



# The Skipper

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# GROUNDHOG DAY?

Has anything changed since Cork & Dublin protests. See pages 2-3



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The new Antarctic arrives in Killybegs. Photo John Cunningham.

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McConologue meets Castletownbere protestors

## We need to chart a new course as Politicians fail us again

**Brendan Byrne,**  
CEO, Irish Fish Processors & Exporters Association.

Its Groundhog Day all-over again, we are back to the exact same point as we were previously... or so the politicians and permanent government hope to be the case! Whereas, we have not achieved as much as many of us would have wanted at this point – we have achieved this, we have proven that the industry is fully united, that we have the ability and resolve to campaign and bring our people to the harbours and streets and when we do that we are a formidable force. The realities are the Government are trying to run down the clock, yes let time burn us up – with the passage of time they are hoping we will simply go away. But, that is not going to be the case this time – the state of the Irish Fishing industry at present means we must fight on, until equality, a level playing field and a fair share of EU quotas are given to all sectors of the Irish fleet.

**Protests succeeded but did the fishing representative bodies fail to seize the moment?**

The protests in Cork and later in Dublin were a huge success, but did we do them justice, in my view to a lesser extent – no, we failed to drive home the strength of feelings, sentiment and anger that is still out there. We as representatives

of the industry have let the Government and the Minister off too easily, in many ways we accord them too much respect. I admit after the 23rd June rally in Dublin, timing was not in our favour with the summer Dáil recess starting in mid-July, but more needs to be done here. Do the readers of this article think if this was the farming sector (dairy or beef sectors) that the Minister would treat us in a similar manner. I refer to the ongoing nonsense of supposed real and meaningful consultation and engagement with the industry – give me a break, lets analyse the press release before the meeting took which place in Castletownbere on 29th July last.

**This was more than a press statement going out early – it's a culture!**

What does the releasing of a press statement confirming the outcomes of a meeting two hours before the actual meeting took place really say; in my view says the following, regardless of what was to be raised at that meeting the Minister was proceeding with a pre-arranged press release – positively slanted to favour him politically. I would also have to conclude that the genuine issues which the fishing industry and communities were waiting to raise were of no material consequence to the delegation attending the meeting from the Department and Governments perspective – otherwise they

would wait to hear what was said at the meeting and draft their statement accordingly. This is not rocket science, it is what it says on the tin – if you are consulting and engaging with the sector that means you do just that – as a Minister you must listen and hear what the issues are and then shape your press statement on that – as opposed to the baloney of political spin over substance that we see far too much of nowadays. Not alone must we change the direction, approach and policies (or lack of them) of Government it now seems we must campaign to change the culture too.

**Cork knows the route ahead**

I have to compliment those that gathered in the rain, and made the Minister aware of their feeling upon his arrival to Castletownbere – that really lifted my heart no end. It is gatherings of people such as those that will save the Irish Fishing Industry – we cannot let more of the same continue, we cannot let this failed political approach continue.

**A new comer's view of it all ... how I see it - is how I call it.**

As the new man on deck, I will tend to see things differently for some time and my approach throughout life has always been - "if I have something to say it will be said", and I must add to will be said "in as direct a fashion as known



Brendan Byrne CEO IFP&EA

to mankind". My first four months have been an education, and shocking in many regards. I am still at a loss as to why some individuals are still very actively engaged in negative campaigning or painting the worst possible picture against the industry. I have christened these people the "silent drags" for they are really dragging on the rough bottom. In my early consultations with various bodies, representatives and politicians both Nationally and at European level – it was then that I found out about the negativity spread on the part of these individuals. The amount of times, I was told how individuals were briefed focusing on the negativity of the Irish fishing industry was shocking, in my view this approach is unparalleled and is the unknown element that is leading to the destruction of the Irish fishing at European level but it is a case of self-destruction, because it is our own that are at it.

I had first-hand experience of this previously, when in a political context I was extremely close to a number of previous Ministers and due to positions I held at those times in question. It is very unique to Ireland, but then again who are worse to the Irish other than the Irish themselves – but, it is time this was weeded out for once and for all. The "silent drags" are killing us, and you might

ask why do they engage at this activity – simple, to cover up their own incompetence! Its amazing what an individual can do when they go into human destruct mode – or when they allow disappointment to be the chart course of their remaining life's work.

Well, at least the selective leaks against the industry have stopped, they probably knew their day was up, for they certainly succeeded in destroying the sectors reputation in some quarters and inflicted as much damage as possible. That is what will always separate us from our other EU Coastal states – in Spain or France, that would be weeded out before it started, and certainly it would not be tolerated in any other EU state wither as it neither was factual based or founded in reality.... it was just a case of self-destruction plain and simple.

**What are our next steps –**

We have not gone away since our protest rallies – and we are here to finish it out, there is no other choice, as our industry is in the worst possible position. Never since our membership of the EEC/EU have we been in a worse predicament – so as the storm clouds gather for the autumn and winter months, so too must we reassemble and fight on. Time to step up so that we can ship out as equals amongst our EU member states.

# Minister Met With Protest In West Cork

There were some raised eyebrows around the fishing communities in West Cork last month when details of a meeting between Agriculture Minister and local industry interests were released by his Department – before the meeting even took place!

Speaking to the Southern Star, Patrick Murphy of Irish South & West Fish Producers Organisation – who was meeting with Minister McConalogue in Castletownbere – described the situation as ‘comedy gold’.

‘The event was reported in the media many hours before it actually took place – with a press release giving such a glowing report of our Minister’s time spent in Union Hall and Castletownbere, and our message so clearly given to such receptive ears,’ said Mr Murphy.

In reality, after a stormy reception in Union Hall, Minister McConalogue was met with a large group of fishermen’s families in Castletownbere, who had been waiting in the rain for four hours to voice their concerns for the future of an industry which they believe is now on its knees. They also pointed out that if the fishing industry dies, many local rural communities, several of them in West Cork, will die along with it.

‘The desperation of the families, and their dire situation, was clearly outlined to the Minister,’ said Mr Murphy. After listening to their concerns for over 45 minutes, the Minister then met with lobby groups, who had a total of 22 items on the agenda.

‘This was an increase of 15 from the one we handed to the Minister in Dublin,’ said Mr Murphy.

‘The meeting lasted almost two hours. The outcome is yet to be known but the urgency was understood. Promises were uttered once again, but will they finally be kept?’ he asked.

The press release, which was issued a day ahead of the Minister’s visit, with an embargo for hours before the meeting also noted that the Minister ‘had signed’ a €13m contract in Castletownbere for the final phase of an overall €33m, 216m-long quay development project and associated works on Dinish Island.

Welcoming the signing of the completion works contract with contractor Sorensen Civil Engineering Ltd, the Minister said ‘I am delighted



Proposed Dinish Island Development

to have been able to fund the final phase of this project. It will double workable quay space on Dinish Island and facilitate increased fish landings and associated onshore processing, in addition to increased commercial cargo and general marine activity at this major port.’

While doubling the workable quay space on Dinish Island is a critical aspect of the project, this final phase will also deliver approximately 2.2 acres of highly usable reclaimed quay storage area, two new major breakwaters at the entrance to the harbour, the dredging of the navigation channel and the area in front of the syncrolift making the boatyard more accessible for larger vessels. An inner basin is also being created which will provide an ideal future development area for a small craft harbour to the benefit of small fishing vessels and leisure craft.

The final phase of the development will enable Castletownbere to continue and develop its role as the premier whitefish port in the country as well as facilitating scope for possible future expansions into other commercial activities compatible with the marine sector. Most importantly, the pier extension will allow faster turn-around times for fishing vessels alleviating existing vessel and traffic congestion.

Minister McConalogue explained that ‘The Brexit trade and co-operation agreement resulted in some loss of Ireland’s share of quotas to the UK. I am working on a number of fronts to meet the challenges this has brought to communities such as Castletownbere. An essential action is investing in our harbour facilities to support jobs and economic activity in coastal communities dependant on fishing.’

‘This expansion of the harbour facilities in Castletownbere will help to underpin the local economy and will ensure that state of the art facilities are available for our own fishing fleet and other fleets that bring business into the harbour. It also offers opportunities for other marine activities in the area supporting the development of integrated marine services.’

In summing up, the Minister said ‘This project is a demonstration, not only of this Government’s support for the Castletownbere fishing and seafood industries, but also of our commitment to the social and economic development of rural coastal communities such as those on the Beara Peninsula. I expect the project to be completed in the Spring of 2022 and that on completion Castletownbere will have facilities to compete with the best in Europe.’

# SFPA to impose fees on Freezer Vessels and Processing Factories

The SFPA has announced that mandatory fees will be charged in respect of official controls carried out by the SFPA in approved establishments and approved vessels.

The SFPA will commence implementation of these mandatory fees on 1st of October 2021. Food Business Operators will be invoiced quarterly in arrears, therefore first invoices for fees will be issued in January 2022.

The fees will affect vessels that freeze at sea that are registered with the SFPA and all of the pelagic, whitefish & shellfish processors.

Fees will not apply to inshore, demersal or pelagic vessels that land fresh, iced or RSW fish or shellfish.

Charges will also be introduced for the follow-up by the SFPA of non-compliances detected in approved establishments. These charges will be based on a flat hourly rate of €33.00 and charged for each hour worked by SFPA staff relating to the follow-up of a non-compliance as well as the actual recharge of costs incurred by SFPA for sampling and laboratory analysis costs related to the non-compliance.

Fees will be calculated based on the volumes of fishery and aquaculture products produced and first placed on the market (i.e. at the point when an oval identification mark has been applied to product for the first time), based on a flat rate of €1 per tonne for the first 50 tonnes in a month and 50 cent per tonne thereafter.

Brendan Byrne, CEO IFP&EA speaking to The Skipper slammed the SFPA for the lack of consultation over the issue

‘The IF&PEA will be seeking clarification on the intended imposition of fees by the SFPA, we are shocked at the casual approach adopted by the SFPA in imposing these fees on the fishing industry. We as a representative body will be requiring a discussion on this matter before any fees are to be levied on the sector, we feel that the Minister and Government needs to commit to a real and meaningful reform of the SFPA, as opposed to the current farce of reforming a dysfunctional organisation from the inside or from within their existing structures.’

‘Successive reports have found and concluded the SFPA to be not fit for purpose, to be



Prawn freezers will be liable for new SFPA fees

lacking in management and internal organisational ability – in fact not one single report or study has found them to be fit for purpose. I refer directly to the Wolf Report in 2011, Moran study and the PWC report in 2020 – all providing shocking assessments of the SFPA.’

‘In light of these circumstances how could the fishing sector be expected to pay thousands of euros to such an organisation? We will be requesting the Minister to

reform the 2006 Sea Fisheries and Maritime Jurisdiction Act, in order to provide proper oversight of the SFPA, we will be further requesting that the SFPA implement an agreed protocols of engagement with the fishing industry – they are currently working on such a document for the past 7 years but yet it remains unfinished. The SFPA requires an immediate independent board to oversee the daily functioning and nothing less than that will

be accepted.’  
‘There is no circumstances whereby the industry can agree to payments to an organisation which at present is struggling to be managed internally or function within the role expected of them effectively – meantime the Government stands idly by with out taking any action. Today’s circulation only adds to the farcical nature in which fisheries and marine are operating at present – its beyond a joke to be honest.’

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## French Court Rules Against Bluefin Tuna Quota Allocation



In a court judgement that could affect quota allocations throughout the EU, The French justice system has finally ruled in favour of the Union of Small-Scale Fishermen from the Occitan Region (Syndicat professionnel des pêcheurs petits métiers d'Occitanie (SPMO)) in their challenge to the Bluefin Tuna quota allocation to inshore fishermen.

A class action was brought by the SPMO and three other stakeholders' (CDPMEM du Var, Prud'homme de la Ciotat and Plate-forme de la petite pêche artisanale française). The LIFE platform (Low Impact Fishers of Europe) gave financial and moral support to this procedure to ensure that the concerns of other EU small-scale low impact fishers were represented, facing as they do similar difficulties of access to fishing rights.

The action was bought by the small-scale low impact fishers to challenge the way the allocation of national quota is done in France, and to replace it with a more equitable system. Such a system should ensure a wider distribution of quota to benefit the small-scale fishers who exert the least fishing effort but who receive a minimal allocation or are excluded altogether.

The case is important because the judge's ruling from the hearing at the Administrative Court of

Montpellier has implications for how fishing quotas are allocated not only in France, but in the wider EU. A key issue highlighted by the judge is that the Bluefin tuna quota allocation mechanism falls short of requisite European standards, is neither transparent nor objective, and fails to take proper account of Article 17.

At the preliminary hearing on 17 June 2021, the Clerk of the Tribunal made particularly strong and substantiated submissions in favour of the Applicants (the small-scale fishermen). His analysis clearly informed the decision of the judges, who confirmed, on 15 July 2021, the annulment of the 2017 order allocating the bluefin tuna quota.

### What are the consequences of this judgment?

Firstly, it creates an unprecedented body of case law at national level which small scale fishermen can use to advocate changes to the allocation mechanism for the bluefin tuna quota. The principles adopted could also be applied to other allocation mechanisms in force for different species under quota.

Secondly, it constitutes a legal precedent of major interest at European level because the Court's analysis is based on provisions derived from European law (the

Common Fisheries Policy). This will enable other professional representatives to use it in similar national situations where there is non-compliance with EU rules.

Thirdly, this judgment provides a substantive analysis that is decisive in the interpretation and application of European law by France. The central element included by the judges is the failure to take account Article 17 of EU Regulation 1380/2013 on the Common Fisheries Policy (CFP). The latter requires States to use transparent and objective criteria to allocate fishing opportunities, including of an environmental, social and economic nature. While the French State is free to adopt its own allocation method, it must do so in accordance with European standards. In this case, the Court noted that the environmental criterion was neither defined nor integrated into the bluefin tuna quota allocation system. Furthermore, the method used was found to be non-transparent and non-objective, justifying the annulment of the contested order – i.e. the rejection of the Bluefin tuna quota allocation mechanism.

Fourthly, this judgment encourages reconsideration of the French quota distribution system across the board – for all species. The Court recalls that France may use its own allocation criteria in

an unequal and non-hierarchical manner.

There are three existing criteria: track record, socio-economic balance and market orientation, to which the environmental criterion should now be added.

However, in the interests of the fishery and its participants, this unequal allocation framework must not be disproportionately so. During the hearing, this point was given priority attention by the Public Prosecutor, who considered that the principle of proportionality was infringed by the almost exclusive use of the criterion of track records for the distribution of the quota (more than 90%).

The analysis was based in particular on the evolution of the French quota between 2012 and 2017. This finding should result in a rebalancing of the system in order to use all the criteria to achieve a fairer outcome.

This historic step marks a new avenue for the small-scale fishermen, who must now prepare to meet the future deadlines for the allocation of the bluefin tuna quota. They must capitalise on the decision and formulate concrete, realistic and constructive proposals. This builds on their commitment to achieve, on the one hand, a fairer allocation system, and on the other hand, to allow access to bluefin tuna for new small-scale fishermen.

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# Family disappointed by MCIB report into Alize Tragedy

A Co Wexford fishing family and their legal representatives have expressed deep unhappiness with the final Marine Casualty Investigation Board (MCIB) report into the loss of the Alize off Hook Head in early 2020. William Whelan from Saltmills and Joe Sinnott from Kilmore Quay, Co Wexford died after the 11.6 metre beam trawler sank without warning on January 4th, 2020. The boat had set out from Duncannon, Co Wexford, at 10.30am on January 3rd to dredge for scallops and was on its final haul when the incident is believed to have occurred. Joe Sinnott was recovered from the water by the Rescue 117 helicopter from Waterford, but did not survive, and William Whelan's body was recovered by divers from the wreck on January 24th after an extensive search.

By Lorna Siggins

## Report Findings

The MCIB report published last month concluded that the vessel "capsized and rapidly sank without warning while hauling its trawl dredges", and that the crew's likelihood of survival was reduced by not having the opportunity to broadcast a distress message. The report concludes survival chances were also reduced by non compliance with regulations on personal flotation devices (PFDs). It says William Whelan was not wearing a PFD/lifejacket, while Joe Sinnott's lifejacket was not properly worn and the crotch strap was missing.

The MCIB report concludes that the vessel was "being operated below the optimum crew level of three", and says that two crew was "insufficient to operate the vessel safely and enable the recovery of the vessel's dredges in a safe and efficient manner".

The report also concludes that the crew were "not trained in stability awareness and were therefore unaware of critical stability factors or methods to mitigate the effects of marginal safe stability conditions while operating the vessel's fishing gear".

The final report does acknowledge that a 2015 fishing vessel safety working group recommendation that BIM should provide stability awareness training for operators and crew of vessels less than 24 m. The 2015 recommendation urged "an immediate focus on vessels under 15 m within 12 – 36 months", but this has still to be implemented.

The report says "the pronounced transient reduction in the stability of the vessel when hauling and docking the derricks was unrealised by the crew".



It says they were "likely unaware of the stability implications of leaving the port dredge suspended while the weight of the starboard dredge was landed onto the main deck bulwarks".

A draft MCIB report into the incident had been circulated to families of the two men, and both were given 28 days to respond.

However, the Whelans and their legal representatives say they are very disappointed that their extensive submission was not acknowledged in any detail in the body of the final report. Their submission, along with one by BIM, is published in the report's appendices.

The Whelan family submission states that there "are a number of conclusions made...which have no basis".

"This incident was a horrendous tragedy for my family, resulting in the loss of my son from which

my family will never recover," the Whelan submission states.

"The other crewman was a personal friend and long term employee. It is essential that this report is accurate in all respects, and is as fair as possible in circumstances where this report will be in the public domain," it states.

The Whelan submission analyses 20 sections of the draft report, and the MCIB final report records five of these as having been "noted". Under section 36 of the Merchant Shipping Act, the MCIB board "reviews and considers all observations received, whether published or not published in the final report".

"When the board considers an observation requires amendments...this is stated beside the relevant observation," the MCIB states.

"When the board is satisfied that the report has adequately

addressed the issue... then the observation is "Noted" without comment or amendment," it says. The MCIB explains that "Noted" does "not mean that the board either agrees or disagrees with the observation".

The Alize was built in Cornwall in 1989, and modified in 2014. Both the skipper and crew had a number of qualifications, were experienced and familiar with the vessel and its operating systems. The trip was to last 36 hours, and the MCIB report notes that the vessel regularly trawled for scallops in this area, and its sea bottom contours and obstacles were well known to the skipper.

Weather was southwest Beaufort force 4 to 5 (14 to 21 knots), occasionally gusting force 6 (22 to 27 knots), with visibility occasionally good, but generally moderate to poor in any mist, rain and drizzle.

The report says the fishing was "uneventful and the skipper confirmed to a family member by mobile phone that they had 29 bags of scallops aboard and were commencing their final trawl at around 18.30 hrs on January 4th". The Alize was trawling approximately seven nautical miles southwest of Hook Head at the time, and chart data shows the seabed in this area is "relatively unobstructed".

The report says that "approximately 20.45 hrs on January 4th, the skipper of FV Alize confirmed by phone to a family member that they were finishing up their last tow before they returned to port".

"No mobile phone was recovered with the skipper's body and its whereabouts is not known. At 21.45 hrs the family member tried to contact the skipper but received no response," it says.

There was no emergency VHF radio broadcast heard on channel 16, no distress phone calls from either of the crew, and no flares or other emergency distress signals seen at the time of the incident.

At 22.34 hrs, the UK Marine Co-ordination Centre pass details of an active Irish registered EPIRB to MRCC Dublin which was determined to have been activated from FV Alize.

The vessel's EPIRB was activated in position 51° 58.10'N 007° 01.20'W, approximately seven nautical miles southwest of Hook Head.

Irish Coast Guard rescue helicopters R116 and R117 were tasked, along with Coast Guard units from Fethard and Kilmore Quay.

The RNLI Dunmore East and Kilmore Quay all-weather lifeboats were tasked, along with Fethard inshore lifeboat and Kilmore Quay relief all weather lifeboat, and six fishing vessels joined the search.

The report details how the Alize was rigged as a beam trawler for scallop fishing using fishing gear comprising two dredges; one dredge to port and one dredge on its starboard side.

The report says it was "conservatively estimated that the weight of the scallop catch and spoil contents of six full dredge bags would amount to 250 kg."

The report says that "witnesses reported that normally both trawls with tow pipes and dredges were hauled to the sea's surface simultaneously by the winch operator using the hydraulic trawl winches".

"As both tow pipes and dredges

swung inboard, the task of the deck crewmember was to clip and secure the tow pipe and dredges from movement due to the pitching and rolling motion of the vessel; in both fore and aft direction and transversely," it says. "Once the dredges are secured from movement the winch operator would then release the tension on the trawl wire" it says. The report says that "at the time of the incident, the FV Alize had one crewmember carrying out this operation while the other crewmember operated the winch controls".

It says that "a former crewmember of FV Alize indicated that there were normally three crew onboard for fishing trips and it was normal practice for one crewmember to secure one dredge while the other crewmember simultaneously secured the other dredge, and a third crewmember operated the winch controls".

The report calculates that the 29 bags of scallops caught by the two crew was about 37% of the maximum catch allowed for this vessel.

It speculates that the crew had "been at sea and fishing for 36 hours and may have been fatigued as they prepared to haul in the last trawl".

It notes that "verifiable records of hours worked by each member of the crew during the voyage were not available as they were likely lost with the vessel".

The report says that side scan sonar images showed the vessel's starboard derrick in its housed position, and "it may be reasonably deduced that FV Alize foundered while the vessel was hauling or just finished hauling in the scallop catch while on course returning to its home port of Duncannon sometime between 20.45 hrs and 22.34 hrs".

The report says there were no collision reports from other ships and there appeared to be no significant damage to FV Alize's hull in the sonar scan images of the wreck.

It says the prevailing weather was not bad and seas were not excessively rough at the time of the EPIRB activation.

"If the vessel's stability was within approved stability criteria, adverse weather and/or sea conditions would not normally be a causal factor to a vessel sinking," the report states.

"However, the stability of the vessel during hauling has been found to be significantly reduced and the

weather may have been a factor. This scenario remains as being potentially likely," it says. It says the Alize was "reportedly well maintained and had undergone a major refit six years previous renewing large sections of hull under the guidance of a naval architect and surveyor".

The report says it is "generally accepted within the beam trawler fishing industry that the hauling operation carries a particular risk to the trawler and its crew due to changes in the vessel's stability".

"There is a critical time period during this particular operation when the combined weight of both dredges act through the head of the vertically positioned derricks above the main deck and the vessel's condition of stability and motion would become significantly more 'tender'," it says.

"It is generally known that trawler crews must be alert and their actions deft so that the trawler does not remain in this condition for longer than is necessary to secure the tow pipes and dredges suspended from the derricks," it says.

It says that while both

crewmembers had completed the BIM Basic Safety Course, the course syllabus had" no content addressing fishing vessel stability awareness or stability safety measures".

In January 2015, the RNLI initiated a voluntary campaign aimed at improving the stability awareness of commercial fishermen, specifically targeting vessels of less than 15 m length overall. The campaign was entitled 'Keep it stable, bring it home', and featured five short videos.

The report notes that a key recommendation of the Working Group on Safety, Training and Employment in the Irish fishing industry, published in 2015, was that BIM should provide stability awareness training for operators and crew of vessels less than 24 m. The recommendation emphasised "an immediate focus on vessels under 15 m within 12 – 36 months".

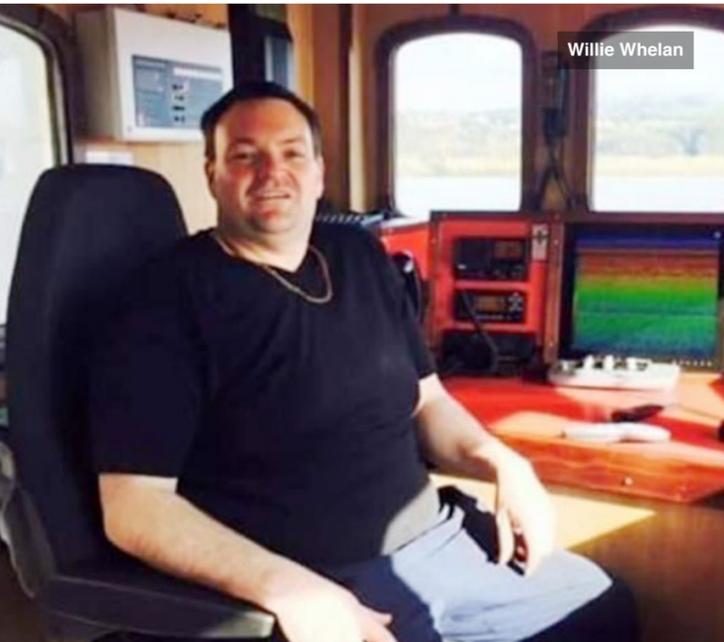
The MCIB report says the 2015 recommendations "have relevance to the findings in this investigation, but have not been implemented at this juncture".

## Get Ready for October 1st Brexit changes.

The sanitary and phytosanitary requirements for trade between Ireland and Great Britain are changing. **This will impact you if your seafood is traded with or through Great Britain.**

Find out more information on what is required by visiting BIM's Brexit Hub [www.bim.ie/brexit-hub](http://www.bim.ie/brexit-hub)





Willie Whelan

**Family Response**

The Whelan family says there is no evidence that the vessel sank while hauling its trawl dredges, and it should be made clear this was a possible scenario and not a "fact" in the report's conclusions. The Whelan family state the draft report failed to make clear that a stability book is not a legal requirement for a vessel of this length. The family also points out that the report fails to make it clear that the crew member was a qualified skipper for vessels up to 15m in length. The family says the report fails to point out that there is no minimum statutory manning requirement for vessels of this length, and it was "normal for this size of vessel to be manned safely by two crewmen only". The family points out that a crew

of three is a maximum stated for insurance purposes, when the Code of Practice 2018 allowed for a crew of two. The Whelans also state there is no requirement for a skipper or crew of a vessel of this size to have formal stability training. The family believes the draft report failed to make it clear that each crew member was provided with a personal flotation device (PFD), fitted with a crotch strap and spray hood, and it was up to each crew member to ensure the crotch strap and spray hood were used. The family says there is insufficient information on who reported that the crew member was not wearing a PFD correctly. The family says the investigator was informed that personal locator beacons were assigned to each crew member, and says the report gives a misleading

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impression that the liferaft was not present. The liferaft had been attached to the wheelhouse roof, and the family states the investigator was told that it appeared that the hydrostatic mechanism had been activated. The family takes issue with the report's statement that ideally there should be two crew to secure the clips on the port and starboard derricks, as this was only ever carried out by one crew – even if there were two crew present. The family explains that the minimal distance between the port and starboard derrick meant this only took a few seconds to complete. The Whelan family says there is no evidence that the crew were fatigued, as this was only a short fishing trip. The family also claims there is no evidence to support what they term as the draft report's "bald assertion" that the stability of the vessel during hauling was found to be "significantly reduced". The submission also take issue with misleading references in the report to a 2015 Code of Practice, when in fact it was replaced by a 2018 Code of Practice for the Alize.

**MCIB Response**

In a statement to The Skipper, MCIB chair Claire Callanan said "this was a particular tragedy with the loss of two lives and the MCIB again extend its sympathies to the families and colleagues affected". "As a matter of practise the MCIB does not comment on reports once published,"she said. "Draft reports are provided to interested parties for their observations. These observations are considered as was the case with observations received in relation to the FV Alize,"she said. "The observations may or not may not lead to changes in the final report including in relation to recommendations,"she said. "The recommendations made include in relation to training in respect of stability issues,"she said, and the report "addresses some very complex technical issues about stability in fishing vessels". Ms Callanan said that the MCIB "has not received any comments from any parties following the publication of the report, and should the Whelan's wish for clarification they should contact the MCIB and we can try to address any clarification sought"

The report makes a number of safety recommendations, including that the Minister for Agriculture, Food and the Marine should amend the BIM safety training syllabi for its Basic Safety Training Course (vessels less than 15 m) to include a module on stability.

It says the Minister for Transport should issue a marine notice warning owners and operators of small fishing vessels of less than 15 m length overall of the hazards associated with trawling, including beam trawling and scallop dredging.

It also makes recommendations in relation to PFDs, and their correct use.

The MCIB recommends amendment by the Minister for Transport of certain requirements in the code of practice for small fishing vessels to "reflect the importance of periodic examination and testing of lifting equipment by a competent person on a regular basis of not less than 6 months, in accordance with an inspection regime and aligned with industry best practice".

It says "inspections should be certified as completed in the vessel's official logbook".

BIM said that it "welcomes the recommendation of the MCIB that stability training should be further developed in the Irish fishing industry", and it had "previously outlined views on the critical role of stability awareness to safety review groups".

"BIM is of the view that the establishment of stability awareness training should be on a statutory basis,"it said.

"This currently includes elements of stability awareness in existing programmes, including Basic Safety Training and more advanced courses, in excess of any statutory requirement for such training,"it said.

"We welcome the opportunity to work with the Department of Transport and Industry in the development and delivery of enhanced stability awareness training,"BIM said.

# MEP Sean Kelly calls on two departments to assist Arklow fishing family

By Lorna Siggins

MEP for Ireland South Sean Kelly has called on two government ministers to work together to assist an Arklow fishing family which has suffered financially over a vessel bought abroad which proved to be dangerously unstable.

Skipper CJ Gaffney (49) of a well known Arklow fishing family incurred substantial losses over the purchase of the beam trawler Mary Kate which had been certified as safe by German authorities.

The European Commission, which gave the family a hearing over the issue back in 2011, says it is outside its remit, but indicated to the Gaffneys that Irish authorities could draw on EU funds to assist them.

Mr Kelly said the case was a "one-off" and should be dealt with quickly and sympathetically by the Minister for Marine Charlie McConalogue and Minister for Transport Eamon Ryan.

"The Government is there to govern, and it is time two departments worked together to

resolve this, rather than trying to pass on responsibility,"Mr Kelly said.

The beam trawler Mary Kate was bought in the Netherlands in 2007, with the Gaffneys borrowing 620,000 euro for the purchase.

The vessel was registered under the German flag, and was certified by Germanischer Lloyd Classification Society.

However, when CJ Gaffney began fishing the vessel in January 2008, he noticed that it was significantly more unstable than his previous older boat.

Tests showed 20 tonnes of unaccounted steel were in the vessel, and the family opted to lengthen it to make it safer.

The family also initiated legal action against several German companies and the German Marine Safety Authority, but jurisdiction could not be established.

The Marine Survey Office (MSO) would not allow the boat fish due to the dangerous stability issue, but issued a stability certificate in 2009 when it had been modified.

At this stage, the Gaffneys had run out of money to buy an additional license and were left



CJ Gaffney

with a loan of almost 2 million euro after the banks sold the vessel in a fire sale.

CJ Gaffney is currently working as a pilot in Dublin Port. He has recently written to the German authorities to highlight the issue.

Research by the Gaffney's legal representatives and naval architect established that other vessels of similar design were built for European waters and could have safety issues.

Mr Kelly said that he had been in touch with the European Commission, and it was "very sympathetic" and had "made it clear" it would like to see the

Gaffney family being assisted financially.

Social Democrats TD for Wicklow Jennifer Whitmore has also called on the two ministers to resolve the issue on humanitarian grounds.

"C J Gaffney did everything he could, and he has prevented people from drowning,"Ms Whitmore said.

The Department of Transport said that the Marine Survey Office (MSO) "has been very proactive on this issue".

"At a meeting of the EU Committee on Safe Seas (COSS) in 2013, it advised the European Commission and the other EU member states of possible safety issues with the "Euro-Cutter" fishing vessel,"it said - similar in design to the Mary Kate.

"The Irish delegation drew the attention of the member states to the fact that a number of sister ships [ to the Mary Kate] may still be operating in Europe," a department spokeswoman said.

"The MSO has also recently been in contact with the Dutch marine casualty investigation board with an offer of assistance, should they deem it necessary, in relation to current accident investigations they may be carrying out,"the department spokeswoman said.

The German ship safety division, the vessel designers and McConalogue's department have declined to comment.



Mary Kate. Photo Tony Muldoon

# The Angels of Ireland need your help!

The Angel Shark is a species by many names, Monkfish, Fiddle-fish, Devilfish, Banjofish, Iasc Brathair and even Bafoor! Our native Angel Shark (*Squatina squatina*) is a flattened ground dwelling shark that catches its prey of small fish and crab by burrowing in the sandy/muddy bottom and surprising them. Indeed, when viewed from above it is easy to see where this shark gets its many names!

Ireland once had good a population of Angel sharks and they could particularly be found in Tralee Bay, Clew Bay, around the Shannon estuary and at one stage maybe all around the coast.

However, today it is not a shark many will be lucky or privileged enough to ever see, as what once was a common species gliding across the seabed from the East Atlantic to the Mediterranean is now a critically endangered shark across its entire range and is now more endangered than the Giant Panda and is very much in need of our help.

Sharks and rays have a very slow reproductive cycle, meaning they take a long time before they become mature and often only producing very few young once mature. This means that their population numbers can, and have been, accidentally pushed to the edge of survival. This has unfortunately happened to this very



distinctive looking shark, as well as some of its relatives such as the Flapper Skate and Undulate Ray.

So, we need your help! We would love to hear about any stories, records or memories where you have come across any Angel Sharks, Undulate Rays or White, Blue and Flapper skates or if you know anyone who might have please do get in contact with us at [irishelasmobranchgroup@gmail.com](mailto:irishelasmobranchgroup@gmail.com).

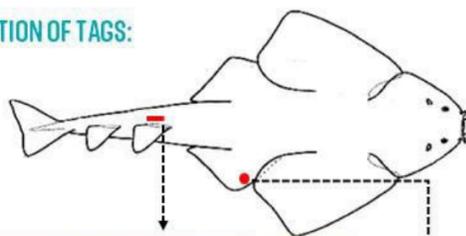
All the records collected help us better understand the ecology and behaviour of these species around the Irish coast, both

seasonally and over the years. If you would like to learn more about the Angel shark or some of the projects around the world that are working to save them then please do visit the [angelsharkproject.com](http://angelsharkproject.com) website.

Recently, in a very exciting turn the Welsh Angel Shark Project team have successfully managed to satellite tag an Angel shark! Please see the advice on the poster below of what to do if you encounter this tagged or indeed any Angel Shark! But do return them alive back to the sea, with or without a tag, photograph and let us know.



### LOCATION OF TAGS:



VISUAL ID TAG



MINIPAT SATELLITE TAG

## KEEP AN EYE OUT FOR TAGGED ANGELSHARKS

We are excited to announce that the first Angelsharks have been tagged in **Wales** to study movement of this rare species. The tagging was designed to ensure minimal impact to the shark and completed by trained personnel under license\*.

### We need your help:

- If you accidentally encounter a tagged shark, we ask that you **do not remove the tags** and follow our best practice guide to safely release the shark.
- Please record the ID numbers on the two tags and report your encounter to [www.angelsharkproject.com/map](http://www.angelsharkproject.com/map) or [angelsharks@zsl.org](mailto:angelsharks@zsl.org).
- The tag will release from the shark in 2022. **If you find it on a beach**, please collect it and email [angelsharks@zsl.org](mailto:angelsharks@zsl.org).

Your continued support is very much appreciated.

**Remember:** Angelsharks are highly protected in Wales, UK & Europe and it is illegal to target this species.

\* The tagging procedure was conducted under an Animals (Scientific Procedure) Act Project Licence, authorised by the Home Office, and a Wildlife and Countryside Act (WCA) license granted by Natural Resources Wales (no. S089787/1).

## KILLYBEGS ROUNDUP

by John Cunningham

### Tuna Fishery

Last month I reported that the Tuna fishery had begun at the start of July and that sightings were poor and very patchy, things pretty much continued that way for a few weeks. The end of August has seen the return of the Killybegs fleet sailing into the harbour after their quota was caught. Weather conditions were poor and the temperatures were down since last year which were 23.8 compared to this year which reported 21. This might have had a bearing on fish showing up.

Thankfully recent reports for the end of August 21 seem to be improving with decent marks the last few nights of the fishery. Irish boats have now caught their quota of (2.900 tonnes) in the Bay of Biscay whilst the French fleet continue to fish in Irish waters in the South West of Ireland until the end of September. The quota for the Spanish is (16.000 Tonnes)

For the past few weeks of the Fishery, the Spanish Navy have boarded Irish trawlers during the night whilst hauling. Nothing untoward was found despite negative press in the Spanish Media.

### Ministers Visit

The Minister for Agriculture, Food and the Marine and Donegal T.D., Charlie McConalogue, visited Killybegs for a day of engagements on Friday 23rd July.

The Minister started the day visiting the Harbour Centre and met the Harbour Master, lead officials on works to the harbour and the SPPA. In May the Minister announced almost €9m in funding for work to Killybegs Harbour including €6.5m for phase two of the Smooth Point Pier Inspection which he visited on his tour of Killybegs.

Throughout the day the Minister met with the IFPEA, the KFO and inshore fishers



Minister McConalogue in Killybegs

including NIFA and NIFO representatives and boarded a vessel and visited a processing factory.

Commenting on the visit, Minister McConalogue noted:

"I had a constructive day of meetings with fishers and fisher representatives throughout my visit to Killybegs. It was great to also take an opportunity to view the ongoing infrastructure projects to the harbour and to see progress on these projects."

### Bluefin Tuna

This season the 'Deep Blue' skipper Adrian Molloy caught the first fine fish estimated at over seven hundred pounds. Things started off slowly but begun to speed up in mid August where good numbers of fish were seen and were proving difficult to hook up.

Other boats joining the fishery are Leah C skippered by Michael Callaghan, Fiona Tee skippered by Michael Mc Gettigan and Brian Mc Gilloway skipper of the Meridian have also caught a few fine fish.

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## NORTHERN IRELAND NEWS *By Dick James*

### THE FISHERY

The crews of the local prawners are getting weary. Large quantities of prawn on the decks makes for long hours at the tailing board and the present price structure has not yet caught up with the cost needs of the boats leaving only a modest settling for wages.

Thanks for the foreign nationals in the crew, without them it would be difficult to see boats gathering a local crew but tie-ups would maybe force prices upward again. The much lauded fishermen immigration scheme based on a skilled worker wage commitment would not help in this situation where there are

not enough working hours to make such a scheme work.

All very well talking about environmental accreditation but if the economic basics don't work that is an expensive addition too!

The Irish Sea seemingly had prawns all over with a mixed fleet working south of the Carlingford line in numbers not previously seen this season. Notwithstanding the Ardglass fleet joined the travelling Portavogie men in the Clyde on a single trip basis landing at home port on a once a week basis. Not much of a price boost there then.

In the South Minch the usual 4/5 boats stayed at their work

benefiting from a better class of prawn and by-catch bonus. Maracestina, Apollo and Tigers fished the Porcupine when and as quota allowed although the steam to and from Oban for the Scottish registered Apollo must have tested the economic logistics of this even allowing for the better pricing for frozen at sea Porcupine prawns.

On the whitefish front the four semi-pelagics Sparkling Sea, Achilles, Ribhinn Don and Sharon Vale worked away between North Channel and Balbriggan grounds according to fish availability and market demand. Unity continues in the western approaches off Cornwall landing into

Newlynn on a steady if predictable pattern.

The three pelagic boats are stirring with gear being loaded ready for the off and the Voyager making from Skagen to Belfast reputedly for safety inspection and MCA clearance. Where she will start fishing is uncertain but the Havilah and Stefanie M will no doubt make for the Irish Sea Herring. The factories are ready and waiting.

Crab fishing is still a low return business and a by-catch of lobster also hard to come by. At least lobster has had the benefit of av-notch scheme but the ban on landing berried crab has yet to show benefits.

## Nephrops net regulation consultation in Celtic Sea

The Department for Environment and Rural Affairs (DEFRA) in representing the English (and Welsh) fisheries administrations launched a consultation in July on selectivity and management of fisheries targeting Nephrops in the Celtic Sea (in UK waters) in 2021 and beyond. The consultation period expired on the 13th August.

In essence the areas affected would narrow down to the Smalls grounds in the Bristol Channel and Jones Bank west of Cornwall. In reality there are little or no English or Welsh vessels fishing the area for Nephrops which in UK terms has only Northern Irish and Scottish vessels with an historic record of fishing in those areas and the relevant devolved administrations administering those fleets are only to be advised of the outcome rather than involved in the process. Of course there is considerable Irish activity in those fisheries, in particular at the Smalls and probably some other EU fleets as well.

The selectivity devices to be permitted are proposed as, SELTRA panel of a four panel extension with 270mm square mesh top panel, Sorting Grid with 35 mm bar spacing, Netgrid being a four panel extension with inclined diamond panel of 200mm leading to a top panel escape hole and a SepNet device

being a net with 2 cod ends with a separation panel of a maximum 105mm top cod end of 120mm and bottom cod end of 80-99mm.

A grid of bar spacing 17mm may be used presumably in place of the netting panel but escape for small prawns is to be facilitated (it does not say how).

Existing selectivity devices, 300mm square mesh panel, 100mm cod end with 100mm square mesh panel and dual cod ends, upper with t90mesh of 90mm plus separation panel will no longer be considered acceptable.

The new list of permitted selectivity measures are considered more beneficial for a wide range of species in particular Cod. This may be considered questionable as the 300mm square mesh panel was originally researched by the Agri-Food and Bioscience Institute (part of Queens University in Belfast) and Seafish as part of the original Cod Recovery program and was sold to sceptical fishers in Northern Ireland as infallible in releasing Cod but still retaining Nephrops.

The consultation document says the 300mm square mesh panel is only any use for Whiting and Haddock. Are we now to be told that this Cod recovery device is applicable in the Irish Sea only or that the science was wrong in



New selectivity methods for Nephrops are on the cards. Photo: Seafish

the first place but fishers had to comply with it for 20 years for no benefit nor reward?

As well as net selectivity the issue of definition of a Nephrops fishery is due for change with the 5% composition being utilized by the UK at present being shifted to 30% in line with EU regulation or something in between and the controversial use of strengthening or more accurately lifting bags over the cod end it is proposed will no longer be allowed.

With twine thickness regulation applying to Nephrops nets and the various regulations applicable to lifting bags the choking potential of such an attachment has to be severely limited but the hazard

to safety over ruptured Cod ends remains and in the present climate of health and safety first this is surely an issue worthy of consideration.

Whilst the English and Welsh fishing interests have no interest in this fishery little response to the consultation may be expected from those interests and what consideration may be given to other interests is not known. The participation of Northern Irish and Scots vessels in this fishery may be limited (albeit the major UK interest) but the prospect of introducing these measures in the Irish Sea and beyond would be very real should the proposals come to pass.

## Sinn Fein President visits Ardglass and Kilkeel

The Sinn Fein president Mary Lou McDonald visited Ardglass and Kilkeel on the 14th of July to meet with local fishermen and fishing representatives. Mrs McDonald was accompanied by Chris Hazzard the South Down Member of Parliament and Slieve Croob councillor Cathy Mason.

At Ardglass the delegation were advised of the Harbour development aspirations of the fishing community which had recently been subject of a consultants report and had received support from the Department of Fisheries.

The identified need was to deepen the main Harbour to ensure access at all tidal state for the new, larger class of trawler plus the pelagic vessels whose landings were now made into Belfast and road transported the 30 miles to Ardglass. There was also an identified need for enhanced landing facilities for the potting fleet in form of pontoon berths in a deepened

sheltered basin.

Crab fishermen were present in numbers and took the opportunity to press for the need of management of that fishery which in recent years had been subjected to a massive increase in effort.

Mrs McDonald took the time to raise issues of Brexit and whilst there had been little adverse effect in the local fisheries there was a problem over access to waters which were traditional grounds south of the Irish border which both Mrs McDonald and Mr Hazzard said required dialogue with the Irish authorities.

The Covid situation was also covered with the need for further specific financial support to cover existing market difficulties which hopefully would be the last needed as the markets slowly returned.

At Kilkeel the Sinn Fein delegation met with the ANIFPO delegation over a fish supper where the access situation was again covered along with the



Mary Lou McDonald engages with fishermen and their representatives at Ardglass harbour.

need for the Irish authorities to permit access to Dunmore East as a port of landing for Northern Irish boats fishing the Smalls Nephrops grounds (in the UK fishing Zone) and not having a port of convenience in which to land for Irish distribution.

The issue of development of the three County Down fishing harbour was raised at the meeting of Newry Mourne and Lecale

council on the evening of the 9th of August. A motion of support was generally given a positive reception but the motion for the Council to form and run the project committee was deferred until after the September meeting of the Council within which the Fisheries departmental head Mr Owen Lyttle would be present to give a presentation on the project and its future management.

### LOCAL BRANCH BANK CLOSURES

The Allied Irish Bank has notified customers at its branches in Newcastle (co Down) and Kilkeel that those branches are to close on the 12th November with business being transferred to the Newry branch.

This is part of a wider ranging set of closures with, in total, 8 rural branches being closed, the business being consolidated into the 7 remaining businesses in Northern Ireland. Indeed with the progress in internet banking branch closures is a repeating issue in the more rural areas but the significance of Kilkeel and Newcastle is the amount of business being done in those branches by the fishing industries in Ardglass and Kilkeel.

Ardglass was once covered by a Downpatrick branch of AIB but that closed some years ago with the business being transferred to Newcastle and the Kilkeel fleet has been majorly supported by the local AIB branch with some substantial businesses using that facility.

### NEW FISHERIES SCIENTIFIC SUPPORT OFFICER

Adam Holland has joined the increasing fisheries support group as a scientific support officer. His role includes working on local brown crab management, disposal of "end of life" fishing gear (recycling) and working with the Marine Stewardship Accreditation scheme to get the local Scallop and Nephrops fisheries MSC accredited by adopting appropriate environmental standards.

Adam joins Ben Collier the Fisheries Conservation Technologist to work with local fishermen to achieve the appropriate standards. Both are based in Kilkeel at the Anglo-North FPO but will visit other ports in Northern Ireland in their work program.

Nationally there has been an initiative led by processors and environmentalists to move both Scallop and Nephrops fisheries in the Irish Sea toward standards acceptable to the MSC for accreditation status.

Project UK is an overarching initiative addressing all UK Nephrops fisheries and

including Irish Sea Scallop fisheries in the national agenda for accreditation. Previously there have been disparities in approach over management areas for Nephrops with MSC favouring a functional unit approach where existing fishery TAC areas are subdivided into smaller areas for quota allocations and management rules whereas the fishers would favour the existing demarcation and more general management rules.

In the past Nephrops accreditation has also failed on trawl impact on biological features such as Sea Pens and it will be interesting to see what gear modifications can overcome that conundrum.

### COVID VACCINATION PROGRAM CONTINUES

The Fishermans Mission have conducted the follow-up COVID vaccination program with the second jab sessions at their Northern Ireland centres and followed up with publicisation of vaccination centres which will accept foreign national fishing crew for treatment to pick-up on those missing the bespoke

program for whatever reason.

Despite this there have been instances of COVID outbreaks on fishing boats although most seem to have originated from a shore-side scourge affecting local skippers and crew rather than foreign crew.

### CHANNEL ACCORD

By variation of fishing licence the Marine Management Organisation has closed scallop fishing in area V1ld from 15th August to 18th October in UK waters for all vessels (EU and others) over 10 meters length and for all UK vessels under 10 meters length.

This is to match a similar closure for French waters for French vessels but it is unclear if the French closure applies to all EU vessels. This is an industry led initiative in the name of conservation, market optimization and originated from effort limitation restrictions.

This joined-up approach was made without EU input and is a pragmatic approach to shared resource. Wonder if the same may be achieved in an Irish cross border context?

## UK NEWS

## New Hand On The CFPO Tiller

Paul Trebilcock - CEO of the Cornish Fish Producers Organisation for nearly 20 years has moved on to a new role elsewhere in the industry. Paul has stated how 'immensely proud' he is of what the CFPO has achieved during his time at the helm, and believes it is 'one of the strongest and most well-respected fishing organisations in the UK'.

The CFPO has welcomed Chris Ranford as the new CEO, who's already taken on the development of a new Cornish fishing strategy, hosting a workshop with DEFRA officials in Newlyn.

Speaking of his time at the helm, Paul said:

I will be leaving my role as Chief Executive of the CFPO shortly and I would like to take this opportunity to thank everyone for their absolutely fantastic support, genuine and often robust conversations and your confidence in me during my time with the PO.

It is hard to believe I have been here for nearly 20 years and I am immensely proud of what the CFPO has achieved during that period. It is a fact that the CFPO is one of the strongest and most well-respected fishing

organisations in the UK and that is largely down to you as proactive and passionate members. The CFPO was built on the solid foundation of inshore Cornish fishing and has developed over the years as fishing has around Cornwall and beyond into the organisation you are part of today.

The CFPO has remained true to its ethos of being a fisherman's organisation - the view and influence of inshore hand-line members being equal to that of beam trawler owners. The Cornish Motto "ONEN HAG OLL" epitomises and is the core strength of this organisation and in my opinion should always be the heart of the CFPO.

My time with the CFPO has been challenging, rewarding, educational and there have been plenty of ups and downs but most of all I want you to know it has been an absolute privilege to have been Chief Executive of the CFPO. I have lived and breathed the CFPO for the last 20 years and hopefully I have made a positive contribution during that time.

It is clear that the fishing industry is going through a massive period of change, not



Chris Ranford

least with Brexit and COVID dominating in recent years and months. There will be undoubtedly more change and challenges to come as the UK adapts to a new era as an independent coastal state outside of the EU, so perhaps this might be an opportune moment for change for the CFPO in terms of leadership and fresh energy, and I am sure Chris will bring that and more.

It is time for a new challenge for me, but I want to be clear that I remain a strong supporter of the CFPO and for what it stands for and hope to remain actively involved for years to come. I am sure (and sincerely hope) I will continue to see and speak to many of you around Cornwall.

Finally, I would also like to wish you all the very best for the future and good fishing.

## The Trust Issue

The NFFO takes stock 8 months after the Trade and Cooperation Agreement.

There are some in the fishing industry whose trust in the Government has been irrevocably shattered. The fishing industry was given assurances from the top of government - the Prime Minister, senior cabinet ministers and Chief Negotiator himself, Lord Frost - that our industry would not be sold out in negotiations with Europe, as it had been by Edward Heath in 1973.

There was always a risk. Even when the fishing industry was used as the poster-child for Brexit, the NFFO paid for and distributed thousands of flags bearing the message: Fishing: No Sell-out.

In the event, on Christmas Eve 2020, another date that live in history for its infamy, fishing was sacrificed to secure a trade deal. The bald economic calculations laid waste to all the promises, assurances

and commitments on fishing.

A few concessions on quota shares were made by the EU but these were miles away from what any self-respecting coastal state would consider fair, or consistent with its status under international law.

Under the terms of the TCA the UK didn't even secure an exclusive 12 mile limit, something that most coastal states would automatically consider theirs by right, and essential for the sustainable management of their inshore fisheries. And is there anybody who truly believes that it will all be all right in 5 years time when the TCA access arrangements expire?

There is regulatory autonomy. This should allow us, over time, to diverge from the body of retained EU fisheries law - the CFP - and apply our own rules for operating in U.K. waters. These will apply to all fishing vessels irrespective of nationality. That is worth having

and has the potential to be very significant over time.

The issue now is whether fishing, having lost our status as Brexit poster-child, has become a national embarrassment for the Government - a living symbol of failure to negotiate what is the UK's by right and by international law of the sea. Will the government try to make amends for the way we have been treated, or seek to edge us off centre stage? The £100 million commitment made in the immediate aftermath of the TCA agreement suggests the former. The Government's policy approach and insouciance towards the potential for displacement from marine protected areas and the expansion of offshore wind, suggest the latter.

## Cooperation

The new Fisheries Act provides a framework for a new kind of fisheries policy - one in which the fishing industry is centrally involved

in the design and implementation of fisheries management plans. Work is already under way, especially in the shellfish sector, where some of the elements of co-management can be seen at work in the Shellfish Industry Advisory Group and its important sub-groups covering crab/lobster, whelks and scallops. But will that cooperation survive if there is large scale displacement from customary fishing grounds with all the social and economic dislocation and unintended knock-on effects that implies?

This is another trust issue for the Government. Will fishing be treated fairly, carefully, and with respect, as an important component in this country's food supply and for its export earnings and support for coastal communities? Or will there be further betrayals?

And then there is devolution; another sphere in which government concessions could come at our cost.

Annual fisheries agreements with Norway and Faeroes is a further area in which post-Brexit turbulence is manifest and where new equilibriums have yet to emerge.

We are about to enter negotiations for 2022, when all of these factors will be in play, along with the mother of all headaches on how to manage non-quota species. The Specialised Committee for Fisheries and annual negotiations will be of central importance but we have yet to see how this will function in practice.

## Political Landscape

This then is the broad political landscape for fishing after 8 months under the TCA. Through it all runs the core question of trust. As an industry we have little option but to make the best of it. The importance of working with our eyes open to the political currents and counter-currents has never been higher.



Our Lass III WY 261 inbound to Whitby. Photo Mick Bayes

## Cornwall landings continue to soar

A new strategy for the fishing industry in Cornwall is set to be created as the value of fish landed continues to rise.

The Cornwall and Isles of Scilly Local Enterprise Partnership (LEP) has been working with the Cornwall Fish Producers Organisation (CFPO) to draw up the new strategy looking at how the industry can be prepared for the future.

Paul Trebilcock, outgoing chief executive of the CFPO, told the LEP board that fishing was part of the "social fabric" of Cornwall. He explained that the fishing industry in Cornwall was bigger than that in Wales and Northern Ireland in terms of fish landed and fishermen.

In Cornwall the latest figures from 2019 show that there were 543 boats and 917 fishermen and the quayside value of landings was £43 million. Wales, in comparison, had 414 boats, 897 fishermen and value of £19m while Northern Ireland had 326 boats, 822 fishermen and £57m of fish landed.

And while the number of boats and people fishing off Cornwall has reduced since 2000 the amount and value of fish landed has increased. In 2000 there were 724 boats and 1,141 fishermen in Cornwall, landing 12,700 tonnes of fish worth £26m. By 2010 the number of boats stood at 646 and there were 898 fishermen, landing around 12,700 tonnes of fish worth £30m.

But by 2020, while the number of boats had decreased again the amount of fish landed was up by 43 per cent to 18,100 and was worth £43m.

Mr Trebilcock said: "The value of fish has gone up. We have seen an increase in the value and the tonnage landed which hasn't been in line with the reduction in the number of boats and fishermen. That is a result of us being more consolidated."

Over that period the species being caught in Cornwall and the value of them has also changed significantly.

In 2000 the highest value fish was megrims with 1,048.5 tonnes landed, followed by scallops, monkfish, sole, pollack and crab.

This was the top 10 species by value in 2000:

1. - Megrims
2. - Scallops
3. - Monk
4. - Sole
5. - Pollack
6. - Crab
7. - Lemon
8. - Hake
9. - Lobster
10. - Turbot

But by 2019 it had all changed. Here is the top 10 species by value:

- 1 - Sole
- 2 - Crab
- 3 - Monks or Anglers
- 4 - Hake
- 5 - Lobsters
- 6 - Sardines
- 7 - Pollack
- 8 - Haddock

- 9 - Megrim
- 10 - Cuttlefish

Mr Trebilcock said the fishing industry was more sustainable now and that the changes in species landed reflected this as well as the change in demand.

He said that some species which were not as valuable in 2000 had seen the prices creeping up. And the increase in species matched those which are MSC accredited with "sustainability at the heart of it".

Mr Trebilcock said there was diversity in Cornwall in what fish was being landed and this was matched by the diversity in the industry.

He highlighted that as well as large ports such as Newlyn there were ports like Cadgwith which are much smaller but "are all important".

And he highlighted that the fishing industry is not just about those who go to sea but also those involved on land, from the processing and sale of fish to those restaurants and outlets buying it.

He added: "Fishing is woven through the fabric of Cornwall. A lot of people are linked internationally and closely with fishing. That sense of community remains strong, particularly around the coast."

Mr Trebilcock told the LEP that Cornish fishing harbours and villages underpin the tourist economy and that Cornwall Council research found that 58 per cent of visitors to Cornwall

stated that fishing harbours and villages were their main reason for visiting.

He added: "Cornwall and Cornish fishing and fish-related business are big economically, socially and culturally important."

And he pointed out that fishing provides community life and employment in remote parts of Cornwall where other opportunities are limited.

As part of drawing up the strategy Mr Trebilcock said that the CFPO had been speaking to people from across the industry in Cornwall to get their views on what the challenges are and what could be done to help them. He said a number of strengths were identified including the diversity of species, quality, emerging young leaders and sustainability of the leading species.

Among the challenges, or weaknesses, identified were the high entry costs for young fishermen, dependence on foreign labour, potential overfishing in some sectors and inability to control EU vessels fishing shared stocks.

Mr Trebilcock said there were also challenges related to export rules and costs and pressure from NGOs for sustainable sourcing.

And there has also been highlighted a need for investment in better facilities in ports and harbours, promotion and marketing of domestically landed seafood and in careers and training.

## SCOTLAND NEWS



Prime Minister with industry leaders during a face-to-face meeting in Fraserburgh

### Fishing industry urges PM to help industry after Brexit fiasco

Scottish fisheries leaders have urged the Prime Minister to help them build back the industry after the bad Brexit deal, which left skippers battling for fishing opportunities while EU vessels continued to have full access to UK waters.

At a business meeting in Fraserburgh, they asked Boris Johnson for action not words on improving prospects for the fleet in five years' time when the arrangements are due to be revised.

"The Prime Minister has spoken previously of an El Dorado of fish from 2026 onwards but we are seeking a commitment from him to deliver much better opportunities for the Scottish fleet in the meantime as well as in the longer term," said Elspeth Macdonald, chief executive of the Scottish Fishermen's Federation.

"In the short term it will be a case of survival for the industry, but we want to thrive, and to ensure that we can build back this industry we need to start planning now."

In the meantime, Mike

Park, chief executive of the Scottish White Fish Producers' Association, pressed Mr Johnson to order an independent review of the "flawed" science behind proposed quota cuts from ICES to key species such as cod for 2022.

"Lack of fishing opportunities for our key commercial species at a time of abundant stocks is holding the whitefish fleet back severely, and it's about to get a lot worse because of over-zealous faith in flawed science.

"With the Covid-19 pandemic, the value of accurate science has become glaringly obvious, yet in our sector jobs and income for the fleet are at risk from partial, single-source science that is totally at odds with what skippers see daily on the grounds and is never subjected to independent review.

"We need scientific evidence that can command the trust of everyone to help deliver secure and sustainable fishing."

With the Prime Minister due to visit an offshore windfarm, Ms Macdonald also called

on him to establish a clear principle for developers of avoiding fishing grounds when locating turbines.

"More renewable energy is clearly vital in the fight against climate change, but we need also to recognise that fish is a healthy protein foodstuff with a very low carbon footprint compared with all other animal and many plant-based sources," she said.

"As well as the lack of fishing opportunities, the industry is facing a spatial squeeze as offshore wind grows. The wind blows in many more places than fish swim, and for both sectors to flourish, decisions must be made that allow for us to co-exist successfully."

Ian Gatt, president of the SFF, said: "We were pleased that the Prime Minister agreed to sign the Book of Condolences in the Fishermen's Mission Memorial Room, in tribute to the fishermen who lost their lives when going to sea to catch our food."

The Scottish Seafood Association demanded urgent action from the Prime Minister

on labour shortages within the sector during the face-to-face meeting.

Chief executive Jimmy Buchan outlined how Brexit and Covid-19 had combined to create a perilous situation for companies, with production and export capacity severely reduced.

During the lively meeting Mr Buchan said: "I along with others from the catching sector made it plain to the Prime Minister that the Brexit deal had fallen far short of expectations.

"And most pertinently for the processing sector, I sought an assurance that the Government would work closely with us to resolve the critical shortage of labour.

"He agreed that a campaign was required to encourage young people into the industry and on the need for direct action to stem the haemorrhage of overseas workers that has occurred since the 1st of January."

Mr Buchan agreed to carry out further discussions on how to move forward with Scotland Office minister David Duguid.

### No Evidence For Alleged 'benefits' Of Three-Mile Limit

There is no evidence that a three-mile limit around Scotland's coastline banning fishing vessels with mobile gear would improve sustainability or raise earnings in the creel fleet.

That is the conclusion of a new Scottish Fishermen's Federation paper, SFF The 3 Mile Limit History Facts, on the issue which follows a sustained campaign by environmental NGOs and some creelers.

It states that those pushing for a limit are taking a protectionist line, "keeping the grounds inside the three-mile limit open for only one type of fishing [which would] only suit those who fish that gear".

The consequence would be that other types of fishers would be displaced, "but not on the basis of science that demonstrates this is necessary for the right protection to sensitive environments and features".

SFF policy officer Malcolm Morrison, said: "All fishing methods, mobile and static, will impact on the environment in some way, just as navigation, tourism, offshore energy generation or even just weather do; this is a fact everyone needs to accept as a compromise in the wider concept of securing food."

"If areas or features are found to need extra protection, the SFF welcomes their inclusion in the existing management frameworks,

based on objective evidence." Mr Morrison added that an expansion of the creel sector, as things stand, with the lack of rigorous science, would not be sensible.

Markets would suffer and losing the trawl catch would necessitate a tenfold increase in creels in the water (from an estimated 1.2 million to 12 million) as well as requiring an adjustment of price differentials.

"Given the lack of verified science needed for responsible fisheries management, a lot of new research would be required to bring the database for the creel fishery up to the standard required by ICES.

"There is no basis in the evidence for the eNGOs'

sustainability claims. There are so many unknowns – stock status, exact number of creels deployed, soak time, the number of 'ghost' creels on the seabed."

Mr Morrison highlighted a 2017 report into the nephrops industry in Scotland which found no evidence that creeling was more economically beneficial than trawling.

"In fact, as the same study highlighted, the diversity of the sector is well suited to the geography of Scotland.

"The SFF questions whether a three-mile limit would solve gear conflict. Co-existence is much better than exclusion. Any ban would simply move the problem just outside the limit."

### Scotland's Fishing Fleet Urged To Go Green

Environmental groups are calling on the Scottish fishing industry to take urgent steps to decarbonise the sector.

They say they have calculated that the UK fleet emits the same carbon dioxide as 110,000 homes every year.

A new report says fishing practices need to change to protect carbon stored in the sea bed.

The report has been co-written by WWF, the Marine Conservation Society and the RSPB.

It says that fishing methods like bottom trawling and dredging are a threat to so-called blue carbon which is stored in the sea bed. They report estimate that mitigating the amount of carbon lost from these fishing methods between 2016 and 2050 will cost the economy up to £9bn.

Mario Ray, policy and public affairs officer at WWF Scotland, said: "This report makes clear that governments across all four nations must help UK fisheries to re-think practices and modernise to meet the challenge of climate change and achieving net zero.

The report calls for bottom-towed fishing gear to be banned from use in protected areas, which make up more than a third

of the UK's waters. It also urges governments to mandate vessels to install monitoring such as cameras and GPS technology and calls for more research into the role of blue carbon.

With more than half of all vessels around 30 years old, skippers should be incentivised to switch to cleaner fuels like biodiesel or hydrogen, it adds.

In response to WWF, RSPB and Marine Conservation 'report' into fisheries, Elspeth Macdonald, chief executive of the SFF, said:

"Wild-caught fish is already a climate smart choice, with our industry producing healthy protein food with a much lower carbon footprint than meat and most vegetables.

"Our industry's carbon emissions are tiny in comparison to those from households and land-based transportation. Of course, as with all sectors, there is more work we can do, and indeed only today the UK Government has announced that it wants to accelerate the development of zero-emission vessels as part of its hydrogen strategy.

"This is an industry that has a proud record when it comes to innovation and the adoption of new technology, with skippers

constantly evaluating how to do things better. We work with government to ensure we are protecting marine features including key carbon sinks such as maerl beds, based on a robust process underpinned by evidence.

"That is the main reason that, contrary to what the NGOs allege, fish stocks in our waters are in such a healthy state, with for example the overall whitefish biomass at record high levels and catching (mortality) at an all-time low.

"Our industry is committed to sustainability; indeed healthy stocks can be harvested in a much more carbon efficient way than unhealthy ones. We must not lose sight of the fact that we are producing food, and wild caught fish are a far better choice in terms of carbon footprint than other protein sources."

The report prompted an immediate call from SFA executive officer Simon Collins for Scottish and UK government ministers and civil servants to resist the burgeoning and misguided campaign being waged by environmental NGOs on the fishing sector.

He said: "Whitefish stocks in Scotland's waters have doubled in size over the last 20 years and are now at record levels,

according to an analysis of data from the International Council for the Exploration of the Seas (ICES). At the same time the amount of these fish being caught (the fishing mortality rate) has declined markedly."

"The analysis shows that, with inevitable fluctuations, the aggregate spawning stock biomasses (SSB) of the principal whitefish stocks have increased since the early 2000s, with some stocks increasing by much greater amounts."

"Meanwhile, the average fishing mortality rates of these stocks have more than halved over the same period and is at its lowest ever level."

Mr Collins said: "There are more fish in the sea than ever, and our boats are catching less than they have ever done."

"And yet if you listened to the headline seekers in the environmental NGOs, you would think that there was a crisis of over-fishing and climate impacts."

"The simple truth is that like all sectors, we have work to do on reducing our impact on the climate, but we have come an incredibly long way and are already a climate-smart industry when it comes to the impact on stocks, as this research shows."

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

## Prince Charles formally opens new fish markets on visit to Shetland

Prince Charles paid a flying visit to Shetland to officially open the new Lerwick and Scalloway fish markets at the end of July.

It was the first time he had set foot in the islands since he opened the Shetland Museum and Archives in 2007 after two recently planned visits were foiled.

Both fish markets have been operational since the middle of 2020 and it had originally been intended for the prince, whose title in Scotland is the Duke of Rothesay, to carry out the unveiling last summer but it was postponed due to Covid-19 restrictions.

During his main engagement at the new Lerwick fish market the Duke observed fish landings, toured the facilities and visited the auction hall during a tour of the £7.6 million complex, before sampling a dram of Scottish whisky.

Prior to officially unveiling plaques to open the Lerwick and Scalloway markets, Prince Charles said it was a "great privilege" and the competition of the two facilities "reflects the fact that the fishing industry and its traditions remain a real cornerstone to the economy and way of life to the Shetland people".

"It still remains, to me anyway, an amazing statistic to know that more fish pass through the Shetland Isles than England, Northern Ireland and Wales put together," he told the industry figures and dignitaries gathered outside the fish market. "I suspect many people don't realise that.

"And it's also wonderful, if I may say so, to know that Shetland is leading the way with its state-of-the-art electronic auction facilities.

"And unlike so many other fish markets, the auction system in Shetland links up to buyers across the world to sell its splendid fresh fish products."

Shetland Fish Producers' Organisation's chief executive Brian Isbister said it was a "great privilege" to welcome the Duke, and



Prince Charles signing the visitor book at Lerwick Fishmarket alongside Lerwick Port Authority chief executive Calum Grains

the opening of the two markets "signifies a proud moment for all of us here".

Isbister said the completion of the two projects was "testament to the resolve" of those involved in an industry employing over 400 fishermen, while the electronic auction system was able to turn Shetland's remote location at the heart of "some of the richest fishing grounds anywhere" into an advantage.

On the anniversary of the first landings at the new market, Lerwick Port Authority's new chairman, skipper of the pelagic trawler Adenia George Anderson said: "The visit coincides with the anniversary of the first landings and marks what has been a successful, if challenging, first year due to Covid.

"The construction of the Lerwick fish market was the climax of a lengthy,

coordinated programme of projects, involving dredging and building quays, designed to future-proof the market's role in helping to sustain and develop the fishing industry's contribution to the Shetland economy."

The Duke was also welcomed to Lerwick Town Hall by representatives of Shetland Islands Council, which invested £5.6 million in the Scalloway fish market.

Later in the afternoon he paid a visit to Scalloway's NAFC Marine Centre, which is in the process of merging with Shetland College to form a single college, Shetland UHI.

There he met students, staff and apprentices and saw research and engineering facilities, as well as experiencing the NAFC's naval simulator, before meeting representatives from the Shetland RNLI.

## Carmichael calls on fisheries minister to meet with local fishermen

Northern isles MP Alistair Carmichael has called on fishing minister Victoria Prentis to meet with representatives of the Shetland fishing industry either virtually or in the isles.

The Liberal Democrat politicians made the call following a constituency surgeries on the island of Whalsay, a major fishing hub which has been significantly impacted by post-Brexit disruption as well as longstanding problems with gill netters fishing the waters around Shetland.

"Fishermen feel used and forgotten by this government and the only way that ministers are going to turn that around is to start actively engaging with the industry," Carmichael said.

He added: "Minister Prentis claimed in Parliament that fishermen have 'really gained' in the last few months from Brexit - she should try that one on the quays in Whalsay.

"The government has taken a transparently disinterested stance on the fishing industry since Brexit was 'done' and has tried its level best to pretend that the many issues identified by fishermen did not exist or were mere "teething problems".

"Based on the level of correspondence I received before and after [July's fishing] debate I do not believe that this hands-off approach is sustainable. We need proper engagement."



Isle's MP Alistair Carmichael.

## New chapter in sight for NAFC Marine Centre as merged college prepares to launch

The Scalloway based NAFC Marine Centre become part of the new merged Shetland UHI college on 1 August after almost 30 years of serving the isles' fishing, aquaculture and maritime industries.

The move marks one of the final stages of the long-proposed merger of NAFC with Shetland College and Train Shetland under the UHI umbrella.

"As we move onto a new chapter in the history of this wonderful institution, I want to take the opportunity to thank all staff and trustees, past and present, for their outstanding contributions over the years," the NAFC's outgoing principal Willie Shannon said.

"The NAFC has delivered, and under the new arrangements will continue to deliver vocational training from school age through

to degree qualification, plus research at doctoral level, all applied and connected to the marine environment.

"This is fitting in Shetland where the marine economy underpins and is the biggest contributor to the local economy.

"There is a drive and dynamism in the Shetland fishing and seafood industries and at NAFC and I can say without equivocation that the calibre of staff across the board is of the highest order."

The history of the fisheries college stems back to 1992.

Originally named North Atlantic Fisheries College, the Port Arthur facility came to be following the establishment of the charity Shetland Fisheries Training Centre Trust - which operates the centre - in 1988.

It became a founder-partner in the UHI Millennium Institute,

the project to establish a University of the Highlands and Islands, and underwent a major expansion in the late 1990s, including the construction of a marine hatchery.

Port Arthur House was then opened in 2000 to provide self-catering accommodation for up to 30 students, followed in 2001 by the John Goodlad Centre which allowed for an expansion in marine science activities, both teaching and research, and provided classrooms, laboratories, offices and a new library, which is open to the public.

To meet growing demand for marine training, within and outwith Shetland, a merchant navy cadet programme was introduced in 2004 to provide training for prospective engineer and deck officers.

More than 75 per cent of Scotland's aquaculture training

needs are now delivered by the NAFC and online professional development is available to international customers.

Recent years have seen record numbers of students and as the last dedicated fisheries college NAFC now delivers a range of 150-plus courses in the maritime sector.

Outgoing board chair Irene Hambleton said: "While it does feel like the end of an era, there is excitement about the potential for new opportunities as Shetland UHI begins its own journey.

"NAFC Marine Centre is not the same organisation it was 30 years ago. It has adapted and changed as opportunities came along and industry requirements evolved. Every success story is a tale of constant adaption, revision and change, and the next 30 years will be no different.

## Seafood companies receive government help

A number of mussel farming businesses as well as owners of shellfish boats have been compensated for losses incurred as a result of the Covid-19 pandemic and the challenges linked to Brexit.

The Scottish Government has now published details of financial awards made under the Seafood Producers Resilience

Fund, which was announced in early February as a follow up to an earlier support scheme at the start of the pandemic.

The government said more than 800 individual payments were made across the country, including 50 to businesses and organisations in Shetland.

Both Seafood Shetland and the Shetland Fishermen's Association welcomed the quick

support after markets, particular in the restaurant sector, had dried up over night.

Markets have since recovered very strongly with high demand in retail settings for farmed mussels, according to Ruth Henderson of Seafood Shetland.

Payments of just under £200,000 were made to 42 local shellfish boats, while seven mussel farming businesses received a

total of almost £180,000.

A payment of £174,902.44 was made to Lerwick Port Authority to compensate for reduced income as a result of lower landings because of Covid-19 but also due to the exit from the European Union.

Details at <https://www.gov.scot/publications/seafood-producers-resilience-fund-beneficiaries/>

# ORION



## Macduff Delivers New "ORION"

Macduff Shipyards Limited have recently signed over their latest new build fishing vessel, 'ORION, BF 432', to owner Brian Harvey and his two sons Andrew and Simon.

This new build replaces their previous fishing vessel of the same name, which was built by the yard in the early noughties and is intended to fish around the coast of Scotland, predominately in the North Sea.

ORION was originally planned to be built from the yards previous 24.50 m hull model but during the early design phase a decision

was taking to remodel the vessels bowbased on the preliminary results from a tank testing program which the yard and Macduff Ship Design were running for another project. A quick study was conducted by the Wolfson Unit in Southampton using CFD technology to compare the proposed new bow against the previous model with the results showing a net decrease in hull resistance at steaming speeds, as anticipated.

Following this the hull form was faired and finalised by Macduff Ship Design who then produced

a full set of steel construction plans along with conducting the incline experiment and producing the vessels stability booklet. The fabrication of the hull of ORION was subcontracted to Kedat Shipyard based in Szczecin, Poland with the construction reviewed and verified by Bureau Veritas to comply with the MCA's construction standard and upon completion the hull was towed to Macduff for outfitting by the yard.

The hull of ORION is built completely from steel, apart from the wheelhouse and mast, and

features a double chine hull form, transom stern and modern bow designed to cut cleanly through the sea with less energy leading to a reduction in fuel consumption and emissions along with increased crew comfort. In broad terms the layout of the ORION is largely like some of the other recent new builds produced by the yard. Below deck features the cabins, engine room, fish hold and a large freshwater tank forward of the collision bulkhead. Whereas above deck is situated the aft shelter, galley/mess and side passage area, fish processing area

and then a winch room forward where the trawl winch is situated.

A bespoke hydraulic deck machinery package was fabricated by the yard for the ORION comprising of a triple barrel winch powered by dual motors, two split net drums, two bagging winches, two small gear handling winches, cod end lifting winch and a dedicated anchor windlass. Thistle Marine of Peterhead supplied both the MFB8 landing crane and MBK13 powerblock crane, both of which featuring a slew ring base.

Primary hydraulic power is provided by a single Parker hydraulic pump driven from a dedicated Mitsubishi 6D24 auxiliary engine producing 218 kW whilst secondary hydraulic power is provided by combination of one electric/hydraulic motor set with an output of 22 kW in tandem with a Parker hydraulic pump driven from a power take off fitted to the main propulsion's gearbox. A hydraulically powered bow thruster is also fitted of 180 hp. The hydraulic system, designed by the yard, is cooled via a Blokland box cooler and Bowman heat exchanger.

The propulsion package features a 2.5 m fixed pitch propeller supplied by Wartsila, driven by a CATERPILLAR C32 main engine with 660 hp @ 1600-1800 rpm through a Masson Marine W7400 reversible gearbox with 9.077:1 reduction.

ORION is the seventh vessel built by the yard in recent years to feature this propulsion package which has demonstrated itself to be both robust and adaptable with the Wide Operating Speed Range of the C32 main engine providing flexibility to achieve full power from a fixed pitch propeller both whilst steaming and trawling. The efficiency gains

predicted during the early design phase were realised during engine trials with the vessel achieving 9.1 knots at only 50% engine load and 10.5 knots at 100% load.

ORION also features a triple rudder system and high lift propeller nozzle provided by Wartsila.

Cooling systems for all engines and hydraulics onboard are served by box coolers supplied by Blokland Non-Ferro.

Electrical power onboard is provided by two Mitsubishi generator sets supplied by Macduff Diesels Limited, each with a rating of 98 kW and of sufficient size to run the vessels power independently providing complete redundancy.

The electrical systems onboard were designed and fitted by R.D. Downie who also fabricated the vessels switchboard and control panels for all the pumps and motor starters. In addition to this R.D. Downie also provided the fire, bilge and gas alarm systems onboard along with the navigation light panel and assisted with the installation of the navigation equipment.

The fish processing deck features a catch handling system built by the yard and is complemented by a DEGA resin floor system fitted by PBP services. Two separate compartments are formed within the fish processing area which house both a dry locker and ice plant room. The fish hold refrigeration system along with ice machine was supplied and fitted by Premier Refrigeration.

The high specification navigation package was supplied and fitted onboard by McMinn Marine Ltd.

Fishing gear was supplied by Faithlie Trawl (International) Ltd, Seaforth Trawls Ltd and Caley Fisheries.

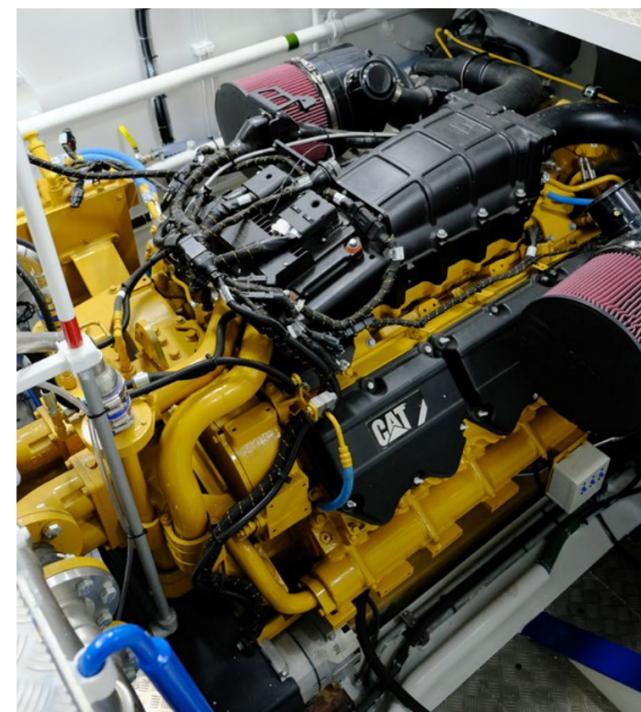


Harvey family at the launch. Photo Eugene Rutter



"The **Macduff team** have been delighted to work with Brian, Andrew & Simon of the **ORION**"

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





**FACT FILE**

**VESSEL NAME:** ANTARCTIC  
**OWNER:** ANTARCTIC FISHING COMPANY  
**PORT OF REGISTER :** DUBLIN D97  
**HOMEPORT:** KILLYBEGS, IRELAND  
**SKIPPER:** EAMON & GERARD MCHUGH  
**NUMBER OF CREW:** 9  
**DELIVERED & DESIGNED BY:**  
 KARSTENSEN SHIPYARDS  
**BUILD YEAR:** 2021  
**REGISTERED LENGTH:** 62.6 MTRS  
**TONNAGE:** 1378 GRT  
**BEAM:** 12.8 METRES  
**DRAUGHT:** 7.0 METRES

All photos by John Smith & John Cunningham

**NEW BOAT**

# ANTARCTIC

## HIGH FIVE FOR NEW ANTARCTIC!

The August Bank Holiday weekend saw the christening of the 5th newbuild of a long line of vessels for Eamon McHugh and Family in Killybegs as the latest "ANTARCTIC" joined the North West RSW fleet.

Eamon McHugh is a well-known pelagic fishing skipper, who has been fishing for some 40 years, working his way up from mate on the Paula to skipper his own vessels.

Antarctic Fishing Company was established in 1987 with the purchase of first "Antarctic". In 1997 a newly built "Antarctic" was commissioned later being replaced with the owners 3rd "Antarctic" in 2007. The new "Antarctic" will

be fifth vessel in the ownership of Eamon McHugh and his family.

Teresa and Eamon McHugh has headed the family business for 25 years, since starting with the first "Antarctic", brought from Eamons brother Kevin McHugh. Sons Eamon J and Gerard are also deeply involved in the family business, with Eamon J managing the shore side and Gerard fishing onboard present vessel as skipper.

**Design**

The hull for "Antarctic" was built by Karstensen Shipyard Poland in Gdynia, and arrived in Skagen in January 2021. The vessel was

handed over in July and undertook the long steam back to her home port.

The vessel design, specification and arrangements is a result of an extensive and close cooperation between Owners and Yard, where all details have been tailor made to suit Eamon McHugh's exact specifications. Main focus has been set on optimizing working, safety and comfort for the crew, optimizing catch handling- and storage facilities and optimizing of fuel consumption.

The new "Antarctic" is based on Karstensen Shipyards highly successful 63m hull model, which has proven characteristics in relation to sea keeping and fuel

consumption. KS 63m hulls are in operation in all parts of northern Europe, with one already based in Killybegs, namely "Paula".

In order to reach above targets, the ship is fitted out with all the newest machinery and equipment, and suppliers have been chosen carefully to match specification and requirements. In particular it is noteworthy, that Killybegs based Sea Quest has supplied the full deck machinery / winch / crane package.

Likewise Killybegs-based KER Group has also been a main contributor to the new vessel, having supplied the full RSW-machinery and vacuum unloading packages. Barry Electronics, also of Killybegs,



has supplied and installed the complete array of electronics for the new vessel.

These companies have long standing business relationships with Eamon McHugh. But this order represents a first complete supply to Karstensen Shipyard.

Continuing the practice of using local suppliers, the new Antarctic is fitted with trawl gear from KT Nets and Swan Net Gundry. MMG supplied the gangways and the vessel insurance is with D&D.

**Layout**

The hull is built in steel with two continuous decks; main deck and shelter deck, and with long forecastle- and boat decks. Wheelhouse, boat deck, funnel and masts are built in aluminium.

Hull shape of round bilge

construction with bulbous bow and stern skeg, flared stem and transom stern.

Below main deck the hull is subdivided into the following watertight compartments: Forepeak, bow thruster-/sonar room, insulated RSW-tank section with central RSW pump- and manifold room, engine room with main engine connected to reduction gearbox with ducted propeller and aftpeak with fuel- and lub oil tanks.

On main deck the hull is arranged with: Forepeak, electronics room, room for unloading (vacuum) system, trunks for RSW-tanks with centre corridor with RSW-units, accommodation section Starboard with workshop, exhaust and ventilation trunking and engine control room/switchboard room. All aft/Portside hydraulic room with steering gear.



### KARSTENSEN SHIPYARD A/S



### SETTING THE STANDARD



**Congratulations to the owners and crew of the new vessel "ANTARCTIC"**

Karstensen Shipyard; Skagen, Denmark, ph. +45 98 44 13 11, www.karstensens.dk



**Wishing every success to the McHugh family and crew on your new vessel "ANTARCTIC"**

Head Office: Killybegs Fishermen's Organisation Ltd. Bruach na Mara, St. Catherine's Road, Killybegs.  
 Phone: (074) 9731089 / 31305. Fax: (074) 9731577. Email: kfo@kfo.ie Website: www.kfo.ie  
 Dublin Office: Phone: (01) 825 8846. Fax: (01) 825 8847. Email: kfo@kfo.ie



**Congratulations to the McHugh Family & Crew with their new vessel MFV Antarctic. We wish you every success in the future. From the Team at Brunvoll.**

# SeaQuest Systems



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

## SEAQUEST SYSTEMS

All supplied and installed by Sea Quest

### DECK EQUIPMENT:

#### Hydraulic winches:

- 2 x Trawl winches 61,8 t
- 1 x Topline winch 51,5 t
- 1 x Tail-end winch 43,6 t
- 2 x Netdrums 61,8 t
- 3 x Mooring winches 8,5 t
- 1 x Anchor windlass 5,0 t
- 1 x Netsounder winch

#### Deck cranes:

- 1 x Fore deck crane, 4 tonnes x 12,0 m.
- 1 x Power block crane on trawl gallow, 4 tonnes x 12,0 m.
- 1 x Fish pump crane, 4 tonnes x 10,0 m.

### Fish pumping:

- 1 x Hydraulic hose reel.
- 1 x Fish hose reel.
- 2 x Sea Quest fish pumps, 18".

### HP hydraulics 1:

- Complete drive system for winches and associated equipment:
- 4 x 160 kW pump-units, fixed displacement pumps.
- 2 x 90 kW pump-units, variable pumps.

### HP hydraulics 2:

- Complete drive system fish pumping equipment
- 3 x 90 kW pump-units.

Accommodation on main deck is arranged with 7 1-man and 2 1-officer crew cabins all with ensuite toilet/shower compartments, trim room and corridor and staircase.

In order to create best possible design for low noise, the accommodation is located as far away from the propeller as possible. In addition a number of constructive steps were made, in order to create a low noise level. During trials noise measurements showed levels well below any requirements and recommendations.

On shelter deck arrangement is: Store (1) forepeak, generator

room and aft/under forecastle store (2). Aft forecastle fish receiving deck, with centre deck house with water separator and hatches for the 8 RSW-tanks. In way of hatches, fore deck crane is mounted.

Aft midship, full width superstructure. Superstructure is arranged with: Deck store, changing room with oil skin drying area, day- and mess room, galley with provision stores and corridor with staircases.

Aft superstructure trawl deck with 2 net drums. On transom, 2 hydraulic operated stern gates with roller on top are recessed. In front of each stern

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## BARRY ELECTRONICS LTD

The extensive array of electronic equipment (navigation, fish finding and communication) were all supplied and installed by Barry Electronics of Killybegs.

### MAIN ITEMS:

**Display system:** BEL Pacific MS-6C Video Matrix

**Main monitors:** 4 pcs 55" Hatteland monitors

3 pcs 26" Hatteland monitors

12 pcs 32" Neovo monitors

**LF sonar:** Furuno FSV-25S, Low Frequency Sonar.

**HF sonar:** Furuno FSV-75 High Frequency Sonar.

**Echo sounder 1:** Simrad ES-80 38/120khz Echosounder.

**Echo sounder 2:** Furuno FCV-1900 Broadband Echo Sounder.

**Echo sounder 3:** Furuno FSS-1BB Fish ID Echo Sounder.

**Current indicator:** Furuno CI68 Doppler Current Indicator.

**Net monitor:** Marport M6 Receiver for Trawl Monitoring.

**Trawl sonar:** Simrad FS-70 Trawl Sonar.

**Radar 1 (3 cm):** Furuno FAR 2228-X Band Radar.

**Radar 2 (10 cm):** Furuno FAR 2238-S band Radar.

**Radar 3:** Furuno DRS6A-NXT Solid State Radar

**Ecdis:** Furuno FMD3200/3100 BB Dual ECDIS.

**Plotter 1+2:** MaxSea Time Zero Chart Plotter.

**Plotter 3:** Olex, 3D Chart Plotter

**GPS 1:** Furuno GP-170 GPS Navigator

**GPS 2:** Furuno GP-33 GPS Navigator

**AIS:** Furuno FA-170 AIS

**Gyro compass:** Simrad GC-80

**Autopilot:** Simrad AP70 Mk2 Autopilot.

**V-sat communication:** Sailor 600 Ka VSAT System

**Sat-TV system:** Intellian t80-Q TVRO

**GMDSS:** Area A2 GMDSS.

**SSB:** Sailor 6310 MF/HF DSC Radio.

**VHFs:** Sailor 6222 VHF DSC Radio.

2 x Sailor 6210 VHF Radio.

**Infrared camera:** Flir M364C

**Autotrawl system:** Sea Quest.

**ME remote control:** MAN Alphasonic 3000.

**Intercom:** Phontech 3102.

**Furuno LH5000 Loud Hailer System.**

gate, 3 hydraulic operated guiding poles are fitted. Above-deck tracks for midwater weights are also fitted.

After part of trawl deck Portside is arranged as trawl pumping deck, with fish pump, hose reels and tail-end block.

On forecastle deck, anchor winch in dedicated house, together with mooring equipment. Aft of this, roll reduction tank and forecastle deck.

On boat deck, aft midship, deck house in centre. Accommodation in deck house with skipper- and mates cabins and instrument room. Room for accommodation ventilation is also incorporated into the deck house. Portside funnel with exhaust and ventilation intakes.

All aft boat deck is full width with Starboard and Portside walkways forward. Integrated in aft ship construction and boat deck is the trawl gallow, which accommodates 2 main towing blocks as well as tail-and top line blocks. A net sounding winch is fitted on top of gallow. The Wheelhouse sits on top of the deck house, with 360° view. The Funnel with deck for MOB-boat and -crane sits Portside.



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**Congratulations to The McHugh Family & Crew with their new vessel "ANTARCTIC". We are proud to have supplied, installed and commissioned the communication, navigational and fish finding equipment for this vessel.**

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**CONGRATULATIONS & CONTINUED SUCCESS TO EAMON, GERARD, THE MCHUGH FAMILY & CREW OF THE NEW "ANTARCTIC". FROM THE MANAGEMENT AND STAFF OF K.T.NETS.**

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**www.ktnets.ie danny@ktnets.ie**

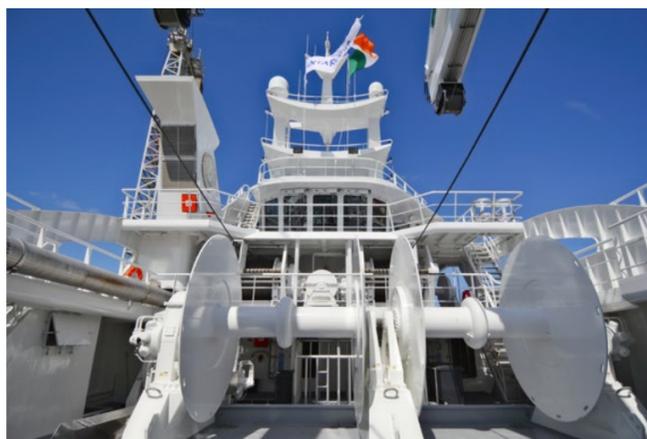
# Gallagher Bros

Killybegs, Donegal, Ireland



Best wishes to Eamon family and crew with your new vessel "**Antarctic**" from everyone at Gallagher Bros.

T: 074 9731004 | F: 074 9731509  
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W: www.gallagherbros.ie



### KER GROUP

KER Group were awarded the contract to supply the RSW and vacuum pump unloading system for the New MFV "Antarctic"

The works completed consisted of:

- 2 x 800KW RSW System on Ammonia
- Howden screw compressor with capacity slide, and frequency controlled electric motor
- Sea water Chiller and Condenser have Titanium tubes, for improved increased lifetime of equipment.
- 2 x Azcue, pumps for condenser @ 280m3/hr. c/w inverter controlled
- 2 x Azcue, pumps for circulation @ 550m3/hr. c/w inverter controlled
- 2 x Control cabinet, 15" HMI screen, with outputs for remote operation.
- 1 x 15" HMI Screen for Wheelhouse or control room.
- Ammonia alarm system controlled through the main PLC, system wired with outputs for emergency stop and fan controls for RSW room.
- Temperature monitoring and recording system to printer.
- Tank sounding for 8 tanks
- Flow meters on both circulating pumps
- Control of RSW valves now included in PLC and programming (For Modbus or Ethernet communications)
- Start up and commissioning of system for 10 days is included
- 2 x KER Group Vacuum Pump systems consisting of the following
- 2 x 3000Ltr Stainless steel 316L Vacuum Tanks c/w 12" Inlet and 14" Discharge
- 4 x Samson Ocean master 1000 Vacuum Compressor c/w Brass ends and stainless steel drums
- 4 x 66Kw Electric motors and couplings
- 4 x Stainless steel 4 way valve and manifold c/w air actuators
- 1 x Control cabinet c/w PLC system to control Vacuum pump System
- 1 x 15" HMI Screen
- 1 x 14" Landing separator from 316L Stainless steel.
- 1 x Qty of Stainless steel Piping 12" and 4" Piping for Vacuum Pump System
- 12 x 12" Stainless steel CYL knife Gate Valves, c/w Aluminium Air Cylinder

Additional works included, installing air ducting to the hydraulic room, and auxiliary fans into electrical cabinets and the wheelhouse console.



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F +35374 9731646  
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ANTARCTIC



Wishing the McHugh Family & Crew fair weather and full nets! We look forward to processing the catch from 'ANTARCTIC'

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**Wishing the McHugh Family and all the crew every success and safe fishing with their new vessel. From the management and staff at Premier Fish Products.**

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**Congratulations and Best Wishes to the  
McHugh Family & Crew with your new Antarctic.**

D&D Insurances Ltd

Block A - Unit 3, Nutgrove Office Park, Rathfarnham, Dublin 14. Main line: 01 20 514 05  
E-mail: barry@ddinsurances.ie - mark@ddinsurances.ie - martin@ddinsurances.ie

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## ENGINES & MACHINERY

### Main engine:

- MAN 9L27/38, 2499 kW @ 800 rpm.

### Propeller plant:

- MAN VBS940, d3800 mm.

### Reduction gearbox:

- Renk RSVL-900.

### Shaft alternator:

- Cummins AvK, 1650 kW / 2063 kVA.

### Auxiliary:

- 1 x Caterpillar C32, 930 kWe @ 1800 rpm.
- 1 x Caterpillar C18, 565 kWe @ 1800 rpm

### Harbour set:

- 1 x Mitsubishi, 115 kWe @ 1800 rpm.

### Rudder:

- Kongsberg high lift flap rudder.

### Steering gear:

- Kongsberg Tenfjord SR662 - 170 kNm.

### Stern thruster:

- 1 x Brunvoll, 700 kW / 952 HP.

### Bow thruster:

- 1 x Brunvoll, 700 kW / 952 HP.

### Starting air compr.:

- 2 x Sperre HL2/77A.

### Fuel oil separator:

- 1 x Alfa-Laval PA615.

### Lub oil separator:

- 1 x Alfa-Laval PA615.

### FO transfer pumps:

- 2 x Bombas Azcue.

### Remote sounding:

- MCS

### Main engine cooling:

- Bombas Azcue.

### Deckwash-, fire- and bilge pumps:

- Bombas Azcue.

### Hydraulic cooling - and fish room cooling pumps:

- Bombas Azcue.

### Box coolers:

- GEA Bloksma (all engines and main components are FW cooled).

### Bilge ejectors:

- Ellehammer.

### FW pressure sets:

- 2 x Bombas Azcue.

### Hot water tank:

- OSO, 200 l/ 2x15kW.

### Sewage pumps:

- 2 x Bombas Azcue.

### Sewage vacuum system:

- Jets.

**Design principles for main engine / auxiliary arrangement are as follows:**

On the reduction gearbox, a Power-Take-Off mounted with a shaft alternator, produces 1650 kWe. To supply additional electric power, the vessel is fitted with 2 auxiliary engines / gen-sets, producing 930 respectively 550 kWe. In addition a harbour set of 122 kW is fitted.

During heaving/shooting operations at fishing, when the winch system is in use, the gearbox PTO will be clutched in, and electric power will be supplied from the shaft alternator. When there is demand for full power on the winches, there will normally not be same demand for power on the main engine. Following the main engine will be power source for both propulsion and hydraulic system.

During normal towing, the shaft alternator will/can be disengaged, and the electrical power will/can be

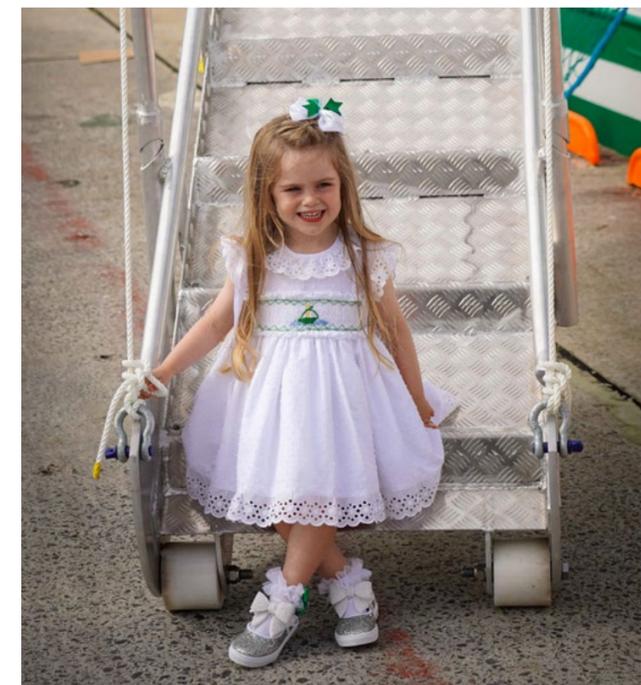
supplied by either of the gen-sets.

The 2 gen-sets will be able to connect into main switchboard, controlled by the vessels DEIF Power-Management-System.

Electrical power system is fitted for sliding frequency (60-50 Hz), by means of frequency converters for 400/440 V and clean power static supply/converter for 230 V. This will allow main engine and propeller rpm to be reduced with 17%.

Speaking to The Skipper, Eamonn McHugh said " We are delighted with the new Antarctic and would like to thank all the companies involved for bringing this stunning vessel to fruition. Karstensen's delivered exactly what we had envisaged and Killybegs suppliers showed they are world leaders in their field.

*The Skipper would like to wish the McHugh family & the crew of the new Antarctic every success and safe prosperous fishing into the future.*



**Congratulations with the new vessel "Antarctic"**



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The Management and Staff of Mooney Boats Ltd would like to wish the McHugh Family, and the Crew of the new MFV Antarctic every success in the future.

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



# FRANK HENRY

NEW BOAT

## Armon Continues To Thrive In UK Market

### FACT FILE

**NAME:** FRANK HENRY  
**TYPE:** VIVIER CRABBER - FISHING VESSEL  
**LENGTH OVERALL:** 22.00 M.  
**BREADTH MOULDED:** 7.30 M.  
**DEPTH MOULDED:** 3.95 M.  
**DRAUGHT MOULDED:** 3.15 M.  
**OIL FUEL TANKS TOTAL:** 24.0 CUBIC METERS (APPROX.)  
**FRESH WATER TANK:** 5.0 CUBIC METERS (APPROX.)  
**TOTAL OIL TANKS:** 1.0 CUBIC METERS (APPROX.)  
**VIVIER TANK (ABOVE FLOORPLATES):** 45.0 CUBIC METERS (APPROX.)  
**FLAG INSPECTION:** MARITIME & COASTGUARD AGENCY  
**FLAG:** UNITED KINGDOM  
**PROPULSION PLANT:** 1X CAT C32, 660 HP @1800 RPM  
 1X ZF X650, R = 6:1 APPROX. WITH PTO  
 1X CPP PROPELLER, 1800 MM, 4 BLADE  
**BOW THRUSTER:** 1X 100 HP, 500 MM, 4 BLADE  
**ELECTRIC PLANT:** 2X CAT C7.1, 100 KW, ALTERNATORS OF 125 KVA, 50 HZ  
 230 V/400 V AC AND 24 V DC  
**FREEZER PLANT:** CLIMAFRIO, -15° C TO 0° C

Spanish shipyard Astilleros Armon (Armon Shipyards) have delivered their latest build to Dartmouth Devon.

The Frank Henry, A 22 metre vivier supercrabber, is the 26th build of fishing vessels for the UK and Ireland by Armon.

Commercial director of Armon Shipyard, Ricardo Garcia, said: "We are very pleased to deliver this vessel to

a repeat owner. As it is common for Armon, this boat has been tailor made designed and built to meet-with all requirements from the owner. This marks over two dozen fishing vessel built by Astilleros Armon for owners in Britain and Ireland and we hope to continue this trend in the future."

Named Frank Henry (DH 181) the vessel reached its home port of Dartmouth several

weeks ago and began fishing soon after, with reports of faultless trips; all involved in the Frank Henry are pleased with the vessel.

UK and Ireland agents for Astilleros Armon, Terry Ekers, explains: "Since arriving in the UK the Frank Henry has brought a lot of interest from many shellfishermen, potential orders are being discussed and personally, I think the Frank Henry is a tribute to the yard, a title that I can extend to all vessels built by Astilleros Armon.

"Two very important facts are that the Frank Henry was completed on time, in fact it's launch was a couple of weeks before the contract date, also, the final price was exactly the price quoted. Fishermen cannot expect to sign a contract on day-one, to be given a higher bill on completion and such practice does not happen with Astilleros Armon."

Terry Ekers has fond memories of the 26 contracts that he delivered to Astilleros Armon, ranging from twin-rig trawlers to shellfish vessels. He predicts that the current upturn

in confidence from British and Irish skippers may continue.

"I have been the UK and Ireland agent for the firm for three decades and over that time have seen so many fishing vessels, workboats and small ships leave its yards (six in total), each having a devoted workforce and I cannot stop admiring the quality of the build. Astilleros Armon are not just famous in the EU but all over the World."

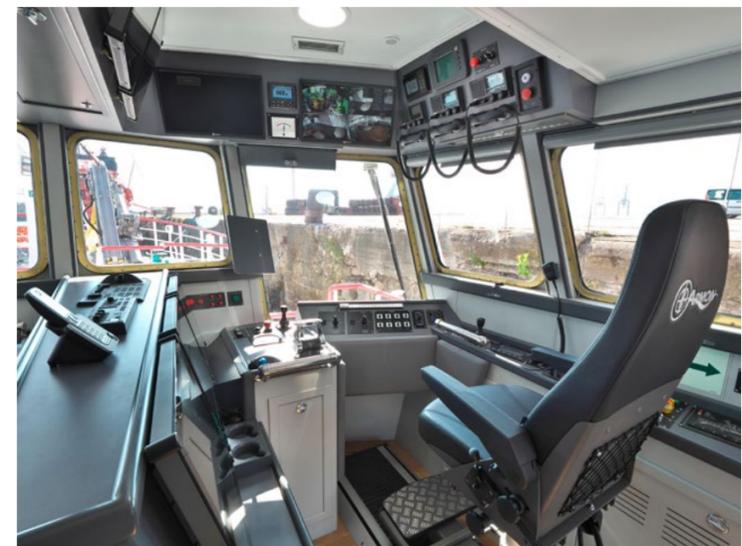
"Several years ago, when a downturn in EU new-builds took place, I decided to retire but it wasn't long before I returned to work. A significant increase in new builds is now taking place and Astilleros Armon remains a shipyard that

a growing number of UK and Irish skippers may choose for a new build."

UK Marine (Fishing Vessels and Workboats) Ltd is based in South Devon.

Designed and built by Astilleros Armon, a large input to the style and fitout of Frank Henry came from the vessel owners. Several items in the build were sourced from South Devon – the slave hauler (rated at a top pull of two tons) was manufactured and supplied by Britannia SW Ltd of Paignton.

A full package of electronics (mostly Furuno) came from Globe Ltd of Paignton. The package includes a Navitron Autopilot, Sailor VHF's and a Thrane Satphone.



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

**MONTHLY COMPETITION**

Send in your best fishing related photo and you could win a *Sotra Fleece* by Guy Cotten plus the chance to win overnight accommodation at the Irish Skipper Expo 2022.

The subject of the picture must be related to the Fishing Industry (your vessel, your catch, a stormy day at sea...etc). Each month, the best photo will be published in The Skipper and the winner will receive a prize, courtesy of Swan Net Gundry Ltd and Guy Cotten. Images sent in might also be used in other areas of the magazine if suitable.

**SUBMISSION GUIDELINES:** Simply get your phones and cameras out, and send us your hi-res photos by email to [editorial@maramedia.ie](mailto: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.

**SEPTEMBER WINNER: ALAN HINCHY**

**BEAMERS AT KILMORE QUAY**



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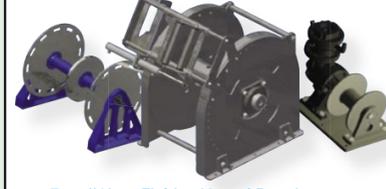
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# The Archives - August 1971

KILMORE QUAY CO-OP CRAFTSMAN-MADE NETS AND GEAR. FISH



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No. 91. August, 1971.

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## E.E.C. FISHERY POLICY STILL UNDECIDED

THE failure of the Six Common Market countries to draft a policy in time for the Brussels meeting of July 12th means that the subject as far as Ireland is concerned is unlikely to come up again until the autumn.

Dr. Hillery, Minister for Foreign Affairs, was accompanied to Brussels by Brendan O'Kelly, Chairman of B.I.M., as advisor on fishery matters. Dr. Hillery, it is understood, reiterated his previously-stated suggestion that the most acceptable terms were more likely to be worked out when the E.E.C. had been enlarged, taking in the four applicants — Ireland, Britain, Denmark and Norway, who would then have voting powers. This is considered to be a fairer arrangement than having to accept terms declared by the Six.

### NO LET UP

But this Irish suggestion has not yet been accepted, and until it has, it would be extremely unwise for Irish fishermen to relax their demands on the Government that no terms be accepted against the interests of the growing fleet, or even until the actual policy is concluded.

Britain has come around to accept this suggestion because Britain is keen to speed the negotiations for entry by next January. But in the last resort, Britain is unlikely to put up much of a fight at Government level to defend coastal fisheries, because they constitute only a tiny percentage of the British economy, and only 15% of British catches.

This is not the case with Ireland, a point strongly made by Mr. O'Kelly when addressing the U.S. Chamber of Commerce in Ireland at a meeting in Dublin last month. Fishing's contribution to our Gross National Product proportionately equalled that of three of the present members and exceeded that of

the remainder and the other applicant countries with the exception of Norway.

"More importantly," he said, "at a time when the landings of most European countries were either static or in decline, Irish fish landings had shown an annual increase over the last three years of over 25%."

"During the same period the industry had increased its contribution to Gross National Product by £1m. annually and was now worth £7m. (at 1968 constant prices). If the present growth rate were maintained this contribution would be £14m. by 1974," he said.

### Letter sent to T.D.s

TO assess the volume of support which the industry can rely upon within Dail Eir-eann the following letter has been sent by the Editor to all T.D.s whose constituencies touch the sea.

"You are concerned with the outcome of the E.E.C. negotiations, particularly in their effect on fisheries.

"I am now preparing a survey of the support which the fishing industry can depend upon should the terms of the E.E.C. fisheries policy, when finalised, go against Ireland's maritime welfare. Therefore, I would like you to let me know your answer to this question:

"Are you prepared to defend, in Dail Eireann, our economic justification as islanders to territorial protection against the modern armadas of the European fishing nations?" The replies will be published in next month's issue.



Donal O'Driscoll's new 74-foot trawler, Marina, in Dublin last month after her delivery from Flekkefjord, Norway. The vessel was on its way home to Castletownhere. (See technical report in page 12.)

### SPRAT PLENTIFUL

There has been excellent sprat fishing in Clogherhead over the past month and over 200 tons of fish were landed into Mornington fishmeal plant in one week. The quality of fish being landed is high.

## CONSTRUCTION SLOWS ON WESTERN DECCA CHAIN

WEST coast skippers who have recently installed the Decca Navigator in anticipation of the opening of the new chain may have to wait a little longer than expected for the service to begin.

The west coast chain was formally announced by Jackie Fahey, Parliamentary Secretary to the Minister for Agriculture and Fisheries, last May. Much of the research work as to the most suitable sites for the "master" and "slave" stations

had already been completed by then, so the building and equipment installation was all that was needed.

However, due to a delay in payments, the work is not proceeding as fast as it should do.

The cost of the complete chain comes to £750,000, which is to be spread over 10 years. The main station will be at Galway, and the "slaves" will be near Youghal, near Clogher on the Dingle peninsula and near Burtonport.

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**Aine coming into Fraserburgh.**  
Photo Peter Bruce



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**Flowing Tide at Cuan Chasla Galway.**  
Photo Christopher Griffin



**Menhaden towing for Tuna.**  
Photo Donal Hurley



**Cisemair hauling tuna brailer in the Bay of Biscay.**  
Photo Aaron Hitz

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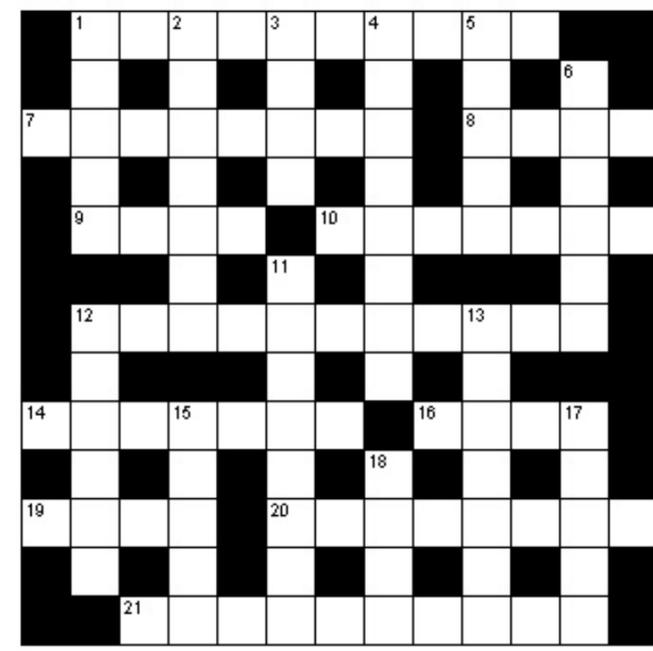
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- 16 Language of Pakistan (4)
- 19 Stitched (4)
- 20 Chronic sleeplessness (8)
- 21 Despise (4,4,2)

**DOWN**

- 1 Professorship (5)
- 2 Busybody (7)
- 3 King of beasts (4)
- 4 One to whom money is owed (8)
- 5 Mother-of-pearl (5)
- 6 Twelfth sign of the zodiac (6)
- 11 Humorous verse form (8)
- 12 Young cattle (6)
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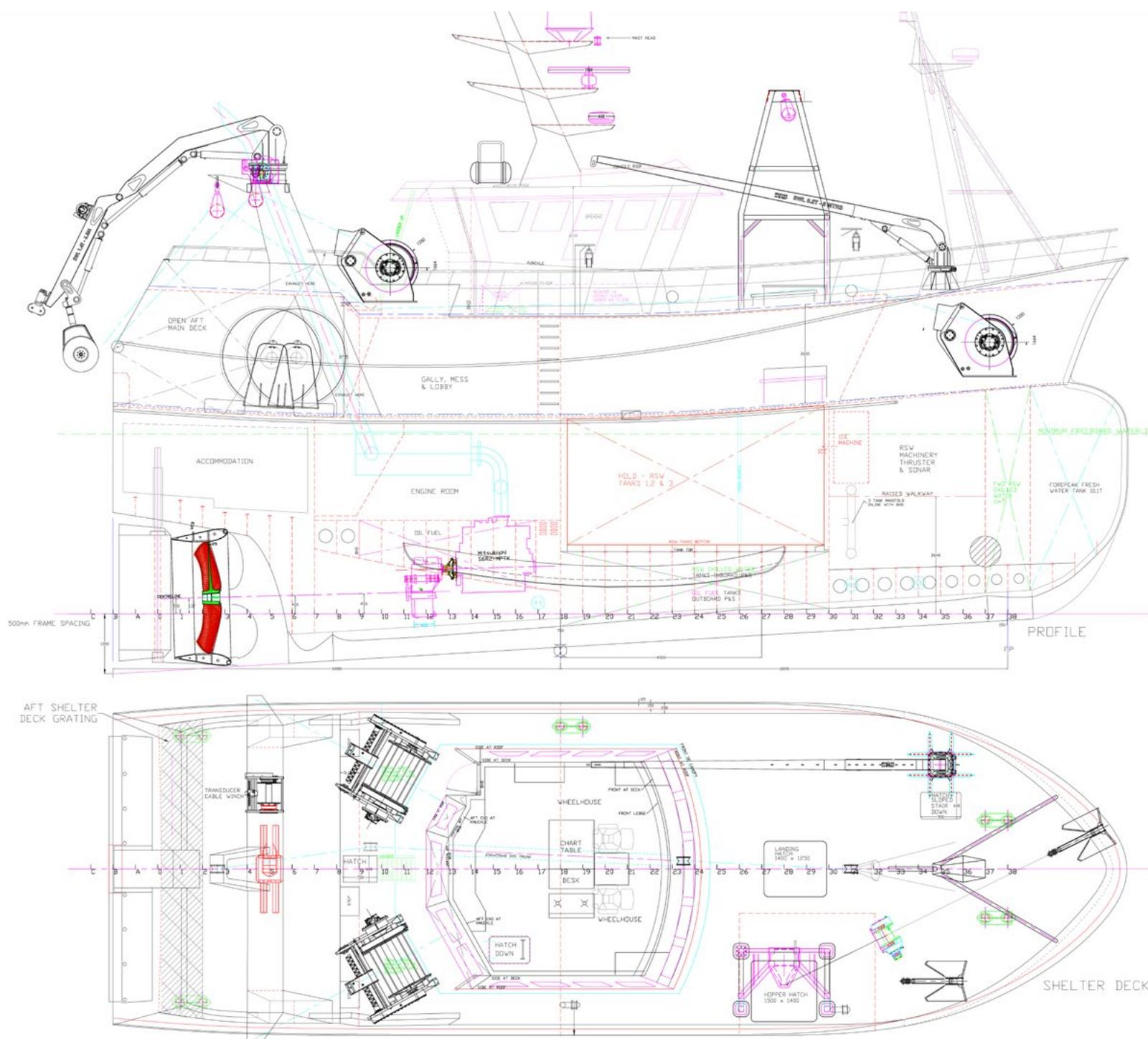
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## Parkol nets new order from Ireland

Michael Cavanagh Fishing Ltd of Co Donegal has placed an order with Parkol Marine Engineering for a 22m twin-rig pelagic/demersal trawler.

Scheduled for completion in 2022, the new vessel will be built at Parkol's Middlesbrough premises and is the second vessel to be built for Ireland.

Designed by Ian Paton of SC McAllister & Co Ltd, the new vessel will have main dimensions of 22.70m LOA, registered length 21.80m, breadth moulded 7.50m, depth moulded 5.05m, and draught aft 5.07m.

The new vessel will have a round bilge hull, transom stern,

bulbous bow and soft-nose stem. The layout will feature a full-length shelterdeck, which will be weathertight and constructed from aluminium from deckhouse to whaleback.

The main engine will be a Mitsubishi S6R2-T2MPTAW3M of 480 kW at 1,350rpm. A Mitsubishi S6B3-T2MPTAW-20 auxiliary engine (335kW at 1,500rpm) and a Cummins QSB7 180kVA genset will also be fitted. The harbour set will be a Mitsubishi S4S-DT.

The vessel will have three RSW tanks with a combined capacity of 115m<sup>3</sup>, which will double as refrigerated dry holds. KER will supply the refrigeration and VAC systems

SeaQuest Systems of Killybegs will supply the hydraulic deck machinery package, which will include three split trawl winches and two double net drums. Also included

are the Gilson Winch, Discharge Crane and Powerblock Crane.

Fuel capacity will be 28,000 litres and freshwater capacity 10,100 litres."

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