



The Skipper

1964-2021



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

A FAIR SHARE

Inshore fishermen to push for mackerel quota redistribution. See pages 4 & 5



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

Resolute hauling creels of Shetland on a wintry day. Photo: Ivan Reid

BUY ONLINE

FREE NEXT DAY DELIVERY TO IRE & NI FOR ORDERS OVER €60

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



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

call us
021 4315700

buy online
www.chmarine.com/guy-cotten



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



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

PRODUCTION /DESIGN:

Declan McGrath
design@maramedia.ie

MANAGING DIRECTOR:

Hugh Bonner
hugh@maramedia.ie

SUBSCRIPTIONS:

sarah@maramedia.ie
Tel: 074 95 62828

PRINTED BY:

WG Baird, Antrim, N.I.
www.wgbaird.com

CONTRIBUTORS:

Lorna Siggins
John Cunningham
Dick James
Gudjon Einarsson
Shetland News



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

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

INSIDE THE OCTOBER ISSUE

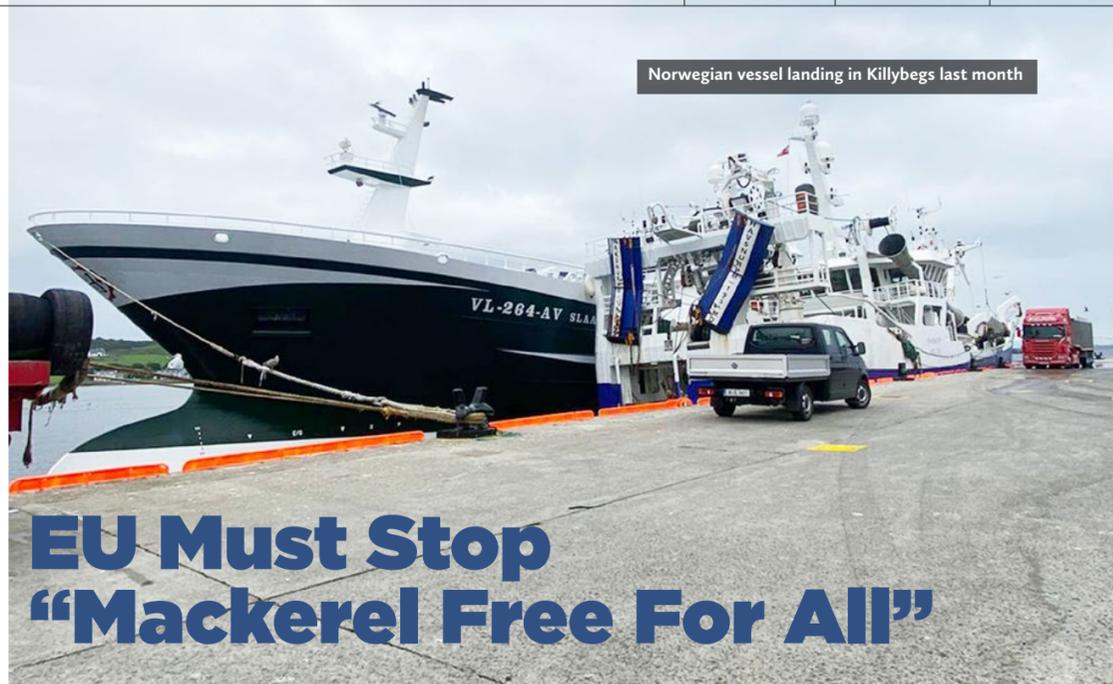
- Page 4
Inshore fleet seek Mackerel Allocation Review
- Pages 28-29
Shetland Lives,
- A Lifetime at Sea*
- Pages 24-27
Faithful & Crystal River

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



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

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



Norwegian vessel landing in Killybegs last month

EU Must Stop "Mackerel Free For All"

EU fishing organisations have called for immediate sanctions to be imposed to stop Norway and the Faroe Islands from their "massive overfishing" of the Northeast Atlantic mackerel stock

Irish and EU Fishermen are especially concerned by Norway's and the Faroes decision to unilaterally allocate itself a 55% increase in quota this year for a stock that straddles in international waters.

Europêche is urging the European Commission and European Council to act swiftly and decisively on what it calls "reckless and irresponsible behaviour," by using instruments at its disposal including trade measures and the Illegal, Unreported and Unregulated (IUU) Fishing Regulation.

Earlier this year, Norway and the Faroes unilaterally increased their share in the mackerel fishery by 55 percent each. Europêche said that now the Norwegian and Faroese fleets, as well as those of Iceland, Russia, and Greenland are targeting mackerel with as many vessels as possible. It said this is possible because to a large extent, the fisheries also take place in international waters.

"If this effort continues with the coastal states fully utilizing their inflated, unjustified quota shares, the total mackerel catch will be 42 percent higher than the scientific advice that was agreed to by all parties in November 2020" Gerard van Balsfoort, chair of the E.U. pelagic industry organized under the banner of EAPO and Europêche, said.

Irish Industry View

Lack of capacity at Norwegian processors and the decision by Iceland to refuse Norwegian landings has forced the Norwegian fleet to seek other outlets for their Mackerel catches.

Two Norwegian vessels recently landed their catch to a Killybegs processor and this led to calls by Donegal fishermen for the banning of landings by Norwegian vessels into Irish Ports.

While there have been many landings into Killybegs previously by vessels from Norway, this has mainly been Blue Whiting caught off the west coast of Ireland and not Mackerel caught far north off the Norwegian coast.

Sean O' Donoghue, CEO of the KFO told The Skipper:

"The KFO with its European Pelagic fishing industry is calling for immediate EU action to stop Norway and Faroe Islands in their massive overfishing of the Northeast Atlantic mackerel stock. We reiterate our call of last May on the EU Commission and Council to act swiftly and decisively on this reckless and irresponsible behaviour by using the instruments at its disposal such as trade measures and the IUU regulation. The Norwegian mackerel landings into Killybegs are only adding and abetting this reckless and irresponsible behaviour by Norway which is not acceptable and KFO is very disappointed that this has been facilitated."

"The EU cannot and should

not let this form of extreme overfishing continue by these coastal states which is contrary to the UN Convention on the Law of the Sea and particularly the 1995 Straddling Stocks Agreement. It is incredible that at the same time as acting in such an irresponsible manner they portray themselves to be sustainable and responsible nations. There is no way Norway can defend itself for taking almost 300,000 tons or 35% of the scientifically advised total mackerel quota of 852,000 tons. Norway happily continues to export huge amounts of their seafood, including farmed salmon, to the EU market as if this is business as usual. The EU must immediately start using its power as the world's largest import market for seafood and take action to stop such reckless and irresponsible behaviour."

CEO of IFPEA Brendan Byrne speaking to The Skipper said:

"The IFPEA welcomes the landing of fish from any vessel, from any country into Ireland, it is critically important for the fish fishing industry that we facilitate landings and in turn we are allowed to land into other countries. I recently addressed this very matter at a meeting with the SFPA along with all four PO's namely the KFO, IFPO, ISWFPO and the ISEPO when they and I agreed the future need to have Ireland as a country that can attract vessels from other coastal states to land fish into our country."

"The IFPEA will always be progressive in promoting the Irish Fish industry, and in that

context the Norwegian vessels are especially welcome to Killybegs, it is particularly a welcome development after many years of Killybegs vessel owners doing business in Norway."

"The reality of the Irish Fish processing industry is we are an immovable object – we depend on fish coming to us – so we must be mindful with the TCA/Brexit cuts – which are real and reoccurring over the next 5 years, additionally sourced fish will be needed in order that we remain capable of meeting existing processing capacity never mind additional growth in the years ahead. Ireland must reach out otherwise we will only further isolate ourselves", concluded Brendan Byrne.

John Lynch, CEO, ISEFPO also called for swift action by the EU to curb the Norwegian stock grab.

"The ISEFPO and its members are asking the European Commission to take immediate action against Norway and the Faroe Islands to stop their unilateral decision to over fish the shared North East Atlantic Mackerel stock."

"In May this year Norway and the Faroe Islands announced their intention to unilaterally increase their share of the mackerel quota by 55% and others will most likely follow suit. This will result in a massive over-fishing of the mackerel stock with Norway taking almost 300,000 and the scientific advice being exceeded by up to 42% above what was agreed by the coastal states last November. This behaviour is not acceptable from countries that promote themselves as responsible and sustainable."

"Norwegian vessels have recently landed some of this mackerel into Ireland and the ISEFPO does not support this activity."

"The European Union provides Norway with its most important market for its fishery products such as salmon and whitefish. The ISEFPO are calling on the European Union to act now and introduce trade sanctions on these imports to stop this illegal activity."

Patrick Murphy CEO of the Irish South and West FPO speaking on behalf of his Organisations board of Directors agree the share of share fish stocks should be governed under the United Nations Law of the Sea UNCLOS also known as zonal attachment, however this

cannot be determined by an individual coastal state choosing to apply it to one stock and not another.

He Said "To ensure a level playing pitch the rules must be agreed by all and once agreed by all should only be changed in a consensus of all."

"If we all are serious in protecting the future of our fishing Industries by protecting the sustainability of the wild stock we hunt, catch and land for our people to enjoy, we cannot accept rogue coastal states decisions that would jeopardise these agreements."

"Any Coastal state's interruption of data carried out in a way that suits them alone, self-justification to take a greater share in one stock but then they ignoring the same data when it could result in a decrease in another stock is simply wrong."

"This action will only divide us, and ultimately damage the precious fish stocks we all share leading to a future loss of the opportunity for ALL."

Norwegian Reaction

The Norwegian Fishing Vessels Owners Association (Fiskebåt) has informed The Skipper that all recent Mackerel catches were caught in the Norwegian Zone.

They stated: "The Norwegian claim of 35 percent of the total quota for mackerel in 2021 was set on the basis of mackerel's zonal attachment."

"Scientific surveys show that a large part of the mackerel stock is within Norwegian waters, and 35 percent is therefore a fair claim."

"For 2021, we were not able to prolong the agreement from 2014 between EU, the Faroe Islands and Norway, when the United Kingdom tried to make Norwegian fishing vessels pay for access to UK waters. The Norwegian share in the agreement from 2014 already reflected access to the different parties' zones," says Audun Maråk from The Norwegian Fishing Vessels Owners Association (Fiskebåt).

"It is totally wrong that the Norwegian fishing fleet is fishing the mackerel in international waters. Close to 100 percent of the mackerel in 2021 has been fished in the Norwegian economic zone."

"Iceland, Russia, Greenland and the Faroe Islands have fished almost their entire mackerel quotas in international waters."

Chief Executive Officer

IRISH FISH PRODUCERS' ORGANISATION IFPO



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

This is a unique opportunity to drive the organisation in this exciting next phase of development while contributing to the sustainable improvement in the Marine sector. Reporting to the Board, the CEO leads the organisation in wide-ranging interactions with stakeholders at home and in the EU and charts the way forward for the development of the organisation. Work location base is negotiable and closing date is Oct 15th.

Replies to: ifpo@eircom.net or to Irish Fish Producers Org, 8 Anvil Court, Killybegs, Co Donegal

LATITUDE KINSALE 51° 42' Hand Made In Ireland
3D CHARTS LIGHT CHARTS GOLDCOAST CHARTS

3D CHART ART : THE PERFECT LIFETIME GIFT

Bride & Groom Home

Personal Gift

Chart Table

WWW.LATITUDEKINSALE.COM

ATLANTIC MARINE SUPPLIES LTD
DEPARTMENT OF MARINE APPROVED LIFERAFT SERVICE STATION

PRODUCTS

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

SERVICES

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

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

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

UNION CHANDLERY 23 DOUGHCLOYNE IND. EST CORK T12 DR97. WWW.UCHANDLERY.IE 021-4554334

vetus WATERSTRAINERS

FOR HIGH SPEED AND COMMERCIAL CRAFT

Inshore Fleet to Seek Mackerel Allocation Review

By Lorna Siggins

When the row erupted last month over several Norwegian vessels landing into Killybegs, the irony was not lost on the Mayo inshore fleet. While the authorities permitted the 62.6 metre Havsnurp and the 87.8 metre Slaatteroey to land fish bought by a Donegal processor, any Irish inshore vessel offering much smaller catches could have risked detention.

However, the National Inshore Fishermen's Association (NIFA) says it wouldn't blame Norway, which, as an independent coastal state, is entitled to set its own unilateral quota for fish, even if this is in conflict with international management of migratory stocks. Nor would it blame any Irish processor for buying fish which the vessels could not sell in Norway or Iceland.

Nor would it even criticise the Government which closed Ireland's small scale fishery for mackerel early this year.

"It's an EU issue, but fair play to Norway for looking after its own fishing industry," NIFA secretary Alex Crowley says.

Mayo skipper Jonathan O'Donnell, who was directly affected by the early hook and line mackerel closure, concurs.

"It's a complex issue," O'Donnell says.

"Any vessel landing into a port generates business onshore, and factories need fish," he points out.

"Yes, Norway increased its mackerel quota, but ultimately the EU is to blame for any situation that



Mayo fisherman Jonathan O'Donnell.

arises out of that," O'Donnell says.

"We can understand the anger of the bigger pelagic vessels, which have lost substantial quota due to Brexit. They don't want to give away any more fish to anyone, and rightly so," he says.

"At the same time, the hook and line mackerel fishery is a developing industry for the smaller boats, particularly in Mayo, and further down the coast and up to Donegal," O'Donnell explains.

"The 400 tonne quota set by the Government for us is not sufficient," he says.

"I have been told by a fisheries officer that there is no downside to this fishery for the inshore fleet, given the limited opportunities we have and the low impact it has," O'Donnell says.

The early closure of the fishery on June 12th by the Department of Agriculture, Food and Marine was

criticised at the time by NIFA, and by Sinn Féin and the Social Democrats.

It led Social Democrats TD Holly Cairns to call on Minister for Marine Charlie McConalogue to explain why over 98 per cent of Ireland's overall quota of mackerel was allocated to 49 larger Irish vessels.

She questioned why less than a per cent was allocated to the inshore fleet of small boats which employed more people proportionately.

However, the department said that the 2021 fishery was closed by the minister when the Sea Fisheries Protection Authority (SFPA) "advised the department that the available quota had been caught and exceeded."

The 400 tonne mackerel quota for the inshore fleet was originally set in 2010.

The department has described as "unexpected" the fact that this 400 tonne limit was exhausted early in

2020.

It says total landings for vessels under 15m had been below 400 tonnes until then.

Irish South and West Fish Producers' Organisation (IS&WFO)



NIFA secretary Alex Crowley.

chief executive Patrick Murphy questions how the department could use the term "unexpected".

He points to the fact that the trip limit of 500 kg of mackerel was increased to 750kg by the department.

Murphy said he warned the department that this move would lead to an early closure.

"I predicted it would put smaller vessels as a disadvantage," Murphy said.

"Up until 2020, hook and line fishing for mackerel was a viable inshore fishery for everyone."

"The department knew the fish were coming in numbers to Mayo, and they effectively created a targeted fishery," Murphy says.

"Changing the trip limit meant that one group of subsidised vessels ending up destroying the fishery for everyone else," he says.

Not surprisingly, NIFA views it differently.

"For remote communities like north Mayo, it represented an opportunity, and a fishery with such a low impact," NIFA secretary Alex Crowley has said.

The rise in popularity of line-caught mackerel took pressure off shellfish stocks and at a time when the price of crab had dropped.

As NIFA points out, the growth of farmers' markets has opened up new domestic opportunities to sell the highly prized migratory fish - which is in demand worldwide because of its rich oil content.

"The way we see it, Republic of Ireland Inc is benefiting from this resource, and it is up to Republic of Ireland Inc to divide it out in a manner which makes for greater socio-economic benefit," Crowley says.

NIFA is seeking a policy review of mackerel management, but has not formally requested this yet.

NIFA has not yet disclosed the size of the increase it is proposing, but says that even if it was several thousand tonnes for the small boats, it would still be "less than five per cent of the national mackerel quota".

O'Donnell and members of the Erris Inshore Fishermen's Association travelled to the national fishing industry protest in Dublin during the summer to try and highlight the issue - but to no avail.

They focused on the low environmental impact of their fishery, arguing there is no risk of a by-catch of dolphins and turtles and other marine mammals.

The department's response was that the minister must be "satisfied that there is satisfactory evidence of changed circumstances to justify a policy review".

"Any such review would require an assessment and full public consultation," the department said.

It said that any increase for the inshore fleet would require that it be "taken from others who are already facing significant cuts" under the EU-UK Trade and Co-operation Agreement (TCA).

"Others" being the Irish pelagic fleet, which lost 25 per cent of Ireland's overall mackerel quota to Britain under the Brexit TCA.

In tandem with the early closure, Bord Iascaigh Mhara (BIM) has suspended grant aid to jigging machines, used in the inshore mackerel fishery, under the Sustainable Fisheries Scheme Part B.

The scheme, which supports sustainable on-board capital investment, was closed for a budgetary review in 2020.

When it was re-opened in July of this year, the grant-aid for jigging machines - an expensive piece of equipment - was not included.

BIM cites the reason for this decision being linked to preliminary Sea Fisheries Protection Agency landings' data, which recorded over 1000 tonnes of mackerel landed in the fishery this year.

"This is more than twice the 400 tonne allocation for this fishery," a BIM spokeswoman says.

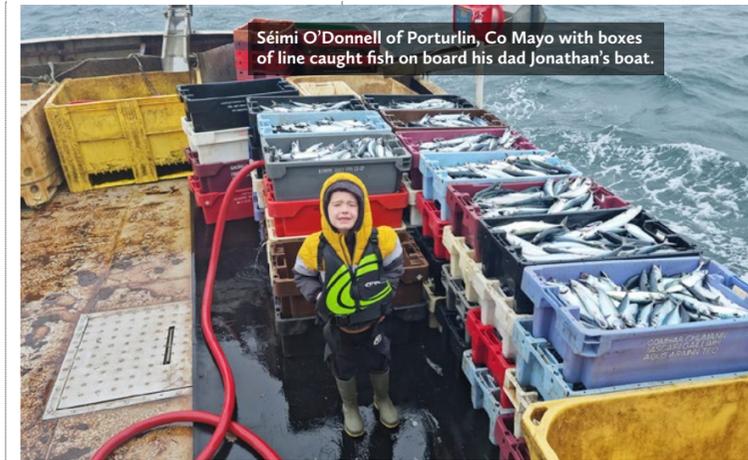
"The decision to cease grant aiding jigging machines under the scheme may be reviewed in the future, but currently it remains in place," the BIM spokeswoman said.

Another complicating factor is the new data for north-east Atlantic mackerel, which found a significant decrease in the biomass.

The biomass has reduced by over 58 per cent - as in tonnage - and there has been a drop in individual fish of over 53 per cent, compared to 2020.

The annual international mackerel ecosystem survey was conducted by five vessels from four countries between June 30th and August 3rd in the north-east Atlantic.

It found that mackerel were most widespread in the central and northern Norwegian Sea and in the



Séimí O'Donnell of Porturlin, Co Mayo with boxes of line caught fish on board his dad Jonathan's boat.

North Sea - a similar pattern to last year - but there were low densities and limited distribution in Icelandic waters.

Mackerel biomass in the North Sea almost doubled this year compared to 2020, and surface temperature measures showed the North Sea was between one and two degrees Celsius warmer than the long-term average.

The survey found an overlapping distribution in mackerel and herring, particularly in large parts of the North Sea and in the southern Norwegian Sea.

Former BIM gear technologist Dr Peter Tyndall says that he is hearing all sides of the debate in relation to management of the mackerel fishery, and can understand each.

"There would be no mackerel fishery if a handful of pioneers decades ago had not taken risks and developed the fishery, and now everyone from polyvalent boats to vessels with jigging machines wants

to get involved," Dr Tyndall says. "We are hearing of plenty of fish out there, such as off the Clare coast, and it is terrible then when there is no access for the inshore fleet - especially when there is such a market demand for hand-caught mackerel," he says.

"The Norwegians have helped themselves to a few more thousand tonnes for what has become an unregulated fishery, and I do believe that should be closed out," he says.

"However, I don't blame factories for buying the fish from Norwegian vessels either, and it is up to the EU, and to Ireland as a member, to show more backbone," Dr Tyndall says.

"It is so complex that you could not take sides," he adds.

"It boils down to one issue, as in the weakness of our own government in ensuring there is an adequate resource for the fleet, and the failure of the EU to ensure there is proper management and fair access for all..."

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

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

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

HELP US TO HELP OTHERS. WE NEED YOUR SUPPORT.

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

CHPM
PRECISION & MARINE ENGINEERING

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

Engineering Facilities

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

Engineering Services

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

Ireland's Main Dealer

[DUOSAN](http://www.duosan.com) [Baudouin](http://www.baudouin.com) [Gale Diesel](http://www.gale-diesel.com)

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

SUPERIOR SCALES DESERVE A SUPERIOR WARRANTY

Marel's marine scales now include an industry-leading four-year warranty. This reflects our confidence in their reliability and durability, delivering our customers a lower total cost of ownership.

Contact our Irish agent **KER Group** for more information and pricing at: derek@ker.ie | +353 973 1525 | ker.ie

marel.com/scales

TRANSFORMING FOOD PROCESSING

Aspiring Fisherman (13) home after seven-week adventure at sea

A 13-YEAR-old boy from Union Hall sacrificed his summer holidays to spend seven weeks tuna fishing in the Bay of Biscay with his dad.

After much pleading, Liam Deasy's mother, Monica said she and his father, Niall, agreed to allow him to travel on a short trip from Killybegs to Union Hall on board the Ocean Pioneer.

'We thought he'd be happy with that but it just deepened his desire to be a fisherman and he set his sight on the tuna season this summer. We were initially reluctant about it but he talked us

'round,' said Monica.

Liam joined his dad Niall Deasy, his cousins, and a reliable crew, when they went tuna fishing on June 28th.

'He was only meant to go for two weeks. I was supposed to collect him when they made their first landing, but he enjoyed it so much he didn't want to come home,' said Monica.

Liam's grandfather and father are all fishermen, which would account for his abiding interest in all things maritime-related. It certainly accounts for the fact that he spends much of his free time

working on the pier across from the family home, helping his dad, and other boat owners, to land their catch.

'Tuna fishing is less strenuous than trawling,' said Monica, 'there's more down time and everyone looked after him really well.'

'I was getting photographs of him swimming every day in the Bay of Biscay or sunbathing on the boat. 'Let's just say it wasn't a hardship for him,' said Monica, who was up at the crack of dawn with Liam's siblings Lucy (15), Fintan (10) and Oisín (9) to

greet Liam, Niall, and the crew, when they arrived back in port at 6.30am, a full seven weeks after leaving West Cork.

Over the course of the two months, Liam did miss home, working on the pier, sailing and being with friends.

He can't wait to go out again, but he'll have to wait because within a week of being back on dry land, it was off to secondary school for the 13-year-old adventurer.

Article courtesy: Jackie Keogh/Southern Star



Liam Deasy (centre) with his cousins and crewmates Cathal and Ryan Deasy. Photo: Andrew Harris



Supporting the industry



www.bim.ie

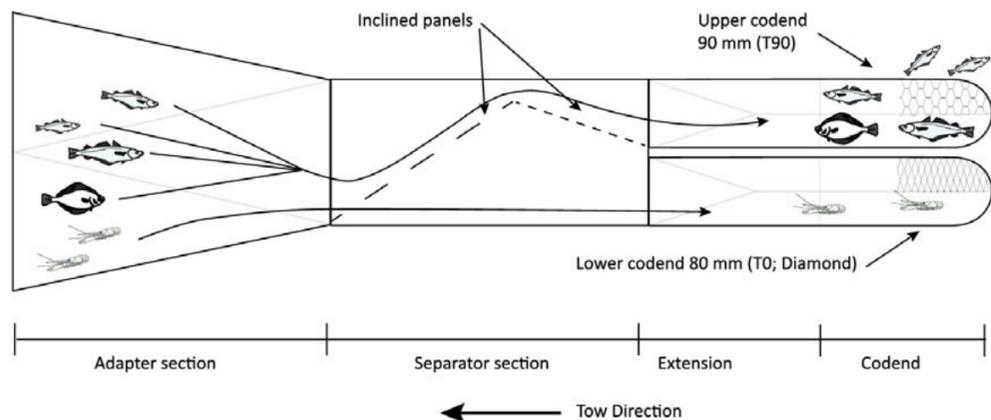
BIM Ireland's
Seafood
Development
Agency

A Game of Two Halves

New trials show that separating catches into two codends continues to be a sensible option for vessels targeting Nephrops and fish species.

By Dr Ronán Cosgrove, Fisheries Conservation Manager, BIM

BIM and Stephen Dirrane, owner of the MFV Kittiwake from Rossaveal, recently assessed the dual codend on the Galway Aran fishing grounds. Fishers targeting Nephrops and mixed demersal fish species in the area occasionally experience problems with large catches of gurnard. This makes it difficult to sort catches and negatively affects the quality of landings. Used to minimise fish catches of all sizes in the Nephrops fishery, a commonly used 300 mm square-mesh escape panel (SMP) in the top sheet of the codend is apparently ineffective in reducing gurnards, possibly because they are a more bottom-orientated species. Led by BIM's Martin Oliver,



the trial showed an 83% separation of gurnard into the upper part of the dual codend. This greatly reduced catch sorting time and improved the quality of Nephrops landings. The dual codend retained marginally less Nephrops compared with the 300 mm SMP. Consistent with findings from previous trials, this is

likely due to small numbers of Nephrops passing into the upper codend and out through the larger T90 mesh. This loss was at least partially offset by a doubling of market sized catches of hake, monkfish, flatfish and other commercial species in the dual codend. Again, due to highly effective species separation, fish quality was greatly enhanced. Relatively large quantities of gurnards retained in the upper part of the dual codend suggest that 90 mm T90 mesh may be ineffective in reducing such catches. This may be due to unusual body characteristics such as large bony fins, spines and coarse skin.

Under the guidance of BIM's Matthew McHugh, Michael and Patrick Flannery from Dingle also recently tested the dual codend on board the MFV Cu Na Mara. Initially interested in the bycatch reduction benefits, they liked what they saw in terms of fish retention and quality. They have since made up their own dual codends complete with stone traps and enlarged 120 mm T90 mesh in the upper codend to maximise quality and value of monkfish and other fish species. Larger T90 mesh sizes might also assist in reducing gurnard catches.

requirements. This resulted in its inclusion as a gear measure in the Celtic Sea since 2019. Following on from the successful BIM - Irish Industry post-capture survival study on Nephrops, the gear can be used in most areas as a selective gear option in line with the Nephrops survival exemption in ICES sub area VII. The dual codend effectively separates most fish catches into an upper codend where T90 mesh of at least 90 mm reduces catches of small fish and retains market sized fish. Nephrops are retained in the lower 80 mm diamond mesh codend. The 300 mm SMP is also permitted in most areas and due to its simple design, is a popular gear option for those with a strong focus on Nephrops landings.

Full reports on the Aran Ground trial and previous trials of the dual codend are available at: www.bim.ie/publications/fisheries For net plans or further information on the dual coded please contact geartrials@bim.ie

BIM would like to thank Stephen Dirrane and crew of the MFV Kittiwake; Michael and Patrick Flannery and crew of the MFV Cu Na Mara for successful collaborations. We would also like to acknowledge the work of the Scottish Gear Innovation and Technology Advisory Group and MFV Amity who initially developed the dual codend for use in the North Sea. Thanks also to Daragh Browne, BIM, for technical assistance. This work is supported by the European Maritime and Fisheries Fund.

Background
BIM and the Irish Fishing Industry successfully modified and tested the dual codend to address landing obligation



Cu Na Mara crew with 120 mm upper codend

Marine Institute scientist receives ICES Outstanding Achievement Award

Professor Dave Reid of the Marine Institute received an Outstanding Achievement Award from the International Council for the Exploration of the Seas (ICES), at their virtual Annual Science Conference 2021. Professor Reid is a Principal Investigator in the Fisheries Ecosystems Advisory Services team at the Marine Institute. As an ecosystem scientist, he is involved in a number of EU-funded projects and leads a team of students and researchers. The ICES Outstanding Achievement Award honours scientists who have made a notable contribution to the organisation of ICES in the field of marine science over a sustained period of time. Professor Reid's first leadership involvement with ICES was chairing the Planning Group on the HAC Data Exchange Format, a role he held for six years and since then he has participated in 25 working groups, 30 workshops, 2 strategic initiatives, 4 steering groups, and the Science Committee. Professor Reid has also chaired 10 workshops, 8 working

groups, and 2 steering groups and is currently an active member of 12 of these groups. Congratulating Professor Dave Reid on receiving the ICES Outstanding Achievement Award, Michael Gillooly, Interim CEO of the Marine Institute said, "This award recognises Professor Reid's contribution to marine science and his long standing commitment to ICES. It is a great honour for Professor Reid to be acknowledged by his colleagues at the Marine Institute and the international scientific community for his endeavours in science, research, and leadership." Professor Reid says he is most proud of his involvement in the ICES Working Group called WKIrish, an Ecosystem Based Approach to Fishery Management for the Irish Sea. "This was a collaboration between ecosystem scientists, with fish stock assessors and fishers in the industry. We were trying to explain why the Irish Sea had become less successful as a fishing ground. The fishers had asked for this study, and



Dave Reid - ICES Outstanding Achievement Award 2021

they really engaged with it. They were with us for the whole journey, and the study had great results." Professor Reid added, "The most inspiring aspect of my career by far is the chance to work with young scientists at the start of their career. I've always found this incredibly stimulating - they are smart, lively, switched on and sparky people. Working with people like that not only keeps me semi-young, but I also get to train them, see them develop and continue on to careers in marine science and some of my ex-graduates

are now working at the European Commission and governments around the world." ICES is an intergovernmental marine science organisation, with a network of 6,000 scientists from over 700 marine institutes in the 20 member countries that border the North Atlantic. ICES advance and share scientific understanding of marine ecosystems and the services they provide and use this knowledge to generate state-of-the-art advice for meeting conservation, management, and sustainability goals.

ALASKA PROVEN BUILT FOR ALL.

XTRATUF

THE GRIP YOU NEED AND THEN SOME.

The 100% waterproof **Legacy Boot** is built to perform in the harshest of conditions while providing agility, protection, and comfort. Available in **steel toe** and **plain toe**.

STEEL TOE AND PLAIN TOE

[XTRATUF.CO.UK](https://www.xtratuf.co.uk)

Inshore group raise concerns with Minister

A NIFA/NIFO delegation consisting of Secretary Alex Crowley and 3 other Kerry based members along with representatives of the NIFF, other local politicians and some Inshore fishers invited through local politicians, met the minister for a dedicated meeting relating to Inshore fisheries. Separate meetings were held with other Industry groups/sectors

The NIFA/NIFO delegation raised the following issues which were briefly discussed as follows in the limited time available

The importance of Inshore Fishing in general but especially in the Kerry context, the FLAG South West strategy was referred to, in which it's analysis outlined that as of 2016, only 12 of the 258 registered fisheries and aquaculture vessels operating in the county were of over 18m in length. The fact that most of these vessels operate from small harbours dotted along the coast was outlined

The lack of fishing opportunities available to the Inshore fleet was highlighted. How the fleet had lost opportunities such as salmon, bass, dogfish etc. over the past decades was described and the need to create new opportunities was pressed home. The importance of the 6nm limit, in terms of creating these opportunities was pressed on the Minister and he was urged to pursue the issue irrespective of the court's ruling which is due to be handed down next month. The potential of making additional amounts of pelagic quota was raised as a potential opportunity. The potential of improvements in the Market for Spider Crab, was identified.

The abundance of Spurdogs off the coast, and the potential opportunity they created, was made clear to the Minister. The Minister was aware of our meeting with the Marine Institute scheduled for Monday the 20th. The view that the scientific advice was well behind the reality at sea was put to the Minister.

The issue of Crayfish Management was raised. Given that a public consultation was still running on the subject, the Minister outlined that he could not engage with individuals or particular interest groups outside of that formal consultation process while the consultation was open. This was something



we had experienced previously on previous consultations with previous Ministers. The Minister was informed that NIFA/NIFO had made what we believed was a detailed, comprehensive and balanced submission and that we had urged members to do similar and he was urged to give them detailed consideration as part of the public consultation process. The importance of the crayfish fishery to Kerry was pressed on the Minister.

The impacts of Brexit and the difficult financial situation in the Inshore Sector found itself in over the last two years was pressed on the Minister. The Interim report of the Seafood Sector Task force was welcomed, as was the Whitefish tie up scheme which is now open for application. The Minister was pressed on the need for a separate scheme for Inshore boats that would not be eligible for the Whitefish scheme and appraised of efforts to bring a draft recommendation to the Taskforce on the same. Should such a recommendation be included in the final report the Minister was urged to implement it without delay

The use of 100mm mesh gill nets for Hake by French and



Spanish Vessels off the SW Coast and our proposal to prohibit it was raised. As per the action points of the NWWAC meeting, where we tabled the proposal and pending the response from the EU Commission in terms of legal clarity as to which regulation was valid, the Minister was urged to pursue the issue should the opportunity arise at EU level

Other representatives/ attendees raised issues relating to the Marine Survey Office (MSO), which falls under the remit of the Minister of transport and therefore could not be addressed and harbour dues at the National Fisheries Harbours

Speaking after the meeting to The Skipper, NIFA & NIFO Secretary, Alex Crowley said:

"The meeting was constructive, the Minister

listened, displaying empathy towards the plight of the Inshore sector, however given the complexity of the challenges we face, easy quick fix solutions are unlikely if not impossible, we look forward to future engagement with the Minister to meet those challenges."

Commenting on the visit, Minister McConalogue said:

"I have had constructive meetings with fishers, aquaculture farmers and other stakeholders during my visit to Kerry today, and I thank everyone for meeting me to discuss matters important to their communities. It is a great opportunity for me to hear directly from marine stakeholders who are central in ensuring the long-term vibrancy of our coastal communities."

YOUR INDUSTRY YOUR SHOWS

2022 EXPO DATES

UL SPORT, LIMERICK

25-26 MAR

FRI 10-6 SAT 10-4

P&J LIVE, ABERDEEN

13-14 MAY

FRI 10-6 SAT 10-4

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

WWW.THESKIPPER.IE/EVENTS

New diving barge advances BIM's commercial diving training for industry

An Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency, officially launched its new diving barge at Castletownbere on Friday the 17th of September.

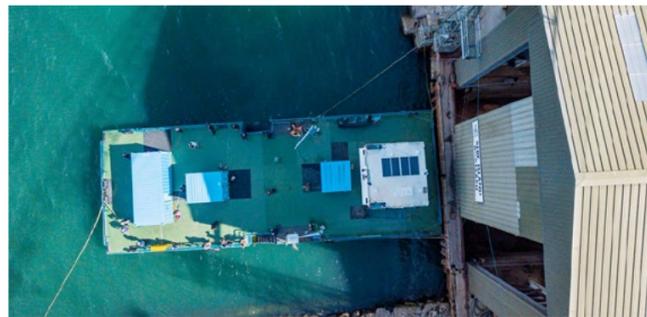
Its spacious deck area includes state of the art on board facilities including a decompression chamber, surface supplied diving station, welfare accommodation and hybrid battery power system.

BIM runs two diving programmes at its National Fisheries College of Ireland (NFCI) in Castletownbere, Co Cork - Surface Supplied Diving Operations and Commercial Scuba Diving Operations. Its Surface Supplied Diver programme is the only one in Ireland and is recognised by the Health and Safety Executive (HSE) in the UK.

The barge began life at Dublin Port but had no longer been in use in the last number of years. It was bought by BIM in 2020 for €1 and moved down the coastline to Co Cork where the team at Bere Island Boatyard reconditioned it to its current glory, under the guidance of Ian Mannix, BIM Skills Director, Captain Shane Begley, principal of BIM's NFCI and Brian Murphy, Senior Diving Instructor on the programme.

Ireland's aquaculture industry is the main employer of commercial divers in the country. Divers working in the industry are required by law to hold a commercial diving qualification. 16 adults are registered to take part in BIM's commercial diving programme next month.

For more details on the programme, visit www.bim.ie



KILLYBEGS ROUNDUP

by John Cunningham

Atlantic Dawn Group

The last 18 months have been a busy time for Atlantic Dawn Group, with the completion of the extended processing facility as well as the addition of a new high-capacity cold store and logistics centre at Arctic Fish. The company also took delivery of mfv 'Ella' from Mooney Boats last June. Meanwhile, in Istanbul work is ongoing at the Cemre shipyard on three new sister vessels - 'Leila', 'Lauren' and 'Veronica'. All of this re-investment in the Irish fishing industry underpins the company's long term commitment to ensuring they can remain competitive and strong in an increasingly challenging business environment.

All of this positivity has come under the spectre of a hugely disappointing BREXIT outcome that has not only disproportionately affected Ireland relative to the rest of our EU counterparts; it has to an even greater extent disproportionately affected the pelagic sector relative to other fisheries in the EU. Mackerel accounts for 67% of the value of the Irish quota transfers ceded to the UK as part of the BREXIT Trade and Co-operation Agreement (TCA). However, the principle of the quota transfers was to return to the UK a greater proportion of the fish residing in UK waters. Mackerel is clearly a straddling stock that transitions through UK waters as it migrates south. It is, therefore, reasonable to

argue that it should not have been considered as part of the target species that the UK could lay claim to. There are many compelling arguments that support our industry's call of burden share within the EU.

Karl Mc Hugh, CEO of Atlantic Dawn Group, remains optimistic that the Irish Government will fight to restore the fishing opportunities the Irish fleet can avail of to a level that will allow the industry to remain viable. 'We hope in time that the significant investments we have committed to will have proven worthwhile.' 'I think that the protests earlier this year in both Dublin and Cork were not a criticism of our Government. Rather they were a clear and coherent clarion call that our Government can carry with them to Brussels. That call should resonate through the corridors of power in the EU commission until a fair and equitable arrangement is agreed to return fishing rights to our industry. Ireland's coastal waters boast some of the most productive fish resources in the world - it's beyond comprehension that Irish fishermen should be denied reasonable access to their own resource'.

Blue fin Tuna

The chartered angling boats from the Killybegs has reported a quiet season in comparison to previous years, there has been an increase



Atlantic Dawn's new coldstore

in quota for the Spanish and French boats from 23,000 Tonnes to 38,000 Tonne which could have a great bearing on what has been happening in the decrease in Donegal bay this year.

Sinbad Marine

Sinbad Marine's story is that things have been moderately quite here this summer with just the usual Spanish and U.K boats landing most weekends.

However, if the Irish government were to lift the Covid restrictions and allow cruise ships to dock in Irish ports in 2022 things will look more promising for Sinbad Marine with the potential of many more cruise ships docking at Killybegs port.

Pelagic Fishing

Meanwhile, The Ronan Ross and Sarah David had their first landing of Boar Fish this Autumn into Killybegs.



Ronan Ross arriving in Killybegs with boarfish

Sinn Féin STANDING UP FOR IRISH FISHERMEN

Sinn Féin have recently published our new policy for Fisheries and the Marine

Key Commitments

- Campaign for our fair share of the fish in our Irish waters
- Seek the renegotiation of the Common Fisheries Policy (CFP) with a complete review of current quotas and total allowable catches (TACs)
- Establish a Department of Fisheries and the Marine, with a dedicated Minister of State that will stand up for Ireland's fishing and coastal communities

For more information visit www.sinnfein.ie/policies

Chris MacManus MEP

Sinn Féin MEP for Midlands Northwest



Pádraig Mac Lochlainn TD

Sinn Féin Spokesperson on Fisheries & the Marine

GROW YOUR BRAND



WITH THE SKIPPER & SKIPPER EXPOS

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

www.theskipper.ie

Print Advertising Rates

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

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

NORTHERN IRELAND NEWS *By Dick James*

THE FISHERY

Autumn, the season of mellow fruitfulness; except when you are prawn trawling when diminishing catches peter out into scraping for little or nothing. This is generally true for the Irish Sea and little seems to have changed for 2021 never mind Covid, Brexit and other distractions.

At the start the fishing in the western Irish Sea carried on with smaller bulk; but sufficient, and indeed there was some extra interest in the area east of County Louth as more distant grounds seemed less attractive to the east coast fleets allowing a concentration on the "tailing" fishery.

There was little spasmodic interest in the eastern grounds but that did not last and eventually those which were of small enough boat length (70 foot) made their way to the Clyde where reasonable returns found a more constant effort.

The usual few worked south of the Minch and the weather to date has not dictated choices so grateful for any such mercies whatever. More distantly the

Porcupine Bank still had its devotees for those with access to quota but this to date has not proved problematic for anyone in the wider area VII prawn fishery despite predictions of disaster made earlier in the year.

In contrast those working in the North Sea are under warning that quota uptake is high and may not see the year out never mind the autumn migration into that area when things are tight elsewhere. West of Scotland the quotas are generally OK but the Northern Ireland PO's have a high uptake but the system in general has enough to swap in if needs must.

Generally 2021 has not been a bad year for the prawn catchers with indifferent prices taking the gloss of a reasonable fishery but these seem to be improving as the world returns to normality. We wait for the annual ICES Nephrops assessments which will tell us what to expect for 2022, due soon, but generally there should be no great shocks given the nature of the fishery in 2021.

On the whitefish front the usual suspects worked away on

the usual grounds, Haddock to the south and more mixed Hake, Saithe and mixed gaddoids in the North Channel.

Here there is a definite quota problem with Cod where the minuscule allocation, despite Brexit and Hague Preference uplifts gives rise for concern that an overall fishery choke could happen if the quota is breached. How this would work between fisheries administrations and the various sector groups has yet to be tested and no one is really enthusiastic to find out. The Unity fishes away in the English Channel on mixed species including a significant non-quota component landing into Newlyn its adopted "home" port.

The North Irish Sea Herring fishery was in full swing through late August and into September with the Kilkeel pair Stefanie M and Havilah working daily landings into Belfast for delivery to the three County Down factories.

Regularity of supply indicated that fish was readily available and the Havilah/Stefanie M pair secured extra quota by leasing

in that quota held by English interests as well as maximizing the Northern Ireland holding by swapping in quota from the Voyager.

Three Kilkeel based dry hold boats chanced their arm on limited quota based on perceived Brexit quota availability and its "ownership". Landings into Kilkeel were reputedly transported to Killybegs which begs the question of EU regulation in respect of weighing and transport length but in the new Protocol regime this no longer seems to be an issue.

Meanwhile the Voyager worked the North Sea Herring landing an early catch made east of Aberdeen into the Shetland factory and thereafter fishing further south and landing into Norway. Thus the Norwegian factory got its fish never mind the local fleet having no access to UK waters and the Herring therein.

The inshore sector are working away close to normal as is possible with the Autumn fruitfulness yet to manifest for that sector but expected any day.

Council meets on harbours developments

The Newry, Mourne and Down council met on the 13th September with Owen Lyttle, the Director of the Marine Division of the Department of Agriculture in attendance to discuss development plans for the three County Down fishery harbours of Ardglass, Kilkeel and Portavogie.

This follows publication of a report, the Northern Ireland Fishing and Seafood Development Program, done by consultants Poseidon with Rod Capell. This report called for major development works at Ardglass and Kilkeel with upgrading at Portavogie to equip the fishing industry in those ports for the demands of the 21st century.

The infrastructure planned

would have a life of 50+ years and would be based on fishing and the associated "Blue Economy". Mr Lyttle gave a presentation to the councillors promoting the vision of a prosperous and sustainable future based on fishing and blue economy with specific objectives based on harbour infrastructure development with detailed objectives for each of the three ports as part of an overall objective.

Kilkeel based on capacity increase with a new outer basin, Ardglass based on enhanced access and improved capacity with shore side infrastructure acquisition and Portavogie maintained improvement. Indicative costs fell just short of £100 million but would increase with associated developments of

industry and associated inputs.

Indicative timelines had reached the stage where the Strategic Outline Case had already been submitted to the Department of Finance and environmental and technical studies were now being called for at a cost of £1.4 million leading to environmental impact assessment and other planning approvals and then marine licensing in early 2024. Ministerial approvals and supply team creation leads to final approvals in early 2025 when construction is due to commence.

In parallel with this a new Fisheries grants scheme is planned for the post Brexit period for smaller projects which is estimated at £4million per year. This would cover

amongst other initiatives non Harbour Authority landing sites, efficiency upgrades, training provision, marketing and aquaculture along with the now overarching concerns of decarbonization and green growth.

In the following discussions the interventions concerned the harbours of Ardglass and Kilkeel which were the harbour within the NM@DDC areas, issues were raised over stakeholder; in particular future council involvement, finance availability, any Brexit negative impact, training needs involving a marine academy at Kilkeel and an acceleration in timing to result in a more rapid conclusion. The Kilkeel based councillors raised, perceptively, the issues surrounding the

environmental studies planned as the next stage and the potential impact on development options for Kilkeel which may undermine the existing concepts.

Mr Lyttle in reply said that the Westminster government had already accepted that the County Down area had the development potential to be the centre

of Irish Sea fisheries future development and whereas each of the three ports in question would have its own development timetable dependant in part on

environmental and technical outcomes the overall project should be seen as an integrated project if the objectives were to be achieved.

NEW HARBOUR OFFICES

The Port Harbour offices and maintenance facilities at Ardglass, Kilkeel and Portavogie are currently undergoing upgrades in a £900,000 project sponsored by the last of the EU grant aid funds available for such schemes in

Northern Ireland.

The Kilkeel facility is now completed and the occupants comprising 2 fishery officers and 5 harbour staff are now in occupation. The Ardglass premises are reaching completion and staff are soon due to move

out of temporary Portakabin facilities into the re-vamped "new" facility which comprises a upgraded old office facility with addition of new office and garage facility in the old ice-plant building (now known as the chocolate box) and a new

workshop facility purpose built.

The 3 harbour staff and single fishery officer will move in when handover formalities are completed. The Portavogie facility will follow as the last of the three harbours to get this upgrade.

Gear changes in UK Celtic Sea zones

New Gear regulations came into effect from 5th September for vessels using trawl and seine gear in the Celtic Sea and west English Channel.

This does not cover Beam Trawl and Nephrops Trawl which are subject to other regulatory regimes in the case of Nephrops under review for new regulation in the near future.

Claiming simplification the

new rules have within the UK fisheries limits designated three zones with differing regulation.

The Inner Celtic Sea Protection Zone seems to be that area of the Celtic Sea and Bristol Channel north of Cornwall/Devon/Somerset within UK waters of ICES V11f/g which requires Cod Ends of 110mm and square mesh panels of 120mm.

The Outer Celtic Sea

Protection Zone roughly covers the area to the south where Cod Ends of 100mm with square panel of 100mm is allowed.

There are additional issues east of Falmouth in this area. A maximum twine thickness in these zones of 6mm single and 4mm double twine plus a prohibition on lifting or strengthening bags is called for. There are derogations for target fisheries for Whiting (55%), Hake, Angler and

Megrim where 100mm mesh in both Cod Ends and square mesh panel are allowed in the inner zone and temporary consideration is given to a 5mm twine thickness.

In the EU Celtic Sea Protection Zone area 100mm Cod Ends remains the norm.

Gear regulation on Nephrops Trawl in the UK. Celtic Sea Protection Zones are due to follow which will no doubt add to the simplification process.

Bord Bia & Aoibhín Garrihy team up to promote Irish whitefish

As Ireland's seafood industry continues to face challenges in the wake of Covid-19, Bord Bia has teamed up actress and presenter Aoibhín Garrihy to launch a new campaign to encourage consumers to buy and eat more locally caught more Irish whitefish.

Although the whitefish market was significantly challenged by Covid-19, the Irish market was a lifeline for fishermen and producers as retail sales benefited from increased seafood consumption*. Bord Bia is calling on consumers to continue to embrace Irish whitefish and try something different with locally caught hake, haddock and whiting this September.

As part of the campaign, Bord Bia has partnered with actress, presenter and Doolin dweller, Aoibhín Garrihy to promote the many benefits of eating Irish whitefish. Aoibhín, whose family has long been involved in the Irish fishing

industry, travelled to Howth, Co. Dublin to meet with Tadhg O'Meara, owner of Kish Fish, one of Ireland's leading seafood suppliers, to learn about what makes Ireland's coastline so plentiful in quality whitefish.

Speaking about her participation in the campaign, Aoibhín commented, "As the last 18 months has given me a renewed appreciation for all that our wonderful coastline has to offer, I'm delighted to work with Bord Bia to discover what makes Irish whitefish like hake, haddock and whiting such a high-quality and nutritious ingredient. It was really interesting to learn that Ireland's unique position on the west coast of Europe means it enjoys some of the richest fishing grounds in the world and it's clear that Irish fishermen and fishmongers work incredibly hard to ensure consumers have access to the freshest whitefish. During this process I've seen that there are so many different ways to cook with whitefish



Aoibhín Garrihy to promote the many benefits of eating Irish whitefish

and I can't wait to try some new recipes in the kitchen this autumn!"

Bord Bia Brand Manager Hylda Adams explains the backdrop to the campaign: "Although whitefish exports for 2020 fell by 8% compared to 2019, it was really encouraging to see the Irish public continue to support the sector through domestic consumption. During this campaign we're calling on the public to get cooking with Irish whitefish and try it in a new dish. Bord Bia's Thinking House found that since September 2020 there was a steady increase in people eating whitefish at home at least once a week. We hope to see that trend continue, as more consumers become inspired to try out our range of recipe ideas and add Irish whitefish to their diets."

UK NEWS

Small UK Fishing Vessel Code enters into force

The Maritime & Coastguard Agency (MCA) Code of Practice for Small Fishing Vessels now includes a requirement for fishing boats to be inspected both in and out of the water every five years. Proposals designed to make the fishing industry safer come into force on 6th September.

The Maritime & Coastguard Agency (MCA) Code of Practice for Small Fishing Vessels (less than 15 metres length overall) now includes a requirement for fishing boats to be inspected both in and out of the water every five years.

Previously, the requirement was only for fishing boats to be inspected in the water when first joining the UK Ship Register and after that inspected either in or out of the

water once every five years.

This is part of ongoing work by the MCA and its partners in the Fishing Industry Safety Group to help reduce the number of deaths in the industry.

Between 2012-2020 there were 52 fishing fatalities which translates to a figure of 50 fishermen in every 100,000 losing their lives at work. To put it in perspective, the national average across all sectors is 0.5 fatalities per 100,000.

There are about 12,000 fishermen and 5,400 fishing vessels in the UK fleet.

David Fenner, who heads up the fishing safety section at the MCA, said: "Fishing is one of the most dangerous industries with the rate of fatalities being approximately 100 times higher than that of the UK general

workforce. These requirements are about making and bringing about changes that improve safety for those working at sea."

The new code addresses crew protection and man overboard recovery, construction, watertight and weathertight integrity, stability, machinery, electrical installations and in and out of water inspections.

He added: "These proposed requirements will bring big changes and safety improvements, there are now stability requirements for new and existing vessels, whilst vessels built to a standard have to be maintained to that standard and those that were not have to demonstrate they are safe and fit for purpose. We know that the fishing industry faces a number of challenges to comply with this code but it's

been written so that responsible owners will already be complying with many aspects of it.

"Ultimately though, there have been too many deaths and we want to make sure we've done all we can to reduce that risk with an enforceable code. The sea is dangerous and we want to make sure we do all we can to protect those who work in it."

Fishing is the most dangerous industry with the rate of fatalities being approximately 100 times higher than that of the UK general workforce.

Approximately 65 per cent of deaths to fishing vessel crew and 69 per cent of fishing vessel losses between 2009 and 2020 were on vessels under 15 metres; these are most likely to be small and micro businesses.

Trailblazing Fishing Apprenticeship Approved

A new fishing apprenticeship has been given the green light and people looking for a career at sea will have the opportunity to start an 18-month Commercial Fishing Apprenticeship, a process which has been led by the Cornish Fish Producers' Organisation (CFPO).

This week, the CFPO announced the approval of a new national fishing apprenticeship standard, designed by experienced skippers, crew and CFPO Youth Board members. The Commercial Fishing Apprenticeship will be rolled out by training providers from 2022.

"It's ambitious, but it has to be," said Chris Ranford, CEO of the CFPO. "We are training the future of the industry, and want to have that in mindset from the start."

The 18-month level 2 Fisher apprenticeship represents a step-change for the industry by carving out a clear professional pathway into the industry - one that is aspirational, where apprentices will be paid to learn and obtain a raft of qualifications along the way. The apprenticeship has been

designed by a Trailblazer group, in conjunction with the Institute for Apprenticeship and Technical Education and funding support from The Fishmongers' Company. The Trailblazer group has a diverse membership of young and experienced skippers, vessel owners and crew members from around the English coast, ensuring the standard is rooted in the needs of the industry.

"Contributing our experience meant we could ensure the apprenticeship included those skills I look for as an employer," said vessel owner and CFPO member Anthony Hosking, who Chairs the Trailblazer group. "This recognised qualification will be a mark of excellence for the next generation."

The CFPO led regular workshops which provided a platform for the forward-looking younger members of the Trailblazer group to shape the standard by sharing what young people want from a career, alongside their experiences of entering the industry and the barriers they've faced, whilst experienced skippers could share knowledge borne from years at sea.

"The apprenticeship had to be appealing to young people, which was a crucial role for the Youth Board," said Trailblazer group and CFPO Youth Board member Brackan Pearce. "This course will help to reshape how young people see fishing, making it a more attractive and exciting career choice. We now have something that we can market to young people to encourage them into a career in fishing."

The apprenticeship will build the knowledge and skills needed to understand the range of vessels and catching methods in use, the important role of science, data collection and sustainability, plus the practical skills involved in engineering, navigation, and managing and maintaining gear. Safety will be a top priority throughout the course. Apprentices will also gain industry-recognised qualifications throughout the apprenticeship.

"As a leading south-west further education college, we see this apprenticeship as being of great importance to the future of the south-west's fishing communities. We are pleased to have been able to work with the CFPO and local employers

on its development," said Paul Singer, Business and Qualification Development Coordinator, South Devon College. "We look forward to welcoming the first Fisher apprentices who will benefit from the brand new, purpose-built, South Devon Marine Academy training facilities situated on the banks of the River Dart at Noss on Dart Marina."

An Institute spokesperson said: "It is a huge credit to the industry that this new route to sea exists for apprentices. "We are casting the net wide right across the economy, working with thousands of different employers to help apprentices have the opportunity to be whatever they want to be."

The CFPO and Trailblazer group wish to thank everyone who took part in the process of developing the standard from all over England, as well as support along the way from the Institute for Apprenticeships and Technical Education, National Federation of Fisherman's Organisations (NFFO), Maritime UK, South Devon College, East Coast College and Seafish. For more information, get in touch with Chris Ranford: Chris@cfpo.org.uk.

Tracking Devices Aim To Monitor Fish Movements Off The UK Coastline

Researchers have deployed monitoring devices that will help them paint a comprehensive picture of the movements of an endangered marine species and the habitats it prefers to use.

Scientists from the University of Plymouth worked with the Isles of Scilly Inshore Fisheries and Conservation Authority (IoS IFCA) to deploy 12 acoustic receivers off the island of St Martins.

The Isles of Scilly and sites in northern France, off the coast of Brittany (Iroise Sea) and Côtes-d'Armor (Saint Brieuc and Sept-Iles marine park), are some of the last strongholds for the crawfish, where they are also important for small scale coastal fisheries, so information on how they move and behave is critical to ensuring their long term survival.

While on the Islands, the team engaged with local commercial fishermen and dive teams, with both groups tagging and releasing crawfish for the project.

One of the crawfish has already been spotted 200metres from where it was released, giving an early indication of how these animals travel around and make use of their habitat.

The deployment is part of FISH INTEL, a €4.1million project led by the University of Plymouth, and supported by €2.8million from the European Regional Development Fund via the Interreg France Channel England (FCE) programme.

Additional sites will also be set up in northern France by one of the project partners - Institut Français de Recherche pour l'Exploitation de la Mer (Ifremer) - and information will be freely shared between the sites to ensure lessons can be



Scientists measure the condition of a crawfish before attaching a monitoring device and releasing it off the Isles of Scilly. (Credit: University of Plymouth)

learned from both sides of the Channel/Manche region.

Together, it will contribute to a growing amount of data assessing the impact of fishing, climate change and other human activities - such as the development of offshore renewable energy sites and offshore mariculture - on the region.

Dr Thomas Stamp, Post Doctoral Research Associate at the University of Plymouth, led the survey work with Tom Hooper of the Isles of Scilly IFCA. Dr Stamp said: "This exciting survey work was the first of a collaborative project to get a better understanding on how specific species, such as crawfish, use coastal seas.

This endangered species provides a critical income to small scale fishing communities, and therefore we really need to understand where they go

and what they're doing before appropriate fisheries management policies can be developed. The data that we gather will be combined from similar studies in northern France to develop robust fisheries management policies for this (and other) species across the FCE Channel/Manche region"

Since the project was launched in March 2021, researchers from the University have also processed a range of data generated by acoustic receivers from previous projects.

European bass have been detected living around an offshore mussel farm off the coast of Brixham, with tagged crawfish living in significant numbers under the farm.

The FISH INTEL project aims to tag a further 100 bass and 100 Pollock at the South Devon pilot site - which encompasses 10 estuaries, the Lyme Bay Marine

Protected Area and several shipwrecks, as well as the mussel farm - over its duration.

FISH INTEL involves research organisations across the UK, France and Belgium who will work directly with fishers, regulators and industry representatives in the three countries.

Across seven sites the project will monitor marine species including European bass, Pollack, Crawfish and Bluefin tuna, which are considered commercially important for the region.

Ultimately, the research will assist authorities across the FCE region to implement Ecosystem Based Fisheries Management (EBFM) programmes with the aim of enhancing the condition and water quality in these habitats, as well as enabling activities - such as fishing, civil engineering projects and extract industries - to function in a sustainable way.

Fisherman Rescued Off Plymouth After 90 Minutes In The Sea

A fisherman has been rescued after falling overboard and spending more than 90 minutes in the water.

The coastguard was alerted by the man's personal locator beacon (PLB) on his lifejacket. The fisherman was found seven nautical miles (13km) off Plymouth wearing shorts and a T-shirt under his lifejacket.

Coastguards said if the man had not been wearing a lifejacket it could have "so easily turned into a

tragedy".

A mayday call was also received from the fishing vessel, Sidney Rose. Its Skipper reported waking from his bunk to find one of his crew was missing as well as a lifejacket.

Matt Rogers, team leader at MRCC Falmouth, said: "He was unlucky to end up in the water at all, but he survived because he did everything right. He was prepared and that kept him alive - we have a happy ending to what could so

easily have turned into a tragedy."

"It is a perfect example of how important a lifejacket and PLB can be - the sea is a lonely and dangerous place if you aren't prepared."

Plymouth, Salcombe and Hope Cove lifeboats with the Rescue 924 helicopter were part of the search for the man who was airlifted to Derriford Hospital.

He was pulled from the water by Hope Cove lifeboat crews before being transferred to the Plymouth

lifeboat where a paramedic was winched on board to assess the man's condition.

Simon Jeffery, coxswain of the Plymouth lifeboat, said: "The casualty was very cold, he had been in the water for some 90 minutes.

"Fortunately he was equipped with a lifejacket and a personal locator beacon. If you do fall over with a lifejacket on and it [personal locator beacon] activates, then your chances of survival greatly increase."

SCOTLAND NEWS

Working Group Sets Out Improvements For Langoustine Sector

Recommendations for delivering a profitable, sustainable and fair supply chain for the langoustine (Nephrops) industry have been set out in a new report published by a Scottish Government-formed working group.

The Scottish Nephrops Working Group report highlighted the value of the export market to the sector, which was £100 million in 2019. It showed Brexit has resulted in export changes to the EU including additional cost and complexity with certification, and increased time for shipments to reach the EU.

The group has set out seven strategies and accompanying recommendations to position quality Scottish langoustine as the number one choice globally.

This includes proposals to help recover and develop new markets; to improve efficiency, environmental sustainability and product quality; to encourage investment and innovation; and to increase the information available across the supply chain.

Cabinet Secretary for Rural Affairs and the Islands, Mairi Gougeon said:

“The economic significance of our langoustine industry is immense, with Nephrops being one of the most valuable stocks landed in Scotland.

“As producers of the finest and largest quality of this seafood globally, it’s vital that Scotland’s Nephrops industry is supported in its recovery from the challenges brought by coronavirus (COVID-19) and Brexit.

“I would like to thank everyone who gave their time, knowledge and expertise,

which has resulted in this detailed, ambitious proposal.

“We will now consider the recommendations and how we might develop and implement those which align with our wider priorities for the sector in the short and long-term.”

Chair of the Scottish Nephrops Working Group, Uel Morton said:

“This Group commissioned independent research to more fully understand the recent economic challenges facing the sector as well as the best ways to position our world-class produce.

“There is a strong desire from the catching and processing sectors to build a better and more sustainable future for their industry, which supports Scotland’s climate change ambitions. The recommendation of a new Programme Board and workstreams provides a mechanism for hands-on industry experts to get involved, taking forward the work that now needs to be done.

“It’s important to acknowledge the invaluable input from Seafood Scotland in getting us to this point. It will continue to have a key role in terms of access to funding and providing coordination across the industry. Looking to the future, the role of Government is also vital, enabling the sector and our coastal communities to deliver a more prosperous future.”

The Scottish Nephrops Working Group was established in Autumn 2020 to help the sector respond to the COVID-19 pandemic.

The working group was independently chaired by Uel Morton and included



Seafood Scotland (facilitator), three catching organisations and three processors: West of Scotland Fish Producers Organisation, Western Isles Fishermen’s Association, Scottish Fishermen’s Organisation Ltd, DR Collin, Camalltaidh Ltd and Whitby Seafoods. The Scottish Government also had input.

The landings value of Scottish Nephrops is approximately £91 million (2019) – the second highest value seafood product in Scotland. More information on the sector can be found within the report.

The report can be downloaded at: www.seafoodscotland.org/scottish-nephrops-industry/

SSA Elects First Chairwoman

The body that represents Scotland’s seafood processing industry has elected its first chairwoman.

Amber Knight of MacNeil Shellfish was unanimously chosen to lead the Scottish Seafood Association at its annual general meeting.

She thanked outgoing chairman Ryan Scatterry for his able stewardship during his tenure and looked forward to steering the industry through a very challenging and uncertain

time while remaining optimistic that opportunities can be seized when they arise.

Amber manages and runs a significant export of live crustaceans to EU and global markets and is fully aware of the pressures of Brexit and the impact it has had both on her own business and that of the communities that she supports through procurement.

SSA chief executive Jimmy Buchan said he was delighted that the executive committee had

elected Amber to steer the ship through these difficult times.

“The executive has demonstrated diversity and collaboration with all the seafood sector, which demonstrates beyond doubt that the SSA is the voice of the processing sector across Scotland.”

Andrew Brown, representing Macduff Shellfish, was elected to serve as vice chairman, giving a strong voice to the processing sector across Scotland regardless

of size.

Andrew said that with the changes on the horizon on many fronts, it was never more important that the processing sector is at the table debating and shaping its future for the greater good of the catching and processing sector.

Both Amber and Andrew looked forward to working with Jimmy in serving all members in making sure the voice is heard at UK and Scottish Government level.

British seafood cookbook launched as part of scottish food & drink fortnight

Christopher Trotter, co-author of the classic cookbooks *The Whole Cow* and *The Whole Hog* provided a focus for this year’s Scottish Food and Drink Fortnight with his new book, *Coasts and Waters: The British Seafood Cookbook*, which was launched at Welch’s Fishmongers in Newhaven as part of Scottish Food & Drink Fortnight.

The book contains over 50 recipes using Christopher’s beloved native Scottish and British seafood as well as guides on choosing and preparing fish, and how to buy the freshest produce.

Coasts and Waters: The British Seafood Cookbook - Christopher’s tenth book – cleverly combines recipes for fish by their season with local ingredients which are also at their seasonal best. There are recipes for the more familiar cod, sole and haddock, but Christopher is an ardent supporter of less well-used varieties such as megrim, hake and sea cat.

In addition to the recipes, Christopher encourages readers to incorporate more native British seafood into their diet as a delicious, healthy and sustainable source of protein and to support the nation’s fishing industry whose markets have been significantly disrupted by Brexit.

Ahead of the publication of *Coasts and Waters*: Christopher Trotter said:

“This book was motivated by three converging factors: our



local fishermen need a market now that it is more difficult to export to Europe.

“We should be eating more fish landed from our own waters – the top five fish consumed in the UK are tuna (which isn’t even from British waters!), Pacific prawns, haddock, sole and salmon, whereas the top five landed by weight are mackerel, herring,

langoustine, haddock and cod.”

“2020/21 is also Scotland’s Year of Coasts and Waters, a celebration of Scotland’s famous coastline and inland salt and fresh water bodies.”

Su Cox, Communications and Business Development Director at The Scottish Salmon Company, said: “We’re delighted to support Christopher Trotter’s ‘Coasts

and Waters: The British Seafood Cookbook’, which inspires readers to consider using more native British seafood, such as our Native Hebridean Salmon.

“The creativity and simplicity of the recipes show there are easy ways to cook outstanding meals quickly and from fresh fish sourced from within a few 100 miles.”

Ministers urged to take a closer look at cod quota advice

Fishermen in Shetland are warning Scottish and UK government ministers to think twice about cutting cod quotas next year after official figures showed there were 285 million of the fish in the North Sea.

The International Council for the Exploration of the Sea (ICES) is recommending a reduction in the total allowable catch (TAC) for North Sea cod of 10.3%,

even though it also admits that doubling quotas for the species would mean an increase of 24% in the size of the stock by 2023.

Moreover, analysis of ICES’ own figures shows that North Sea cod is abundant, with the population up from 180 million in 2018.

“There are many more North Sea cod than there are rats and mice in the UK, and almost four times more than the most common land

mammal, the field vole,” said Shetland Fishermen’s Association executive officer Simon Collins.

“And yet green NGOs constantly go around describing cod as ‘threatened’ or ‘endangered’ or at risk of ‘extinction’. They should be ashamed of themselves for peddling such nonsense.

“Our governments need to ask themselves whether they are willing to create

insoluble problems for our fishing fleet just because an ICES computer says so. It has often been wrong in the past, and in terms of cod it is catastrophically wrong now.”

The SFA along with the Scottish White Fish Producers’ Association (SWFPA) have asked both the Scottish and UK governments to create an independent panel to assess the ICES numbers and put them into proper perspective.

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

SMO hits out at 'tiny minority' for risking sustainability gains

The board of the organisation that is legally obliged to manage Shetland's commercial inshore shellfish fisheries in a sustainable way has condemned a "tiny minority" of individuals for trying to undermine its activities.

Directors of the Shetland Shellfish Management Organisation (SSMO), which was established by the Shetland Islands Regulated Fishery (Scotland) Order 1999, said the group of disaffected people were putting at risk the hard-won gains of the past two decades.

They also defended the recent agreement by the Board to select, for one-year terms, new Chairman Robert Williamson and Vice-Chairman Sydney Johnson.

"Shetland's diverse fisheries sector is at its best when everyone works together," said Mr Williamson.

"Historically, that has been one of our defining features, and the formation of the SSMO itself was a very good example of people uniting behind a common vision of sustainable shellfish fisheries out to the six-mile limit that are now the envy of other areas of Scotland and beyond.

"Does the tiny minority of folk who are trying to undermine our work really want to set us back decades by ensuring we lose our sustainability credentials, and

in turn the very shellfish stocks that we have worked so hard to preserve, thereby threatening the livelihoods of fishermen?"

Mr Williamson highlighted the Shetland king scallop fishery as still being the only dredge fishery of its kind in Europe to have Marine Stewardship Council (MSC) status, thanks to the management regime which had succeeded in keeping stocks at a sustainable level for more than a decade.

"With the fishery at the level it is, we are maintaining the stock and achieving a premium price over alternative fisheries at a time when consumers are demanding to know where their produce comes from and whether it is sustainable."

Mr Williamson added that those who have complained about the way the SSMO Board operates clearly had no concept of the well-established rules set down in its Management Plan.

"The idea that this is some kind of clique run on behalf of selected interests is absolute rubbish. The very idea that the Scottish Government would sanction the SSMO to act as a cabal is laughable.

"The Chairman and Vice-Chairman posts are voluntary and with Ian Walterson and Garry Leask standing down, the Board felt it was right to appoint myself



Shetlands white fisher Angelina steams through Lerwick harbour headed towards the fish market.

and Sydney for a year to maintain stability.

"This after a comprehensive advertising campaign and exhaustive but albeit fruitless search to appoint external replacements.

"If the suitable candidates were to be found in the near term, I see no reason not to step down and facilitate the new appointments. In fact I would welcome such an outcome."

"In the fisheries sector in Shetland it is very hard to find someone with the requisite knowledge and understanding who does not have a relative also working in the industry. However, as is standard in these sorts of situations, Declarations of Interest

is a standing agenda item at each SSMO Board Meeting and where there is a conflict of interest you declare that and take no part in any business relating to that conflict.

"The Chairman does not make all the decisions. As the title suggests, he chairs the Board which includes representatives from the community councils, the fish buyers and processors and the different fisheries sectors. In addition, advisors attend from Marine Scotland Compliance and Shetland UHI, formerly the NAFC Marine Centre."

Ian Walterson having stepped down as a director leaves a vacancy on the Board for someone from the Association of Shetland Community Councils.

Island councillor floats idea of devolving some fisheries control to Shetland

A local councillor believes it is worth exploring the idea of Shetland gaining control of its fisheries out to the 12-mile limit.

Duncan Anderson, who represents the North Isles, pointed to the Scottish Islands Act which gives scope for local authorities to request more powers or functions.

The Scottish Government has the responsibility for managing inshore fishing out to the 12-mile limit.

A precedent was set more than 20 years ago when the management of the local commercial shellfish fishery out to the six mile limit was devolved to the Shetland Shellfish Management Organisation (SSMO).

Anderson - who was a key figure in Shetland councillors voting last

year to explore options for self-determination - believes it is now worth exploring local control of fisheries out to the 12 mile limit.

He said some other councillors have been involved in discussions - but it remains to be seen whether the full council would be on board.

"My desire for increased local decision making is well documented," Anderson said.

"While I believe the Islands Act falls well short of what is required to make Shetland sustainable and prosperous, I also believe we should be using it to benefit Shetland where possible.

"Control of our EEZ is not within Holyrood's gift, but control of the 12-mile limit could be.

"The transference of such a

function from Edinburgh to Shetland could theoretically pave the way for further decentralisation of powers."

Anderson, who is from the fishing community of Whalsay, said he "firmly believes that Shetland should control the fisheries in what would be Shetland's EEZ, like our Faroese neighbours".

"This would require constitutional change to make Shetland some form of self governing region, a desirable outcome in my opinion."

Anderson said as he is not a fisherman he would welcome feedback about this concept, whether it be positive or negative.

And as such, he said he is not qualified to say what the direct benefits would be - which is why he wants a feasibility study.

"I do firmly believe however that Shetlanders have a greater interest in protecting our valuable marine resources than anyone else does," Anderson added.

Northern Isles MP Alistair Carmichael said exploring the idea first was the right way to go about it, adding the concept of devolving fisheries management was not a new proposal.

"My experience is that any change in fisheries management is best done if it's got the buy-in of the industry," he said.

"I think the last time we went round this course there wasn't a great deal of buy-in from the industry.

"But in principle fisheries management is best done as close as possible to the home port."

Options being looked to alleviate freight capacity constraints, meeting hears

Transport Scotland is looking at "various options" to address ongoing freight capacity issues during peak periods on the ferries to Shetland.

Local hauliers reported freight restrictions throughout the week when loaded trailers were delayed by anything from one to three days, which - particularly in the case of fresh produce - can put the viability of selling these products under severe threat.

It comes after Seafood Shetland chief executive Ruth Henderson recently reiterated the call for an additional freight vessel on the route to Shetland.

NorthLink Ferries operates two passenger ferries with freight capacity every night in addition to an dedicated freight service between Shetland, Orkney and Aberdeen.

Meanwhile, trailers returning have had to wait up to four days or more. All four local haulage companies - Northwards, DFDS, JBT and Streamline - have been affected.

One operator had 35 trailers delayed on their return to the mainland, one had 12 trailers delayed in getting back to Shetland to collect seafood exports and another had nine loaded trailers left behind on Monday and Tuesday.

Northwards director Neil Leslie said: "This is just a snapshot of the huge problem that hauliers and our customers face in shipping freight in and out of the islands.



Left behind trailers at Lerwick

"It is a problem that has been well communicated over many years to Transport Scotland and the Scottish government but which has brought absolutely nothing in the way of a solution.

"We are working closely and constructively with NorthLink. However, the lack of available space on the current service means that the ferry operator has constantly to prioritise and select what they can and cannot accommodate.

"The priority is for perishable goods and, at this time, livestock and returning livestock trailers. The rest must wait on the quayside, which is now not only a problem for us and our customers but is also a growing problem between hauliers and the harbour authorities."

Leslie said that while the government is currently exploring building new freight vessels, these would not be ready

until 2026/27 at the earliest.

The Scottish Government previously chartered the MV Arrow as a third freight vessel to help with pinch points, but the boat is currently being used on the west coast.

"It is worth highlighting, too, that goods from Shetland contribute handsomely to the Scottish economy," Leslie said.

"For example, the seafood industry alone is worth in excess of £350 million. So the current worsening situation is not having an impact solely on the Shetland economy but will also have a detrimental effect on Scotland as a whole."

During a meeting of the Shetland external transport forum on the same day Transport Scotland's Alan McCabe reassured then haulage industry that an announcement on a short term solution could be made in a matter of days.

McCabe also stressed that relief freight vessel MV Arrow, which has been used for the Shetland route previously, being chartered elsewhere was not a case of the west coast being picked over the Northern Isles.

Ferry operator Serco NorthLink made enquiries about chartering the vessel in the spring, but it was unavailable.

Forum chairman councillor Ryan Thomson said two new larger fish markets in Shetland - as well as large infrastructure projects like Viking Energy - meant that anticipated capacity constraints have been known about for years.

A spokesperson for Transport Scotland said that transport minister Dey is "clear about the importance of supporting commercial freight traffic for the economic wellbeing of key rural industries and our island communities".

Record stocks disprove claims of overfishing, association says

Shetland Fishermen's Association is calling on government ministers and civil servants to resist any calls from environmental NGOs to slash fishing quota after the International Council for the Exploration of the Seas (ICES) found that whitefish stocks in Scotland's waters have doubled in size over the last 20 years.

Analysis from the

international body, which makes the annual recommendations for total allowable catches (TAQs), has now shown that fish stocks in Scotland are at record level while the amount of fish being caught 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.

The SFA's executive officer Simon 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."



ICELAND NEWS

Mackerel still avoids Icelandic waters

By Gudjón Einarsson

Already in Mid-September the mackerel season in Iceland was almost over. Half of the fleet had switched to herring fishing even though their mackerel quota was not fully used. Of a total quota of 157,000 tons about 126,000 tons had been fished by then. The current season has been rather difficult since the ships have had to sail long distances to the fishing fields and back. At times when fishing has been poor individual vessels have taken turns and loaded their catch to other fishing vessels that were heading for harbor to save sailing time and keep the catch fresh. This year 86% of the total catch of the Icelandic fleet has been harvested in international waters outside the Icelandic 200-mile fishing limit compared to 70% during the last season.

The mackerel retreats

There was a time when Icelandic vessels caught the bulk of their mackerel within their own jurisdiction. As late as in the summer of 2017 around 38% of the total mackerel stock was registered in Icelandic waters. For the next two years the rate reduced to 17-18%. Last summer it dropped to 4%, according to multinational research expeditions, and this summer the figure turned out to be 7.7%.

Last year experts were not able to come up with a plausible explanation on why the mackerel stock avoided Iceland during its summer migration of 2020. No dramatic changes in sea temperature or food supply for mackerel in Icelandic waters were detected. This year no explanation has been offered either.

No general agreement

Iceland shares the mackerel stock with the EU, Norway and the Faroe Islands as well as Greenland and Russia. During the period 2014-2020 the EU,

Norway and the Faroe Islands had an agreement allocating themselves 84.4% of the total allowable catch advocated by ICES (the EU got 49.3%, Norway 22.5% and the Faroe Islands 12.6%). The rest, 15.6%, was left behind for Iceland, Greenland and Russia. Iceland did not comply and claimed 16.5% of the total quota.

Norway increases its share

This year Norway shocked other parties by unilaterally raising its share from 22.5% to 35% of the total allowable catch advocated by ICES. The Faroe Islands followed suit by increasing its share from 12.6% to 19.6%. Norway claimed it impossible to continue the costal state agreement for mackerel, following the UK's withdrawal from the EU. Norway also maintained that there had been substantial changes in the migration pattern and spatial distribution of the mackerel stock during the last years which had led to an increase of the occurrence of mackerel in Norwegian waters.

This year Iceland has set a quota of 16.5% of the total allowable catch, as before. Iceland's claim has mainly been based on prior fishing experience and the distribution of the stock during summer. The persistence of current migration patterns will obviously not be good news for Iceland when it comes to future negotiations.

58% reduction in biomass

This summer a multinational survey concluded that the registered biomass of the North East Atlantic mackerel stock had decreased from 12.2 million tons in 2020 to 5.15 million tons in 2021. That is a 58% reduction. This is the smallest biomass since 2012.

ICES advised a mackerel quota of 853,000 tons for 2021. It is estimated that the actual catch might reach 1,200,000 tons. That must be a matter of concern.



Icelandic fisherman with mackerel



Mackerel fishing in Iceland

Ocean Sprawl or 'Net' Gain

Introduction by Brian Fitzgerald, Director of Stakeholder Engagement and External Affairs at Simply Blue: In this article, one in a series of articles promoted by floating wind developer Simply Blue, Emily Summers summarises the research she undertook during her internship with the Company. The objective was to undertake a comprehensive review of the scientific literature to understand impacts of floating wind on commercial fisheries. In doing so, Emily updated work undertaken by UCC in the EirWind project in 2019. The piece below summarises the key findings, which are underpinned by a fully referenced technical report.

It is well known that Ireland possesses some of the best fishing grounds in Europe. Ireland also possesses a marine area that is rich in biodiversity; a biodiversity that offers much by way of new opportunities. For example, Irish waters are home to at least 25 species of marine mammals and host thriving ecosystems including fish spawning and nursery grounds. The question is, - how to sustain or even enhance fish stocks, vital to the viability of the fishing sector, as new marine infrastructure, such as that being developed to meet Ireland's renewable energy targets, is introduced? For example, offshore wind foundations have the potential to act as an artificial reef and provide shelter for fish from predators and fishing. Additionally, restrictions in vessel traffic around offshore wind turbines, means that offshore wind farms can act as de facto Marine Protected Areas (MPAs).

Tackling climate change will necessitate the capture of natural resources such as wind, wave, tide and solar. Of these, the consistency and strength of wind offshore and the rapidly growing technological capability to harness it indicates that it will play a significant role in addressing our renewable energy needs for the foreseeable future. With temperatures rising, ocean acidity increasing and the consequences of global warming a feature of our daily news, the drive for renewable energy solutions is at an all-time high. However, poorly considered installation of offshore wind farms could lead to a sort of ocean infrastructure sprawl, and cause concern for the effect that such expansion might have on marine mammals, fish, and to commercial fishing. Therefore, there is a need to ensure that the licencing and operation of offshore renewable energy infrastructure is subject to detailed planning and engagement with Ireland's marine users and coastal communities who stand to be affected most. Done properly the results could be beneficial for all.

In exploring this subject, I have looked at both the positive and negative available evidence of the impact on ecosystems from the development of offshore wind farms. The full report is

available at <https://www.mare.i.ie/wp-content/uploads/2020/07/EirWind-Blueprint-July-2020.pdf>. In the first instance, noise is widely known as a significant stressor to both marine mammals and fish. For example, pile driving is a source of short duration but high intensity noise that has the potential to cause disruption to marine life. Therefore, such activity should be of the shortest duration and mitigated where possible. Floating offshore wind projects do not involve piling as they are constructed in port before being floated into place. However, unlike fixed bottom turbines their mooring and array systems result in reduced accessibility. Therefore, a floating wind farm is even more suited to being considered as a Marine Protection Area (MPA).

Operational wind turbine noise has not been shown to cause any direct acoustic trauma to fish or marine mammals and any avoidance behaviour is not permanent. Furthermore, it is indicated that the risks of negative impact on marine mammals by sound created from floating wind turbines or fixed wind turbines during normal operations are negligible.

Other potential stressors to marine life are vessels, pollution, and entanglement. The current research indicates that with less vessels present within an offshore wind farm, there are known benefits for marine ecosystems. There is seabed disruption during piling in the case of fixed turbines and mooring/anchoring in the case of floating turbines, but these are short term and negligible. Also, due to the relatively large circumference of mooring lines and cables, there is little risk of entanglement with the installations.

Instead of deterring marine life, localised increases in abundance of fish and marine mammals have been recorded around offshore wind turbines. Multiple studies have found that certain commercially important fish species have appeared to find shelter within the built structures of offshore wind. The benefits of these 'artificial reefs' are plentiful, with research indicating that they could lead to stock enhancement, species conservation, juvenile nurseries and spawning ground habitats. It is

likely the built structures will act as an MPA and provide improved commercial fishing opportunities in the adjacent waters.

MPAs have well-established benefits in terms of ecosystem recovery. Studies show that uplifts in stock due to the exclusion of fishing within the vicinity of offshore wind farms can have a spill over effect in the form of extra offspring and adult animals, benefiting commercial and recreational sectors. With evidence suggesting offshore wind could provide a net benefit to marine ecosystems, a call for further research is required to fully

understand the impact.

Looking to the future or Ireland's maritime space, floating offshore wind could exist harmoniously with marine ecosystems to enhance fish stocks and spill over into neighbouring areas that allow fishing. This would mean that Ireland would not only benefit from its potential to provide all-important renewable energy to the grid via offshore wind, but in doing so it could also have an overarching positive impact on the local marine environment, commercial fisheries, and coastal communities.

Emily Summers, September 2021.

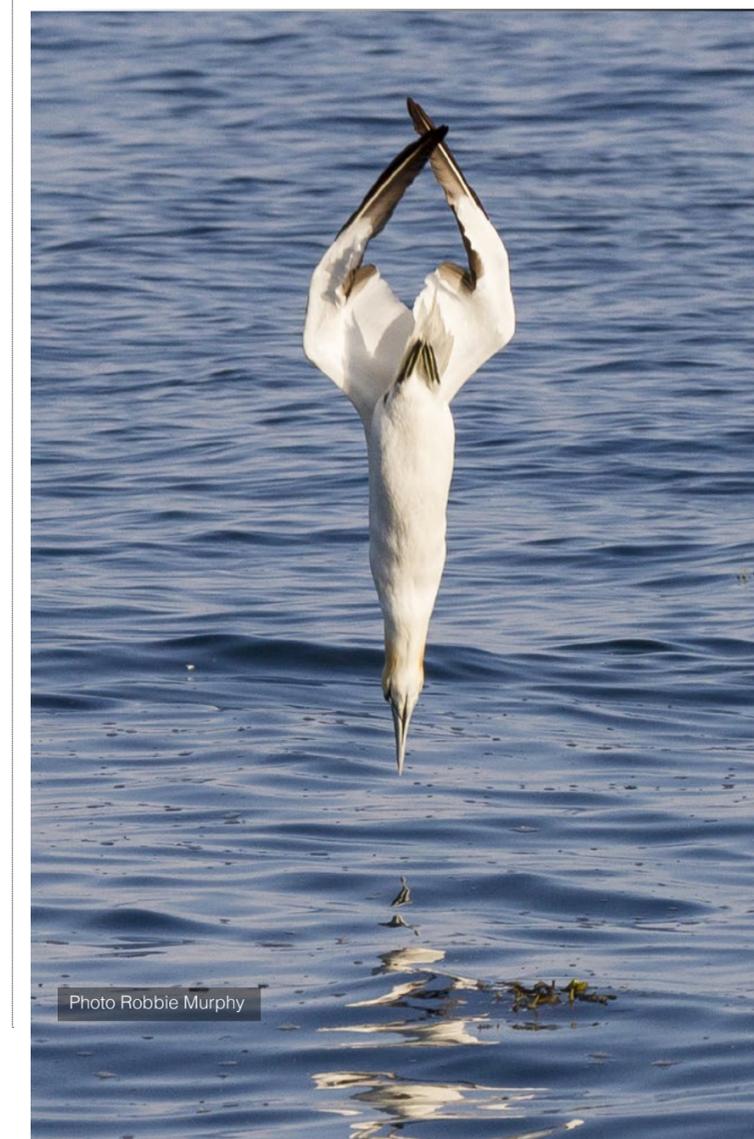


Photo Robbie Murphy

Crystal River

NEW BOATS



FAITHFUL & CRYSTAL RIVER

TWO NEW VESSELS FOR FRASERBURGH!

Macduff Shipyards Limited are delighted to announce the recent handover of two fishing vessels, the 'Faithful FR 129' and the 'Crystal River FR 178' to their respective owners Stewart Buchan and David Cardno of Fraserburgh. These vessels operate exclusively as a pair trawl team fishing out of their home port Fraserburgh, and have the distinction of being the yards first new build pair trawl order in over thirty years, the previous vessels being the wooden hulled 'Solitaire' and 'Sonia Jane' built in the 80's.

To deliver the vessels at the same time the production was split between the yards facilities with the Faithful being built in the Macduff main fabrication hall and the Crystal River being built in the Buckie fabrication hall. To assist with the build schedule, many of the steel units for the Crystal River were also built in Macduff before being shipped by sea to Buckie for assembly. As with all industries, the yard faced many struggles incurred by the Coronavirus pandemic which delayed the building schedule for both vessels and subsequently

made delivery at the same time challenging however the yard managed to delivery both vessels within three months and would like to sincerely thank both Stewart and David for their patience. The Faithful and Crystal River have been built to an identical design and share the same hull form as the Good Hope FR 891, also built by the yard in 2019. The hulls measure 26.50 m length overall with a registered length of 23.95 m, 7.80 m breadth and 4.20 m moulded depth. This hull form was developed using CFD technology, assisted by the Wolfson Unit in Southampton, to interrogate and optimise their design to reduce resistance and fuel consumption whilst also allowing for the large volume fish holds which can carry 1,150 fish boxes per vessel. As typical for the yards new builds Macduff Ship Design played a crucial role in developing the hull model, fairing its lines, analysing the stability, draughting a full set of structural plans and producing a computer 'kit' of steel parts required to build the hull. The 'kit' was then nested,

and CNC machine profiled by Macduff Profilers, a division within the Macduff Group, with the Lloyds Grade A ship building plate parts being delivered to the fabrication halls for assembly. As is typical, the wheelhouse and masts were built from marine grade aluminium to save weight. A bespoke hydraulic deck machinery package was fabricated by the yard for the vessels comprising of a large triple barrel winch powered by a Hagglunds CA210, two split net drums, one bagging net drum, one small gear handling 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 Denison hydraulic pump driven from a dedicated Cummins QSL9-M auxiliary engine producing 330 hp whilst secondary hydraulic power is provided by a separate Denison hydraulic pump driven from a power take off fitted to the main propulsion's gearbox.



FACT FILE

GENERAL PARTICULARS
LENGTH OVERALL: 26.50 M
LENGTH REGISTERED: 23.95 M
BEAM: 7.80 M
DEPTH: 4.20 M
DEPART PORT DISPLACEMENT: 350 T
FRESH WATER CAPACITY: 23,885
OIL FUEL CAPACITY: 24,398
HOLD CAPACITY: 1180 BOXES
SPEED: 10.7 KNOTS
CREW: 6-8

Faithful



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

DESIGNING TO DELIVER

Macduff Ship Design were pleased to work alongside Macduff Shipyards delivering "FAITHFUL & CRYSTAL RIVER"

Congratulations and wishing future success to all aboard both vessels

www.macduffshipdesign.com

YouTube Facebook LinkedIn



WOODSONS ELECTRONICS

Woodsons of Aberdeen supplied and installed the complete electronics and navigation packages to both the Faithful and Crystal River.

THE INDIVIDUAL BOAT SPEC LIST IS AS FOLLOWS

Radio-Telephones

1 JRC JSS-2150 150W GMDSS MF/HF SSB

1 Icom M506GE VHF with DSC

2 Sailor 6210 VHF non DSC

1 EM-TRAK A200 Class A AIS

GPS/GPS Gyro

2 Furuno GP39 GPS navigator

1 JRC JLR21 Satellite compass

Echo-Sounder

1 Kaijo KSE310 Dual frequency

38/70Khz Split beam With fish sizing

Navigation

1 Sodena Easywin plotting system

Radar

1 JRC JMA-5410-6XBB radar

1 JRC JMA-5209-4BB radar

Wind sensor

1 Ultrasonic wind speed and direction sensor

Auto Pilot

1 Navitron NT921MKII autopilot

Talk-Back

1 Phontech talkback system

CCTV

1 CCTV System c/w 23 cameras

1 Propeller camera

Satellite television

1 e-SEA 80 Satellite TV system c/w

Satellite Communications

1 eSEA 600Ka INTERNET

communications system c/w

Emergency

1 Jotron TRON 60GPS Float Free EPIRB

with GPS

1 Entel HT649 GMDSS Hand Held VHF

1 JRC NAVTEX

Monitors

Quad Screen System/ 4K Video wall

matrix control system c/w

Touch Screen control bespoke

programming

3 55" wide screen monitors

10 24" wide screen monitors

Marine scales

1 VCU Catch Management and fish

weighing system

A hydraulically powered bow thruster is also fitted of 280 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 750 hp @ 1600-1800 rpm through a Masson Marine W7400 reversible gearbox with 9.077:1 reduction.

The yard has now fitted seven vessels with this propulsion package in recent years 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 9.0knots at only 50% engine load and 10.7 knots at 100% load. Both vessels also feature a triple rudder system along with a modern 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 decks features a tailor-made catch handling system built by the yard from the owner's design. Two separate compartments are formed within the fish processing area which both contain a 2.5 t Geneglance ice machine and associated plant.

The fish hold refrigeration

system along with ice machines were supplied and fitted by Premier Refrigeration.

The high specification electronics package was supplied and fitted onboard by Woodsons of Aberdeen and Trawl monitor sensors were supplied and installed by Scanmar Ltd.



MACDUFF
Shipyards

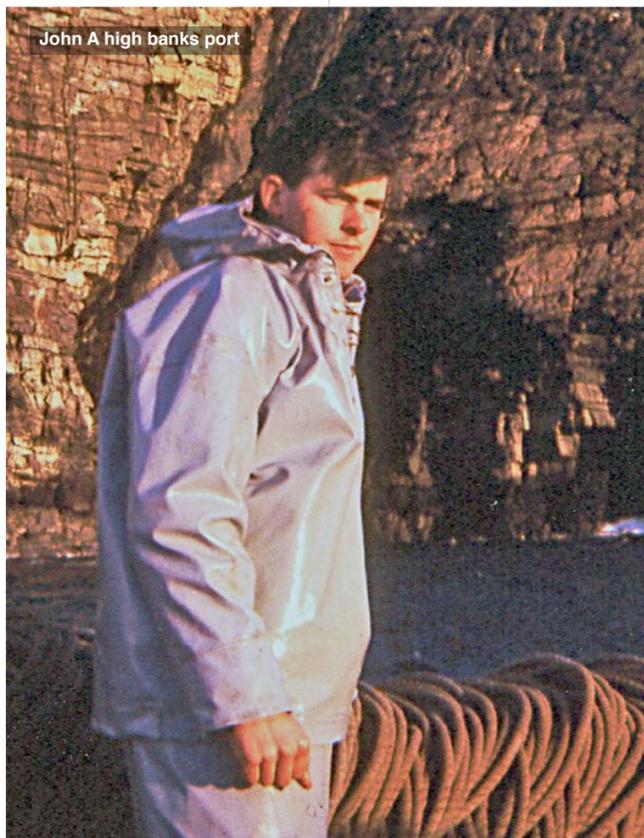
THANK YOU

Macduff Shipyards would like to sincerely thank **David** and **Stewart** for placing the orders for the **Crystal River** and **Faithful**.

We wish you and all onboard **good fishing**.

Shetland Lives: A lifetime at sea

Retired skippers John Arthur Irvine and Willie Williamson have more than 100 years of fishing between them. Both played a key role in progressing Whalsay's pelagic fishing industry to what it is today. Here they share some of their stories with Chloe Irvine.



John A high banks port

was the only way to survive in the ever-changing industry.

"After spending a few months in the Fortuna, I went into the first Zephyr, which was sold in 1976. That boat was just 64 feet long, a little seine net boat, there was no shelters on the deck," he says as he describes the early years.

"My father retired two years before we sold the first Zephyr. I was skippering for a few years, and then we got the first new boat for new owners, which was an 87-foot whitefish trawler.

"We had that boat for four years, then we sold her and got a steel boat made in Norway, a purse-netter catching mackerel and herring as opposed to whitefish, a big change.

"We struggled for a few years to meet the payments. That boat had a capacity of 500 tonnes. Then we got another boat, a bigger one still, it could hold about 16-17 hundred tonne of blue whiting.

"You just had to keep adapting the whole time. We had four Zephyrs before I retired and now we've got another one."

Going from whitefish to pelagic wasn't something they had "ever done before", he continues his story, describing the financial implications of the move as "significant".

"Getting a boat as expensive as that, you have to meet payments and the loan was from Norway. It was supposed to be a 'low interest loan' but it was

7.5 per cent. Interests here at that time were twice as much as that. We never got any financial help," he recalls.

"When we went to get the first boat we owned ourselves, we had to find £12,500 each. You could have built a big house with that.

"It was a big gamble, and an even bigger gamble when we got the steel boat. £1.6 million was a huge quantity of money at that time.

"It was stressful, and then we couldn't get our old boat sold for a while, so we had to get a loan from Clydesdale Bank which was twice as much.

"There were a lot of folk that thought we'd lost our wits. If we'd gone bankrupt, they would've taken everything we had. Our house would have gone, everything would have gone, we'd be left with the clothes we were standing up in.

"Even my father took half a share with us just to help out, they could have wiped him out too if it hadn't gone the right way. The only help we got was from the boys in the LHD like Ritchie Simpson, he was a huge help to us.

"Most of my time at the fishing has been spent paying back loans."

Willie, meanwhile, concedes that the strain of meeting the payments got to him on occasion. The period that stood out for him most was getting their second-hand boat for £11,000 to five years later buying the Venturous for



The last of the Zulus in her last season in 1968, the Whalsay boat Research prepares for retirement. On the quay is skipper Bobby Polson. His crew are (left to right): Goby Williamson, William A. Hughson, John Paton, Tommy Simpson, Willie Anderson, Willie Williamson, George Williamson, George Leask and Willie Williamson.

WHEN John Arthur Irvine started his fishing career in 1959 at the tender age 15 as a cook on board the Fortuna there was little technology which could help the men finding the fish and also finding their way around the vast ocean.

They worked close to shore and learning from the older hands of how to navigate using fishing 'meids' was essential. When the first Decca navigators came in they helped a bit but they were a far cry from the satellite navigation that is the standard today.

Recalling those early fishing trips to John Arthur, now 77 years old, said it had been vital to take on board the lessons that the older generation had passed on.

"We didn't even have a radar when we first went to Aberdeen, with stacked mist half of the time. The foghorn was at the end of the pier and somebody

would go out and listen for it and we'd steer for that," he remembers.

Seventy-four year old former skipper of the Research, Willie Williamson, nods in agreement at remembering those days when you had to listen your way through the fog.

"The likes of the old Research didn't have a radar, I remember coming from the west of the Flugga with herring going to Lerwick. It was thick mist and I think we were ashore nearly three times!"

Throughout the next 50 years, both skippers became instrumental in introducing transformational changes to the Whalsay fishing industry, investing in new and larger vessels at critical times, enduring sleepless nights on the bridge and worrying about those loan payback terms.

For John Arthur there was never a question that the continual need to modernise

£180,000.

At times there "wasn't always a lot of fish around" which led to many sleepless nights, while 36 hours in the wheelhouse had been a "common" occurrence for him.

Like John Arthur, people had questioned his intentions "they couldn't see that you could ever pay for it".

"People would ask if I'd 'really thought this through'. I said 'Well we just have to get the boats and if we don't get it paid for, then that's just too bad. We have to do our best,'" he says.

Today's generation have their own set of challenges getting into the fishing industry. John Arthur explains: "The disadvantage right now for the young ones, they have to buy licenses and buy quotas.

"When I first went into the fishing (...) all you needed to get a down payment on the boat itself and then get the fishing gear and away you went.

"Now, they have to buy a license and buy quota and it's dearer than the boat. It makes it far more difficult.

"I think fishermen are at the very lower end of the scale for getting help, but they're a good



John A and Lowrie Irvine gutting 1966 first Zephyr

hand at helping themselves if they get any chance."

Willie says he believes that it is now "almost impossible" for the young ones to get into the industry.

He goes on to criticise the Tory government and their long drawn approach to Brexit: "It's really unfair the way

these pelagic boats are being treated in comparison with the Icelandic, Faroese, Dutch.

"They're fishing around here all of the time, yet our boats are tied up for 10 months of the year, the Faroese are fishing like 10 months of the year, it doesn't seem right.

"They [the government] have

it down for 2026 to try and get it worked out, I think they could've done it sooner than this.

"There's far more cod around here than there ever used to be, you can't get clear of it, yet they are having to import cod from Norway and Iceland. It really doesn't make sense."

13 - 15 OCTOBER 2021 / AALBORG, DENMARK

WELCOME TO DANFISH INTERNATIONAL

Visit one of the most important exhibitions for equipment to the fishing industry. DanFish International takes place on 13-15 October.

Read more and book tickets now. www.danfish.com

VENUE
Aalborg Kongres & Kultur Center
Europa Plads 4, 9000 Aalborg, Denmark

OPENING HOURS
13 October 10 am - 5 pm
14 October 10 am - 5 pm
15 October 10 am - 4 pm

Blue-coloured European Lobster (*Homarus gammarus*) captured off Castletownbere

By Declan Quigley

On 6 September 2021, a stunning electric blue-coloured European Lobster (*Homarus gammarus*) was captured by the MFV Rover (S138) [Skipper: Kevin Downey] off Castletownbere, Co Cork (Figs. 1-2).

The normal colouration of the European Lobster carapace varies from bluish to almost black. However, a wide range of colour variations (colour-morphs) have been reported, albeit rarely, including blue, orange, red, yellow, green, white, cream, calico, and bi-coloured specimens.

A number of causative factors have been suggested to explain the possible aetiology of abnormal colour-morphs observed in lobsters and other crustaceans, including environmental, dietary, and genetic components. However, considering that blue and red lobster colour-morphs have been selectively bred in hatchery situations, suggests that at least some of these colour aberrations are genetically inherited.

Central to the colour system of crustaceans is the carotenoid pigment astaxanthin, present in their protective shells. A protein called crustacyanin is known to bind to astaxanthin

and twist the pigment in various ways, changing the wavelength it reflects from red to a whole spectrum of colours, depending on how the molecules interact. When a lobster is cooked, the crustacyanin protein is destroyed and the colour of the shell returns to the orange of the free carotenoid (astaxanthin). The interaction between astaxanthin and crustacyanin is behind the myriad of colours that adorn various lobsters and other crustaceans.

Based on the estimated total number of individual lobsters captured in Irish waters between 2002 and 2017 (10,144,286), and the minimum number (22) of various colour-morphs reported in the trade press and on-line websites during the same period, the following odds ratios were extrapolated:

Colour-morph	Min No. Recorded	Odds Ratio
Bi-Colour	1	10,144,286
Calico	2	5,072,143
Blue	5	2,028,857
White	5	2,028,857
Red	9	1,127,142

The estimated odds of capturing a blue lobster colour-morph in Irish waters is roughly one in 2 million. Red colour-morphs appear to be the most commonly recorded, with odds of one in 1 million, whereas bi-colour lobsters seem to be very rare, with odds of one in



Normal and Blue Lobster comparison

10 million. Only two yellow lobsters have been recorded from NW European waters to date, one from the UK and another from the Channel Isles. There is every chance that a crock of golden lobsters is lurking somewhere in Irish waters.

Loggerhead Turtle (*Caretta caretta*) stranded at Rush Co. Dublin

By Declan Quigley

On 19 March 2021, Ms Niamh Lynch discovered a dead juvenile Loggerhead Turtle (*Caretta caretta*) measuring 39.0 cm curved carapace length (CCL) stranded on the south beach at Rush (53.5169°N, 6.0940°W), Co Dublin (Fig. 1). The specimen, which represents the 2nd confirmed record of *C. caretta* from Co Dublin, and the most northerly record from the ROI side of the Irish Sea (ICES VIIa), was sent to the Department of Zoology in University College Cork (UCC) for a full autopsy. The first specimen of *C. caretta* recorded from Co Dublin was found stranded on Kilbarrack Beach (53.3833°N, 6.1499°W) during

June 2004.

Although only 10 specimens of *C. caretta* have been recorded from the ROI side of the Irish Sea since 1884, 80% of these were reported from the SE coast: Co Wexford (4) and Co Waterford (4). However, since 1816, at least 35 specimens have been recorded from the UK side of the Irish Sea, ranging from Corsewall Point (South Ayrshire, SW Scotland; 55.0081°N, 5.1605°W) southwards to Borth Beach (Ceredigion, Wales) [52.4908°N, 4.0520°W].

Although Loggerhead Turtles are infrequently reported from the Irish Sea, and many years pass when none are recorded, it is interesting to note that 78% (35) of the records were reported over the last two decades, particularly during 2001 (16), 2008 (7), 2015 (4)



Fig 1. Loggerhead Turtle stranded at Rush, Co Dublin

and 2016 (4) [Fig. 2]. It is possible that the recent increase in records may be related to the general increase in seawater temperatures in the North Atlantic, an increase in juvenile recruitment at nesting sites in the Western Atlantic (where NW European Loggerhead Turtles are thought to originate), and/or an increase in local recording effort.

Loggerhead Turtle have been recorded from the Irish Sea throughout the year but the vast majority (84%) were reported during the winter and spring, particularly between November and December (Fig. 3). Significantly, over half (51%) of the Irish Sea specimens were reported to have been alive which suggests that at least some may survive throughout the coldest months of the year.

Apart from the ROI Irish Sea records, the vast majority (84%) of Loggerhead Turtles recorded from Irish waters have been reported from the S, SW, W and NW coasts, including Cork (12), Kerry (15), Clare (3), Galway (11), Mayo (6), Sligo (2), and Donegal (3).

The vast majority of Loggerhead Turtles recorded from Irish and UK waters were juveniles with an average straight carapace length (SCL) of 29.6 cm (range 11-85 cm; N=86). Females reach maturity at 12-35 years of age at a minimum SCL of >75-100 cm, and are known to live for up to 60 years in captivity. The species can attain a SCL of up to 123 cm and a weight of 100-150 kg.

The Loggerhead Turtle is a wide-ranging species, occurring throughout the temperate subtropical and tropical regions of the Atlantic, Pacific, and Indian Oceans. Nesting sites are known to occur in the Mediterranean (Greece, Sicily, Linosa and Lampedusa) and in

the Western Atlantic (Virginia, North Carolina, SW Florida and Texas).

At least 15 live stranded Loggerhead Turtles were successfully rehabilitated in Irish public aquaria (Dingle, Galway, Lahinch, Bray & Portaferry) prior to being released in warmer subtropical waters (e.g. Azores and Canary Islands). Indeed, prior to capture, 4 of the latter specimens had somehow survived in the wild despite having either one or both of their front flippers missing. Flipper wounds which were well-healed at the time of stranding were most likely caused by shark attacks near their nesting sites (Fig. 4), whereas fresh wounds may have been caused by seals or Killer Whales in NW European waters (Fig. 5). Entanglement in lost or discarded fishing line has also been observed to cause serious flipper damage and amputation.

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

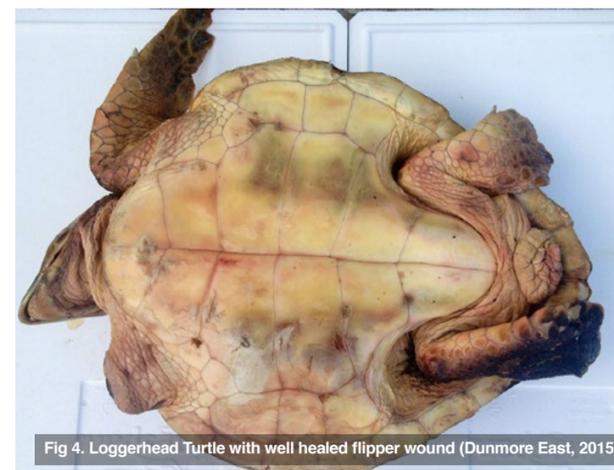
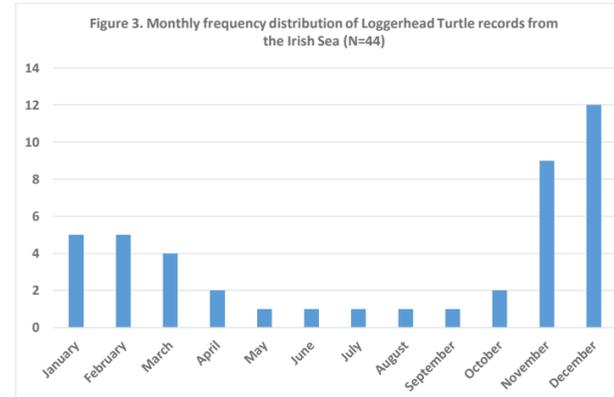
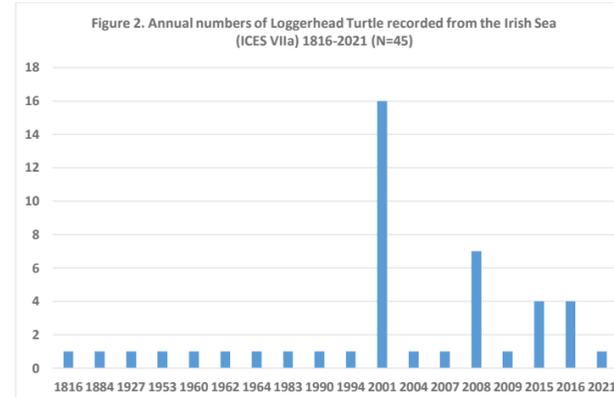


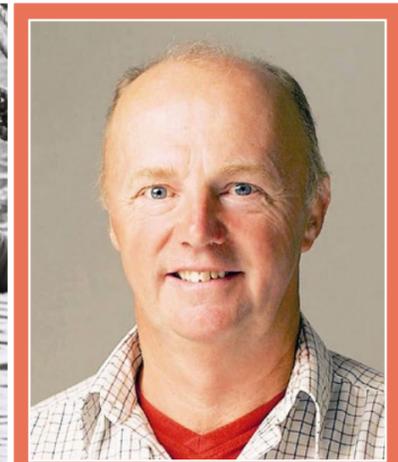
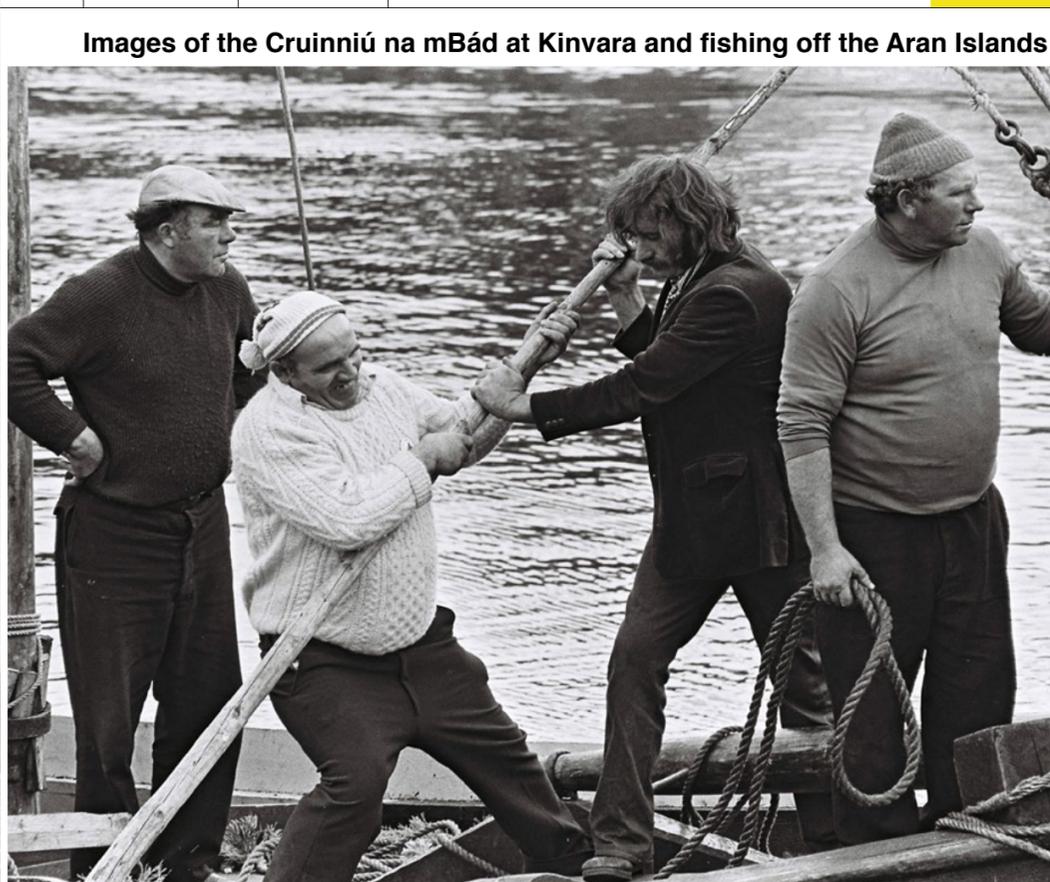
Fig 4. Loggerhead Turtle with well healed flipper wound (Dunmore East, 2015)



Fig 5. Loggerhead Turtle (c.36 kg) with fresh wounds on both front flippers (Dorset, 22.12.2015)

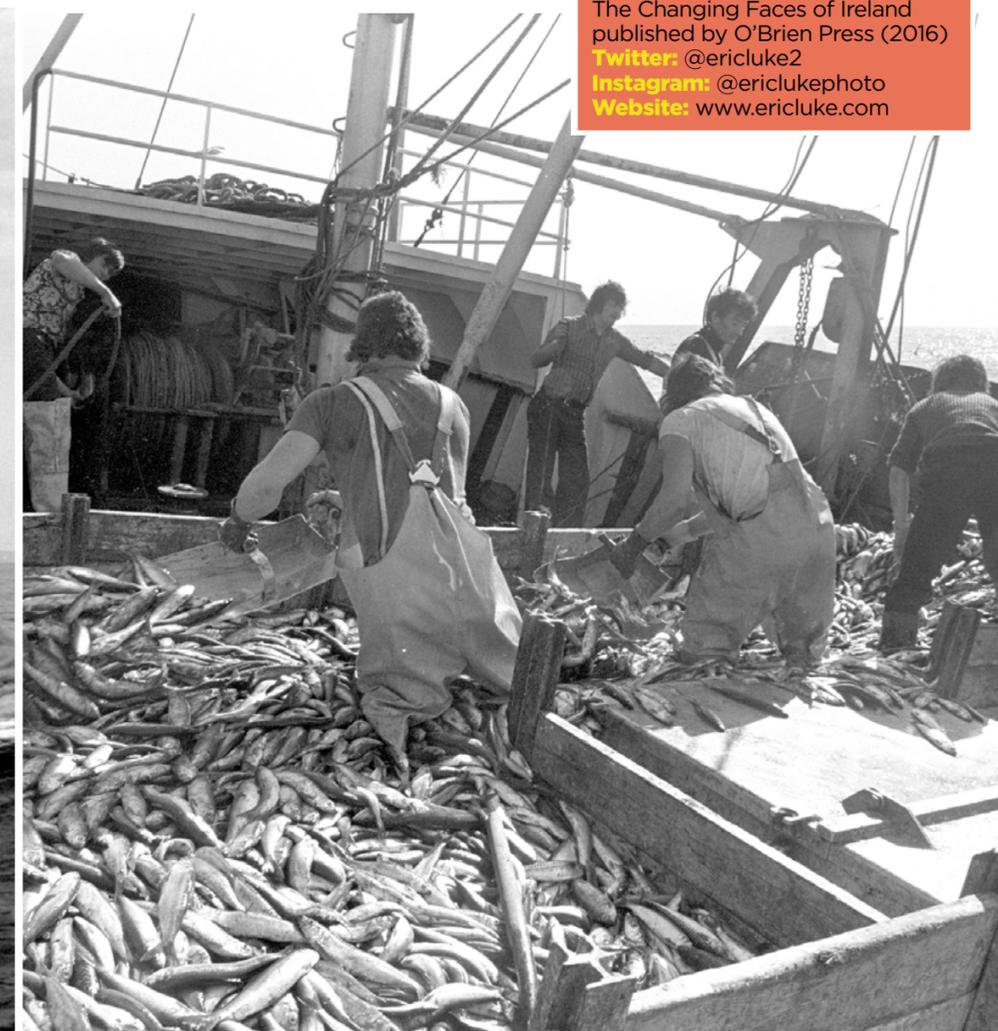


Some of our top photographers pick their favourite 5 images



Eric Luke has worked as a staff photographer with Irish National newspapers for over 45 years. Former Irish Times photographer and winner of numerous national and international awards, including the World Press Photo, and PPAI Photographer of the Year. Born in Dalkey, South Dublin, he has built up a personal archive documenting the people of Ireland over the past four decades. He is the author of the book Looking Back: The Changing Faces of Ireland published by O'Brien Press (2016)
Twitter: @ericluke2
Instagram: @ericlukephoto
Website: www.ericluke.com

ERIC LUKE



THE MARINE INSURANCE SPECIALISTS

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

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

AQUABROKER

MARINE INSURANCE SPECIALISTS

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

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

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

Cavanagh Hooper Dolan
Insurances Ltd.

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

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

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

Conways Solicitors

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

40 YEARS EXPERIENCE IN FISHERIES LAW

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

WE PROVIDE A 365 DAY 24/7 ALL IRELAND SERVICE

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

ROOMS TO LET

Near BIM Fishery School Castletownbere

Ensuite rooms available 5 minutes walk from the BIM Fishery School.

Facilities include:
Tea/coffee, microwave, fridge, TV and free WiFi.

Rates from 25 euros a night and special weekly and monthly rates.

Contact 087 9384138 or 02770319

O'HARA MARINE LTD.

NAVAL ARCHITECTURE & MARINE SURVEYING SERVICES

Commercial Craft Services include:

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

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

HARVESTERS WANTED

A SEAWEED PROCESSING FIRM is looking to recruit seaweed harvesters to supply a busy processing plant. Experience is preferred but not essential or if you have access to a shore line with good seaweed growth and are interested in letting access to this area please get in touch.

Very competitive rates. Reply to box number 011021 at Sharon@maramedia.ie or by post to The Skipper, Annagry, Letterkenny, Co Donegal.

Art Kavanagh QFA
Marine Finance Consultant

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

CLEGGAN MARINE

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

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

Jimmy Walsh Propellers & Marine Engineering

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

SOLAS VOLVO PENTA MERCURY SUZUKI HONDA YAMAHA

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

FOR SALE

CORK AREA

Registered punt 5.02m, 1.28 tonnes polyvalent, 7.39kws for sale.

Tel: 086 1501034

FAFB
findafishingboat.com

The EASY way to BUY or SELL fishing boats and equipment

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

The website for all commercial fishermen

French Shrimp Pots

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

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

SAME ORIGINAL FRENCH DESIGN SINCE 1970

EXCLUSIVE DISTRIBUTORS FOR ALL OVER EUROPE

ASK FOR THE REAL THING!

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

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 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.

OCTOBER WINNER: ALAN HINCHY
CELTIC MOR

THE MONTHLY PRIZE

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

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

The Skipper

Crab/ Velvet/ Lobster Pots for Sale

DELIVERING TO UK AND NORTHERN IRELAND

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

Erris Shellfish & Seaweed Products

T: 085 7449204
Dullough Point, Geesala, Ballina, Co. Mayo.

BECOMING ONE OF IRELAND'S LARGES EXPORTERS OF PERIWINKLES

WINKLES WANTED ALL YEAR ROUND

4 EURO A KILO
CALL FOR MORE INFO

CASH PAYMENTS, Can arrange pick-ups anywhere in Ireland

D&D Insurances Limited

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

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

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

Days Gone By...

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



L-R. Des McKenna with daughter, Big Dan and John Gallagher, Aughris Co Sligo, 1963. Courtesy Plunkett McCann MFE Dancing Queen



SEND US YOUR OLD IMAGES



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

The Archives - October 1984

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

THE IRISH SKIPPER JOURNAL OF THE FISHING INDUSTRY

I.C. TRAWL Stands for quality and service

NO. 249 OCTOBER 1984 FOUNDED IN 1964 35 PENCE (INC TAX)

SPAIN IN E.E.C. BY 1986

Plunder of grounds feared in Irish ports

President sails on fishery patrol ship

Orders sought in Poland

MICHAEL D'Arcy, T.D., Parliamentary Secretary to the Minister for Fisheries, visited Poland last month with Dr. Meaney, B.I.M.'s Chief Executive, to stimulate export orders for Irish processed herring. Although West Germany has been taking steady quantities of frozen fillets herring from Ireland, the increased quota of 11,000 tonnes of herring allocated to Ireland from the Celtic Sea means that new markets will be required. With the North Sea herring fisheries open, competition is proving fierce in herring outlets. Norway is sending in 30,000 tonnes into the E.E.C. this year duty free, and Sweden supplies 77,000 tonnes. Ireland's herring catch from August 16th to September 25th was about 7,000 tonnes, most of it being sold "over the side" to Russian and Polish ships. Landings were made at Howth, Clogherhead, Cobh, Castletownbere, Rossaveal and Killybegs.

Salmon landings down by 46%

Only the southern region and the eastern seaboard provided a salmon fishery this year which came anywhere near expectations. Figures now available, published in an article on page 3 by John Browne of the Fishery Research Centre, show that the landings were 46% down on last year, but only 11% down on 1982. The author gives some of the reasons which had a major influence on the 1984 season's results.

SPAIN sent its Prime Minister, Felice Gonzales, to Dublin last month to persuade the Government that Spain would be a responsible member of the E.E.C. and would not significantly encroach on Irish fisheries. He stressed that Madrid regarded fishing as being important to the economy of northern Spain, and would be prepared to abide by quotas in the interests of conservation. But the visit aroused strong concern in the ports among fishermen who know that the 118 E.E.C. licences already held by Spain to fish inside the Irish 200-mile limit have not prevented further incursions by unlicensed Spaniards.

SAFEGUARDS SOUGHT
Brendan Daly, F.F.'s spokesman on Fisheries, warned that it was imperative that the Government "made known immediately what safeguards are being taken to protect the industry from the threatened invasion of Spanish boats." At a long-arranged meeting with leaders of the I.F.O., held on September 26th, Mr. O'Toole, Minister for Fisheries, denied that there was a threat from Spain after it joined the E.E.C. in 1986, but he did not reveal what plan existed for controlling what Frank Doyle, general secretary, described as a fleet of 1000 boats waiting to move into Irish waters. Mr. O'Toole told "The Irish Times" after the meeting that the idea of having a member State and then saying that there was "an exclusive zone in community waters in which they were not allowed to fish would be discrimination, subject to challenge in the European Court and possibly in breach of the rights of member states".



MARINE CREDIT PLAN TO INCLUDE 130 FOOTERS

B.I.M. has announced an extension of its Marine Credit Plan to the purchase of new vessels in the 90-130 ft. range and the conversion and lengthening of existing vessels in the 90 ft. class. This is in line with the Board's policy of exploiting the white fish and prawn resources over the entire 200-mile economic zone. The extension of the B.I.M. Marine Credit Plan will also enable these vessels to become eligible for consideration of grants under E.E.C. regulations. In approved cases this means that a new vessel constructed for this type of fishing, costing £2.0 million, would qualify for total grants of up to a maximum of £1.1 million. Details and conditions applying to the new scheme can be had on request from B.I.M.

The President, Dr. Hillery, inspecting a guard of honour in Dun Laoghaire when he joined the Navy's fishery protection ship *Atsling*, for a five-day patrol on the south, west and north-west coasts last month. *Atsling* is commanded by Lt. Commander Jim Robinson, and also aboard was the Flag Officer Commanding the Naval Service, Liam Maloney.

SABRE MARINE ENGINES made for hard work

The high performance Sabre 120 develops 120 horsepower and is designed for a hard life. If you need an engine for a fishing boat working seven days a week you can obtain full details from Paul Stokes on 01 778213. He will also tell you about our other engines which range from 60 to 500 horsepower. Full sales, spares and service in Ireland COX ENGINEERING LTD. 5a South Gloucester Street, Dublin 2. Tel. 778213 772245



MOVE TO DUN LAOGHAIRE
It is expected that the move by B.I.M. to its new offices in Dun Laoghaire will begin this month as the equipping and furnishing of the premises is now almost complete.

MARINE INSURANCE McMahon Galvin & Co.

Incorporated Marine Insurance Brokers
We arrange cover for Commercial and Pleasure Vessels; Cargo; Employers and Public Liability; Fish Farms and Fish Processing Plants; Personal Accident (individuals & groups); Shipbuilding/Ship Repairing Risks, and through our specialist Company:—
MG LIFE AND PENSIONS LIMITED
for Pensions; Life Assurance; Term Assurance for Loans.
Write, telephone or telex
59 AMIENS STREET, DUBLIN 1. TEL: 729755. TELEX 30907



Ryan Polson helping to splice a dynema eye for the crew of the Charisma. Photo Magnus Polson



Jerry (blackball) Harrington and his grandson Jamie Healy hauling their shrimp pots in blackball harbour. Photo Patrick Lyne



Fisherman Noel Gallagher bringing in his pots at the Boat Strand pier, Carrickfinn, Donegal.

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



Traditional sailing vessel in Towney Bay. Photo Shane Meehan



A view from the office early morning on the Sparkling line. Photo Martin Toland

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

Cavanagh Hooper Dolan
 Insurances Ltd.

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

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

Cavanagh Hooper Dolan
 Insurances Ltd.

Proud sponsors of The Skipper crossword

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

NAME: _____

ADDRESS: _____

TEL: (REQUIRED): _____

EMAIL: _____

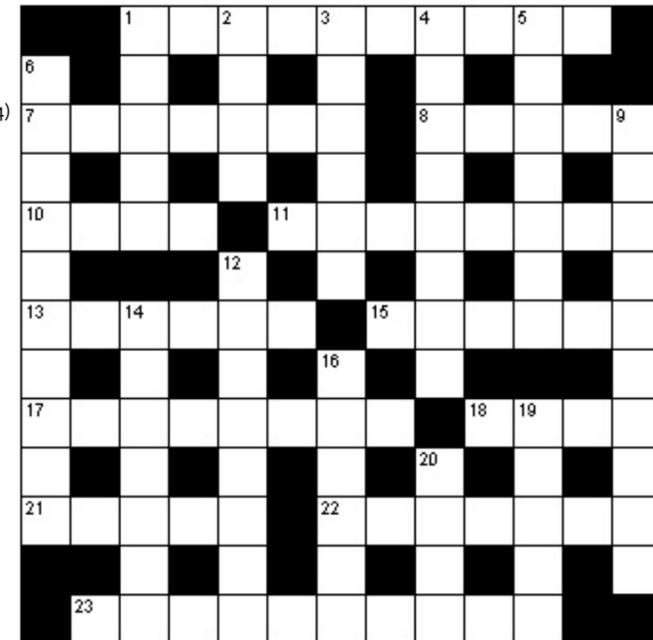
IMPORTANT PLEASE INDICATE JACKET SIZE:
 SMALL ■ MEDIUM ■ LARGE ■ XL ■ 2XL ■

ACROSS

- 1 Belligerence, hostility (10)
- 7 Make unclear (7)
- 8 Hesitate (5)
- 10 South African of Dutch ancestry (4)
- 11 Bring back (8)
- 13 Symbol (6)
- 15 Meriting respect or esteem (6)
- 17 Breed of terrier (8)
- 18 Curved structure (4)
- 21 Hairdresser's establishment (5)
- 22 Pouch worn with kilt (7)
- 23 Brains (4,6)

DOWN

- 1 Gangway (5)
- 2 Adhesive (4)
- 3 Football or cricket team (6)
- 4 Higher-ranking (8)
- 5 Wealthy, luxuriant (7)
- 6 Orchestral instrument (6-4)
- 9 All (10)
- 12 Inclination (8)
- 14 Housebreaker (7)
- 16 Northernmost American state (6)
- 19 Less common (5)
- 20 The left-hand side of a ship (4)



*Failure to select jacket size will result in void entry

SEPTEMBER SOLUTION



SEPTEMBER WINNERS

1ST - Mullion Softshell Jacket
 JOHN MURPHY,
 DUNMORE EAST, CO. WATERFORD

2ND - Skipper Beanie
 NOEL O'REGAN,
 MALLOW, CO. CORK

MULLION SOFTSHELL JACKET
 as worn by Tony Brown, Mullion Technician

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

MULLION **SIOEN**

NOW ONLINE
 €25 - 12 Issues / 1yr
 €3 - single issue

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

Join today at www.theskipper.ie/subscribe/

FREE BUY & SELL LISTINGS

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

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

Spanish vessel begins Porcupine survey to assess fisheries resources on the west coast of Ireland

The oceanographic vessel Vizconde de Eza, from the General Secretariat for Fisheries, departed recently from the port of Vigo heading for waters off the west coast of Ireland, where it will carry out the Porcupine 2021 campaign, which aims to assess the demersal resources of this area, which is a fishery of great importance for the Spanish fishing fleet.

The campaign, also called "SP-PORC-Q3", will therefore last for 36 days during which a team of 15 scientists will carry out studies with the aim of obtaining abundance indices of the benthic and demersal fauna of the Porcupine bank, with special attention to commercial species of interest to the Spanish fleet, such as hake, monkfish, roosters and Norway lobster.

These campaigns are one of the main methods of direct study of exploited fishing populations, which derive from the need to obtain independent data on fishing activity for the correct management of the target



populations of the fishing grounds. For the evaluation of the fishing resources, data of stratified

indices of abundance of the main commercial species are obtained, the distribution patterns of demersal and benthic species are described, the patterns of spatial distribution and sizes, the strength of recruitment, are studied, the location of the juveniles and the growth and reproduction data of the main species are obtained. In addition, acoustic surveys will be carried out to characterize the bottoms and hydrographic stations to obtain data on the water column.

Porcupine 2021 is the twenty-first campaign carried out in the area, born by proposal of Spain as a result of the entry into service of the oceanographic vessel Vizconde de Eza, in response to the communication of the "International Bottom Trawl Survey Working Group" of lack of data in the area. The continuation of this type of research is essential in the field of the European Union in terms of fisheries and environmental management. With its development, the commitments

acquired in the framework of the European "Data Collection Framework" and the National Basic Data Program are fulfilled.

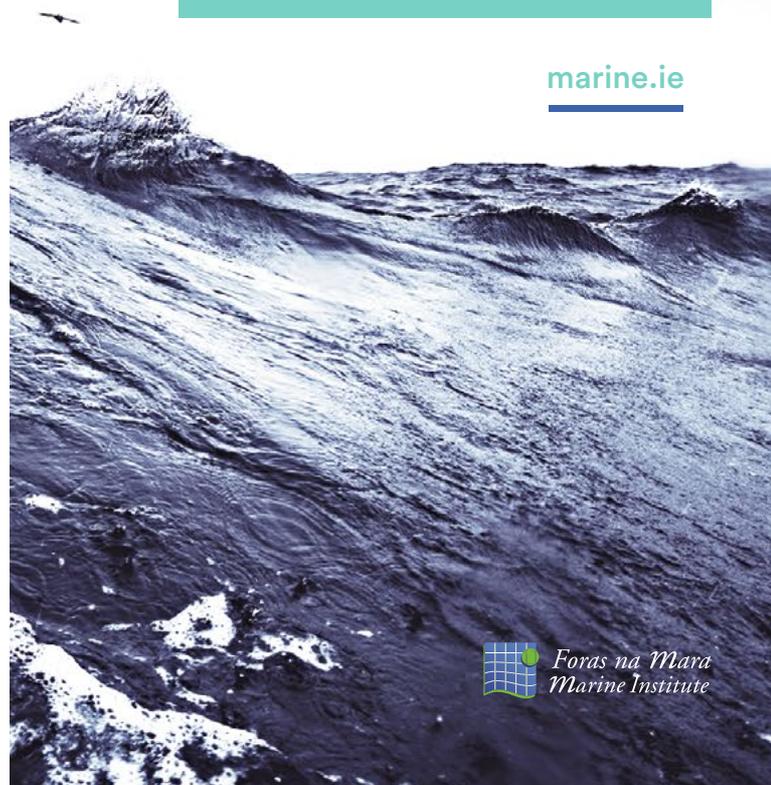
The Ministry of Agriculture, Fisheries and Food maintains its commitment to better knowledge of the sea and its resources to guarantee their protection and sustainable management. For this reason, through the General Secretariat for Fisheries, it continues to invest efforts in developing research campaigns on board its oceanographic vessels, which will undoubtedly lead to an improvement in knowledge and therefore to a sustainable management of our resources. seas.

The collaboration with the Spanish Institute of Oceanography facilitates the access and use of the vessels of the General Secretariat of Fisheries to the research staff, making the best equipment available to the scientists for the purposes of the campaign, and the optimization of the available resources.

Our ocean is our greatest national resource

Ár n-aigéan an acmhainn náisiúnta is mó atá againn

marine.ie



Foras na Mara
Marine Institute

BE SAFE AT SEA - WEAR YOUR PFD

SAVE THE DATE



ISSN 2009-3489



9 772009 348025