

Leading Journal of the Irish & UK Fishing Industries

The Skipper

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Expo Dates



Flawed Penalty Point System

Further threat to Irish Fishermen's future

€35 million during 2022 for Ireland's six Fishery Harbour Centres

Brexit:

'Fails to deliver UK Government Promises on Fishing Industry.'

'Valhalla'

Parkol Marine's new 27m twin rig trawler hits the water



New Cygnus Typhoon 33 "Valentia" heading into Vidlin, Shetland after a long steam home from Valentia Island, Ireland
PHOTO: IVAN REID

It's Showtime!

Irish Skipper Expo 2022 opens 25-26th March in Limerick **10 page preview inside**

Ireland has the right to ban Military Exercises





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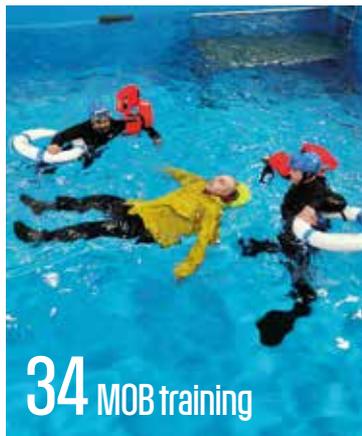
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The Skipper



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Flawed Penalty Point System continues to threaten Irish Fishermen's future



With the introduction of Penalty Points for Skippers/Masters about to become law with the passing of the Government's Sea Fisheries Bill, *The Skipper* asked **DERMOT CONWAY**, Conways Solicitors, to review how the current Penalty Points system introduced in January 2021 has been implemented and the impact it has had on the Irish fishing industry and fishermen.

PENALTY POINTS: 12 MONTHS ON

It has been a year since the introduction of the current Penalty Points system and the SFPA have been busy writing to Irish and Non Irish Owners alike and issuing Notices of Proposed imposition of penalty points.

There is a gusto to what is happening which was utterly predictable. While it took the Irish State over a decade to introduce the Penalty points system after it was mandated to by the Commission in 2009, it is here now, and it is the biggest danger to the survival of the Irish Fishing Industry full stop.

GUILTY TILL PROVEN INNOCENT

I have long held the opinion that the Authorities in Ireland are very frustrated with the legal system in relation to fishery cases. They rail when people are found not guilty. They rail at the speed at which cases advance and they rail at the lack of what they perceive as being a lack of real consequences to owners and skippers alike.

Along came the perfect tonic for the regulators which was the penalty points system introduced in 2014. The SFPA thought the best way of implementing this new system was that they would be Judge, Jury and Executioner. Strict time limits, curtailed rights and a sincere lack of fair procedures were all rolled out. All good so far, from their perspective. The Supreme Court held otherwise in the O'Sullivan case and the

flaws in the penalty point system became obvious to all involved in its creation.

As well as the State's legal failure to get the system through the courts, the Fine Gael Marine Minister Michael Creed in 2018 tried to get the same penalty points legislation passed in the Dáil through a Statutory Instrument, but was voted down. That was the first time in the history of the Dáil that a government was defeated on a Statutory Instrument issue.

Fast forward to 2020 and Ireland still had no penalty points because of the continued zeal in trying to introduce and implement a flawed system by the decision makers.

The EU Commission started to threaten the withholding of funding and all of a sudden Michael Martin TD, Taoiseach and acting Minister for Agriculture, Food and the Marine signed into law a Statutory Instrument to introduce the points system, the 4th attempt to do so, despite in 2018 Fianna Fáil having been instrumental in having a similar statutory instrument annulled in the Dáil.

Since then, my experience of the current administrative system has been far from positive. In the first place the owner must prove he did not commit an offence. This is a complete reversal of the "Innocent till proven guilty" basis of our criminal legal system. That is the reality of the situation facing Irish fishermen on a daily basis.

Cases are run under strict time limits by the Determination Panel



and the Appeals Officer against the vessel owners' best interests and normal legal due process. The only party who does not appear to feel 'the pressure' is the SFPA. They issue their case file and notice of potential imposition of points when they like. After the SFPA do this, the owner has 30 working days within which to make submissions and request a hearing.

There is no right of reply to the SFPA on receiving a notice of infringement and yet they constantly make replying submissions. I have commented on this frequently and yet they continue to operate this one sided and biased approach.

The hearing of determination cases is always conducted in Dublin. It is held in the building

INSPECTION ADVICE

Advice For Skippers/Masters During A Onboard Fisheries Inspection

DO ✓

- Be courteous
- Be respectful
- Facilitate the Inspection
- Talk to a Solicitor or PO representative at the earliest opportunity

DON'T ✗

- Talk to a Fishery Inspector or Naval Officer about the specifics of the case
- Agree to any interview under caution without a Solicitor present
- Answer any questions other than the location of the Elog laptop, location of the fish hold and paperwork pertaining to the vessel
- Offer to assist any further than required

While this would always be the advice in relation to a Criminal Prosecution there is now also the Penalty Points System.

NONE of the protections that exist as to the admissibility of Statement in Court apply in the Penalty Points System.

As an Administrative system any and all statements noted by an Inspector is considered evidence unless you can prove the note is not accurate. Their note will be considered a contemporary note and difficult to set aside at a later date.



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Unlike nets the Penalty Point System can't be mended but needs scrapping.

where a lot of Barristers have their offices. No inconvenience at all to those of us from outside Dublin.

All the correspondence is by email. I already have had a situation where correspondence was missed because of a spam filter.

Hearings are not restricted to the statements provided and mistakes and omissions made within those statements can be corrected at the Oral Hearing by both the Navy and SFPA.

Indeed, at these oral hearings the SFPA rent a room, the Determination Panel have their offices, there is a stenographer and a big room for the hearing (largely because of covid restrictions).

No facilities for a private consultation are provided for the Fisherman.

DAVID VERSUS GOLIATH

The SFPA are represented by Legal Counsel and a Solicitor and there are the witnesses from the Navy and the SPFA plus representatives from the SFPA Legal Case Unit.

The Panel must determine that on the balance of probabilities that a serious infringement occurred.

The definition of a serious infringement is equally different to what we might have traditionally considered a serious infringement. I have had cases dealt with in the District Court subsequently referred to the Determination Panel by the SFPA. A District Court Judge

has confirmed, as a judgement, that the case is a minor case and yet the SFPA refers the matter to the Determination Panel as being a serious infringement.

I have also dealt with cases where there is no criminal prosecution and only a penalty points case even though the points are for what the SFPA deem 'serious' infringements.

I repeat, it is my opinion that this is the most serious threat, coupled with the proposed points for skippers, that the industry has faced for decades.

My advice (See Panel left) to fishermen, under the current penalty point system, is from the first interaction with a SFPA Inspector/Navy Officer that they refrain from entering into any conversation or dialogue that might incriminate them at a later date and they seek immediate advice from their PO or a legal representative.

When I hear successive Chairs of the SFPA confirm that they are not accountable to any Minister it churns my stomach. How can any government funded body which is given the power to end a business, destroy a families income and heritage and wipe out the constitutional right to property in the form of a vessels licence and capacity, not be supervised?

This situation would not be tolerated in any other industry. ■

Major Upgrade for Ros a Mhíl Harbour

New deep-water facility will be funded through the Fishery Harbour and Coastal Infrastructure Development Programme.

MINISTER MCCONALOGUE has announced that a deep-water quay facility is to be built at the State-owned Fishery Harbour Centre at Ros an Mhíl, Galway. The project will be funded through the Fishery Harbour and Coastal Infrastructure Development Programme.

Announcing the decision to proceed with the project, the Minister commented, "Our Fishery Harbour Centres are critical to the seafood industry and Ros an Mhíl is a clear example of how these facilities stimulate economic activity for the surrounding rural coastal communities. This announcement is further evidence of this Government's commitment to addressing the impacts of Brexit on the sector and to a strong future for Ireland's seafood primary producers."

The Minister noted the commitment of local stakeholders to the project: "When I visited last October I was impressed by the ambitions held here in the local community for Ros an Mhíl. There is huge potential for downstream development and jobs when this project comes on line and I have every confidence that this



The new deep-water quay will provide over 70% greater depth to accommodate larger fishing vessels.

opportunity will be embraced and harnessed for the benefit of Connemara."

Planning permission for the project was received in 2017. The Department will now proceed with procurement for detailed design of the quay with a view to tendering for construction later in the year. The project is anticipated to cost up to €25m excluding VAT, but the exact costing will only be clear when detailed design work is complete and an open tendering competition has taken place. It is expected that the construction work will take up to 28 months to complete.

Speaking to *The Skipper* in Ros-a-Mhíl, Co Galway, where he announced the €25 million in funding for the deepwater quay, Mr McConalogue said:

"The 25 million euro development approved for Ros-a-Mhíl will bring the Connemara harbour closer in line with the leading fishing ports of Killybegs in Donegal and west Cork's



Minister Charlie McConalogue with Seantor Sean Kyne, Anne Rabbitte TD and Éamon Ó Cuív TD.

Castletownbere,"

The approval is the result of a campaign lasting over 20 years, spearheaded by the Aran and Connemara fishing industry and supported by Fianna Fáil Galway West TD Éamon Ó Cuív.

Welcoming the announcement, Mr Ó Cuív said he hoped it would regenerate employment in fish processing, which has suffered due to lack of infrastructure for larger vessels.

Just under 90 per cent of all fish landed into Ireland came through the State's fishery harbours in 2020, and Ros-a-Mhíl's landings were primarily from Irish vessels and valued at €7 million in that same year.

Mr Ó Cuív predicted it would also be a "game changer" for supporting offshore renewable energy in the west, which he described as "the ultimate oil well".

A report commissioned by State agency Údaras na Gaeltachta noted that the Connemara harbour was "unique among ports on the Irish west coast in having existing permission for infrastructure... to support the floating offshore wind project pipeline".

In 2020 just under 90% of all fish landed into Ireland arrived at the Fishery Harbour Centres. At Ros an Mhíl these landings were primarily from Irish vessels and valued at €7m. The deep-water quay will provide an additional 200m of quayside and over 70% greater depth to accommodate larger fishing vessels and attract additional landings from both Irish and non-Irish fishing vessels.

At present the Harbour has 325m of quayside but is limited in deep water to a maximum of -5.8m chart datum and experiences congestion in busy fishing seasons. An additional 4Ha of land with laydown/development potential will be added to the Harbour Centre as part of the works. ■

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€35 Million During 2022 for Ireland's Six Fishery Harbour Centres

AN ALLOCATION OF €35M for capital projects in 2022 in Ireland's six state-owned Fishery Harbour Centres at Killybegs, Ros an Mhíl, An Daingean, Castletownbere, Dunmore East and Howth through the Fishery Harbour and Coastal Infrastructure Development Programme has been approved.

Announcing the investment, Minister McConalogue commented "The facilities at our Fishery Harbour Centres are critical to the seafood industry and it is important to that we continue to modernise and innovate in the services they provide. This increased investment demonstrates this Government's serious commitment to supporting the fishing industry and rural coastal communities. The investment underpins the emphasis in Food Vision 2030 on supporting primary producers."

In 2020 just under 90% of all fish landed into Ireland arrived at the Fishery Harbour Centres. In that same year, BIM valued the Irish seafood industry at €1.069bn GDP.

Two flagship projects, namely the Middle Pier berthing face project, Howth (€3m in 2022), the Dinish Quay extension in Castletownbere (€7.5m), are expected to be completed under the 2022 Programme. In addition, I am allocating €5.5m to advance the Smooth Point project in Killybegs. The recently announced Deep Water

Quay at Ros an Mhíl will also be come within the Programme and a tender for detailed design for this project has been published. The Programme also supports maintenance at Cape Clear and a small number of piers, lights and beacons around the coast in accordance with the 1902 ex-congested Districts Board Piers, Lights and Beacons Act. A number of projects to improve resource consumption and energy efficiency are also planned in line with the Government's Climate Action Plan.

The Minister noted the economic importance of supporting the sector: "With almost 3,000 people directly employed in fisheries and a further 13,500 employed either directly or indirectly across the seafood sector, these investments will contribute to maintaining existing jobs and provide the scope to create employment opportunities. Paired with the roll out of the recommendations of the Seafood Sector Task Force, I hope this announcement sends a strong signal that we are committed to supporting and developing the sector to be resilient to the challenge of adjusting to the impact of Brexit."

The funding provided under this scheme is in addition to the new record €35m Brexit Adjustment Local Authority Marine Infrastructure Scheme 2022/23 which the Minister launched recently to support local authority piers and harbours. ■

Dunmore East to get €1.7 million funds.



Fishery Harbour & Coastal Infrastructure Development Programme 2022

Location and Project Description	Cost €m
HOWTH	
East Pier storage sheds – upgrade and waterproofing of structure	€200,000
Boatyard Surfacing Upgrade	€400,000
Middle Pier Berthing face	€3,000,000
Harbour Dredging	€1,500,000
Harbour Workshop	€750,000
CCTV Upgrade	€75,000
Fisherman's toilet & shower facility	€100,000
TOTAL:	€6,025,000
EAST DUNMORE	
West Wharf Fishing Pontoon Extension	€200,000
New Retaining Wall along cliff	€40,000
Workshop Upgrade	€200,000
Syncrolift Repair/Upgrade Works	€200,000
Water Metering	€300,000
X-Block protection of East Pier breakwater	€500,000
Industrial Effluent Pipeline	€250,000
Replace Building at Site 18	€50,000
TOTAL:	€1,740,000
CASTLETOWNBERE	
Syncrolift Fendering Replacement	€20,000
Mainland Quay Wall Repairs	€500,000
Dinish Wharf Expansion	€7,500,000
Slipway	€100,000
Syncrolift Dredging & Upgrade Works	€300,000
Harbour support facilities, Dinish	€500,000
Small Craft Harbour on Dinish Island	€50,000
Oil Tanks Re-location on Dinish Island	€450,000
Water Metering & New Sewer Installation	€900,000
Replace Piles at ferry slipway	€350,000
Upgrade Public Lighting	€80,000
Dinish Island Traffic Management Study	€50,000
TOTAL:	€10,800,000
DINGLE	
Renewable Energy Upgrade on all FHC Buildings	€750,000
East basin Passenger Pontoon Replacement	€400,000
Remedial Works to East side of Main Pier	€200,000
Western Marina Extension – Dredging, Floating Breakwater & Marina	€250,000
Old Ice Plant & Old Boatyard Site Redevelopment	€100,000
Upgrade Marine Facilities Building	€30,000
TOTAL:	€1,730,000
ROS AN MHIL	
Water Metering	€400,000
Deep Water Quay	€1,500,000
SCH Phase 3	€1,000,000
Upgrade of HM offices	€200,000
Welfare Building	€250,000
Tarmac SCH Road	€20,000
Upgrade of CCTV system	€40,000
Total:	€3,410,000
KILLYBEGS	
Water Control Measures	€500,000
Energy Saving measures	€900,000
Pile on Blackrock Pier & Landing Pier	€1,200,000
Smooth Point Pier Extension	€5,500,000
Landing Pier fendering	€50,000
Small Craft Harbour Service Building	€850,000
Provision of Harbour Master Stores	€150,000
Provision of Workshop Stores	€50,000
TOTAL:	€9,200,000
CAPE CLEAR	
Duffy's Pier Remedial Works Phase 2 & Road Improvement Works	€400,000
Disability Access	€10,000
Safety & Maintenance	€40,000
TOTAL:	€450,000
PLB's:- Piers, Lights, Beacons	TOTAL: €24,000
6 FHC's:- Safety and Maintenance	TOTAL: €1,900,000
6 FHC's:- Disability Access	TOTAL: €120,000
Fishery Harbour & Coastal Infrastructure Development Programme 2022	
TOTAL: €35,399,000	

IFPO pays tribute to outgoing CEO

The Irish Fish Producers Organisation (IFPO) has paid tribute to outgoing chief executive, John Ward.

MR WARD has a lifetime association with the seafood sector and retires from his IFPO role at the end of March.

IFPO chairman Niall Connolly, credits John for his 15-year commitment to the organisation and to representing the IFPO effectively in that time. "We all wish John, his wife Sheila and his family a long, healthy and happy retirement."

Incoming chief executive Aodh O Domhnaill says his immediate focus will be on Brexit's adverse impact on quotas. "I want to collaborate with other representative organisations on the inequitable transfer of national quotas under the Brexit Trade and Cooperation Agreement."

Formed in 1975, the IFPO is

Ireland's longest established Fish Producers Group. It represents owners of commercial sea-fishing vessels of all sizes in the Pelagic, Whitefish, Shellfish, and Inshore Sectors.

Outgoing CEO, John Ward, started his career in the early seventies with *Campbell Seafoods*, later trading as *Polar Fish*. It was one of Ireland's main exporters at that time and John advanced quickly into senior production and management roles. He has a wide-ranging knowledge of the entire sector. He is both well-known and highly regarded internationally in European, Asian and African markets.

John is a keen angler and trout fisherman and serves on the board of the *Aquaculture Appeals Board*. Incoming CEO Aodh O'Domhnaill



Incoming CEO Aodh O'Domhnaill and John Ward.

leaves his role as International Sales Director at Errigal Bay to join the IFPO. Aodh also has a long career in the seafood sector.

He started out as a youth working with Jarlath Morris at *Earagail Eisc Teo*, a Gaeltacht based Shellfish Processor. Following Jarlath's retirement, Aodh took over as CEO and initiated strategic change and innovation, leading the company through a period of significant growth.

Errigal then became one of Ireland's leading exporters of wild caught shellfish products. In recent years, Aodh assumed responsibility as Director for International Sales, focusing on Scandinavian, US and Asian markets – including China.

Aodh has served on several committees including the *Irish Fish Processors and Exporters Association* (IFPEA) and the *Northwest Pelagic Advisory Committee*. He served a four-year term as Chairman of *Letterkenny Institute of Technology* (LYIT). He was appointed by Minister Charlie McConalogue to the board of *Foras na Mara*, (Marine Institute) in 2021.

In addition to addressing Brexit's impact, Aodh says he is also aware of the *Common Fisheries Policy* (CFP) review later this year. "The IFPO has an important role in working in a united front with other Producers' Organisations in the CFP review. There is an urgent need to strengthen linkages with State and EU Agencies to address Ireland's paltry share of the Marine Economy."

"The State is a key actor, and we must increase national awareness of our valuable marine

"The IFPO has an important role in working in a united front with other Producers' Organisations in the CFP review. There is an urgent need to strengthen linkages with State and EU Agencies to address Ireland's paltry share of the Marine Economy."

resource, most of which is caught in our fishing waters. We have to work hard and strategically as there is much anger and dismay at the inequitable share of EU Quota (TAC)."

"The drastic reduction in quota, arising from the inequitable transfer under Brexit, is a source of disbelief. Its impacts are reflected around the coast and have created a disastrous situation."

"Now non-EU coastal states have taken advantage of EU indifference, by unilaterally allocating themselves massive increased quotas. To make matters worse, in an attempt to mitigate Brexit losses, we are now encouraged to permanently decommission approximately 30% of our demersal fleet."

"It is time for the EU Commission to take account of a legacy of failed policies and deliver their stated strategy of implementing sustainable social policy objectives. We must work urgently at all levels to address the negative socio-economic impacts of these retrograde EU policies on our peripheral coastal communities." ■

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Ireland Has The Right To **Ban** **Military Exercises** Off Our Coast

Military use of the sea was not included in the UN Convention on the Law of the Sea

BY LORNA SIGGINS

IRELAND HAS THE LEGAL right to say “no” to Russia or any other state seeking to conduct military exercises within an exclusive economic zone, an international maritime law expert has said.

Professor Clive Symmons, retired lecturer in maritime law at Trinity College Dublin (TCD), says Minister for Foreign Affairs Simon Coveney was “incorrect” in stating that Russia was legally within its rights to conduct military exercises within Ireland’s exclusive economic zone (EEZ).

On January 24th, Mr Coveney

said that while the military exercises were “not welcome” Ireland did not have the powers to prevent the exercises from happening.

After the *Irish South and West Fish Producers’ Organisation* (IS&WFPO) and *Irish Fish Processors and Exporters’ Association* (IFPEA) expressed their concerns about the impact on fishing grounds and met the Russian Ambassador to Ireland, Mr Coveney confirmed that Russian naval exercises would be relocated outside of Ireland’s EEZ. Mr Coveney said had written to the Russian



Mr Coveney, Minister of Foreign Affairs.

defence minister Sergey Shoigu requesting a “reconsideration”.

The Russian ambassador, Yuriy Filatov, confirmed the relocation as a “gesture of goodwill”, following requests from the Irish government and the Irish South and West Fish Producers Organisation.

Professor Symmons said that Mr Coveney was mistaken in his seemingly ready acceptance of such activity being legal in the Irish EEZ.

Symmons said that military use of the sea was not included in the UN Convention on the Law of the Sea (UNCLOS), and remained a “grey area”

which allowed for varied interpretations.

He said that in practical terms, some states like the US claim such activity is still exercisable in another state’s EEZ, even without its consent as an implied high seas freedom.

However, other states such as China claim it is forbidden in their EEZ. Professor Symmons said that a foreign state has “no express right in UNCLOS to conduct any military activities (let alone naval exercises) in the EEZ of another state without its permission”, and such exercises are “not an implied high seas freedom in this context”.

However, a coastal state may also have no clear right under the same convention to “interfere with military/naval activities”, and may be obliged to permit high seas navigational freedoms in relation to military vessels transiting.

Professor Symmon explained that EEZ rights are defined under Articles 56 (2), 58 and 59 of the UN convention as being sovereign for “the purpose of exploring and exploiting,



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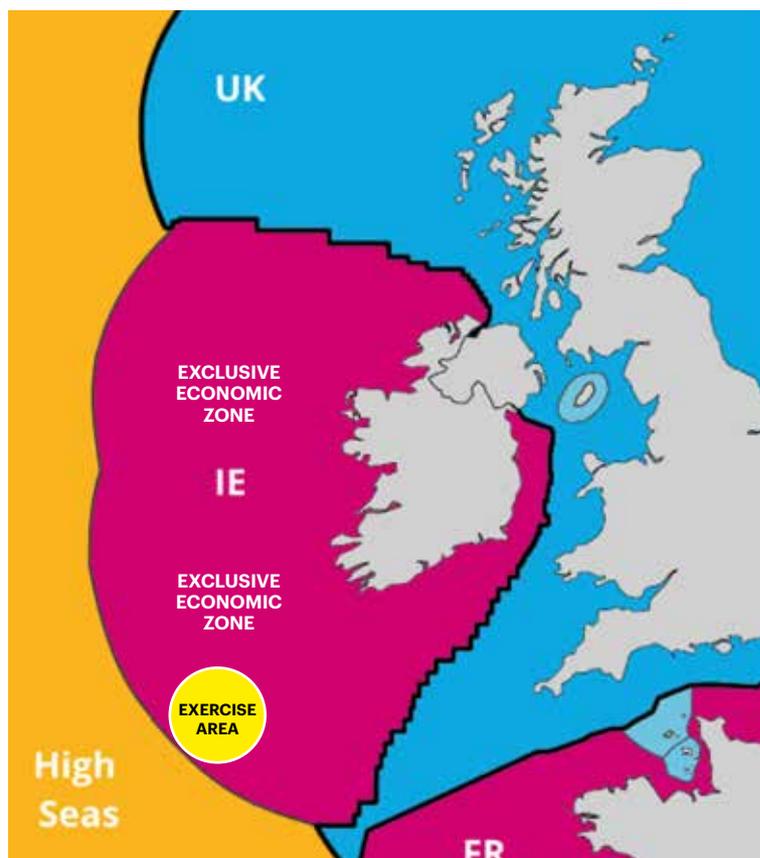
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Ireland’s EEZ and the proposed Russian Military Exercise area off the Irish Coast.



Ireland simply don't have the answer to Russian military powers.

“As the initial Russian notification to exercise 240 km off the Irish coast involved an important Irish EEZ fishing area, this gave Ireland the right to object.”
PROFESSOR SYMMON

conserving and managing the natural resources, whether living or non-living”.

He said that as the initial Russian notification to exercise 240 km off the Irish coast involved an important Irish EEZ fishing area, this gave Ireland the right to object.

The UN convention also refers to “unattributed rights”, where a dispute arises over the rights of the EEZ state and others. The international legislation states that “the conflict should be resolved on the basis of equity and in the light of all the relevant circumstances, taking into account the respective importance of the interests involved to the parties”, he said.

Professor Symmon said that if a foreign state failed to respect a ban by a coastal state, and the ban is ignored, the coastal state may have the right to take active naval measures to prevent it.

New marine protected areas due to be designated in Irish waters may “bolster the scope of a State’s economic interests in its EEZ”, he said.

A Department of Foreign Affairs spokesman said that “under international law, in particular the *United Nations Convention on the Law of the Sea*, states are entitled to various high seas freedoms in the coastal state’s exclusive economic zone (EEZ), including freedom of navigation and other internationally lawful uses of the sea related to these freedoms”.

“However, and as Minister Coveney communicated to the Russian authorities, such freedoms must be exercised with due regard to the rights and duties of the coastal state,” the spokesman said.

“More broadly, the Government was also clear regarding our concerns at the holding of the planned exercises at this time, in

particular in view of the current political and security situation in Europe. In this context, the minister has welcomed the Russian decision to relocate the exercises outside of Ireland’s EEZ,” the spokesman added.

Professor Symmon had warned back in 2000 that Ireland had left itself open to abuse of its maritime rights for military purposes.

The State’s failure to take full advantage of the *Law of the Sea Convention*, which it has ratified, means other states could use scientific research as a convenient cover for military activities, he noted.

It was one of a series of weaknesses in the State’s approach to maritime legislation identified in his updated book, *Ireland and the Law of the Sea*, which analysed progress both before and since Ireland ratified the UN Law of the Sea

Convention in 1996.

Ireland had been one of the early signatories in 1982, and expressed concern at diplomatic level over scientific research carried out “with military funds or from military vessels”.

However, it was unable to influence the convention’s wording on a distinction between combatant and non-combatant vessels engaged in marine research. The State also failed to limit use of aerial or satellite scanning devices in national marine areas, the author said. Professor Symmon noted how Oireachtas records often revealed a “legacy of neglect” of legal maritime studies, and even basic principles of maritime law among TDs and Government ministers. One example was the presence of only four TDs at the one-minute debate in the Dail on ratification of the UN Law of the Sea convention. ■



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New guide on Fisheries Conservation solutions to reduce unwanted catches



DR RONÁN COSGROVE

Fisheries Conservation Manager, BIM

BIM has produced an updated guide on fisheries conservation solutions to reduce unwanted catches in Irish fisheries.

The useful guide contains one-page summaries of 22 gear modifications, survival exemptions and technical tools, all developed in close collaboration with the Irish Fishing Industry. These solutions help address landing obligation requirements, boost fisheries' sustainability and marine biodiversity by decreasing catches of juvenile, over-quota and non-target species.

Updates since the 2020 guide include two new legislated measures: a plaice survival exemption for seiners and the addition of 100 mm T90 as a gear option to optimise fish size selectivity, quality and value in the Irish Sea. This brings the total number of legally implemented BIM fisheries conservation measures to 11 since 2019.

Older measures have found new applications. Previously tested and approved in the Celtic Sea, the dual codend trawl was found to be extremely beneficial



on the Galway Aran fishing grounds. It separated gurnards away from the Nephrops catch and optimised quantities, quality and sorting times of marketable fish and Nephrops. This gear can be used by any vessel availing of the Nephrops survival

exemption in ICES subarea 7.

A newly designed four-panel T90 codend with lastridge ropes greatly reduced catches of small haddock and increased catches of large haddock, a key target species in the Irish seine net fishery.

New technologies play an increasingly important role in the development of Fisheries Conservation solutions: BIM successfully developed a powerful new side-scan sonar imagery tool for rapidly assessing reduced impact gears.

Stunning underwater images showing a new fish bycatch escape corridor in Nephrops gear were obtained. More testing of this promising gear modification is planned. Preliminary testing of green LED lights on a Celtic Sea trawler targeting fish species demonstrated substantial reductions of low quota haddock and minimal reductions in higher quota whiting. Further testing with a view to optimising use of whiting quotas is envisaged this year.

■ The new guide is available for download at www.bim.ie/publications/fisheries. Hard copies will also be available at the BIM stand at the *Irish Skipper Expo on the 25-26 March*, where we look forward to discussing past and future solutions with visitors. ■

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Graduation of Class of 2021 – Higher Diploma in Business in Aquabusiness

THE GRADUATION for the fourth year of the **Higher Diploma in Business in Aquabusiness** took place earlier this year at the National Opera House in Wexford and was followed by a medal presentation event on Wexford Quay.

It had been planned for last November but was deferred because of the pandemic. This was an improvement on the previous year when the graduation ceremony did not take place on account of public health grounds. Five of the 11 graduates made it to Wexford for their day in the sun and four of these and their families walked the short distance to Wexford Quay for a photo shoot and presentation of the Brendan O’Kelly and Joey Murrin Memorial Medals to the two top performing graduates.

Valerie Moore received the *Brendan O’Kelly Memorial Medal*

from Carol O’Kelly, daughter of the former Chairman and Chief Executive of BIM. Valerie hails from Donegal and is a nurse, currently working part-time, while also helping out the family oyster farming business.

Paraic Casey received the *Joey Murrin Memorial Medal* from John Power, marine author and former fisherman of Kilmore Quay, who knew Joey well. Paraic is from Carna in the Galway Gaeltacht and currently works in carpentry having earlier worked as a fisherman out of Rossaveal and Aran and also for a period out of Skerries.

The fourth year of the one year course was online and attracted bigger number on account of this from around the coast, with 15 registering. In addition to the 11 awarded the HDip, three others received one or more Certificates for the modules completed. One



The successful Aquabusiness graduates.

of the latter was from inside the Arctic Circle in northern Norway. The other HDip graduates are **Thomas Russell** (Kildare), **Carleena Barlow** (Waterford), **Jennifer Boyle** (Kerry), **Kim Dempsey** (Wicklow), **Michael Conroy** (Galway), **Sinead Joyce** (Galway), **William Hurley** (Cork) and **Leanne and Martin Oliver**, both from Galway.

A name change for the HDip to “*Higher Diploma in Business*

in Fisheries and Aquaculture” has been adopted for the fifth year.

The HDip is a post-grad course and the only one dealing with fisheries and aquaculture in Ireland apart from courses in marine biology, which can touch on the sector. Carlow IT, with the support of BIM, is continuing to break new ground in supporting business education for the fisheries sector which supports economic activity around the cost of Ireland including the offshore islands year in year out. ■

Fishermen Take To The Net To Highlight Concerns

As the common fisheries policy review looms, **The Irish South and West Fish Producers Organisation** are offering the public the opportunity to become a fly on the wall in the lives of everyday Irish fishermen.

Using their brand-new **YouTube** channel and Instagram account, the IS&WFPO will showcase to the world the abundance of sustainable fish stocks available in Irish waters.

The IS&WFPO’s YouTube channel will publish short documentaries about what it’s like working a boat and being at sea. Through the new Instagram account, you will meet local fishermen, fish producers, suppliers, restaurateur’s, seafood chefs, and everyone involved from sea to plate.

As an organisation they will be band

together via these new media platforms in support of their own industry; an industry they feel is on the brink of extinction due to dwindling catch quota and an imminent decommissioning of vessels scheme. These two issues are of continuous discussion among industry insiders, and the ISWFO believe they need greater highlighting across all media platforms.

The announcement of a decommissioning scheme will be the third in the country’s history and the IS&WFPO believe this will further compound the decimation of coastal communities.

“This decimation I have witnessed in my short career as a fisherman in my home port of Baltimore and where we used to land our



The YouTube channel will highlight the abundance of sustainable fish stocks available in Irish waters.

fish in the next port, of Schull where fishing has become a memory rather than an activity” CEO of the IS&WFPO Patrick Murphy said.

You can follow the daily activities of the Irish South and West Fish Producers Organisation on its YouTube channel ‘South and West Fish’ and via the handle @ISWFO across Instagram, Twitter and Facebook. ■

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The Fishery

After all the difficulties at the end of last year with the home based prawn fleet January turned out to be a good month for this fleet

IN DECEMBER the signs were there for those boats in a position to fish with foreign crew on holiday for the bulk of the boats.

Some good weeks leading up to Christmas carried over into the new year and with the weather being unseasonably kind and the low depressions crossing far enough to the north to leave the Irish Sea relatively unscathed by the storms affecting Scotland and North Sea coasts.

Crew were hastily told to report for duty early to take advantage of the turn in fortunes and boats put to sea to take advantage of the change in fortunes.

Many of the **Kilkenny fleet** had repositioned into the North Sea either based on the **North Shields fishery** or on guard ship duty further south so little prawn activity took place from this port.

Fishing was generally in the deep water with a good run of good sized prawn from these grounds but there was concern over prices which for the time of year seemed low but in contrast far better than prices reported from those fishing in the North Sea grounds.

The **Portaging fleet** had a look at the Clyde fishery but unrest within the local fleet over threatened ground closures and Border Agency activity diverted

the Portavogie men to the Irish Sea grounds where the fishery on their doorstep was obviously preferable than engaging in the disputes to the north.

However, as January turned into February, the weather proved less kind and the fleet was reduced to a more typical winter situation of fishing between the weather patterns and going for whatever shelter may be found.

More distant grounds such as the **Smalls** to the south and the **Minch** to the north were largely left alone. As February progressed some individual units returned from foreign to local waters. In particular the **Kilkeel fleet** gained some numbers more typical of the norm. Although the guard ship trend seems to be a long term feature in that port.

The usual duo put in effort on the **Porcupine fishery** getting in trips on a regular basis. Although it is rumoured that in anticipation of more interest in that fishery with an increase in participating vessels is leading to quota concerns and possible restrictions. United Kingdom economic link legislation has also to be resolved for this fishery landing into Irish ports and who knows what that may bring!

There has been a significant **Scallop fishery** in waters off Wales this winter which attracted interest from the **Kilkeel** and **Ardglass**



Kilkeel fleet. PHOTO SEAFISH

scallop's but processing capacity in the local factories proved limiting and with the resurgence of the **prawn fishery** some vessels switched over to the prawns presumably for the main summer fishery which still seems a long way off.

White fish activity was concentrated on the mid Irish Sea grounds and the **Haddock** with the handful of boats participating working to local markets. Shipping to mainland markets has not recently been a significant feature in that fishery recently.

On the **Pelagic front**, the year got off to an early start for the **Voyager** with **Mackerel landings** into Norway and Killybegs and a **horse Mackerel** landing in between. This vessel since returned to Skagen where presumably it will wait now for the summer fishery to open.

There was individual landings into **Ardglass** of Horse Mackerel by Irish boats but the local factories were reliant on the local pair of **Havilah** and **Stefanie M** which started on the Mackerel late in season, landing two trips each into Belfast for onward trucking to the County Down factories.

The main **Brown Crab fishery** finished in early January, but not before some of the local fleet not up to speed with the increase in minimum size, were caught on inspection by authorities keen to impose the new measures with rights being read to suspected infringers, but with some confusion over the lack of gauges for the local fishermen to measure to the new size limits. Those boats not taking their winter break are switching to the **lobster** further inshore or the smaller **crab species** or **whelk**. ■

GETTING TOUGHER BACK HOME: FOREIGN CREW

THE RECRUITMENT OF FOREIGN CREW within the United Kingdom fishing fleet has been an issue from its adoption earlier in the century. Initially based on a Filipino crew base it was based on a seaman's record book which was used as an authorization for crew to apply for a visa to join ship whilst in transit at foreign port. Originally, this was unchallenged but when the practice became common amongst fishing boats the immigration authorities became aware of the practice and deemed this appropriate for foreign voyages only which for fishing was defined as outwith 12 miles.

The Filipino crew then were replaced by other nationalities as due to membership of shipping conventions the Filipinos required visas before leaving to join ship became more difficult whilst for Indians and Hawaiians it did not.

Eventually and after political intervention the position of fishing crew was deemed a skilled profession and visas could be obtained if certain criteria were met. Some were recruited under this process whilst others continued to use the seaman's book to gain access. This is now the practice that Border Agency are cracking down

on. Crew seems to be an issue with fishing fleets throughout the world and the availability of crew a major constraint on fishing. Should the availability of crew become problematic then survival of fleets in certain areas such as the Clyde and Minch may be compromised and in the Irish Sea area more problematic.

In Northern Ireland applications in Ghana for visa's to join a fishing vessel has proved increasingly more difficult using the seaman's record book process. Apparently there have been forgeries in documentation submitted and visa applications are being turned down. There was one instance where a so called fisherman bound for Ardglass gave himself up at Heathrow Airport claiming asylum without attempting the onward flight to Belfast.

Instances like this have understandably caught the attention of Border Force and crew availability from all of Africa, Asia and the far east is now compromised. There has become a reliance on foreign crew within the local fleet and denial of availability for whatever reason could prove disastrous for the future of the fleet.

An alternative would be for the applications

for access visas to be made via the skilled worker route which involves more paperwork but perhaps more importantly commitments to a series of obligations including minimum wage, holiday time, working hours and many others. The old scheme relied on fishing for a significant period outwith the UK 12 mile limits which for the Clyde is impossible for the Irish sea problematic.

Recently an official from the Ghanaian Embassy responsible for the granting of visas for African fishing crew visited Northern Ireland and the three County Down fishing ports to assess the validity of foreign crew employment within the various application processes and it has to be hoped that a mutually beneficial outcome will eventuate.

Meanwhile the Greens in Northern Ireland have been in low profile mode after their attempts to declare Marine Conservation Zones in the Irish Sea but this has yet to be resolved and whatever other initiatives such as that seen in the Clyde may well be ahead. On top of this Arlene's wind farms in the Irish sea on prime prawn ground has the legs to make a comeback!

They haven't gone away you know! ■

CLYDE FISHERY GETTING TOUGH

The dramatic news from last month of the extended Clyde closure came as a surprise to the Northern Ireland fleet as the equivalent measures in the Irish Sea had recently been relaxed with science support.

The logic for the traditional Clyde closure had been similar to the Irish Sea Cod closure initiative which over the years had proved futile in achieving the stated objective of recovering a Cod population, which, for whatever reason had proven to be a long term trend.

That some of the initiatives such as gear configuration have nevertheless been carried over and remain today no matter what effect this has had on the fleet and the fishery remains an annoyance but not a catastrophe.

In the Clyde the politics had again overtaken the sense and the fact of the failure of the original intent was met with the philosophy that if it hasn't worked double the dose whatever the logic indicates sensible.

That the ruling party in Scottish Government (Scottish Nationalists) had recently gone into a coalition with the Green party was probably the driver for the introduction of more stringent measures.

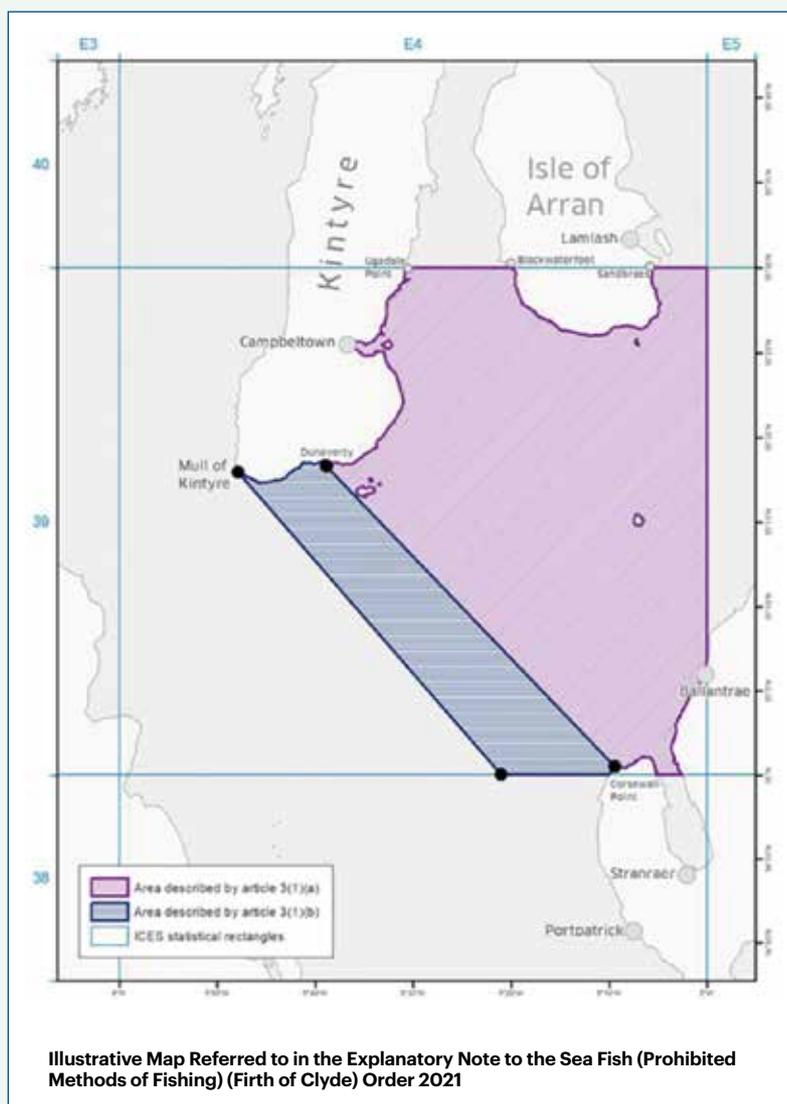
The original closed area had been extended to cover the entire southern half of the Clyde basin to take effect from 14th February to 30th April for not just all towed gear but for static gear too. On appeal the area of closure has been modified to allow a crescent of water around the south of Arran to remain open to prawn trawl (and whatever static gear was deployed in it).

That would appear to be the final conclusion unless other politics are deployed but given the balance of the politics and the impact of woke greenism that is an improbable result.

The effect on the Northern Ireland fleet fishing the area will be significant as the original closed area comprises an area which in part contributes some 1300 tonnes annually of the Northern Ireland prawn catch.

The modified area allows some scope for a fishery in the closed period but the southern part which remains closed was significant for the Northern Ireland (specifically the Portavogie) fleet. On saying that the option remains open for that fleet to concentrate on the north Irish Sea grounds whereas the local Clyde fleet may well find that more stressful never mind that quota availability should not be a constraint.

That static gear remains prohibited in the closed area for the period of closure remains a mystery as the green lobby groups in the Clyde have campaigned vigorously for a total ban on bottom trawl to be replaced by increased static gear deployment which they (at present) deem relatively harmless to



Illustrative Map Referred to in the Explanatory Note to the Sea Fish (Prohibited Methods of Fishing) (Firth of Clyde) Order 2021

the environment but this has apparently not been translated into Government policy.

The result for Northern Ireland will be increased deployment to Irish Sea grounds for the closed period at least but other events may make that more of a permanent feature.

In early February, the *United Kingdom Border Force Agency* held a meeting in Campbell town where local fishermen were told that foreign crew on boats fishing the Clyde must be repatriated back to their country of origin within the next 2 weeks.

This re-enforced the message being given to individual boat owners/skippers attempting to recruit foreign crew not only to Clyde based but over a wider area within the United Kingdom where fishing outside the 12 mile limits was problematic.

This applies to Northern Ireland where the geography of the Irish Sea allows limited access to a zone outwith 12 miles to fish in especially now when the option to fish the 6 to 12 mile limits in Irish waters are denied.

The option to now fish the Clyde with foreign crew not in possession of a visa would presumably apply to all boats, not just Clyde based boats, so this option may now be lost permanently. Never mind, the Cod closure measures and the result of a trawl free fishery in the Clyde promoted by the environmental pressure groups, may now be achieved by the Border Force and not the Scottish Government SNP/Greens coalition. ■

Infrastructure Grants

The United Kingdom lead fisheries department finally announced the make-up of the remainder of the previously Brexit inspired fund for fisheries and seafood.

To add to the already announced *Science Partnership* scheme worth £25 million we now have a training fund announced worth £10 million details of which are not to hand and an infrastructure fund totalling £65 million.

The division of the grant between the various devolved administrations for the infrastructure grant has yet to be finalized but based on previous grant splits between devolved administrations a pot of £6.5 million might be anticipated for Northern Ireland.

How this will be spent has also to be determined if, indeed, that comes to pass but the prime infrastructure facility for fisheries in Northern Ireland would be the three fisheries harbours.

There already exists an agreed plan for the harbours development of which Ardglass was pencilled in for £20 million and Kilkeel £75 million. Clearly this is well beyond the new fund scope and these developments still require business case studies and technical feasibility reports.

Portavogie was allocated some £5 million within the original plan but no specific detail was identified upon which to spend that monies. So, it is thinking caps on for whatever is best for Portavogie or to identify what new projects may be devised elsewhere to accommodate the £5 million allocated.

Then of course there would be the extra £1.5 million left over if the £6.5 million comes into being. What an interesting exercise to resolve. One which may extend the Northern Ireland Fishery Harbour Authorities imagination beyond the traditional.



NFFO hits out at Greenpeace Court Decision

ENVIRONMENTAL CHARITY Greenpeace has been cleared of environmental breaches, after dropping boulders into the sea off the Sussex coast.

It happened 28 miles off the coast of Brighton in February 2021 as a protest against bottom trawling.

THE MARINE MANAGEMENT ORGANISATION (MMO) decided not to proceed with prosecuting the group. The MMO said that it would investigate if any unlicensed activity occurred in the future.

The Offshore Brighton area is designated as a Marine Conservation Zone, Greenpeace dropped 20 granite boulders in the area, despite warnings from the MMO that it was not licensed to do so. Greenpeace said it had "installed natural rock protection" to protect it from bottom trawling which "ploughs the seabed, destroying marine habitats".

A ruling at Newcastle Crown Court earlier found that the MMO

was legally entitled to pursue the prosecution but Judge Edward Bindloss asked the MMO to consider if it was in the public interest, adding that: "It touches on the absurd that this litigation is happening at all."

In a statement the NFFO accused the MMO of "bottling it."

They said:

The MMO's decision to suspend its prosecution of Greenpeace, is a desperate betrayal of the fishing industry. It represents a massive breach of trust and confidence that will take a lot to repair.

The MMO had been given clearance by the courts that it was fully within its authority to prosecute Greenpeace for dumping boulders within an MPA without a licence as part of its ongoing anti-fishing campaign.

Despite having obtained sufficient evidence that an offence had been committed, the MMO has chosen to abandon the case



Greenpeace protest bottom trawling by dropping boulders off the Brighton coast.

because of some quite irrelevant side remarks made by the judge. An option to appeal against the judge's misapplication of the law has not been taken. This decision will have consequences that will undermine the MMO's authority across the piece. It will confirm the fishing industry's view that the rule of law is applied unevenly. It very much fits the current theme in high politics that there are rules for some which don't have to be followed if you have friends in high places.

It will undoubtedly mean that the roll-out of the catch-app and iVMS will be made many times more difficult. Instead of sending a signal that we are all equal under the law, it will send a green light for

further vigilante actions as already seen on the Dogger Bank and Channel.

The Marine Management Organisation has made the wrong call. The MMO should have done the right thing and now its credibility will be called into question.

In the wake of the TCA, and the cooperation needed to build effective well-designed fisheries management plans under the new Fisheries Act, rebuilding trust between the regulator and those whose activities it seeks to regulate should have been an absolute priority.

Together with the revelation that the increased catch limits for bass agreed with the EU are available now to the European industry

Brexit 'Fails to deliver Government Promises on Fishing Industry.'

BENEFITS TO UK FISHERIES FROM BREXIT "FALL FAR SHORT OF GOVERNMENT RHETORIC," A NEW STUDY HAS REVEALED.

THE REPORT, a collaboration between the University of York, New Economics Foundation, University of Lincoln and marine consultancy service ABPmer, found that while the government promised radical reforms to help the industry take back control of UK waters and increase quota shares (all while minimizing trade impacts), this is starkly at odds with the reality of what has been achieved.

Despite government statements that Brexit would result in hundreds of thousands of metric tons of extra catch for UK fishermen, the research calculated that the increase will only reach 107,000 metric tons per year, or 12.4 percent by value for all species, by 2025.

UK fisheries management also continues in a state of interdependence with significant EU access to UK waters remaining, including in the six to 12 nautical miles off the UK coast, which the government claimed would be kept exclusively for UK boats.

New regulations and logistical barriers brought in by the Brexit trade deal also mean that exporting fish and seafood costs more

and takes longer, so fish is less fresh and customers have been lost, the researchers say.

Lead author of the study, Dr. Bryce Stewart, from the Department of Environment and Geography, at the University of York, said:

"Government promises on Brexit and its benefits for the fishing industry were far in excess of what could be delivered. The industry became an icon of Brexit with claims it would correct past injustices and breathe new life into neglected coastal communities, but our study reveals the stark delivery gap between rhetoric and reality."

The researchers analyzed all available data on catch quotas, actual landings and the proportions of different fish species living in UK waters.

Dr. Stewart added: "Most of the significant increases in catch quotas are for just a few fisheries such as western mackerel and North Sea sole and herring. Most fishermen, particularly those in small boats, have seen few if any benefits, so due to new challenges around trade are likely to be worse off.

"Many people in coastal communities who were pinning their hopes on post-Brexit reforms feel betrayed and this comes at a significant cost to their wellbeing and mental health."

Co-author Suzannah Walmsley, fisheries and aquaculture specialist at ABPmer, added:

"There was much talk about 'zonal attachment,' where quota shares are determined based on the proportion of fish stocks in each party's waters. Our analysis of just 24 out of more than 100 stocks included in the deal shows that it falls short of this by at least 229,000 metric tons or £281 million."

Dr. Stewart said: "While Brexit may bring some benefits to the environment, the government's failure to deliver on its pledges to coastal communities will have further eroded trust in its motives and brings home the need for an end to overblown political promises. Future decisions on reforms need to be evidence based and made in collaboration with communities. The UK government faces a challenging start to managing fisheries outside of the Common Fisheries Policy."



but not UK fishers until mid-year because of a legal technicality, this decision will create nothing but barriers.

For those of us who have worked for a collaborative relationship between fisheries regulators, fisheries scientists and fishers, this is a massive reverse and there is no other way to express it.

The MMO's decision to abandon this prosecution is an abrogation of its own duties as a regulator and branch of government. There are already questions about the MMO's arms-length-status to government in the context of devolution and political accountability because only the English fishing industry has no dedicated voice at ministerial level within internal UK negotiations. This case will not diminish those concerns.



Fishing boat in Cardigan, West Wales. PHOTO SEAFISH

WALES FIRST IN UK TO REQUIRE FISHING BOATS HAVE MONITORING DEVICES

Wales has become the first nation in the UK to require all of its licensed commercial fishing boats are fitted with a Vessel Monitoring System (VMS).

Boats 12m or more in length were already required to have such a system in place, but an Order coming into force today means those under this size, more than 350 boats, must have a VMS device.

The under 12 metre fishing fleet makes up around 97% of Welsh registered fishing boats.

The VMS will transmit the geographical position, date, time, speed and course of a boat, at least once every 10 minutes, while fishing operations are being undertaken.

This is important in gaining a fuller and accurate picture of fishing boat activity in the Welsh zone, and for Welsh registered boats wherever they may be, to improve fisheries and marine environment management.

A consultation began in 2019 on the requirement for the under 12m fleet and to support the fishing industry, Vessel Monitoring Systems have been offered for free to the relevant Welsh fishing fleet. However, due to European Maritime and Fisheries Fund rules, from today onwards fishers will have to purchase the devices themselves.

Free device installation began in December 2020 although no monitoring of fishing activity of the under 12m fishing fleet has been undertaken before the legislation comes into force.

More than 98% of boats in this category have been fitted with a VMS. The installation of VMS on vessels is done in full consultation with the owner and is carried out by fully qualified engineers. ■

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The TCA provisions fall well short of what could have been achieved and fail to capitalise on the opportunity presented by the UK's departure from the EU Common Fisheries Policy, under which the UK had a very poor settlement.

They also fall far short of the commitments that the Government made to the industry. There were three main priorities for SFF from the Brexit negotiations – to control access to the UK's Exclusive Economic Zone (EEZ), to secure a fairer share of quota allocations based on zonal attachment and for the UK to conduct annual negotiations with the EU on fishing opportunities as sovereign equals.

SFF sought a framework fisheries agreement similar to the EU's long-standing agreement with Norway. Throughout the negotiations, the Government consistently supported these ambitions, and we understand they formed the basis of their negotiating position.

Control Of Access

Since the 2016 referendum, SFF consistently made clear that controlling access to the UK's EEZ was central to the UK securing the opportunities presented through its newly found status as an independent coastal State. The EU fishing fleet is highly dependent on access to UK waters, fishing many times more in our waters than the UK fleet does in theirs. SFF was consistent and clear to ministers and officials that controlling access should be our greatest lever – the ace in the pack.

Ministers were equally consistent in their assurances and commitments to industry that the UK would have full control over access to our fishing waters. It was

Brexit Fisheries Deal Hugely Disappointing



The fisheries element of the Trade and Co-operation Agreement reached between the UK and the EU, otherwise known as the Brexit deal, was very disappointing for the industry, writes **SFF chief executive Elspeth Macdonald.**



hugely disappointing therefore to find that the TCA falls very far short of these commitments

Firstly, the TCA establishes an "adjustment period" of five-and-a-half years, to mid-2026, during which time the EU fleet has full access to the UK's EEZ

This concession threw away every advantage that our new status conferred. Every piece of leverage available to the UK through controlling access to our sovereign resources was conceded. This was then compounded by the dismal outcome on the reallocation of quota shares (see below). At the end of the adjustment period, in mid-2026, the TCA makes provision that either party may make changes to the level of access, i.e. the UK (or the EU)

could decide to reduce, limit or remove access for the other party to its waters.

This would be the basis of any normal coastal state relationship, but in the case of the TCA, we need to understand fully what the consequences of this would be, and what penalties or sanctions could be applied.

SFF is working on this, as well as making every effort to get the best possible outcomes for the fleet for this year, while we deal with the very real difficulties that the deal presents in the short and medium term. The alternative is that the UK is trapped in an enduring arrangement where the EU benefits enormously from full access to the UK's valuable fishing waters, and the UK has no negotiating capital with which to lever better quota shares in our own waters. Essentially, unless and until the UK decides to exert full control over our EEZ, we are an independent coastal state in name only. We know of no other coastal state in the world that finds itself in this position.

Quota Shares Based On ZA

Under the EU's Common Fisheries Policy, quota shares are based

on a system called relative stability, which itself is based on historic fishing patterns of almost half a century ago. This bears no resemblance to the life cycle and distribution of fish. Zonal Attachment (ZA) is a well-established scientific approach for allocation of quota shares based on where fish are actually found and where they spend different stages of their lives.

Like control of access to the UK's EEZ, it was a stated negotiating objective of the Government that the new agreement between the EU and UK should allocate quota shares on the principle of zonal attachment. SFF fully concurred with this objective.

For 12 of the 14 key stocks of demersal and pelagic fish of commercial importance to the Scottish fishing fleet, the UK's shares would be much higher through a system based on zonal attachment than on relative stability. It should be noted that the fisheries agreement between the EU and Norway uses zonal attachment as the basis for how shares are allocated, so the UK was not seeking anything new or novel.

The TCA sets out new quota

shares for the UK and EU for different fish stocks. There is a gradual transition to these new shares over the adjustment period, with the greatest increase in the first year. Taken at face value, some of these figures may look to be reasonable uplifts in the UK's share, but there are important caveats to understand.

Firstly, these new shares, certainly for the key commercial species come nowhere near zonal attachment, so the Government failed to deliver on a key negotiating objective. Secondly, in some cases, the UK will actually have fewer "fishing opportunities" for some demersal species than it had under the Common Fisheries Policy, and this is because the Government failed to take the right baseline into account.

It also greatly aggrieves the industry that the Government has set out a misleading narrative on the uplift in quota shares, often referred to as a 25% increase in quota. This is manifestly not the case. The 25% figure represents the value of what the EU was entitled to catch in UK waters based on 2019 prices.

In terms of actual uplift in quota, it is estimated this is more in the region of 10% or less. When this is compared to what could have been achieved through zonal attachment – where the Scottish fleet could have, at best, doubled the fleet's catch, it is evident how very poor the outcome is.

Annual Negotiations

The third priority for SFF – and also a core element of the Government's negotiating position – was that there should be annual negotiations between the UK and EU on fishing opportunities for the year ahead, and that these annual talks would be where access to each other's waters would be negotiated.

The TCA does make provision for annual talks, but because full reciprocal access has already been conceded during the Adjustment Period, there is no element of access that can be used as negotiating leverage on an annual basis. This puts the UK at a huge disadvantage, as that ace in the pack, control of access to our EEZ, has already been given away. Furthermore, the TCA permits access to each other's waters even if Total Allowable Catches (TACs) have not been agreed for the year ahead, through mechanisms for provisional TAC setting that will again disadvantage the UK and dilute further our already limited negotiating capital.

In stark contrast, the UK is now able to hold meaningful bilateral annual negotiations with other

coastal states such as Faroe and Norway. These are possible because the fisheries agreements reached between the UK and these countries reflect more normalised relationships between two independent coastal states, where access and fishing opportunities are negotiated annually.

Regulatory Autonomy

Despite that hugely disappointing outcome, and one which badly constrains the industry's ambitions for the future, there are some benefits from the TCA, primarily the provisions allowing each party to have regulatory autonomy in its own waters. This means that the UK can now start to move away from many of the impractical, inflexible and disproportionate technical rules and regulations of the CFP, and can start to design a regulatory approach for fisheries management in our own waters.

These measures must be non-discriminatory, so if the UK, or any part of the UK as fisheries management is a devolved competence, decides to set certain rules and requirements for fishing in our waters, then these rules must apply equally to both UK and EU vessels.

This is one area where we see scope to build a better system for the future, and one where the powers within the Fisheries Act 2020 will be critically important for government and stakeholders to co-create a proportionate fisheries management system based on recognised principles of better regulation and meeting the fisheries objectives of the 2020 Act.

Conclusion

We now need to use the time of the adjustment period to work with governments to understand fully the consequences of the TCA that they have agreed. Failure to take a different approach and to use fully the legal powers that we have as an independent coastal state mean we will be trapped in perpetuity in another disadvantageous and damaging relationship on fisheries with the EU. It may on paper be a relationship of sovereign equals, but in reality, the handcuffs of the TCA will mean that the UK will not reap the benefits that an independent coastal state should. This was an opportunity lost, at least in the short term. The work starts now to understand what may be possible in the longer term to salvage a better future from this very poor deal, but one that is likely to still fall far short of what was possible and indeed promised. ■

The Skipper



Scottish Skipper Expo 2022

P&J, Aberdeen, 13-14th May



● YOUR INDUSTRY ● YOUR SHOWS



SHOW OPENING HOURS

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

P&J LIVE



CONTACT: Sharon Boyle – Commercial Fishing Manager
Tel: 00353 (0)74 9548037
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Email: sharon@maramedia.ie
Web: www.theskipper.ie



Irish Skipper Expo 2022

SHOW PREVIEW

SHOW SPONSORS



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

SHOW OPENING HOURS

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

Irish Skipper Expo 2022 – The reunion the industry needs!



UNIVERSITY OF
LIMERICK
OLLSCOIL LUIMNIGH

UL SPORT
IRELAND'S SPORTS CAMPUS

The eagerly anticipated return to live events, after a difficult two years for the industry, promises to make the IRISH SKIPPER EXPO 2022 a welcome reunion for everyone to come together once again.

This showcase event for the Irish fishing industry is being staged at the fantastic new venue of UL SPORT ARENA IN LIMERICK, which for the first time will bring all the exhibitors under the one roof in a spacious exhibiting hall.

Sponsored by Irish seafood development agency, **BIM**, and leading marine insurer **Arachas**, formerly Cavanagh Hooper Dolan, the sell-out show will see exhibitors from across all sectors of the fishing industry. With over 150 companies from 15 different countries exhibiting, the expo will have something for everyone, with virtually every equipment and support service sector of the fishing industry represented. With over 40 new companies exhibiting for the first time, the demand to be a part of this flagship event in the Irish fishing industry remains as high as ever.

A number of vessels will also



NEW VENUE: The UL Sport Arena in Limerick, will have over 150 companies on show.

be on display in the outside arena, giving visitors the opportunity to see at first-hand some of the latest fishing vessel designs on the market.

The outside area will also feature displays from the Coastguard and BIM's Coastal Training Unit, as well as engines, rigging and handling solutions.

For the first time, there will be visitor registration at the expo. Visitors can register at the entrance of the expo, but those

looking to beat the queues can pre-register at: www.theskipper.ie/irish-skipper-expo/

Sharon Boyle of show organiser Mara Media said: "We are thrilled to have the opportunity to finally bring the exhibition to life, after what has been a trying few years."

"We have received fantastic support from all of our exhibitors and the entire industry since the postponement of our 2020

exhibition and this has spurred us on to create a show that will celebrate the resilience of the industry once again. The expo will be a great place to do business, as well as providing the ideal venue for the fishing industry to network and socialise."

Irish Skipper Expo 2020 will be held at UL Sport Arena in Limerick on 25th and 26th March, opening times: 10am – 6pm on Friday 13th and 10am – 4pm on Saturday 14th.

BEAT THE QUEUES AND PRE-REGISTER NOW!

As the countdown to the Irish Skipper Expo 2022 continues, the buzz within the industry also continues to increase, with many visitors preparing to attend the show and reunite after such a long time apart. With our all-new bigger venue and more exhibitors than ever before, it promises to be the perfect place to get together, socialize and do business once again. We are preparing for a record-breaking number of people attending the show across the two days, therefore, to maximise our visitor experience, for the first time ever at the Irish show, visitors can now pre-register online and beat the queues on the day.

Visit our website, www.theskipper.ie/irish-skipper-expo/, to access the visitor registration link and register to attend the show on Friday 25th March from 10-6pm and Saturday 26th March from 10-4pm.





Arachas delighted to support Irish Skipper Expo

ARACHAS says its delighted to be a joint sponsor at Irish Skipper Expo 2022.

Last autumn, **ARACHAS** acquired the *Hooper Dolan Group* which included *Cavanagh Hooper Dolan Insurances*, who have a long association of supporting this event. Arachas is delighted to continue that partnership and to supporting a hugely successful event this year.

The fantastic marine team that joined Arachas as part of the acquisition has had a long association with the fishing and marine industries with the Cavanagh family connection with the industry going back to 1943. Arachas look forward to continuing this historical relationship and supporting the marine industry by providing comprehensive and competitive range of products and services for their marine customers under the Arachas brand.

Arachas is one of the largest nationwide insurance brokers with over 10 locations nationwide and over the past 50 years has built trusted relationships with both clients and insurance partners. Arachas is also part of the Ardonagh Group with a global network of over 100 offices and access to a wide network of advice and partners to better serve their clients' needs.

Arachas can develop insurance packages tailored to their client's needs and can provide a 24/7/365 claims service to their marine customers. Services include a wide range of marine and general insurance products for all classes of business as well as personal products for car, van, home, health, farm and travel.

Arachas take pride in putting their customers at the heart of everything they do and strive to develop solutions to meet their customer needs.

Their dedicated marine team look forward to meeting everyone at STAND 65 to discuss the wide range of insurance products Arachas have available. You can find more details on their website:

www.arachas.ie.

SHOW SPONSOR 



Show sponsor, BIM, prepare for a landmark Irish Skipper Expo

BIM'S Jim O'Toole looks ahead to the show

I am genuinely delighted that this important industry gathering is taking place as an in-person event this year, and that it has a new home in the impressive UL Arena. Given its two-year absence, I have no doubt that the 2022 Skipper Expo will be a success and have a strong, enthusiastic attendance.

BIM are the key sponsor at the event and will also exhibit here with funding from European and Maritime and Fisheries Fund (EMFF). This funding stream is of key importance to the work of our organisation, which will be highlighted at our STAND 86, and we strongly encourage you to visit.

While the worst of the Covid-19 pandemic and its impact on society and industry may be over, we are still operating in very challenging times. The effects of Brexit have been detrimental to the Irish seafood industry, with disruption to markets and uncertainties for coastal

communities dependent on fishing as a key industry in their local economies. We must work together now on solutions and actions to mitigate these effects and ensure a viable and sustainable industry prospers once more.

On that front, a scheme to support Ireland's inshore fishing sector to adjust their business to the post-Brexit market opened for applications last January, where grant aid is available for fishing vessel owners on completion of a tailored training programme. We encourage those who are eligible to register for this on www.bim.ie

Despite these challenges, there is still much to be optimistic about in terms of opportunity – with growth in the domestic market, emerging new markets and new routes to market. While the pandemic caused huge disruption it also led many industries to rethink, pivot and innovate - and delivered change, particularly technological and digital

improvements, within a short timeframe.

I am keenly aware of the strength and resilience of this industry, and I have high hopes for a much brighter 2022 for all involved. BIM remain committed to the continued provision of support and services to ensure the Irish seafood sector sustains into the future. The Seafood Taskforce, established by Minister McConalogue, has a series of important recommendations to be implemented, and BIM will be active in administering some of these.

I hope you enjoy and benefit this chance to gather together once more, to see and feel and hear, all the important things going on in the Irish seafood industry.

SHOW SPONSOR 



Cean Helmets to open new production base near Limerick

In an exciting new move, Cape Cod Massachusetts-based marine helmet specialist **Cean Helmets** has announced it will open a new production facility in County Limerick to supply its growing customer base in Europe.

Cean Helmets Ireland will be exhibiting at Irish Skipper Expo 2022. Its new production unit will be operational by early autumn 2022, and the move signals the popularity of their helmet range and waterproof headsets for maritime, rescue, mountain and commercial off-shore operations.

The lightweight, buoyant, and low-profile helmets are perfectly suited for fishing operations, with deck crew finding them unobtrusive and comfortable. Users can wear a 4mm neoprene balaclava under a Cean helmet, providing extra warmth and comfort when working in northern seas.

The protective abilities of the high-visibility and reflective Cean Helmets are renowned. One Alaskan skipper asserts that two of his crew owe their lives to wearing Cean Helmets after falling overboard in the Bering Sea. Cean Helmets not only provide needed head protection, but the waterproof headsets enable fishermen to communicate with their crew on deck or

Stand 120



overboard, exponentially increasing the chances of rescue.

Terry Burke of Cean Helmets says: "We are greatly looking forward to attending Irish Skipper Expo 2022. Crew safety is of paramount importance to every skipper, and the Cean Helmets range offers both user comfort and life-saving protection."

At Irish Skipper Expo 2022, Cean Helmets will be running a special promotion and give-away on helmets, as well as a chance to win an Elide Fire Suppression unit.

Stand 134

BROAD RANGE OF COURSES FROM RUANE MARITIME

Ruane Maritime is in the business of marine education, training and safety towards raising standards in seafaring, with their Training Centre and Marine Radio Courses approved by the RYA and Dept. of Transport respectively.

Educating and Training for Safer Seafaring is at the heart of everything Ruane Maritime do. All their courses are delivered with your safety in mind. Visit Ruane Maritime at **Stand No 134** and find out how you can improve your safety at sea.

- **VHF/DSC SRC:** Participants will gain the knowledge and practical training necessary to undertake the Department of Transport written and practical examinations and receive a Short-Range Certificate of Competency to operate GMDSS equipment on successful completion.
- **RADAR:** Learn how to navigate safely in restricted visibility conditions and avoid collisions using your RADAR equipment.
- **Diesel Engine:** Know your marine engine and be competent and confident to troubleshoot if it breaks down at sea.
- **Elementary First Aid:** A one day certified first aid course designed for the marine environment.
- **Celestial Navigation:** When the electronics fail – look to the stars! Learn how to navigate by the sun, stars and planets.
- **Own Boat Tuition:** Hone your skills on your own boat. Ruane Maritime can help take the pressure off and provide some intense instruction on specific topics or give you moral support while you build confidence in passage planning, navigation and boat handling.
- **Marlinspike Seamanship:** Teaching and preserving the skills of traditional sailing ships; knots, bends and hitches, splicing, rigging and learning the old sailing terminology.
- **Essential Navigation & Seamanship:** This course offers a great introduction to navigation and safety awareness for new or inexperienced skippers and crew, and those wanting to refresh their skills.
- **Coastal Skipper and Yachtmaster Offshore:** Advanced theory training for more experienced skippers to navigate safely on coastal and offshore passages

Skipper Expo Promotion: 10% reduction on all courses booked and paid for at Irish Skipper Expo

www.ruanemaritime.com
info@ruanemaritime.com
+353 87 974 9301



Stand 17

New offices in Killybegs and Dublin for Brian J McMullin Solicitors

Brian J McMullin
SOLICITORS

IRISH SKIPPER EXPO 2022 exhibitor and progressive Donegal Law Firm **Brian J McMullin Solicitors** recently opened a new office in Killybegs, and in April last year, they expanded further, with a new office in south Dublin.

The Killybegs office is located at *Bruach Na Mara*, headquarters of the Killybegs Fishermen's Organisation and is widely regarded as a welcome addition to the activities of west Donegal.

Over the last year, the Ballyshannon based firm has been proactive on many fronts, despite the challenges presented by Covid-19.

Solicitor and principal, Brian McMullin said, "We are absolutely delighted to open in Killybegs and to provide a more convenient base for our friends and clients in the Killybegs area and throughout West Donegal. The delivery of quality legal services in a cost-efficient manner has

always been, and continues to be, our focus."

The firm was a finalist in several categories of the recent Irish Law Awards 2021 and provides a wide range of legal services to individuals, businesses, and public body clients across Donegal, the north-west, Dublin and further afield. It also provides in-house legal services to Waterways Ireland at that organisation's headquarters in Enniskillen.

Meanwhile, Brian J McMullin Solicitors recently announced the appointment of William Aylmer as a consultant. Mr Aylmer has nearly three decades' of experience as a solicitor, with particular expertise in mediation, civil and commercial litigation, professional regulation, criminal injuries compensation and notarial services.

For the fishing industry, the notarial services aspect is especially important, as these services are required where foreign legal documents need to be executed in Ireland.

From pelagic to inshore – wide product offering from KT Nets

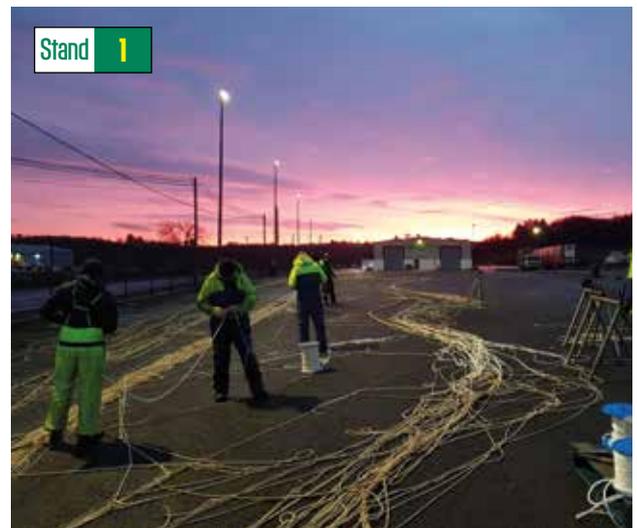


While Killybegs-based pelagic trawl specialist **KT Nets** remains first choice for many fishermen in Ireland, Scotland, and as far away as Australia, for the company's unique designs that provide high quality trawls with state-of-the art technology capable of withstanding rugged weather conditions and maximising catch rates, it is their ever-growing service to the inshore fishing sector that is hitting the headlines.

Irish Skipper Expo 2022 exhibitor, KT Nets' fishing gear has always enjoyed a reputation for being manufactured using the best materials, and with the bonus that this equipment has been designed and constructed by the company's own highly experienced staff with decades

of history in the net making industry behind them. This same experience and effort is now going into their inshore division from where they supply a wide range of top quality products such as *Oliveira Delphin Line Pot* rope in leaded and unleaded, as well as Danfender buoys and fenders, foam-filled fenders and a complete range of oilskins, anchors, chains, Gunnebo Products and the various ancillary items that are vital in the day-to-day operations of inshore vessels.

Danny Gallagher of KT Nets says: "KT Nets are really looking forward to this year's Irish Skipper Expo and we look forward to meeting existing and new customers, where we will be happy to discuss your requirements on stand number one."



Versatile boats from Ryan & Roberts Marine Services



Stand 118

Ryan & Roberts Marine Services Ltd, who have been fitting out Lochin mouldings in Ireland since the mid-nineties are proud to announce the arrival in Ireland of all the Lochin moulds to include the 33, 36 and 40' moulds, including all sub moulds and accessories.

Despite Covid-19 hitting the entire world shortly after the arrival of Lochin in Ireland, Ryan & Roberts have built two *Lochin 40 tourism vessels*.

The first 40 for Paul Devane of Portmagee is a sistership of the *St. Sorney* fitted out by Ryan & Roberts in the late 1990s. The main difference in the new boat is that it is fitted with twin 500HP Cummins allowing it to achieve 28 Knots effortlessly thus, achieving cruising speeds of 20 Knots very economically.

This craft, '*Skellig Flyer*', has now completed its first year serving tourism in South Kerry, mainly on the tourist trail to The Skelligs. Its speed and sea keeping has impressed both crew who operate it and tourists who travel on board. The second Lochin 40 for Mr John McLoughlin who operates 'Inishowen Boating Ltd' on the northern tip of Donegal is a new design from Ryan & Roberts, incorporating a large wheelhouse with forward facing windscreens, which includes elevated forward-facing seating, giving comfort with excellent vision for all tourist passengers.

'*Dun Eoghan*' is powered by a single 650 Scania, achieving a top speed of 26 Knots on trials, giving a very comfortable cruising speed of 16-17 Knots on 70% engine loading for economical cruising. This craft was completed in September 2021 when it was trialed and then stored for delivery for the coming season beginning March 2022.

A new 10 metre potting boat is at present being built for Mr James McGonagle of Kincasslagh, Co Donegal. Again, this craft is being built with a totally new designed super-structure to incorporate a small whale back and the new Lochin wheelhouse with forward facing windscreens which can be adapted for a multitude of wheelhouse sizes, including catamarans.

It is hoped to have this craft exhibited at the Irish Skipper Expo in Limerick in March as a part finished potter.

Ryan & Roberts are committed to continuing the very successful partnership with Lochin Marine UK and are hopeful of commencing the export of hulls and superstructures back to England for fit-out by English yards, thus completing the circle for Lochin, England to Ireland and back to England again.

After a two-year absence, proprietor Cyril Ryan is looking forward to meeting new and existing customers at Stand No 118 at Irish Skipper Expo 2022.

Busy year ahead for Ultraguard Antifouling

Stand 14

Irish Skipper Expo 2022 exhibitor **Ultraguard Antifouling** says it had a busy 2021 and is looking forward to an even busier 2022. Several Blue Chip ship owners have switched to using Ultraguard to tackle biofouling. Seacor in the US have rolled *Ultraguard's UG* series hull protection out on to six vessels so far and Danish ferry operator *Molslinjen* has chosen to protect its cooling systems with Ultraguard after carrying out a successful trial on its vessel *Samsø*. Irish offshore wind service vessel operator *Farra Marine* and UK WSV operator *Mainprise Offshore* have both opted to switch to Ultraguard's Master series for hull protection for their new build vessels.

The Scottish pelagic fishing vessel *Pathway PD165* has reported excellent results from Ultraguard's protection of her box coolers after their routine dry docking. She has also made use of the *Ultraguard TCB App* to allow the Chief Engineer to block and unblock ultrasonic frequencies so as to avoid conflicts between Ultraguard and the net and fish finding sensors. Because the vessel switches from the trawl net to the purse seine throughout the year with a different set of sensors used for each, the Chief opted to use the laptop app so as he didn't have to call out Ultraguard service technicians to block and unblock channels. He can simply do it himself quickly and easily.

Repeat Ultraguard customer *Medmarine* in Turkey has ordered another four shipsets for the next four ASD tugs being built in their yard. These tugs will initially serve in *Medmarine's* own fleet before being sold to external customers. This requirement to operate the vessels themselves was behind their choice to fit the reliable and robust Ultraguard systems to the box coolers aboard the tugs.

Ultraguard will be on Stand 14 at Irish Skipper Expo 2022 and the company says it look forward to meeting with new and existing customers.



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Welcome to the Irish Skipper Expo 2022

UL SPORT, Limerick, 25-26 March

SHOW OPENING HOURS

Friday: 10am-6pm

Saturday: 10am-4pm





SHOW SPONSORS

BIM Ireland's Seafood Development Agency

ARACHAS LOCAL INSURANCE EXPERTS

UNIVERSITY OF LIMERICK OLLSCOIL LUIMNIGH

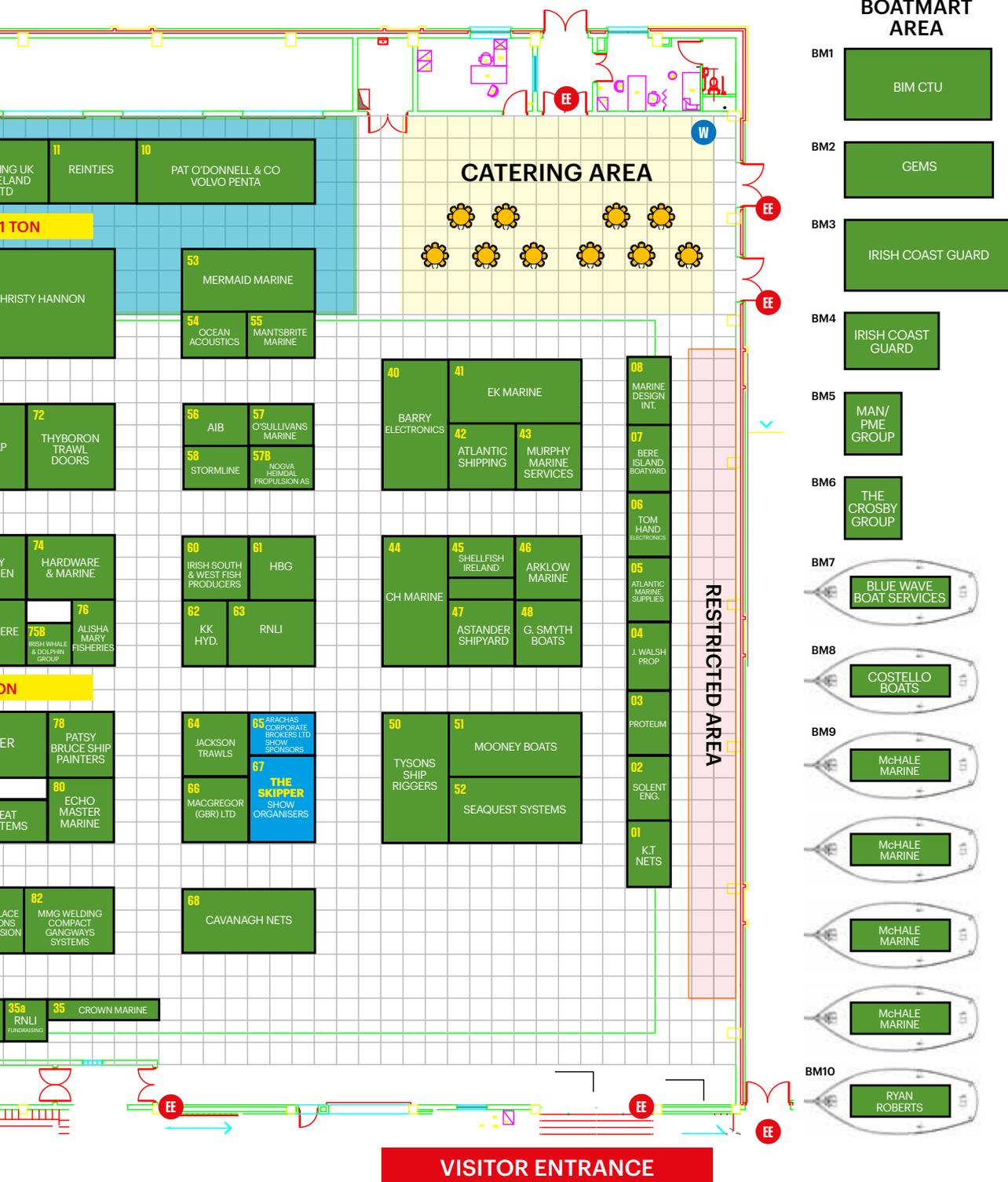
UL SPORT IRELAND'S SPORTS CAMPUS

BROUGHT TO YOU WITH

The Skipper mara media

Over 150 companies!

EXHIBITION FLOORPLAN



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Stand 126

Prioritising Safety at Sea

REPUTABLE TRAWL and inshore gear provider **Swan Net Gundry (SNG)** has recently begun a dedicated drive to increase safety awareness and are, at this time, focusing their efforts towards ensuring that fishermen, both inshore and on deeper waters, are fully protected in the event of an accident.

The Killybegs' based company is already assisting fishermen in the purchase of their two main types of BIM grant-aided survival devices which could help avert the potential tragic loss of life of you or one of your crew.

1. For the rugged and manually demanding work in the inshore sector SNG have, in co-operation with reputable safety equipment manufacturers Sioen and Mullion, developed the *Compact 150 Supreme* – a unique device with an enlarged chamber to house a *Personal Locator Beacon (PLB)* which, on inflation of the lifesaver, pops to the front and the simple flicking up of the aerial and pressing of a button sets the system online.

Once activated, this beacon operates via satellite to alert the Coastguard who can immediately inform your nearest emergency services.

2. For those working on larger offshore vessels, SNG are providing the *Compact 275 Supreme* – a lifesaver with all the same high quality materials and features as the 150 version but, instead of the incorporation of the PLB, this model houses an *Automated Identification System (AIS)* which, on activation of the life jacket, not only sends an alert to the vessel's wheelhouse to report 'man overboard' (MOB alert) but can also be seen by all other vessels with AIS systems within a six-mile radius.

Both these 'horseshoe' style life jackets are comfortable to wear and, importantly, are not in the least bit cumbersome when carrying out normal manual onboard activities.

■ For further information see www.sng.ie or phone 074 973 1180



MIT to offer exclusive show discounts

MIT, the complete driveline experts, says they are delighted to be returning to Irish Skipper Expo.

As experts in driveline systems and backed by a skilled service and repair team headed up by recently appointed Operations Manager Chris Britner, the group is excited to be showcasing the best of what it has to offer at Ireland's flagship fisheries show. MIT will also be offering exclusive show discounts on electric propulsion packages, gearbox overhauls and spare parts!

MIT has provided leading support services to the marine industry for over 45 years. At Irish Skipper Expo this year, the team will be on hand to talk about how they can customise their service provision to meet your needs.

With their highly qualified Mobile Service Engineers who can come straight to you, MIT has the people and the experience to offer you competitively priced inspection, repair and overhaul

services throughout the UK and Ireland.

In addition to their service proposition, the team will showcase the best of their driveline and auxiliary power equipment, including the new *Twin Disc EC600pc Advanced Marine Electronic Propulsion System* and the *Bellmarine Drivemaster*. Both products offer quick installation state-of-the-art technical solutions and are of the highest quality, offering durability you can rely on.

■ Visit the MIT team on Stand 13 and learn more about their bespoke marine solutions. Plus, take advantage of their special event offers, including a 5% saving on Bellmarine electric propulsion systems and exclusive show discounts on overhaul and spare parts. MIT has bases in southern and northern England, providing comprehensive UK and Ireland coverage.

Stand 13



Simply Blue Group to highlight benefits to coastal communities of offshore renewables

SIMPLY BLUE GROUP, a leading blue economy developer in floating offshore wind, wave energy and low-impact aquaculture has expanded its team and opened a new office in Dublin. The new office will cater for the recent growth in staffing levels which has seen the company recruiting professional expertise in engineering, project management, finance, and communications.

Headquartered in Cork, Ireland, Simply Blue Group has a pipeline of over 9 GW of floating offshore wind projects, primarily in the waters off Ireland and the British Isles. The recent team expansion highlights an increase in project activity as momentum builds in the Irish and global renewable energy sector.

At Irish Skipper Expo 2022, Simply Blue will be highlighting that offshore wind developments will offer many opportunities for additional or alternative

options to jobs from the sea and socio-economic benefits for our coastal communities. Key points include:

- *The offshore renewables sector will work with fishing and coastal communities to ensure that fishers can keep fishing and co-existence is enabled.*
- *Floating offshore wind farms can provide high levels of protection for habitats and species.*
- *The training, education, and qualifications of mariners in Ireland will undergo a transformation to meet a much-broadened skillsets requirement for a low-carbon economy.*

Simply Blue Group has two floating offshore wind projects in Ireland – the *Emerald Offshore Wind Project* off the Cork coast and the *Western Star* project off the West Coast of Ireland. Both projects are in a joint venture partnership with Shell New Energies.



Stand 91B

Simply Blue will be highlighting offshore wind developments.



Mullion to launch a new improved 275 Newton life jacket

A NEW IMPROVED version of the Mullion Compact Supreme to the 275N Standard complete with Personal Locator Beacon (PLB) will be launched at Irish Skipper Expo 2022 on stand number 87.

After the successful introduction to Safety at Sea of the COMPACT SUPREME 150N PLB, further innovation and development was undertaken by Mullion Survival Technology, Gweedore County Donegal.

Marine Safety Specialist Tony Brown of Sioen Ireland, the parent company to Mullion, said: "I was approached by many fishermen in Ireland and further afield to come up with a 275N lifejacket with the same safety features and comfortable wearability. We have developed, tested and certified the new 275N single chamber lifejacket to EN ISO 12402-2:2006+A1 2010 Inflatable lifejackets performance."

KEY FEATURES OF THE NEW COMPAC 275N PFD.

- Is certified for the use with an Automatic Identification System (AIS) and/or a Personal Locator Beacon (PLB) which can be fitted as requested.
- It provides improved wearer comfort, has a heavy-duty wipe clean cover for use in heavy commercial fishing, crabbers, lobster fishermen and also suitable for many other marine industrial workers.
- It has a high abrasion resistance Tektex™ fabric on the lower sides to prevent damage through wear and tear.
- The added collar padding to the back of the neck ensures wearer comfort avoiding irritation to the neck. The Mesh design of the back panel improves weight dispersal and reduces pressure on the back of the neck. It provides better stability when inflated in water.
- Zip cover fastenings on the back of the neck with burst point at the centre.
- Marine grade stainless steel interlock belt buckle and D-ring; approved as deck safety harness for attachment to safety line.
- Detachable crutch strap.
- Inflation system operational readiness indicator windows on the back.
- Service date record card information window on the back.
- Marine grade whistle fitted to bladder.
- There is a 40% grant available through the BIM Fleet Safety Scheme please contact BIM for further details.

CONTACT: Tony Brown,
Mullion Survival Technology
tony.brown@sioen.com;
Tel +353 87 9953192

Notus to present new technology in prawn fishing

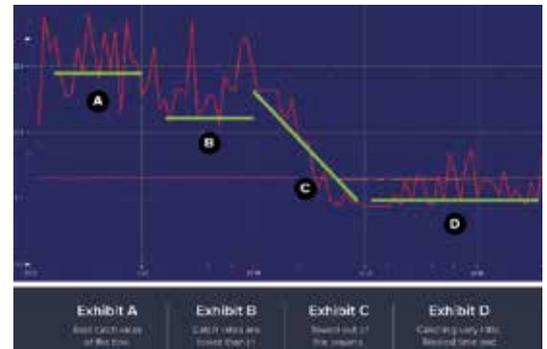
TRIALS ONBOARD the *FV Favonius* out of Peterhead showed Echo can successfully detect where you are catching prawns. The technology solves one of the major issues in the prawn industry: where are prawns being caught throughout a tow? Currently, Captains are fishing blind. Prawns cannot be detected with any shipboard or trawl mounted sounders or sonars. 1000's of hours are wasted towing in areas with no prawns.

A pickup device (aside) is installed in the tunnel of the trawl. As prawns hit this pickup device, the Echo sensor listens for the sound and transmits the data back to the vessel in real time. Seafield Navigation of Fraserburgh worked very closely with the *Favonius* to fine tune the technology. The pickup device (aside) went through various versions. Fish can still easily enter and the pickup wraps around the drum. This is NOT a grid.

The Echo consists of a sensor in the trawl communicating wirelessly to a hydrophone mounted in the vessel. Echo listens for prawns hitting the pickup device. The data suggests prawns congregate in "hives." You are catching when going through the hives and the rest of the tow, you are probably only catching water! Analysis of Echo data has indicted on a 5 hour tow, the vessel was can only catching prawns for 40 mins.

In the wheelhouse, the information is graphed. The aside prawn shows the "hot spot" was at the beginning of the tow with catches dropping off dramatically as the tow went on.

Captain Andrew on the *Favonius* says, "We were surprised how well the Echo worked. We have made preliminary tows with Echo. Echo showed me where the prawns were."



Above: Pickup device.
Right: FV Favonius.

The technology has also been evaluated by BIM. In their report, BIM noted, "A review of underwater camera footage after this haul showed a relatively high number of Nephrops... suggesting that the Echo system was working well."

■ Echo will be introduced in Ireland at the Irish Skipper Expo. Drop by the Notus stand 114 for a live demo.

FOR MORE INFORMATION:

www.notus.ca
email: notus@notus.ca
T: +1 709 753 0652.

Stand 114



Sister ship trawlers geared up for twin-rigging



Finnoy 2 CP propeller type
P70.22.300.4D - Ø3000.

60 NORTH FISHING LTD (60NF) has ordered a set of twin-rig trawlers with the capability to both single trawl and pair trawl. The Shetland-based company have previously experienced the advantages of sister ships to rapidly trial new gear ideas, by currently operating two 19.0 m long vessels of identical class, design, hull and structure.

The 24.9 m long trawlers to-be are modern and sophisticated, with a trial catch handling system to potentially boost catch quality. The new buildings are progressing well at Tehnomont in Croatia and will be ready to trial in early July. The complex supply chain at the shipyard causes the production to be vulnerable to disruption due to shortages of certain components. However, the level of delay is not much higher than pre-Covid in the European shipbuilding sector.

The particular skills that the shipowner of 60NF, Mark Anderson, were looking for in an effective propulsion partner all came down to reliability and trustworthiness. Controllable pitch propulsion is a new concept to 60NF, so they searched for a

producer with a good reputation within the fishing sector. Based upon anecdotal evidence of excellent repair backup if something was to go wrong, Mark chose Irish Skipper Expo 2022 exhibitor **Finnoy Gear & Propeller AS**. They delivered gearbox type G50FKV with triple PTO for hydraulic pumps and CP propeller type P70.22.300.4D - Ø3000.

Mark Anderson adds a compelling argument for the large propeller diameter on performance: "When we built our former sister ships, we were delighted with the performance at first. After the vessels were completed, I learned that we could have pushed the propeller diameter further in the design process. That has been a thorn in my side ever since, but I think we have gone as far as we could with the new twin-rig trawlers. We have seen other vessels with larger propeller diameters leading to better performance with similar or identical engines to us."

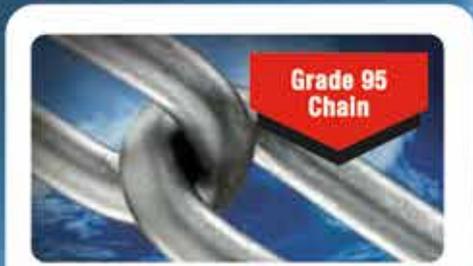
Stand 147





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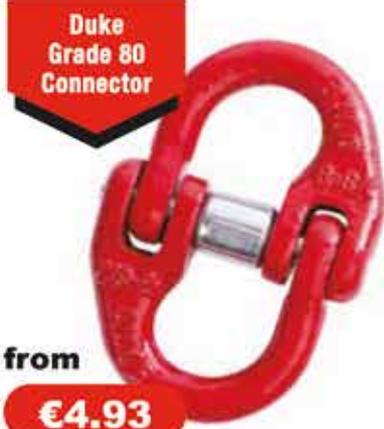
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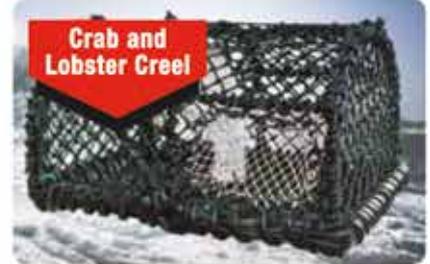
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Showa 660

from €2.77



Shamrock Compacted Netting

from €85.84



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from €8.12



Polyform Bouys

www.tysonsriggers.co.uk

Fish boxes made in Telford UK for long life are designed to go the distance

Visitors to Irish Skipper Expo 2022 will be able to see at first hand the range of high-quality fish boxes from CRAEMER.

At the Craemer UK factory in Telford, Shropshire, the combination of the best quality PE material injected into mould tools at very high pressure, on state-of-the-art, modern injection moulding machines, result in the finished products becoming the most durable fish boxes on the market today.

With their high impact resistance and excellent load bearing capacities, Craemer fish boxes are designed for a wide range of applications. They offer significant transport cost savings thanks to an innovative construction that enables secure stacking and deep nesting. With high quality hot die printing and unique arrow marks to guide the user when nesting and stacking, Craemer fish boxes set the standard.

The Craemer Group is a long-standing family business with



Stand 101

its factory and headquarters in Germany established over 100 years ago and the new factory in England completed after the millennium, along with an expansion site specially built to make plastics bulk containers also.

The widest standard range of fish boxes are made close to the markets in Ireland, Scotland, England and Wales and can be ordered, made, collected, or delivered directly as required. Extensive stocks are ready to print and bespoke manufacture offering a variety of colours is all possible from this production site. Next to fish boxes, Craemer also designs and manufactures high-quality pallet boxes, plastic pallets and a variety of plastic containers that can be used in many processes of the fishing industry. ■



Craemer UK's second production facility in Telford in the Midlands opened in 2019.



Craemer fish boxes meeting the challenges at sea and on shore.

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30 to 40 per cent of the locally landed whitefish continues to be exported to Europe.

Good prices being paid for high quality fish



THE TEAM running the electronic seafood auction in Shetland says fishermen continue to get more money for their fish than elsewhere as buyers are prepared to pay a higher price for quality and freshness.

SHETLAND SEAFOOD AUCTION has been selling fish electronically from the isles' two fish markets in Scalloway and Lerwick for 20 years, playing its part in making Shetland the second largest port for whitefish landings in the UK.

The auction is now operating a constantly upgraded real time electronic auctioneering system called *Kosmos*, supplied by the Belgium software developer *Auxcis* which allows users to have all information on the fish on the market at their fingertips and make bids remotely.

Sales and marketing officer *Norma Williamson* says the new system has resulted in more remote buyers being registered on the system.

But the vast majority of the auction business is conducted by locally based buyers who either come to the auction room every morning or, in these Covid times, prefer to make their bids from the comfort of their office.

Fish on the market has been scarce lately, mainly due to the particularly bad weather since the start of the year which resulted in the unusual event of no market being held on two consecutive days earlier in February because the overnight ferry had been cancelled which prevented fish being exported to the UK and further afield.

The restrictive mix of whitefish quota, particularly for cod, does not help either.

On Monday (14 February) though, while taking a tour of the auction of the market, buyers were busy bidding for more than 3,000 boxes, one of busiest day so far this year.

In the past, fish bought in Shetland could reach the European distribution centre at Bologne-sur-Mer within 48 hours.

Since Brexit and the well documented long delays for exports of perishable goods, buyers are now settling for a guaranteed 72-hour delivery time from Shetland to northern France, which is still acceptable

given the freshness of the product.

The auction company's chief executive *Martin Leyland* estimates that between 30 and 40 per cent of the locally landed whitefish continues to be exported to Europe, mainly to France and Spain. Some is sold locally, including for school dinners, and the rest of the 350,000 boxes annually will be shipped to fish processors across the UK.

Both *Williamson* and *Leyland* confirmed that there is hardly ever any fish that is not sold, with the latter adding that demand for fish usually outstrips supply resulting in good prices. In fact, "prices have never been so high".

"At the moment, with 350,000 boxes being landed, we could definitely land more fish, and that would probably bring the price down slightly," *Leyland* said. "They [buyers] are paying more for it at the moment because of the scarcity.

"The simple fact is that if quotas were relaxed and double the quantity of fish were allowed to be landed, the natural instinct would be [to say] that prices would come down a bit."

Shetland Seafood Auction's offices are located at the new state of the art £7.6 million Lerwick fish market at Mairs Quay which became operational in August 2020 and was officially opened by Prince Charles in July last year. ■



Shetland Seafood Auctions chief executive *Martin Leyland* and marketing officer *Norma Williamson*.

Fishermen to commission their own research to determine North Sea stocks

SCOTTISH fishermen are to fund additional surveys of North Sea stocks as anger grows over the failure to tackle the issue of poor science.

Shetland Fishermen's Association (SFA) and the *Scottish White Fish Producers' Association (SWFPA)* have teamed to organise what they say will be "rigorous, transparent studies of key fish stocks that are fit for purpose".

The associations will reach out to international partners in both Norway and Denmark to ensure the work covers the entire Northern North Sea.

Skippers from both associations met in Aberdeen last week to explore a new initiative amid indifference from the *International Council for Exploration of the Sea (ICES)* and fisheries managers towards the urgent need for reform.

James Anderson, chairman of the SFA and skipper of the *Alison Kay (LK57)*, said: "Skippers are at the end of their tether - we've all had enough of a failed fisheries management system that is putting viable boats at risk."

SFA executive officer *Simon Collins* added that it is vital that any new research is as credible as possible.

"We can put essential resources at the scientists' disposal so that they can do the science because we are so confident that if you do these surveys properly you will get vastly different results.

"We need to get scientists who are trusted as scientists, they will have to tell us what a credible survey will look like, how many observers do we need, how many vessels will participate, when, where and what, and we will do it (...) and we will fund it."

FISHERMEN SQUEEZED OUT AS SCOTLAND'S SEAS BECOME OVERCROWDED

LOCAL fishermen claim they are being “crowded out” of their traditional grounds by a combination of renewable energy developments and what they call “excessive conservation measures”.

In a stark warning that legitimate livelihoods are under threat, **Shetland Fishermen's Association (SFA)** has now published a map highlighting vast areas of Scottish waters that could be closed off or subjected to severe fishing restrictions.

Newly appointed SFA executive officer Daniel Lawson said: “Fishing crews, so vital to Shetland’s economy, are being displaced from grounds where fishing has been going on for hundreds of years as part of a so-called ‘Just Transition’ that is anything but just.

“Sadly, a climate-smart industry that has among the lowest carbon footprints and lowest food miles of any food producer is in danger of being sacrificed for no good reason.

“Ministers urgently need to take stock of the situation and ensure that there is enough space for the fishing industry to continue to succeed and to support our community’s future.”

The SFA claims that Scottish ministers are proposing to compound the issue further by enhancing the existing fishing restrictions across Marine Protected Areas (MPAs) plus

Special Areas of Conservation, which will mean more fishing grounds lost – and fishing efforts becoming more concentrated on the grounds that do remain accessible.

The 2022 Programme for Government commits to also designating 10 per cent of Scotland’s seas as ‘highly protected’ on top of the existing MPA network.

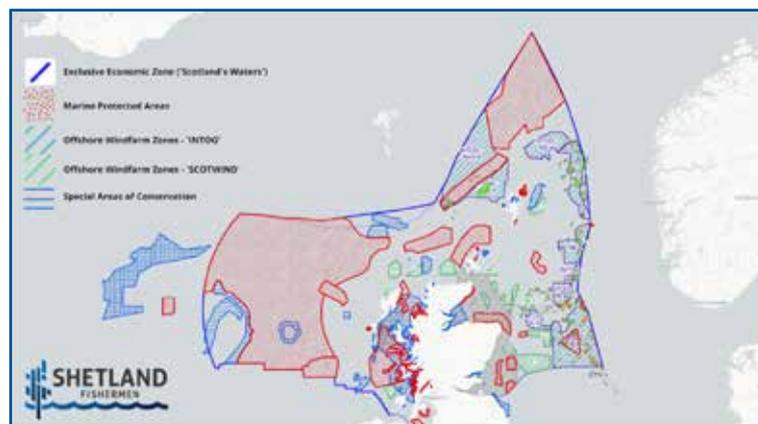
At the same time, the Scottish Government is encouraging offshore wind farm development by leasing seabed sites through its ScotWind and INTOG (Innovation and Targeted Oil and Gas) auctions. The latter aims to attract developers of projects designed to decarbonise the offshore oil and gas industry.

In a recently published fisheries management strategy the government was clear in its aims to “secure the future of our fishing industry for generations”.

Yet through their actions on protected areas and short-lived offshore renewable projects, ministers are inhibiting these aims, Lawson said.

“A well-managed and well-supported fishing industry could continue to provide for generations to come,” he continued.

“Coastal communities currently reap the benefits of the seafood brought back by our sustainable, modern, family-owned fishing fleet. Profits from



offshore windfarms will disappear into the budgets of private, wealthy, multinational energy firms. There is space for fishing, marine protection measures, and offshore wind to all enjoy mutual futures.

“Our members accept and understand the way the world is going, but so far this ‘Just Transition’ is taking away vast fishing grounds – and giving nothing in return. That isn’t just, and it isn’t a transition.”

Responding, a spokesperson for the Scottish Government said it was vital that the double crises of climate change and nature loss is being addressed.

“Measures such as Marine Protected Areas are necessary to help safeguard marine biodiversity which ensures the fishing industry is sustainable for current and future generations,” he said.

“Renewable energy is a key requirement to enable the move to Net Zero, which in turn will support the resilience of marine habitats and the industries which they support. Stakeholders – including fishers – are consulted before a Marine Protected Area is introduced, in the development of for offshore renewables development and as part of the consenting process for determining each wind farm application.

“The development of management measures for MPAs is also based on sustainable use. Therefore where activities, such as fishing, do not impact on the protected features of the site they still can continue within the MPA.”



Dead seal highlights dangers of discarded fishing nets

THE DEVASTATING impact discarded fishing gear can have a wildlife has been brought into sharp focus once again after a dead seal was photographed on a Shetland beach tangled in netting.

The seal washed ashore at Spiggie in the South Mainland and was found earlier in February. Photos of the seal were shared on Twitter by wildlife tour operator and photographer Hugh Harrop, who said it appeared the young Atlantic Grey seal entangled to death in a discarded gill net.



Wildlife is suffering due to ‘ghost gear’ polluting.

He said it showed the “*Harsh reality of how wildlife is suffering from the 1000s of tons of ‘ghost gear’ polluting our oceans.*”

Harrop said this was just the “*tip of the iceberg*” and added that he had never seen a seal so entangled.

Scottish Natural Heritage marine advisor Karen Hall said the seal was reported to the Scottish Marine Stranding Scheme.

“*It’s clear to see it’s pretty horrific,*” she said.

Hall said gill nets were “*not something that the Scottish fleet use, so it’s probably from*

offshore somewhere”, although it is difficult to determine if the gear was lost deliberately or accidentally.

She added that when the UK was in the European Union there was quite strong bycatch regulations, but things are in a “*transition phase at the moment*”, with efforts ongoing to replace the legislation.

It is also not clear if there is a marked increase in marine animals getting caught in netting – with not everything coming

ashore. But discarded gear is not a new problem, with gill netting often hauled up by the local fleet.

Shetland Fishermen’s Association previously said discarded nets not only pose a navigational hazard, but they also pollute the seas with plastic, damage marine life and can undermine the reputation of the local industry through pictures of beaches littered with rubbish.

Following the seal photos, the association said it will continue its campaign “*against the irresponsible and dangerous gill netting operations being run by visiting vessels in*

the waters around Shetland – to the endless frustration of local fishing crews”.

A spokesperson highlighted that the local fleet is signed up to the Fishing For Litter scheme, “*our pelagic nets are recycled, and our boats will do everything in their power not to lose trawling gear at sea because of high replacement costs – compared to this cheap green monofilament nylon gill netting.*”

In 2020 a motion was approved by Shetland Islands Council to make formal representation to the Scottish Government on the issue of discarded fishing gear in waters around the isles.

Meanwhile Northern Isles MP Alistair Carmichael recently secured an offer of a meeting with the secretary of state for environment, food and rural affairs to discuss the ongoing issues around gillnetters near Shetland.

He said “*gillnetter boats, predominantly Spanish-run, have become notorious in the area for intensive fishing and aggressive behaviours towards other vessels.*”

Carmichael previously proposed an amendment to the Fisheries Act 2020 to improve safety at sea after a high-profile incident of a gillnetter, the *Pesorsa Dos*, appearing to attempt to foul the propeller of a local boat. ■



The fishing quota system will always be a matter of heated debate.

TV Drama Fires Up Quota Debate

IN THE PAST few weeks the TV drama series **Verbúðin** (Blackport in UK) has been the most popular television program in Iceland. Set in a small fishing village in the West Fjords in the 1980s, the story follows a married couple, Harpa and Grimur, as they renew an old trawler and start fishing and build a try to build a fishing empire along with their childhood friends. But with the introduction of a new quota system in the country, where the fishing grounds are privatised, the struggle for power results in a feud of jealousy, greed and betrayal. All goes well until the quota system plunges them into crisis.

Quotas sold away

Even though the story is a typical period piece involving excessive drinking, sex, adultery and violence, the narrative is driven by the changes that occurred when fishing was suddenly not free for all anymore and quotas could be sold and bought and even pawned against bank loans. Subsequently many small fishing communities lost a large part of their former fishing rights after vessel owners sold their ships and quotas away. Some of these places never fully recovered but others managed to make the most of the system and thrive.

Opinion poll

Right from the beginning the transferable quota system has been a subject of great controversy. The TV drama has only fired up that debate. The latest opinion poll suggests that

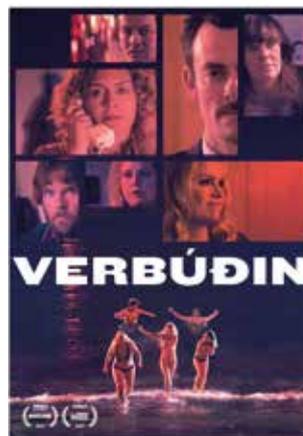
61% of the nation is opposed to the system, 20% support it and 19% are neutral.

Too many boats – too few fish

When the fishing quota system was introduced in Iceland in 1984 it was done out of sheer necessity. Important fish stocks were in a bad shape. Far too many ships and boats were chasing far too few fish. Too many fishing plants were in operation. The fishing industry as a whole was in the red year after year.

The trading of quotas

The allotment of quotas was based on the fishing experience of each vessel during the previous three years. Initially the trading of quotas was forbidden unless the ship allotted said quota was included in the bargain. That changed in the beginning of



Verbúðin won the 2022 Nordisk Film & TV Fond Prize at the Göteborg Film Festival and had been extremely popular with audiences in Iceland.

the 1990s and since then there have been no restrictions to the buying and selling of quotas. Furthermore, the leasing of quotas on a yearly basis between vessel owners is also allowed.

Rationalization of the fleet

The main goal of the system, in addition to preserving the fish stocks, was to speed up the rationalization of the fishing fleet by urging vessel owners to buy one another out of business. In other words, let the fishing

“Half of the quota is in the hands of the biggest ten, and the twenty largest companies hold 72% of the total.”

industry itself cut the fleet without any help or money from the government. And that is exactly what happened. Stern trawlers in operation are now around 40 compared to over a 100 before. The number of fishing boats has similarly been dramatically reduced but the remaining ones are much more effective due to new technology and more engine power.

Half of the quota owned by 10 companies

Due to extensive mergers the fishing companies are now fewer but larger and have much bigger quotas at their disposal. Now the five largest companies hold 32% of the total quota. Half of the quota is in the hands of the biggest ten and the twenty largest companies hold 72% of the total.

Many families enriched

The trading of quotas enriched many families enormously. Those were people who happened to own a boat when the quota system was introduced and sold their fishing rights at a later stage for huge sums of money. The general public did not see that compatible with the legislation regulating fisheries, which states that fishery resources are the common property of the nation. During the rationalization period this was the main source of anger and opposition against the system generally speaking.

It is not disputed that the fishing industry as a whole is run in a much more efficient way than before. It is showing considerable profit and is able to pay income tax. Furthermore, a special 33% resource tax on profit has been introduced.

Nation being “robbed”

Still many people blame the system for robbing the nation of its “fair share” of the profit made from utilizing the fishing resources. They insist that the largest fishing companies, especially, are not being taxed sufficiently by the state. In addition, the fact that children are able to inherit quotas from their parents has also been a matter of outrage.

The quota system has been a hot political issue ever since it was introduced almost 40 years ago. Yet its opponents have not been able to break it down or alter it in any significant way. So the system is probably here to stay for the foreseeable future despite uproars now and then, such as the one following the recent screening of the aforementioned TV drama series on Iceland’s State Television. ■

Introducing MARA and MACs



Just before Christmas the Government passed a new law, the Maritime Area Planning Act. It provides the legal basis for a completely new marine planning system and to set up a new organisation, the Maritime Area Regulatory Authority, MARA.

In the first of a new series of articles on offshore renewables for *The Skipper*, WIND ENERGY IRELAND'S JUSTIN MORAN explains the role MARA will have for offshore wind energy and its implications for fishermen and other marine users.

WHAT IS THE MARITIME AREA REGULATORY AUTHORITY?

● The Maritime Area Regulatory Authority

Authority – MARA for short – will be a new State agency which is expected to start operations early in 2023. It will have its own Chief Executive Officer, its own Board and its own full-time staff.

MARA's main job will be to regulate and administer a new type of licence called a Maritime Area Consent or MAC.

With a small number of exceptions – to which we'll return – anyone seeking a Maritime Area Consent will need to apply to MARA to get one. Additionally, anyone who wants a licence for some other types of marine activities like dredging, carrying out environmental surveys, the removal of material from the seabed and so on will also need a licence from the MARA.

It is important to be clear the MARA will have no powers over fishing or navigation activities. They are specifically excluded.

WHAT IS A MARITIME AREA CONSENT?

● **A Maritime Area Consent**, a MAC, is a licence issued by the Irish State. It authorises the holder to use a specific part of the Irish seabed for a particular activity. In exchange for this the MAC-holder must agree to abide by the terms and conditions set by MARA and to pay a levy for the use of the seabed.

This replaces the system of foreshore leases under the Foreshore Act.

A MAC is necessary for a wind farm developer because it allows them to complete the final investigations they need to prepare their application for planning permission and it excludes other wind farm projects from that area of the seabed so long as they retain their MAC.

IS A MARITIME AREA CONSENT THE SAME AS PLANNING PERMISSION?

● No, they are not the same. Anyone who wants to apply for planning permission for a development, like an offshore wind farm, will need to get a MAC first but getting one does not mean a project will automatically get planning permission.

They will still need to apply to An Bord Pleanála for permission to build the project and members of the public will have the right to be consulted about the proposal and, if they wish, to object. If An Bord Pleanála refuses planning permission then the wind farm developer automatically loses the MAC.

YOU SAID THERE WERE EXCEPTIONS TO THIS SYSTEM?

● A small number of offshore wind energy projects – sometimes called Phase One, or Relevant, Projects – will be allowed to apply for a MAC before MARA is set up in early 2023.

Instead, they will apply to the Minister for Environment, Climate and Communications Eamon Ryan TD.

These projects are:

- **Oriel Wind Farm** off the coast of Louth;
- **North Irish Sea Array** which is off the coast of north county Dublin;
- **Dublin Array**, which is off the coast of Dun Laoghaire and north Wicklow;
- **Codling Wind Park**, which is off the coast of Wicklow;
- **Arklow Bank**, which is off the coast of Arklow; and
- **Skerd (Sceirde) Rocks**, which is off the coast of Galway and the only Phase One project not on the east coast.

WHY ARE THESE PROJECTS TREATED DIFFERENTLY?

● Most wind energy projects off Ireland's coast are brand new. But these ones have been around for a long time, more than ten years in some cases, and they had made some progress towards being built under the old foreshore system.

Rather than send them all back to square one, and to ensure that offshore renewable energy is developed as fast as possible, the Government is allowing them to apply for a



A small number of offshore wind energy projects will be allowed to apply for a MAC before MARA is set up in early 2023.

MAC before MARA is set up.

However, they are not guaranteed to get a MAC and it does not give them any advantage in the planning process. And even if they get planning, they will still need to win a contract in a competitive auction before they can be built.

CAN I STILL FISH IN AN AREA FOR WHICH A DEVELOPER HAS A MAC?

● Yes, you can. A MAC applies to the seabed and you should be able to fish normally.

During the period between a developer getting a MAC and – if successful in getting planning permission and winning a contract at auction – starting construction there may be a good deal of survey activity to help inform applications for planning permission. Projects will need to engage with the fishing community in advance of those surveys to minimise disruption. ■



FIND OUT MORE

● **Wind Energy Ireland will have a stand at the Irish Skipper Expo on 25 and 26 March. Please drop over to Stand 143 at any time over the two days and we would love an opportunity to discuss Ireland's offshore renewable energy future.**



Some of the Irish fishermen who took part in the MOB training.



This challenging and physically demanding course is run over 2 days.

MOB!

Man Overboard Awareness and Recovery Training

We've all done it.... **overestimated our ability and understanding of a situation. This is what the Man Overboard Awareness (MOB) sessions being delivered across the UK aim to solve.**

This free training funded by the Trinity House Maritime Charity is part of the work by the *Fishing Industry Safety Group* to reduce the number of preventable deaths in the fishing industry. Sessions are currently being delivered by Seafish in partnership with the RNLI for fishermen across the UK.

In February, 38 Northern Irish fishermen took part in *MOB Awareness and Recovery* training at the very impressive facilities of the *National Maritime College of Ireland* (NMCI) in Ringaskiddy, County Cork. This challenging and physically demanding course is run over 2 days. It includes a classroom-based introduction which outlines the reasons behind the initiative and the purpose of the training.

Fishermen then take part in a gruelling session in the Environmental Pool, where they are put through several MOB scenarios.

THE IMPORTANCE OF LIFEJACKETS

■ This training, led by Frankie Horne, RNLI's Commercial Fishing Safety Manager, and Dave Colmer, of the RNLI Water Safety Team, has had continued success in raising awareness and changing attitudes and behaviours towards wearing lifejackets (*also known as PFDs*) at sea. Together, they prepare the participants for being in the water. In order to keep the experience relevant to a real-life situation, the fishermen wear their everyday work clothes and wellies, underneath oilskins. Once suited and booted, the fishermen then enter the Environmental Pool, without wearing a PFD and tread water for as long as they can.

This means participants experience the early onset of swim failure and appreciate just how quickly they require

assistance should they go overboard without wearing a PFD. All of this is practiced in a safe and controlled environment with qualified safety lifeguards in the water to support.

The next jump into the pool replicates the same scenario however, this time the participant is wearing a 150N/275N PFD. Immediately the lifejacket inflates and keeps their head above water with their airways clear. It also allows their hands to be free and call for help.

Wearing the lifejackets, the participants perform tasks relating to MOB situations. This includes climbing up a rope ladder or tyres to get out of the pool and climbing into a life raft. All this while the waves roll, the rain pours and the wind roars. The fans and sprinklers around the pool reflect the sea and weather conditions that may be experienced. Although nothing can truly compare to what would be experienced out at sea. It is cold, it is challenging, and it is eye-opening.

There's a final regroup when

everyone is dry to chat through experience. There's no bells and whistles, no sales pitch. Just the raw facts about the difference that wearing a lifejacket can have on one of the most dangerous livelihoods.

The responses from the fishermen who attended this event were unanimous. Everyone now understands why lifejackets are an essential piece of kit. Skipper Bobby McBride from Kilkeel has been working at sea for 35 years and is also a member of the RNLI. He said: "This is the most eye opening and beneficial course relating to personal and crew safety I have ever done."

We hope that these fishermen will now champion safety at sea and, with others in their home ports and harbours.

TAKE SAFETY ACTION NOW!

■ Spaces are available at future Man OverBoard Awareness events– it could save your life. Contact:

training@seafish.co.uk to book. The course is free and costs to attend can be reimbursed. If you can't make it to an event, check the Fishing Industry Safety Group's website **www.homeanddry.uk** for advice on safety at sea including man overboard situations.

■ For fishing safety related information in Northern Ireland, follow the Northern Ireland Fishermen's Safety Forum on Facebook or contact the Seafish NI Regional Manager, Sally Chamberlain: **sally.chamberlain@seafish.co.uk**



COURSE VENUE

East Coast College, Lowestoft
Fleetwood Nautical Campus
Survivex, Aberdeen

DATES

01, 02 and 03 March 2022
11 and 12 March 2022
10, 11 and 12 May 2022



Although nothing can truly compare to what would be experienced out at sea. It is cold, it is challenging, and it is eye-opening.

“This is the most eye opening and beneficial course relating to personal and crew safety I have ever done.”

Skipper Bobby McBride



Three 55 inch screens form an impressive display in the wheelhouse.

VALHALLA – FR268

Owners: Peter & J. Johnstone Ltd, Peterhead
Home Port: Fraserburgh
Type: Fishing Vessel Twin Rig Trawler
Built: 2021, Parkol Marine Engineering Ltd
Length overall: 27m
Length Registered: 23.95m
Displacement: 290 t
Speed: 10-10.5 knots
Crew: 8

MFV Valhalla

Parkol Marine Engineering’s largest ever vessel built at Whitby, will be fishing out of Fraserburgh, Scotland, with a crew of eight. BY MIKE MONTGOMERY



IN EARLY DECEMBER, the latest new build 27 metre MFV *Valhalla* FR 268, for skipper Mark Andrew Masson left **Parkol Marine Engineering** yard in Whitby. After completing engine trials off Whitby the vessel headed North to its home port of Fraserburgh where the crew took onboard their fishing gear and completed fishing trials, before heading out for their first fishing trip.

The vessel was lifted into the water at Whitby with the usual launch celebrations on the quayside.

Mark Andrew’s daughter Lauryn, assisted by her mother Carolyn broke the bottle of champagne over Valhalla’s bow as the vessel was lowered in the water watched by other members of the skipper’s family, **P&J Johnstone staff** and shipyard staff.

Valhalla, from the Old Norse word ‘*Valhall*’ meaning a place of honour or bliss, is a replacement for Mark Andrew Masson’s previous Spanish built boat of the same name that has been renamed *Valkyrie* FR 262 and is skippered by Andrew Hay.

Mark Andrew had the previous *Valhalla* lengthened at Parkol Marine in Whitby in 2012. Having seen the workmanship that the yard can produce gave him confidence to look to Parkol again for his new vessel.

Valhalla is quite a milestone for Parkol as well, with them making the comment “Valhalla was a special vessel for Parkol being our Yard No. 050 on the year of Parkol’s 50th anniversary and at 27.80 metres overall length, she is the largest vessel built on our Whitby yard to date”.

THE DESIGN

Valhalla, designed by **S C McAllister**, is 27.8 metres in length, with an 8 metre beam and a gross tonnage of 290 tonnes. She is laid out in what has almost become the standard layout for twin riggers in NE Scotland where they target mainly whitefish but occasionally nephrops as well.

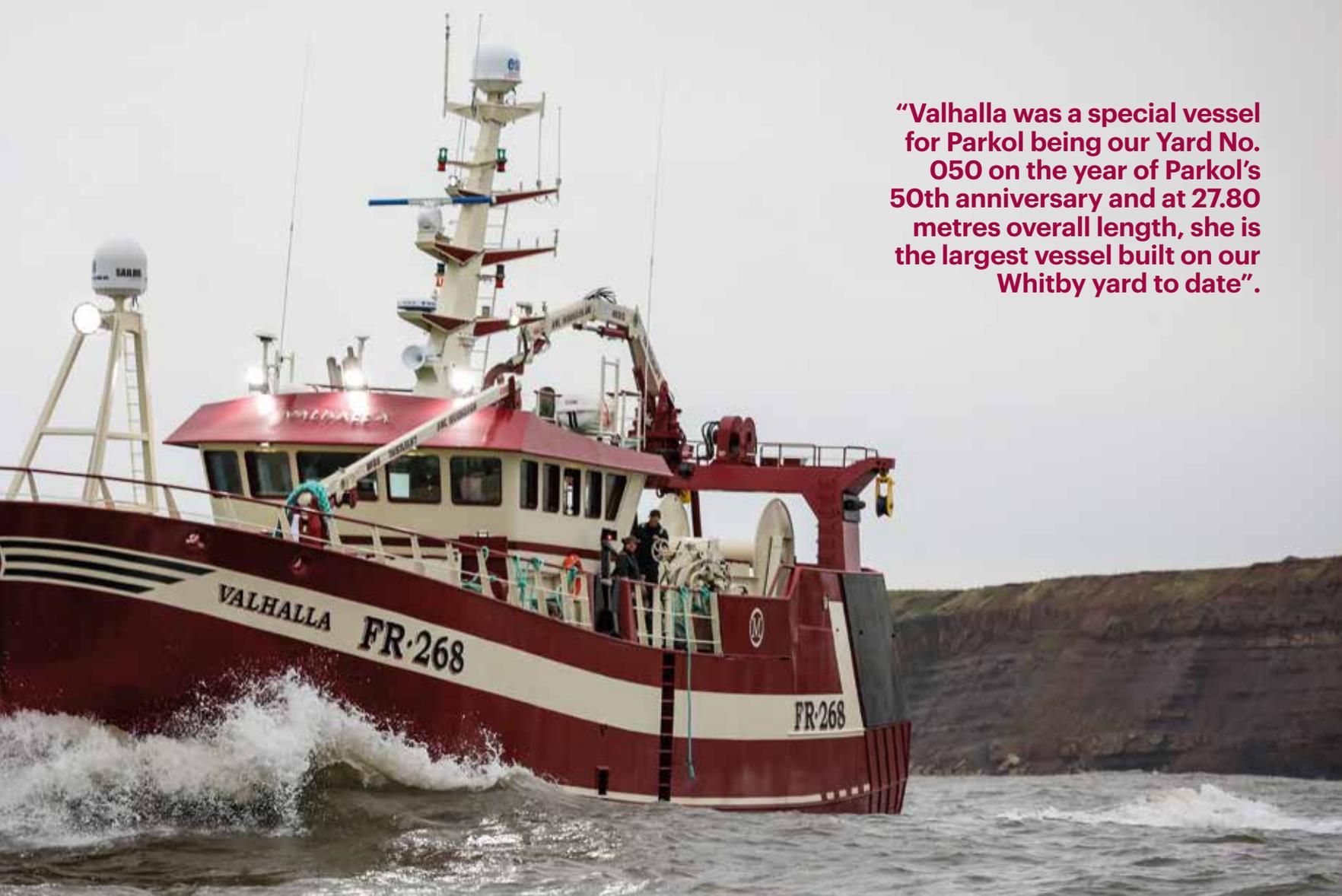
Built of steel, she is of round bilge construction with a transom stern, and a soft nosed stem with a bulbous bow. On the stem is an impressive figurehead of the *Vegvisir*, or the Nordic Viking compass, a



The launch party in Whitby.



Looking aft in the wheelhouse towards the winch.



“Valhalla was a special vessel for Parkol being our Yard No. 050 on the year of Parkol’s 50th anniversary and at 27.80 metres overall length, she is the largest vessel built on our Whitby yard to date”.

symbol of guidance and protection. Valhalla has a full length watertight shelter deck with the aluminium wheel house atop the shelter deck almost midship between stem and stern giving plenty of space aft of the wheel house for gear handling.

CRANE & WINCHES

Fitted well forward on the shelter deck is a **MFB8 landing crane** supplied by **Thistle Marine** with a load rating of 1,000kg and a continuous rotational base. On the starboard side is a Gilson gantry for taking the catches onboard. This has a **Bopp gilson winch** at its base, having a direct lead to the fairleads forward it doubles, in normal situations, up as an anchor winch. If the vessel has lost all power the starboard trawl winch has the ability to freewheel, with manual braking it can act as an emergency anchor winch.

Aft of the wheelhouse are the port and starboard **Bopp TS50 split winches** with direct leads to the Fleming fairleads hanging blocks at either side of the gallows gantry. The centre split winch, again a Bopp TS50, is housed right forward on the main deck with the centre warp leading over the shelter deck, under the wheelhouse to a central hanging block aft below the gallows gantry. The three winches are each spooled with 500 fathoms of 22

mm diameter warp supplied by **Strachan Trawls of Fraserburgh**.

Below the aft gantry, on top of the shelter deck are two **Bopp CH35 net drums** with a 1.9m diameter and a core pull of 7.2 tonne to take the two 110 foot hopper nets also supplied by Strachan Trawls. Just ahead of these are two large gear

storage pounds. To help with gear handling around the stern of the vessel there is a **Thistlelift MKB 13 crane** with **Thistle Marine 24inch ribbed barrel power block** located on top the aft gallows gantry.

Just ahead of the port split winch is the doorway into the wheelhouse from the shelter deck.

ELECTRONICS

On entering the wheelhouse, the extensive array of electronics mostly from **Woodsons of Aberdeen** and the high quality of fitting out by Parkol is impressive. The two **Norsap wheelhouse chairs** are set either side of a centre console giving uninterrupted views forward and of





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Congratulations to Mark Andrew and Maverick Enterprises with your new vessel "Valhalla". We wish you safe and successful fishing.



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Port split net drum under the shelter deck aft.



The Bopp steering gear in the aft compartment.



The fish room showing the weighing scales and selecting hopper.

the three 55inch 4K monitors that stretch almost the full width of the wheelhouse.

The monitors are operated through a dedicated control system that enables each one to be divided into 4 screens to show radar, plotters, sounders etc in what ever configuration that the skipper prefers. They also have the ability to store 'pre-set' configurations allowing the skipper to quickly toggle between his preferred display set up for steaming, towing etc. They can also display any of the items on full screen, such as the radar when an expanded presentation would be beneficial, such as when working close to several other vessels or coming into port. Also linked through a PC to this display system is a **Furuno radar** and a **WASSP** sounder system

A fourth 55 inch repeater screen is fitted aft in the wheelhouse, overlooking the aft deck. Adjacent to this are the winch controls and the readouts from the Silecmar

computer that monitors the tensions and lengths of the three trawl warps. The boat is fitted with an 11 camera CCTV system from Woodsons giving the skipper the ability to monitor every operation on board the boat from the wheelhouse. This coverage includes an underwater camera giving a view of the propellor.

A full suite of radio telephones from Woodsons is fitted in the overhead consoles above the wheelhouse chairs. **The Scanmar gear monitoring system** is fitted in the starboard console while the engine room controls are to the port side. Full engine and steering control stations are fitted both port and starboard with a third control station aft also has the three split winch controls, supplied by Bopp. The four net drums, gilson winch etc are all controlled locally.

MAIN DECK

The main deck is laid out from forward with, a watertight

compartment housing the **Bopp winch** for the centre warp offset slightly to port. This winch can be controlled locally if required, a local monitor showing the centre warp at the stern of the vessel and the ramp for the centre clump weight, make it safer and easier if there is any need to control the centre winch locally. To the starboard side is sturdy racking for gear storage while a watertight hatch in the deck gives access below to the **Bopp 2000HA bow thruster** and power units for the **Wassp** and **Simrad ES 80 sounders**.

Moving aft on the port side is another watertight compartment housing the **Glenegace 2 X 2.5 tonne per day ice machine** feeding directly into an ice storage locker below in the fishroom. These along with the fishroom refrigeration were supplied and fitted by **Premier Refrigeration of Fraserburgh**.

At the aft end of this

compartment there is a stacked washing machine and tumble drier, very necessary items on a modern fishing vessel taking into consideration that many of the crew on UK fishing vessel nowadays are living onboard for several months at a time.

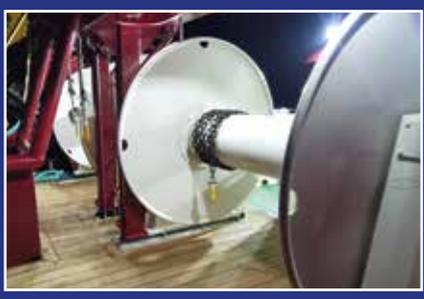
To starboard is a large fish catch reception hopper with several baffle plates to minimise movement of the catch and help to maintain catch quality. This feeds aft onto a conveyor supplied by **Seagate Fabrication in Peterhead**, fitted across the front of the deckhouse. Aft of this conveyor there is room for 7 or 8 crew to stand to select and process the catch. Forward of the conveyor are multiple reception hoppers to take the different species. Some sections continually wash the catch while others, when full, are released into a fish washer then sent directly to the fish room for weighing and packing in ice. This minimises handling of the fish, again helping to ensure a top quality product enters the fish room. Below this deck is the large fish room that can hold 1150 full boxes. The catch arrives in the hold via a large 400mm diameter pipe that delivers the catch to a reception hopper at the forward end of the fish room. From here the crew weigh and record the catch using VCU scales and catch management system from **Woodsons of Aberdeen**.

Further aft at main deck level, is the full width accommodation and galley unit that includes on the starboard side a roomy access walkway between the fish processing area and the aft deck. Much of the hydraulic pipework and valves for the net drums and winches is fitted on the starboard side of this area giving easy access for ongoing maintenance while being protected



A LEADER ON BOARD

Congratulations to Mark Andrew Masson & crew on your new vessel VALHALLA. We are proud to have provided the deck equipment on this 27m trawler.

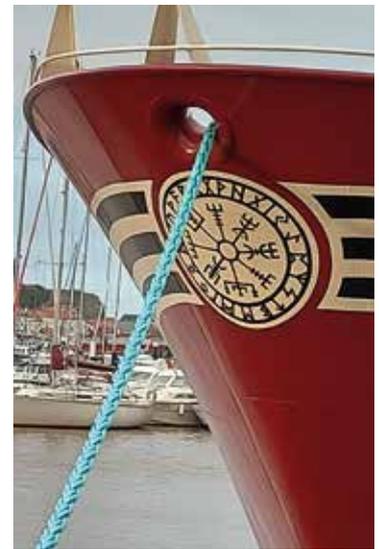


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Stern view of Valhalla showing the four net drums.



The impressive figurehead of 'Vegvisir' the Nordic Viking compass on the bow of Valhalla.



The Cat C32 main engine in the engine room on MFV Valhalla.

from the weather. Forward of this is a heated rack for the crew's oilskins, boots and safety gear. Included beside this is a 'dirty' tumble drier to dry the everyday 'dirty' items of clothing.

Aft of this is a spacious deck with two **Bopp split net drums**, with local controls, to handle the two twin rig 200 foot, wide mouthed, multi-purpose ground nets from **Faithlie trawls**. Faithlie Trawls also supplied a third 200 foot spare net of the same design as well as a full complement sweeps and bridles for the gear.

This gear is spread by a set of 1100kg high aspect ratio HL53 trawl doors from Faroese company **Larsen Fishing Gear** and a 1450kg roller centre clump made by **BNW Engineering** of Fraserburgh. Mark has used Larsen doors for several years now and found that the design suited his type of fishing so wanted to use the same design with the new vessel. The ones on Valhalla are slightly larger than used on his previous vessel. At certain times he

will also use a set of **Thyboron type 11 trawl doors** supplied by **Faithlie Trawls**. The clump weight is hauled up over the transom into a purpose built ramp that is fairly standard on modern twin rig vessels.

Forward of the net drums, with access from fore and aft walkway is the galley and mess deck. The refined finish of the internal bulkheads and woodwork is immediately obviously. Parkols have radiused all the bulkhead corners that helps to give a more open feel to the accommodation compartments.

ENGINE ROOM

Moving forward at the 'below deck' level is the large engine room. The main engine is a **Caterpillar C32**, developing 709kw at 1600rpm. This drives a **Heimdal HG5114 gear box** to turn a variable pitch 2780mm diameter, **K600 4 blade bronze propeller** in a nozzle. Behind the nozzle is a triple rudder to better direct the thrust from the propeller. The rudder is controlled

by the Bopp steering gear. The triple rudder and nozzle were both constructed by Parkol to a design from **S C McAllister**.

Two of the auxiliary engines are mounted either side of the main engine on top of the engine room fuel tanks. To port is a **Mitsubishi 6D16-T** providing the power for most of the boats electrics. To starboard there is a **Scania DI 13** providing auxiliary power for both electrics and hydraulics. To provide hydraulic power, there are three identical hydraulic pumps onboard, one off the Scania auxiliary engine and two driven by power take offs on the Heimdal gearbox on the main engine. The three pumps can be used individually or in any configuration of two pumps to give maximum power to the hydraulics when required.

There is also a **Mitsubishi 40kVa** harbour set in the engine room.

A total fuel capacity of 35,000 litres stored in engine room tanks and tanks beneath the fishroom.

The fresh water is stored in two 6000 litre tanks beneath forward end of the fish room and 14000 litres in a tank in the bow.

Forward of the engine room is the extensive refrigerated fish room, fully stanchioned to hold more 1150 boxes. The refrigeration was supplied and fitted by **Premier Refrigeration of Fraserburgh**.

After the delivery trip to Fraserburgh and taking on gear in mid December, Valhalla made a short shakedown trip before Christmas then a full fishing trip leaving Fraserburgh on Boxing Day. After a seven day maiden trip working around Shetland, Valhalla landed 512 boxes into Peterhead market.

Mark Andrew Masson said that the vessel performed well throughout the trip despite a spell of poor weather. He said, "we have a long association with Parkol and they were very good during the build, they were very patient with my own ideas and suggestions". ■



The VP propeller and nozzle of the triple blade rudder being lowered into the water.



Energy for generations

ESB – Leading the Development of Offshore Wind in Ireland

CLIMATE CHANGE is one of the defining challenges of this generation. Its impact is evident in increasingly extreme weather patterns, rising sea levels, water shortages and disruption to biodiversity and ecosystems. Offshore wind generated electricity has a transformative role to play globally in mankind’s fight against this change and our transition to a zero-carbon economy by eliminating carbon and other harmful greenhouse gases emitted by the energy sector through the burning of fossil fuels and replacing that generation with clean renewable electricity.

On 14th February, we launched our ambitious new strategy – **Driven to make a Difference: Net Zero by 2040** – with the aim of putting in place the infrastructure and services to enable our customers and broader society to live more sustainably. This builds on our 2017 *Brighter Future* strategy, which set a clear direction for ESB to take action and exercise leadership in tackling climate change.

Dipping our toe

One of the objectives of our *Brighter Future* strategy was to “Produce, connect and deliver clean, secure and affordable energy”, with the intent of incorporating significantly more renewable generation into our portfolio. Our first step into the world of offshore wind development came in March 2018 when we acquired a 12.5% share of the 353MW Galloper Offshore Wind Farm, located off the coast of Suffolk.

We are now involved as partner in three other offshore wind development projects in UK waters, as well as seven others around the coast of Ireland, two in partnership with Parkwind – Clogherhead and Oriel – and five others that are sole ESB projects.

The ESB projects are illustrated on the map and consist of the following:

	SITE NAME	LOCATION	FOUNDATION TYPE
1	Sea Stacks	Dublin & Wicklow	Fixed
2	Loch Garman	Wexford coast	Fixed
3	Helvick Head	Waterford coast	Fixed
4A	Celtic One	Cork and Waterford coast	Fixed
4B	Celtic Two	Cork coast	Floating
5A	Moneypoint One	Clare and Kerry coast	Floating
5B	Moneypoint Two	Clare and Kerry coast	Floating

Further information on each site is available at the five project webpages:

	SITE NAME	LOCATION
1	Sea Stacks	https://seastackoffshorewind.ie/
2	Loch Garman	https://lochgarmanoffshorewind.ie/
3	Helvick Head	https://helvickoffshorewind.ie/
4	Celtic One	https://celticoffshorewind.ie/
5	Moneypoint One	https://moneypointoffshorewind.ie/

Project status

Investigative Foreshore Licence Applications for the ESB projects were submitted in late 2020 and early 2021 to facilitate the commencement of site investigation works in the form of geophysical, geotechnical, metocean and other environmental surveys. To date, two of these have been advertised for public consultation. The Sea Stacks consultation closed at the end of January this year, and the Helvick Head consultation is currently open – please see <https://www.gov.ie/en/foreshore-notice/338fa-esb-wind-development-limited-site-investigations-off-waterford-and-cork-coasts-helvick-head-offshore-wind/>. Submissions on this can be made up to close of business on 15th March 2022 by writing to the Minister for Housing, Local Government and Heritage, Foreshore Section, Department of Housing, Local Government and Heritage, Newtown Road, Wexford, Co. Wexford or by sending an email to foreshoreORE@housing.gov.ie. It is anticipated that the consultations for the other three projects will take place over the coming months – please keep an eye on the project webpages for updates.



Open and engaged approach to development

ESB appreciates that our proposed offshore wind sites have the potential to impact some fishing activities both during the development, planning and construction stages as well as during the operational and subsequent decommissioning phases of our projects. We are currently trying to identify what those impacts might be so that we can take all steps possible to minimise and mitigate against them, both within the wind turbine array area and also along the electricity export cable corridor(s).

During site investigation surveys, wind farm construction works and cable laying it is envisaged that some restrictions will be required to facilitate safe operation of the associated vessels and construction/installation teams. ESB will agree an approach for these activities with the relevant fishers and other marine users associated with any of our proposed projects in advance of any such works. ESB will never carry out works that may impact the fishing community without first engaging appropriately.

During operation of any of our wind farms, persistence of largely normal, unhindered fishing activity is the aim for ESB, but we appreciate this will be dependent on a number of factors, e.g. turbine array spacing, location of grid cables, whether or not the turbines are bottom-fixed or floating, etc. Gaining a proper understanding from fishers of how our project sites have been and are being used – both in terms of location and type of activity – is, therefore, a key input into the site design process. In that regard we would very strongly encourage all interested parties to make contact with ESB so that we can both try to attain a better understanding of how we can pursue our interests mutually.

Fisheries engagement to date

Correspondence was issued to the Fish Producer Organisations and the Regional Forums in advance of our Foreshore Licence applications being submitted, and updates have also been provided to the POs and Forums regarding the Foreshore Licence public consultations. We presented on our projects to representatives of the KFO, IFPO and ISEFPO in November last year, and hope to present to ISWFPO, NIFA and NIFO over the coming weeks. We have commenced port visits relative to our Sea Stacks, Helvick Head and Celtic projects, and these will continue over the weeks and months ahead for these and our other two projects. In addition, we plan to launch virtual consultation rooms for each of our five projects over the months ahead. These will be open for a 6-week period, with the aim of providing the general public with specific details on our plans and to give everyone an opportunity to input into our projects. We plan to host a webinar on each project close to the end of the 6-week consultation period. Again, please keep an eye on the webpages for updates.

Contact details

ESB has appointed Fishery Liaisons Limited (FLL) to act as its FLO on the five projects referenced above. FLL can be contacted by emailing mark@fisheryliaisons.com or by calling **+353851399000**.

ESB’s Stakeholder Manager on the five projects is Brian Hegarty. Brian can be contacted by emailing brian.hegarty2@esb.ie or by calling **+447980567980**.

ESB will have a stand at the Irish Skipper Expo in Limerick at the end of March, and we look forward to meeting with you there. We will be located at stand 130.

Web links

- <https://www.esb.ie/who-we-are/our-strategy>
- <https://www.galloperwindfarm.com>
- <https://parkwind.eu/>
- <https://www.clogherheadwind.ie>
- <https://www.orielwindfarm.ie/>

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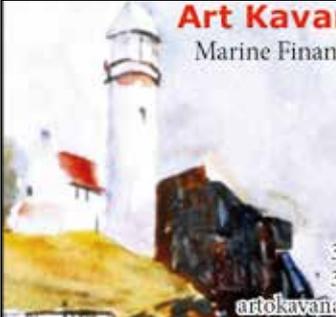
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IN ASSOCIATION WITH



PHOTO OF THE MONTH

WINNER: Calum Grey

Valentia & Samphrey heading into their home port of Vidlin, Shetland.

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

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

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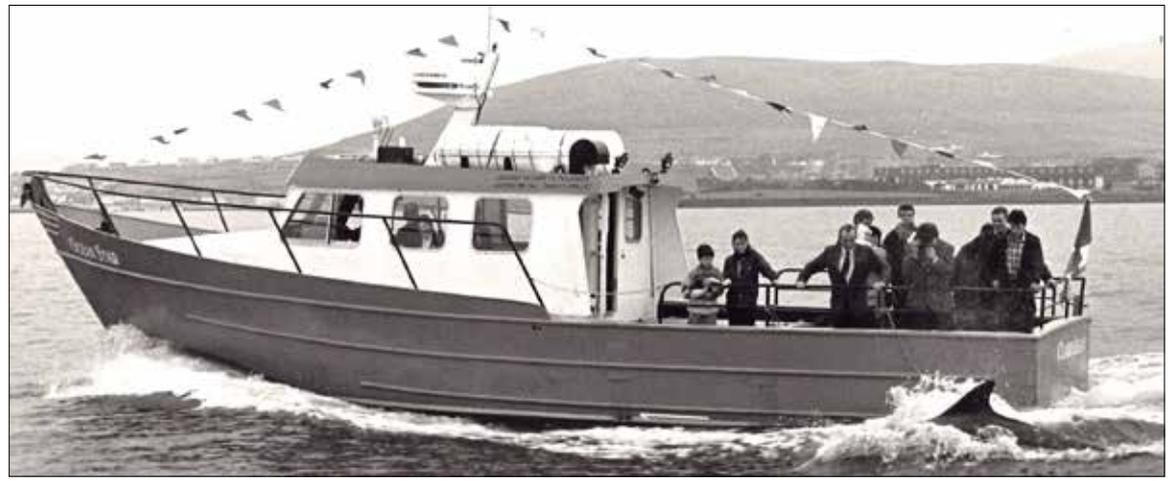
DAYS GONE BY...

A SELECTION OF PHOTOGRAPHS FROM THE SKIPPER ARCHIVES

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■ If possible include details, names, location and date. To order any of the above images please email: design@maramedia.ie



SEND US YOUR OLD IMAGES

Above: Ocean Star.

Left: Minister Dr Michael Woods, Dr John De Courcy and Peter Heffernan CEO at the launch of the first ever Maritime Development Office.

Below: Trawler Minerva FR 147.



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Opening of the extension at O' Cathains Fish Processing Plant, Dingle 1995.

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

THE IRISH SKIPPER
JOURNAL OF THE FISHING INDUSTRY

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No 218 MARCH 1982 25 PENCE (INC TAX)

'FISHING' CANDIDATES FAIL TO GAIN DAIL SEATS

Small boats at work on the sprat shoals

Directors of B.I.M., who were candidates in the general election among those who failed to get elected. They were Tom Wright in Dublin North, who got 2,397 first preference votes, and Tom Fitzgerald (F.F.) who got 3,523 first preference votes in Kerry.

Killier, the former F.F. for Fisheries, Paddy, dropped his first preference votes from 9,768 in the election to 6,145 in the north's general election, is elected.

Fitzpatrick (F.G.), Minister for Fisheries, increased his first preference votes from 7,267 in 1981 to 8,317 votes. His agency, being inland, had industry influence in the vote.

HOLLOY ON TOP
The T.D. with close connections with fishing, Bobby of West Galway, also did not top the poll with first preference votes.

Donaghy South-West, Patrick (pictured), Colgan (F.F.), processor, did well with first preference. He was also did Patrick Haris Donegal North-East, a frequently asks question fishery matters in the increased his 1981 first preference votes from 7,853 to 9,151. A sitting F.G. member in Donegal South-West did not stand this time. He Fine Gael's Opposition spokesman on fisheries in Donegal North-East, Sean the man who opposed harbour development and an environmentalist lost his seat. He got first preference votes against 2,395 in the election.

Skipper Full cert for 21-year-old fisherman

A TWENTY-one year old Co. Donegal fisherman has qualified for his Skipper Full certificate, the youngest fisherman to do so in Ireland.

He is Richard McCormack (pictured), whose family are well known in Greenacree fishing circles. His uncle used to fish the trawler, Stahat Mater, there.

Richard is a former pupil of the National Fishery School in Greenacree, where he took his Second Hand Full certificate when aged 18. After that he took a radar course in Castleblayney Nautical College. He fished for seven months on the Japanese-owned, Irish-registered, Erin Fisher, which worked in the north-west Atlantic on squid and butterfish. He has also worked as a mate in the merchant navy. His fishing activities began at the age of 13.

GREENLAND MAY QUIT THE E.E.C.

Greenland's 50,000 population went to the polls late last month to decide whether to stay in the E.E.C. When Denmark joined in 1973, Greenland went in also, but since then fish-rich northern island has become independent of Denmark.

Greenland has received substantial E.E.C. grants, but with limited fishing, its main industry, has suffered as a result.

Midwater pair trawling for sprat, where sheltered conditions are available, can be profitable for low-powered craft, as this shoal of 120 tons taken near Cullin this season proves. However, little is known about sprat movements around our coast, even though the quantities have been described as "enormous". Markets too are sometimes awkward. An article on page 31, with further illustrations by Kevin McLoughlin, tells more about this fishery, which could replace herring for some boats.

45 MORE TAKING SKIPPERS' COURSES

Thirty fishermen are attending a classroom course which began last month in Baltimore arranged by B.I.M. The course is for the second hand special certificate, and the tutor is Captain D. M. Carroll of New Ross.

At Kilmore Quay, Captain M. J. Clery began a B.I.M. course for both skipper limited and second hand special certificates attended by 15 local fishermen. The tutor is Captain M. J. Clery.

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Above: From The Skipper, 1995.

From The Skipper Archives

March 1982

MAIN HEADLINES:

- 2 BIM directors fail to gain seats in general election.
- 21-year old Donegal fisherman gains Skipper full certificate.
- Greenland to decide whether to pull out of E.E.C.
- More classroom courses for 45 fishermen taking BIM sponsored certificates.

OUT & ABOUT
GOT A GREAT PHOTO?
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Antarctic heading to the pier at Killybegs. PHOTO: NATHAN BOYLE



Star of Hope at Scarborough Harbour. PHOTO: CHRISTINE SHEARS.



Malcom Ward, Skipper Provider E 87 on a trip to Norway.



Sainte Catherine Laboure towing off Achill. PHOTO: BOB KANE



Full moon over Maarten Luther in Kilmore Quay. PHOTO: NEAL BRADY.

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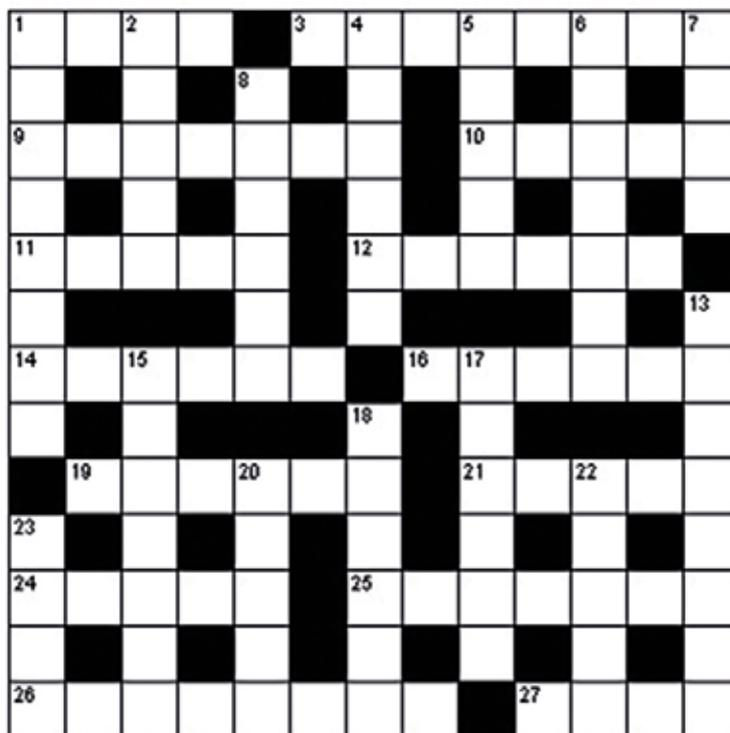
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ACROSS

- 1 Underground shelter for a missile (4)
- 3 Floral emblem of Wales (8)
- 9 Nonplussed (2,1,4)
- 10 Owner of a Scottish estate (5)
- 11 Tightly packed (5)
- 12 Ascending (6)
- 14 Card suit (6)
- 16 Place where recordings are made (6)
- 19 Spanish rice dish (6)
- 21 Beau (5)
- 24 Enclosed kitchen fireplace (5)
- 25 Church spire (7)
- 26 Skilled workers (8)
- 27 Insects in a hive (4)

DOWN

- 1 Careless (8)
- 2 Acquire knowledge (5)
- 4 Ludicrous (6)
- 5 Movies (5)
- 6 Condescended (7)
- 7 Youths (4)
- 8 Cartoon spinach eater (6)
- 13 Wife or widow of an earl (8)
- 15 Opposed (7)
- 17 Thrown carelessly (6)
- 18 Type of plum (6)
- 20 Yorkshire city (5)
- 22 iPod manufacturer (5)
- 23 Song from an opera (4)



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Foyle Fishermen's Co-Op members at the official opening.

Greencastle Eyes The Future

New €2.7m facility at Foyle Fishermens Co-operative in Greencastle Opened

Minister for Agriculture Food and the Marine **Charlie McConologue**, recently opened the new €2.7m facility at Foyle Fishermens Co-operative in Greencastle, Co. Donegal.

He was accompanied by Jim O'Toole, the CEO of BIM, and Garvan Meehan, the new Principal Of BIM's Fishery School in Greencastle. The Project was Co-funded by the Irish Government and the European Union European Maritime & Fisheries Fund Operational Programme 2014-2020.

Also in attendance were Joe McHugh TD, Pdraig McLochlainn TD, and Martin Farren, Donegal County Councillor, along with Cathal Sweeney, DCC Marine Engineer.

John D O'Kane, General Manager of Foyle Co-op stated that "The new 16,500 sq foot facility would enable Greencastle to continue to supply the highest quality Whitefish to Processors both in Ireland and across Europe and the UK for years to come".

He thanked the Minister, and all the Donegal politicians who were involved at different stages throughout the Project, along with the Donegal County Council, Dafm, BIM and the staff at Foyle Co-op for all their support in putting the Project together, but especially the Fishermen in Foyle Co-op, who had the vision and desire to build for the future in what was a very challenging environment, especially around Brexit and the fallout from the TCA, and during Covid.

Minster McConologue also met with the fishermen from Foyle Co-op earlier that day, in the BIM Fishery School to discuss the major Issues in the Industry.

Cara Rawdon Chairman of Foyle Co-op thanked the Minister for the meeting, stating. "We had a very good meeting with Minister McConolouge and he was very generous with his time, we raised the major concerns that we have that are affecting the whole Industry at this difficult time, especially due to the fallout from Brexit and the TCA, but also around issues like Rockall, and the different Schemes which are due to be announced in 2022, recommended from the Taskforce the Minister set up".

He also stated that "The CFP Review was key to the future for all fishermen around the Coast and it was crucial Ireland get a fair share of Quotas in our own waters. With the announcement earlier in the year of the €9m funding for the Greencastle Breakwater Project there is a genuine belief in Greencastle that despite the ongoing difficult situation we have found ourselves in due to Quota cuts related to Brexit that there is a future for younger fishermen in the North West." ■

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