost a sheoladh chuig cqa@bim.ie

Leis an gClár Cáilíochta Deimhinthe Dobharshaothraithe (CQA), tacaítear le táirgeadh bhia mara feirme na hÉireann agus cuirtear bealach ar fáil chun idirdhealú a dhéanamh idir táirgí dobharshaothraithe éagsúla ar an margadh trí éicilipéad, lipéad orgánach nó lipéad cáilíochta a chur orthu. Coiste Comhairleach Teicniúil (TAC) a d'fhorbair an Clár CQA, ar a raibh ionadaithe ó gach cuid den slabhra soláthair, ón bhfeirm go dtí an forc.

Dearbhú gnóthais don chustaiméir atá i gceist, ar a ndéantar bainistiú de réir ISO 17065, agus a úsáideann saoráidí dobharshaothraithe mar aonad deimhniúcháin.

Is iad Rialtas na hÉireann agus an Ciste Eorpach Muirí agus Iascaigh a mhaoiníonn an tionscadal seo faoin Scéim um Thairseach Feasa.



KILLYBEGS ROUNDUP

by John Cunningham

Tuna Fishery

The Killybegs Tuna fishery commenced at the start of July and early reports are showing that it has been pretty quiet. There is a big fleet of Spanish, French and Irish boats participating in the fishery. The Antarctic Quest is the latest boat to head south in search of Tuna pairing with the Tempo. Recent reports are that the fishing are slowly improving, the weather has played a part in this with it being very mixed for a few weeks. They are hoping that after the full moon on the 23rd July that the fishing will pick up as the moon comes back.

Sparkling Star

In the first week of July the hull of the new boat Sparkling Star was towed into Killybegs Harbour from Poland. The O'Neill family from Castletownbere Co. Cork are the proud owners of the vessel and Mooney Boats have the job of completing the fit out with other local companies in Killybegs supplying their ranges of equipment etc.

Atlantic cruises From Killybegs

Atlantic cruises are a relatively new adventure and is locally owned family business. The popularity of the Wild Atlantic Way has visitors stopping and taking notice of what the Killybegs Town has to proffer in its maritime experience. Their Boat, The Pirate Queen meets all principles of the Irish Maritime law standards with a professionally trained crew. The vessel can accommodate 96 passengers and Captain and crew ensure the wellbeing of all their passengers. Enjoy refreshments onboard whilst taking in the breathtaking views, the vessel offers an informative visual on all tours.



New Antarctic arrives home to Killybegs

There are regular sightings of wildlife including Dolphins, porpoises, basking sharks, Tuna and much more. To arrange a boat tour on Atlantic Coastal Cruises in 2021, be sure to reach out to Johnny and Patrice at cruises@atlanticcoastalcruises.com.

Killybegs Town

The shore road these past few months has been full of activity, more and more visitors are arriving to the town to sample the delights of many new eateries lined along the sea front it would remind one of being on a promenade in Spain. The Seafood Shack has customers queuing from midday to closing, further along the road there is an ice cream box

and a bicycle complete with umbrella that serves cones. The food Truck, another new adventure from Delores of the Cope serves food to midnight and if wanted then you can have a beer to wash it down. Towards the end of the shore road is The Horse Box where coffee, tea and snacks are sold, this has been really popular with everyone. It's become a good meeting place for not just visitors but the locals also. Across the road there is a new food truck that specialises in Burger called The Gastro Gangster; reports have all been competitive for all the businesses. The Heat wave has brought a large influx of People who like to eat alfresco and sit on the shore wall whilst taking in the beauty that the town and harbour has to offer.

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NORTHERN IRELAND NEWS *By Dick James*

THE FISHERY

We seem to be settled into summer mode after a very long spring promising much but difficult to work through with all the twists and turns it threw up.

The Clyde fishery stood up well and those that had the option or chose to visit it did OK with plenty prawns albeit on the small side (as usual) The Clyde was the usual Monday to Friday touch with weekends banned by law. The Portavogie fleet could usually be seen making tracks for home on a Thursday (or even earlier) to meet their market demands whereas Ardglass men could put an extra day in if needed but little was actually landed in the Clyde.

Times have changed over the Covid market interrupt but hopefully things are getting back to near normal, or all the signs are pointing that was anyway.

As a gradual process the western Irish Sea fishery came on until in the last week in June most of the fleet had shifted there with fishing reported all over. The usual hardcore of Portavogie men stayed put in the Clyde but seemingly as much out of habit as anything else. As the fishing intensified the stress was put on boats and men with the former tied in for repair/maintenance and the latter for sleep/rest.

There was little interest in the Whitehaven grounds apart from a few oddballs which favoured that side of the Irish Sea but more interest was shown in the more southerly grounds off County Louth where a fleet worked outside the 12 mile restriction but not inside 6 miles as the requisite permit did not come in time to beat the 12th holidays. This year factory closures are for the Monday and Tuesday only so tripping boats were only denied the preceding

weekend although some fished through this obviously making the appropriate arrangements. The regular few which fish the Minch were steadfast in that fishery taking a by-catch to go with the prawns which relieves the monotony and helps the grossings.

On the Porcupine the usual individuals were to be seen with Tigers landing in Rossaveal, Maracestina in Castletownbere and the Apollo after a long steam to Oban in Scotland as apparently Ireland is not capable of handling frozen catches from non EU boats!(this is getting silly)

On the Whitefish front the four local regulars Sparkling Sea, Achilles, Ribhinn Donn and Sharon Vale put a lot of time in on the North Channel grounds whilst the Unity stayed loyal to the Newlyn fishery picking up a lot of non quota fish along with the more usual suspects.

The Pelagic trio are waiting for the start of the Herring with the North Sea already in swing for the few specialist early season boats and awaiting the main season. The local Irish Sea Herring fishery is not due to start until mid August but there has this year been interest in non-local boats as the quota levels have risen to a point where outsiders would be interested in participating. It will be interesting to see how they fare with the unique nature of the Irish Sea fishery or even if they get that far! Interest from Irish boats in the Irish Sea Herring is yet to be ascertained as quota is lower that usual but the shortage of pelagic options elsewhere may sharpen interest in an Irish Sea option.

The Crab season is slow to start with a market yet to fully recover but lobster price is reported high which could be a sign of improved fortunes there.

Annual Stock Assumptions

It has once more got to that time of year that the scientists based in the fastness that is ICES hand down their opinions of the state of various fish stocks and advise on the Total Allowable Catches and therefore quotas that go with them.

Some thought (hoped) that Brexit would draw to an end this process but that is not the case and the Scots for one are vociferous in pouring scorn on the prognostications in respect of their own backyard (the North Sea). For fishing interests based in Northern Ireland the focus is more on our own backyard (the Irish Sea) and although the news may not be welcome in all cases we have now become inured to it and whilst not necessarily accepting the logic have learned the futility of protest.

Starting with the obvious. Cod and Whiting are not good news despite all the best efforts at recovery plans this has apparently not worked and

we are faced with the usual unworkable advice.

Whiting for the Irish Sea has a recommended TAC/Quota of zero which is the same as previous years but in acceptance of the fact that this cannot work alongside a discard ban last year a TAC of 721 tonnes was agreed (but not caught) and no doubt something similar will eventuate this year whilst the scientists wrestle with Whiting proof nets and some combination of fairy lights.

Cod is similar. A zero TAC recommendation has been avoided but the number eventually settled on is 74 tonnes. Again not enough for life with a discard ban but the wriggle room here is not so great as it is with Whiting as reflected in the eventual total for last year of 93 t tonnes. Cod is a problem everywhere as the Scots are now finding in the North Sea and perhaps a new science needs to be found to come to terms with it.

Then we move from the ridiculous to the sublime. Irish Sea Sole and Plaice remain similar to last years levels. Plaice at 2747 tonnes for 2022 against 2846 tonnes for 2021 and Sole at 787 tonnes for 2022 against 768 tonnes for 2021. In the not so distant past figures for both of these stocks were way below these levels but something has happened in the world of fisheries science to re-evaluate these stocks. Not knocking it! Hope it helps someone with a significant interest in this fish probably not from Northern Ireland though.

Irish Sea Herring shows a tidy rise in projected TAC up from 7341 tonnes in 2021 to 8455 tonnes for 2022. The level of Irish Sea Herring Quota is now high enough that outside interests are now showing an interest in catching it these levels being further enhanced by the Brexit bonus which seems to have worked in favour of the UK whilst other stocks and access did not.

Irish Sea Haddock is the new kid on the block quota wise. Years ago there was no separate TAC for this fishery it was all lumped together in the generality of Area VII determination but as the realisation dawned that Irish Sea Haddock were coming to be a reality and not some offshoot of West of Scotland or Celtic Sea stock then a separate TAC/Quota was established and this fish has now surpassed the Traditional species (Cod and Whiting) in terms of availability TAC and Quota.

For 2022 a tonnage of 2761 is recommended as a TAC but within a wider range which may yet result in a difference. This range is an increase on the 2021 figures. All we need now in Northern Ireland is access to the grounds to fish them and that is covered in the Brexit fisheries text which allows for this to happen when there is a danger that Quota cannot be caught for need of access. In your dreams!



Ardglass port development meeting

Harbour And Infrastructure Development

The publication of the report on Northern Ireland's Fishery and Seafood Development Program in April this year focussed largely on the need for harbour development at the three County Down ports of Ardglass, Kilkeel and Portavogie. Whereas fish is at present the main driver for such development the report also highlighted the potential for what was termed the "Blue Economy" which in essence allows for the diversification of marine business in the fishing ports to encompass such initiatives as power generation through renewable resource (windfarms, tidal generation) and other ancillary industry which should give

the associated community options for development either alongside fishing or (heaven forbid) instead of fishing and its associated industries. To this end a £100 million need was foreseen and recommended.

This obviously attracted a lot of interest and local community plans particularly in Kilkeel and Ardglass were re-examined. The plans for Kilkeel were re-costed the basic harbour works without pelagic factory development to £70 million and for Ardglass a sub seabed profile of the harbour area completed which opened various options for consideration for the harbour with varying depth prospects and entrance requirements.

This has been picked up at

a political level and Newry Mourne Council voted on a motion to establish a project board of the Council to oversee the project with representatives from all parties to join in the implementation of the project.

This motion was to be put to the Enterprise, Regeneration and Tourism Committee for consideration. Meanwhile the Ministers of Agriculture, Finance and the Economy were to be approached for their support.

However on the 6th July a senior official from the department of Agriculture met with stakeholders at Ardglass to discuss the proposals for Ardglass with Council officials present and advised that the

process was already in hand, the Business Case was made and the monies being sought.

Overview bodies would be set up to oversee the projects at all three ports and environmental and technical considerations being investigated. The Northern Ireland Fishery Harbour Authority as owners of the harbours were obviously being included in the project teams which were to be set up as soon as preliminary approvals had been obtained.

This meeting has given local industry stakeholders a considerable boost in furtherment of the community plans and encouragement also to local investors in fishing and associated development.

Stormont Debate Misspent Grant

There was a full chamber debate with no time limit on individual speakers at the Stormont Assembly on the 5th July. The subject matter was one of the several COVID19 grant programs which carried over from 2020 into 2021.

The small boat static gear grant had always proved the most difficult to implement and there was considerable frustration amongst vessel owners and crew that this was a long time coming and they were in serious need suffering total market disruption at the time.

It transpired that at that time due to the length of time in processing the applications for grant the legislation empowering the grant payment

had been repealed therefore there was no authority to pay out this grant and the Department by the time they discovered this had paid out 49 of the 51 applicants and £139,000 of the £142,000 approved.

Rather than try and recover this monies the Minister went to the Assembly to seek retrospective approval for the payments made and approval to pay out the unlucky last two who's monies were being held awaiting the Assembly deliberations.

The matter had to be discussed and scrutinised by the relevant Agriculture and Rural Affairs Committee which was done in June and then forwarded to the full Assembly. Minister Poots was late in attending due to a mix-up over timing but

the issue was resolved rapidly and favourably with all parties displaying a remarkable purpose of unity (unusual in NI) and the issue put agreed to.

The two fishermen got their grants and the other 49 got to keep theirs (which was never in doubt!)

Licence Approvals

The Northern Ireland fleet finally got authority to fish between the 0-6 mile limits of that part of the Republic of Ireland fishery limits covered by the Voisinage agreement in the form of an external waters licence issues by the single licence authority of the Marine Management Organisation.

Presumably the reverse is also true that Irish boats are now allowed within the 0-6

of Northern Ireland waters. This was finally signed off on the 9th July after 6 months of prevarication. The issue of access to the 6-12 mile limit which was covered in the original Voisinage agreement is not agreed and is seemingly unlikely to be agreed given the present antipathy over fisheries access, quota and Brexit.

The Kilkeel fleet in particular used to be very active in those waters south of Carlingford Lough and access denial is adversely affecting the local Nephrops and Haddock fishery based in that port. The questions over fishing within limit baselines is also unresolved positively and realistically is likely to remain so which may affect the North Coast and Irish access there. Ah well, onto the sausage wars!

UK NEWS

UK Highly Protected Marine Areas rigged to harm fishing communities

The government's process to select Highly Protected Marine Areas (HPMAs) needs a rethink according to the NFFO.

It is deliberately relegating human use issues to a second tier to be considered only once sites have been identified exclusively based on a set of ecological criteria. Instead, it should prioritise the search for sites that fulfil ecological criteria in areas where there are synergies with existing human uses of the marine environment.

Relegation of Human Use Issues

Dale Rodmell, assistant chief executive, said: "This amounts to a deliberate narrowing of the options from the start, which is likely to lead to the selection of sites that are far more contentious than might otherwise be the case. It also sets up the problems we have highlighted about marine protected areas (MPAs) all along – what is the government to do about displacing existing activities, including fishing communities?"

The government has stated that it will examine displacement from the selection

of sites initially identified under its ecological criteria, but inevitably this will be an analysis of a set of already restricted options.

Dale Rodmell continued: "Marine planning should be about finding synergies between different marine uses and that is no more important than in our crowded seas. That's what the Marine Policy Statement and Marine Plans are all about. For reasons that make little practical sense, the government has yet again disregarded this and instead bought into the idea that when it comes to environmental protection it is ecology that is king and human use of the marine environment should be out of the picture, or of secondary importance.

It has not thought about what that means for planning decision-making. Why would you from the start disregard half the evidence when scoping your options? Why wouldn't you look at the trade-offs of selecting areas from the point of view of both ecology and human use? It is the playing out of a naive ideology that ultimately harms conservation and sustainable marine livelihoods. It's also an approach that would never be



Dale Rodmell NFFO

contemplated on land."

Criteria Biased Against Fishing

While human use issues have been relegated in the search process, the ecological smorgasbord of criteria includes some that are likely to direct selections towards important fishing grounds including: Key life cycle stages of commercially important marine species, which will lead to the selection of sites on fishing grounds, where instead of the uncompromising approach of HPMAs, alternative targeted measures to protect those species could be employed.

Habitats considered to be of importance to the long-term storage of carbon which includes mud habitats that are the focus of our most prolific prawn/langoustine fishing grounds, which therefore risk maximum displacement. It is also an issue where the basic science on sediment disturbance and its contribution to carbon release into the atmosphere is as yet poorly understood (despite the claims of a high-profile Nature paper that used an extrapolation based on conjecture).

Locations representing a relatively degraded ecosystem that will tend to bias to areas under heavy human use.

A More Coherent Approach

The NFFO consider that a more balanced approach would deliberately examine areas of least use and consider existing or likely MPA management measures in the existing blue belt network to see whether these areas could make good sites from an ecological perspective.

The original idea of HPMAs, first raised in the marine conservation zone site selection process, saw them as reference areas to be used as scientific controls for understanding human impact and ecological recovery.

From that perspective, whereas the original rushed process of

directing stakeholder groups to select such sites over a few short weeks in 2011 was ultimately a failure, their application as part of a wider raft of existing site measures, where they may contribute to site-based adaptive management strategies, has a logical purpose. Here it can involve stakeholder user groups for the relevant MPAs who have the site-level knowledge and understanding of impacts to inform their best use.

Ideology over Substance

Regrettably, the rational approach to HPMAs encompassed in their

use as reference areas was lost following the Benyon review into HPMAs and now the government sees them principally as a means for recovering marine ecosystems. MPA campaigning organisations regard the government's intention to pilot HPMAs as the first step to something considerably greater. But the problem with this is that the only way they can have any significant contribution to ecosystem recovery, or to blue carbon sequestration for that matter, is through scale. Given that HPMAs by definition are uncompromising, with the vast majority of human uses being

banned from the outset, this means that as they grow in size they rapidly result in unpalatable trade-offs in our increasingly crowded seas.

By failing to defend its own world-beating record on its existing "blue belt" against crass criticisms of "paper parks" and giving way to this much broader definition of HPMAs by yielding to the rewilding purists, the government has ensured that marine users and conservationists will remain on a collision course.

It is making the HPMA selection process especially contentious by inviting the nomination of sites by

third parties based on its ecological criteria, without inviting the consideration of options from sea users who may be able to identify areas that take account of the trade-offs with human use considerations.

This is a far cry from other programmes under the same government, such as the Clean Catch UK initiative, which is all about bringing the conservation lobby, industry, science, and

innovation together to work collaboratively to find solutions to fisheries bycatch that as far as possible work with the grain of sustainable marine use.

In comparison, this government's

approach to HPMAs is about pandering to the entitled and privileged few to enable them to impose their views and will on unsuspecting coastal communities in a game of winner takes all.

Annual fishing fleet survey returns



Fishing vessel owners and skippers are encouraged to take part in the annual survey of the UK fishing fleet. This year's survey begins on Monday 5 July and will run throughout the summer. The survey is carried out by Seafish, the public body that supports the UK seafood industry.

The annual socio-economic survey asks questions about the financial performance of fishing businesses and demographics of their crew. It gives owners and skippers the chance to share how their business has fared in the last 12 months through changes such as the pandemic and Brexit. All responses are treated as confidential, with no figures from individual vessels revealed.

The Covid-19 pandemic meant that last year's survey had to take place by post and online. However, the easing of restrictions means that researchers will visit ports and harbours over the summer. Field researchers Juan Carlos Paredes Esclapez, Oscar Wilkie and Joe Cooper all return to work on the survey for a third year. They will follow local guidance and health and safety protocols as they meet vessel owners and skippers.

Commenting on the launch of the 2021 fleet survey, Marta Moran-Quintana, Economic Analyst at Seafish, said:

"We're delighted that our fleet researchers will be able to meet owners and skippers face to face again. Normally about 70% of the fishermen we meet in ports agree to complete the survey. We hope that owners and skippers will again be willing to spare some time to chat with Carlos, Oscar and Joe about their businesses and crew.

"The fleet survey provides data which is useful to the industry at all levels. From national federations seeking to influence government to individual owners making decisions for their business. It's only by speaking with all types of fishing businesses that we can provide accurate, comprehensive and current data for the industry."

Industry figures from across the country have called on vessel owners to take part in the survey. Mike Park from SWFPA, Harry Wick from NIFFO and NUTFA's Jerry Percy are among those who have spoken out in support of the survey. They have recorded short video messages which highlight reasons for fishing businesses to take part. These will be shared from Seafish's social media channels in the coming weeks.

Individual fishing businesses who take part can opt to receive a free benchmark report. This compares their vessel's economic performance to similar

vessels which can help identify areas where improvements can be made. They can also be used as evidence in grant or loan applications. Vessel owners who requested a benchmark report after taking part in last year's survey should receive it next few weeks.

Seafish's Economics of the UK Fishing Fleet report for 2020 will be published later in the year. The full economic performance dataset has already been released and Seafish's Fleet Enquiry Tool has been updated. The data shows that the total operating profit of the fleet last year fell by almost a fifth (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. The results are based on last year's survey results as well as preliminary landings data.

Vessel owners and skippers who are willing to participate in the fleet survey are asked to email fleet.survey@seafish.co.uk with their name, email and/or phone number and port of operation. This will allow a meeting with a researcher to be arranged in port or by a telephone or video call. More information can be found at <https://www.seafish.org/fleet-survey>

SCOTLAND NEWS

Marine Vessel 'Kallista Helen'

Macduff Ship Design are pleased to announce the delivery of the Aquaculture, Thermolicing Vessel MV 'KALLISTA HELEN'. The first of its type to be designed and built-in Scotland. The vessel, completed by Fergusons Marine Engineering, is the fifth to enter service for Inverlussa that has been built to plans from Macduff Ship Design, compounding a long working relationship culminating in the most innovative design delivered to Inverlussa yet.

The project began in the summer of 2018 when the owner expressed an interest to build a new state of the art de-licing vessel with fish health and welfare front of mind. Scottish Sea Farms, who the vessel will be on contract with, were looking to minimise fish handling and maximise fish welfare and it was these key requirements that the vessel was built around. Events outside of everyone's control have caused delays to the project however she has now been delivered to the owners and is completing final outfitting and commissioning of the Thermolicing equipment in Shetland.

Central to the vessels principles is a Thermolicer designed and engineered by ScaleAQ and the first of its kind to be constructed in Scotland. A sudden rise in water temperature is a well-known method of killing lice so the Thermolicer has been developed to bathe the fish in temperate water for a short period. This will cause the lice to die and fall off the fish, after which they are separated from the water using a 500 - micron filtration system and collected to be removed from the marine environment. Wider pipes with an overall straighter and simpler layout have been utilised to create a gentler experience for the fish. This method allows for de-licing up to 120 tonnes per hour of fish. The system allows for high levels of fish welfare and, as the process only utilise seawater, at the same time avoids pumping any chemicals into the sea. The system is at the heart of fish welfare which is what the boat has been built around. To protect this asset, it has been enclosed in a dedicated shelter deck to shield it from the elements. In turn, this provides a safer working environment for the crew as well as better operational efficiency and improved seaworthiness. Additionally, it provides a large area on the top deck for cargo and



Kallista Helen

equipment, namely 3 H.S. Marine AK 40 cranes. The 40 ton/m cranes have a max outreach of 15.1m and can all work simultaneously without any restrictions. This capability allows the vessel to operate the entire system including all intakes and return systems and the vessel will be less dependent on other workboats while on site. Incorporation of cargo space and container latching points in the top deck allows for the haulage of ISO tanks should it be required.

The systems and machinery onboard have a high peak electrical load, resulting in a large engine room that spans over half the length of the hull. Propulsion is derived from 2 x Cat C32 main engines delivering a total power of 1300hp, the engines are paired with two ZF W1800 reverse reduction gearboxes. The shafts are connected to twin fixed pitched 1500mm propellers which are combined with low drag nozzles, supplied by Kort propulsion, to improve free running speed whilst maintaining a bollard pull of 15 tonnes. The vessel is also fitted with high lift rudders by Wills Ridley and a 250 Kw hydraulic bow thruster by Kort Propulsion which ensures the excellent manoeuvrability required when working in and around the salmon farm. Two Cat C32 generators are also installed, providing 860kW each. These generators are used to power the thermolicing equipment, including the heating elements used to warm and maintain the

temperature in the 22,000 Litres of seawater contained in the fish treatment system. They also provide power for the fish pumps and a 130 m³/h pump which is used to fill the system. The pumps used to bring the fish on board to begin the treatment are large vacuum pumps as these are relatively gentle on the fish and offer high fish welfare. To properly delouse the fish the system's water is required to be at 28°C to 34°C depending on seawater temperatures however, there is a heat recovery system in place to draw heat from the engines and transfer it to the delousing system, saving on both fuel usage and carbon emissions. Smaller Cat C4.4 auxiliary engines are also used to power ships systems when the main generators are not in use.

With the ability to carry over 56m³ of fuel and over 40m³ of freshwater, the vessel has the ability to stay at sea for an extended period.

Forward of the engine room below deck sits 4 cabins with bathroom facilities. Careful consideration was made in respect to the accommodation area to ensure maximum crew comfort and insulation from engine room noise and vibration. Each cabin is equipped with heating, flatscreen T.V.'s, working desk, washbasin with mirror light and shaving socket as well as usual amenities to be expected. Above these cabins, on the main deck, a well-appointed galley/mess/lounge sits alongside

the large dry locker. The dry locker incorporates engine room access, a shower room, access below to the cabins and access up towards the wheelhouse. Accommodation on the fo'c'sle deck is comprised of two single man cabins with a bathroom, an A/C and electronics space as well as a dedicated control room for the thermolicing equipment. Moving up to the large wheelhouse which gives a commanding 360-degree view with particular emphasis over the aft deck area thanks to the floor to ceiling windows. From here, aft control positions have been arranged port and starboard to allow for greater flexibility. There is also additional crew seating, a ships office area and a client office workspace within the wheelhouse.

Ian Ellis, Managing Director, Macduff Ship Design Ltd told The Skipper

"We are thrilled to have been part of this project which showcases Scottish maritime strength with local businesses supporting each other, from initial design and conception through to the final deployment."

"Following completion of the vessel in Glasgow in May the 'Kallista Helen' departed for Shetland for final outfitting with a short stop at her homeport of Tobermory. Following the installation of the thermolicing equipment, she will go on a long term charter to Scottish Sea Farms."

Seafish secures £140,000 from Scottish Government to continue offering free training

The drive to make Scotland's fishing industry safer has had a welcome boost thanks to funding announced by the Scottish Government. The funds will be used by Seafish to continue subsidising vital safety-related training to anyone working on commercial fishing vessels in Scotland.

Seafish, the public body supporting the seafood sector in the UK, used match funding provided by the Maritime & Coastguard Agency to apply for funding from the new Marine Fund Scotland. A total of £280,000 is now available for spending until 31 March 2022.

This means Seafish now has funding in place to subsidise training for fishermen across the whole of the UK. Training is a key part of Seafish's work to help make the fishing industry safer.

Simon Potten, Head of Safety & Training at Seafish, welcomed the news and is encouraging those who work on fishing vessels in Scotland to start thinking about

what training they might need. He said:

"This funding has to be used by 31 March 2022, or it will be lost. Any training will need to have been completed by then so please get your applications in ASAP and get training courses booked."

"With training providers still getting back to normal after the pandemic and many operating with reduced class sizes, training places are at a premium. Apply for funding and book early to avoid disappointment."

Derek Cardno, Safety & Training Officer at the Scottish Fishermen's Federation, commented:

"This is great news for fishermen across Scotland. The funding will encourage more fishermen to do any safety training that they feel is vital to help keep them and their fellow crew members safe. It will also help career-minded fishermen to gain the qualifications they need to become the skippers, mates and engineers that the Scottish fishing industry needs."



Mr Cardno also expressed his appreciation to Seafish for submitting the application on behalf of the Scottish fishing industry.

Commercial fishermen with experience and new entrants who want to work in the fishing industry are eligible for funding. The training must be formally recognised and delivered by a training provider approved by either Seafish, the Maritime & Coastguard Agency or the Royal

Yachting Association.

All funding should be applied for and approved before doing the training. To apply for funding, download an application form on the Seafish website. The full web address is www.seafish.org/safety-and-training/seagoing-training/funding-for-safety-training

Funding applications can also be made through any of the Seafish Approved Training Providers. A full list is on the Seafish website.

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

Marine Scotland to publish fishing boat inspection data



MARINE Scotland has committed to regularly publishing figures detailing the number of inspections of fishing vessels carried out by the government agency in the seas around the country.

The commitment was made by the newly appointed cabinet secretary for rural affairs and the islands Mairi Gougeon during a visit to Shetland on 14 July.

For many years local fishermen have felt unfairly targeted by the fisheries protection agency, claiming that foreign owned vessels fishing in UK waters get away too lightly.

Earlier in July Shetland Fishermen's Association executive officer Simon Collins called on the Scottish Government to publish all available boarding data.

Following meetings with industry leaders Gougeon also committed to working to find a way of dealing with the increasing number of reported confrontations between mainly Spanish and French gill netters and local white trawlers fishing the same grounds around Shetland.

Fishermen have for a long time bitterly complained saying they are being forced off their traditional fishing grounds. The issue was also aired in the House

of Commons on 13 July where the Liberal Democrat MP for Orkney and Shetland, Alistair Carmichael, led a fisheries debate.

Gougeon, appointed to the post in May following the Scottish Government's re-election, was in Shetland on a busy three-day visit meeting with a wide range of representatives from the various industries under her brief.

She said a Freedom of Information request clearly shows that – proportionally – more non-UK vessels are being boarded than UK ones. This is being fiercely disputed by local fishermen and opposition politicians.

https://www.shetnews.co.uk/2018/11/20/councillor-challenges-marine-scotland-on-fishing-boat-inspections/?swpmtxnonce=b61d8f987b

"I have just come from a

meeting with the fishermen's association, where I was hearing from someone's concern directly, and again all I can do is give the information that I have and that has been made publicly available.

"I also want to make sure that we are absolutely transparent with this and that's why we will proactively be publishing this information quarterly to show exactly what activity is taking place.

"It is really important that we are transparent, I want people to have faith in the work that Marine Scotland do, and the Scottish Government do, and the only way that we can build that trust is being open and transparent about the work we do."

She added that publishing the information on vessel inspections would "hopefully help create that trust".

'Why is the fishing industry having to fight their own government for survival?'

AS ANGER over the flawed Brexit deal grows in fishing communities up and down the country it appears that far from 'taking back control', the UK has no powers to police its own waters.

The fishing industry is seeking urgent clarification from government in the light of growing evidence that local vessels are being prevented from fishing traditional grounds by foreign owned and crewed fishing vessels.

The issue was raised by Northern Isles MP Alistair Carmichael during a fishing debate in the House of Commons on 13 July.

The Orkney and Shetland MP told UK fishing minister Victoria Prentis that he had urged her to give powers to the Maritime and Coastguard Agency (MCA) to police the waters out to the 200-mile limit at the time the post Brexit fisheries bill was passing through parliament last autumn.

Last month, local fisherman Ross David Robertson shared a video how he and his crew on board the Mizpah were confronted by the longliner Genesis FD19 while fishing to the northwest of Unst.

It appears that following Brexit, and in particular the way the trade deal was agreed in great hurry by Christmas Eve last year, the UK has not taken back powers over its own waters out to the 200-mile limit.

Carmichael said: "All we get, whether from ministers or government agencies, is excuses for inaction.

"In the meantime the problem only seems to get worse. We have to ask – and I shall be asking – if it will take a boat going to the bottom of the sea before those responsible in government will take notice and take action."

Executive officer of the Shetland Fishermen's Association Simon Collins

added: "It would clearly be unacceptable for the UK to be unable to act in its own waters against vessels operating recklessly and with danger to life, and we do not believe that other coastal states would be powerless to act in similar circumstances in their own waters.

"If it turns out that the MCA lacks the powers it needs to ensure orderly operations at sea, then clearly that has to be fixed as a matter of urgency."

Asked to clarify the MCA powers, a spokesman for the government agency said: "The MCA has powers to enforce regulations on vessels which are registered in the UK wherever they may be in the world.

"These same powers extend to foreign registered vessels whilst they are within territorial seas [the 12-mile limit], with the exception of environmental regulations which apply up to 200 miles (the Exclusive

Economic Zone).

"These requirements come from the United Nations Convention on the Law of the Sea (UNCLOS) and are transcribed into UK legislation. Other government departments have powers to apply their regulations up to 200 miles."

Asked about the issue during a visit to Shetland, the newly appointed Scottish cabinet secretary for rural affairs and the islands Mairi Gougeon said Marine Scotland had no remit in dealing with potentially criminal acts committed offshore.

"With regards to the conflicts; these are serious issues and I want to make sure that we try and tackle these as best we can, but of course there is a very different mix of roles and responsibilities in that," she said.

"Marine Scotland is mainly there for the fisheries type offences, they can't deal with any criminal acts or conflicts of that nature, that is the

responsibility of the MCA. "It is important that we are made aware of any incident, there have been occasions where Marine Scotland have been the closest to it and they have gone and try to calm things down, although they are not directly responsible or can take any action necessarily, but they pass on that information to the MCA [Maritime and Coastguard Agency].

"Beyond that it is up to the MCA to decide who should be pursuing that with other nations. "It is something I want to get to

the bottom of after hearing about the seriousness of the situation that fishermen had to deal with, and even although not all the powers rest with us I think we should try to find some sort of solution as best we can."

During the fisheries debate, the Northern Isles MP spoke up for the industry which had responded in great numbers to his call for evidence.

Carmichael said: "The deal struck by the Prime Minister on Christmas Eve is not what they were promised and six months

into its first year it is causing massive problems.

"One Shetland skipper spoke for many when he wrote [to the MP]: 'I run a small wooden 22 metre trawler around Shetland, we have a ridiculously small cod quota and we find it impossible to avoid cod, there is more cod around Shetland right now than anytime in living memory but our quota is minuscule.

'It has been said by skippers recently that you can catch your years quota in one day! There are also plans to cut the cod further in

2022, so it begs the question why are we still using the broken quota system the EU put in place now that we are an independent coastal state?'"

Meanwhile, Magnus, a 19-year-old fisherman from Whalsay asked: "Why is the fishing industry having to fight their own government for survival?"

"Why do their advisory boards have no qualified fishermen or ex fishermen or fish processors advising them? Why are they allowing uncontrolled fishing by foreign vessels in our waters?"

Community clean-up challenge 1,300 kilos of marine litter

THE owner of a small ceramics business in Shetland says she was "over the moon" with the success of a clean-up initiative she organised to reduce marine litter.

More than 1,300 kilos of rubbish were collected by 218 people during two weeks in June Ellie Duncan of Island Ceramics said the project highlighted extent of marine plastic pollution which is washed ashore.

Duncan said that the islands' coastal beauty inspires her range of handmade ceramic pieces. "Over time I have become

increasingly aware of the amount of marine waste to be found along Shetland's shores and the impact this is having on wildlife," Duncan said.

"The topic of marine plastic pollution is something I have spoken about on the platform Instagram, with many feeling equally frustrated by what I document there."

Duncan said though that despite their obvious benefits, the root causes still remain.

"Doing beach cleans alone without stopping the source is like bailing water out of a sinking ship without mending the holes to prevent water



Ellie-Duncan

getting into the vessel," she added.

"With so many eco-conscious alternatives available to us to

give a go, it is easy to find at least one switch that can help to combat this ever increasing problem."

Latest fish catching quota advice triggers calls for substantive reform

SCOTLAND's two largest fishing associations have called for a "substantive" reform of the way recommendations for fish quotas are made after describing the latest advice from the International Council for the Exploration of the Sea (ICES) as flawed.

The Shetland Fishermen's Association (SFA) and the Scottish White Fish Producer's Association (SWFPA) are also urging the UK and Scottish governments to set up an independent panel to properly scrutinise any advice coming from ICES.

The latest ICES advice for 2022 recommends a reduction of the total allowable catch (TAC) for North Sea cod of 10.3 per cent and North Sea and West Coast saithe of 24 per cent.

At the same time, ICES is

advocating increases for North Sea and West Coast haddock of 154 per cent and North Sea whiting of 236 per cent.

These set of figures don't bear any relation to fishermen's experience, according to Simon Collins, the SFA's executive officer.

"With such wild swings in both directions a regular occurrence in recent years, it is clear that ICES needs to take a good hard look at the process and consider whether its modelling is still relevant," he added.

"At the same time, our governments need to ask themselves whether they are willing to create insoluble problems for our fishing fleet simply because a computer says so. The computer has often been wrong in the past, and in terms of

cod at least it is catastrophically wrong now."

SWFPA chief executive Mike Park, added: "It is very clear that ICES has not kept up with changes in the ecosystem, such as the migration of cod stocks which appears to be being driven by climate change.

"The SWFPA and SFA ask the Scottish Government to take seriously their suggestion of an independent panel to assess these numbers and put them into proper perspective.

"It is also time for urgent engagement by both the Scottish and UK governments with industry on this issue."

In response, Scottish cabinet secretary for rural affairs and the islands, Mairi Gougeon, gave a commitment to look at the issue when meeting with industry

leaders in Shetland.

Acknowledging the concern over ICES' methodology, she said: "What fishermen are seeing on the ground, they think, is very different.

"They also spoke about how there can be radical changes from one year to the next, they could be given 50 per cent extra one year and it's down 80 per cent the next - and it is about finding some sustainable way to allow businesses to function.

"There were some suggestions made at the meeting that I want to take back and look at some more detail, I know that cod is a particular issue, and I think there is work to be done to look at that.

"I have been open in listening to these suggestion and it is something I would want to look at in more detail."

Innovative Solution To End 'lost Gear' Problems For Fishermen



The international fishing industry is set to welcome a new product on the market that will bring an end to both the financial and environmental impacts for fishermen who lose their pots, gill nets and even trawls.

As well as the major financial loss for a skipper to lose his gear, due to storms or being dragged away by another vessel, the environmental impacts of lost gear acting as 'ghost fishing' or seabed thrash has for many years been highlighted for the huge damage to fish stocks that it can cause.

As ever, the simplest ideas are always the best and when Norwegian-based Ocean Space Acoustics (OSAC) set about finding a solution, they collaborated with SINTEF, Norway's largest research institute to work, not just towards achieving cleaner oceans but to also aid fishermen to avoid potential costly losses of fishing equipment.

This collaboration has resulted in the patented 'PingMe' - a smart tool for tagging gear and objects under water which, with new transponder technology either integrated with the boat's sonar or as a stand-alone ('plug and play') system, makes it easy to find and identify lost gear underwater.

Now reaching the latter stages of development, PingMe will initially be on

the market as an affordable 'standalone' system (i.e. sensor and wheelhouse-based signal reader) but work is already underway to provide a system that will allow for simple integration of the signal reader into any vessel's existing sounder.

How does it work?

In layman terms, PingMe consists of a small, user-friendly sensor device or 'egg' which is attached to the gear before shooting and, with a software module integrated in the boat's existing sounder system, or as a stand-alone system, this device acts as a locator and location monitoring system.

The PingMe software allows communication with the transponder to determine location and ID and, as an added bonus, the PingMe service also reports location and ID to the 'Cloud' where the information is also stored and data on lost, detected and retrieved gear is reported to the cloud, some of it automatically.

This not only enables the fisherman to monitor the location of his gear but could, depending on how many users are using the information available, help avoid conflicts with other boats or fisheries who can use the system to 'see' where gears are working.

The transponder itself is passive and reflects the sound waves originating from the sonar - to a range of 1,000 metres. The reflected signal is encoded with a unique identity so that the sounder with PingMe software integrated can identify the transponder and calculate its position.

This information can be encrypted if the information is to be transferred to the cloud. And, with PingMe's scheduled online service, you can:

Register your own lost gear with associated ID, or report findings of other lost gears.

PingMe can also be used for better control during active fishing, by attaching transponders at regular intervals to the gear, better control of where the gear is currently located can make fishing more efficient and profitable.

Feedback

Comments from fishermen in Norway suggest a very positive reaction to the PingMe system and, on the west coast of Ireland where harsh sea conditions are common, several lobster & crab pot fishermen are excited at the concept with one particular skipper commenting of the potential reduction in loss of gear as being of 'huge benefit'.

"When my gear has been out for several days during stormy conditions, my only thought as I go to sea is 'I wonder how many leaders of pots/traps will I have lost this time?'" one fisherman said.

"Before even leaving my home, knowing that my gear is still where I left it, or at least if it has moved, that I will have the ability to go and find it would give me fantastic peace of mind," he said, adding that a tool such as this which will reduce the major costs that fishermen face in replacing lost gear will be a 'game changer' for the industry.



Listening To One's 'Pier' Group

By Captain Brian Fitzgerald, Simply Blue Energy



As an island nation with a maritime jurisdiction ten times the size of its landmass, Ireland will look to its maritime area when planning to meet its climate action targets. In doing so, two enduring natural assets are immediately apparent. Firstly, Ireland possesses the best wind regime in Europe, while secondly, Ireland has a continental shelf that makes both fixed and floating offshore wind options, plus wave energy devices, viable. Coincidentally, this same continental shelf is what makes Irish waters amongst the best fishing grounds in the world. Therefore, our fishing community belong at the heart of the conversation about Ireland's plans for offshore renewable energy developments. As the very essence of Ireland's maritime knowledge and expertise resides within its fishing community, their voice will be invaluable.

As the new Director of External Affairs and Stakeholder Liaison at the Irish company Simply Blue Group and its Emerald Project, having spent 38 years in the Naval Service, I have an enhanced awareness and respect for the sensitivities amongst the fishing community surrounding offshore renewable energy developments. In recent weeks I have visited fishermen and other marine users on their piers along the West and South Coasts of Ireland from West Galway (Kilronan) to East Cork (Ballycotton) and I will continue eastward as far as Wexford before culminating this initial listening phase with a visit to Castletownbere. Throughout these visits I have been humbled by the maritime experience, expertise, and capability that Ireland possesses within its' fishing community.

I have long argued that Ireland is a sea-blind country where most Irish people do not see themselves as islanders. This is compounded with our oldest maritime community dispersed around the periphery of the island, or over its horizons, where their constituency is diluted, and their voice can go unheard. In this context, the scale of the recent protests at Cork and Dublin is both a credit to the organisers and a reflection of the seriousness of the issues being faced. One of our most important communities, - those that put to sea to harvest the fish - is feeling threatened by the upheaval of Brexit and ongoing concerns about the EU Common Fisheries Policy that weigh upon their future.

However, all our futures are now threatened by climate change. News channels are frequently filled with concerns about weather events and climate action has become a priority for political leaders, while our youth are actively pointing the way. Presently, we are all being held to account against the principle human duty to be good ancestors. Hence, the daunting climate change targets that have been laid before us. Therefore, it is arguable that the best and perhaps only way forward is to seek to examine the challenges being faced by the fishing community side by side with the challenges being faced by the offshore renewable energy element of the climate action plans. Ní neart go chur le chéile. In an effort to do so, I have distilled what I heard 'on the piers' to perhaps form the basis for further exploration towards a brighter economic and sustainable future for all.

Qualifications. In Ireland, the opportunity for fishermen and their vessels to work with the offshore energy sector is constrained by current Irish legislation and regulation. Fishing vessels operate under separate legislation and differing qualifications for contrasting operations. Ireland should now review the various extant regulations to ensure that its mariners are placed at the best possible advantage to deliver

Ireland's maritime needs. To do otherwise risks the unnecessary importation of skills and infrastructure from abroad.

Diversification. Floating offshore wind farms may offer opportunities for additional or alternative options to jobs from the sea. For example, aquaculture in the form of seaweed harvesting or shellfish offshore, offer possibilities to be explored. In turn, the onshore support to offshore aquaculture could be advanced through associated hatchery or re-wilding initiatives and the increasing importance of carbon friendly seaweed derivatives and finished products.

Stocks. Floating offshore wind farms, can provide high levels of protection for habitats and species. As research continues apace into the use of artificial reefs, fish aggregating devices (FADs) and Marine Protection Areas (MPAs), the fish stocks of the future may be enhanced with the right plans in place. An uplift in fish stocks within an MPA or offshore wind farm can spill over into adjacent areas and enhance fishing, in the form of extra offspring, juvenile and adult animals, with potential long term sustainable benefits for the commercial fishing sector.

The potential multiple benefits of meeting environmental, energy, economic and social needs suggest Government consider co-locating windfarms with MPAs and support the biodiversity benefits and coastal community regeneration that may flow from such a policy.

Whereas much of the above will rely on further research, these conversations need to start now with our fishing community's voice at their centre. Nobody knows the sea and seabed better than the fishermen. Therefore, as Ireland struggles to meet the challenges of climate change, and fishing communities struggle with an unknown future, offshore renewable energy developments will have a far greater chance of delivering a sustainable future for all, - including the incentivization of our youth to get involved, - if the solutions are co-created.

Safety of Life at Sea:

"Through our 'values-in-action', the Emerald Project encourages all users of the sea to be safe and wear a lifejacket when seaborne or working in areas exposed to the sea. We will work with the Lost at Sea Tragedy (LAST) charity and others in promoting the safety of life at sea while setting example with our own practices."



Captain Brian Fitzgerald is the Irish Director of External Affairs and Stakeholder Liaison and represents the Simply Blue Group, focusing on the Irish projects, as exemplars in community engagement and trust building. He enjoyed a long and successful career with Ireland's Naval Service including two periods as a ship's Captain before ultimately serving as the Navy's Operational Commander. He is a Board Member of the Irish Charity GOAL. Captain Fitzgerald has obtained specialist qualifications in Maritime Law, Mediation and Public Relations in addition to his wide-ranging naval qualifications. In 2017 he completed a successful deployment to the Mediterranean Sea as part of Europe's response to the humanitarian crisis to rescue migrants. His love of the sea, desire to protect Ireland's maritime interests and his extensive career experience, drive him in his current role.

John (The Máistir) Bonner

An avid reader of The Skipper since our first issue in 1964, retired Killybegs fisherman John Bonner recalls his time from the schoolroom to the wheelhouse.

By John Cunningham

I have known John and his family for a long while now and would bring him the odd feed of fish every now and then; most times it would be a quick chat and catch up of the usual. On leaving I often thought to myself that I would like to sit down with him and indeed others like him who have braved the seas back in their days. Their tales I'm sure would be extraordinary, fascinating and inspiring. I believe that these old sea dogs need to tell their stories, they need to be logged somewhere in annals for future maritime history and interest. When I approached him and asked if he would like to share his story with me and you he willingly obliged...

John Eunan Bonner was born in the year 1935 in Bunbeg Gweedore, he was born in his Grandmother's house and looks back at hard times then, the decade was known as the hungry thirties and for many people this was unfortunately so. His Mother, a teacher in an Irish school called (Knockastrolor) worked hard to make ends meet. There were eight children in the family of which John was the second eldest, four boys and four girls but John mostly lived with his grandmother he says. His

father ran a pub in Mullaghduff; the parents worked hard from Monday to Friday and came back to the children on the weekends. He smiles when he recalls those times when he lived there with his Maimeó (Grandmother) he spoke only Irish and didn't speak a word of English until he left school the age of twelve.

He went to St Euans college for a brief term and he wasn't too fond of the time spent there. He tells me that the priests were in charge and that they ran a tough regime and at times he was often hungry.

Later he was off on his travels to a school in Galway called St Endas, he spent four years there and left at the age of sixteen.

Having achieved academically he decided to train to be a teacher and attended St Pats in Dublin for two years. Teaching was perceived to be prosperous post in those days but John remembers that it didn't pay so well for a young man.

With his feet still firmly on the ground John heard by word of mouth about the Donegal men working in the tunnel in Scotland, known then by (The Donegal tunnel Tigers) these tough Irish men held a world record for tunnelling the quickest in shorter spans of time, so he packed away his books and off he went to Scotland.

John worked in the tunnel for four long years in tough conditions; he recalls the work being very harsh and exhausting. His tone saddens as he calls to mind a fatal disaster that occurred while he was working there; thankfully he was on a different shift at the time. Seven men were killed in one night, he tells, "they were sinking shafts and laying pipes and someone didn't blow the concrete out from the pipes. It took the rescue workers three weeks to dig them out" It was evident that it had left an impact on him.

Taking a break from the tunnel work but still remaining in Scotland, he went to a little island called Owey where he taught for a year. Afterwards he Island hopped once more for Gola where he was teacher (Máistir) for a further two years. John enjoyed his time there, he informs me with a wink and a smirk that he had his own Curragh whilst on the island and he sailed to the mainland for the dances. His digs wee the same as what he was earning so the good landlady struck him a deal for his helping with the Horses and the bog.

Still chasing a decent wage he moved back to the mainland and became a principle of a school in Letterkenny called Letterleague near Rockhill. At that time he was promised £3 and week, a very tidy sum for a lad in his early twenties, but alas he was soon to discover that he was back to square one when it came to paying for digs, this time it cost him £3 a week also and it was very dishearten for him with the landlady getting most of the wage.

In 1960 he returned to Scotland to the tunnelling this time the money was fantastic earning £200-300 a week, however he only stayed this time for two months.

He went back to his beloved Donegal and answered his calling to the sea and this was the start of his nautical adventures. He went to work for Mánuis Boyle on a ship ironically called The Donegal He chuckles with laughter as he relays his first time

on the boat; he suffered a bad bout of seasickness at his first induction.

The next ship he boarded was called The Father Murphy on here he served as an engineer, working alongside the owner Noel Mc Ging and enjoyed his time there until Noel got a new ship Olgarry. Whilst continuing to work for Noel he met his wife Nora in the year 1968 and as they say in the trade, they got spliced in 1973. By this time John had clocked up six -seven years onboard Olgarry.

He went to work again for Mánuis and his brother Denis Boyle for a couple of years this ship was called The Girl Pat a Seine netter. Then later on a Spanish boat named Ogano owned by Billy Bustard from Donegal. He informs me that the ship was manned by two crews at the same time, one Irish the other Spanish.

Emer Marie was his next adventure and was skippered by Pat Connelly. John talks warmly of Pat and says he had a lot of time for him. Together they were one of the first Irish boats to fish Rockall,

His next travels was to Holland onboard the beam trawler, he worked alongside Nora's Brother Joe (Bush) Byrne who Skippered the boat called Margaret C I noticed the old salty Máistir smiling and asked him to share... When working with Joe Bush Byrne they docked the boat in Holland, when they tied her up the boat was red. On return, a week later they found the boat was green. The following morning they went to sea and were later boarded by the fishing protection officers who were happy to allow them to continue on their trip. Later that same evening the same protection officers boarded their ship again. John had asked why they had returned, and the officer replied that he had indeed recognised Johns face from the previous visit that day. After a good head scratching they discovered that the Dutch had only painted their boat on one side and didn't paint the side next to the pier. This ended his engineering career on

the fishing vessels.

After that he boarded the Guard Vessels were he skippered them for a couple of years working on the North Sea and Africa. He worked three weeks at sea one week at home.

I had asked him if he had any frightening times during his career, he recalls a few but one in particular stood out and ended his sea faring days. He said, "We were caught in a storm the south of England, Cornwall when the boat ended up on the rocks. The life boat had to be called and all crew were rescued by the mercy of God" however, John was badly injured when a steel door slammed on his hand; he nearly lost it and ended up in a hospital in Penzance where they managed to save it. When he arrived back in Dublin he was met by his daughter, he had lost everything to the storm and only returned with the clothes on his back and his passport. This incident ended his navigating days at sea; he tied up his loose ends and stepped back ashore. Nora, his wife stayed at home rearing their children, she worked for Gallagher's fish factory for twenty years and John is proud that she kept it all ship shape at home.

John was sixty eight years young when he dropped the anchor at home, he tells of having a great time with Pat Connelly.

Overall he had positive feeling about his career at sea when his adventures took him to many countries where he meet people of different cultures and races, where the climates were boiling hot as he worked below. Holland was a place that never impressed him, he tells of how the Irish fishermen never got a good reception from them while there.

It's fair to say he kept both oars in the water, never dragging the anchor and kept the ships operational. Home is the sailor, home from the sea.

John, now 86 and Nora 79 years old have been married for 48 years; both are in reasonably good health.

They had three children to add to their crew, one boy and two girls, they now have six Grandchildren.

As I make to leave we all agreed that it was great craic recalling his memories and he tells me as I go out the door, "I can't wait until July to get out for my first pint since this Pandemic." I had to agree.



John (The Máistir) Bonner

Historic lighthouse opens to the public for guided tours

Blacksod Lighthouse has been a welcoming signal for fishermen entering Blacksod Bay for 155 years. The lighthouse was designed to work in tandem with Blackrock Lighthouse to aid the safe entry of vessels to Blacksod Bay. Blacksod is a popular place of anchorage for many vessels due it's easy access and the deep bay allows the largest of vessels safe anchorage.

The lighthouse, which is property of the Commissioners of Irish Lights will now open under the management of a local development co-op, Comharchumann Forbartha Ionad Deirbhile. The lighthouse will bring to life the stories of the lighthouse, its keepers and their contribution to world history.

Blacksod Lighthouse is scheduled to open to the public on Friday 30th July 2021. A local team from CFID and Údarás na Gaeltachta are working hard to get ready for this and intense activity is underway in the background at the moment to make this happen. A process of research has now been completed to identify the story of the lighthouse itself, how it was built, as well as the lightkeepers that worked here and their day to day lives. Blacksod Lighthouse earned a special place in world history when Lighthouse Keeper Ted Sweeney and his



Blacksod Lighthouse

wife Maureen provided essential weather reports to the allied forces who were planning the D-Day landing in 1944, which saved countless lives during the landings itself, and which marked the beginning of the end of World War 2. This work also highlights some of the history of three neighbouring lighthouses in the Erris region: Blackrock, Eagle Island and Ballyglass.

A design team were employed to prepare the interpretation and displays for Blacksod Lighthouse in order to offer a high-quality experience for the visitor. Design works have also been completed to renovate the building and this work will be in line with Blackrock Lighthouse's status as a Protected Structure, and CFID are working

with the conservation experts in Mayo Co. Council and the building specialists in the Commissioners of Irish Lights on this.

Access to Blacksod Lighthouse will be by guided tour and CFID and Mayo Northeast LEADER Company are currently delivering a training programme for the guides who will be giving the guided tours. Tours can be booked the website www.visitblacksodlighthouse.ie

Opening Blacksod lighthouse to the public is just one part of the Áras Scéalta an Atlantaigh Hub & Spoke development in Eachléim. Áras Scéalta an Atlantaigh received €2.5 million capital funding from the RRDF, Roinn na Gaeltachta and Údarás

na Gaeltachta and is supported by Mayo Co. Council, the Commissioners of Irish Lights and Fáilte Ireland. Áras Scéalta an Atlantaigh Tourism hub is being developed in Eachléim village by Údarás na Gaeltachta for Comharchumann Forbartha Ionad Deirbhile. Opening in 2023, the project will build on the stories of Blacksod and dive deeper into the local heritage and maritime history of our peninsula.

For further information on this development please contact: John Gallagher, Chairperson CFID or Evin Ó Siulá, Tourism Officer CFID evin@ionaddeirbhile.ie or Tina Nic Eaffartaigh, Manager CFID eolas@ionaddeirbhile.ie or visit our website visitblacksodlighthouse.ie.



Emer Marie

Toothed Rock Crab (*Cancer bellianus*) extracted off Inishturk, Co Galway

By Declan Quigley

On 15 August 2019, the MFV 'Realt an Oileain II' (G733) [Skipper: David Heaney] captured a male Toothed Rock Crab (*Cancer bellianus* - KCB) measuring 186 mm CW (carapace width) while potting for lobster at a depth of c.100 m W of Inishturk (53.75oN, 10.41oW), Co Galway (Figs. 1-2). David released the crab alive and remarked that 'over the last 3-4 years at least three specimens had been taken in the same general area'.

A close relative of the more familiar and commercially important Brown Crab (*Cancer pagurus* - CRE) [Fig. 3], the Toothed Rock Crab has rarely been recorded from Irish waters. Indeed, there are only five previous Irish records. The first, a male measuring 210 mm CW, was captured during 1948 at a depth of 550 m off the SW coast (51.50oN, 11.00oW); the second, a male measuring 144 mm CW, was taken during June 1988 by MFV Three Brothers (Skipper: Mr Michael Flannery, Dingle) at a depth of 550 m on the Porcupine Bank (50.33oN, 14.24oW); the third, a male measuring 205 mm CW and

weighing 1.75 kg, was taken during December 1992 by the MFV Bjarnary [Skipper: Mr Derry Murphy, Dingle] at depth of 240 m, 128 km west of Slyne Head, Co Galway; the fourth, a male, was taken on the 29 September 2017 by the MFV Handa Isle (SO662) [Skipper: John O'Brien] at a depth of 91 m, 40 km NW of Tory Island, Co Donegal; and the fifth, a male, captured during October 2018 by the MFV Island Dawn (G860) [Skipper: Peter Anthony Lacey] between Inishshark and Inishbofin, Co Galway. The latter specimen was donated alive to Galway Atlantiquarium.

C. bellianus is widely distributed in the NE Atlantic, ranging from Hofn, SE Iceland (c.64oN) southwards to NW Africa (Morocco/Spanish Sahara; c.27oN), including the Azores, Madeira, Selvagens and Canary Islands, but only rarely from the western Mediterranean (Alboran Sea). Although the species is infrequently recorded from European Atlantic waters, it is taken as a by-catch by Portuguese and Spanish vessels off NW Africa (including the Canary Islands) at depths of 200-700 m, and off the mainland Portuguese coast. While both whole crab and claws are marketed in



Fig. 1. Toothed Rock Crab captured by the MFV Realt an Oileain II (15.9.19)



Fig. 2. Toothed Rock Crab from Inishturk, Co Galway (15.9.19)

mainland Spain and Portugal, there are no specific FAO statistics available regarding quantities landed.

C. bellianus is found on varied substrata at depths ranging from 37 to 750 m, with maximum abundance between 200 and 450 m. The maximum reported CW and weight for the species is 221 mm, and 1.92 kg respectively. The Toothed Rock Crab is superficially similar to the Brown Crab, with a broad oval-shaped carapace and black tipped claws. However, *C. bellianus* can be easily distinguished from *C. pagurus* by the distinctive rows of small serrated teeth around the edge of the carapace and the pale brown shell spotted with red.

The apparent rarity of Toothed Rock Crabs in NW European waters may be due to misidentification with Brown Crab [maximum CW 300 mm] whose depth

range partially overlaps with *C. bellianus*. For example, between 1978 and 1980, a total of 72 specimens (including 53 males and 19 females) of *C. bellianus* were taken in deep-water pots on the eastern slope of the Rockall Bank at depths ranging from 300 to 583 m. During August 2005, a total of 864 kg of marketable-size *C. bellianus* was recovered from discarded gill nets at depths of 417-424 m SE of Rockall. Although relatively few specimens have been recorded from Irish inshore waters (depths <200 m), it is possible that *C. bellianus* may be more common in deeper offshore waters.

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



Fig 3. Brown Crab (MFV Atlantic Freedom, off Howth, 06.07.2016) 2.5kg, 240 mm CW



Calling all Southwest Coast Offshore Fishermen!

DP Energy would like to meet you to discuss the Inis Ealga Marine Energy Park project off the South Coast and the Clarus Offshore Wind Farm project off the West Coast.

Who? Yvonne Cronin, DP Energy's Stakeholder Liaison Manager

Where? The Boardroom of the IS&WFPO Headquarters,
3 Pier View,
West End,
Castletownbere.

When? Wednesday 8th of September between 9am and 6pm

For more information email yvonne.cronin@dpenergy.com

Call in whenever you are free, we look forward to meeting you

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Kevin King, Senior Sous Chef, Connemara Sands Beach Hotel and Spa. (Ballyconneely, Co. Galway), Sarah Jane Browne, Chef/Manager, Time & Tide Café. (Annagry, Co. Donegal), Lucas Serpa Maciel Lisboa, Junior Chef de Partie, Bunnyconnellan Coastal Restaurant. (Myrtleville, Co. Cork), Jake Kennedy, Chef de Partie (Fish Section), Glovers Alley (Dublin) and Andrew Zeppa, Chef de Partie, The Yacht Pub & Upper Deck Restaurant, (Clontarf, Co. Dublin). Images: Andrew Downes, xposure.



Young Chefs announced for BIM's Taste the Atlantic Ambassador

Five up and coming young chefs, aged between 21 and 24, have been successfully awarded places on BIM's Taste the Atlantic Ambassador Programme, an exciting initiative created by Bord Iascaigh Mhara in partnership with Chef Network to drive awareness of the provenance of Irish seafood among young and aspiring chefs. Working with Chef Network, nominations were sought from around the country and five candidates have been selected following a written submission and interview process.

The five Ambassadors will now take part in a three-month programme including mentoring from some of our premium seafood producers along the Taste the Atlantic, A Seafood Journey! trail and workshops with Master fishmonger, Hal Dawson and Michelin-starred chef, JP McMahon.

Taste the Atlantic, A Seafood Journey! was developed by BIM in partnership with Fáilte Ireland and the trail, sweeping from Malin Head, Co. Donegal to Kinsale, Co. Cork, showcases the incredible range of seafood producers and visitor attractions along the Wild Atlantic Way to visitors.

Kicking off the Ambassadors

programme is a producer visit to Kelly Oysters in South Galway, who will introduce them to a third-generation shellfish business that exports around the Globe. That afternoon they will participate in a culinary masterclass on Irish seafood with Chef JP McMahon. The group will then visit Killary Harbour in Co. Galway and will learn about mussel farming and Seafood Tourism directly from Killary Fjord Shellfish, this will be followed by a trip to DK Connemara Oysters where the Ambassadors will learn about oyster farming and the storied history of oyster production in Ballinakill bay.

Speaking after the young chefs were announced, Mairtin Walsh, BIM said, "As a member of the interview panel I was struck by the energy and knowledge all of the nominees. We genuinely had a tough job selecting only five chefs, but we can say with confidence they will be vibrant and vociferous ambassadors for premium Irish seafood into the future. We wish them the very best of luck on their seafood journey!"

Executive Chef at Harvey's Point, Donegal and Chef Network Advisory Council member Chris McMennamin, who also took part in the selection interviews,

commented: "This programme is a fantastic chance to show young chefs the wealth of seafood out there on the Wild Atlantic Way; to get to know the producers, understand how it is produced, and get excited about working with it. We would like to see more local seafood featured on menus and these chefs can help champion that and inspire others. At the same time, the programme will greatly expand their knowledge and skills and contribute to their professional development. It's been really refreshing to meet the candidates and we are genuinely excited to work with the five selected ambassadors over the coming months".

The young chefs hail from all over the country, Sarah Jane Browne, originally from Kerry, is now Chef/ Manager of Time & Tide in Annagry, Co. Donegal. Jake Kennedy is from Co. Wicklow and is Chef de Partie (Fish Section), Glovers Alley, Dublin. Kevin King is Senior Sous Chef, Connemara Sands Beach Hotel and Spa, Ballyconneely, Co. Galway and is from Clifden. Hailing from Salvador de Bahia, Brazil, Lucas Serpa Maciel Lisboa is Junior Chef de Partie, Bunnyconnellan Coastal Restaurant, Myrtleville, Co. Cork and Andrew Zeppa is Commis Chef at The Yacht

Pub & Upper Deck Restaurant, Clontarf, Co. Dublin.

The mentoring programme is underway and is being supported by the European Maritime and Fisheries Fund

Meet our Young Chefs!

Sarah Jane Browne, Chef/ Manager, Time & Tide Café. (Annagry, Co. Donegal)

Sarah is originally from Kerry but is now Chef/Manager at Time & Tide Café in Annagry, Co. Donegal. Sarah has studied and honed her culinary skills in CIT and LYIT and has extensive experience working in tourism including at the world-famous Molls Gap in Kerry. Sarah is from a dairy farming background is a passionate believer that sustainability in food production is critical and that chefs and producers are key stakeholders in the future of sustainable food production. Sarah wants to learn more about sustainable seafood production and bring learnings back to her work in Co. Donegal.

Andrew Zeppa, Chef de Partie, The Yacht Pub & Upper Deck Restaurant, (Clontarf, Co. Dublin)

Andrew is from Dublin and has been working at the Yacht Pub

and Upper Deck Restaurant in Clontarf for several years. A high-quality seafood offering at the Upper Deck Restaurant has helped Andrew develop a strong interest in seafood and the culinary skills required to bring out the best in the product. Andrew wants to get out and about on the water with Taste the Atlantic producers and bring a bit of the west coast back to Clontarf, Andrew is keen to draw on his Italian heritage to create interesting new dishes.

Kevin King, Senior Sous Chef, Connemara Sands Beach Hotel and Spa. (Ballyconneely, Co. Galway)

Kevin is from Clifden, Co. Galway and grew up around fishing where he has fished for lobster and crab for years. He is extremely passionate about sustainability and wild food, where he forages daily to further champion local, organic produce within the Connemara Sands menu. Kevin has worked and completed stagiaires in high end restaurants and hotels in Connemara, Galway and the UK including The Black Swan at Oldstead and The Oakroom at Adare Manor. Kevin is ambitious and is starting on an MSc in Food Business and Innovation in UCC. Kevin is already familiar with some Taste the Atlantic producers but wants to learn much more.

Lucas Serpa Maciel Lisboa, Junior Chef de Partie, Bunnyconnellan



Sarah Jane Browne, Chef/Manager, Time & Tide Café. (Annagry, Co. Donegal)



Coastal Restaurant. (Myrtleville, Co. Cork)

Lucas is from Salvador de Bahia in Brazil a city with great seafood cuisine. Lucas developed his interest in food in childhood, sharing meals with his family. "In my family sharing a meal was the way that we choose to celebrate, so, my relationship with the kitchen has this powerful feeling attached." Lucas came to Ireland to challenge himself and to broaden his range of culinary skills and techniques. Lucas wants to bring the diverse flavours and techniques of historic Salvador de Bahia to the Taste the Atlantic producers to create a new and exciting fusion.

Jake Kennedy, Chef de Partie (Fish Section), Glovers Alley (Dublin)

Jake is from Wicklow and is very keen on all things fish and marine related. Jake has been developing his fish skills in Glovers Alley. Jake is also a keen sport fisherman, taking

every opportunity to get involved in fishing whether in Ireland or the Canaries or Singapore. Jake is a graduate of DIT and cites Nathan Outlaw and Josh Niland as his inspirations. Jake will be very much at home on the shore and on boats with Taste the Atlantic producers.



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Higher Diploma in Business in Fisheries and Aquaculture

The Higher Diploma in Business in Fisheries and Aquaculture has now run for a fourth year at Wexford Campus of Carlow Institute of Technology and the fifth year gets underway next month. The HDip is becoming established as a sought after third-level qualification to have in the fishing, aquaculture and broader seafood sectors. Following consultation with the sector the previous programme name HDip in Business in Aquabusiness has been discontinued in favour of the new name.

Developed in partnership with BIM the Higher Diploma offers modules in: financial management and planning, economics, strategic and innovation management, marketing management and law and regulation. The course also includes a work placement or industry-focused project, which gives students the opportunity to gain practical industry-based experience in the sector.

Dr Janette Davies, Deputy Head of Wexford Campus, told the Skipper that there had been some confusion over the term 'aquabusiness' in the past and the title change aims to make it clear that it deals with all aspects of the seafood industry. While agriculture and agribusiness is well catered for in Ireland at third level the Institute of Technology Carlow's Higher Diploma in Business in Fisheries and Aquaculture is unique, as it is the only third level course in Ireland dealing with the business of fisheries and aquaculture, despite the seafood sector having a GDP of €1.25 billion (BIM, The Business of Seafood 2020). For agriculture, one of our universities, UCD, offers



Launch of HDip in Aquabusiness

267m places at entry level for the bachelor of agricultural science each year.

Due to the pandemic the fourth cycle of this part-time post graduate course was offered fully online. Programme Director Amy Allen, who teaches both the Marketing Management and the Strategic and Innovation Management Modules told the Skipper that this resulted in an increase in student numbers as they did not have to travel to Wexford Campus every second weekend during the academic year. The online delivery went really well last year and also facilitated contributions from a range of guest lecturers, she said. She explained that Wexford Campus has small class sizes and for students who feel they do not want to undertake the whole 60 credit level 8 HDip, they can take each certificate individually in law, economics, marketing, strategic and innovation management and finance, she said.

This Autumn 15 new graduates are due to receive their HDips and an additional five are to receive Certificates in one or more of the five modules. The latter includes a student from above the Arctic Circle in Norway. This will bring the total number of HDip awards to 35.

One of last year's graduates told the Skipper about his experience on the course. "I found it to have good mix of general business principles and knowledge, coupled with marine specific case studies. I think the course is a great step-up for somebody working in a

marine business". Seamus O'Flaherty is son of Jim and Valery O'Flaherty who graduated as a Mechanical Engineer in 2008 from Cork IT, then spent ten years working as an engineering consultant and project manager across a range in industries in Australia. Kim Dempsey, of Irish Mussel Seed Company, based in Arklow has just completed the HDip. She told the Skipper "I found this course action packed, challenging but overall extremely rewarding. My knowledge and experience has been enhanced to a level unachievable without the great learning and support of all lecturers and guest speakers through out this academic year.

I will be taking my new education and focusing it into our aquaculture business here in Ireland. This course is for all who want to upskill and refocus on aspects of their marine business".

Recruitment is now taking for the fifth cycle of the HDip, which starts in September. The programme will be delivered mainly online, further information is available from Dr Davies (janette.davies@itcarlow.ie) or from Brian O'Loan of BIM (aquabus@bim.ie). The course fee remains unchanged at €2,500 for the full HDip and €450 for individual module Certificates. Candidates from the sector in Ireland are eligible to apply for 50% grant for fees from BIM, which continues to support the course. The same fees apply to applicants from the EU/EEA and the UK.

Cork-screw Cod (*Gadus morhua*) unravelled off SE Ireland

By Declan Quigley

During early April 2021, Eugene Wallace purchased a codling weighing c. 2 kg and measuring c. 30 cm TL which had just been landed into Kilmore Quay, Co Wexford. Although the cod appeared to be overtly normal on the exterior, attempts at filleting met with unusual resistance because the backbone was discovered to be spirally twisted like a cork-screw, a vertebral deformity known as scoliosis (Fig. 1).

During early November 1909, a similarly deformed codling measuring c. 25 cm TL was captured in Whitley Bay, Northumberland, UK (Figs. 2-3). However, unlike the specimen Kilmore Quay, the scoliosis was clearly visible on the exterior of the Whitley Bay specimen.

Various types of physical abnormalities, including scoliosis, lordosis, kyphosis, ankylosis, compacted vertebrae, gill cover and head deformations ('pug-heads') have been reported in wild cod since the 19th century (Fig. 4). Indeed, during the 1850s, hump-backed cod with compacted vertebrae were not uncommonly reported

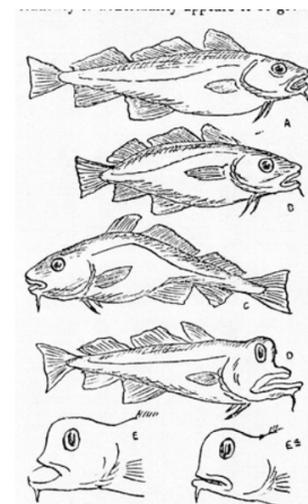


Fig 4. Various types of body deformities observed in cod from the Firth of Forth (NE Scotland) during the 1890s

from the estuary of the River Thames and the Firth of Forth where fishermen colloquially referred to them as 'Lord Fish'.

Most of the body deformations observed in wild cod are thought to be congenital. Between the 1950s and 1980s, very high levels of deformed cod (up to 50% during the summer months) were attributed to the possible effects of pollution in the Elbe Estuary (German Sea Bight). However, relatively high levels of deformities (up to 6%) have also been reported in wild cod from unpolluted Norwegian waters. Perhaps congenital deformities are naturally high in wild cod and the vast majority perish at an early stage.

The occurrence of high levels of vertebral deformities (up to 60%) has been a major obstacle in the successful development of intensive cod aquaculture since the late 1980s, but a significant amount of research has been directed at reducing the incidence. For example, the incubation of fertilized cod eggs in stagnant systems and at high temperatures resulted in a high prevalence of scoliosis, kyphosis and lordosis at hatching. The type of live starter feed and the composition of on-growing manufactured feed also had a significant influence on the level of deformities. Perhaps some of the vertebral deformities observed in wild cod may be related to increasing sea water temperatures and/or a lack of suitable planktonic feed during the early stages of development.

More recently, spinal injuries (ranging from zero to 70%) associated with the electric fields created by electro-pulse beam trawls have been reported in wild cod in the North Sea.

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



Fig 1. Cork-screw Cod (Kilmore Quay, April 2021)

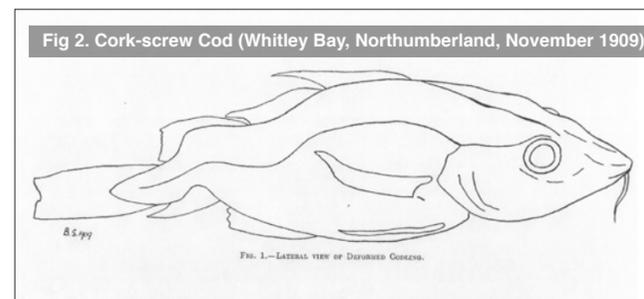


Fig 2. Cork-screw Cod (Whitley Bay, Northumberland, November 1909)

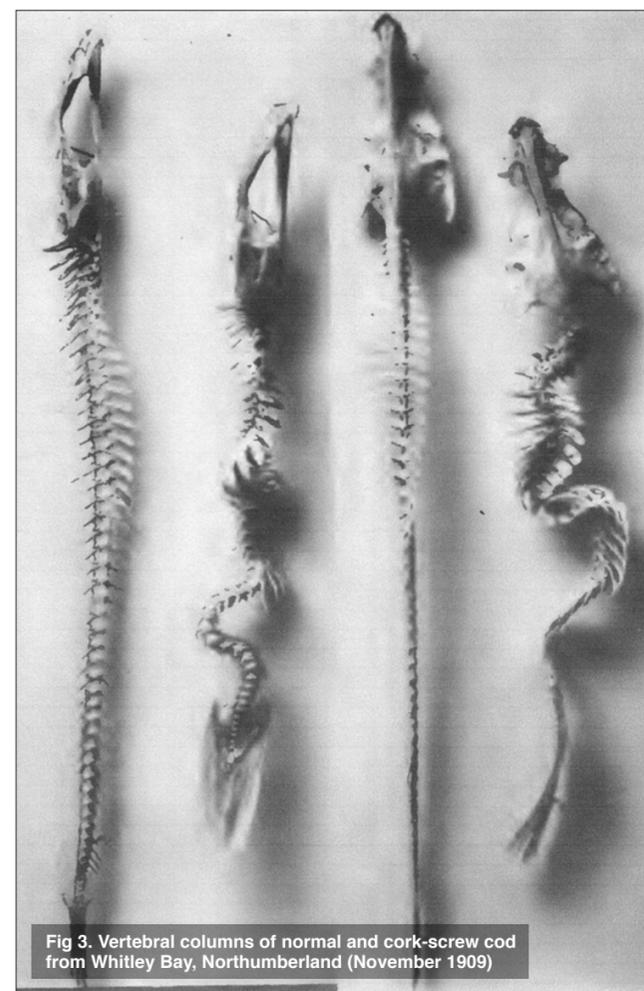


Fig 3. Vertebral columns of normal and cork-screw cod from Whitley Bay, Northumberland (November 1909)

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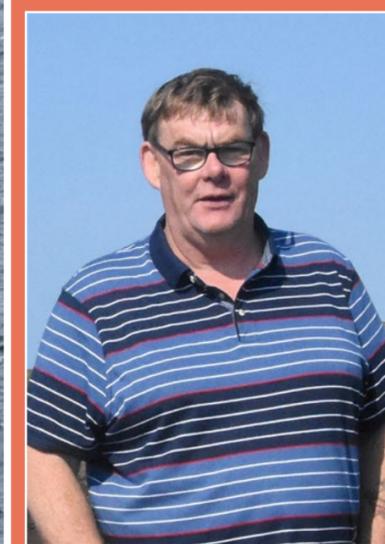
Vervine BA842 towing for scallops north of the isle of Mull



Some of our top fishing photographers pick their top 5 photos

CHARLIE UMPHRAY

Scombrus R-1-H leaving Lerwick



Name: Charlie Umphray
Location: Bressay, Shetland
Camera: Nikon D7200
Lens: Sigma 150mm-600mm
Workplace: Deckhand aboard the livefish carrier Aqua Viking
Instagram: Charlieumph
Top Tips and Messages: Always have the camera near at hand and ready to shoot and fully charged batteries.

True Token CN298 heading for Campbeltown



Venture LK641 heading into Lerwick



Boy Robert LK906 jigging for mackerel at the Bressay lighthouse



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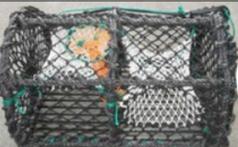
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SUBMISSION GUIDELINES: Simply get your phones and cameras out, and send us your hi-res photos by email to editorial@maramedia.ie and don't forget to mention your name and details, as well as a brief description of the scene depicted. The photos must be taken by the person sending it to us, and it is understood that they are free of copyrights.

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SARAH DAVID FISHING IN THE BAY OF BISCAY

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The Archives - August 1981

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



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GOVT. PLEDGED ON F.G. LIMITS PROMISE Assurance by Minister

THE NEW MINISTER for Fisheries, Tom Fitzpatrick, has told THE IRISH SKIPPER that the Government will stand over its declared policy of achieving an "exclusive zone for at least 12 miles" for Irish fishermen.

In an interview with the Editor shortly after taking office following the General Election, Mr Fitzpatrick said that it was his intention as soon as possible to visit the major ports to learn and discuss the fishermen's problems.

The Minister said that the initial procedures of Government had taken up so much of his time that he had been unable to do all he had wanted to do so far. He had, however, been in

contact with the Minister in the British Ministry of Agriculture and Fisheries responsible for fishery matters in a document issued by Fine Gael before the General Election on party policy, the problem of the fishing industry was stated as follows:

"1. To secure an exclusive fishing zone around Irish coasts and privileged access for Irish vessels in more distant waters; to control effectively illegal inroads into our fisheries; and to develop the Irish fishing industry."

The Fine Gael Solution was stated as:

"1. Despite the 'sell-out' by the new Fianna Fail Government in 1977, which lost Ireland the possibility of an exclusive zone that might have run up to 30 miles from our coasts, to negotiate in the E.E.C. for an exclusive zone of at least 12 miles, with dominant preference for Irish vessels in our 200-mile economic zone.

"2. To strengthen the law against fishery offences by foreign trawlers by examining and revising legislation relating to arrest, detention and fines.

"3. To take steps to prevent To back page



Tom Fitzpatrick.



CRUMMEY RE-ELECTED AS I.F.O. CHAIRMAN

At the seventh Annual General Meeting of the Irish Fishermen's Organisation, held in Dublin, on July 11, Brian Crummev was re-elected Chairman for a further year and Joseph V. Maddock, Vice-Chairman.

The A.G.M. elected the following directors:- Brian Crummev, Dun Laoghaire, Joseph V. Maddock, Kilmore Quay; Joey Murrin, Killybegs. A number of other directors have still to be appointed, and the following ports have been asked to nominate a representative: Union Hall, Castletownbere and Burtonport.

SHARP INCREASE IN LANDINGS

Landings for the first four months of 1981 were 46,765 tonnes, an increase of close on 50% on the 1980 figures for the same period.

Whitefish landings at 13,274 tonnes for the period was only slightly up, but pelagic catches, mainly mackerel, rose from 15,178 tonnes in 1980 to 29,525 tonnes in 1981. The shellfish catch was up about 20% in value.

COURT'S MISTAKE

In a reserved judgement, the Supreme Court has held that the High Court should not have released last December 9th the skipper of a Dutch fishing vessel arrested on suspicion off the Donegal coast without giving the Attorney General and the authorities in Donegal a chance of being heard.

The case aroused great indignation in Killybegs and throughout the fishing industry at the time.

NAVY AT WORK

The Dublin-registered trawler, Mascolo, photographed by Enda Padraig O'Coineen from a Navy boarding boat after a routine check by the L.E. Aoife on its catch 30 miles west of Mizen Head last month. The trawler, which operates into the Eiranova plant at Castletownbere, had on board 39 1/2 tonnes of cod and 9 1/2 tonnes of assorted fish.

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Mussel Dredger near Greencastle. Photo Patrick Cavanagh



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Brendelen and Fr Mckee at Killybegs. Photo Patrick Cavanagh



Carhelmar BM 23 leaving Whitby. Photo Mick Bayes



Research alongside in Lerwick. Photo Mick Bayes



Joshua o Brien and Paul (TED) Roche mending codend aboard Maarten Luther. Photo Murtagh O'Murach

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

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

NAME: _____

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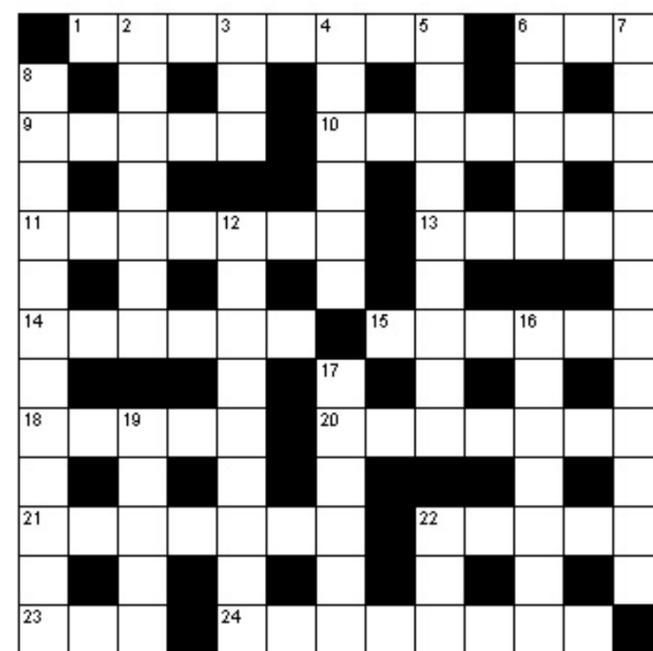
IMPORTANT PLEASE INDICATE JACKET SIZE:
SMALL ■ MEDIUM ■ LARGE ■ XL ■ 2XL ■

ACROSS

- 1 Outdated (8)
- 6 Floor covering (3)
- 9 A shade of purple (5)
- 10 Wind-storm (7)
- 11 Slimmed down (7)
- 13 Combine (5)
- 14 Small prawn (6)
- 15 Intense or violent effort (6)
- 18 Of the nose (5)
- 20 Perpendicular (7)
- 21 Voted into office (7)
- 22 Saunter (5)
- 23 Strike lightly (3)
- 24 Sunrise (8)

DOWN

- 2 Gross mistake (7)
- 3 Poem (3)
- 4 Monetary unit of Portugal (6)
- 5 Meet (9)
- 6 Native of New Zealand (5)
- 7 Immediately (5,3,4)
- 8 Captivity (12)
- 12 Finished (9)
- 16 A branch of mathematics (7)
- 17 Miscellaneous (6)
- 19 Farm animals (5)
- 22 Atmosphere (3)



*Failure to select jacket size will result in void entry

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BIM's new Sea Survival Training Unit in Greencastle

The Minister for Agriculture, Food and the Marine Charlie McConalogue has accepted a business case from Bord Iascaigh Mhara's (BIM) for the development of a new Sea Survival Training Unit at BIM's National Fisheries Training College in Greencastle, Co Donegal. The Department is working with BIM on how the project will be delivered as early as possible.

Speaking during a visit to the Greencastle College, Minister McConalogue said:

"I am delighted to announce today that I have approved a business case from BIM for the provision of a dedicated Sea Survival Unit at the Greencastle fisheries training college. The project involves an above



ground pool, upgraded modern changing rooms together with a new navigation simulator and a radio suite for the new centre."

The total estimated cost of the proposed BIM project will be approximately €1.1m. The Minister continued:

"The new Sea Survival Unit at Greencastle will significantly build upon the professional

level of maritime training which BIM currently offers to the Irish seafood sector. It will also facilitate development and expansion of BIMs training programmes over the coming years. The provision of a fit-for-purpose pool, together with new, modern training equipment will also result in a high-quality national asset that will deliver a centre of excellence to support essential training for fishers, providing the instruction needed to equip seafarers with current and future skills needed to pursue varied careers in the seafood sector."

Following confirmation by BIM that the new facility will be among the nation's only 'Green energy pools' the Minister added:

"I welcome BIMs proposal to fit a "green pool" by including an appropriate renewable energy source to fund the pumps, heating and filtration system which is in keeping with national policy and ensure that running costs will be sustainable for the future. I am delighted that the Sustainable Energy Authority Ireland (SEAI) will be assisting BIM in ensuring the delivery of a sustainable facility including the provision of necessary advice

prior to the procurement process. "In response to the Minister's announcement that the project is under active consideration subject to availability of funding, Jim O'Toole, CEO BIM said:

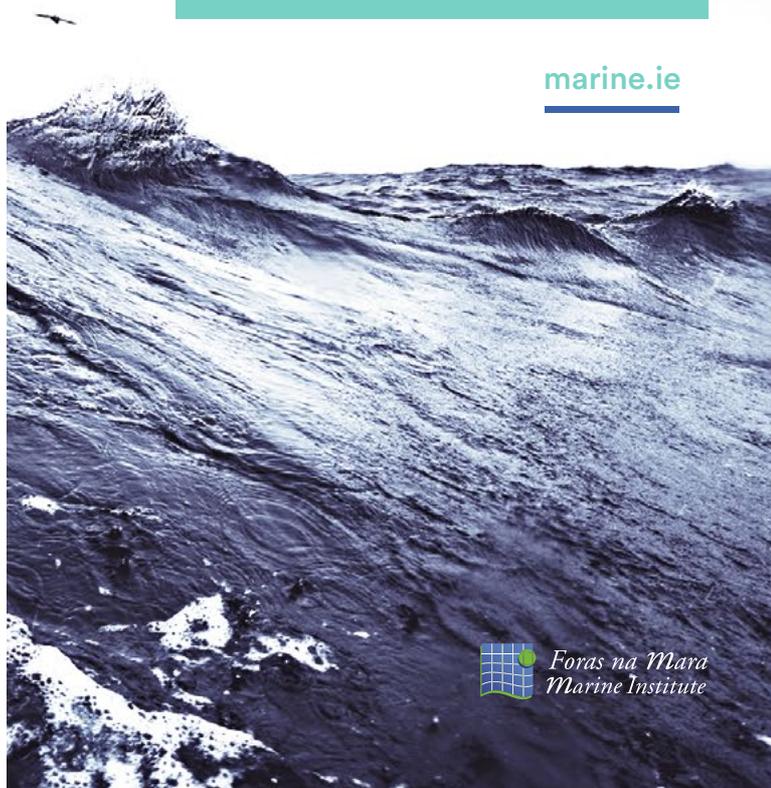
"Safety is an essential part of training for all those embarking on a career in the seafood sector who intend working at sea. With 2,030 registered fishing vessels in Ireland and 2,881 adults working in the fisheries sector, it is important that we continue to prioritise the provision of high quality safety training for the crew of vessels. This new facility will encourage those who wish to pursue life long rewarding careers in the seafood industry and most importantly ensure that safety at sea and on the water is prioritised".

The Minister concluded; "I am confident that this project when completed will provide a high quality training facility which will ultimately help to save lives and support this important industry which is so crucial to the economies of coastal communities in particular. My ambition is to have the facility fully operational by the end of the first half of 2022"

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