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Skipper  
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# The Skipper

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## MFV 'Leila'

Atlantic Dawn's new vessel makes her maiden voyage

## HERRING SURVEY

Annual 3-week stock assessment and catch advice

## FRUITFUL VINE

Macduff's new twin rig trawler



# Brexit Inshore Fisheries Scheme Launched

## Forgotten but not gone!

How the Irish Fishing industry is being squeezed almost out of existence



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## The Skipper



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Inshore Fishermen have been particularly and uniquely impacted by logistical and route to market difficulties.

The scheme will take the form of a suite of four online training modules to be made available by BIM, specifically tailored to the inshore fishing sector

# Brexit Inshore Fisheries Scheme Launched

A support scheme for the inshore fisheries sector to assist inshore Fishermen in adjusting to the impacts of Brexit on their businesses has been announced.

**T**he Brexit Inshore Fisheries Business Model Adjustment Scheme delivers on a recommendation of the Report of the Seafood Task Force – Navigating Change (October 2021). The scheme will be implemented under deminimis rules and is proposed for funding under the EU Brexit Adjustment Reserve.

However inshore fishermen have already raised concerns about the eligibility reference period of January to June in the scheme which seem to exclude fishermen who don't fish earlier in the year.

Announcing the Scheme, Minister McConalogue said: "The Trade and Cooperation Agreement between the European Union and the UK had significant negative impacts for our fishing industry.

Our inshore Fishermen have been particularly and uniquely

impacted by logistical and route to market difficulties as exporters of live shellfish and other highly perishable seafood products.

These difficulties have added costs to the business model of our inshore Fishermen and in reducing the shelf life of these highly perishable products have impacted negatively on the sector.

I am announcing a forward looking support scheme to assist inshore fishers in adjusting their business model to the post Brexit market environment. The scheme will take the form of a suite of four online training modules to be made available by BIM, specifically tailored to the inshore fishing sector, with a payment to owners of inshore fishing vessels to assist them with the costs of undertaking the training and subsequently adjusting their business and marketing plans.

The scheme will be open to owners of fishing vessels under

18 metres in length, registered in the polyvalent, polyvalent potting and specific segments. As recommended by the Seafood Task Force, these one-off payments will be €2,700 for owners of vessels under 8 metres in length and €4,000 for owners of vessels between 8 metres and 17.99 metres in length".

The Scheme will operate from January to March 2022 and will be administered by Bord Iascaigh Mhara. The scheme announced delivers on recommendation 2.5.2 (inshore short-term support).

The four training modules to be delivered through the scheme are as follows:

**Module 1 – Adjusting your Seafood Business Plan post Brexit**

This module will provide participants with the core skills, understanding and tools to adapt their own professional business plan to develop or stabilise

their seafood operation which is needed as a result of the new market conditions due to Brexit.

**Module 2 – Reaching new customers – tailored digital skills for inshore fishing businesses**

This module will raise awareness of the opportunities that exist for inshore fishers to reach customers directly online and engage participants so that they develop a new interest in digital skills training to help them further their business interests online.

**Module 3 – Alternative Market Opportunities for your Inshore Catch**

This module will provide inshore fishers with knowledge on alternative markets and how they can exploit them as well as how to direct sell their catch.

**Module 4 – Understanding your Market and Maximising the Return from your Inshore Catch**

This module will provide the inshore sector with an

overview of the market for inshore species, the market requirements for these species and the characteristics of good and bad product. It will provide information on how inshore fishers can improve the quality of product provided to the market and the economic benefits from doing so.

**DEMONSTRATION OF FISHING ACTIVITY**

**For vessels to be eligible, they must demonstrate they were actively fishing in 2021 as follows:**

- For vessels greater than or equal to 10 metres in length, they must demonstrate that they were active during January to June 2021 through logbook data showing a minimum of 30 days fishing activity.
- For vessels under 10 metres in length, they must demonstrate that they were active during January to June 2021 through Sales Notes data showing landings of a minimum value

of €1,000.

- If an error has been made by a fisherman or his/her agent or customer and Sales Notes have not been uploaded to the SFFA Sales Notes system for whatever reason, the applicant should arrange for the error be corrected appropriately.
- Applicants who feel they have a valid reason for not having their catch recorded on the Sales Notes system may submit an appeal to BIM.

In the case of such appeals, where Sales Notes data cannot demonstrate the requisite fishing activity, certain verified sales invoices may be accepted by BIM. These must demonstrate compliance with the following statutory requirements:

*Maximum quantity of 30 kg per week to a final consumer or to a local retail establishment supplying directly to the final consumer.*

*Maximum value of €50 per day per final consumer.*

■ **The scheme is open for applications until March 31, 2022.**  
 For more information or to apply, visit <https://bim.ie/fisheries/funding/brexitinshoresupportscheme/>

**NIFA/NIFO Response**

GIVEN THAT THE past two years have probably been the most challenging in recent memory for the Inshore Sector and bearing in mind the numerous and serious challenges that lie ahead, any meaningful support for the sector can only be welcomed. Provisional feedback from the majority of our members suggests the Minister’s announcement has been broadly welcomed by them. We are however waiting for the full detail of the scheme to be made available to make a more detailed analysis.

Some serious and valid concerns have been raised regarding the eligibility reference period of January to June, something we believe is not in line with the *Seafood Sector Taskforce Recommendation*. For many genuine operators, inshore fishing takes a seasonal pattern, particularly for those with smaller boats involved in the shrimp fishery, who with little opportunity to avail of in the first six months of the year, would traditionally make the vast majority of their income in the latter half of the year. These operators have faced the same challenges as their counterparts who would make the majority of their income in the first six months of the year. They deserve, and need the same level of support. While we welcome the provision of an appeals mechanism, on principal alone we believe the reference period should be inclusive of the full twelve months of 2021.

Again while awaiting full details, concerns have also been raised regarding the online element of the both the application process and the training modules. A lack of digital proficiency within the Inshore sector was identified in the *Inshore Fisheries Strategy* as a Key issue, and since its publication no actions have been taken to address this issue. Acknowledging the world is becoming digitalised we stand ready to assist members in any way possible in order to prevent this from becoming a barrier to them getting the badly needed support they deserve. ■

# Celtic Sea Herring Acoustic Survey 2021

The annual three-week survey supports the Celtic Sea herring stock assessment and catch advice. *By Ciaran O'Donnell*



Herring are at the southern limits of their water temperature range in the Celtic Sea.

**I**N OCTOBER 2021 the *Marine Institute* carried out its annual acoustic survey in the Celtic Sea. This 3-week survey has been conducted since 2002 and provides valuable fisheries independent data which, in combination with information from the sampling of commercial catch supports the Celtic Sea herring stock assessment and catch advice.

The survey was composed of two broad scale replicate surveys covering the wider Celtic Sea, supplemented by a number of smaller scale, localised adaptive surveys (Figure 1). Three such adaptive surveys were conducted offshore, one on the 'Smalls' herring grounds and two replicate surveys to the west of the Smalls grounds. Inshore, a further three adaptive surveys were conducted, covering inshore waters from Kinsale to Baginbun and the Waterford Estuary.

Additional survey effort was allocated to conduct two scouting surveys over the length of the 'Trench' ground. During the survey, mature herring were observed offshore to the west of the Smalls and also inshore in the Waterford Estuary. Immature herring (2021 age class) were observed inshore from hauls containing predominantly sprat.

Fisheries scientist Ciaran O'Donnell said "We had great input from the fleet again this year and were able to use this information to direct additional survey effort to complement the wider survey".

Biological analysis of the samples taken during the survey indicate that the stock was composed of fish aged from 0-8 winter rings (wr). In terms of biomass, 43% was composed of 3-wr fish followed by 33% of 0-wr (immature fish), 17% of 3-wr fish and 4% of 4-wr fish. In terms of abundance (number of fish), 81% was composed of 0-wr (immature fish), 11% of 3-wr fish, 6% of 2-wr and 1% of 4-wr fish. Combined, the 2 and 3-wr fish (61% of biomass and 17% of abundance) account for the bulk of the current spawning stock. Immature fish represented 33% of the total biomass and 82% of total abundance from survey data.

**T**HE RESULTS OF THE 2021 survey indicate that the total herring biomass estimate was more than observed in 2020, with the recent above average year classes now fully recruited to the spawning stock. The progression of the 0-wr fish observed in 2021 through the stock will be monitored during 2022 surveys (*WESPAS in the summer and the subsequent Celtic Sea survey in October*).

The distribution of sprat in 2021 was similar to that observed in 2020, with the bulk of the stock located inshore. Mean length of sprat was 8 cm and mean weight was 3.8 g, in contrast to the 2020 survey where larger fish dominated (mean length 11.8 cm and mean weight was 12.9 g). The total biomass estimate sprat was higher than observed in 2020 but was lower than in recent years. Annual estimates of sprat abundance provide a snapshot of component of the stock present within the survey area at the time of the survey. However, the geographical distribution of sprat in the Celtic Sea extends beyond the scope of the survey.

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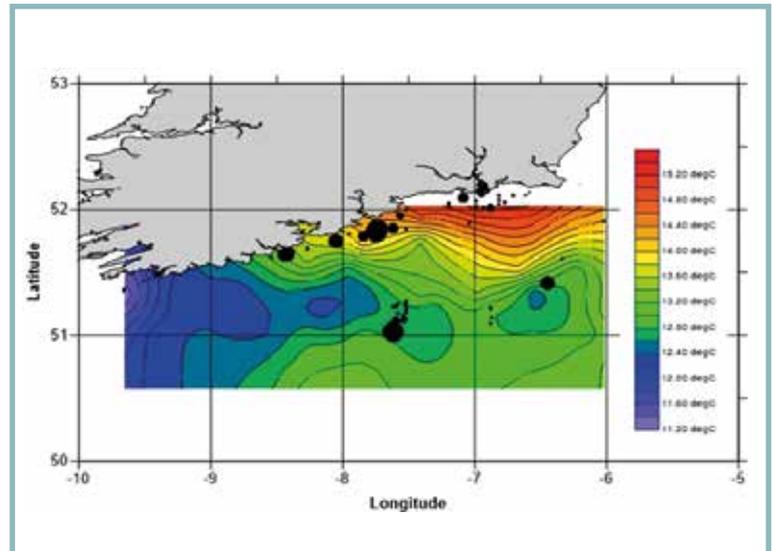
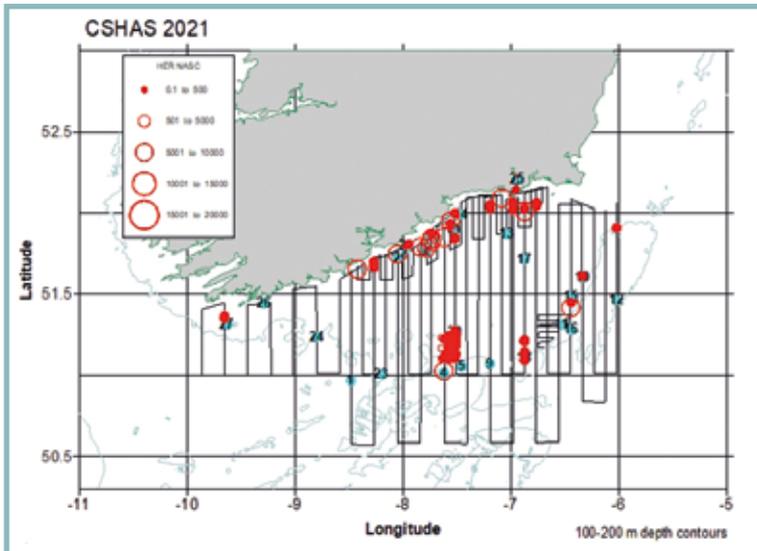


Figure 1: Cruise track effort, trawl location and herring distribution.

Figure 2: Herring distribution relative to bottom temperature.

**“Increasing temperatures provide range expansion opportunities for species such as boarfish.”**

THE ABUNDANCE of pilchard and anchovy observed during the 2021 survey was notably lower than that observed in 2020. However, it should be noted that in 2020 hydrographic conditions likely provided enhanced feeding opportunities which resulted in a concentration of small pelagic fish along the south and southwest coasts of Ireland. Sardine and anchovy are encountered every year during the survey but generally in low numbers.

O'Donnell added, “Water temperature close to the seabed, as measured during the survey, was lower than we saw at the same time in 2020 and were in the range of where you would expect to see a cold water species like herring. That said, the trend for increasing temperature in the Celtic Sea is evident. Herring are at the southern limits of their range in the Celtic Sea and, although show a degree of tolerance to warmer temperatures there is an upper limit. Increasing temperatures provide range expansion opportunities for species such as boarfish, something we have seen over recent years during the summer WESPAS survey.”

Extensive hydrographic sampling was conducted during the survey, with 43 hydrographic stations carried out measuring the physical properties of the water column. Comparing real time measurements of temperature and salinity with the distribution of herring provides important insights into understanding herring behaviour (Figure 2). Net sampling of zooplankton was undertaken as part of an expansion of the survey program and will be continued in future years.

Populations of small pelagic fish including Celtic Sea herring are prone to rapid changes in biomass driven by periods of strong and weak recruitment.

For all fish stocks, a healthy stock is dependent on recruitment (young fish joining the spawning stock) to counter removals by fishing and natural mortality (predation and natural death). Ultimately, recruitment to the Celtic Sea herring spawning stock depends on a number of factors other than stock size (predation, conditions in nursery areas, interplay with the Irish Sea). ■

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# THE RUSSIANS ARE COMING?

Tensions over proposed Russian Military Exercises in Irish water scheduled for early February appear to have eased after a meeting in the Russian Embassy between *Patrick Murphy*, IS&WFPO and *Brendan Byrne*, IFPEA, with The Ambassador of Russia to Ireland, H.E. *Yuriy Filatov*.

**T**HE SKIPPER understands that a mutual agreement was reached that respects both side concerns and the Russians agreed to explore the possibility of relocating the exercise further off the Irish continental shelf.

Fishermen in the South West of Ireland had been actively considering a plan to prevent catastrophic environmental damage from the proposed Russian Military Exercise.

The impact of military sonar and live missile launches used during the naval drills has the potential to severely disrupt the annual migratory path and breeding season of fish like Mackerel, Tuna and Blue Whiting in the waters of our continental shelf whilst also causing untold damage to marine wildlife like whales and dolphins.

■ **Fishermen's representative Patrick Murphy, CEO of the Irish South & West Fish Producers Organisation confirmed to *The Skipper* that a plan to peacefully intervene to disrupt the Russian war games was actively discussed.**

Mr Murphy said: "It is our understanding that live fire exercises cannot take place if there are vessels engaged in fishing in the area so we discussed with our vessels owners and skippers a plan aimed towards concentrating the West Cork and Kerry offshore

*fishing fleet to undertake a peaceful protest at the military exercise location proposed by the Russians."*

"Strangely enough if we managed to force them to relocate further west it would probably cause disruption to the large Russian fishing fleet that targets Blue Whiting annually during February just outside our 200 mile limit."

"We regard our Members, as multi generational fishing families, to be guardians and custodians of our waters and support them in their efforts to protect and save this wonderful resource for future Irish generations to come."

■ **Castletownbere based fishermen, John D O'Sullivan told *The Skipper*:**

"Our waters are our greatest natural resource and as Irish fishermen we have a duty of care to protect them from potential widespread damage. For 50 years now we have endured the plunder of our rich seas by EU fishing fleets combined with the continued long term effects of seismic blasting from Oil & Gas exploration off our coast. Silly war games are a needless addition to the threats posed to our marine resource and the time has surely come for us to have a greater role in determining what activities by foreign interests are allowed on our doorstep."



The proposed Russian Military Exercise area off the Irish Coast.



Peacemakers: Brendan Byrne, IFPEA, Yuriy Filatov, Ambassador to Russia and Patrick Murphy, IS&WFPO.

Concern had also been raised by the fishermen of the likelihood of increased submerged submarine traffic by both Russian and NATO forces transiting the Porcupine Bank fishing grounds off the west coast for the duration of the exercises.

■ **Dingle based Marine Biologist, Kevin Flannery, highlighted to *The Skipper* the consequences of allowing these military manoeuvres take place so close to our coast.**

"The consequence of naval exercises throughout the world's oceans and seas have been well studied and documented, and their effect on especially whales and dolphins show increased strandings and mortalities for weeks after.

"We will witness the end results of such war games on our beaches in the next while, with any numbers of dead Whales, Dolphins and Porpoises being washed ashore." He said "As most fishermen know,

and are well aware of, the other impacts on their livelihoods from these naval activities is the disappearance of certain fish species.

The fish shoals have to change their traditionally movement patterns due the constant noise bombardment, be it from seismic activity which has resulted in prawns disappearing from the Porcupine grounds for weeks on end, to the movement away by schooling species such as Blue Whiting, Mackerel, Tuna and others relocating away from a serious rise in sonar pinging."

He concluded by saying: "Irish waters I suppose are well used to the exploits of foreign powers and their fleets that come to plunder our fishing resources, and once again the Irish fishing industry and its fishermen find themselves in the middle of a war game allowed by international treaties that will never take into account the coastal communities way of life." ■



Military manoeuvres can have terrible effects on ocean life, especially for dolphins and whales.

# Supporting the industry



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Irish vessels have to compete with other vessels for a share of the resource.

PHOTO: JOHN CUNNINGHAM



# Forgotten But Not Gone!

The Irish industry is being squeezed almost out of existence says Dr Kevin Flannery

**A** N INDEPENDENT ECONOMIC study on how Irish waters are fished and by which member states has never been more urgent at a time when the Irish industry is being squeezed almost out of existence, Dr Kevin Flannery says.

Flannery, well known rare fish expert, former fisheries officer, chair of the FLAG South-West and founder of Mara Beo aquarium in Dingle, Co Kerry, says the true economic value of fish taken by each country off the Irish coast must be documented in detail.

However, he emphasises the study has to be independent – conducted by a team of academics from a reputable university – if it is to have any impact and influence at a wider level.

“There is no point in the fishing industry talking to the fishing industry about this. Overfishing is a term used so glibly now without actual qualification, and yet the perception at times is that Irish vessels are the main culprits here,” he says.

## Task Force

**Flannery, who was a member of the Government’s seafood task force, has also questioned the Government’s silence around the task force report since it was published.**

“We know bits of it have been accepted by Government, such as the tie-up scheme and the support scheme for the inshore fisheries sector announced by Minister for Marine Charlie McConalogue in mid January. So the next stage is the recommendations on decommissioning, but where are the many other recommendations in what was an excellent report? It is that the Government



Dr Kevin Flannery

just wants to go ahead with decommissioning 60 boats – as in 60 businesses – so it will have fewer people to deal with?”

“It is concerned about, and has it any focus, on elements of the task force report addressing a positive future for the industry?” Flannery added.

Asked to comment, a spokesman for Minister for Marine Charlie McConalogue said that the Cabinet had “noted” the report late last year.

Each scheme recommended by the task force report has to be passed by the Department of Public Expenditure and Reform, and any other relevant departments, the spokesman said.

Several more schemes related to the recommendations were “in the pipeline”, the spokesman said as *The Skipper* went to press. Tax details for the vessel decommissioning scheme were still being worked through late last month by officials from the departments of finance, public expenditure and reform, and agriculture, food and marine.

Flannery stressed there was an urgency to the recommendations as Ireland has just two years to spend the **€920.4 million** in **Brexit Adjustment Reserve** (BAR) funding approved by Brussels.

Ireland is the biggest beneficiary of the BAR, which amounts to 5.4 billion euro in total. Ireland is also the first member state to receive its pre-financing.

The EU said last December that the funding will help Ireland’s economy in mitigating the

impact of Brexit, through support to regions and economic sectors, including job creation and protection, such as short-time work schemes, re-skilling, and training.

**Commissioner for Cohesion and Reforms Elisa Ferreira** said that “Brexit has had a negative impact on many people’s lives” and “within the EU, it is the people in Ireland who feel it the most”.

“The EU’s Brexit Adjustment Reserve stands for solidarity with those most affected. In moving forward, we don’t want to leave anyone behind. The funding that Ireland will receive will contribute to improve living standards, support economic growth in the country and mitigate the negative impacts in local communities,” she said.

Ireland will receive €361.5 million in 2021, €276.7 million in 2022, and €282.2 million in 2023. The funding can cover expenses from January 1st 2020.

Mr McConalogue’s spokesman confirmed that the funding must be spent within two years, and said that there was no figure available as yet for how much would be allocated to the marine sector from Ireland’s total sum.

## Burden Sharing

**Flannery is also concerned about the government’s commitment to burden sharing in the wake of an unhappy Brexit deal.**

He has undertaken his own study on the quotas allocated to other EU member states, and Norway, in Irish waters.

“Take the pelagic quotas in Irish waters – all the mackerel, horse mackerel and blue whiting quotas held by Estonia, Lithuania, Latvia, Germany, France, England, and of

course the Netherlands, are under the control of a small number of private Dutch factory ship companies. One cannot imagine the startled faces of the people of Lithuania, if the now British-required economic link was attached to their registered pelagic factory vessel – and one of the world’s largest vessels – the *Margiris* had to offload its catch 70% of the time in Lithuania, its country of registration,” he points out.

“Next up, the country with the biggest quota of fish off Ireland is France. The fact of the matter now, is that 90% of all its hake and monk quota is now landed into Spain, Castletownbere and Dingle by its fleet of Spanish-owned but French-registered gill netters and longliners,” Flannery says.

“The same is true of most of the French quota of fish in Irish waters, as the percentage of “true” French vessels now operating in Irish waters is down to two or three vessels working west of the nine degrees,” he says.

“The dramatic increase in the number of over 15 metre-long vessels registered in Bayonne (in the Basque country of south-west France) over the past few years shows the true sell off of trawlers, and quota to Spain. None of these trawlers ever go near Bayonne, and the Dutch have now started the same in the English Channel ports.

“Next up, you have Germany, and the Spanish with their monk quotas off the north-west coast,” he continues, referring to last year’s incident involving the German-registered Spanish-owned gillnetter *Persorsa Dos* which was involved in a confrontation 30 miles west of Shetland last June.

The *Persorsa Dos* was accused of attempting to foul the propeller of local Scottish trawler, *Alison Kay*. Last July, the *Pesorsa Dos* was detained by the Naval Service ship *LÉ William Butler Yeats* for alleged infringements of EU to fishing regulations in Irish waters around 250 miles off Malin Head, Donegal.

“And so on it goes, the French, German and other governments don’t seem to mind, as the vessels’ registration and these quotas are still technically French or German.”

## Economic Link

“So what they have, they hold, as again, its technically French and GDR boats catching their quotas – yet it is of no economic importance or benefit to the coastal communities that built up and survived on these fish quotas” he says.

“So are the British right, in that should there be a review and request for looking at the possible introduction of an “economic link “ to fish quotas and licenses.”

“Or will Europe again close shop and say ‘we are all Europeans we can land anywhere in Europe we wish’, while turning a blind eye as to the demise of fishing communities, fishing families and fish stocks. Large profit driven companies only have one agenda, profit before people or fish stocks, and where in all this is the EUs concern about climate, with regard to steaming and transporting of fish from these fuel guzzlers?,” Flannery says.

“But if the EU says it is a ‘single market issue’ and no action can be taken on flag of convenience vessels within the EU, then should it not be hat any individual owner

## Burden sharing EU style By Kevin Flannery

**Here’s what our friends in the EU take in Irish waters, and what they give us in return from their waters.**

### French quotas in Irish waters

<b>Hake</b> 23500 ton	<b>Monk</b> 19875 ton
<b>Mackerel</b> 17800 ton	<b>Prawns</b> 5257 ton
<b>Ling</b> 2500 ton	<b>Scad</b> 3552 ton
<b>Cod</b> 3500 ton,	<b>Coley</b> 1245 ton
<b>Sole</b> 300 ton	<b>Megs</b> 6329 ton
<b>Black Sole</b> 300 ton	<b>Ray</b> 3255 ton
<b>Herrings</b> 900+ ton	

IRISH QUOTA IN FRENCH WATERS = **ZERO**

### Spanish Quota in Irish waters

<b>Hake</b> 15020 ton	<b>Ray</b> 880 ton
<b>Megs</b> 5800 ton	<b>Monk</b> 1435 ton
<b>Prawns</b> 1300 ton	<b>Ling</b> 2330 ton
<b>Scad</b> 8885 ton	

IRISH QUOTA IN SPANISH WATERS = **ZERO**

### Dutch Quota in Irish waters

<b>Blue whiting</b> 37000 ton	<b>Mackerel</b> 39033 ton
<b>Herring</b> 000 ton	<b>Monk</b> 400 ton
<b>Scad</b> 29000 ton	<b>Sole</b> 51 Ton

IRISH QUOTA IN DUTCH WATERS = **ZERO**

### German Quota in Irish Waters

<b>Blue whiting</b> 11700 ton	<b>Scad</b> 6500 ton
<b>Mackerel</b> 26766 ton	<b>Monk</b> 563 ton
<b>Herring</b> 174 ton	

IRISH QUOTA IN GERMAN WATERS = **ZERO**

### Danish quota in Irish waters

<b>Blue Whiting</b> 30100 ton	<b>Boarfish</b> 13079 ton
-------------------------------	---------------------------

IRISH QUOTA IN DANISH WATERS = **ZERO**

### Polish Quota in Irish waters

<b>Mackerel</b> 1885 ton	<b>Scad</b> 853 ton
<b>Blue Whiting</b> 2371	

IRISH QUOTA IN POLISH WATERS = **ZERO**

### Belgium quota in Irish waters

<b>Monk</b> 3097 ton	<b>Ray</b> 726 ton
<b>Sole</b> 79 ton	<b>Cod</b> 218 ton

IRISH QUOTA IN BELGIAN WATERS = **ZERO**

### Estonia Quota in Irish waters

<b>Mackerel</b> 28 ton
------------------------

IRISH QUOTA IN ESTONIAN = **ZERO**

### Latvia quota in Irish waters

<b>Mackerel</b> 164 ton
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IRISH QUOTA IN LATVIAN WATERS = **ZERO**

### Lithuania quota in Irish waters

<b>Mackerel</b> 164 ton
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IRISH QUOTA IN LITHUANIAN WATERS = **ZERO**

**And the top prize goes to Norway, their quota in Irish waters 231,482 ton of Blue whiting plus 14 ton of blue ling and 13 ton of Tusk in return for a mere 307 ton of cod, thank you Norway and our fellow Europeans for your burden sharing!**

of a vessel with quota in any European ICES area should be allowed, sell, swap or trade his quota to another owner in another European country to catch that quota in that ICES area if he so wishes,” Flannery continues.

“Would this approach not ease the burden of quota poverty that some countries such as Ireland suffer. In other words, rather than having to sell off his vessel, an owner in France or Germany could sell his unused monk or hake quota to a vessel in Ireland fishing in the same ICES area,” he suggests.

“The EU ‘single market’ should be good for the individual, as well as for big companies,” Flannery points out.

## A Forgotten Industry?

**Flannery welcomes recent publication by Cork University Press of *The Coastal Atlas of Ireland* and describes it as a “very important record and historical document on our coast ,and which will be used for posterity, by students and academia”.**

“This 800 page plus book is a credit to all who contributed, but alas the Irish fishing industry gets a bare 13 pages,” he says.

He says he finds it “baffling”, given that the fishing industry “is and has been the lifeblood of coastal Ireland since time immortal, with over 2000 registered fishing vessels, and over 30,000 people involved”.

“I honestly find the absence truly hard to fathom, but the more I thought about it, the more the answer came to me. The fishing industry has never been under more pressure from so many sectors – environmental non-governmental organisations (NGOs), officialdom, government departments, EU rules, environmental issues, quotas, consents for offshore wind and marine protected areas.”

“One term, ‘overfishing’, is the mantra of blame of all these agencies, as fishermen are perceived to be to blame for the collapse of other species, birds, dolphins, whales and so on,” he said.

“I have seen first-hand fishing industry representatives working very hard on behalf of their members on the seafood taskforce, with the burden of so many issues, and each group outside fisheries putting untold pressure on them. The Irish industry is subject to the most stringent and highest level of management and enforcement regime in the EU, due to the fact that Ireland has what we call a fresh fish fleet.

“Ireland does not have factory freezer vessels or flag ports of landing like most of our European partners,” he notes.

He believes mindsets may only change when the industry is recognised by bodies like the Higher Education Authority (HEA), and training is incorporated fully into the third-level education sector.

“The HEA could work out a syllabus with the National Maritime College of Ireland in Cork to ensure that commercial fishing is fully part of business and industry. This is not to detract from the great work which Bord lascaigh Mhara does at its colleges, but the industry is being squeezed and corralled now,” he warns.

“Measures have to be taken to ensure it is not sidelined, and coastal communities do not become a forgotten part of some sort of subsidised reservation,” he says. ■



# €35m BAR Funds For Harbours And Piers

A new €35m scheme to rejuvenate local authority public piers and harbours throughout coastal communities has been announced.

**The scheme is proposed for funding under the EU Brexit Adjustment Reserve (BAR) and was one of the recommendations of the Seafood Sector Taskforce.**

Announcing the scheme, Minister McConalogue said “This record funding for our coastal communities is an unprecedented opportunity for us to invest in our publicly owned piers and harbours and will shape the future of our coastal communities. Brexit has and will continue to affect our seafood sector in a unique way compared to other industries. I

am delighted to be able to offer this level of investment so that we can deliver safe, accessible, lasting infrastructure and support economic diversification right around our coastline.”

In the wake of the outcome of the Trade and Cooperation Agreement between the European Union and the United Kingdom (TCA), Minister McConalogue set up the Seafood Taskforce in March 2021 to look at the impacts specifically on the fishing sector and coastal communities.

In its report, published last October, the Taskforce noted

that many coastal structures, which are both important landmarks and facilities to the local communities, have declined in structural integrity and effective use over the years. As one of its recommendations, the Seafood Taskforce recommended that the BAR be used to fund rejuvenation of Ireland’s publicly owned coastal and marine infrastructure specifically to address the economic consequences of Brexit arising from the implications to the Irish fishing industry.

This investment is intended to help to drive economic diversification and will complement other measures such as Community Led Local Development via the Fisheries Local Action Groups.

The investment scheme focuses on ‘shovel-ready’ projects to give immediate construction stimulus to the coastal communities affected by the TCA and is targeted to

attract such projects of up to €1m budget during 2022 and 2023. The Scheme also offers the possibility of funding larger projects where there is particular exposure to Brexit due to proximity to UK waters and loss of fishing opportunities.

The projects will be delivered by the local authority which owns and maintains the relevant marine infrastructure.

The Minister encouraged local authorities to make full use of this unique opportunity: “So much of the outcome of Brexit has been bad news for local coastal communities. Now we have this opportunity to support economic growth and mitigate the negative impacts for these communities. Ireland has fought hard for a fair BAR allocation; now we must put it to good use.”

The Department of Agriculture, Food and the Marine will administer the Scheme and work closely with coastal local authorities to ensure that eligible projects receive funding. ■

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Inshore fleet landing Herring.

## KILLYBEGS IN BRIEF

### PELAGIC FLEET

The new year brought with it bad weather, most boats staying in port until the second week of January. The *Paula* was the only boat to venture north to catch mackerel at the beginning of January. Despite the bad weather west of the Shetlands, they managed to get a good few trips whenever they got a lull in the weather, then headed on to Norway with their catch. When the fleet eventually got to sea they returned with a good few landings of Scad. There were reports of Scad as far away down south of Ireland and right up the west coast. Most boats now having their quota caught they will now be turning their attention to Mackerel when they start to migrate south.

### INSHORE FLEET

■ The small inshore fleet had a nice little Christmas bonus with Herring showing up 20 minutes from the Harbour in Bruckless bay. Most evenings the pier and slipway were busy with small boats landing their catch which give a great buzz to the town.

### KILLYBEGS MARINERS SEA ANGLING CLUB RAISES €4,600 FOR LOCAL CHARITY

■ The charity open event was arranged by the *Killybegs Mariners Sea Anglers*, 68 Anglers from the length and breadth of the Island took part in this yearly event to raise funds for *The Donegal to Galway Cancer Bus*. Many prizes and monetary donations were given by generous sponsors of whom their gratitude is extended.

The setting was Rossnowlagh beach and the weather was perfect for the entire day. The beach was buzzing the whole day with people out walking and chatting to the Anglers. They dug deep into their pockets and donated to the charity buckets. The final tally on the day amounts to 4.600 Euro. Gratitude and appreciation to all who took part in this charity event and onwards to next year, Covid-free hopefully.



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**Mob:** 00353 (0)86 8401250  
**Email:** sharon@maramedia.ie  
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*Mia Jane*, sourced from Fraserburgh, is at present in Kilkeel for improvement work.



## THE FISHERY

IN THE LEAD up to Christmas there was a showing on the local Irish Sea grounds that the prawn fishery was on the up. Significant grossing for those in a position to go to sea gave encouragement to the rest and urgent recalls to those on seasonal holidays were instructed to return ASAP notwithstanding the travel difficulties with Covid and airline schedules disrupted by holiday restrictions and local landing restrictions. The North Sea based fleet units remained at the fishery until Christmas week before calling for a lengthy break.

It was into the new year before the local prawn fleet went

back to sea but when they did the fishery had improved even more than before the break and grossing returns were healthy even if prices had not improved to any significant extent there was still enough encouragement for those slow on the uptake to get ready for serious fishing.

**The Portavogie fleet** started in the Clyde but for the few of that port which had started on the Manx grounds there was sufficient for most of the Clyde men to take note and hasten back to the Irish Sea to partake in this fishing. **The Ardglass fleet** with the knowledge of what went before Christmas went straight to the deep water grounds and hit on a fishing

straight away even with the short daylight days limiting the number of tows made a better than decent return was being made.

**The Kilkeel prawn fleet** was either in the North Sea at Shields, or at guardship or the Scallop and did not make much of a showing in the early days, time may tell a difference. Whilst the prawn fleet based in North Shields were putting in time a plenty with few days missed the rumours abound that when expenses are covered for a trip back to home grounds then there will be an exodus back through the Pentland Firth.

The two boats working the Porcupine Banks were quick to restart in fact prior to the new year, possibly to take advantage of uncaught old year quota but then it was quick turnaround to

get back out for the start of the 2022 season.

The few left at the Whitefish semi-pelagic fishery now devoid of the opportunistic prawn men who reverted to prawns from whitefish with the return of the prawns have started their work on the southern grounds off County Louth as the North Channel grounds does not show for much benefit. There is sufficient of a local market to keep them busy and the easing of quota worries leaves the southern Haddock fishery an attractive option.

Inshore, the Brown Crab fishery is about at an end and it will be another 6 months before that shows signs of a return. Thus, it is back to Lobster for some, even though crab prices have been reasonable although not back to the 2019 peaks.

## ADDITIONS TO THE FLEET

**ARDGLASS** has seen the addition of three vessels to its fleet over the end year break. The **Contest**, an under-ticket rule beater arrived from Troon to be fished by Steven (Cookie) Rooney within the Basil Wills Sean McNabb stable as the latest upgrade in size terms to the Ardglass fleet.

Basil Wills also has an interest in the **Mia Jane**, a 25 meter ex French boat sourced from Fraserburgh. This boat is at present in Kilkeel for improvement work including freezing capability with a view to entering the Porcupine Bank fishery. The third vessel new to Ardglass is a 28 meter catamaran the **Farra Orla**, built in Singapore specifically

for the offshore industry as a crew service vessel and operated by Jason Parker and Marty Rice which is a switch from their fishing background into the so called "Blue Economy" concerned with offshore energy generation and other structures and could well be the blueprint for the economy of fishing communities seeking diversification from traditional fishing practices.

A significant Guardship fleet is at present operating from Kilkeel but this is predominately a second-hand vessel operation rather than new-build **Farra Orla**. This vessel was built in Singapore to bespoke specification to fit the offshore support sector and is to be the first of 10 already under

construction out of a total order of 23 at a reputed cost in excess of £4 million each. Meanwhile the Kilkeel based **Unity**, a 24 meter trawler has been sold to Irish interests to be replaced with a smaller 19.5 meter twin rigger better suited to the Irish Sea fishery. The **Unity** fished out of Newlyn in Cornwall before the sale. Both the **Unity** and the **Mia Jane** are undergoing significant structural changes including installation of freezing equipment and storage to fit them for the Porcupine Bank Nephrops fishery. Other vessels are reputedly doing similar conversions which will bring the quota availability for Northern Ireland vessels fishing this stock under pressure as the quota was always finite and due a 20% cut in 2022.

Using Brown Crab as Whelk bait may be at an end



## BROWN CRAB REGULATION

The Department of Agriculture, Environment and Rural Affairs made two announcements prior to Christmas regarding the management of the Northern Ireland Brown Crab fishery.

**T**HIS FISHERY over the last two decades has become significant in volume in overall UK terms and with the establishment of; overseas; in particular the Chinese market reached a peak in 2019 prior to the Covid outbreak.

In 2011, the *Northern Ireland Fish Producers Organisation* in conjunction with *SEAFISH* commissioned a report by Poseidon on the management needs of the fishery. Following two consultations on the reports conclusions the Department finally concluded that action was necessary and in December announced two pieces of legislation the first (SR 2021 No 335) increasing the minimum landing size from 140 to 150mm and the second (SR. 2021 No 336) prohibiting the landing of crab claws from Brown Crab.

This formed a part only of the original recommendations and came some 10 years after the need was originally identified but better late than never? The new rules came into force on the 8th January.

On the 23rd December another consultation was launched based on the 2011 report (this for the third time) on the proposal to prohibit the FISHING for and sale of soft shell Brown Crab (or White Crab) and the purchase of Brown Crab for non-human consumption purposes. This is to prevent the practice of landing Brown Crab which has recently cast its shell for the whelk fishery as bait.

Whether or not there will be sufficient support from fishermen for a prohibition on the fishing of Brown Crab the intent of the measure is to prevent the wasteful practice of retaining soft-shell Brown Crab for bait when leaving it for a few weeks back into the sea would result in a better quality and more valuable for the benefit of the fishery generally. Responses to the consultation are called for prior to the 18th March.

## Secretary Of State Visits Kilkeel

The Northern Ireland Secretary of State, Brandon Lewis MP, visited Kilkeel on the 11th January to; amongst other things: promote the United Kingdom Fisheries and Seafood fund.

This fund was set up post Brexit to allow the UK industry to take advantage of opportunities offered as a consequence of Brexit. £100 million was budgeted for the initiative of which £25 million has already been pledged, and is being allocated to various bodies engaged in research initiatives.

Of the remaining £75 million, £10 million is identified for training purposes and £65 million for infrastructure needs. How Northern Ireland will benefit from the fund is not clear but Harbour needs locally are restrained by timing constraints and budget sizes.

In the event there was little talk of the fund and its use as the press present were more interested in the subject of the Protocol and even more so Garden Parties which with a backdrop of Kilkeel Harbour behind Mr Lewis when he was being interviewed seemed a little irrelevant. The Secretary of State left the Harbour to visit the adjacent Aircraft Factory where other issues were being discussed clear of the press interviews. There was no announcement about new harbour works.

## 2022 TAC's and Quotas Agreed

**A**T THE LAST minute and contrary to expectation the European Union and the United Kingdom Government agreed the *Total Allowable Catches* for 2022 for the so called shared stocks which for the Northern Ireland encompasses most of those of direct interest.

This year's bunfight in Brussels was the second where the UK participated as an independent Coastal State and subtle changes in interest and procedure seemed to occur as a result. There was industry complaint that previous close working in conjunction with the negotiating team was now a thing of the past and input and influence from industry was lost as a consequence which may or may not have influenced the results.

There was also the suspicion that environmental interests had taken on more significance than previously with some settings set at less than ICES recommendations. At the time of writing there was also some doubt as to how the provisional National Quota share had been arrived at. *Area VIIA Cod* was a case in point where a rollover in TAC seems to have resulted in a reduction in Quota.

There was generally more losses than gains in comparison with the 2021 outcome with Irish Sea Cod, Haddock, Sole and Plaice on reductions whilst Whiting perversely saw a small increase. In reality although the devolved allocations have yet to be made it appears that these changes can be lived with although the original planned expansion of the fisheries is not set to happen in 2022! An initial cut of 12 tonnes of Cod may not see much but when viewed as a 12% cut seems more significant.

■ **IRISH SEA HADDOCK** is down some 320 tonnes, Sole 4 tonnes, Plaice 184 tonnes with Whiting up 6 tonnes. Given the dynamics of the Northern Ireland fishery Cod and Haddock may be the most impactful but based on 2021 outcomes they may be lived with.

■ **NEPHROPS VII** is the stock on which the Northern Ireland fleet is most reliant and a cut of 850 tonnes may be significant in terms of a relatively unrestricted fishery the impact of a more significant loss to the Irish fishery may pose problems to the Scampi processing industry locally albeit an increase in North Sea Nephrops Quota may offset that.

■ **HERRING**, Irish Sea (north) is the big winner with an increase of 1091 tonnes part by TAC rise part by Brexit bonus giving the local boats and processors a boost and the PO's a management potential headache! The pelagic boats have got a small Mackerel cut but a North Sea Herring boost.

In the fringe stocks, the Spanish benefit in Megrin and Angler stability, is offset by a -20% Hake cut which may affect the dynamics of the Northern Ireland Quota holding, as a normal under-fishing of available Quota may be well reduced but the value of any surplus for trading may be enhanced.

**2022 quota availability within Northern Ireland may also be looked at in terms of fleet dynamics with a reduction in fleet numbers in recent years not being offset by larger boat efficiencies nor the move by the Kilkeel fleet in particular into Guardship work.**

It will be interesting to see how the year works out and what prospects the may be for the future with expansion expectations limited based on the 2022 out-turn of TAC settings except for the fortunate few in the Pelagic sector.



# Fishermen Asked For Input to UK Industry Led Science Partnership

## Newly formed Collaborative Fisheries Research

The newly formed **Fisheries Industry Science Partnership (FISP) Network** is encouraging the fishing industry to come forward with their ideas for scientific studies that address issues with data deficient fisheries and develop industry ideas that support the basis of evidence used for decision-making in the UK.

The FISP Network, comprised of three fishing charities, was set up to support a collaborative approach to fisheries research whereby fishers and scientists jointly develop a scientific proposal, which fulfils predetermined research requirements, set by government with stakeholder input. All developed proposals are supported through the process of obtaining government grant funding.

The FISP Network launched in November 2021 to coincide with the inaugural opening of the government's £10 million grant scheme, Fisheries Industry Science Partnership (FISP).

The FISP grant scheme is currently closed, however, the FISP Network are still asking people or groups within the industry to come forward with their ideas, so that proposals can be developed and written in time for the second round of the FISP grant, scheduled for spring 2022.

### What is the FISP grant scheme?

The Fisheries Industry Science Partnership (FISP) scheme is a £10 million government fund which seeks to:

- improve data collection, particularly for data limited species,
- enhance knowledge of technical measures including fishing gear selectivity, and/or
- build a better understanding of the ecosystem benefits and environmental impacts of aquaculture.

Projects can apply for funding to develop a research study (i.e., Part A of the FISP scheme) or fully developed scientific proposals can apply under Part B of the FISP scheme. Grants of up to £20,000 are available to develop research proposals. Contracts of up to £300,000 are available to carry out a full research project.

The FISP grant is a competitive process managed by DEFRA. The FISP Network does not have any influence over the grants awarded.

More information about the FISP scheme can be found on the government website:

<https://www.gov.uk/guidance/uk-seafood-fund-fisheries-industry-science-partnerships-scheme>

### What does the Network do?

**The Fishing Animateurs** identify and collate industry-driven ideas, connect industry with academic institutes, and help to write grant application bids.

**Fishing into the Future** can help to develop the ideas further by supporting stakeholder relationships and facilitating knowledge sharing between industry, science and government.

**The Fishmongers' Company's Fisheries Charitable Trust** offer match-funding for bids nurtured through the FISP network and approved under the FISP scheme. Funds are capped at £2,000 for Part A and £30,000 for Part B of the FISP scheme.

### Who should I contact?

For further information or to tell us about your idea and/or study, please contact the **Fishing Animateurs on:**

- Call: 01736 362782 to leave a message about your project idea.
- Text: 07534580450 with your name, project theme and size of vessel.
- Email: [fishing@cornwallrcc.org.uk](mailto:fishing@cornwallrcc.org.uk)

MORE INFORMATION:

<https://www.fishinganimateur.co.uk>

## Who are the FISP Network?

### The Fishing Animateurs

The Fishing Animateurs help members of the fishing industry understand the requirements of government grant programmes and support the application process. Their service is free of charge and is aimed primarily to support the small-scale coastal fleet.



#### LEAD CONTACT:

**Imogen Smith-Devey**

Imogen started working on the Fishing Animateur project two years ago, after studying for a Zoology Degree with an emphasis on marine ecosystems. During her time working in the Fishing Animateur team, Imogen has supported hundreds of fishermen to access government grant funding to improve their businesses. She believes in industry-led action and can help to access funding to enliven projects.

### Fishmongers' Company' Fisheries' Charitable Trust (FCFCT)

The Company's Fisheries Charitable Trust supports a wide range of projects, grants and convening to build and safeguard a prosperous and sustainable fishing and aquaculture industry. The Company's Fish & Fisheries team work in collaboration with industry, government, academia, non-governmental and third sector organisations and engage across the breadth of the UK fisheries sector.



#### LEAD CONTACT:

**Alison Freeman Programme Manager**

Alison Freeman manages the Company's inshore fisheries programmes. She helped to set up the Company's COVID-19 'Rapid Response Grant Programme' and the Master Fishmonger Standard. She advocates community-led, regional fisheries management through a number of developing initiatives.

### Fishing into the Future

Fishing into the Future is a UK charity that was built and is guided by fishermen. They support people in the fishing industry to engage with fisheries science, management and sustainable business practices and bring fishermen, scientists, and fisheries managers together to share knowledge, strengthen relationships and build confidence in order to achieve effective dialogue, collaboration and mutual understanding.



#### LEAD CONTACT:

**Emma Plotnek Executive Director**

Emma Plotnek returned to the UK to work at Fishing into the Future in September 2020 after spending time working in the Chilean fishing sector. Since joining FITF, Emma has been guided by the industry to improve knowledge sharing between industry government, and the scientific community.



## £1 Million Made Available To Support Welsh Fishing Industry

**T**he Welsh fishing community is being invited to submit applications to a £1m fund to primarily help mitigate the ongoing impact Covid is having on the industry and adapt to the rapidly changing market conditions for seafood products.

The European Maritime Fisheries Fund (EMFF) is co-financed by the Welsh Government and the European Commission and has supported

many projects in Wales since being introduced in 2014.

The funding will support investments in the small scale coastal fleet and aquaculture, together with improvements to the marketing and processing of fishery and aquaculture products. However, any project selected and supported under the programme will have to be completed within a 12 month period starting from July this year. The EMFF application window opens now. Guidance is

available for those interesting in applying and a Project Outline Form should be submitted to Rural Payments Wales as soon as possible. A full application will then be issued and will need to be completed and returned by the closing date of 25 March.

All project proposals received will be assessed on the information provided in the application and will only be considered once the application window has closed.

Rural Affairs Minister, Lesley Griffiths said: "I'm pleased to be able to make £1 million available to support the fishing industry in what remains an incredibly challenging time.

"More than £15 million in approved grant awards has already been made for projects across Wales through the European Maritime Fisheries Fund, and a further £1 million of projects are under consideration.

"As the European Commission funding is only available until 2023, this £1m will primarily focus on providing support to help the industry mitigate the ongoing impact of Covid and adapt to the changes in the market for seafood products. I encourage all with an interest to submit a Project Outline Form to Rural Payments Wales as soon as possible, before completing a full application by 25 March."

Details of the EMFF programme and scheme guidance can be found on the Welsh Government website: **European Maritime and Fisheries Fund | Sub-topic | GOV.WALES**

■ For any additional help and support, applicants should contact the RPW Customer Contact Centre on **0300 062 5004**. The long term EMFF replacement scheme is currently being developed and is expected to be available later this year.

## Fifty Vessels Sign Up For Safety Project

**T**he Seafarers' Charity reports 50 Vessels join the Fishing First Safety Management Project to improve safety and supply chain transparency. The Seafarers' Charity is pleased to report that the project to develop safety management onboard fishing vessels to the standard of the Fishing Safety Management (FSM) Code is well underway.

The new service called **Fishing First Safety Management System by SafetyFolder**, is being developed to improve safety in the UK fishing fleet and, at the same time, increase supply chain transparency. 50 fishing vessels have joined the project which started in the South West of England and are receiving professional support to develop their safety management practices. Auditors from the new service will be visiting the vessels and working with the owners and skippers taking part in the scheme to support them in demonstrating compliance with ILO C 188 Work In Fishing Convention by meeting the requirements of the Fishing Safety Management Code (MGN 596F).

The project has 50 vessels taking part which have been selected from a range of different vessel types and sizes. They are spread across locations in the South West of England including South Devon, Cornwall & North Devon. The map and table below provide more detail about the location and range of vessels taking part in the project. Vessel owners participating in the trial will receive a set of four binders to keep organised with paper copies of key documents as well as the ability to make online updates.

**The Seafarers' Charity, along with the SafetyFolder, launched the project in Brixham in November 2021.**



**Sarah Ready, a vessel owner from Brixham, has joined the project and she says:**

*'I shore manage four different family company boats and what I have seen over the years is how much more paperwork and bureaucracy there is now for my business to meet all the safety and health requirements. I hope this will help me organise this work in one place and make sure it is all properly documented and compliant with the regulations.'*



**Robert Greenwood, Director at the SafetyFolder reports how well the project has been received so far:**

*'Vessels have been keen to take part in the project because owners want the benefit of a service which will help them organise the paperwork and the workload required to manage compliance with modern fishing regulations. The new Fishing First Safety Management service will give owners professional and customised support to complete a fully auditable Safety Management System for their vessel. Documentation is to the standard of the Fishing Safety Management Code (MGN 596 F) and will comply with legislation; ILO C 188.'*



**Nigel Blazeby is one of the consultant auditors working on the project. He explains his role supporting owners:**

*'I'll be one of the auditors who will visit owners on their vessel and work closely with them to get their safety management system completed. Every boat is different and we have a customised approach which matches the level of risk appropriate to each vessel. I'll be looking at hardware and equipment onboard but I'll also be working with owners and skippers to make sure there are safe working practices on board and how to get all these systems recorded and documented correctly to meet the legal requirements.'*



**THE SCOTTISH GOVERNMENT HAS announced the complete cessation of fishing in the Clyde Cod Box and has affectively declared the area a no take zone for 3 months**

Since its introduction, the Scottish Statutory Instrument (SSI) for the annual closure of the spawning ground has included exemptions to allow Nephrops trawlers, creels and scallop dredgers to continue to use the area, due to the low numbers of cod that they catch. However, despite the ongoing seasonal closure, the stock has shown little sign of recovery so the Scottish Government has removed these exemptions to maximise numbers.



**TOMMY FINN, Chair of Clyde Fishermen's Association reacted with anger and frustration to Clyde Cod Box Closure**

"As the Chair of the CFA

I am absolutely shocked to the core at this decision which will see many of our members unable to fish sustainably for almost 3 months. We can't understand the lack of communication with our small scale fishing communities, or indeed the families and businesses they support not only around the Clyde but in wider Scotland, Northern Ireland and the EU. This impacts not only fishing but wider policy areas such as Scottish Trade, Tourism and the Food and Drink Sector. It impacts the core general socio-economics of our communities. It's going to impact not only boats, crew and factories, but also school numbers and jobs in local shops and services. In Campbeltown alone we have seen the closure of our creamery and a local renewables factory. The Government talk of initiatives to repopulate the rural communities, but such an action seems almost aimed at driving out fishing families who are already settled in the Clyde area.

Perhaps we could understand the decision if there were clear, balanced and genuine environmental benefits, but we haven't seen the science or the rationale to justify this action as proportionate. We could have proposed selectivity options which would have achieved similar aims and allowed fishing to continue, this is sensibly the approach taken in the Irish Sea, but there has been no dialogue on any options or solutions.

This decision has completely changed the original purpose of the protection which fishermen ironically initially championed over two decades ago. I personally was one of the fishermen who championed this closure aimed at protecting cod stocks from net fishing, I am completely perplexed at how a Government we collaborated with to achieve something so positive together can now change the very purpose of the conservation objectives. I am even more concerned that this decision seems to have been influenced heavily by the Bute House Agreement rather than the recent Scottish Government Future of Fisheries Management Strategy. We need the officials



The Campbeltown Inshore fleet relies on the Clyde.

## Fishermen Devastated By Clyde Cod Box Closure

**Measures to protect spawning cod in the Firth of Clyde for the past 20 years will continue in 2022 and 2023, through the seasonal closure (between 14 February and 30 April) of the area to fishermen.**

we voted for as a country to be accountable to us, our Ministers have duties to protect our sustainable fishing communities too.

We have co-operated with the Scottish Government and in many instances shared their sustainable vision for vibrant and well managed fishing communities, but we currently feel like our communities have been used as a wider political pawn and shut out of a crucial decision impacting them. Sadly this has not been the first time, and frankly we feel disrespected without reason. We hoped our Government would work with us collaboratively on issues of conservation and management, and we are disappointed beyond words or reasonable comprehension. We have to be better than this collectively.

We urge Cabinet Secretary Gougeon and Minister Slater to set a date with haste to speak with the inshore small scale fishermen (both mobile and static) who knew nothing of this intention. It is these families and the associated businesses to whom they are proposing to deny a sustainable living without reasonable process. We reiterate we support solid science and genuine balanced conservation and have played our part in trying to address data gaps, but this needs to improve.

We are sorry to find our communities in this position, but our door is open to communication with the Scottish Government and its Ministers, and we hope there is time to reach a fairer outcome

before the 14th of February 2022. As our fishing communities voice we cannot merely accept this action, we would not be doing our jobs."

**ELSPETH MACDONALD, chief executive of the SFF, said:** "The announcement by Scottish Government will be devastating news for those who make their living fishing in the Clyde and have limited or no other options during the period of closure.

"SFF fully supports fishing sustainably, and clearly conservation measures taken to recover fish stocks are an important part of sustainable fisheries management. For several years we have been constructively engaged with Scottish Government on interactions between fisheries and marine conservation, and there are good examples where this approach has served all parties well and has driven the desired outcomes. While we may not always agree, we have always been able to have mature, rational discussion and there has been a clear and logical process that has been followed in reaching decisions.

"Scottish Government's botched handling of this specific issue has served only to undermine our trust in that process – no engagement since a short 'routine' consultation late last year, no subsequent discussion, no evidence presented to justify this course of action, and no warning of this change that will impact on many fishing businesses. ■

# Major Expansion of Scottish Floating Wind Farms Announced

**CROWN ESTATE SCOTLAND** has announced the successful bidders under its 2022 ScotWind Auction, which marked the first time in a decade that plots of Scottish seabed have been auctioned to renewables developers.

The results were announced 17th January, with 17 projects selected out of a total of 74 applications. Successful applicants have been offered the chance to reserve the rights to specific areas of seabed and, subsequently, to put forward a full agreement for a wind farm. If any applications don't make it this far, Crown Estate Scotland will offer the rights to the next highest-scoring applicant, as it seeks to maximise the nation's offshore wind generation capacity.

Collectively, the selected projects have a total capacity of 24.8GW. This is more than double the 10GW that Crown Estate Scotland was forecasting as a minimum for this auction round – which is the first since the management of offshore wind rights were devolved to Scotland. Of the 24.8GW, more than 16GW has been allocated to floating wind farms, which can be built in deeper waters than their fixed counterparts.

Ten projects are using floating wind technology, six are fixed-bottom, and one involves installing both floating and fixed foundations, meaning more than half of the total capacity has been awarded to floating wind farms. The projects will cover a total of 7,000 square kilometres – 1,600 kilometres less than the Scottish Government has set aside, in total, through its Marine Sector Plan last August.

## Statement from Scottish Fishermen's Federation

Responding to Crown Estate Scotland's announcement, Elspeth Macdonald, chief executive of the SFF, said "While it is clear that substantial additional offshore renewables will be required for Scotland to meet its net zero target, we are understandably anxious and concerned about the potential impact of these and future offshore renewables projects on the Scottish fishing industry.

"The 17 projects announced today by Crown Estate Scotland have been offered option agreements which reserve the rights to specific areas of seabed amounting to in excess of 7,000 km<sup>2</sup>. This is a vast area, and the majority of the successful projects are for floating offshore wind, which creates even greater spatial and co-existence problems for fishing than fixed turbines do.

"Through the SFF and its constituent associations, the industry has always sought to engage constructively with offshore developers, and will continue to do so.

"However, it needs to be recognised at the highest levels within the renewables industry and in Scottish Government that catching fish is already a climate-smart industry that produces nutritious, high-protein food with an extremely low carbon footprint. It is also an industry that supports many jobs and businesses ashore and is vital to Scotland's coastal communities. In the rush to energy transition, it is vital that our industry's voice is properly heard and that the fleet's access to Scotland's productive fishing grounds is



Locations of the 17 chosen ScotWind projects.

protected.

"In particular, proper scrutiny must be given to developers' claims that offshore windfarms and fishing activity can co-exist with little change to existing patterns of activity, since our experience to date shows very strongly that the opposite is the case. Fish are not uniformly distributed in our seas – the fleet cannot simply move somewhere else. We need genuine and meaningful engagement, mutual respect and an even-handed approach to planning, consenting and licensing. Marine renewables are clearly part of Scotland's transition to net zero, but so is fishing. For this to be a just transition, there must be space for both to succeed."

# All systems go for Scottish Skipper Expo 2022!

**Scottish Skipper Expo 2022** (13 and 14 May), which will be held at the exciting new venue of the **P&J Live** arena in Aberdeen, looks set to be another fantastic showcase for the commercial fishing sector.

Sponsored by the *Scottish Fishermen's Federation (SFF)*, this will be the 10th Scottish Skipper Expo in the successful series, having now firmly established itself as one of Europe's most important commercial fishing exhibitions. The impressive line-up of companies attending includes many new exhibitors and will cover areas such as shipyards, steel fabricators, ships' painters, deck machinery, trawl gear, and fish catching and navigational

software. Boat displays will be another key feature of the event, and as in previous years, there will be a strong representation from overseas exhibitors, ensuring that visitors can browse amongst a vast array of fishing equipment and support service suppliers.

**Sharon Boyle, Commercial Fishing Manager for Mara Media** said: "The P&J Arena has already held several successful events over the last few months and is now gearing up for Scottish Skipper Expo 2022. After a challenging couple of years, Scottish Skipper Expo 2022 provides the perfect platform for the fishing industry to showcase the latest new equipment and services. We

are currently in the process of reconfirming bookings with exhibitors, and taking new bookings, and we are delighted with the positive response we have received.

"I would like to thank the loyalty and patience shown by our exhibitors in supporting the expo, and I am thrilled that they will once more have an exciting event to meet existing and new customers. The new P&J Live exhibition arena offers more space, better facilities and an enhanced overall visitor experience compared to the previous venue. Our last expo in 2019 was a tremendous success, with a sell-out attendance of 230 exhibitors from 22 different countries. Scottish Skipper Expo



2022 will be a great place to do business, as well as providing the ideal venue for the fishing industry to network and socialise."

■ There are still spaces left for companies looking to exhibit, please contact Sharon Boyle at Mara Media for more details, **00353 868401250**, or **sharon@maramedia.ie**

■ **Scottish Skipper Expo 2022** will be held at the P&J Live arena in Aberdeen on 13 and 14 May 2022, opening times 10am to 6pm on Friday 13 May, and 10am to 5pm on Saturday 14 May. More information at **www.theskipper.ie**



Serene heads out for the 2022 Mackerel Season.  
PHOTO: IVAN REID



# Relief as Shetland misses out on major offshore wind development

**THE LOCAL FISHING industry has expressed relief after it emerged that a large area to the east of Shetland is – for the time being at least - not going to be developed by the offshore wind industry.**

Concern has been expressed that the rush to develop large offshore wind farms around the Scottish coast could block vital access to rich fishing grounds and undermine the viability of the catching sector.

Seventeen successful projects to develop offshore wind farms were announced on 17 January by **Crown Estate Scotland** as part of the first ever Scottish licencing round.

Crown Estate Scotland said some interest was shown in a designated large area to the *East of Shetland (NE1)* but no applicant was successful in securing a lease.

There were 74 applications for the remaining, less challenging, sites nearer the Scottish coastline. A total of 17 projects, with a potential output of almost 25 Gigawatt, received licences.

**Shetland Fishermen's Association** Executive Officer *Sheila Keith* said there was

concern about other projects proposed for the waters off Shetland and fishermen's voices needed to be heard.

"We are relieved with the news that there will be no development in the fishing grounds closest to Shetland," she said.

"However, we are aware that other developments are being discussed and we will continue to make the case to protect Shetland's world class fishing grounds for future generations by working with the government and potential developers for successful co-existence of both fishing and renewable energy projects."

Keith was referring to the **Cerulean** and **Aker Horizon** proposals to the west and the north of Shetland which both envisage producing energy to decarbonise oil industry installations and to produce large amounts of hydrogen.

Meanwhile, **Shetland Islands Council** Chief Executive *Maggie Sandison* said that due to the challenging location it wasn't really a surprise that no applicant had been successful for the NE1 area. She said she expected further licencing rounds to be held in the future,



**Shetland Islands Council Chief Executive Maggie Sandison**

and the time until then should be used to secure Shetland's interests in this new industry.

"There was a sense for me that Shetland waters may not be as popular for early developments through ScotWind just purely they are more challenging to develop because of the water depth," she said.

"It is likely that this is the first phase of a number of decades of development, so it is important that the council gets the time to make sure that the issue of how Shetland is to benefit gets addressed (...) looking at the impacts on the environment, the fishing industry, and how the wider community is impacted by such developments.

"It gives us more time to work with colleagues in Orkney and the Western Isles because if things like community benefit

becomes an industry standard then we wouldn't want to be in a position where we are not engaged in those conversations even though at this stage it is not as pressing for us as it would be for Orkney and the Western Isles."

A spokesman for the Crown Estate said that although there was no successful applicant for the East of Shetland site, it was important to note that this was not necessarily the end of the road for the process.

"It could be that an opportunity comes up via a clearing process", he said.

The spokesman added that Crown Estate Scotland expected to announce the design of its **INTOG** (*Innovation and Targeted Oil and Gas*) leasing round under which developers are invited to apply for projects to decarbonise the oil and gas industry.

Shetland Fishermen have already expressed reservations to the plans of some developers who are looking to construct large floating wind farms in the fishing grounds to the west and north of Shetland, and have called on government not to cut corners but to follow

## Young skippers and crews take over whitefish vessels

**TWO LOCAL whitefish trawlers have recently been taken over by young skippers and crews as part of a successful generational transfer in the industry.**

At the end of last month a fishing partnership consisting of skipper Ben Irvine, 24, Owen Dougan, 20, Gordon Smith, 23, Louis Polson, 30, and agents LHD took over the *Sedulous* (LK 308) from owner John Wishart and renamed her **Comrades**.

And this week skipper Robbie Jamieson, 25, Richard Whelan, 25, James Shearer, 28, Ross Sutherland, 21, Tom Jamieson, 21, and Magnus Polson, 19, were also announced as the new owners of the **Defiant** (LK 371).

Irvine, who gained his skipper's ticket in 2018, said he and his crew were raring to go in the new year. "We chose to rename the boat *Comrades*, as my grandfather was one of the shareholders of that boat when she came, she was originally a Whalsay boat, so it has kind of come full family circle," he said.

"We're looking forward to getting going in early January, and I just hope that the mess of Brexit doesn't get in our way. We have no concerns with the fishing itself."

Jamieson, meanwhile, said he and his crew were looking forward to a fresh start.

"I've been on the *Tranquility* for the past six years, but it's fine to get an opportunity to go out on our own. A lot of the older generation of fishermen are retiring and it's really fine to see young guys taking it on. It'll be a fresh start, but we have a lot to learn.

"Me and some of the boys have been off a



New *Comrades* owners (left to right) Louis Polson, Owen Doogan, Gordon Smith and Ben Irvine (skipper).

few trips with (former owner) Gordon (Irvine) on the *Defiant* just to learn the ropes."

**Shetland Fishermen's Association Executive Officer Sheila Keith** said: "This is a significant generational change in the sector, and it is great to see young skippers and crew coming through in the way that their forefathers did before them.

"We wish Ben and Robbie and their shareholders and crew the very best of fishing when they get underway in the New Year."

The Shetland Fishermen's Trust has supported both partnerships. The vessels are now owned respectively by the *Prevail Fishing Company Ltd* and the *Defiant Fishing (Whalsay) Company Ltd*. ■

due process when it comes to listening to all stakeholder.

Keith continued: "There is a process to go through, and what we want to make sure is that government follows due process with proper consultation with the fishing industry regarding future development in other areas."

"It took four years for the **ScotWind** proposal to come to this stage, and we need to make sure that the government follows due process to help protect the fishing industry which can be here for future generations.

"Oil and gas will be long gone, and renewable will be long gone, but there will still be fishing if it is managed properly, and that is what we all need to do together for successful co-operation."

### Crown Estate

**Scotland Simon Hodge** said: "In addition to the environmental benefits, this also represents a major investment in the Scottish economy, with around £700m being delivered straight into the public finances and billions of pounds worth of supply chain commitments.

"The variety and scale of the projects that will progress onto the next stages shows both the remarkable progress of the offshore wind sector, and a clear sign that Scotland is set to be a major hub for the further development of this technology in the years to come." ■



New *Defiant* owners (left to right) Tom Jamieson, Richard Whelan, Ross Sutherland, Robbie Jamieson (skipper), Magnus Polson and James Shearer.



Faroese pelagic vessels in Icelandic port.

## Foreign fishing in Icelandic waters

**B**eing a remote island in the North Atlantic Ocean, Iceland is not obliged to share its fish stocks with other countries. That has, of course, not always been so. During the better part of the 20th century large fishing fleets, mainly from Britain and West Germany, ploughed the fishing fields around Iceland, catching on average 540,000 tons annually during a period of seventy years. The catch was demersal fish, mostly cod. Following several cod wars with Britain, Iceland managed to extend its fishing limit to 200 miles in 1975 and expel the foreign fishing vessels.

### 130,000 tons in total

Foreign fishing ships are, nonetheless, not totally absent from the Icelandic fishing grounds today. Iceland still shares the capelin stock with Norway and Greenland, and has a long-standing fishery agreement with the Faroe

Islands. Last year 90 foreign fishing vessels operated within Iceland's jurisdiction for longer or shorter periods of time. The total catch amounted to 130,000 tons, thereof 122,000 tons of pelagic fish and the rest of bottom fish. Faroese vessels caught 75,000 tons, Norwegian

ones 44,000 tons and vessels registered in Greenland, in cooperation with an Icelandic company, caught 10,000 tons.

### Straddling stocks

The activity of foreign vessels in Iceland is facilitated by fisheries agreements that allow them to fish their own quota of straddling fish stocks such as capelin, Norwegian spring-spawning herring, and blue whiting, within Iceland's jurisdiction. In the case of Norway and Greenland the quota adheres almost solely to capelin.

### Special deal with the Faroese

The Faroe Islands have for a long time had a special deal with Iceland due to the close relationship these two

neighbours have had through centuries. When all other foreign vessels were expelled in the wake of the 200-mile extension of the fishing limit, the Faroese long-liners were allowed to stay on. They are now permitted to catch 5,600 tons of bottom fish, thereof cod must not exceed 2,400 tons. Furthermore, Faroese pelagic skips are annually allotted a quota of up to 30,000 tons of capelin by Icelandic authorities, but the amount is less if the total allotment is low.

### Essential for the blue whiting fishing

So, what does Iceland get in return? For a long time, Icelandic fishing companies did not benefit much from this agreement but in recent years they have been able to fish almost all their quota of blue whiting within the Faroese fishing jurisdiction, thanks to the deal. That has been essential to this fishery. In accordance with a bilateral agreement between Iceland and Norway, Iceland has a quota of 5,200 tons of cod in the Barent Sea in exchange for 30,000 tons of capelin and 500 tons of tusk and ling within the Icelandic jurisdiction.

Estimate for 2022 Considering the estimated increase of the capelin quota of up to one million tons this year, the catch of foreign vessels in Icelandic waters will at least double from last year and could reach 300,000 tons in total. ■

## STILL NO FATALITIES AT SEA

In 2021 nobody lost his or her life at sea in Iceland. This is the fifth year in a row with no fatalities occurring in the Icelandic fleet and the eighth year since the turn of the century. The number of commercial fishermen in Iceland is approximately 5,000, but many more go out fishing or just sailing for recreational purposes. Around 1,100 decked vessels and 1,200 open boats are registered. With respect to the heavy loss of lives in the past it is almost a miracle how much has been accomplished regarding safety in recent years.



Mandatory safety training has saved many lives.



**SIMPLY BLUE:** Captain Brian FitzGerald visiting the IS&WFPO at Castletownbere.

# Mariner Skills for a Zero Carbon Economy

**Skills inherent in the fishing industry, will be extremely important to support new policy targets**

By Capt Brian FitzGerald, Simply Blue Group

ON NOVEMBER 2021, Ireland's Expert Group on Future Skills Needs (EGFSN) published Ireland's **'Skills for Zero Carbon'** Report.

The report identifies the skills required to meet the demand for renewable energy and seeks to support the delivery by 2030 of some of the key enabling actions in the *Government's Climate Action Plan* including the ambitions to boost onshore and offshore wind energy generation and the longer-term achievement of carbon neutrality by 2050. This signals transformational change for Ireland's economy and society, leading to changes in sectors and occupations, but also demands for new skills and competencies, as well as employment opportunities. The importance of this transformation to Ireland's fishing and coastal communities could be profoundly positive.

'Transformation' is defined as a dramatic change in form or appearance. It is much more than a review or reorganisation and it is not incremental change or a tweaking of business as usual. This report has looked at the dramatic changes needed to overcome Ireland's skills and labour shortages for the opportunities that this transformation will deliver.

The renewable energy recommendations in the report are drawn from a detailed labour market analysis and listed 1 to 9 (*with highlights by the author*) as follows:

1. Coordinate planning for training and upskilling within the renewable energy sector, including through establishment of training partnerships or responses for projects between Government, industry and education and training providers.
2. Prioritise training provision for emerging occupations in Onshore and Offshore Energy and Energy Systems.
3. Facilitate **the expansion of existing offshore**

**and maritime training** to meet the increasing demands of the offshore energy sector.

4. **Engage with the fishing and other relevant sectors**, such as the oil and gas industries, **to source skills for offshore work.**
5. Upskill existing engineering, environmental and legal professionals, electrical workers, and electricians in zero carbon skills, including through micro credentials and other Continuous Professional Development opportunities.
6. Maximise alignment with industry needs and increase exposure to the Renewable Energy sector at third level for undergraduate engineering, environment, and planning students.
7. Increase the availability and capacity of electrical engineering programmes to meet demand from zero carbon activities, in particular Renewable Energy projects.
8. Explore **the creation of direct pathways into Emerging and Niche occupations** in the Renewable Energy sector, such as Specialised engineering professionals, specialised ecology and environmental experts, legal and financial experts, project managers, Solar Technician and Marine equipment and ROV operatives, to stabilise supply. Also promote participation in the forthcoming Wind Turbine apprenticeship programme.
9. **Extend the skillsets** of the existing zero carbon economy workforce into areas including commercial skills, electricity trading, adaptability, digital and technology skills, health and safety, problem solving and effective communication.

IT IS INTENDED that these recommendations are prioritised and centrally driven by Government, through a High-Level Implementation Group, working in close collaboration with industry and the education and training system. Specifically

for the fishing and offshore renewable energy industries, the Department of Housing, Local Government and Heritage (DHLGH) and the Department of the Environment, Climate and Communications (DECC) are establishing a seafood industry and offshore renewable energy working group. The intention is to increase levels of understanding and facilitate constructive engagement between these important sectors, in addition to considering relevant issues such as co-existence opportunities, displacement considerations and safety of life at sea. Much of the skillsets required for this offshore industry reside within Ireland's maritime community and very obviously within its fishing industry. With a sustainable future for all as the prize, including a healthy and vibrant fishing industry, collaboration is key.

Although Ireland has turned its back on the sea for generations, Ireland's response to solving the climate problem shines a spotlight on Ireland's enormous offshore wind energy potential and its associated vast continental shelf which provides an opportunity for floating offshore wind technology to be deployed. In fact, because of the abundance of resource, Ireland has the potential to be a net exporter of renewable energy and become a world leader in the offshore wind energy industry. However, we must act before the wherewithal to do so has its head turned elsewhere in this global crisis, as already evidenced by the exit of Equinor from Irish projects.

Our maritime training and research institutions will therefore play crucial roles in this transformative space and will require support from Ireland's maritime and renewable energy industries but also from Ireland's coastal communities who understand the sea and, in many cases, depend upon it for both their social and economic livelihoods. The NMCI, BIM and the MSO will have leading and direct roles to play, while the Marine Institute, MaREI and other third level institutions will hopefully provide the data, research and in many cases skills to further Ireland's maritime, fishing, and renewable energy industries, and its climate action interests.

Ireland's fishing industry faces well known challenges and there is uncertainty as to how new sectors will integrate with fishing in the future. However, it is clear, following this report, that the skills inherent in the fishing industry, will be extremely important to support new policy targets, including addressing climate change through offshore renewables. It is hoped that this will also contribute positively to the future of our coastal communities and ports.

As Ireland transforms to deliver a Zero Carbon economy the mariners of this island nation, their regulators and teachers and the offshore industries must further collaborate in one great national effort to deliver a sustainable future for all as we harvest our ocean wealth together. ■

**ABOUT THE AUTHOR:** Captain Brian FitzGerald is the Director of External Affairs and Stakeholder Liaison at Simply Blue Group. [www.simplyblueenergy.com](http://www.simplyblueenergy.com)

# Irish Skipper Expo 2022 SHOW NEWS



SHOW SPONSORS



**UL SPORT, Limerick, 25-26th March, 2022**

**SHOW OPENING HOURS**

Friday: 10am-6pm Saturday: 10am-4pm

## All Roads Lead to Limerick in March – it's closer than you think!



**O**ne of the many advantages of the new Irish Skipper Expo 2022 venue at the UL Sport Arena in Limerick is its accessibility from all corners of Ireland, making it the perfect location to stage this flagship event for the Irish fishing industry.

With motorway access from Tuam to Limerick, visitors and exhibitors from Killybegs can reach UL Sport Arena in approximately 4 hours. More importantly, the venue's location, on the outskirts of Limerick, means that all those traveling will avoid inner city congestion and delays.

The move to UL Sport Arena will shorten the journey time for those attending the event from other main ports in Ireland. For example, those traveling from Kilkeel can reach the venue in 3½ hours, while Castletownbere is just a 3 hour drive away. The journey time from Cobh will be almost halved and visitors will now be able to reach the Expo in 1 hour 45 minutes, while the journey from Dunmore East will take under 2½ hours.

Other major cities are connected to Limerick via seamless motorway links, with Galway city a mere 80 minute drive away, while the journey from Cork city is only 90 minutes, and those coming from Dublin can reach the venue in just 2 hours by car.

For international travellers, Shannon airport is just

26km from Limerick, with excellent bus and taxi services available throughout the day, allowing access the venue in 35 minutes. Those arriving by ferry or plane into Dublin or Cork, will have the option of train, bus, car hire or taxi services that can take them directly to the venue.

UL Sport arena has numerous hotels situated close to the venue itself, such as the Castletroy Park Hotel and Kilmurry Lodge. The venue itself offers many other benefits, including onsite catering and bar facilities, and plenty of car parking space. Furthermore, the UL Sport Arena will hold all the exhibitors in one spacious hall, enabling more and even bigger stands than before, and providing a much better overall visitor experience.

A large outside display area located adjacent to the visitor entrance will offer an opportunity to showcase much larger products and boats.

**Sharon Boyle, Commercial Fishing Manager for expo organiser, Mara Media, said:** "We are excited by the new venue because it offers many benefits for both exhibitors and visitors, including its accessibility. The expo will be a great place to do business, which is especially important because of the challenging recent period we have all faced. It will also provide the ideal venue for the fishing industry to network and socialise."



## BIM returns as main sponsor to Irish Skipper Expo 2022

**Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency, is returning as headline sponsor to the Irish Skipper Expo this year. The trade show event is taking place at the University of Limerick Sport Arena on March 25 and 26.**

**BIM staff will be on hand to provide information about key supports and services available for industry, including grant opportunities and practical guidance on how to access them.**

**Live demonstrations of the digitised version of the fisheries management chart will be given at the BIM stand. The chart, formerly available in print version only, features key regulations about quota and technical conservation measures, updated in real-time.**

**A model display of selective gear will be suspended over the BIM stand while underwater footage taken during recent gear trials with members of the Irish fishing industry plays on screens.**

**BIM's Coastal Training Unit will also be on site delivering safety training demonstrations to visitors and helping to raise awareness of the training available to fishers at its two National Fisheries Colleges.**

**BIM's participation at this year's event is supported by the European Maritime and Fisheries Fund.**

## MORGÈRE TO SHOWCASE VERSATILE TRAWL DOOR RANGE



Irish Skipper Expo 2022 exhibitor, **Morgère**, recently completed the move from its historic base in Saint Malo, Brittany, to a new purpose-built manufacturing facility in nearby Miniac-Morvan.

The move to the new 2,500m<sup>2</sup> facility will enable Morgère's skilled engineers to utilise the most modern production techniques for its successful range of trawl doors and other fishing equipment, benefiting customers all over the world. The new, larger production unit also offers more storage and more efficient production line management.

Pascal Reverseau, managing director for Morgère, said: "We look forward to meeting with skippers at Irish Skipper Expo 2022, which will provide the perfect opportunity for us to showcase our versatile range of trawl doors, which are well suited to Irish fisheries."

Established in 1902, Morgère designs and manufactures a wide range of trawl doors and associated equipment suitable for demersal, semi-pelagic and pelagic fishing. Trawl doors in the range include the versatile *Exocet* and *Osprey*.

Since its launch onto the market, *Exocet* has proved highly popular with skippers, and now it is performing even better, following the addition of some innovative new design features. This includes an enhanced curved profile, which provides optimum trawl spread whilst minimising drag, thus saving on fuel costs.

The semi-pelagic *Osprey* trawl door fishes on and just off the seabed, with its special design ensuring there is lower drag, which enhances efficiency.

■ *Irish Skipper Expo 2022 will be held at UL Sport Arena in Limerick on 25th and 26th March.*



The semi-pelagic *Osprey* trawl door fishes on and just off the seabed.

## New pelagic trawl door from Thyborøn arouses interest with Irish skippers



**T**hyborøn will be promoting their range of trawl doors at Irish Skipper Expo 2022, including the new Type 32 Bluestream door, which has received favourable reviews from pelagic skippers.

The **Type 32 Bluestream** is arousing much interest among Irish pelagic skippers, and the new trawler 'Leila' for Atlantic Dawn Ltd has just purchased a set of 11m<sup>2</sup> doors with hydraulic adjustable foils.

The new door is a direct development from the successful Type 22 Bluestream, and the innovative design enables a more fluent and efficient water flow during pelagic fishing operations.

Henrik Andreassen of Thyborøn says: "Thyborøn Trawl Door has succeeded in making an even more powerful design than the Type 22. The concept is simple – a door that creates greater spread with same resistance as the

previous model.

"From knowledge gained by CFD simulations, wind tunnel and flumetank testing we have made the new design with deeper and longer foils. When these trawl doors are towed through the water, the double foiling Bluestream-system forces water through the deep foils at higher speed thus creating a greater amount of lift while at the same time reducing drag impact."

New wireless technology can be used in their operation, allowing the door spread and the towing depth to be controlled from the wheelhouse. Furthermore, a lock function, setting the doors to maintain a pre-set depth and spread, without requiring a steady wireless link to the wheelhouse, can also be utilised, which works well in tight turns, ensuring that both the outer and inner doors stay in position.

Skipper Albert Sveinsson of the



The Type 32 Bluestream is arousing much interest among Irish pelagic skippers.

Iceland vessel 'Vikingur' reports that the Type 32 Bluestream were used through last year's herring and capelin seasons with good success.

He said: "I'm very satisfied with these doors. They are steady during a tow, hold their squaring power in a turn and shoot away cleanly. It's a big advantage to have doors that come straight up to the stern when we haul, and it's much easier to get them square in the gallows to unclip so we can haul

the sweeplines and the trawl onto the drum."

Henrik Andreassen added: "The Type 23 Bluestream is already arousing much interest from Irish and Scottish skippers, and we look forward to discussing the advantages these new doors offer the pelagic industry at Irish Skipper Expo 2022. We will also be promoting doors in our demersal range for the whitefish sector, which deliver excellent fishing results."



## TODD NAVIGATION EXHIBITING FOR THE FIRST TIME

**TODD NAVIGATION**, the only ADMIRALTY Chart Agent in Ireland, will be exhibiting for the first time at Irish Skipper Expo. Irish registered fishing vessels must navigate with official government charts and relevant publications for their areas of operation. Publications include *Sailing Directions*, *List of Radio Signals*, *List of Lights*, *Nautical Almanac* and *Tide Tables*. All of these must be approved by the Marine Survey Office.

On *Stand 91*, Todd Navigation will provide information on switching from paper charts and publications to electronic charts (ENCs) using the type approved SEALL ECDIS. With Global system for mobile communication (GSM) and satellite broadband at sea becoming more affordable, updating of ENCs is extremely easy. Navigating with official government charts makes voyages safer.

Information will be provided for *ADMIRALTY Digital Publications (ADP)* and *e-Nautical Publications (AENP)*. ADP includes Totaltide tidal prediction software, digital list of lights, and list of radio signals. AENP includes *The Nautical Almanac*, *Sailing Directions*, and other miscellaneous publications. Both softwares are easy to install, and more importantly, very easy to update, either online, or by weekly update DVD. Switching to ADMIRALTY ENCs and digital publications ensures your vessel meets the legal requirements of the Marine Survey Office, assisting safe navigation.

## PacFlange provides perfect solution for fish handling systems



**DUWEL GROUP**, who will be exhibiting on *stand 19* at Irish Skipper Expo, provides customers in the marine, industrial and hydro/clean power business areas with high performance, low wear and self-lubricating shaftline bearing solutions, including the **PacFlange** product range.

PacFlange was developed in New Zealand for the food processing and production industry, and was designed to replace conventional greased roller bearings, thereby eliminating grease completely and providing a zero-maintenance solution. The key component is the bushing material; *ThorPlas-White*, developed and manufactured by Canadian OEM Thordon Bearings Inc., which Duwel Group has represented for over 30 years. The material is self-lubricating, with low friction and wear properties and is food grade.

In 2020, Duwel Norway approached Norwegian trawler company *Havfisk* regarding their new build vessel *Kongsfjord*. On older vessels they use greased roller bearings which the crew maintain with food grade lubricants, but find:

- Lubricant costs are high.
- Periodic washing down of machinery removes the grease.
- Ungreased bearings regularly seize.

- High cost associated with downtime and repair/replacement of seized units.

Seeing an advantage to their operation, they equipped PacFlange units to the new fish handling conveyor system. PacFlange units are made from food grade approved housings, marine grade stainless steel sleeves (grub screwed to the shaft), which run on *ThorPlas-White* bushes.

The units operate just as well in wet environments as dry, so can be washed down freely with water or chemical cleaners without risk of operational deterioration. With a correct application, the *ThorPlas-White* will wear out gradually and thereby avoid unexpected failure. When the bush does show wear, it can be turned 180°, doubling the life and reducing Mean Time Between Failures (MTB). Two years on and Havfisk report they have achieved their return on investment, consumption of costly food grade lubricants has decreased, crew maintenance routines have shortened and risk of non-compliance with MARPOL is reduced.

Visit the *Duwel Group* stand at Irish Skipper Expo, to find out how PacFlange can help your vessel.

[www.duwelgroup.com](http://www.duwelgroup.com)  
[www.pacflange.com](http://www.pacflange.com)  
[www.thordonbearings.com](http://www.thordonbearings.com)

AIB  
Aigean Marine  
AJ Group  
Aquabroker  
Arklow Marine  
ASAP Supplies  
ASTANDER Shipyard  
ATLANTIC SHIPPING A/S  
Atlantic Marine Supplies Ltd

Barrus  
Barry Electronics  
Barry Electronics (Marport)  
Baudouin  
Belco Marine  
Bere Island Boatyard  
BIM  
BIM CTU  
Blue Wave Boat Services  
Bopp  
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CH Marine  
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Cygnum Boats

D&D Insurances  
DCM Marine Power & Propulsion  
Ltd  
DEPT OF MARINE  
DESMI Pumping Technology A/S  
Dorans Skippers Mate  
DP Energy  
Drawm  
Duwel Group

Echomaster Marine  
EK Marine  
EMFF Marine Biodiversity  
Engines Plus  
Errigal Bay

Finer Filters  
Finning UK & Ireland  
Finnoy Gear & Propeller AS  
Fish Facts  
Fishery Liaisons Ltd

G. Smyth Boats  
GEMS LTD  
Global Empire Hydraulic  
Connections  
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H.A.C.I. Ltd., (Hose and  
Couplings Ireland  
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Inishowen Celtic Iron  
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Jackson Trawls  
Jimmy Walsh Props  
JR Spares

KER Services Ltd  
KK Hydraulics  
KT Nets

L.A.S.T



## BOPP forges strong relationship with Irish fishing industry

Irish Skipper Expo exhibitor **BOPP** has forged a strong relationship with the Irish fishing industry, which includes the recent supply of deck equipment packages to the trawlers Mary Paul and Danny Finn.

BOPP is a specialist in the design and manufacturing of winches, net drums, gilsons, landing cranes, and hydraulic power-packs for all kinds of fishing vessels. For the 25m trawler, Mary Paul, the equipment



**BOPP is a specialist in the design of winches and net drums.**

included three split winches, one double split drum and two double compact net drums, along with various winches and a landing crane. The package also included steering gear, bow thruster and autotrawl system.

The equipment package for the 28m trawler *Danny Finn* included three split winches, three double net drums and two single net

drums. A range of gilsons winches were also installed, as well as autotrawl system and bow thruster.

David Thepaut of BOPP said: "Irish Skipper Expo 2022 will form a great showcase for the fishing industry and we are looking forward to attending the event and discussing with skippers their deck machinery requirements."



Mooney Boats recently completed trawler *Ella*.

## Diverse array of exciting products and services from Mooney Boats

The long-awaited return of this year's Irish Skipper Expo sees Killybegs-based **Mooney Boats Ltd** exhibiting an array of exciting products and services. This expo provides a first-hand look into the busy period of new builds at Mooney Boats, displaying their most recently completed 27.38m trawler *Ella* (B49) for owners Atlantic Dawn Group. Mooney Boats will also be offering a current look at new build sister-ships the 31m trawlers *Eilean Croine* (B50) and *Sparkling Star* (B51), both of which are in the fit-out stage of construction at the yard. There will also be a rare glimpse into future new build *Wave Crest* (B52), a 27.38m trawler for delivery in Ireland this year.

As well as the productive new builds department, Mooney Boats Ltd will be showcasing the facilities and services available. Facilities such as their 75 ton boat hoist, a brand-new state of the art machine workshop and the *DAFM Syncrolift*, which is located adjacent to the yard itself. Services available include Welding and Fabrication, Carpentry, CNC Plasma, Turning and Fitting, Hydraulics, Crane Hire, Shot-blasting, Hot Zinc Spraying, Painting, as well as DNV approved Ultra-Sonic Hull Testing. Not to be excluded, the Chandlery department will be showcasing at this year's event its impressive new ranges, including products such as *Kemilux Chemicals*, *Marine 16/Marship*, *NorSap*, *Sonihull* of which Mooney Boats Ltd is the sole dealer in Ireland.

"Here at Mooney Boats Ltd, we are excited to be back exhibiting and look forward to welcoming you to our Stand No. 51," said the company's Barry O'Hara.

## A GREAT RANGE FROM TYSON'S

Family owned and operating for 40 years, Irish Skipper Expo 2022 exhibitor **Tyson's Ships Riggers**, say they are excited to be attending this year's Show,

Company directors Mark Tyson, Chris Tyson, and Jonathan Tyson say that the last two years have been difficult for everyone in the industry, but there now seems to be light at the end of the tunnel, and they look forward to seeing all their regular and new customers,

Tyson's will be exhibiting all their regular products, including *Gold Strand Trawl wire*, which their customer Zeik Tuit describes as "excellent quality wire and the Tyson's service is always 100%!".

Also being promoted will be 26inch crab pots, Shamrock Polysteel, Multicolour Rope, Tyson's Euro Polysteel, and rope and King Crab rope. Customers Christopher and Anthony Harley, say: "Tyson's King Crab leaded ropes are excellent quality. Their motto is 'Trust Tyson's and we have to agree.'"

There will be Irish Skipper Expo special prices on all the above. Tyson's also look forward to displaying their ancillary products, including twines, pot netting, trawl netting, Showa gloves, fish baskets, and much more from their ever-expanding

## From shellfish to outdoor clothing – Triskell Seafood has it all!

**TRISKELL SEAFOOD LTD** has been trading live shellfish for over 20 years from its convenient base just outside Sligo Town. In recent years, this Irish Skipper Expo exhibiting company has expanded operations to include a line of professional clothing and footwear by brands such as *Guy Cotten*, *Le Chameau*, *Pros Extreme*, *Stormline* and others. The range is aimed at anyone working outdoors and not just fishermen and those in aquaculture.

A spokesperson said: "In addition to clothing and footwear we also manufacture and market a range of specialist equipment that are suitable for the aquaculture and fishing



Triskell have a clothing range aimed at anyone working outdoors.

industries. Increasingly we are getting calls from customers interested in using the equipment in new and inventive ways. Our marine stainless-steel hooks and hog rings are being used now as standard in the construction of lobster, crab and shrimp pots; our rolls of mesh are being put to the same use as well as for sea cucumber cages, drying seaweed and even to raise snails!

"Most recently we have had customers use our oyster bags in

domestic water filtration systems and to create artificial roosting sites for wetland birds. It seems the only limit for our equipment is your imagination!"

"We are completely focused on helping you find the right tool for the job, whatever that may be. Every other week we are getting in special orders for our customers from our extensive supplier base. Give us a call today and a member of our team will be delighted to help you."

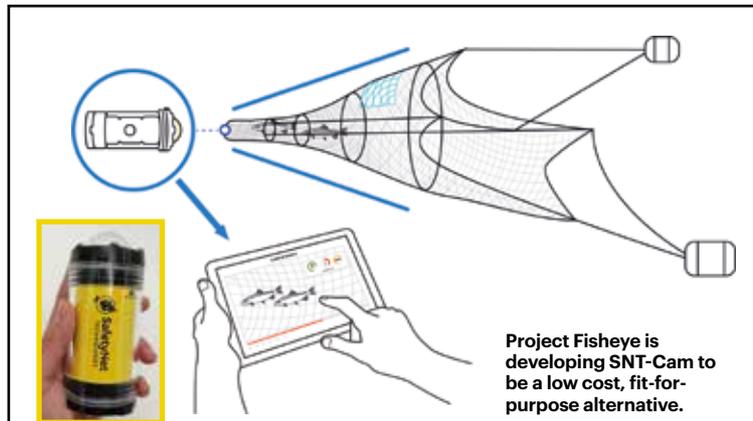


online store.

Visit <https://www.tysonriggers.co.uk/online/> for more details.

Chris Tyson says: "Since the last expo, we have expanded our warehouse and created our layby system in which Skippers can forward plan their orders. This system allows our customers to order ahead of time their trawl wires and combination sweeps which will then be kept in stock in our warehouse until required. This should give skippers peace of mind that when their wire and sweeps are coming to the end of their working life, they don't have to wait for their wires to be produced, and that they will be there ready to be despatched immediately for their next trip saving them valuable time and loss of earnings. We look forward to seeing you on stand number 50."

**For more information:**  
Jonathan Tyson UK Office  
01472 347065 Ext 1 or Mobile  
07843 557496, Chris Tyson UK  
Office 01472 347065 Ext 2 or  
Mobile 07590439471



Project Fisheye is developing SNT-Cam to be a low cost, fit-for-purpose alternative.

## Fisheye project to enable fishers to see their gear in action

**SafetyNet Technologies** will be exhibiting at the Irish Skipper Expo 2022, where they will be promoting their current project, **Fisheye**, which is being supported by the Marine Management Organisation (MMO). This project sets out to create a low cost, fit-for-purpose underwater camera to let fishermen see their gear in action

MMO is funding (via FaSS) SafetyNet Technologies' project Fisheye. This project will fast-forward development of SNT-Cam, a net mounted underwater camera, and facilitate more trials with fishing crews. Development of SNT-Cam began in 2021 after fishermen expressed a need to see their fishing gear in situ. At present, underwater cameras

have not been adopted by UK fishermen because they are expensive (>£50k) and are difficult to use. Therefore, Project Fisheye is developing SNT-Cam to be a low cost, fit-for-purpose alternative.

Already, SNT-Cam has provided value in enabling Precision Fishing. Precision Fishing requires a combination of information regarding the interaction between gear, targeted species, bycatch, and the environment. SNT-Cam will provide valuable insights into how fish behave in fishing gear, if bycatch mitigation tools are working, and how fishing operations could be optimised.

Visit SafetyNet Technologies at Stand 31 at the Irish Skipper Expo 2022 to learn more about SNT-Cam, Project Fisheye and Precision Fishing.

- Lorrimar
- LSM Pumper
- Lyngaa Marine Aps
- MacGregor (GBR) Ltd
- Mantsbrite Marine
- Marine Design International
- Marine Institute
- Marine Ireland Industry Network
- Marine Safety
- Marine Survey Office
- McDonnells (Queen St) Ltd
- McMurdo
- Mermaid Marine
- Michigan Marine Propulsion
- MIT
- MMG Welding
- Mooney Boats Ltd
- Morgere
- Mullion Marine
- NIFA
- New Ross Boatyard
- Nogva
- Nova Shipyard
- Ocean Space Acoustics AS
- On Site Power Generation
- O'Sullivan's Marine
- Padmos Engine & Ship Repair
- Pat O'Donnell & Co - Volvo Penta
- Peter Bruce (PATSY) Ships Painters
- PME Group
- Polar Doors
- Portumna Marine
- Prolines
- Proteum
- Redmac Plant & Engineering Supplies
- REINTJES Britain & Ireland
- RNLI Fishing Safety
- RNLI Fundraising
- Ruane Maritime
- Ryan & Roberts Ltd
- SafetyNet Technologies Ltd
- Seaquest Systems
- Selva Marine
- SFPA
- Shellfish Ireland
- Silverline Products Scotland Ltd
- Simply Blue Group
- SIRM UK
- Sofrimar
- Solent Engineering Services
- South Shore Marine & Diesel
- Spencer Carter
- Stormline
- Swan Net Gundry
- The Skipper/Mara Media
- Thyboron Trawldoors
- TODD Navigation
- Tom Hand Electronics
- Triskell Seafoods
- Tyson's Ship Riggers
- UHP Services
- Ultraguard Antifouling T/A
- Marine Growth Prevention Specialists Ltd
- Union Chandlery
- Virhydro/ Hookline
- Workplace Relations Commission
- Westward Scania
- Wills Ridley
- Wind Energy Ireland



# Atlantic Dawn Group's new MFV 'Leila'

The latest vessel to join the Atlantic Dawn Group fleet, "Leila" arrived in Killybegs last December after the long journey from the Cemre Shipyard in Turkey **WORDS: NIALL DUFFY PHOTOS: JOHN SMITH/JOHN CUNNINGHAM**

passion for **ship design**



Congratulations to the McHugh family and crew with your new vessel MFV 'Leila'

**salt**  
passion for ship design

**T**HE 64.65 MTR vessel was designed by the Norwegian naval architects **Salt Ship Design**. This company is owned by the Sandvik family, who has a long standing relationship with the McHugh family, having designed all of their new fishing vessels as far back as the first 'Veronica' in 1987.

The hull shape for *Leila* is a new developed hull custom designed for Atlantic Dawn and their operations.

The final hull is a result of several rounds of CFD simulations and model tests.

It is probably the first fishing vessel delivered with a battery package for reduction of greenhouse gasses without any Governmental subsidies.

The *Leila* is able to operate both in traditional mechanical mode and in diesel electrical mode. The batteries have several modes including peak shaving.

This together with all other green technologies implemented in the design meet Atlantic Dawn's brief for a vessel with a low environmental footprint.

The vessel is constructed with a closed in main shelter deck for extra safety and comfort for the crew. The owners also paid extra attention on the wheelhouse design resulting in a two deck wheelhouse →



Owners Kevin and Karl McHugh on board the Leila.

**“This project has taken over four years from the initial design meetings until the final arrival of the ‘Leila’ to her home port and is another step in the ongoing upgrading of the Atlantic Dawn fleet.” Karl McHugh, Atlantic Dawn Group**



Leila McHugh beside her namesake.

## Together On Board!

**Protecting the future is in our hands!**

At Cemre Shipyard; We produce eco-friendly ships that reduce carbon emissions to zero, save energy, even generate green energy and we are proud of breaking new grounds to establish an eco-friendly production ecosystem.

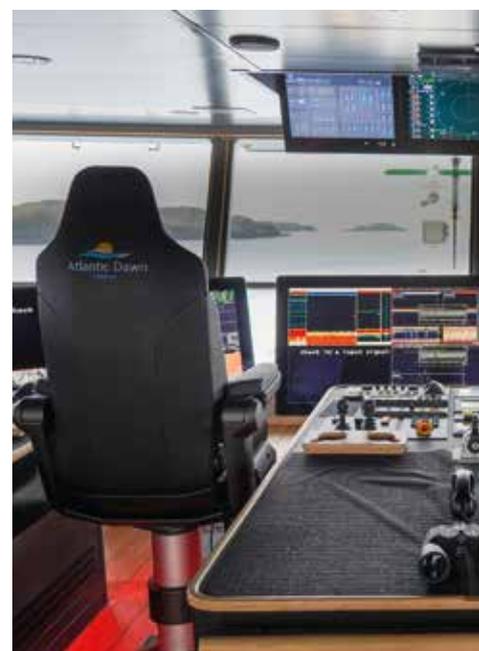


It is an honor to state **"The first of Atlantic Dawn, Leila is the first fishing vessel delivered to Ireland by Cemre Shipyard."**

**CEMRE SHIPYARD**



The *Leila* berthed at Killybegs.



Wheelhouse: View from the helm.



**BARRY**  
ELECTRONICS LTD.

**Ireland's Largest  
Marine Electronics  
Company**

St Catherines Rd,  
Killybegs, Co. Donegal  
Tel: 074 97 31215  
Fax: 074 97 31739  
[www.barryelectronics.ie](http://www.barryelectronics.ie)



Congratulations to The Atlantic Dawn Group with their new vessel "*Leila*." We are proud to have supplied, installed and commissioned the communication, navigational and fish finding equipment for this vessel.









for max visibility from the main steering position and full overview of the working deck from the trawl position.

The vessel will fish with a crew of nine and will be skippered by Kevin McHugh, who is also Director of Fishing Operations in the Atlantic Dawn Group. **Arctic Fish** will be the agents for the vessel.

Due to covid restrictions the local christening and naming ceremony was held with just family and crew.

Leila McHugh, daughter of Skipper Kevin and granddaughter of the late Kevin McHugh Sr. was on hand to break the traditional bottle of champagne on the bow of the vessel named for her.

## Engine Power

■ The MAN Energy Solutions propulsion package consists of a MAN 27/38 main engine and an Alphatronic 3000 propulsion-control system in combination with a Scanvold single reduction gearbox and a MAN Alpha single ducted CP propeller.

The proven MAN L27/38 propulsion engine delivers a performance over the entire load range from 2,040 kW to 2,999 kW with quick acceleration and immediate load responses.

A reliable unit, it guarantees a long time between overhauls and no unscheduled maintenance or repair work. The Alphatronic 3000 propulsion control system offers economical operation with optimised engine loads and thrust control, and a speed pilot-feature with GPS interface for various economy-sailing modes with



**SNG**  
SWANNETGUNDRY.COM



**LEILA**

CONGRATULATIONS TO **THE ATLANTIC DAWN GROUP** & CREW WITH YOUR NEW VESSEL **MFV LEILA**. WISHING YOU SAFE & SUCCESSFUL FISHING.

**Tel: 00353-74 9731180 Email: [enquiries@swannetgundry.com](mailto:enquiries@swannetgundry.com) [www.sng.ie](http://www.sng.ie)**



The crew of the *Leila* at the launch.

potential fuel savings of up to 4%.

The speed pilot is ideal for maintaining constant ship speed – even in shaft generator mode with varying electrical loading.

*Leila* is equipped with 950 kw Brunvoll bow and stern tunnel thrusters.

Power for the electrical and hydraulic systems is provided by 2 Cat C32 940 eKW @ 1800 rpm.

## Deck Machinery

The trawl machinery on *Leila* is provided by KARMØY WINCH AS.

- Two netdrums each with pull capacity 83 ton on the first drum layer.

- Drum capacity for each netdrum is 32 cub. metre.

- One lifeline winch that has pull capacity on the first drum layer 71 ton.

- Drum capacity for 800 metre of ø44m dia. spectra rope.

- Two trawl winches each has drum capacity for 2200 metre of ø36mm dia. wire.

- Pull capacity for each trawl winch on the first drum layer is 81 ton.

- One tailend winch with pull capacity on the first drum layer 57 ton.

They also delivered anchor winches, mooring winches, trawl blocks and aux winches to the *Leila* plus a Karm 4010 computer trawl system and the powerpack for drive →



ST. CATHERINES RD, KILLYBEGS, CO. DONEGAL  
TEL: (0) 74 97 31525 FAX: (0) 74 97 32111 WWW.KER.IE



WISHING THE MCHUGH FAMILY & CREW EVERY SUCCESS WITH YOUR NEW VESSEL "LEILA"



THE MANAGEMENT & STAFF OF KT NETS WISH THE ATLANTIC DAWN GROUP GOOD LUCK & CONTINUED SUCCESS WITH THE NEW 'LEILA'

Contact: 074-9741498 / 087-2347601  
www.ktnets.ie danny@ktnets.ie

of winches and cranes.

**Killybegs based SEAQUEST SYSTEMS won the contract for the supply of deck cranes and fish pumps and supplied the Cemre yard in Turkey with the following:**

- SeaQuest 4t @ 14mtr Knuckle-boom Crane
- SeaQuest 5t @ 14mtr Gantry Style Powerblock Crane
- SeaQuest 5t @ 9mtr Gantry Style Knuckle-boom Crane
- SeaQuest 24" Fish Pump
- SeaQuest 2" Hyd. Hose Reel w/Spooling
- SeaQuest 20" Pump-Thru Fish hose Reel

Fish Handling is carried out using a **MMC First Process** 2 x 800 kw 4,200 ltr vacuum pump system with a double separator enclosed by the main deck.

## Trawl Gear

**SWAN NET-GUNDRY (SNG)** were selected as main suppliers of Pelagic Midwater Gear for this new addition to the Killybegs fleet.

*The Pelagic Midwater Gear Supplied included:*

- One Swan 1280 Guider Trawl (Mackerel/Scad) C/W Guider Concept built into side wing panels for maximum herding capabilities and →



Engine control room.



Seaquest main deck crane.



Atlantic Dawn, Roshine Rd, Killybegs,  
Co. Donegal, Ireland.  
T: +35374 9731644 F: +35374 9731646  
E: info@atlantic-dawn.com W: www.atlantic-dawn.com



The McHugh family would like to thank the *Atlantic Dawn Team* for all of their hard work and dedication towards ensuring the 'Leila' project was such a success.





Above: Bright and spacious Crew Mess.  
Below: Main shelterdeck encompasses the fish separator.



# SeaQuest Systems



BEST WISHES TO THE McHUGH FAMILY & CREW FROM ALL AT SEAQUEST SYSTEMS. PROUD SUPPLIERS OF THE NEW LEILA.

The largest stock of Fish Hose in Europe  
We supply, design & install Hydraulic Systems



Stay up to date, follow us on facebook or check out our project section on our website.

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Co Donegal, Ireland  
Tel: +353 (0)74 9731542 Fax: +353 (0)74 9731573  
E: sales@seaquest.ie W: www.seaquest.ie

exceptional ground contact with a wider area scope.

■ Two Swan 65 Fast Flow Codends with (DHS) top rated codend for fish quality. Wider style design and 8 panel construction for strength Dynice Handle System (DHS) No Rings now preferred by all SNG Customers.

SNG also supplied Codend Splitter Ropes.

■ THYBORON TRAWLDOOR A/S fitted out the Leila with a set of 11m2 TYPE 32 BLUESTREAM pelagic trawl doors with hydraulic adjustable foils.

■ K.T. NETS in Killybegs supplied a wide range of gear to the Leila which included all Dyneema, Bridles, Messengers, Lifelines and a vast range of chandlery.

Various Killybegs companies also supplied services and ancillary equipment to *Leila* including

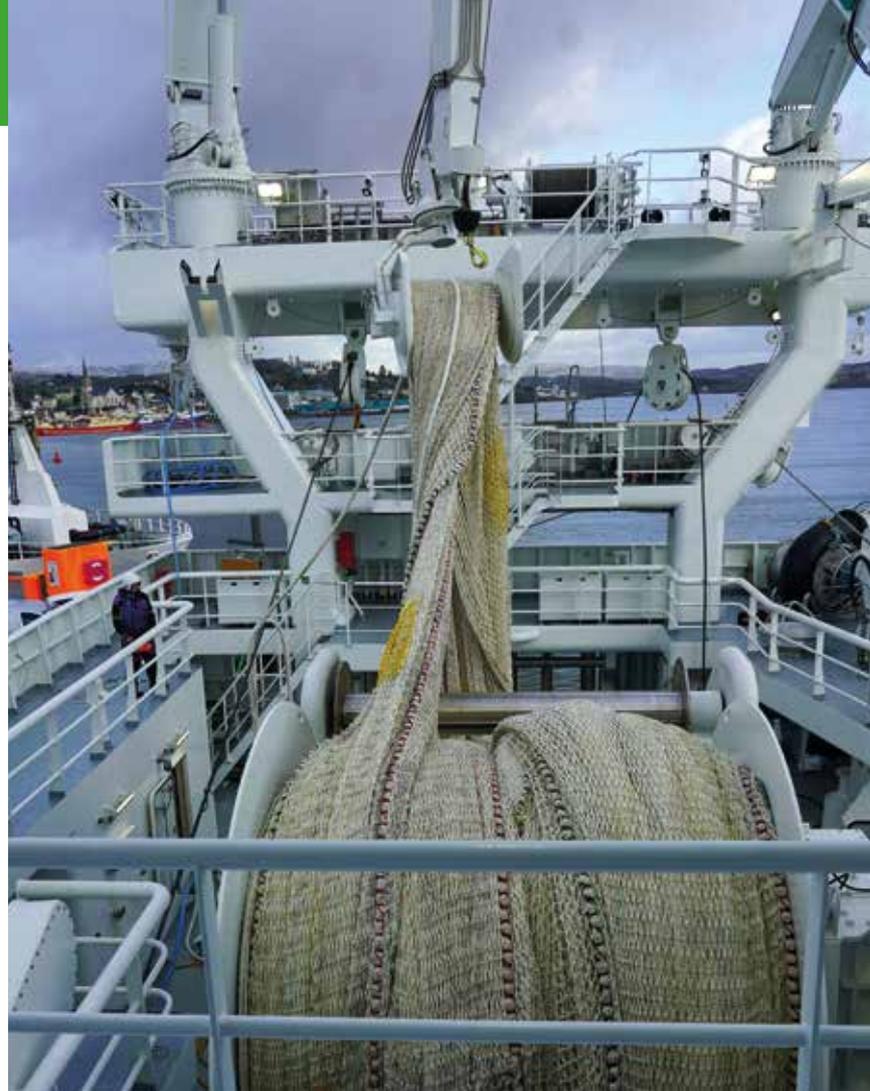
Gangways from **MMG Welding**, Insurance from **D&D Insurance** and Safety Gear from **Atlantic Marine**.

Karl McHugh, *Atlantic Dawn Group chief executive* has expressed his gratitude to everyone involved in the build from design and construction to the delivery of the finished vessel

“This project has taken over four years from the initial design meetings until the final arrival of the ‘Leila’ to her home port and is another step in the ongoing upgrading of the Atlantic Dawn fleet. We are very grateful to all our employees who have worked so hard to make this project a success,” he said.

Mr McHugh also highlighted the quality and workmanship of local Killybegs companies involved in the project.

*The Skipper* would like to wish Kevin and Karl, Families and Crew and all at *Atlantic Dawn Group* every success with *Leila* and good fishing for the future. ■



Karmoy netdums and SeaQuest deck cranes.



Shore Road, Killybegs  
Donegal, Ireland  
+353 74 97 31152  
info@mooneyboats.ie



BOAT BUILDING • VESSEL REPAIRS • MARINE CHANDLERY



CONGRATULATIONS TO THE MCHUGH FAMILY & CREW WISHING YOU EVERY SUCCESS IN THE FUTURE WITH NEW VESSEL MFV LEILA FROM MANAGEMENT & STAFF OF MOONEY BOATS LTD.

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COMPACT GANGWAY SYSTEMS®

Manual – Hydraulic – Radio controlled



Experts Coded Welding  
Marine Fabrications  
Compact Gangway Systems

Best wishes to  
Atlantic Dawn Group  
with your new  
vessel ‘Leila’.



MMG Welding Ltd, Roshin, Killybegs, Co. Donegal, Ireland F94 NX06

Tel: +353 74 97 41794 Martin: +353 87 851 5864  
email: info@mmgwelding.ie www.mmgwelding.ie







CONGRATULATIONS!

To the Atlantic Dawn Group and crew  
on your new vessel Leila S0108



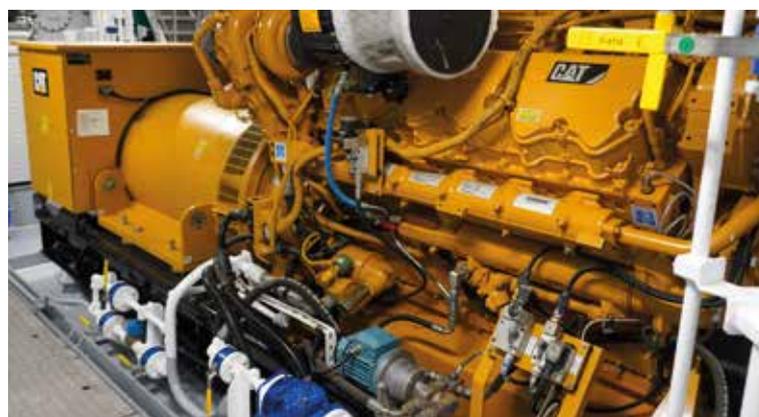
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Sydhalevej 8,  
7680 Thyboron  
Denmark

Tel. +45 97 83 19 22  
sales@thyboron-trawldoor.dk  
[www.thyboron-trawldoor.dk](http://www.thyboron-trawldoor.dk)

## THE ELECTRONICS PACKAGE

BARRY ELECTRONICS LTD supplied an extensive array of electronic equipment (navigation, fish finding and communication) to *Leila*, all installed and commissioned by Barry Electronics Ltd at the Cemre Shipyard in Turkey.

<b>Display system:</b>	BEL Pacific MS-6C Video Matrix Interswitch System with 2 control stations.
<b>Main monitors:</b>	4 x 55" 4K Hatteland Tilting monitors
<b>Aft and Overhead:</b>	11 x 26" HD Hatteland monitors
<b>LF sonar:</b>	Furuno FSV-25S, Low Frequency Sonar.
<b>HF sonar:</b>	Furuno FSV-75 High Frequency Sonar.
<b>Echo sounder 1:</b>	Simrad ES-80 38/120khz Echosounder.
<b>Echo sounder 2:</b>	Simrad SN90 Forward Looking Sounder
<b>Echo sounder 2:</b>	Furuno FCV-1900 Broadband Echo Sounder.
<b>Echo sounder 3:</b>	Furuno FSS-1BB Fish ID Echo Sounder.
<b>Current indicator:</b>	Furuno CI68 Doppler Current Indicator.
<b>Net monitor:</b>	Marport M6 Receiver for Trawl Monitoring.
<b>Trawl sonar:</b>	Simrad FS-70 Trawl Sonar.
<b>Radar 1 (3 cm):</b>	Furuno FAR 2228-X Band Radar.
<b>Radar 2 (10 cm):</b>	Furuno FAR 2238-S band Radar.
<b>Radar 3:</b>	Furuno DRS6A-NXT Solid State Radar
<b>Ecdis:</b>	Furuno FMD3200/3100 BB Dual ECDIS.
<b>Plotter 1:</b>	MaxSea Time Zero Chart Plotter.
<b>Plotter 2:</b>	Sodena Fishing Win V9
<b>Plotter 3:</b>	Olex, 3D Bottom Mapping Plotter
<b>GPS 1:</b>	Furuno GP-170 GPS Navigator
<b>GPS 2:</b>	Furuno GP-33 GPS Navigator
<b>AIS:</b>	Furuno FA-170 AIS
<b>Gyro compass:</b>	Simrad GC-80
<b>Satellite Compass:</b>	Furuno SC70
<b>Autopilot:</b>	Simrad AP70 Mk2 Autopilot with Aft AP70 Station.
<b>V-SAT Internet:</b>	BEL VSAT Thor 7 Ka System
<b>Sat-TV system:</b>	Intellian t80-Q Satellite TV System
<b>GMDSS:</b>	Area A2 GMDSS.
<b>SSB:</b>	Sailor 6310 MF/HF DSC Radio.
<b>VHFs:</b>	Sailor 6222 VHF DSC Radio. 2 x Sailor 6210 VHF Radio.
<b>Intercom:</b>	2 x Furuno LH5000 Loud Hailer System for Fwd and Aft areas.
<b>PABX:</b>	Telephone Exchange with 5 Extensions
<b>CCTV:</b>	6 Station with 18 cameras.



Caterpillar Aux Engine.

Best wishes to the McHugh Family and Crew of the new *MFV Leila* from all at



Caterpillar Dealer Spares & Services, Crane Hire. Stockists of Castrol and Mobil Marine Lubricating Oils.

Killybegs, Co. Donegal, Ireland. Tel: +353-74-9731237  
E: con@congallaghermarine.com W: congallaghermarine.com



*Congratulations to the McHugh family & crew with your new vessel MFV Leila. Wishing you every success for the future from everyone at AJ Conaghan Engineering Ltd*



AJ Conaghan Engineering Ltd,  
Lifford, Co Donegal, Ireland, F93DC67

T: +353 (0)86 8272345  
W: www.ajconaghaneng.com  
E: andrew@ajconaghaneng.com



**WISHING THE McHUGH FAMILY & CREW EVERY SUCCESS WITH THE 'LEILA'**

Tel: +47 52 85 68 00 24hr phone: +47 913 18 567  
Email: post@karmoy-winch.no  
Karmøy Winch AS, Bygnesveien 30, 4291 KOPERVIK, NORWAY



RSW tanks under the main shelterdeck.



McHugh family welcome home the new *Leila*.

*Congratulations!*



*Best wishes to  
The Atlantic Dawn Group  
with your new vessel "Leila".*

**IRISH FISH PRODUCERS' ORGANISATION**

8 Anvil Court, Killybegs, Co Donegal.

Tel: 074 9741468/9 Email: ifpo@eircom.net

## MMC FIRST PROCESS

CONGRATULATION TO OWNERS AND CREW WITH THE NEW VESSEL "LEILA"

Thanks to Atlantic Dawn group for a good corporation during many years. We appreciate the opportunity to be a supplier of RSW, Fish loading & unloading, automation and surveillance system to their three new pelagic trawlers.

ENABLING  
SUSTAINABLE  
FISH HANDLING



# Public Notice

## APPLICATION FOR A FORESHORE LICENCE

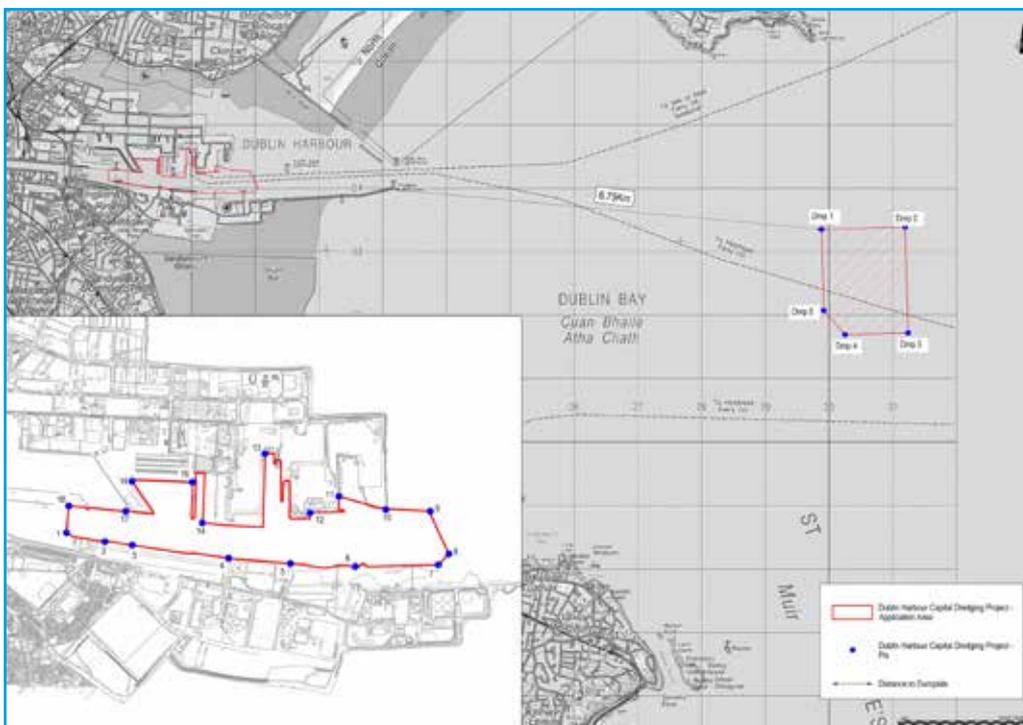
Notice is hereby given pursuant to Section 19A of the Foreshore Act, 1933 that Dublin Port Company, Port Centre, Alexandra Road, Dublin 1, D01 H4C6 has applied for a Foreshore licence under Section 3 and 10 of the said Act, for the purpose of Capital Dredging within Dublin Harbour, Co. Dublin (Ref: FS007164).

The application is for the loading and dumping of dredged material arising from capital dredging within Dublin Harbour to allow for the safe passage and berthage of vessels of deeper draught expected to visit Dublin Port. No further capital dredging of Dublin Bay is required.

The loading of dredged material will be restricted to those areas of the navigation channel, basins and berthing pockets which contain sediments which are suitable for disposal at sea (Class 1: uncontaminated, no biological

effects likely). It is proposed to dispose of the dredged sediments at the existing licensed offshore disposal site located at the entrance to Dublin Bay to the west of the Burford Bank, (6.75 km from the lighthouse at the end of the Great South Wall).

The approximate total amount of material to be dredged is 500,000 m<sup>3</sup> and it consists of a mixture of clay, silt, sand, gravel and cobbles. No dredging of rock is required. Dredging will be carried out by a trailer suction hopper dredger and/or backhoe dredger and support vessels. It is proposed to limit the capital dredging and disposal at sea operations between October to March annually over an eight year period commencing October 2022. This time period will enable the capital dredging to be delivered through a series of discrete work packages to minimise disruption to existing port activities.



An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been included in this application.

The Minister for Housing, Local Government and Heritage is responsible for making a decision on this application and he may either grant, approve or consent to the application with or without covenants, conditions or agreements, where applicable, or refuse the application.

Section 19C of the Foreshore Act does not apply to this application.

Submissions, comments or objections in relation to the proposal may be made in writing within 8 weeks from the publication of this notice to the Minister for Housing, Local Government and Heritage at Foreshore Unit, Department of Housing, Local Government and Heritage at Newtown Road, Wexford, Co. Wexford or by e-mail to [foreshore@housing.gov.ie](mailto:foreshore@housing.gov.ie) (Quoting Ref: FS007164).

The closing date for the receipt of written submissions, comments or questions is 17:30 on the 9th March 2022.

The foreshore application, the EIAR, associated documents, all relevant maps of the location of the proposed development, and any other reports or information (including copies of any submissions, comments, or questions accompanying this proposal) may be inspected free of charge within 8 weeks of this notice, between 12th January 2022 and 9th March 2022, at the following locations:

- **Irish Town Garda Station**, 57 Irishtown Road, Dublin 4. Documents can be viewed Monday to Friday between the hours of 09:00 and 17:00, no appointment is necessary
- **Store Street Garda Station**, 4-6 Store Street, Dublin 1. Documents can be viewed Monday to Friday between the hours of 09:00 and 17:00, no appointment is necessary
- **Dublin Port Centre**, Alexandra Road, Dublin 1. Documents can be viewed Monday to Friday between the hours of 09:00 and 17:00, by appointment only due to Covid-19 restrictions. Appointments can be made by phoning 01 8876000 during normal working hours and asking for Charlie Murphy or in his absence, Eamon McElroy.
- **Dublin City Council**, Planning Office, Civic Offices, Wood Quay, Dublin 8. Documents can be viewed Monday to Friday between 09:00 and 12:00 and 13:00 and 16:30, an appointment is necessary. Appointments can be made by telephoning the Planning Department of Dublin City Council at 01 2222149 or email [planning@dublincity.ie](mailto:planning@dublincity.ie)
- **Charleville Mall Library**, N Strand Road, Dublin 1. Documents can be viewed Monday to Thursday 10am to 1pm & 2pm to 5pm. Alternate Friday/Saturday opening 10am to 1pm & 2pm to 5pm, an appointment is necessary. Appointments can be made by phoning 01 2228411 during normal working hours.

The documentation is available on the Department's website at: <https://www.gov.ie/en/foreshore-notice/e7d34-dublin-port-capital-dredging/>

The application may also be viewed on the following dedicated website at:

<https://www.dublinportdredgingforeshoreconsent.ie>

An e-copy that includes the Environmental Impact Assessment Report, maps, site plans and drawings, and a copy of the foreshore application may be purchased at reasonable cost from Dublin Port Company at the address stated above or by emailing [info@dublinport.ie](mailto:info@dublinport.ie) or by phoning 01 8876000 during normal working hours and asking for Charlie Murphy or in his absence, Eamon McElroy. Take notice that material upon which the Minister shall determine this application will be published on the Department's website. In this regard the Department wishes to draw attention to its policy on defamatory material that may be contained in submissions it receives which may be found on the Department's website at: <http://www.housing.gov.ie/planning/foreshore/public-participation-foreshore-consent-process>

Dated this 12th January 2022

Michael Sheary, Company Secretary, Dublin Port Company, Port Centre, Alexandra Road, Dublin 1, Ireland

The co-ordinates of the proposed works are set out in the table below:

No.	Easting (ITM)	Northing (ITM)	Loading Area	
			Latitude (DMS)	Longitude (DMS)
1	718624.05	734174.25	53° 20' 40.125"	6° 13' 6.597"
2	718858.95	734108.26	53° 20' 37.801"	6° 13' 6.017"
3	719053.47	734085.40	53° 20' 36.905"	6° 13' 16.486"
4	719623.78	734006.41	53° 20' 33.887"	6° 12' 12.80"
5	720008.86	733972.56	53° 20' 32.479"	6° 12' 7.9565"
6	720404.85	733954.06	53° 20' 31.557"	6° 12' 29.328"
7	720904.71	733966.17	53° 20' 31.538"	6° 11' 3.647"
8	720969.94	734031.51	53° 20' 33.598"	6° 11' 0.032"
9	720853.62	734296.13	53° 20' 42.250"	6° 11' 5.953"
10	720585.30	734306.92	53° 20' 42.819"	6° 11' 20.43"
11	720297.42	734386.86	53° 20' 45.640"	6° 12' 24.114"
12	720122.74	734287.16	53° 20' 42.559"	6° 12' 14.539"
13	719844.20	734653.80	53° 20' 54.643"	6° 12' 0.012"
14	719458.66	734224.20	53° 20' 41.064"	6° 12' 21.43"
15	719395.17	734475.51	53° 20' 49.243"	6° 12' 24.52"
16	719026.90	734480.31	53° 20' 49.696"	6° 13' 15.585"
17	718982.78	734296.54	53° 20' 43.790"	6° 13' 12.952"
18	718638.17	734328.76	53° 20' 45.110"	6° 13' 5.626"

No.	Easting (ITM)	Northing (ITM)	Dump Site	
			Latitude (DMS)	Longitude (DMS)
Dmp 1	729806.04	733381.97	53° 20' 5.0603"	6° 3' 3.579"
Dmp 2	731115.47	733417.94	53° 20' 5.0618"	6° 2' 7.2075"
Dmp 3	731161.54	731749.31	53° 19' 11.067"	6° 2' 7.2109"
Dmp 4	730173.48	731722.13	53° 19' 11.066"	6° 3' 13.815"
Dmp 5	729840.90	732102.71	53° 19' 23.665"	6° 3' 3.582"



**FRUITFUL VINE – BF240**

**Owners:** Nicol Fishing LTD  
**Home Port:** Fraserburgh  
**Length overall:** 24.50 m  
**Length Registered:** 22.95 m  
**Beam:** 7.60 m  
**Depth:** 4.30 m  
**Displacement:** 350 t  
**Hold capacity:** 700 boxes  
**Speed:** 10-10.5 knots  
**Crew:** 6-8

Macduff Shipyards new build *Fruitful Vine* has been recently handed over to owners Nicol Fishing Ltd.



# Fruitful Vine

**M**ACDUFF SHIPYARDS LIMITED have recently signed over their latest new build fishing vessel, *Fruitful Vine, BF 240*, to owner's Nicol Fishing Ltd.

This new build replaces their previous fishing vessel of the same name, which was built by the yard in 2010 and is intended to fish around the coast of Scotland, occasionally pair trawling alongside the families other fishing vessel, the *'Steadfast Hope BF 340'*.

*Fruitful Vine* is a sister ship to the *Orion* and

was originally planned to be built from the yards previous 24.5 m hull model but during the early design phase a decision was taking to remodel these vessels bows based on the preliminary results from a tank testing program which the yard and Macduff Ship Design were running for another project.

A quick study was conducted by the Wolfson Unit in Southampton using CFD technology to compare the proposed new bow against the previous model with the results showing a net

decrease in hull resistance at steaming speeds, as anticipated.

Following this the hull form was faired and finalised by Macduff Ship Design who then produced a full set of steel construction plans along with conducting the incline experiment and producing the vessels stability booklet. The fabrication of the hull was carried out in Macduff with the construction reviewed and verified by SFIA and the MCA.

The hull of *Fruitful Vine* is built completely



Catch Handling System.



Triple Barrel Winch.



from steel, apart from the wheelhouse and masts, and features a double chine hull form, transom stern and modern bow designed to cut cleanly through the sea with less energy leading to a reduction in fuel consumption and emissions along with increased crew comfort.

*In broad terms the layout of the Fruitful Vine is similar to some of the other recent new builds produced by the yard. Below deck features the cabins, engine room, fish hold and a large freshwater tank forward of the collision*

**Fruitful Vine features a hydraulic deck machinery package that was fabricated by the yard comprising of a triple barrel winch with increased drum size to accommodate pair fishing gear, two split net drums, two bagging winches, two small gear handling winches, cod end lifting winch and a dedicated anchor windlass.**

bulkhead. Whereas above deck is situated the aft shelter, galley/mess and side passage area, fish processing area and then forepeak where the trawl winch is situated.

A bespoke hydraulic deck machinery package

was fabricated by the yard comprising of a triple barrel winch with increased drum size to accommodate pair fishing gear, two split net drums, two bagging winches, two small gear handling winches, cod end lifting winch and a dedicated anchor windlass.

Thistle Marine of Peterhead supplied both the MFB8 landing crane and MBK13 powerblock crane, both of which featuring a slew ring base. Primary hydraulic power is provided by a single Parker hydraulic pump driven from a dedicated →



**Macduff HQ**

The Harbour, Macduff,  
Aberdeenshire, AB44 1QT

**Tel:** 01261 832 234

**Fax:** 01261 833 541

**email:** enquiries@macduffshipyards.co.uk

**web:** macduffshipyards.co.uk

**Fruitful Vine BF240**



Congratulations to owners Nicol Fishing Ltd, skipper and crew on your new vessel Fruitful Vine BF240.



Caterpillar C32 main engine.

Mitsubishi 6D24 auxiliary engine producing 218 kW whilst secondary hydraulic power is provided by a Parker hydraulic pump driven from a power take off fitted to the main propulsion's gearbox. A hydraulically powered bow thruster with 2.3 tonnes of thrust is also fitted, supplied by Kort Propulsion. The hydraulic system, designed by the yard, is cooled via a Blokland box cooler and Bowman heat exchanger.

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

*Fruitful Vine* is the eighth vessel built by the yard in recent years to feature this propulsion package which has demonstrated itself to be both robust and adaptable with the Wide Operating Speed Range of the C32 main engine providing flexibility to achieve full power from a fixed pitch propeller both whilst steaming and trawling. *Fruitful Vine* also features a triple rudder system and high lift propeller nozzle provided by Wartsila. Cooling systems for all engines and hydraulics onboard are served by box coolers supplied by Blokland Non-Ferro.

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

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

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

The high specification navigation package was supplied and fitted onboard by McMinn Marine Ltd, please contact David McMinn for full details. Good fishing to the owners and crew from all at the *Skipper*. ■

## THE ELECTRONICS PACKAGE

**McMinn Marine supplied the complete package of electronics on Fruitful Vine**

### Radars

JRC 5312, AIS, Arpa  
Koden 2006 AIS, Arpa

### Navigation

Navitron Nt921 autopilot system  
JRC jlr21 Sat compass  
2x Koden kgp915 GPS  
EmTrak a200 AIS

### Plotters

Olex, Hardness module, AIS module  
Sodena, AIS, Trax, AIS, ArpaTime Zero

### Sounders

Jrc 180 broadband sounder 38-200khz  
Wassp multibeam 3D mapping

### Communications

3 x Sailor 6215 vhf  
Phonetech 10 station talkback  
Icom gm800 ssb set

### Satellite System

T80 intellian sky tv  
Charity and Taylor v sat system

### CCTV

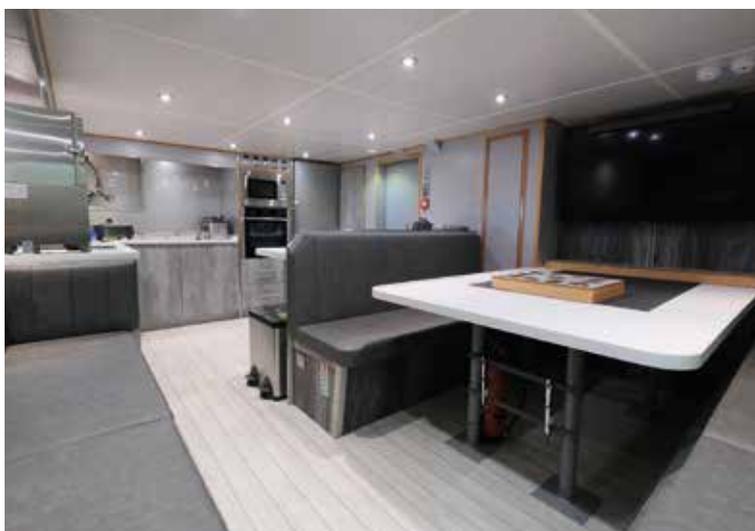
14 camera CCTV system,  
Propellor camera

### Display

10x 28" screens in fwd console  
4x 24" screens in top console  
3x 24" aft trawl console  
16 way hdmi screen matrix system,  
all wheelhouse screens can be moved about

### Monitoring

Marel m2200 scales system  
Scanmar trawl system



Galley and crew mess.



Wheelhouse.

# Un-flappable Skates

Flapper Skates (*Dipturus cf intermedius*) tagged & released in the Central Irish Sea

**O**n 28 November 2021, the MFV Eblana (D379) [Skipper: Brendan Lynch, Howth], captured a large mature male Flapper Skate (*Dipturus cf intermedius*) [DRJ] measuring 186 cm total length (TL), 139 cm disc width (DW), and weighing c. 80 kg, while demersal trawling at a depth of 110 m in the Central Irish Sea (ICES VIIa, 34E4; 52.7667oN, 5.4333oW), c.41.6 km east of Arklow, Co Wicklow. This lively leviathan was promptly photographed, measured, tagged and released (**Fig. 1**).

Over the last two years the Eblana captured and released two more Flapper Skates in the Central Irish Sea, including a specimen measuring c.215 cm TL and weighing c.100 kg on 10 September 2020 (**Fig. 2**), and a mature female measuring 206 cm TL and weight c.100 kg which was tagged on 28 September 2021 (**Fig. 3**).

Although the Flapper Skate and the closely related Blue

or 'Common' Skate (*Dipturus batis cf flossada*) [RJB] (**Fig. 4**) were historically described as widespread and 'common' in European seas, both species are now regarded as Critically Endangered by the International Union for Conservation of Nature (IUCN), and designated as 'prohibited species' under European Union Regulation No. 2019/1241, which states, inter alia, "When caught accidentally, the species shall not be harmed and specimens shall be promptly released back into the sea, except for the purpose of allowing scientific research on accidentally killed specimens". All captures are required to be logged.

Although the Blue Skate (identifiable by the presence of an ocellus on each wing) (**see Fig. 4**), was declared to be commercially extinct in the Irish Sea during 1981, there is some evidence that the status of both *D. batis cf flossada* and *D. cf intermedius* may be



**Figure 1.** Flapper Skate (*Dipturus cf intermedius*) tagged and released by the MFV Eblana (Central Irish Sea, 28.11.2021)

improving, at least in some areas. Commercial fishers and recreational anglers have a very important role to play in contributing to the conservation of endangered skates in Irish waters. Apart from releasing incidental captures unharmed, and where possible contributing to the tagging effort, they can help fill the current knowledge

gaps about the distribution and abundance of both species by logging all discards. In the absence of reliable up-to-date information, both species will undoubtedly continue to be regarded as threatened. ■



**Figure 3.** Flapper Skate tagged and released by the MFV Eblana. (Central Irish Sea, 28.09.2021).

**Figure 4. (Right) Blue or Common Skate (*Dipturus batis cf flossada*) captured and released by the MFV Verlaine (WD5) (Skipper James Taite) in the Celtic Sea.**



**Figure 2. (Below) Flapper Skate captured and released by the MFV Eblana, (Central Irish Sea, 10.09.2020).**



## GET IN TOUCH

■ Declan is always interested in receiving reports about unusual and rarely recorded species in Irish waters. ([declanquigley2021@gmail.com](mailto:declanquigley2021@gmail.com); WhatsApp: 087-6458485).

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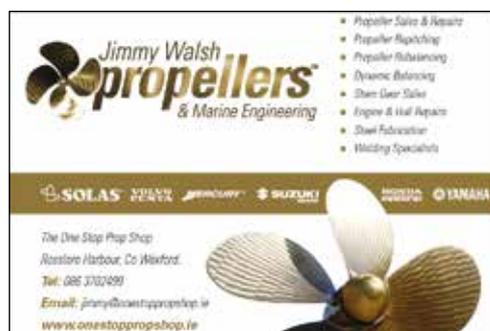
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# Monthly Competition

Send in your best fishing related photo and you could win a Sotra Fleece by Guy Cotten.



IN ASSOCIATION WITH

■ 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.



### PHOTO OF THE MONTH

**WINNER: Adam Flannery**  
*Dingle Bay sunset.*

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

### THE MONTHLY PRIZE

The winner will receive a Sotra Fleece by



**Skipper**

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

**SAVE THE DATE!**



**MARCH 2022**  
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**25<sup>th</sup>/26<sup>th</sup>**  
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## E.E.C. TERMS DEMAND CRASH PROGRAMME FOR DEVELOPMENT

By THE EDITOR

**ON PAGES** five and six in this issue we publish in full the official explanation of the terms of the E.E.C. fisheries agreement as negotiated in Brussels last month. Every fisherman should read it, because his livelihood, and that of his sons, will be affected by the decisions to allow other nations to share our home market and adjacent waters.

The main opposition from the fishermen has come from the review clause, which means that after ten years, or just before it, the concessions we got inside six miles are to be reviewed. There is no certainty that we might not lose everything then, and to judge by how slow the E.E.C. was to concede six miles, we must assume that the fish-hungry European fleets will be even more grasping then.

One might say that ten years is a long time, but after about four years have passed there may be reluctance by Irish skippers and firms to invest in vessels which will need a long period of calculated earnings to pay off.

On the other hand, European demand for fish will continue upwards all the time, and so should our exports if we catch the fish.

The official explanation gives no satisfactory clarification of the subject of fish imports or landings by foreign boats. While the E.E.C. does operate anti-dumping regulations, we have not been told how, for instance, Dutch or French trawlers working in the Irish Sea can be prevented from glutting the Dublin market occasionally by landing here. From next January, they will be able to do that.

This prospect should be studied in the light of the intensification of poaching which will naturally follow if foreign fleets are seeking grounds close to landing points.

**ACTION NEEDED NOW**

In order to prepare for the scale of competition which we must expect, these proposals, therefore, should be given immediate consideration as proof of the Government's desire to enable fishing not only to survive, but by skilful trading, to help our whole economy to prosper on our own resources.

**EDUCATION.** Our young fishermen and our fish process technicians and marketing experts must be trained to European levels to achieve higher catches and highest prices for the finished product.

**FISHERY RESEARCH.** A major uplift in the scale of fishery research will be essential to assess investment risks. Even now, we have no accurate picture of all the resources available to us and where.

**FISHERY PROTECTION.** Clearly we cannot effectively patrol nearly 2,000 miles of coast with our small navy. Therefore helicopters must be adopted to reduce the many breaches of limits which we can expect. Laws must be changed to allow air and radar sightings to be accepted as evidence. Our navy must be reorganised and given additional responsibilities.

**HARBOURS.** An urgent plan to create a modern harbour system must be applied. Schemes like the Castletownbere project must be speeded up before all local initiative has withered.

These concepts might well run to €10m, a small amount in relation to the value other nations clearly place on our fisheries.

### The Irish - E.E.C. agreement on Fisheries.

**KEY**  
 - - - - - Six mile limit. - - - - - Twelve mile limit - all types of fish (Salmon included)  
 ———— Twelve mile limit on Shellfish  
 Limits above are Diagramatic only

**THE IRISH SKIPPER**  
wishes all readers a happy and prosperous New Year

**IN THIS ISSUE...**  
Due to pressure on space caused by coverage of the E.E.C. Fisheries Agreement, several important articles and regular features have had to be held over until next month.

**SAIL WITH WHALE** **BILGE and GALLEY PUMPS**

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## From The Skipper Archives

January 1972

**MAIN HEADLINES:**

- Explanation of the E.E.C. fishery agreement terms negotiated in Brussels.
- **Education:** Training needed to European levels.
- **Fishery Research:** Major uplift in the scale of fishery research needed.
- **Fishery Protection:** Helicopters must be adopted to reduce breaches.
- **Harbours:** A modern harbour system must be applied.

Aquaria.  
Photo: Andrew Kearney



**OUT & ABOUT**  
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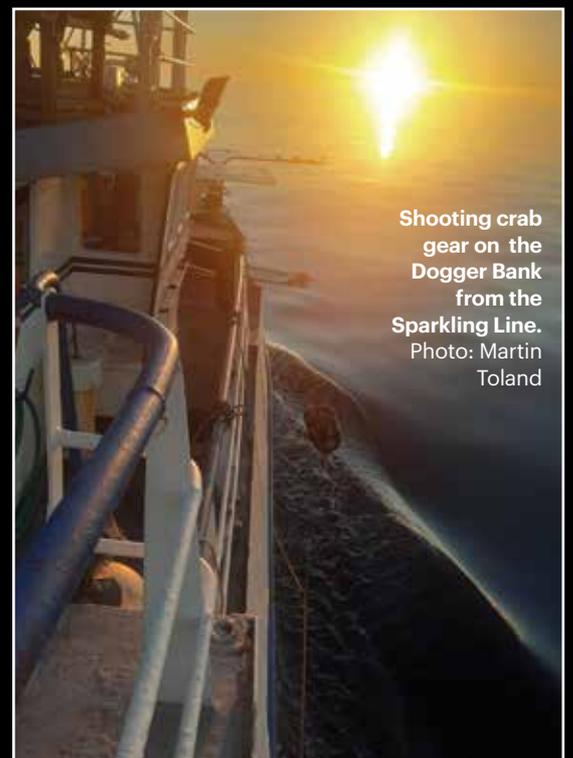
Western Chieftain fishing for scad. Photo: Tommy Durrane



Galway Girl operating in Valentia Harbour. Photo: Aaron Quigley



Girl Jane passing Bere Island. Photo: Anne Marie Cronin.



Shooting crab gear on the Dogger Bank from the Sparkling Line. Photo: Martin Toland

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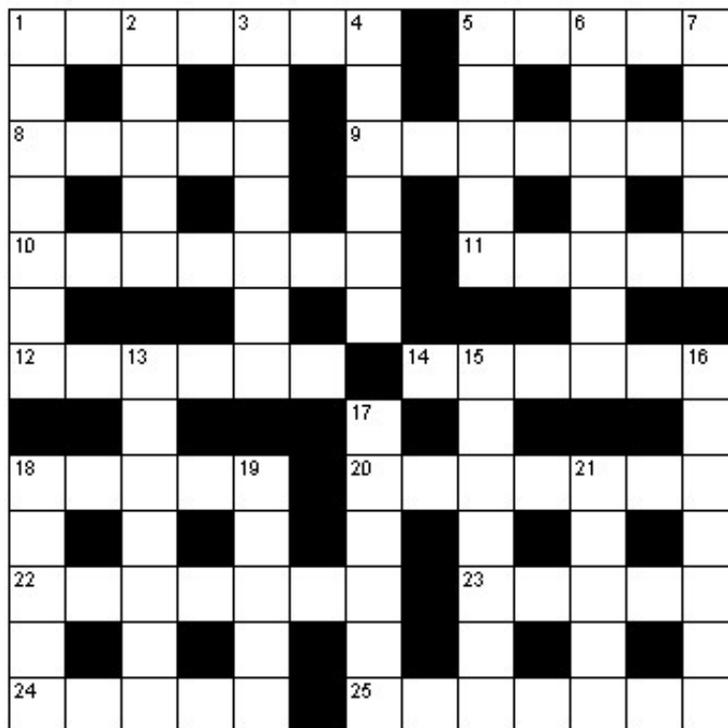
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**ACROSS**

- 1 Small kind of kangaroo (7)
- 5 Rubbish (5)
- 8 One on horseback (5)
- 9 Not artificial (7)
- 10 Dishonourable (7)
- 11 Hazardous (5)
- 12 Scarcity (6)
- 14 Deer's horn (6)
- 18 Fatigued (5)
- 20 Withdrawal (7)
- 22 Midriff (7)
- 23 Bullion bar (5)
- 24 Convenient (5)
- 25 Intellectual (7)

**DOWN**

- 1 Anxious (7)
- 2 Burdened (5)
- 3 Gymnastic performer (7)
- 4 Over there (6)
- 5 Private instructor (5)
- 6 Spray can (7)
- 7 Prickly evergreen shrub (5)
- 13 Forsake (7)
- 15 Zero (7)
- 16 Revolved (7)
- 17 Alloy of copper and tin (6)
- 18 Anger (5)
- 19 Scrumptious (5)
- 21 Large bird of prey (5)



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The new purpose-built house on Tallon Road, Castletownbere, has been officially opened. PHOTO: ANNE MARIE CRONIN

## Local Fishermen fund New House for CoAction in Castletownbere

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**A new purpose-built house for service users of CoAction in Beara, which was funded by a €250,000 donation from Castletownbere Fishermen's Co-operative Society, has been officially opened for use.**

In 2018, the *Castletownbere Fishermen's Co-operative* celebrated its 50th anniversary and decided to mark the occasion by investing in a new respite house for *CoAction West Cork*.

The house on Tallon Road, Castletownbere, was opened at an event which was attended by service users of *CoAction Beara*, along with committee members and representatives of *Castletownbere Fishermen's Co-operative Society*.

John Nolan, who is the MD of the Fishermen's Co-Op, gave a great speech in which he mentioned a lot of the founding members from Castletownbere

who set up the co-op. He paid tribute to their generosity and vision in setting up the co-op. He also paid tribute to the work *CoAction* does for the people of Beara.

"To honour all our fishermen, managers, crews and staff when we met as a board and discussed how to celebrate 50 years. It was never about the glitz and glamour of a big party, it was always about the community and so we decided to purchase a house for *CoAction*," he said.

John stated that all felt it would honour all those who started the co-operative and the memory of those who have lost loved ones.

"We as the co-operative and our community have faced great tragedies over the last 50 years. I think almost all families on the peninsula have had to face the loss of a loved one at sea, and sometimes with no body recovered to allow these families to grieve. From the Sea Flower and the St Gervais with all hands lost, to many individual drownings, there were people who gave their lives working for our community. To honour them all we felt to purchase a house for *Co-Action* would be a fitting tribute to them." ■

**SAVE THE DATE!**

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**25<sup>th</sup>/26**  
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