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Ireland's Fishing Industry In Crisis with Skyrocketing Fuel Prices

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The Skipper

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Ireland's Fishing Industry Crisis with Skyrocketing Fuel Prices

The Irish South & West FPO took the opportunity of their attendance at the recent Irish Skipper Expo in Limerick to highlight the crisis facing the industry from soaring fuel prices and market disruption due to the situation in Ukraine. CEO Patrick Murphy and chairman Damien Turner released an open letter to Minister Charlie McConalogue and a 12 point plan (see below) to save the industry.

The open letter to the Minister states:

ON THE 8TH OF MARCH last, our Chairman and Chief Executive jointly wrote to Minister McConalogue on behalf of the Membership of the *Irish South and West Fish Producers Organisation* regarding the crisis facing the Irish Fishing Industry and Irish Fishing Communities arising from the exponential increases in the price of fuel facing every Fishing enterprise since last Autumn with these fuel-related difficulties having now reached critical levels flowing from the knock-on consequences of the War in Ukraine.

We have already explained to the Minister that our Industry and the

Membership of this Organization provide a critically important food-source, not just for the people of Ireland but also, for the people of Europe but with skyrocketing fuel prices and a stagnant market, neither our Members nor the wider Irish Fishing Industry can now afford to put to sea.

Without affordable fuel our Fishing Boats cannot put to sea but even if they were to do so, the price of fuel for transport to Market by road and Ferry service will ensure that the value of every Catch will be wiped out long before it gets anywhere close to Market.

Accordingly, there will be few if any landings of fish into Irish

Fishing Ports over coming weeks and months unless Government immediately ensures that Excise Duties and Taxes, specifically Value Added Tax, on fuel for our Fishing Fleet, are slashed to the very bare minimum or zero and fuel is itself subsidized to enable Fishing enterprises put to sea and engage in fishing with the costs of haulage to Market by road and Ferry to the Continent being also subsidized to ensure that Catches can reach consumers all over Europe.

We repeat our belief that unless the drastic actions we have outlined above are immediately implemented, critical food shortages will arise within days.

We cannot believe and fail to understand why neither our Minister for Agriculture Food and the Marine nor the Government itself have done anything to help alleviate this fast-approaching Food Security crisis which, by any stretch of the imagination amounts to a Force Majeure.

You will be aware that when the Covid Pandemic struck in early-/mid- 2020 our Industry was requested to continue trading by former Minister Michael Creed despite our Boats suffering financial losses, thereby proving our importance in providing Food Security. The fact of our Industry



IS&WFPO CEO Patrick Murphy at the Irish Skipper Expo.

IS&WFPO: 12 Point Plan to Save the Irish Fishing Industry

- The Brexit TCA Agreement between EU and UK was both unfair and unjust and specifically penalised Ireland's Fishing Industry. There must be a levelling up process to create a level playing field between all Member States.
- The revoking of Ireland's Fish Landing Control Plan by the EU Commission that impacts the reputation of the entire Irish Fishing Industry must not be allowed to destroy Ireland's reputation in the production of Premium Quality Fish. This must be reversed with immediate effect and the new Plan recently submitted by Ireland must be Adopted.
- Traditional access to our fishing grounds at Rockall must be reinstated immediately with a Bilateral Agreement between Ireland and UK / Scotland similar to the arrangements in place up to 2019 and similar to the

Access Agreement agreed between France and UK allowing French boats to fish inside UK Territorial Waters.

- On Enforcement, we submit that Penalty Points for Fisheries Offences must be based on a burden of proof that is 'beyond a reasonable doubt' and Fishermen and women must be able to Appeal to the High Court on more than just a point of law. Penalty Points cannot remain on a Licence if successful in the High Court and nor should Penalty Points remain on a License if a Criminal Prosecution fails. The entirely Discriminatory Penalty Points system directed against Irish Citizen Skippers of Fishing Boats must be amended to mirror other systems in our fellow Member States to ensure a level playing field.
- The Brexit Adjustment Reserve Fund - now known as the BAR Fund - of which €1.2 Billion is available to Ireland must be used to redress the

damage caused to the Irish Fishing Industry by the unfair loss of quota suffered by Irish Fishing enterprises.

- The Migrant Workers Atypical Scheme governing non- EU / EEA Fishers must be reviewed to ensure a level playing-pitch and equality of opportunity for all those working in the Irish Fishing Industry & Argi-Food Sector.
- The Third Decommissioning Scheme of Irish Fishing Vessels since we joined the EU must reflect the open market value of the boats being decommissioned and Additional Compensation should be available to these people who have invested their lives into this Industry who are now being forced out at significant financial loss.
- Ireland must insist on a full and comprehensive review of the EU Common Fisheries Policy in Brussels this year to ensure that there is a

levelling up of Fishing Opportunities between Member States and ensure that Fishing Opportunities are allocated to Ireland in accordance with the provisions of the UN Convention on the Law of the Sea of 1982 and 1995 which Ireland introduced into Irish Law in the Sea Fisheries & Maritime Jurisdiction Act of 2006. This guarantees the Rights of Coastal States to fish for and catch the Stocks in their waters. It is only through ensuring that Ireland is granted its just and rightful share of the Fishing Opportunities in Irish Waters that the sustainability of our Coastal Communities can be guaranteed.

- Ireland must use the United Nations UNCLOS Law of the Sea Treaty signed up to by Europe in 1995 that specifically identifies the Rights of the people, whose Waters are Sovereign, who are closest to the

being designated as an essential service left no one in any doubt as to our strategic importance to our Country and Europe.

With all due respects, the difficulties faced by our Fishing Industry during the Covid Pandemic pale into insignificance when compared to today's skyrocketing fuel prices that act as an insurmountable hurdle to any prospects of Irish Fishing Boats putting to sea and subsequently transporting their Catches to Market and so, Minister, we believe it is critically important that you and your Cabinet colleagues immediately authorize the declaration of a State of Emergency to enable Food Security for our Nation and the Peoples of Europe, allied with an immediate slashing to Zero of all Taxes and Duties on Fuel, both at sea and on land insofar as this latter relates to the costs of transport to Market of Fish and Fisheries Products.

In the event that the slashing of Taxes and Duties on Fuel does not allow or enable Fishing Boats to go to sea and catch and land Fish Catches capable of reaching the Market, we advocate for targeted Fuel Subsidies to be made available with these latter to be consented to, if necessary, by the EU Commission. and accordingly, we have copied in the office of EU Commissioner Virginijus Sinkevičius.

Minister, we wish to re-emphasize to you that the price of Fuel has now reached and gone beyond critical levels across the Fishing Industry and we must therefore advocate

for this urgent action to be immediately undertaken as we believe that it is only under a State of Emergency that the Fishing and Agri-food businesses can be guaranteed a Fuel supply so as to enable them to continue operating and bringing food to the dinner-tables of Europe.

In our letter to you on the 8th of March last we suggested that the price of Fuel to our Industry must be capped to ensure the viability of these critically important Food businesses so as to avoid unstable and soaring market prices which will otherwise be driven by food scarcity that may well lead to panic-buying by consumers with means in the Marketplace.

We therefore urge that you and your Cabinet Colleagues urgently act, as we have suggested, to ensure Food Security at a reasonable cost for EU Citizens and for those 3 + Million Refugees who, to date have been unfortunate enough to have had to flee their homeland and seek refuge within the EU.

On behalf of the Irish South and West Fish Producers Organization I respectfully request that you bring the content of our correspondence to Cabinet for their immediate consideration so we with our Members may plan for the storage and enabling of the necessary price-sensitive Fuel that will enable Ireland's Fishing Fleet put to sea confident in the knowledge that the Fish they make available to European and Irish Consumers can and will be caught and placed on the Market for Sale. ■

resource and that they must be the ones to benefit from the resource the most.

■ It has been the failure by successive Irish Governments to ensure that Ireland is granted it's just share of the Fishing Opportunities in our own Waters that is the direct cause of plans to Decommission another 60 boats from our Fishing Fleet which will cause untold hardship to our Coastal Communities.

■ Brexit has meant a realignment of Fishing opportunities, and this coupled with Climate Change requires that a full review of the Common Fisheries policy must be carried out to ensure that the people who are most dependant on the shared resource are protected by the European Commission, the Member States and those elected to the European Parliament. The only

solution that can be accepted by the families of fishermen from our Irish Nation who contribute the most lucrative fishing grounds to the whole of Europe is an Equal Share and an Equal Opportunity to catch a sustainable amount of fish from our own EEZ and ensure a sustainable Socio-economic future for the people living and working in our coastal communities.

■ The simple solution we are demanding, is for a fair share of the fish that breed, spawn and develop in our waters, a share that protects the financial viability of our dramatically reduced fleet so a true level playing field as promised by the EU is afforded to our fishermen and women who meet the criteria to receive protection by calling themselves an Indigenous people with heritage and customs unique to them alone.

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Skippers Targeted Under New Penalty Point Rules

Skippers have to enter data on new Master Register

IRISH VESSELS OWNERS have received notification that all Irish Skippers must enter their details on a new Irish Fishing Master Register (IFMR).

The register will be used to assign penalty points to the masters of vessels under the recently introduced Sea-Fisheries (Miscellaneous Provisions) Act, 2022.

As The Skipper went to print the situation surrounding the legality of requesting all Irish skippers to be registered was being questioned by the PO's and inshore associations.

Some PO's like the IS&WFPO have instructed their members to refrain from filling out the forms till a legal opinion is sought and the rules regarding GDPR are examined in detail.

The IS&WFPO told The Skipper that they had not yet seen the full legislation but that it is their understanding that it is discriminatory to Irish fishermen and it should be legally challenged possibly with an application for a judicial review.

BACKGROUND

On 15th March 2022, the President signed into law the Sea-Fisheries (Miscellaneous Provisions) Act, 2022.

The purpose of the Act is:

- to amend the Sea Fisheries and Maritime Jurisdiction Act, 2006 to give effect to Article 92 of Council Regulation (EC) No. 1224/2009 and Title VII of Commission implementing Regulation (EU) No. 404/2011 to provide for a system of registration and assignment of points to

Masters of Sea-Fishing Boats who are Irish Citizens

- to amend the Fisheries (Amendment) Act, 2003
- to amend the European Union (Common Fisheries Policy) (Point System) Regulations 2020 (S.I. No. 318 of 2020)
- and to provide for other related matters.

EU Council Regulation 1224/2009, established a community control system for ensuring compliance with the rules of the Common Fisheries Policy (CFP) and establishing a level playing field across the EU on fisheries control. Once the Sea-Fisheries (Miscellaneous Provisions) Act, 2022 has been commenced the Minister for Agriculture, Food and the Marine will establish and maintain a register of Masters, i.e. the Irish Fishing Master Register (IFMR).

According to the Department of the Marine notice, It will be an offence for anyone to lawfully take charge of a Sea Fishing Boat unless registered on the Irish Fishing Master Register. This applies whether you are the owner of the sea fishing boat or not.

Once this Act has been commenced, it will also be an offence for a registered sea fishing boat licence holder to knowingly employ someone as a Master who is not registered as

such on the Irish Fishing Master Register.

The Act defines a Master as the master, skipper or other person for the time being in charge of the boat.

It is planned to commence this Act on 3rd May 2022. From then on, all Masters must be registered.

The act also states that all information provided must be accurate and true. Anyone knowingly providing false or misleading information will be refused registration and may be liable to prosecution. ●

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Safe Manning A Requirement Of All Fishing Vessels

Owners and skippers reminded to apply for a Safe Manning Document

OWNERS AND SKIPPERS of fishing vessels are reminded to apply for a Safe Manning Document from the Marine Survey Office at the Department of Transport. Safe manning is an important factor in the safe operation of fishing vessels and takes account of the vessel's operations, machinery, and maintenance.

Since the 19th of December 2019, it has been a legal requirement for owners of sea-going fishing vessels, 15 metres in length or over, to ensure that the vessel is manned by a competent skipper and to apply to the Marine Survey Office for a Safe Manning Document. A transitional period is in place to allow fishing vessel owners time to comply with the requirement for a safe manning document.

The deadline for applications is determined by the date of completion for the renewal of the fishing vessel safety certificate or certificate of compliance. The owner is also required to ensure that the fishing vessel is manned in line with the minimum requirements set out in the regulations.

The Marine Survey Office will consider the vessel's operations, machinery and maintenance before issuing the Safe Manning Document. Once the relevant transitional period is over (it will have already passed for some owners), it is against the law for a fishing vessel to go to sea without a Safe Manning Document on board, or for the vessel to be operated below the level set out in the Safe Manning Document. Depending upon the qualifications of crew and proposed manning arrangements, the initial Safe Manning Document may only be valid for a period of two years.

Owners and Skippers can apply for a Safe Manning Document by completing the application form (Form #1004.1) and returning it to the Marine Survey Office. There are guidance notes on the application form to assist Owners and Skippers.

Any queries should be directed to: mso@transport.gov.ie.

SFPA Says New Control Plan Due to Come into Force on May 1st Subject to EU Approval

The Sea-Fisheries Protection Authority (SFPA) says a new control plan is expected to come into effect on May 1st.

This is subject to approval by the European Commission, which withdrew Ireland's control plan for weighing fish catches a year ago due to lack of confidence in the Irish monitoring system.

The SFPA said a new control plan to enable the derogation of weighing of fishery products after transport in Ireland has now been submitted to the European Commission "with a view to achieving permanent approval".

Once approval is secured, it would be adopted by Ireland and would come into force from May 1st, the authority said.

The SFPA said it "has been working intensively to move from interim arrangements to develop a fair and effective permanent control plan".

It said the objective was an

approved plan that "balances the requirements of the industry whilst also enabling meaningful control to manage real non-compliance risks".

"The SFPA believes the control plan it has submitted addresses significant EU Commission concerns surrounding Ireland's control measures and the risk of non-compliance with the rules of the Common Fisheries Policy, particularly in pelagic bulk landings to Ireland which resulted in the Commission's revoking of Ireland's weighing-after-transport control plan in 2021," it said.

The interim plan initiated from January 1st of this year is due to expire on April 30th, so there was a degree of urgency to ensure a permanent arrangement is in place.

The default provision of EU legislation is that all wild-caught fishery products have to be weighed immediately at transport by operators.

There is potential for a derogation to allow weighing to take place after transport but that requires EU commission approval of a plan to "manage compliance risks arising from that practice".

Last year's withdrawal of the plan followed an EU audit in 2018 of controls for Ireland's pelagic fisheries in Killybegs, Co Donegal.

The 2018 audit had identified irregularities, including the alleged manipulation of weighing systems in some instances.

The SFPA said that these irregularities were "subsequently confirmed in an administrative inquiry" that it conducted.

The Irish industry had reacted angrily to the EU move, seeking sight of the audit which was refused. Killybegs Fishermen's Organisation chief executive Sean O'Donoghue said the European Commission was "playing the role of judge and jury, with the fishing industry being refused the basic right to establish what it might stand accused of". ●



New control plan will affect all fish landings.

Improving Energy Efficiency In The Nephrops Fishery

Dr Ronán Cosgrove, Fisheries Conservation Manager, BIM



Developed in collaboration with PEPE Trawls Ltd. and Supreme Fishing Co., the new four-panel Nephrops trawl increases swept area and reduces fuel intensity – good progress on the path to better energy use in a key Irish fishery.

BIM is working with the Irish fishing industry to develop bottom trawls with improved energy efficiency. This work addresses a range of environmental and economic challenges around carbon emissions and fuel use.

The Nephrops fishery is a priority in this regard. Bottom trawling for Nephrops is consistently the second most commercially important Irish fishery after mackerel and is worth around the same as all other bottom trawled species combined. Also, trawl fisheries for crustacean species such as Nephrops are known to be on the higher end of the scale on fisheries' fuel use.

Lifting trawl gear off the seabed may be an option in some fisheries targeting off-bottom species while incremental approaches are needed for benthic species like Nephrops where ground contact must be maintained.

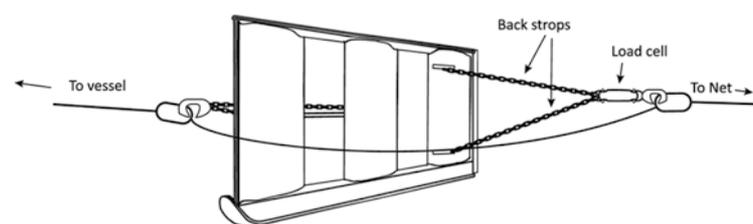
Talk of incremental approaches may be cold comfort in the middle of an energy crisis. While it is hoped the current spike will be moderated through increased OPEC supply and resolution of the conflict in Ukraine, oil prices are likely to remain on an upward trajectory in the long-term.

The UN Food and Agriculture Organisation (FAO) advises that within the trawl system, the net, doors and warps are responsible for around 60%, 30% and 10% of



MFV Emerald Shore testing the new four-panel trawl.

Load cell behind door.



energy use respectively, so the net is a good place to start work on improving efficiency.

Led by BIM's Dr Matthew McHugh, our latest trial was carried out on board the MFV Emerald Shore in the Irish Sea in November 2021. The new gear comprised extensive sections of large mesh in the top sheet and upper wings, and a SELTRA four-panel codend to complement the four-panel trawl body. Operational characteristics were compared against a standard two-panel trawl with a 300 mm escape panel with both gears fished simultaneously in a half quad-rig configuration.

Load cells and Marport sensors

The four-panel gear caught an estimated 29% more Nephrops due to the increase in swept area and four-panel design.

were used to assess drag and wing-end spread. Additional data on door spread, fuel consumption and catch rates were also collected by the skipper under a self-sampling protocol developed in line with Covid-19 restrictions.

The greatest operational difference between gears was a 10% increase in wing-end spread suggesting a greater swept area in the four-panel trawl. Although a direct catch comparison was not possible, the four-panel gear caught an estimated 29% more Nephrops due to the increase in swept area and four-panel design.

Gear drag was greater in the four-panel trawl by a marginal 4.5% while no significant difference occurred in fuel consumption. A 29% increase

in Nephrops catch rates with no increase in fuel corresponds to a 29% reduction in fuel intensity in terms of litres of fuel consumed per kg of Nephrops produced.

Although preliminary, findings suggest that improved hydrodynamics in the new gear may have helped offset increases in drag and fuel associated with increased swept area and catches. A narrower codend, steeper side-taper and the extensive sections of enlarged mesh in the top sheet are all likely to have contributed to reduced drag in the four-panel trawl.

Follow-up field testing in a full quad-rig configuration and in the flume tank in Newfoundland is planned to further develop and evaluate the benefits of the new gear. Plans are also afoot to tackle the doors, the next biggest component of energy use in the Nephrops trawl system.

BIM would like to thank Eamonn Howard and staff of *Pepe Trawls Ltd* for their design work in constructing and modifying the trawls. Thanks to Niall and Seamus Connolly from *Supreme Fishing Co.* and crew of the MFV Emerald Shore for a successful collaboration, and to Coilin Minto and Shane Murphy from GMIT for assistance with data analysis. This work was funded by the Irish Government and part-financed by the European Union through the EMFF Operational Programme 2014-2020 under the BIM Sustainable Fisheries Scheme. A full report on this work will be published in March at <https://bim.ie/publications/fisheries>



Load cells were used to assess drag and wing-end spread.

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Fishing Industry and Offshore Renewable Energy on a “Collision Course”

Conference warned, unless the Government move to establish a stakeholder group

Report by Lorna Siggins

OFFSHORE WIND and the fishing industry are on a “collision course”, unless the Government moves quickly on establishing a stakeholder liaison group, a conference at the National Maritime College of Ireland (NMCI) heard last month.

Applications to chair the new **Seafood-Offshore Renewable Energy** working group were sought last month by *Minister for Housing, Local Government and Heritage Darragh O’Brien*. A framework for “constructive engagement through regular, scheduled and responsive communications between the seafood and offshore renewable energy sectors” is one of the primary objectives of the new working group.

However, *Minister for Marine Charlie McConalogue* acknowledged delays in establishing the group, when he opened the conference at the NMCI last month.

Entitled **“Our Offshore Renewable Energy Opportunity – Is Ireland Ready”**, the conference focused on the theme of maritime qualifications and certification.

It was hosted by *Simply Blue Energy* and

chaired by RTÉ Radio 1’s *Seascapes* editor **Fergal Keane**.

Addressing it remotely, McConalogue said it was “essential” that the “needs and experience of our seafood producers are central to scoping, planning and designing of any offshore renewable energy projects”.

This engagement needs to be “early and often”, he said, and requires structure if “stakeholder fatigue” is to be avoided.

It was for this reason that a communications protocol was being spearheaded by the Department of Housing. This would provide “clear and defined guidelines” on interactions between the offshore renewable energy and fishing sectors, within the context of the

national marine planning framework, he said.

McConalogue said there are opportunities for mutual co-existence between the sectors which must be identified and capitalised on.

However, offshore renewable energy is a bigger concern for the fishing industry now than Brexit, from the feedback in ports, **John Lynch**, chief executive of the *Irish South and East Fish Producers’ Organisation* said.

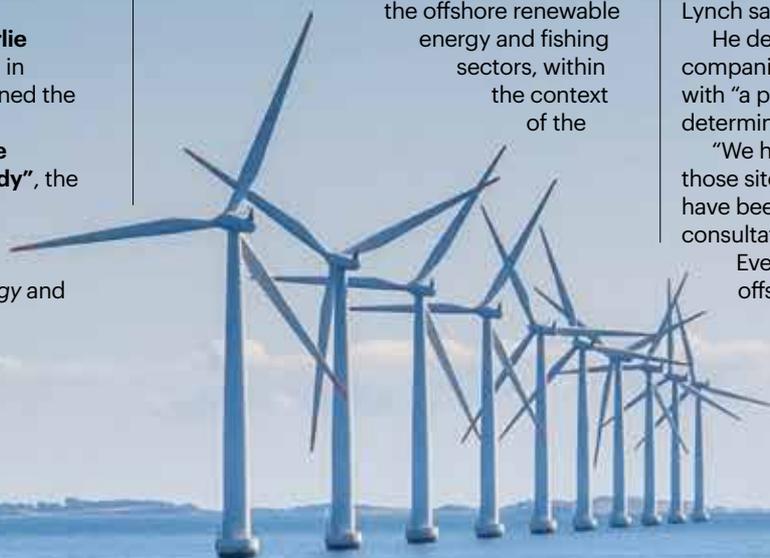
“Organisations are very worried, and unless we overcome these issues soon, the fishing and wind energy industry are on a collision course,” he said.

“There is no question that we do require renewable energy, and it is a great opportunity,” Lynch said, but it had “got off to a bad start”.

He described how renewable energy companies came to meetings with fishermen with “a presentation, a map” but with “pre-determined sites” in inshore coastal areas.

“We had no input into the position of those sites,” he said, and “co-existence would have been far easier” if there had been prior consultation.

Even if fishing was allowed near an offshore wind farm, the risk of snagging





GUEST SPEAKERS: Caitlin Uí Aodha, vessel owner and John Lynch, CEO, of the Irish South and East Fish Producers' Organisation. Below: Stephanie Hyde-McIntyre, born into the fishing industry.

gear, accidental damage to equipment and the risk of prosecution over same would pose serious challenges and could cause insurance problems, Lynch explained. "Positives" were the potential for jobs and possible co-operation between offshore wind and fishing, he said.

Before 2011, fishing vessels were able to take part in guardship duties on offshore structures, but legislation then came in which split fishing and merchant vessels in different categories, he noted. Lynch said that alignment between fishing and merchant marine qualifications was required, and noted that fishers had considerable knowledge which could be drawn on by the offshore renewable energy sector.

County Waterford vessel owner **Caitlin Uí Aodha** warned that "The hunters are being hunted off their grounds. We want to be green, but we need you to understand fishing is not just a job, but a way of life, a tradition, a heritage," Uí Aodha said, emphasising how the pier was the nucleus for coastal communities.

Whereas farmers were appreciated for producing meat, fishers were not sufficiently appreciated for providing vital seafood protein, she said. The Irish inshore fleet did not have much of a carbon footprint, and generated a spend in many local businesses, while also benefiting tourism, she said.

"I am not convinced that those involved in this (renewable) industry are there to look after me, you're there to make money," she told renewable energy representatives at the conference.

Stephanie Hyde-McIntyre, who was born into a fishing family, said that fishing is not an attractive career for young people anymore and was "portrayed in very negative light".

This was not just in the media, but among fishermen themselves, she said, noting that many of her classmates in nautical science at the NMCI also came from fishing families.

She said that the "narrative needs to change", and urged development of an educational programme to ensure young people in primary and secondary schools were aware of the fishing industry. Irish fishing communities did not want to be "pushed aside" to make way for offshore renewable energy, Hyde-McIntyre said. However, she said a "start" must be made in changing a narrative where the industry was only in headlines in relation to "a tragedy", "a protest" or "criminalisation".



"There is no question that we do require renewable energy, and it is a great opportunity, but it had got off to a bad start. Co-existence would have been far easier if there had been prior consultation"

John Lynch, CEO, IS&EFPO

IRELAND CAN BE a leading wind and wave energy supplier, but it will only capture just over 20 per cent of jobs required unless the Government co-ordinates specific education and training, Wind Energy Ireland (WEI) chief executive Noel Cunniffe said.

His organisation, which represents the wind energy industry, has urged development of specialist marine apprenticeship schemes and a skills plan for renewable energy involving schools and universities.

Recalling that Ireland has been described as the "Saudi Arabia of renewable energy", he said the Government had set a target of 5MW from offshore wind by 2030.

Current geopolitical events as in the Russian invasion of Ukraine had highlighted the importance of energy independence – with Ireland becoming a significant contributor to European energy independence, he said.

Cunniffe outlined how over 20,000 MW of offshore wind is in development off the Irish coast. Phase one over the next 12 months would

involve the first offshore wind energy auction, involving six projects – five off the east and one off the west coast, he said.

Overall, over 10,000 MW is in development off the east coast across 13 projects; over 6,000 MW in development off the south coast across eight projects; and another 6,000 MW in development off the west coast across six projects, Cunniffe said.

The WEI's report, *Harnessing our Potential*, identified thousands of jobs, but Ireland would only capture about 20 per cent of these without planning for skills training and investment in ports, he stressed.

Dr Alan Power of the Government's expert group on future skills needs said that marine careers are a "significant growth area".

To meet the Government's five GW target for offshore wind by 2030, a range of key occupations will be required including engineers, ecologists, marine biologists, hydrologists, and people with construction and technical skills, Power said. Marine operators and ship crew, wind turbine technicians and experienced professions in transport and logistics will also be required, he said.

Marine renewable expert **Prof Tony Lewis** of *University College, Cork* recalled a similar discussion on skills shortages in oil and gas 40 years ago when the Kinsale gas field was being developed.

"We missed that opportunity then," he said, urging a co-ordinated approach with an "enterprise focus" to ensure Ireland could supply the required expertise without losing out to foreign companies.

NMCI head of college **Cormac Gebruers** agreed that marine skills would be a "significant growth area", and he felt very privileged to be holding his particular role when this was "finally starting to happen".

He said that the NMCI was working through the implications of the Skills for a Zero Carbon Economy report, and had begun engaging with BIM, Government departments, agencies like *Solas* and *Educational Training Boards* and the *Marine Survey Office (MSO)*. Gebruers said he felt it would require a "fundamental rethink of how we do maritime education and training in Ireland".

"We are not meeting current demands and not enough young people are coming into maritime careers," he said. Much of existing infrastructure in the NMCI was already working "at, or close to, capacity", he said.

He outlined a number of key actions required, including development of a national maritime education and training framework or policy to attract significantly more young people into maritime careers.

Significantly increased resources were also required, and he said that the NMCI is "chronically underfunded to deliver even what it is doing today."

"In the absence of co-ordination elsewhere, the NMCI is trying to start the process of joined up thinking, but we need a national joined-up approach and significantly better resources," he said.

Investment in education had allowed Ireland to become a global leader in IT, in agrifood and in pharma, and the opportunity now for offshore renewable energy must not be missed, Gebruers warned – cautioning that "time is not on our side here".

Capt Michael McCarthy of *MMCC Port Marine Ltd* outlined the job opportunities,



CONFERENCE TIME Left: Mark O'Reilly, Fishery Liaisons, Johanna Murphy, President of Cobh and Harbour Chamber and Des Chavasse, Simply Blue Group.

ranging from crew on crew transfer vessels to anchor handlers. Vessels will be required to install wind turbines standing 252m in height from sea level to the tip of the rotor blade, he said, and so jobs will be in "ports, assembly, moving, towing floating offshore wind".

To provide one gigawatt (GW) of power, between 65 and 66 such units would be required, whereas 30GW would involve some 2,000, he said.

He estimated that just three Irish ports were currently suitable for servicing floating offshore wind – Cork harbour, the Shannon estuary and Bantry – and serious port investment was required. He referred to the Carbon Trust report which had said Ireland was not ready in terms of its port infrastructure.

"Ireland in my opinion will require a minimum of two to three ports working in collaboration to partly fulfil the ambition of the multiple operators seeking licences to deploy floating farms over the next 10 to 30 years," he said.

Capt McCarthy agreed that whatever certification is required has to be international and recognised worldwide. He said that due to the quota system "post Brexit", many fishers livelihoods were "unsustainable".

"Fishermen have exceptional seafaring skills off our hostile coast, and why not give them the opportunity to re-skill, and give them purpose-built newer vessels. This will entice a

new generation of fishermen who will see an opportunity, while retaining their fishing vessel on the register for fishing use," he said.

Capt McCarthy warned against "converting old fishing vessels into something they were never designed to do", and said state-of-the-art vessels must be built for the sector.

Autonomous vessels are now a commercial reality, he said. An example of this is the Irish company, X-Ocean, which is using unmanned surface vessels to provide turnkey data collection services to surveyors, companies and agencies – from mapping the seabed to environmental monitoring.

Their vessels work in Singapore, English Channel and Irish Sea are controlled by a pilot sitting at home in Ireland from his standard laptop on "Teams" with a surveyor, he explained.

Capt Shane Heverin of Aigéan Marine referred to an Irish "diaspora" in the international maritime industry with a much valued and respected skill set.

He said that standards have to be high in offshore renewable energy, and international companies will demand same.

He recalled a remark made by a Government official to the effect that we should "leave this to the Norwegians and the Dutch", which he took great exception to.

Ireland has the potential and the expertise

to service offshore renewable energy, he said, and "this is ours for the taking".

The State's chief surveyor **Brian Hogan** of the *Marine Survey Office* (MSO), said that Ireland already had 15 dedicated offshore dedicated wind service vessels.

He said that the MSO was "in discussions" with the NMCI in relation to courses and qualifications.

Fishers may be eligible for STCW certificates, and there is a mechanism for fishers holding certain qualifications to move into merchant side, he said. Further details of this are on the website www.seafarers.ie

Labour supply – which has been an issue in the fishing industry – may be an issue in offshore renewable energy, Hogan said.

Geraldine Carroll, chair of the *Mid-West renewable energy education and training cluster*, outlined how the group will work with energy companies to learn about their skills requirements.

It plans to develop educational pathways to fill talent gaps which would involving many educational providers, she said.

Mark de Faoite of Údarás na Gaeltachta said renewable energy jobs could also help to sustain Gaeltacht areas, but a holistic approach to skills and training was required by all Government departments and agencies.

Attracta Uí Bhroin of the *Irish Environmental Network* identified delays in marine spatial planning by Government as being critical.

Ireland is required to extend its network of marine protected areas, but any attempt to co-locate offshore wind farms in protected areas cannot be a "box ticking exercise" in relation to protected of the marine environment, she said.

She also expressed sympathy with speakers from the fishing industry, warning of the risk of a "gold rush" which would displace sustainable indigenous activities like inshore fishing and marine tourism.

Former Defence Forces chief Vice Admiral Mark Mellet, recalled how energy was central to the Russian invasion of Ukraine.

The EU was "not strong", and was totally dependent on Russian LNG and crude oil, he noted. Chaired what he described as the "graveyard" session on the theme of whether Ireland is ready, Mellett said that Ireland had failed to grasp opportunities previously for the fishing industry and hydrocarbons. However, offshore renewable energy represented a "remarkable opportunity". ●

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Minister McConalogue announcing the Scheme at the Irish Skipper Expo in Limerick.



McConalogue Announces €25m Brexit Fisheries Local Action Group Scheme

MINISTER FOR AGRICULTURE, FOOD AND THE MARINE, Charlie McConalogue TD has announced a new Brexit mitigation scheme to promote the Blue Economy and to be delivered through the seven Fisheries Local Action Groups (FLAGs). The scheme delivers on a recommendation of the Report of the Seafood Task Force – Navigating Change (October 2021).

Announcing the Scheme at the Irish Skipper Expo in Limerick, Minister McConalogue said: “I am pleased to announce the implementation of a further recommendation of the Seafood Task Force, designed to assist coastal communities to overcome the impacts of Brexit and grow and diversify their local economies by promoting the growth of the wider Blue Economy.

The Brexit Blue Economy Enterprise Development Scheme will have a €25 million budget for the years 2022 and 2023, funded under the EU Brexit Adjustment Reserve. The scheme will offer grants of up to €200,000 for entrepreneurial initiatives by micro and small enterprises operating in the Blue Economy, within the 10 kilometre coastal remit of the seven FLAGs. Stimulating entrepreneurial activity in the blue economy will provide a post-Brexit stimulus to the economies of our coastal communities.

The scheme will support capital investment projects and business mentoring and capacity development by enterprises engaged in the Blue Economy and also upskilling and training to support individuals to build on their existing skills and knowledge to develop new complementary skills that will enable them to exploit economic opportunities in the blue economy”.

Minister McConalogue added: “I am also

pleased to announce the implementation of a further recommendation of the Seafood Task Force, a Brexit Inshore Marketing Scheme, designed to assist the inshore fisheries sector to mitigate the impacts of Brexit by growing value in existing markets and developing new markets.

As part of this scheme, I have approved Bord Bia’s marketing plan for 2022 for inshore fisheries products and this will focus on supporting the sales and promotion of inshore species such as Irish crab, lobster, whelks, inshore herring/mackerel and line caught hake and pollock on both the domestic and export markets. The plan was developed by Bord Bia in consultation with industry stakeholders and the main inshore exporters and processors. The 2022 marketing plan will have a budget of €615,000”.

Continuation of both schemes after 2023 will be examined as part of the development of the forthcoming Seafood Development

The Blue Economy means industries and sectors related to oceans, seas and coasts, whether they are based directly in the marine environment or on land.

Programme, as recommended by the Task Force.

For the purposes of the scheme, the Blue Economy means industries and sectors related to oceans, seas and coasts, whether they are based directly in the marine environment or on land. Applications must be in one of the following sectors of the blue economy:

- Small Non-Commercial Harbour/Pier Activities
- Boat Building and Repair
- Coastal Tourism
- Marine Leisure and Sport
- Seafood
- Renewable Energy Initiatives supporting the Blue Economy

The scheme will comprise three project types:

CAPITAL INVESTMENT

● Capital investment projects from entities operating in or seeking to enter the blue economy and that promote entrepreneurial initiatives such as value adding or increasing employment opportunities in coastal areas. Maximum support of €200,000, subject to de minimis rules where applicable. Support rate 50%.

BUSINESS MENTORING AND CAPACITY DEVELOPMENT

● Participation in recognised business mentoring and capacity building or coaching recognised by BIM or Local Enterprise Offices, with maximum eligible costs of €10,000 or 50% of the cost, whichever is lower.

UPSKILLING AND TRAINING

● 50% of the costs of formal, accredited training that will enable participants to seek employment, upskill or develop a career in the blue economy. Funding will be prioritised for former crew, skippers and owners of decommissioned fishing vessels.

Projects from small scale coastal fishermen may qualify for support of up to 80%. FLAG boards will ensure that 20% of their scheme budget is prioritised towards projects with a direct connection and relevance to the inshore fisheries sector. Qualification for grant support may be subject to de minimis rules. Applicants will be required to provide details of previous de minimis aid received.

Projects approved for grant aid support for the same expenditure under a grant from BIM or through a grant from another State Agency will not be eligible for support. Projects that are eligible for funding under another open BIM Scheme will also not qualify.

The Brexit Blue Economy Enterprise Development Scheme will operate under both the general De minimis Regulation (1407/2013) and the fisheries de minimis Regulation (717/2014), and also the Fisheries Block exemption Regulation (1388/2014).

Further details of the Scheme will be available from <https://bim.ie/fisheries/funding/>



Stormy problems for fishery

FISHERY NEWS: Storm ridden months made fishing extremely difficult for the NI fleet

By Dick James

AFTER THE RELATIVELY benign January in terms of weather resulting in a decent fishery for those who had crew or were not otherwise engaged in alternative work such as guardship duties February turned out to be a storm ridden month which spilled over into March with the procession of meteorological depressions rolling in to inflict a succession of storms with a significant easterly component to make fishing in the Western Irish Sea difficult or near impossible on a regular basis.

Those boats that did get out in the period between bad weather found a fishery there to be had generally in the deeper waters of the mid Irish Sea with some favouring the **Isle of Man side** and the usual activity off the **Ards** coast for the smaller boats based predominantly in Portavogie.

The lack of alternative in the **Clyde** was manifest and notable enforcement and inspection activity was seen by the local fishery protection boats. Following a policy of “best not to tempt fate” activity by Northern Irish boats in this area was nil and locally based Clyde boats seriously curtailed which must have resulted in a significant drop in landings.

Weather was not the only issue, however with crew problems (*covered elsewhere*) and most significantly the massive rise in the price of fuel as a consequence of the Ukraine war really biting into the profitability of prawn trawling despite a general rise in quayside prices which may have dampened the impact of fuel price rise but in no way covered it.

This may become the major feature of the 2022 fishery as there seems no immediate resolution to the war and the Russian sanctions which are a consequence of it.

Oil supply from alternative sources will take a time to kick-in and Boris’s plan to step up North Sea exploration as an alternative to Russian supply is not only long in delivery but also exposes the myths surrounding COP26 and the net zero aspirations as a short-term solution.

A dose of reality brought on by tragic events. The issue of

quota availability now seems to be an overhyped factor as the present fear of economic survival for the fleet is a more pressing issue. Marine Protected Areas and environmental certification now also seems to be a less significant issue but one which in the long term will not help businesses through the present difficulties.

The Kilkeel fleet is a case in point as now with various factors in play the number of prawners active and based in the port is reduced to, at times less than a dozen.

Granted the main summer season is ahead of us but getting boats back from guardship with crew to man them and with the potential for further fuel price rises the future does not look good and the processors and their markets with a recent oversupply problem soon to be reversed having surely to be concerned. Indeed the price of prawns has risen in previous weeks but not near enough to cover the rise in fuel and other costs.

There are still Northern Ireland registered boats fishing in the North Sea based largely in North Shields which is a late run for this fishery but there is a drift homeward albeit the costs of that passage in fuel alone will take some clawing back.

The Porcupine prawn fishery has carried on as in most winters and one has to be impressed by the fortitude of skippers and crew in putting up with the conditions out there. The *Maracestina* and *Tigers* are the two boats at present out there. The difficulties facing the domestic fleet must be impacting on that distant fishery and yet there is a procession of boats fitting out to join them this year with new freezing facilities, gear and equipment to be paid for before starting. Here quota could well be an issue!

On the **Whitefish** front the usual handful of Kilkeel based semi-pelagic boats are working away at the **Irish Sea Haddock** based on local sales but with the one sided protocol the way it is some product is finding its way “across the water” as the Irish market is limited in fish terms.



“The scale of both the Ardglass and Kilkeel proposals based on the Capell report were too large to be facilitated by the new scheme”

Kilkeel Harbour needs a major overhaul. PHOTO LESLIE CAMPBELL

Cod is only a minor feature and as such not an issue in quota or cod recovery terms (and good luck to that!) and there is not much interest in the North Channel fishery which is at present out of season.

The local Pelagic fleet has finished the early season fishery with the *Voyager* tucked up in Skagen, the *Stefanie M* in Belfast and the *Havilah* in Holland for a refit. The latter two boats had a last go at the **Mackerel** west of Ireland as the Mackerel southern seasonal migration nearly passed them in the storms but got that last trip into Belfast for onward transport to the County Down factories.

These factories also benefited from multiple landings from the smaller class of Irish pelagics which used Ardglass as a point of landing and giving a late flurry of activity to the factories badly needing supplies.

Crewing of these factories is now also becoming a problem as since Brexit the usual influx of

seasonal workers from eastern Europe has dried up and whilst locally sourced can handle (with difficulty) the smaller volumes of Mackerel from the smaller boats the larger volumes of autumn **Herring** which has a shorter storage life than Mackerel might be a problem as the upcoming season promises to be good with more tonnage available than for many a year with upturn in TAC and additional Brexit quota. Ireland should retain the same quota as last year as TAC increase off sets Brexit losses so hopefully there should be a year of plenty ahead. Landings options should also normalize if the EU gets its compliance strategy right!

On the small boat inshore fishery, the Crab season is behind us, the **lobster fishery** yet to start in full season mode and we are promised Fisheries Management Plans for these fisheries in 2023 whatever that may bring. Usually a lot of nonsense should it be science and bureaucracy led! ●



Harbour Developments for Ardglass and Kilkeel

FOLLOWING THE UK Government announcement that £65 million was to be made available for infrastructure projects under the post Brexit fisheries support program, the **Ardglass Harbour Development Company** held a meeting with **the Northern Ireland Fishery Harbour Authority (NIFHA)** to check out where the proposals under the Capell report were and to identify any usage the new monies could be put to.

It transpired that NIFHA had commissioned their engineers to do a costing of the various project proposals for Ardglass which was due in a few weeks. The meeting concluded that the scale of both the Ardglass and Kilkeel proposals based on the Capell report were too large to be facilitated by the new scheme, and would need to proceed as stand alone projects for future funding. The Ardglass costings were to be option based to accommodate various developmental stages.

Of the £65 million identified under the new scheme, it could be assumed that the Northern Ireland share could be £6.5 million which would cover infrastructure needs for the entire industry. There was discussion on the local needs and the fishermen decided to list projects they felt would be appropriate.

Following this, the meeting with the fishermen reported their perceived needs for Ardglass which centred on storage facility for gear and infrastructure for vessel support facilities based on the need for drying-out facility (slip or drydock) at present lacking in Ardglass and following on from that support facility for engineering, electrical and other maintenance workplaces. A lifting crane and gear pull ashore facility was also considered under this heading. Freezing storage and office support facilities were also lacking in Ardglass, although who should supply these was not considered.

Subsequently the engineers report on the overall development plan became available, concentrating on the combination of the original plans submitted by Ardglass Harbour Developments Ltd and covering the harbour approach and new pier extension deepening to -9 meter below chart datum, the main harbour deepening to -5.5 meter and the inner sawpit deepening to -2 meter with provision of pontoon berthing.

The positioning of the pontoon facility was at variance with the original AHD Ltd proposals. The costings varied between £14 million and £49 million.

Further meetings are proposed to take the suggestions further.

Crewing Issues

■ **THE BORDER FORCE** reaction to non UK crew manning fishing boats in the Clyde and Minch has resulted in mass exodus of foreign crew from boats based in the West of Scotland region and a threat for Northern Irish vessels which are wary of venturing into that area for fear of similar reaction this not helped by threats from indigenous fishers in that region to draw the authorities attention to any incursions.

The Clyde Cod closure is something of a distraction for Northern Irish boats who view the threat to crew more serious than the environmental pressures however nonsensical the closure regulations. Fortunately spring is not the time of year where access to the Clyde and Minch is most significant and the fleet prefer to concentrate on more local grounds in the Irish Sea with the deep water prawn fishery being at its best traditionally.

The West of Scotland prohibition on the use of foreign crew did have a spin off on the local scene as recruitment of long serving crew from Ghana, India and the Philippines was temporarily halted but has now returned to near normality with crewmen getting through the border controls more readily. This situation was, however, compromised with some of the incoming crew seeking asylum and an incident in Portavogie where an accusation of people trafficking was made against a local boat owner resulting in investigation and detention until sanity could prevail.

The good news is that the Mission has now reopened its doors for crew to take advantage of the facilities after a Covid inspired closure of near 2 years.

Much appreciated by the crew making full use of the facilities as a welcome, warm and comfortable quayside facility although the open air installation of laundry facilities still function as an alternative to the previously based Mission facility and other options used by crew in the closed period.



Onward at Kilkeel Harbour.
PHOTO: LESLIE CAMPBELL

Finfish Industry Advisory Group To Provide Forum For Fisheries Management Issues



Species of interest to the group include lemon sole, turbot, bass, brill, pilchards, red mullet, gurnards, john dory (above) and others.

Fishing industry invited to engage with new group to support ongoing sustainable management of regionally important fisheries for non-quota species

A new management group is being formed to focus on non-quota finfish species around the UK.

The Finfish Industry Advisory Group (FIAG) will act as a steering group and provide a forum for industry to engage in national level management issues. UK finfish businesses are encouraged to register interest in joining or engaging with the group ahead of an inaugural meeting this spring.

The FIAG will serve as a point of contact for all matters related to the UK's non-quota finfish sector. It will follow the co-management model adopted by the Shellfish Industry Advisory Group, which was formed in November 2019.

Finfish non-quota species are often high value, potentially vulnerable but generally data poor. The group will work to assess sustainable solutions to issues facing the sector through up-to-date science and evidence to ensure the species are managed

UK Seafood Industry Focuses On Crustacean Welfare

Best practice guidance for animal welfare across the shellfish supply chain is under development.

The development of best practice guidance for the handling of live shellfish is underway. Work is being driven by the Shellfish Association of Great Britain (SAGB) and the industry-led Crab and Lobster Management Group (CMG), with assistance from Seafish. The project will produce fit for purpose guidance which can be implemented across the shellfish supply chain.

How shellfish are treated has always been important to seafood businesses. The UK industry already implements practices to support animal welfare because crabs and lobsters that are kept alive and in good condition attract the best price.

David Jarrad, Chief Executive of the SAGB said:

"We are pleased to be spearheading this important area of research. While most seafood businesses already have good processes in place to care for their catch, it will be important that all operators understand what good practice looks like and what should be avoided.

We know that many businesses

have already taken the necessary steps, but there are some businesses that may need to adapt how they do things. It will be important that we make that job as easy as possible for everyone by producing robust, credible but also easy to follow guidance."

The best practice guidelines will protect the welfare of crustacea, including crabs, across the shellfish supply chain.

RESPONDING TO THE RESEARCH

The renewed focus on crustacean welfare and plan to develop best practice guidance now follows the recent publication of a London School of Economics (LSE) report on sentience in cephalopod molluscs and decapod crustaceans. This research was commissioned by the Department for Environment, Food and Rural Affairs (Defra). Following the publication of the report Defra tabled an amendment to the Animal Welfare (Sentience) Bill.

The research highlighted the importance of 'codes of best practice' in ensuring that stress to these animals is minimised. The seafood industry is now taking proactive action to develop guidance for seafood businesses to help protect the welfare of shellfish across the supply chain.

The current project is primarily focused on developing guidance to promote welfare of crustacea – including crabs, lobsters and nephrops. The core principle being applied is that guidance must meet government requirements and must minimise the impact on and cost to businesses.

Claire Pescod, Chair of CMG and Head of Sustainability & Science at Macduff Shellfish said:

"Ensuring that businesses have access to fit for purpose best practice guidance will benefit animal welfare across the shellfish supply chain. It will support those seafood businesses who are already following the correct procedures and enable other businesses to improve their practices. The use of best practice guidance protects animal welfare in other countries, such as New Zealand, where it works well.

The seafood supply chain is complex, and it is important that this is recognised. Guidance should be tailored to specific sectors and species. It will be important to develop Government and NGO understanding and engagement with this industry led initiative."

A TWO-PHASE PROJECT

Work will be delivered across a

two-phase project. The first phase will focus on establishing the most suitable form for the guidance and the most effective way to implement and monitor uptake of the guidance. It will also involve identifying key stakeholders to be involved in developing and establishing guidance and a process to follow throughout to ensure maximum success.

A second phase of activity will focus on establishing the guidance across each part of the supply chain. This will include catching, transportation, wholesale, processing, catering, retail and the import/export trade. The proposed approach is to establish targeted working groups to help develop this guidance at each stage of the supply chain.

While this work is industry led, the project organisers recognise that capturing input from government and the NGO community is essential to ensure the success of this initiative. Representatives from these organisations will be encouraged to participate in the working groups during Phase 2 of the project. Work on Phase 1 of the project is now underway and Dr Katie Smyth has been contracted to work with the project team. ●

sustainably. Species of interest to the group include lemon sole, turbot, bass, brill, pilchards, red mullet, gurnards, john dory and others.

The group will provide a forum through which industry, Government and the research community can work collaboratively for the long-term. It will have an open membership policy, welcoming fishers, fishing industry representatives, researchers and government organisations from across the UK. Secretariat support for the group will be provided by Seafish, the public body that supports the UK seafood industry.

The new group will have its inaugural meeting in spring 2022. At this first session members will discuss initial key issues and opportunities for FIAG involvement. Areas of interest are likely to include:

- Support of the Fisheries Management Plan development process for finfish non-quota species;
- Ensuring fair access to fishing opportunities;
- Development of scientific research proposals to address

data deficiency in non-quota finfish species of key socio-economic importance;

- Ensuring the sustainability of the species in the long-term through the development of data-driven solutions to management issues;
- Industry adaptation and response to the impacts of climate change;
- Spatial squeeze and competition for marine space;
- Specialised Committee: how will the new group relate to the international dimensions of management on non-quota species;
- Implications for the landing obligation if more stocks are placed under greater limitations.

■ Victoria Prentis, Fisheries Minister, said:

“I am delighted to support the launch of the *Finfish Industry Advisory Group*. As an independent coastal state, we look forward to collaborating with industry and key stakeholders to improve management of our important non-quota finfish stocks, and to deliver the objectives of the Fisheries Act and Joint Fisheries Statement”

■ Sophie Throup, the Interim Chair of the FIAG and Head of Agriculture, Fisheries and Sustainable Sourcing at Morrisons, said:

“I’m delighted to take on the role of Interim Chair for the new *Finfish Industry Authority Group*, and I am looking forward to working with environmental sustainability experts and the fishing industry to find solutions that are right for everyone.

“The success of these initiatives depends on strong engagement with industry, so we’re inviting seafood businesses in the non-quota finfish sector to join or engage with the group to inform important initial discussions around our areas of focus.”

■ Aoife Martin, Director of Operations at Seafish said:

“Seafish is pleased to be supporting the new *Finfish Industry Advisory Group*. Finfish non-quota species had a landings value of £39.1 million in 2019, which highlights their importance for the industry.

“The creation of this group is an important step in bringing together members of the

industry, government and science community to work together to improve the sustainable management of commercially important finfish fisheries. This new group follows a great example of positive work already underway for UK shellfish, where a similar forum for collaboration around management issues is already active.”

Fishing businesses catching non-quota finfish species are encouraged to join or engage with the FIAG on matters related to sustainable management of these fisheries.

■ To register interest in joining or engaging with the group please contact: Holly Kaiser, Fisheries Project Officer at Seafish on Holly. Kaiser@seafish.co.uk.

Information about the FIAG is available on the Seafish website <https://www.seafish.org/responsible-sourcing/uk-fisheries-management-and-supply-chain-initiatives/finfish-industry-advisory-group/>



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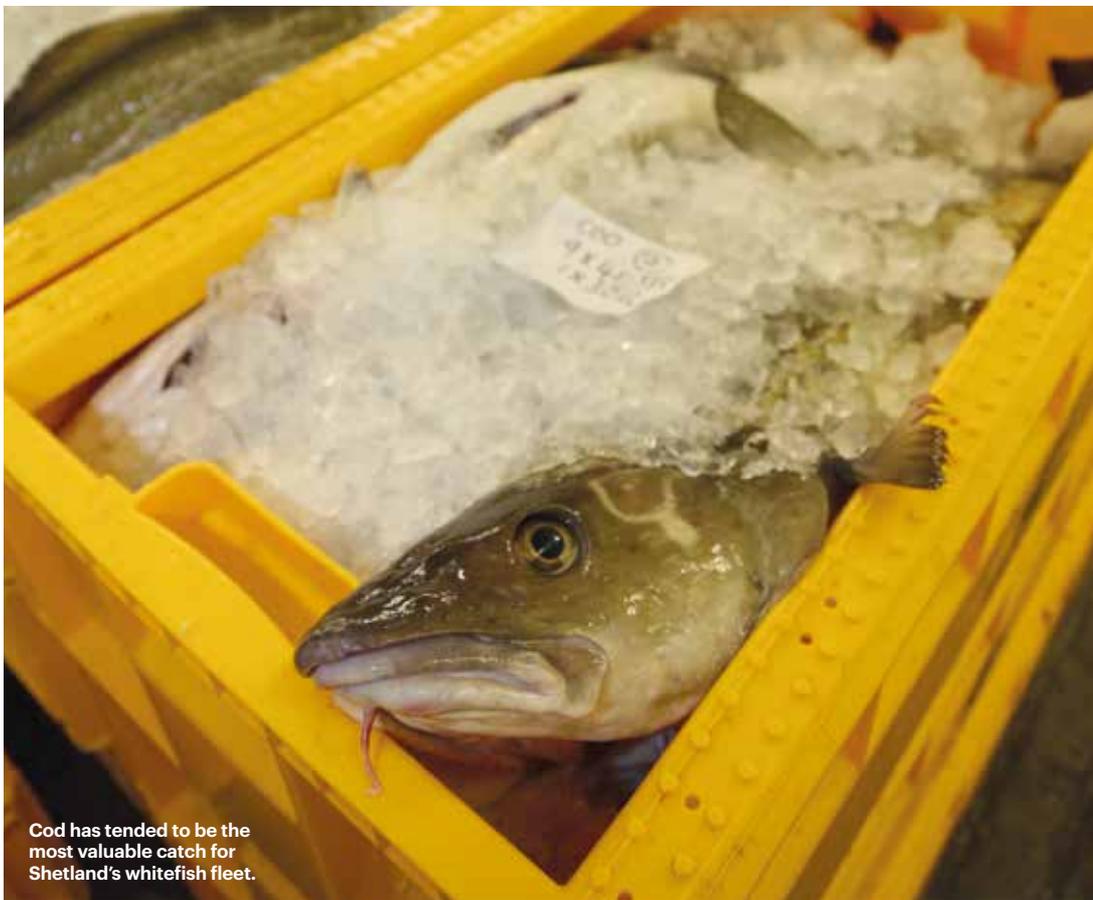
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Cod has tended to be the most valuable catch for Shetland's whitefish fleet.

International agreement that fish stock surveys need to improve

SKIPPERS AND INDUSTRY representatives from the main North Sea fishing nations have agreed to work together to improve the scientific surveys that inform international cod quotas.

Colleagues from Shetland, Scotland, Denmark, Norway and England met in Copenhagen recently to discuss the quota mismatch that they are facing at sea, with vessels finding solid stocks of cod in contrast to the current official assessments.

Discussions painted a unanimous picture of an abundant cod stock stretching across the entire North Sea and beyond.

Cod has tended to be the most valuable catch for Shetland's whitefish fleet, and – despite the obvious strength of the stock – North Sea quotas for the species have been reduced by 70% in only three years as scientific surveys fail to detect the same mass of fish being encountered by fishing crews. Poor science leads to quota recommendations that bear no resemblance to the volume of fish on the grounds.

The Scottish Government's annual scientific stock assessments need urgent reform, with doubts about the fishing gear, trawl times and locations that are being used to assess for cod.

Danish Fishers Association representative Alfred Fisker Hansen, skipper of Linette L-120, said: "Our boats are finding cod in quantities, and in areas, where it hasn't been seen for years. We're now struggling to avoid it, with quotas so low, and

it has become a choke species for the whole Danish whitefish fleet."

August Fjeldskå from the Norwegian Fishermen's Association, who skippers Nesejenta AG-1-LS, said:

"There is so much cod in Norwegian waters now that you struggle to fish for any other species. We have a problem, and we need to know why the science isn't picking up on the huge amounts of cod – so that it can be reflected in fairer quotas."

Last month skippers from Shetland Fishermen's Association and the Scottish White Fish Producers' Association committed to investigating alternative industry led stock assessment surveys – in an attempt to tackle the issue of poor science.

James Anderson, chair of Shetland Fishermen's Association and skipper of the Alison Kay (LK57), said: "Now we have international agreement to work together. Fishermen are ready and willing to collaborate with government scientists to see survey trawl results and quota recommendations made more realistic.

"The current situation at sea is putting viable boats at risk. I've been fishing since the mid-80s and have never seen so much cod around Shetland: we try to avoid it because quotas have been cut – but that's nearly impossible now without wasted trips and wasted fuel at great expense. It's difficult to make sense of that as a fisherman." ●

Charity at loggerheads with regulator over net exports

Acharity dedicated to improving the lives of young people in Africa is waging a battle against Scotland's environmental regulator over the export of recycled fishing nets to Vietnam.

The Oor Bairns Charitable Trust, which is run by retired Fraserburgh skipper Willie Whyte, takes apart old pelagic fishing nets and sells on the nylon, polypropylene cord and metal components, with the money going to support a range of projects in Uganda and elsewhere.

But the **Scottish Environment Protection Agency (SEPA)** is holding up the planned purchase of rope by Vietnamese company Nam Duong Viet for use by fishermen in the south-east Asian country.

"We have the rope here all ready to go and Nam Duong Viet's representative, Nguyen Tran Bien, has been to see it and is ready to make the purchase, but sadly the process is being held up by

Striving to make fishing sustainable for future generations

NEW MEASURES to make Scotland a world-leader in managing fisheries stocks have been published for consultation. Views on a draft future catching policy are being sought along with plans to roll-out Remote Electronic Monitoring systems for boats fishing in Scottish waters.

The proposals include:

- Additional technical and spatial management measures to reduce catches of unwanted fish and support the fishing industry to avoid bycatch of sensitive marine species such as seabirds, seals and dolphins;
- Simplify the rules around discarding of fish;
- Introducing mandatory Remote Electronic Monitoring (REM),



Nguyen Tran Bien and Willie Whyte in the Oor Bairns store in Fraserburgh.

SEPA," said Mr Whyte.

"They seem to be concerned that the rope won't be used for its intended purpose – fishing nets.

"But Bien, as we know him, has already bought nets from Norway for the same thing and it's hard to understand why there is such a long hold-up."

The Oor Bairns Charitable Trust funds support a range of projects, including the provision of three scanners for pregnant women, courtesy of Raigmore Hospital in Inverness, to the Nakasangola community in Uganda.

This follows the earlier provision of two scanners, the funding of two sonographers from Raigmore to travel to Uganda to train medical staff in their use and the building of a school and a scan suite.

Oor Bairns has also supported vulnerable families in Kawondwe Village in Kalungi and funded the provision of piped water to Nbiswera health centre.

It is currently funding the construction of a farm in Nakasangola. ●

which can include the use of cameras, sensors and GPS, on board key parts of the fishing industry operating in Scottish waters to provide assurance that fishing activity is sustainable and lawful, while at the same time gathering data to allow for better decision making

- Working in partnership with fishermen, scientists and environmental groups, the consultations will shape an environmentally and economically sustainable sector for future generations.
- The rules for both schemes will apply to all vessels, regardless of origin, fishing in Scottish waters - ensuring a level playing field for all.
- Over 80% of the active over 10 metre scallop dredge fleet now carry REM onboard.

Rural Affairs Secretary Mairi Gougeon said: "Scotland's seas are rich and diverse, providing delicious, healthy seafood and supporting our coastal communities.

"Fishermen and their businesses make a significant contribution to the economic and cultural fabric of our coastal communities.

"Now, more than ever, the

spotlight is on the twin crises of climate change and biodiversity loss, which require urgent action in order to deliver change on a significant and long-lasting scale.

"The signing of the Bute House Agreement last year underlined our commitment to deliver the best outcomes for Scotland's marine environment, our seafood sector and coastal communities.

"I would urge stakeholders to get involved in these consultations and play a part in securing a sustainable marine environment for future generations."

The programme is a keystone of the wider Fisheries Management Strategy and will drive many of the new policies and management improvements to be delivered over the next eight years.

The consultation on REM confirms the Scottish Government's commitment to introducing mandatory REM onboard all scallop dredge and large pelagic vessels operating in Scottish waters.

Subject to parliamentary time and approval, the aim is to have the legislation in place by the end of 2022 to do this.

Both consultations can be found here: https://consult.gov.scot/consultation_finder/



Scottish Skipper Expo 2022

P&J, Aberdeen, 13-14th May



● YOUR INDUSTRY ● YOUR SHOWS



SHOW OPENING HOURS

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



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Tel: 00353 (0)74 9548037

Mob: 00353 (0)86 8401250

Email: sharon@maramedia.ie

Web: www.theskipper.ie





Valentia LK21 steaming home. PHOTO: IVAN REID

Brand new Valentia will add safety and comfort for fishing crew

OCAL skipper Richard Grains says he was pleased how his new crabber Valentia LK21 performed during her 800-mile journey from Valentia Island, in the southwest of Ireland, to Shetland earlier in March.

The new vessel arrived at the Vidlin marina for the naming ceremony at the weekend of the 19/20 February after successfully dodging Storm Dudley on her four-day journey north.

Built by Valentia Island based Murphy Marine Services, the 10-metre vessel is based on the well-established Cygnus Typhoon 33 hulls but has been adapted further to give her more stability and seaworthiness for the rough and exposed waters to the west of Shetland.

The new vessel is a significant step up from Richard's previous boat, also called Valentia and built at the same yard about 10 years ago.

The main reason for the upgrade, Richard said, was safety and comfort considerations.

Based at the Collafirth pier in Shetland's north mainland he is fishing for brown crab in the exposed waters to the northwest, but also does velvet crab and buckie fishing and hopes to be able to do some jigging for cod during summer months.

"A major reason for the bigger boat was safety. It is not a great piece of water I fish in, and safety is paramount," he said.

The new vessel, powered by an Iveco C13 diesel engine, is three feet longer and three feet wider than the previous Valentia and thus gives more stability but also more space for the two crew to work on.

The 37-year-old full-time fisherman has been working creels since he joined the industry back in 2007 and is now on his fourth vessel.

A member of the Shetland Shellfish Management Organisation (SSMO), the amount and size of crab he is able to land is regulated and

monitored. He has a permit for 600 creels and the new, larger boat will not change that.

Richard hopes he will be able to get to the fishing before the end of the month once a marine inspection of the new boat has been carried out and he has taken his gear on board.

His previous vessel has been sold to a new owner in the north of Scotland. ●



Proud owner Richard Grains with his new crabber.

Fisherman who died in man overboard incident lost balance, report says

A FISHERMAN who died in the sea off Shetland last year lost balance and fell overboard when going to carry out a repair, an accident report says.

His lifejacket inflated automatically but despite their best efforts crewmates could not recover him from the water.

The findings are included in an interim report into the fatal man overboard incident on the Copious in February 2021 which has been published by the Marine Accident Investigations Branch (MAIB).

The UK Government agency says its investigation has covered the "management of safe working practices on board Copious and aspects of emergency preparedness in relation to man overboard such as the equipment available, the conduct and effectiveness of drills, and the procedures in place".

The MAIB has taken the step of releasing an interim report because a full investigation has not been published within 12 months of the accident.

The report says that in the early hours of 18 February, a deckhand on the twin-rigged stern trawler fell overboard around 30 miles south east of Sumburgh.

"The deckhand had climbed onto the aft bulwark to carry out an unplanned repair to the gear when he lost balance and fell into the sea," it says.

"His lifejacket inflated automatically but, despite their efforts, his crewmates were unable to recover him back on board."

"The deckhand was recovered unconscious from the water by a coastguard helicopter and taken to hospital in Lerwick, Shetland Islands, but could not be resuscitated."

The man who tragically died was later named as 45-year-old Joseph Lacaste.

An appeal to raise money for his family back home in the Philippines raised thousands of pounds.

The MAIB report says the full investigation is now complete and that a draft report is being prepared. It will be distributed to stakeholders for a 30-day consultation period in due course. ●

Relief among fishermen as Yell Sound stays clear of salmon farm developments

SALMON farming will continue to be banned in Yell Sound and the Sullom Voe harbour, Shetland, area for the foreseeable future.

The move was welcomed by the local fishing industry, which has strongly lobbied against the proposal ever since changes to the status started to be considered four years ago.

Scottish Sea Farms, the largest salmon producer in Shetland, called the decision a “missed opportunity”.

Shetland Islands Council’s (SIC) development committee has adopted a masterplan for the Sullom Voe harbour area which also recognises the potential of future development opportunities for renewable energy projects in the area.

Nova Innovation has already secured a seabed lease for a large array of tidal energy turbines east of the island off Bigga, in Yell Sound.

Back in 2018, the SIC embarked on several extensive consultation exercises as a result of lobbying by the salmon industry keen to expand production into the area.

Tanker traffic to the port of Sullom Voe has fallen sharply over the years and councillors at the time felt a moratorium that prevented other developments in the stretch of water should be looked at again.

However, any proposals to lift the development constraints that have been in place ever since oil started to be shipped from the port were strongly opposed by the council’s harbour master as well as the local fishing industry which had warned that any changes would encroach or “potentially damage” fishing in the area.

In addition, with large renewable energy projects on the agenda associated with the ORION project, the council’s own future energy team felt the integrity of the

Sullom Voe Terminal should not be compromised by lifting those development constraints.

Councillors agreed unanimously and without discussion to leave the moratorium in place “at this present time”.

“This is due to the reasons of maintaining safe navigation and operation of the ports of Sullom Voe, inshore fishing interests and too not sterilise future developments potential opportunities relation to ORION and other related projects,” a council report said.

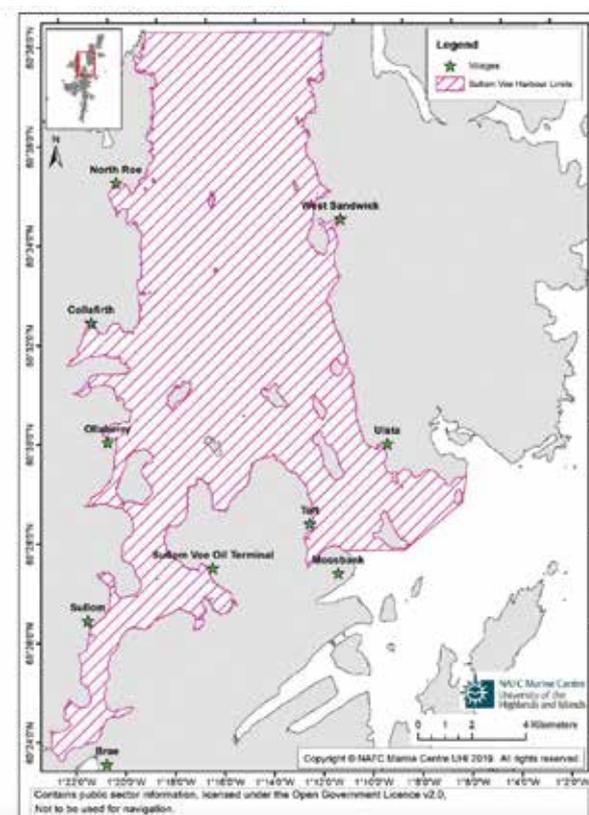
Councillors agreed to review the masterplan again in five years, or sooner if required. The masterplan will become part of the council’s non-statutory planning guidance and has still to be ratified by the last full council meeting before the election on 16 March.

Executive officer with Shetland Fishermen’s Association (SFA) Daniel Lawson said fishermen will be relieved to see their fishing grounds and livelihoods being protected.

“As well as the multi-million pound economic benefit of the fish and shellfish caught in the pristine and productive waters of Sullom Voe and Yell Sound, these inshore areas are also believed to provide important spawning sites and nursery grounds for juvenile fish – essential for sustainable future fish stocks around the isles,” he said.

“Local and national planning policy clearly states that existing fishing activity should be protected, and the industry will be pleased at Shetland Islands Council’s support for the cornerstone of our island economy.”

Scottish Sea Farms’ head of sustainability



Sullom Voe Harbour Area Extent.

and development Anne Anderson however called the decision “a real missed opportunity for an otherwise forward-thinking Shetland”.

She added: “The need for food security and green energy provision has never been greater, and the masterplan had the potential to set an inspiring and sustainable vision for the best way forward – potential that hasn’t been realised.

“At a company level, we will continue to think innovatively in our use of shared marine spaces, farming responsibly and engaging with local partners and stakeholders alike to identify synergies that could be of mutual benefit to the islands and Scotland as a whole: from wave, wind and tidal energy generation at farms, to hydrogen use as an alternative to fossil fuels.” he north of Scotland. ●

Crews of Shetland’s whitefish boats will benefit from new defibrillators being donated to help save lives at sea.



100 new defibrillators have been gifted to fishermen.

A DOZEN NEW DEVICES, designed to give controlled electrical shocks to the heart of someone in cardiac arrest, have been secured for the local fleet through grants from the Scottish Government’s Marine Fund Scotland.

It is part of a wider £80,000 government investment under which a total of 100 new defibrillators have been gifted to fishing vessels throughout Scotland.

Shetland Fishermen’s Association executive officer Sheila Keith said: “In the case of sudden cardiac arrest, we know that the sooner a defibrillator can be deployed the better the chances of survival.

“Even more so for fishermen working at sea, where professional medical help is less immediately accessible.”

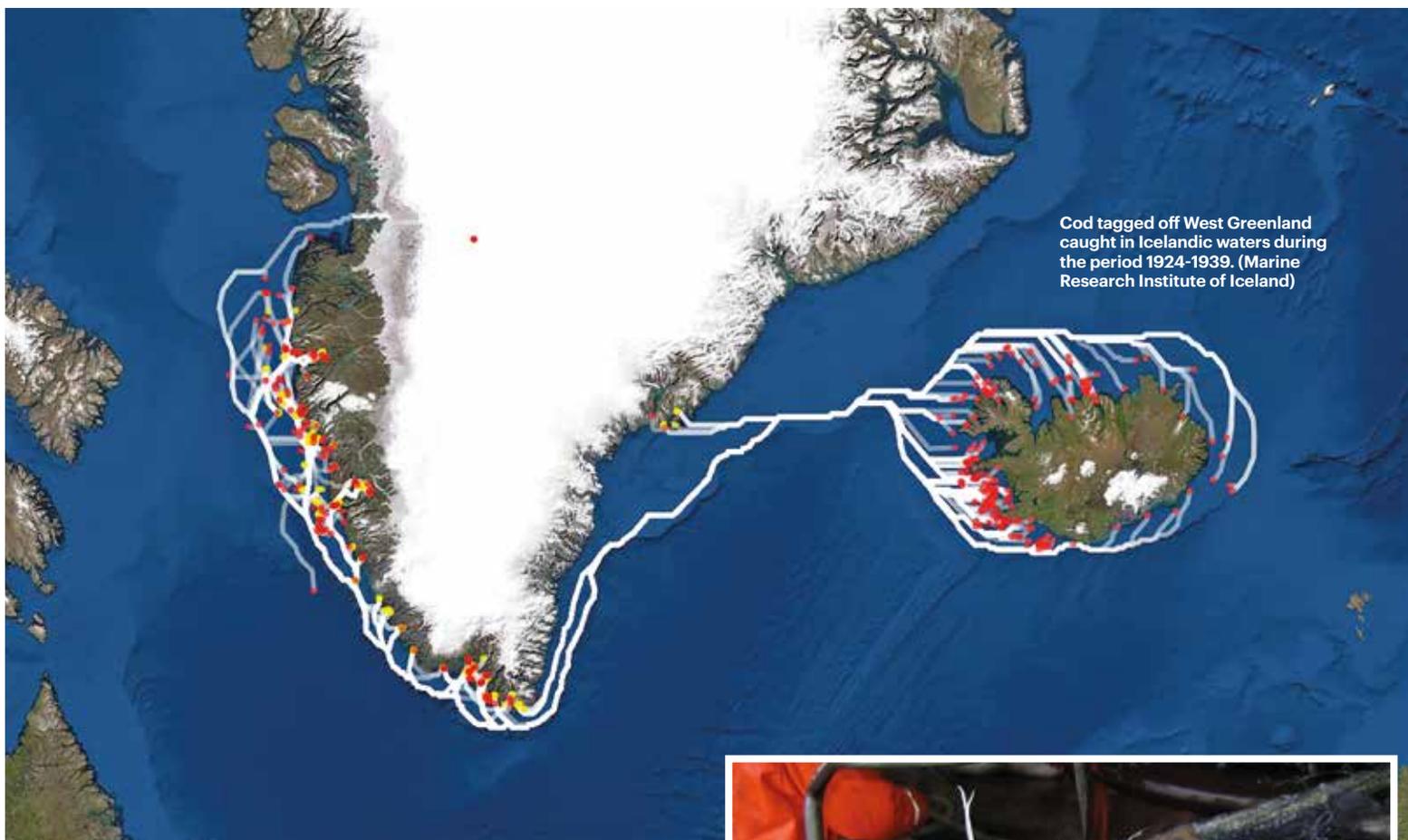
The 12 Shetland fishing crews set to take defibrillators to sea have

also had instruction in how to use and maintain the devices, as well as basic CPR refresher training. Shetland Fishermen office manager Una Simpson has been delivering the defibrillators and training onboard.

“These units are easy to use and service, and are designed to speak you through the process of CPR and offer re-assurance,” she said.

“We sincerely hope that they never have to be used, but it’s about having the confidence to open them up if needed – and knowing that the defibrillator will automatically give you simple and clear instructions to follow.”

The association said it would like to thank colleagues at the Scottish Whitefish Producers’ Organisation and the lifesaving charity Lucky2Bhere for assistance in securing the defibrillator devices and necessary training. ●



Lottery winnings from Greenland

During a period of warm climate in the first half of the 20th century a great amount of cod fry drifted with ocean currents from spawning areas in Iceland to breeding grounds off Greenland. When these fish matured, they returned to Iceland for spawning and contributed significantly to cod catches in Iceland. Today there are favourable environmental conditions for history to repeat itself, but nothing has happened yet.

Frequent drifting of cod fry
The first two decades of the 20th century were extremely cold in Iceland but subsequently it quickly started getting warmer which had a favourable effect on fish stocks. The drifting of cod fry to Greenland appears to have been fairly frequent in the warm years after 1920, according to a report issued by the Marine Research Institute of Iceland. The largest number of fry that drifted to Greenland were of the year classes 1922, 1924 and 1945. The subsequent impact on cod catches in Iceland was significant.

Massive migration
It has been estimated that if no fish of the year class 1945 had returned from Greenland in 1953 the biomass of 8-year-old cod in Iceland would have been about 200 thousand tons, but the Greenland migration changed that estimate to over 900,000

tons. In Icelandic waters the number of fish caught from the year class 1945 at the age of 7 was approximately 15 million, while over 40 million were caught at the age of 8 and a similar amount at the age of 9.

Genetic research suggests that between 1950 and 1965 one-third to half of cod off West Greenland was of Icelandic origin, corresponding to the fact that there were about a million tons of Icelandic cod in Greenlandic waters throughout this period.

Large-scale fishery off Greenland
Although much of the Icelandic cod that drifted as fry from Iceland to Greenland returned to Iceland as an adult fish and subsequently remained in Icelandic waters, a large Greenlandic sustainable cod stock formed that spawned off the West coast of Greenland in



Cod from Greenland contributed significantly to catches in Iceland.

those years. Soon after World War II a large international fleet started fishing cod off West Greenland which turned into an extremely large-scale fishery.

The yearly catch increased from 70,000 tons in 1946 to over 330,000 tons in 1952. For the next eight years the catch was about 300,000 tons on average and about 400,000 tons between 1961 and 1968. After that the Greenland cod stock rapidly deteriorated. By 1970 the catch had dropped to 150,000 tons and to 50,000 tons in 1975.

No evidence of real recuperation
The main reason for the total collapse of the cod stock off Greenland is thought to have been a sudden cooling of the sea during the years 1965-1971, but that a massive fishing had accelerated this trend.

Despite favourable

The yearly catch increased from 70,000 tons in 1946 to over 330,000 tons in 1952.

environmental conditions today there has not yet been any evidence of a real recuperation of the cod stock off West Greenland or any significant migration from there to Iceland.

The conditions for such events now appear to have existed for a decade, according to scientists, at least in terms of sea temperatures off Greenland and the size and age composition of the spawning stock in Iceland. There are, however, as of yet still no signs of lottery winnings from Greenland. ●

Unlocking Ireland's Maritime Potential

Key recommendations and actions arising from the recent conference

By Capt Brian FitzGerald, Simply Blue Group

OFFSHORE WIND has the potential to provide significant and high-quality job creation opportunities in coastal communities. However, we need to plan now, to unlock this potential. The question – “*Our Offshore Renewable Energy Opportunity – Is Ireland Ready?*” was the focus of a conference held on Friday 4th March 2022, in the National Maritime College of Ireland (NMCI). The Conference aimed to improve understanding of requirements for maritime qualifications and seafarer certification, as climate targets and energy security drive the need for offshore development. The conference was opened by Minister McConalogue, who spoke of the importance of dialogue between offshore wind developers, fishermen, environmentalists, and regulators.

The contribution of the participants enlivened the event, which identified many of the issues that needed to be tackled. The voices of Ireland's fishing and coastal communities were very well represented by John Lynch (CEO IS&EFPO), Caitlín Uí hAodha, Stephanie Hyde-McIntyre, Garvan Meehan (BIM), and Mark de Faoite (Údarás), amongst others.

These voices provided first-hand detail of the challenges faced by our fishing and coastal communities, the talent that exists there, and how important it will be for Ireland's maritime journey to be undertaken with the interests of these communities to the fore.

The conference also brought informative perspectives surrounding Ireland's future skills needs, including mariner training and education; offshore renewable energy developments in Ireland and Europe; Ireland's regulatory environment; the central role of our ports; and the importance of biodiversity and environmental considerations in the context of developments at sea. In the final panel discussion, the conference explored what success would look like in 2030. This turned out to be a lively exchange of views that reflected what had been heard during the day while setting the scene for next steps.

What was obvious throughout was that Ireland is currently lacking greatly in the seafarer skills needed to fully exploit the opportunities presented by our new, emerging offshore wind industry. Concerns were expressed about Ireland's fishing community being unnecessarily constrained from having the flexibility to work between the fishing and the offshore renewable energy sectors. Also, many participants remarked that Ireland has missed opportunities in the past to harness a successful marine sector and should not do so again. Therefore, to avoid such a prospect, in this article I aim to capture the key recommendations and actions arising from the conference that should guide the work of key stakeholders and decision-makers.



Capt Brian FitzGerald with John Lynch CEO, IS&EFPO. The conference ‘Our Offshore Renewable Energy Opportunity-Is Ireland Ready?’ was sponsored by Simply Blue Group and hosted by the National Maritime College of Ireland (NMCI) at Ringaskiddy, Co Cork.

RECOMMENDATION 1:

Ireland must build and sustain an agile maritime workforce to meet the skills needs for a zero-carbon economy.

Action 1: As a minimum, Ireland must deliver a successful ‘Skipper 500’ programme and ensure that the STCW (F) (Fisher’s Certification) is comprehensively enabling.

RECOMMENDATION 2:

The offshore renewable energy industry and Ireland’s fishing Industry must work together.

Action 2: The Department of Housing, Local Government and Heritage (DHLGH) ‘Seafood-Offshore Renewable Energy Working Group’ must be established without delay.

RECOMMENDATION 3:

The offshore renewable energy industry, Ireland’s environmental network and relevant national institutions must work towards solving the biodiversity crisis in concert with the climate and energy security crises.

Action 3: Ireland should establish a coherent network of MPAs which will take account of co-location with offshore renewable energy projects as opportunities to enhance offshore biodiversity and meet climate targets.

RECOMMENDATION 4:

Ensure that Ireland’s fishing industry is enabled to thrive sustainably as a key element of our food security

Action 4: Advocate for a healthy fishing industry in coexistence with Ireland’s offshore industry and marine protection.

RECOMMENDATION 5:

A cross-Government approach to this maritime based economic opportunity is essential.

Action 5: Government must put more resources and a coordination plan in place to ensure the efficiency of key departments and agencies, especially the Maritime Area and

Regulatory Agency (MARA); An Bord Pleanála (ABP); National Parks and Wildlife Service (NPWS); the enterprise development bodies; the Marine Survey Office (MSO); the Irish Maritime Development Organisation (IMDO); and other Statutory Consultees.

RECOMMENDATION 6:

In particular, Ireland should prioritise investment in building a supply chain.

Action 6: Advocate for a national Supply Chain study and the implementation of our Port’s Policy to harness Ireland’s maritime strengths and ensure that port enterprise zones and industrial hinterlands are created to optimize results for our maritime and coastal communities.

This, the first ‘Seafarer Conference’, helped to focus the attention of Ireland’s mariners and coastal communities, on emerging skills and job creation opportunities, whilst emphasizing the importance of co-existence between fishing, offshore wind, and conservation interests. The conference participants have a shared interest in seeing progress on the recommendations and actions listed above. It is also essential that the voice of those that know Ireland’s seas best, our seafaring, fishing, and coastal communities, are heard.

As project sponsors, we aspire to facilitating a follow-on event next year to enable interested parties to take stock of developments. There can be no doubt that with the pace of change brought upon us by the need for energy security because of the war in Ukraine, it will be important to do so. Hopefully, this year’s event has been a milestone in the sustainable development of Ireland’s blue economy. ●

ABOUT THE AUTHOR: Captain Brian FitzGerald is the Director of External Affairs and Stakeholder Liaison at Simply Blue Group. www.simplyblueenergy.com



Scottish Skipper Expo 2022

SHOW PREVIEW

SHOW SPONSOR



P&J LIVE, Aberdeen, 13-14th May, 2022



SHOW OPENING HOURS: Friday: 10am-6pm Saturday: 10am-4pm



P&J LIVE: The Scottish Skipper Expo will have over 150 companies on show at the arena.

Scottish Skipper Expo 2022 – the ‘must visit’ fisheries event

WITH OVER 180 exhibiting companies confirmed so far and a superb new venue at the P&J Live arena in Aberdeen, Scottish Skipper Expo 2022 is shaping-up to be the ultimate ‘must visit’ event for the commercial fishing industry.

It is anticipated that many more companies will sign-up to exhibit over the next few weeks, ensuring a superb fisheries showcase for the Scottish and wider UK and European fishing sectors. Sponsored by the *Scottish Fishermen's Federation*, Scottish Skipper Expo 2022 will feature virtually every type of equipment and support service available to the fishing industry today.

There will be a strong overseas representation at Scottish Skipper Expo 2022, including three of Denmark's leading fishing ports. The spacious exhibiting arena will also feature fishing vessel displays, which are always a leading attraction for visitors.

“This will be the 10th anniversary of the expo, which is now firmly established as one of Europe's most important fisheries expos, with an international reputation for being

a great place to do business,” says *Sharon Boyle, Commercial Fishing Manager* for show organiser, *Mara Media*.

The new P&J Live exhibition arena offers more space, better facilities and an enhanced overall visitor experience compared to the previous venue.

Sharon Boyle added: “After a challenging two years caused by the pandemic, it is fantastic that the UK fishing industry will once again have an exciting event to meet existing and new customers, and where people can meet and socialise in a friendly and relaxed environment.”

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

Scottish Skipper Expo 2022 will be held at the P&J Live arena on 13 and 14 May 2022, opening times 10am to 6pm on Friday 13 May and 10am to 4pm on Saturday 14 May.

● Entry is free and to beat the queues visitors can pre-register beforehand by visiting **<https://theskipper.ie/scottish-skipper-expo/>**



Mar Wear takes centre stage at Scottish Expo

Scottish Skipper Expo 2022 exhibitor *Mar Wear* will be displaying a comprehensive range of their branded workwear and safety clothing for both fishing operations and fish processing.

The Mar Wear range from Iceland is designed according to the strictest safety requirements and is well-suited to the demanding fishing conditions found in the north-east Atlantic. Mar Wear offer a huge selection of protective and safety clothing, including gloves, boots, sea wear, processing wear, safety and work shoes, and buoyancy aids.

The Mar Wear product range is diverse and expanding all the time and includes *Stormur Fishtex overalls* – designed with durability and flexibility in mind. The Fishtex line is 100% water and wind proof, with a double layer of PVC as well as Lava Carbon fabric which is highly abrasion resistant.

Hörður Gunnarsson of Mar Wear says: “We are really looking forward to Scottish Skipper Expo 2022 and meeting with existing and new customers. The inspiration for Mar Wear is that our products are designed by fishermen, tested by fishermen, and most importantly, used by fishermen. This state-of-the-art workwear is made for the toughest conditions found on the high seas.”

Stand 88

FINNØY
FINNØY GEAR & PROPELLER AS



NEW CONTRACT FOR FINNØY GEAR & PROPELLER

THE FISHING COMPANY *Bluewild* has entered into an agreement with Scottish Skipper Expo 2022 exhibitor **Finnøy Gear & Propeller** for their contracted factory stern trawlers being built in Norway at Westcon, and which are designed by *Ulstein Design & Solutions*.

The propulsion system is the result of an internal R&D project work meeting with the shipowners to tailor a solution that significantly reduces fuel consumption.

An interdisciplinary development collaboration supported by virtual simulation and modelling at Finnøy led to a twin screw installation with high propeller efficiency.

Two large-diameter propellers with associated rudder nozzles placed in separate skegs increase towing force and manoeuvrability. When the vessel turns, less energy is used to change the direction of the vessel, and thus the towing force is maintained compared to a conventional solution with only one propeller and rudder.

Thus, *Bluewild's* ambitious requirements for sustainability and reduced energy consumption are met. Reduced noise is the focus area for the propeller design, which is in accordance with DNV's SILENT F notation and helps to reduce the total burden on the marine environment. The ripple effects of silent double propellers are increased resource utilization and catch per. litres of fuel as

the fish will to a lesser extent be scared away from the vessel.

The propulsion system with selected operating modes is controlled from Finnøy's 5th generation remote control. Simplification of interfaces for human-machine interaction is emphasized with the intention of ensuring safety on board. Among other things, motorized levers are delivered at bridge positions to increase safety during command transfer between the four bridge positions. When changing modes, algorithms and "Fuzzy Logic" are used, which results in seamless and simple work processes. Optimal operating conditions and broad flexibility are at the heart of the venture with regard to the variable power requirement for the various fisheries that the vessel will carry out.

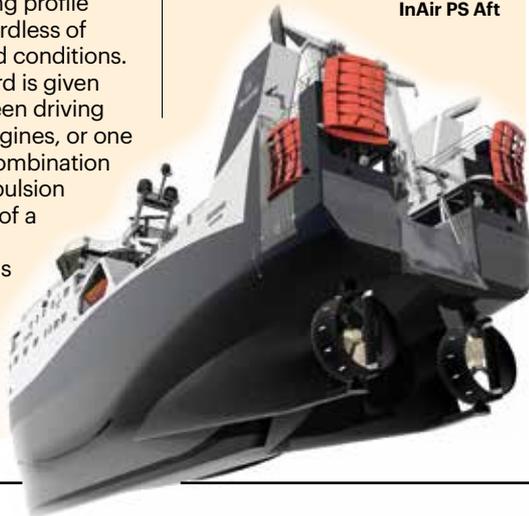
Sailing to and from fishing grounds requires significantly less power than trawling, which is the most prominent mode of operation. The dynamic operating profile is adaptable regardless of weather and wind conditions. The crew on board is given the choice between driving with two main engines, or one main engine in combination with electric propulsion with the support of a powerful battery pack. Calculations show that the hybrid power and propulsion system enable fuel savings of

at least 25 percent, compared with a traditional system with a single propeller for vessels of similar operating profile.

Sales Manager at Finnøy Gear & Propeller, Arne Nogva, is pleased to receive an order for precisely a concept that has been maturing for over a decade: "For Finnøy, this type of propulsion technology is a key focus area, and I do not disregard that the stern trawler marks a fresh beginning for a new standard in trawling. *Bluewild* and *Ulstein* are both forward-looking actors who are in possession of high competence and help to breathe life into specific innovations from us."

The Norwegian-based propulsion supplier currently has a significant order backlog, and the project joins the series of several projects that they have recently signed locally, nationally, and internationally. The plant will be designed and produced at their premises in West coast of Norway.

Finnøy FX101 Bluewild
InAir PS Aft



Stand 44

ICOM



Icom to show new marine products

THE LATEST ADDITION to the **Icom** line-up of marine products is the AIS RX version of the IC-M510 – a stylish VHF/DSC with a large easy to read full colour display also offering secondary control using the *Icom Smartphone App*.

The IC-M510 fixed-mount marine transceiver is suitable for both leisure or commercial vessels with its elegant yet rugged, waterproof Icom build quality. Packed with great features, the new model now offers the ability to receive AIS signals (AIS version only) so users can see surrounding vessel traffic in real-time and make individual DSC calls to selected targets.

Users can command and control the IC-M510 from a smartphone using the RS-M500 app (iOS and Android) through its built-in WLAN transmitter. With access points, users can extend the range of the IC-M510's connection throughout the vessel. Up to three smartphones can be programmed into an onboard system.

With nearly half the depth of the previous model, many installation options are possible. The 3.5-inch colour TFT LCD screen provides a wide viewing angle with high-resolution characters and icons, viewable in low light with night mode. A rear connection port allows for an additional wired station using the HM-195GB Commandmic.

NMEA2000 connectivity and a two-way hailer/foghorn function can be added with the optional CT-M500 interface box. The CT-M500 wirelessly connects to the IC-M510, allowing for flexible installation. Other features include loud and clear audio, simplified navigation function, active noise cancellation, an IP68 waterproof rating and Icom's AquaQuake draining feature.

- The IC-M510 (AIS Receiver Version) is now available from Icom Marine Dealers with a suggested retail price of £624.00 (inc. VAT).
- The standard version of the IC-M510 is available with a suggested retail price of £575.00 (inc. VAT).

To view a video introducing both versions of the IC-M510, click on 'Video: IC-M510 Icom Class-D DSC Fixed Mount VHF Marine Transceiver with Smartphone Control'.

For further information about this new model, visit the IC-M510 VHF/DSC Marine Radio with AIS Receiver Product Page.
www.icomuk.co.uk



Stand 93



Swan Net-Gundry offers strength through quality, experience, and innovation

Swan Net-Gundry (SNG) says it is delighted to be back exhibiting at this year's Scottish Skipper Expo where you can find the company at Stand 93 where visitors can call by for a chat with their team and see what is new in fishing gear innovation.

SNG fishing gears – PELAGIC

SNG offers expert knowledge and experience in the following fisheries; Mackerel, Herring, Horse Mackerel, Blue Whiting, Tuna, Alaskan Pollack, Redfish and Squid. *The range includes:*

- SWAN GUIDER TRAWLS leading the way for SNG.
- SWAN FAST FLOW CODENDS – the proven No. 1 for fish quality.
- SNG offers all types of gear rigging solutions.

SNG fishing gears - DEMERSAL

Innovation, R&D, customer consultation and flume tank testing are at the core of all SNG trawls. With these core values in place SNG can offer a wide range of high quality Demersal offer a wide range of high quality Demersal trawls such as:

- Prawn Scraper Trawls (all types), Dual Purpose Fish Trawls, Rock Hoppers with 2/4 Panel Design.
- Seine Trawls, Squid Trawls and Double Bosom Monk Trawls.
- Also providing a wider range of Demersal gear rigging solutions.

SNG fishing gears - INSHORE

The inshore section of SNG continues to strive in its pursuit of quality products at competitive prices for its growing customer base within Ireland and the UK.

Their range includes creels and accessories, as well as Oceanflex + Extreme potting ropes, chandlery, and aquaculture components. Marine clothing and safety at sea remain the main priorities for this vibrant and expanding area of SNG.

Stand 188



MarShip – keeping your diesel clean

What does a banana and diesel have in common?

A banana is a plant, it oxidises and rots in the bowl. Bio Diesel is made from a plant, it oxidises and rots in the tank, it sinks to the bottom and blocks your fuel filters.

What does soap and modern diesel have in common?

When the Bio part of the diesel in your tank reacts with the elemental metals in the diesel you get Carboxylic acid. Carboxylic acid is what the Victorians called soap and it very effectively coats your filters and stops your engine.

MarShip will be exhibiting on stand 188 (near the bar at Scottish Skipper Expo 2022) where they will be delighted to discuss your fuel or air filter concerns, and solutions for their cure.

Peter Weide of MarShip said: "MarShip is looking forward to be back at Scottish Skipper Expo. We have been working closely with our corporate additive suppliers to identify the problems of modern diesel. Analysing numerous fuel samples and blocked filters at the fuel labs in Elsmere port, we have drilled down to clearly identify the problems and how to mitigate them.

"Our patented Diesel Dipper® has had yet further improvement to keep your tank free water and we've modernised our fuel additives to meet the problems of modern diesel."

MarShip cleans the air, the fuel and the lubes in marine diesel engines. All made in the UK for the UK.

Web Site: www.marship.eu

Web Store: www.marshipmarketplace.com

Mobile: 07769 733 736

A total hydraulic service for the fishing industry

HERCULES HYDRAULICS will be back at the Scottish Skipper Expo in Aberdeen and visitors to Stand 121 will be able to obtain all the information about the company's comprehensive range of hydraulic equipment specifically designed for the fishing industry.

The single drum, lightweight, heavy-duty **Fishing Winch** and the **Chain Gypsy**, launched at the Scottish Skipper Expo in 2019, are proving to be two of the most popular products.

Designed for trawling or beam fishing, the **Fishing Winch** features an automatic fail-safe brake system and an optional emergency brake release function whilst the capacity of each winch can be specified to suit customer needs.

The **Chain Gypsy** is designed to simplify the lowering of an anchor chain into a locker and features a devils' claw and a manual brake with an emergency release. These units can also be specified with a drum to suit any size of anchor chain.

Hercules Hydraulics can provide a total hydraulic service including system design, supply, installation, commissioning and maintenance to support these and other products from their extensive range.

Based in south Devon, close to the fishing port of Brixham, the company has been serving the fishing industry throughout the UK, Europe and around the world for many years and full details of their product range and supporting service can be found at

www.herculeshydraulics.co.uk or by calling +44 (0)1803 666623.



Hercules Hydraulics Fishing Winch (above) and the Chain Gypsy.



Hercules
HYDRAULICS LTD

Stand 121



Stand 90

BOPP equips Scottish vessels with deck machinery packages

Scottish Skipper Expo 2022 exhibitor, **BOPP**, specialises in the manufacture and design of net drum winches, gilsons, landing cranes, steering gear and hydraulic units for all types of fishing vessels.

In recent years, they have equipped two Scottish vessels: the *Valhalla* and the *Westra Fjord* and soon Stephen West's new boat under construction at Parkol Marine Engineering.

The *Valhalla* is a 28-metre steel trawler built by Parkol Marine Engineering for Mark Masson. The boat is equipped by BOPP three split winches, two double

split net drums, two single compact net drums, two gilsons winches, a steering gear, a thruster and a Silecred autotrawl system.

The *Westra Fjord* is a 28-metre steel trawler built by Vesvaerftet. BOPP equipped it with three split winches, two double split net drums, two compact net drums, a gilson winch, a BOPP landing crane and a Silecred autotrawl system.

David Thepaut of BOPP says: "The Scottish Skipper Expo will provide an excellent opportunity to talk to skippers about their deck machinery needs."



Bopp specialises in the design and manufacture of net drum winches.

Voyager in the Port of Skagen.



Stand 57

FLEXIBLE SHORE POWER FACILITIES IN SKAGEN

THE PORT OF SKAGEN, which will be exhibiting at Scottish Skipper Expo 2022, now offers an attractive alternative to use of diesel engines for fishing vessels, while at berth.

In 2021 a brand-new shore power facility was established in port of Skagen. It is the most flexible shore power facility around the North Sea, being able to supply up to 10 vessels simultaneously with individual set voltage and frequency.

The fishing Vessel "Voyager" from Northern Ireland was among the first vessels to use the facility.

When asked about the main reason for choosing shore power, the owner of Voyager, Mr. Arnold Mccullough says: "Our main reason for using the shore connection, was the reduced cost of keeping the vessel, while it was not being used." He continues; "And there is also the benefit of decreased

maintenance costs on our auxiliary engines onboard, due to decreased running hours."

Mr. Arnold Mccullough is aware of the environmental advantages as well, and he says; "You can then go on and talk about the environmental positives for Skagen, such are reduced noise pollution and air pollution and the reduced carbon footprint, if the power is produced from renewable resources."

Calculations show, that by using shore power instead of diesel engines, Voyager has saved 8.750 kgs of CO2 and 1.120 kgs NOx (pollution) during their 51 days stay in port of Skagen. Then one may ask – how can I relate to that? The total reduction of CO2 and NOx corresponds to a car engine on gasoline running 67.830 kilometers equal to 1,5 times round the planet.

By using shore power, economic, environmental and community sustainability goes hand in hand.

Lars Thrane LT-4100 Certus 100 System on display at CA Clase stand

The Lars Thrane LT-4100 is a great product for fishing vessels that need satellite communications but do not need the fast speeds or costs of a VSAT; with speeds as fast as 22 kbps (up) / 88 kbps (down).

The LT-4100 system has voice and data capabilities with 100% global coverage provided by the Iridium® network. The LT-4100 system consists of a control unit, antenna unit, handset, and cradle. A single coaxial cable connects the control unit with the antenna unit.

The LT-4100 will be on show at the CA Clase stand 190 at Scottish Skipper Expo. Lars Thrane have tested the following applications and they work perfectly on the LT-4100 Certus 100 system.

- WhatsApp text messaging
- PredictWind
- E-mail
- Catch reports
- Softvideo (video/picture compression tool)
- SnakeBox from SnakeWays

Other Key Features are:

- 2 x Voice Channels (high quality)
- Single antenna cable from BDU to Antenna (up to 500 m)
- High-performance GNSS/GPS receiver
- Bluetooth for Private Area Network (PAN)
- Large 4.3" TFT display supporting day and night modes ex
- Firewall and user authentication for high level of security
- Configuration of firewall, port forwarding, and remote access
- Web server for configuration and maintenance





Wartsila – (Relation)Ship building with Astrid Fiske and Karstensen Shipyard

WHEN YOU'RE FISHING in all weathers in the notoriously treacherous North Sea, you need a vessel that you can rely on. The need for long-term reliability is just one reason why Astrid Fiske specified Scottish Skipper Expo exhibitor **Wärtsilä** propulsion equipment for their new pelagic fishing vessel, the *Astrid Marie*. Together with the Karstensen Shipyard, the three companies have developed a long-term working relationship that is based as much on technology as it is on trust.

"Wärtsilä delivered a complete propulsion package for the *Astrid Marie*," explains Jens Karlsson General Manager, Sales, Denmark, Wärtsilä Marine Power.

"The vessel has a Wärtsilä 6L32 variable-speed

main engine driving a Wärtsilä controllable pitch propeller through a Wärtsilä gearbox equipped with a power take-off (PTO) driven shaft generator. We also supplied a range of auxiliary equipment, including a propulsion remote control system. The shaft generator can produce electricity onboard when the main engine is operating, which as well as saving fuel oil allows the main engine to be loaded more efficiently within its optimal operating field."

"Working with Wärtsilä is a straightforward business to us – not only is their equipment always of a reliably high quality, but they are also a good team of people that make cooperation seamless and always deliver on time," said Kent Damgaard of Karstensens Skibsværft A/S.

Astilleros de Murueta forges successful relationship with Royal Greenland

Scottish Skipper Expo 2022 exhibitor, **Astilleros de Murueta**, has forged a successful relationship with renowned fisheries company, *Royal Greenland*.

Despite the significant negative impact of the pandemic, Astilleros de Murueta delivered in 2021 the third factory trawler "*Nataarnak*" to Royal Greenland, which was christened in the town of Sisimiut.

This fruitful relationship between Astilleros de Murueta and Royal Greenland began in 2016 with the contract of the first two fishing vessels, "*Sisimiut*" and "*Avataq*".

In January 2022, the fourth trawler, "*Tuugaalik*", was launched with her delivery scheduled for the first quarter of 2023. The vessels are built to the specifications of the Norwegian technical office Skipsteknisk ST118 ("*Sisimiut*") and ST119 (the other three vessels).

The key features of the vessels are an overall length of 82.3m,



breadth 18.0m and a draught of 7.0m. There is 120 tonne/day processing factory and a 2,950 cubic meter refrigerated fish room. Accommodation is for a crew of up to 30, with the vessels featuring 7,200 KW diesel-powered propulsion. The vessel decks are laid out with electrically operated machinery, including four 45-tonne permanent magnet winches, enabling the new

trawlers to operate with three trawls, managed via a Scantrol control system.

The vessels delivered are breaking catch records in Royal Greenland which makes Astilleros de Murueta optimistic about the possibility of continuing with new contracts for these types of ships, either for Royal Greenland or for other shipowners in northern Europe.



Teal & Mackrill scoop award

Scottish Skipper Expo 2022 exhibitor **Teal & Mackrill** won the recent BCF (**British Coatings Federation**) 2021 Coatings Care Overall Best Performer Award.

Teal & Mackrill is renowned for its high-quality specialist marine and functional paints, and the award is presented to the company that has demonstrated best in class performance across a range of key performance indicators. These include accidents and incidents, energy consumption, waste and recycling, VOC emissions, personnel management and communications.

Managing Director **Richard Burnham** said: "The award is confirmation to both ourselves and our customers that we manufacture and distribute our products in a safe and responsible manner. We are committed to minimising any negative impacts from producing our products and we should always remember that whether it's a hospital floor or the deck of a fishing trawler our products protect and increase the lifespan of the substrates they're used on."

Teal & Mackrill manufacture exceptional floor, problem-solving, industrial and marine coatings and brands include *Coo-Var* & *Teamac*. Established in 1908, Teal & Mackrill remain a family-owned business and continuously modernise their production and distribution to deliver class leading quality and service.

Neil Lowsley, Technical Manager at Teal & Mackrill is responsible for leading many of the programmes which contributed to this award, he says "As a responsible company, accredited to ISO 14001, we should always do more to lessen the impact we have on the environment and this award demonstrates the progress that we continue to make."

Stand 34



Teal & Mackrill Ltd.

Stand 62



Blood, Sweat and Oil

Commercial Oils Buckie, part of *Certas Energy*, is delighted to be returning to Scottish Skipper Expo 2022 being held at the P & J Live arena, Aberdeen on 13 and 14 May 2022.

Watch out for the impactful 'Blood, Sweat and Oil' stand where Diane Campbell, Lubricants Regional Sales Manager at Buckie, and the local team will demonstrate Valvoline's leading range of lubricants and grease for the commercial fishing industry. Join in the fun on the popular racing simulator to test your driving skills and win prizes.

Time is money. You have deadlines to meet and don't need the hassle of equipment breakdowns. You need products that won't let you down and a partner that you can count on. A partner that really understands what heavy duty means.

With Valvoline you can count on premium quality products that stand up to the toughest conditions. Designed for increased durability, efficiency, and performance. With Commercial Oils Buckie's hands-on expertise and service, they do their job so you can complete yours. As Certas Energy point out, it's only about three things - 'Blood. Sweat. And oil'.

Valvoline™ Marine Solutions

The open water can be unforgiving on marine equipment. Businesses need confidence that what they're putting into the engine will protect against deposits and corrosion, without sacrificing performance.

Valvoline™ marine solutions are developed in close collaboration with Cummins and other manufacturers to deliver on a wide variety of marine conditions and technical requirements. Backed by the support of a dedicated technical team, you can trust that Valvoline marine products stand up to your vessel's design and conditions, delivering value and allowing you to maximize every engine hour.

Diane Campbell, Lubricants Regional Sales Manager at Buckie, said: "We're looking forward to returning to Aberdeen and will once again be sponsoring the seafood buffet. Our team will be on hand to provide expert advice and support for marine engineers, vessel owners and skippers, in choosing the right lubricant to solve their most complex challenges. We'll be showcasing our range of Valvoline lubricants and Tectyl™ Rust Preventatives as well as Valvoline Marine Calcium 2 grease which has shown excellent results for durability, tackiness and sea water resistance when compared to competitor brands."

Certas Energy is the largest lubricants and AdBlue distributor in the UK and its marine customers range from large commercial supply vessels and cruise ships to pelagic, whitefish and shellfish boat operators. The requirement for reliable service, high quality, durable products and expert advice when it comes to marine lubricants is the same across them all.

Tony Da Forno from Valvoline will join the team, who look forward to welcoming you on Stand 62 to discuss how high-quality lubricants can keep your marine operations moving smoothly.

Visit us to find out more about our show promotion on Valvoline lubricants and greases.

For more information get in touch on 0800 371 910 or email: sales@commercial-oils.co.uk

A-Z LIST OF EXHIBITORS

Over 180 companies lined up to appear so far

Company Name	Stand No	Company Name	Stand No
A.S.A.P. Supplies Ltd	189	Mar Wear (Voot ehf)	7
A/S SCAN	94	Marine & Industrial	
Aberdeenshire Council	51	Transmissions Ltd	61
AJ Group	157	Marine Control Services A/S	147
Armon Shipyards	192	Marine Design International	45
Atlantic Shipping A/S	79	Marine Fire Safety Ltd	140
Audacious Marine	18	Marine Stewardship Council	179
B		MarineCo Ltd	180
Barrus Ltd	80	Maritime & Coastguard Agency	117
Beta Marine	129	Marport	76
BOPP	90	Marship	188
Brunvoll AS	120	Mermaid Marine	99
C		Michigan Marine Propulsion	59
CA Clase UK Ltd	190	Mooney Boats	111
Caithness Creels	48	Morgère	41
Certas Energy/Commercial Oils	62	Mullion Survival Technology	50
Charity & Taylor	6	Murphy Marine Services	66
Cleghorn Waring	162	Murueta Shipyard	77
Clements Engineering	142	Mustad Autoline	82
CRAEMER UK LTD	91	N	
Crown Marine Seats Ltd	70	Navico	17
Cummins	203	Nogva Heimdal Propulsion AS	
D		NORSAP UK	156
Damen Shipyards	31	Notus	43
Davidsons Ltd	78	O	
Denholm Fish Selling	152	Ocean Space Acoustics AS	97
Doosan (Watermota)	143	Oil Fast Scotland.	65
Drawm	73	P	
du Pré Marine Ltd	96	Parkol Marine Engineering	105
E		PBP Services	167
E-Catch	134	Peterhead Port Authority	74
Echomaster Marine	86	Polar Fishing Gear	139
Elkon	84	Polarplas UK Ltd.	128
Engines Plus Ltd.	11	Port of Hantsholm	150
ENTEC	28	Port of Skagen	57
EST-Floatech B.V.	124	Ports of Scotland	145
Euronete (UK) Ltd	154	Proteum Limited	186
F		PTG	3
Faithlie Trawl	165	R	
Finning (UK) Ltd	1	R & D Marine	35
Finnøy Gear & Propeller AS	88	Riverdale Mills	108
Fish Facts	113	RNLI Fishing Safety	116
Fishing into the Future	101	RNLI Fundraising	197
Fishing News	166	Rotogal, S.L.U./Duraflex	200
Fiskerforum.com	144	RSM UK Tax and Accounting Limited	181
Fraserburgh Harbour Commissioners	87	S	
Furuno (UK) Ltd	58	SafetyNet Technologies Ltd	191
G		Scania Engines	138
G Smyth Boats	100	Scantrol	184
Gael Force Group	75	Scottish Fisheries Museum	158
Grampian Powerclean	169	Scrabster Harbour Trust	110
Guy Cotten UK Ltd	53	Seafield Navigation	10
GW Containers	135	SeaFish Industry Authority	118
H		Sean Ward (Fish Exports) Ltd	196
Hanstholm Maritime Service Network	150	SeaQuest Systems	137
Hercules Hydraulics	121	Selva Marine	102
Hirtshals Havn (Port of Hirtshals)	126	SFF	56
I		Shetland Islands Council	182
Icom UK Ltd	44	SIRM UK	119
J		Skipsteknisk AS	39
Jackson Trawls	42	Solent Engineering Services Ltd	21
JC Hydraulics	90	Sunderland Marine	106
Jimmy Walsh Propellers	86	Sutherland's Services Ltd	164
K		Swan Net Gundry Ltd	93
Karmoy Winch	38	T	
Karstensens Skibsværft,	92	Teamac Marine Paints	34
KER	109	The Fishermens Mission	187
Killybegs Marine Cluster	114	The Skipper/Mara Media	49
Kort Propulsion	122	Thistle Machinery Services	173
KT Nets	30	Thistle Marine (Peterhead) Ltd	64
Kynde & Toft	83	Thyboron Doors	81
L		Thyborøn Port	83
L&M Engineering (UK) Ltd	203	Trefjar Ltd	141
Lerwick Port Authority	26	Tyson's Ships Riggers	107
Lorrimar	89	U	
Lyngaa Marine	176	Ultraguard Antifouling	42B
M		W	
Macduff Ship Design Ltd	103	Wärtsilä	193
Macduff Shipyards Limited	151	Woodsons	33
MacGregor (GBR)	52	X	
Mackinnons	161	Xtratuff	
MAIB	98	Y	
Måløy Maritime Group	130	Yanmar Europe B.V	153
Mantsbrite Marine Electronics	63	Z	
		Zamakona Yards	127



SHOW SPONSOR





Irish Skipper Expo 2022 SHOW REVIEW



UL Sport Limerick 25-26th March, 2022

SHOW OPENING HOURS: Friday: 10am-6pm Saturday: 10am-4pm



SHOWSTOPPER: The new larger venue UL SPORT ARENA in Limerick proved to be a big hit.

Its Great to be Back!

AFTER A DIFFICULT two years, the energy coursed through the aisles of UL Arena in Limerick as the industry came together once again at Irish Skipper Expo 2022 to network in the face-to-face setting that everyone had been waiting for.

Staged for the first time at this venue, over 150 exhibitors from 15 countries attended the sell-out event, with the high-quality stands and layout showcasing the professionalism and excellent level of quality products and services available to the Irish fishing industry.

Despite the ongoing effects of the pandemic and the recent surge in infection numbers, as well as the logistical issues posed by Brexit, the show was a great success with a steady flow of visitors throughout the event and most importantly, an excellent level of business conducted over the course of the two days.

Sharon Boyle, Commercial Fishing Manager for Mara Media, said: "The feedback received so far has

indicated that a high level of business was conducted on the first day of the event, not only through visitors, but also between exhibitors, with over 500 exhibiting employees onsite and ready to network. A large turnout of visitors on day two (Saturday 26 March), ensured a great buzz around the arena, with people from across Ireland, UK and Europe in attendance.

"Our move to the larger venue was as a direct response to our exhibitor and visitor feedback from previous shows, where people noted that that the layout made it difficult to locate stands or have the opportunity to spend time with customers.

"This year, our exhibitors noted that the larger capacity venue offered more space, allowing them the freedom to conduct business at ease and take the time to speak to each stand visitor.

"As a show that champions the fishing industry, we are currently liaising with exhibitors and visitors to finalise the dates and details for next year's show – watch this space!"



THE SKIPPER TEAM: Sharon, Hugh, Niall and Noreen.



BROUGHT TO YOU WITH













Pictured at the launch of the SFPA's updated Code of Conduct for Fishing Vessels, from left: Catherine McManus, MOWI Ireland; Kareen Andersson, SFPA; Norah Parke, Killybegs Fishermen's Organisation; Rudi Amrein, SFPA. PHOTO: CLIVE WASSON



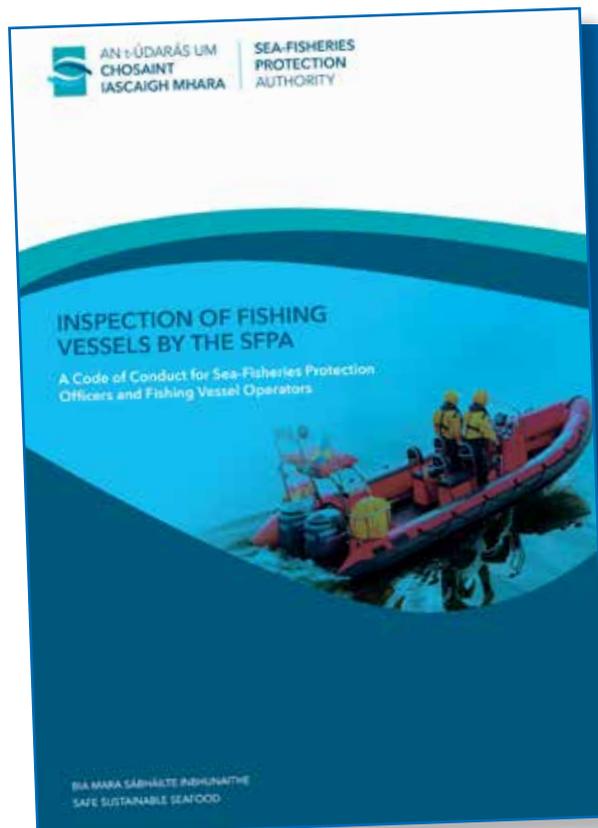
Updated Code of Conduct for Inspection of Fishing Vessels by the SFPA

New info for Sea-Fisheries Protection Officers and Fishing Vessel Operators

The Sea-Fisheries Protection Authority (SFPA) has launched an updated Code of Conduct in relation to SFPA inspections of fishing vessels. Produced in collaboration with the Sea-Fisheries Protection Consultative Committee, the code sets out the general principles and standards which must guide the professional activities and conduct of Sea-Fisheries Protection Officers of the SFPA, vessel masters and their crew during inspections.

The Code of Conduct, which is also available on the SFPA's website, details the matters that can be examined during a port inspection in relation to fisheries and food legislation as well as electronic monitoring requirements. These include registration and food safety documentation, catch composition and quality assessment as well as checks on a vessel's fishing gear.

The role of the SFPA along with Fishing Vessel Operators and their crews in fulfilling their national and EU obligations during inspections is also covered under the Code. Furthermore, it sets out the outcomes following the completion of an inspection.



1 This Code of Conduct has been developed in accordance with Sea Fisheries Maritime Jurisdiction Act 2006, Regulation (EC) No 1224/2009 and Commission Implementing Regulation (EU) 2011/411.

INSPECTION OF FISHING VESSELS BY THE SFPA

The principal function of the Sea-Fisheries Protection Authority (SFPA) is 'to secure efficient and effective enforcement of sea-fisheries and food safety law'.¹

To achieve this and promote compliance, Sea-Fisheries Protection Officers (SFPOs) are required to carry out inspections and associated official controls across the seafood chain including fishing vessels. This Code of Conduct sets out the general principles and standards which guide the professional activities and conduct of both SFPA Personnel and the vessel masters and their crew during inspection of fishing vessels. All parties will observe all relevant Health and Safety requirements.



SFPA Role in Fulfilling National and EU Obligations

General Conduct of SFPA Personnel

SFPOs will undertake their official activities in accordance with this Code of Conduct and in accordance with their powers and responsibilities under national and EU law. The SFPA will treat all persons who are involved with official activities including vessel inspections, and all those who may be directly or indirectly affected by an official activity fairly and proportionately and with respect during the inspection activity. The conduct of SFPA Personnel as outlined in this Code should be equally reciprocated in the interactions they have with operators within the industry.

Health and Safety

When conducting official controls SFPA Personnel are obliged to adhere to SFPA Health and Safety policies. In addition, SFPA Personnel are obliged to comply with the Health and Safety requirements of operators pertaining to the activities of the operator. Adherence with such obligations cannot prevent an SFPO from carrying out official controls.



At-Sea Inspections

The SFPA carries out inshore inspections with patrol vessels identifiable by a fisheries pennant/ symbol. SFPOs will identify themselves as soon as it is practicable, by showing their service card.

SFPOs on occasion participate in patrols at sea on-board vessels of the Naval Service, patrol vessels from other countries and the European Fisheries Control Agency.

Port Inspections

A vessel inspection can take place at any time. SFPOs will undertake vessel inspections as far as it is possible:

- ✓ **in a consistent manner;**
- ✓ **with consideration for the vessel's normal functions, at sea or at landing;**
- ✓ **in a way that will minimise direct impact with the necessary operations of the vessel and they shall;**
- ✓ **minimise any degradation of the catch during the inspection.**

SFPOs may take photographs or use electronic recording equipment during an inspection. SFPOs may ask questions in order to verify information, to conduct inspections appropriately and to determine compliance. SFPOs will inform the vessel master or appropriate crew member, if they are observing a full or partial weighing of fishery products before weighing commences. An SFPO, as an authorised officer of the SFPA will be in possession of a service card and will produce it to the person in charge when arriving on board as necessary and for identity purposes.

The matters examined during an inspection will include, but are not limited to, the following:

Fisheries Legislation Requirements

■ **Documentation** – Registration documents, Food Safety Documentation, Fishing Licence, Authorisation Documents, Catch Recording, Prior Notification & Stowage documentation.

■ **Catch Assessment** – Assessment of Stowage Plan, Catch Composition vs. Log, checks on fish size, checks on declared weights by species, checks associated with landing obligation rules, weighing on landing – Pelagic & Demersal.

■ **Fishing Gear** – Mesh size, attachments, twine thickness, gear validation appropriate to target fishery. Identification, contact and nationality details of the Master, Owner and/or Agent as applicable.

Food Safety Requirements

■ **Documentation** – Food safety management plans and associated records including the labelling of boxes.

■ **Fishery Products & Processes** – Fish quality assessment, ice making and preservatives.

■ **Equipment** – Refrigerated storage, fishing handling equipment.

Electronic Monitoring Requirements

Electronic recording system, vessel monitoring system, automatic identification system.

Role in Fulfilling National and EU Obligations

Port Inspections

Fishing vessel operators are expected to treat SFPOs in a courteous and professional manner during inspections.

Masters of fishing vessels should:

- ✓ **facilitate inspections and control activities including during offloading;**
- ✓ **ensure safe boarding and disembarkation, as far as is reasonably possible;**
- ✓ **ensure that SFPOs are not exposed to risks to their safety, health or welfare while on board a vessel, when undertaking official control inspections;**
- ✓ **provide SFPOs with access to the vessel, assistance and information on request to allow a full inspection.**

Inspection Outcome

The master will be informed of any findings, possible next steps and potential outcomes resulting from the inspection. The inspection report will be signed by the inspector and the master will be asked for any observations which shall be noted. The master will be asked to sign the inspection report which may be copied at that time by the master (photocopy or phone image). A copy of the inspection report will be issued to the master within 15 days from date of inspection.

Complaints

If operators or masters feel that they have been unfairly or unreasonably treated in relation to the enforcement of sea-fisheries law or food safety law by any SFPA Personnel, they are entitled to make a complaint.

Details of how to make a complaint are available on the SFPA website sfpa.ie/What-We-Do/Corporate-Affairs/Customer-Service/Complaints.

Acknowledgements

The SFPA would like to acknowledge the co-operation and assistance given by the Sea-Fisheries Protection Consultative Committee in the production of this Code of Conduct.

MICHEL KAISER

“Better use of data will future-proof our fisheries”

Professor of Fisheries Conservation and Chief Scientist at Heriot-Watt University

THE HEALTH OF OUR SEAS AND OCEANS MATTERS, not just from an environmental point of view but from an economic one, and is high on the global policy agenda. In recent weeks the World Economic Forum has published its *Global Risks Report 2022*, flashing warning signs on the dashboards of governments and businesses. It cites biodiversity loss and ecosystem collapse as a top concern. In addition, life insurance giant Aviva has put pressure on businesses by saying it expects those within its global asset management portfolio to meet new targets aimed at preserving biodiversity.



But how do we ensure our seas and oceans thrive with fish, other animals and plant life when at the same time we depend on the oceans to provide food and livelihoods for billions of people? New research conducted by myself and a team of colleagues at institutions around the world underlines the importance of sustainable fisheries management. Our analysis found a mixed picture – some areas were extensively altered and fish stocks depleted by intensive fishing while others remained in a healthy condition.

We brought together data from 24 large marine regions to establish whether there is a relationship between the distribution and intensity of trawling activities and the health of the seafloor communities. We considered different habitats and various types of trawling gear.

Assessing life on the seabed, we ascribed a status score between 0 and 1, where 0 is ‘entirely’ impacted and 1 is unimpacted. Fifteen regions studies were in good condition with a status greater than 0.9, while three had a degraded status of less than 0.7. In all regions combined, we estimate that only 1.5% of seabed areas studied were in a very poor condition with a status approaching 0.

Good management of fisheries contributes to better outcomes for the broader ecosystem. Our analyses highlighted that effectively managed and sustainable fisheries are associated with regions having a seabed status of 0.95 or more.

Intensively trawled regions had low habitat status relative to others, the worst of which was the Adriatic, where fish stocks are typically over-exploited with ineffective management regimes. However, we also found that when fisheries are managed sustainably, the wider environmental impacts are considerably lower. Put simply, when we manage fish stocks well, we also take care of other environmental effects associated with trawl fisheries.

Our study demonstrates the power of global collaboration for fisheries research, and advances understanding to enable better assessment of the risks associated with trawl fisheries. The hope is that the research highlights regions needing more effective management to reduce exploitation, improve stock sustainability and seabed environmental status. Healthy seabeds means we can protect and improve biodiversity, improve ecosystem functioning for juveniles of commercially important species, and address the nature crisis our world faces.

There are examples of good practice that we can learn from. In the UK we have examples in Shetland, the Isle of Man and the English Channel of management measures which enable fish and shellfish stocks to be harvested sustainably. These measures result in fishermen spending less time at sea and hence create less disturbance on the seabed as well as lowering carbon emissions.

The initiative in Shetland, where this kind of management is reaping rewards, could be rolled out across the world. Commercial fishing for lobsters, crabs, scallops, queenies, whelks, clams, razors, cockles, mussels and oysters from the tideline up to six miles out from the coast is regulated by the Shetland Shellfish Management Organisation (SSMO).

Scallops are one of the most valuable catches for Scotland. This is done through the issue of licences and implementation of measures that ensure recovery of stocks and long-term sustainability. They have achieved sustainable multi-species fisheries. Management takes account of different species and sectors. There is spatial zoning, which has helped reduce conflict between fishing sectors.

An important feature of this fishery is the sense of ‘ownership’ expressed by the fishers involved with it, leading to a sense of control over their own management choices which fosters longer-term thinking about issues such

as sustainability. Since animals like scallops grow quickly, leaving scallops in the sea for another year accrues more value than any interest earned in a bank account.

High quality data is required so we have a better understanding of local situations. Mapping trawl footprints requires precise information about where and when boats are in operation. In most countries this detailed data is not publicly available.

The lack of high-resolution trawl effort data or, for confidentiality reasons, where it is kept private must be addressed. The benefits to public policy at national and international levels would be immense. Management plans could be co-designed with local fishing interests to help bring together environmental, commercial and community interests.

Bottom-trawl fisheries provide about a quarter of marine catch, that is why an individually tailored, science-based management of fisheries, led by local communities, is key to preserving the marine environment, safeguarding global food supplies and protecting livelihoods for the future.

While we must protect our environment, we also must support coastal communities and human nutrition. For that, fishers need to have more control over local fishing grounds, but better data is needed to provide accurate stock assessments, records of fishing intensity and catch figures, to inform sound decision making.

If trawling and other forms of fish-catching did half the damage that their critics claim, there would be no fisheries. But there are, and then some – more than 50 per cent of the fish caught in the UK come from an area within 100km of Shetland. That is because the fisheries are well managed and sustainable. Management techniques must be flexible and collaborative, with input from industry, scientists, governments and communities.

This is an urgent issue. Maintaining “*life below water*” is one of the UN’s Sustainable Development Goals. By improving access to data, there is a better chance of developing specific local sustainable management plans to future-proof our fisheries, this cannot be achieved by scientists working alone, we need to draw on the knowledge and capacity of our fishing fleets to be our ‘digital eyes’ on the ocean. Only by working together can we solve some of the grand challenges that currently confront our seas. ●

Eilean Croine. Photo: John Roberts

“Fishermen need to have more control over local fishing grounds, but better data is needed to provide accurate stock assessments, records of fishing intensity and catch figures, to inform sound decision making.”





Figure 2. Slipper Limpet (*Crepidula fornicata*) on Great Atlantic Scallop (*Pecten maximus*) retrieved by the MFV Willie Joe (WD74) from Cardigan Bay.



Figure 3. Slipper Limpet on Great Atlantic Scallop (Cardigan Bay, Wales).



Figure 4. Slipper Limpets (*Crepidula fornicata*) on Great Atlantic Scallops (*Pecten maximus*), Gulf of Normandy, 1980. (PHOTO JEAN CLAUDE DAO).

Welsh Rarebit

Slipper Limpets (*Crepidula fornicata*) on a Great Atlantic Scallop (*Pecten maximus*) captured off the Welsh coast (Central Cardigan Bay, SE Irish Sea)

While dredging at a depth of c.23 m in the centre of Cardigan Bay, west of Aberystwyth, Wales (ICES Vla, 33E5, 52.3750oN, 4.6503oW) [SE Irish Sea] on 22 November 2021, the MFV Willie Joe (WD74) (Skipper: Ciaran Whelan, Co Wexford) (Fig. 1) discovered two live Slipper Limpets (*Crepidula fornicata*) adhering to the upper shell of a Great Atlantic Scallop

(*Pecten maximus*) (Figs. 2-3).

The Slipper Limpet is native to the east coast of North America, ranging from the Gulf of St Lawrence (Canada) southwards to the Gulf of Mexico (Texas, USA). The species was first introduced accidentally to Britain (Liverpool Bay) in 1872 along with imports of American Hard Shelled Clams (*Mercenaria mercenaria*) from the USA. Although further

introductions were associated with imports of American Oysters (*Crassostrea virginica*) from Long Island Sound (Connecticut/New York) to Britain (Liverpool Bay & Essex) during the late 1870s, the species establishment was not recognised until 1893 when they were found attached to oysters relaid at Creeksea (Essex) from nearby Brightlingsea. Over the following century, this non-native invasive species spread to many other parts of Britain, including the south, SE, and SW coasts, as well as mainland Europe (Fig. 4), and now ranges from Norway to Spain and parts of the Mediterranean Sea.

Although the Slipper Limpet is currently well established in the Bristol Channel as far north as Milford Haven in SW Wales, it is unclear if it is established further northwards in the SE Irish Sea. However, the current specimens found attached to a scallop in the centre of Cardigan Bay lend credence to previously unconfirmed reports since 2006 of low numbers attached to scallops dredged in southern Cardigan Bay. Indeed, it is possible that the species may already be established in deeper offshore waters in Cardigan Bay.

The Slipper Limpet was first reported from Irish waters during 1902 when specimens were observed attached to half-grown American Oysters imported from Essex into Ballinakill Bay (Co Galway). Isolated specimens were subsequently recorded from Carlingford Lough (Co Louth) during 1925, Clew Bay (Co Mayo) during 1934, Kilmakilloge Harbour, Kenmare Bay (Co Kerry) during the late 1950s, Bull Wall, Dublin Bay during the early 1960s, and Fenit, Tralee Bay (Co Kerry) during 1985. Although Slipper Limpets were found attached to half-grown Pacific Oysters (*Magallana gigas*) imported from France into Carlingford Lough and Dungarvan Harbour (Co Waterford) during 1993, the

species does not appear to have become established in any of these areas. However, the first established Irish population was recently confirmed from Belfast Lough during 2009, possibly linked to imports of contaminated Blue Mussels (*Mytilus edulis*) from Britain during 2004.

Slipper Limpets are usually found in relatively shallow inshore and estuarine waters from low water to a depth of c.20 m. Individuals start out life as wandering males before finally settling on hard substrates (e.g. rocks & shells) where they rapidly develop into females measuring up to 60 mm in length. Additional males cling to the settled female, often forming long chains of up to a dozen individuals. The individuals at the centre of these chains are hermaphroditic and gradually become females.

Slipper Limpets can sometimes occur in vast numbers sufficient to alter habitat, change communities, and in some localities form the predominant composition of biomass. During the late 1980s, it was estimated that European waters contained over 1 million tonnes of this unwanted species. Slipper Limpets are a serious pest of wild and farmed shellfish, competing for both substrates and food, and in the process clogging up sediments with large volumes of pseudo-faeces. In some areas, the species has also been shown to have a negative effect on the density of juvenile Black Sole (*Solea solea*) in their inshore nursery grounds. Clearly, every effort should be made to avoid the spread of this invasive gastropod. ●

GET IN TOUCH

■ Declan is always interested in receiving reports about unusual and rarely recorded species in Irish waters. Contact him at: declanquigley2021@gmail.com WhatsApp: 087-645848



Figure 1. MFV Willie Joe (WD74).

Golden Haddock

Golden (*xanthochromic*) Haddock (*Melanogrammus aeglefinus*) captured by the MFV Eblana in the Celtic Sea off SE Ireland

ON 19 JANUARY 2022, the MFV 'Eblana' (D379) [Skipper: Brendan Lynch, Howth] captured an unusual golden or xanthochromic Haddock (*Melanogrammus aeglefinus*) measuring 370 mm total length (350 mm fork length) and weighing 514 g while demersal trawling at a depth of 100 m in the Celtic Sea (ICES VIIg, 31E2; 51.3667oN, 7.1167oW) off SE Ireland (**Fig. 1**). The specimen lacked the characteristic black blotch usually found between the pectoral fin base and the lateral line in normally coloured Haddock (**Fig. 2**). Based on the total weight of haddock captured during the trip (1066 kg), the estimated frequency of this unusual colour aberration was c.1/2074.

Although only 17 xanthochromic haddock have been recorded from Irish waters since the first specimen was captured in Galway Bay during 1896, it is interesting to note that almost 60% of the specimens were reported from ICES Divisions VIIa (Irish Sea) and VIIg (Celtic Sea), 35% from VIIj (SW Cork & Kerry), and only 5% from the west coast (VIIb).

Xanthochromism is thought to be caused by a recessive genetic mutation. The vivid orange-yellow colouration observed in live specimens gradually fades after death and turns completely white during preservation (e.g. freezing), most likely due to oxidation. In some cases these 'white' specimens have been erroneously reported as 'albinos'. ●



Figure 1. Xanthochromic Haddock captured by the MFV Eblana in the Central Irish Sea.



Figure 2. Normally coloured Haddock (top) and xanthochromic Haddock (bottom) captured by the MFV Argonaut IV in the Irish Sea.

Eblana: Photo: Tony Muldoon



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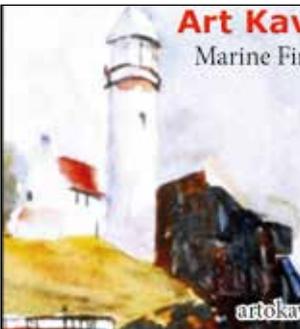
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 Western Isles
Realt Ara in the North Minch.

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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Above: Macduff Shipyards New Builds, 1999

Left: Michael Flannery and Family with former Minister for the Marine Frank Fahey at the launch of the Emerald Dawn.

Below: Roan Carrig, 1997





Fort Aengus.



McDade & Sons, Devon England.



Sunrise & Carraigart - Dunmore East, 1992.

The Skipper Archives May 1972

MAIN HEADLINES:

- MAJOR DEVELOPMENT ANNOUNCED FOR CASTLETOWNBERE.**
 A million pounds to be spent to turn the area into a major port in the south of Ireland.
- HERRING STILL AVAILABLE OFF GALWAY**
 100-200 crans per day landed as the season lasted for a longer period than first expected.
- GREAT OPPORTUNITY IN E.E.C.**
 Membership offers the fishing industry its greatest challenge as it will mean substantial gains for all those directly or indirectly dependent on commercial fisheries.
- FIRST IRISH-MADE WINCH ON MARKET**
 Power Engineering of Monkstown, Co. Dublin has increased output of the "Speedlift" hydraulic unloading winch which already has been fitted to some of the top herring trawlers.

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JOURNAL OF THE FISHING INDUSTRY

No. 100. May, 1972.

100th ISSUE
AN I.C. TRAWL PAYS BEST!

HERRING STILL AVAILABLE OFF GALWAY

HERRING continued to be landed into Co. Galway ports last month in quantities of from about 100 to 200 crans per day. The season has now gone on for a longer period than was first expected, and if the weather was better more vessels would have pushed up the landings.

The Westsea factory at Rosareel, which now has Gaelarras Eirvann participation in its management, has been processing herring landed there. Vessels landing there include Padraig McDonough's *Marita* and Willie Harrington's *Xmas Morn*. At Galway the total up to the beginning of last month was about 17,000 crans, with Tommy Watson's *San Paulin* and Seamus Tully's *Golden Pleece*, both of Killybegs, bringing in the most.

Very bad weather in the Killybegs area disrupted herring fishing there for most of last month.

MAJOR DEVELOPMENT ANNOUNCED FOR CASTLETOWNBERE

Island acquired for sites

A MILLION pounds is to be spent to turn Castletownbere into the major port in the south of Ireland. Last month the Government announced details of its part of the project.

The first step will be to open up the 50-acre Dinah Island (see picture above) for industrial sites by building a causeway across from the mainland. An 800-foot fish quay will also be constructed and the island will also have a repair depot with a 230-ton synchrolift. A fishmeal plant is also to be set up on the island, as well as silting and herring marinating facilities.

Basically, Castletownbere is an ideal centre for a major fishery development. It has a first class fisheries tradition and its fishermen now work into many ports. The harbour has good natural shelter, and a concrete quay of 1,100 feet was built a few years ago to serve the growing fleet. There is also an ice plant.

At the moment the Castletownbere fleet lands fish into Dunmore East, Cobh, and other ports, but with the development completed, it is expected that vessels from other smaller southern ports will operate into Castletownbere.

In 1970 the value of the port's landings came to £228,000; this puts it in fifth place in the top ten in value of landings. However, this does not take into account the landings by Castletownbere trawlers made into Cobh and Dunmore East during the winter herring season.

In fact, it helped Dunmore East and Cobh to achieve top positions among Irish fishing ports in 1970. Killybegs, of course, leads the field at £605,000 followed by Dunmore East at £550,000, next comes Hooth at £304,000, and in fourth place Cobh at £280,000.

Participants will be Allied Irish Banks, Allied Irish Investment Bank and B.I.M.

Attending will be bank managers, and managers of finance companies, representatives of firms associated with fish processing and exporting, and others involved in the commercial aspects of the industry.

Among the topics they will discuss will include the financial requirements of the industry outside the scope of B.I.M.'s Marine Credit Plan. For instance, if a firm already established in, say, food, wished

(Continued in page 9)

Investment Conference arranged

ONE of the basic problems of the industry, the influx of capital on a scale proportional to the development potential, will be the subject of an important conference organised to take place in Castletownbere on May 4th, 5th and 6th.

"Great opportunity in E.E.C."

E.E.C. membership offers the fishing industry its greatest challenge and its greatest opportunity ever, says Brendan O'Kelly, Chairman of B.I.M., in an evocative referendum message.

"It will mean substantial gains for our fishermen and for all those directly or indirectly dependent on commercial fisheries. As B.I.M. pursues its target of a £14m. stake in the national economy by 1974, it is confident that under E.E.C. conditions this figure will multiply severalfold inside the decade.

"Ireland has conserved its national fish stocks, particularly herring and shellfish in coastal waters, while European stocks have been declining. The benefits of the community's marketing system—market support, quality standards, regulation of imports from non-member countries and export subsidies—will help us extend the E.E.C. markets for our fish products. And

(Continued in page 9)

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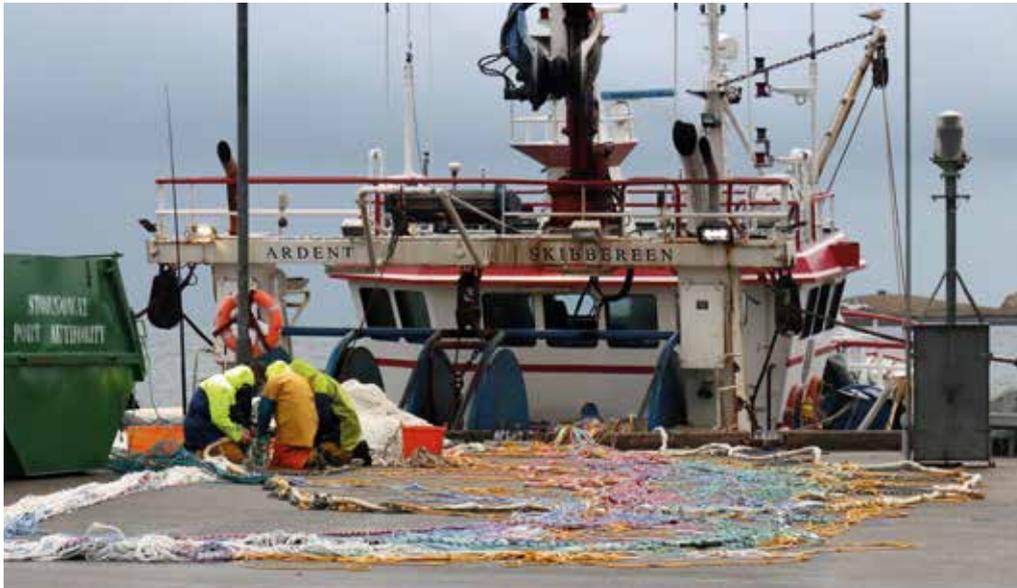
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Ella coming into Killybegs. PHOTO: NATHAN BOYLE



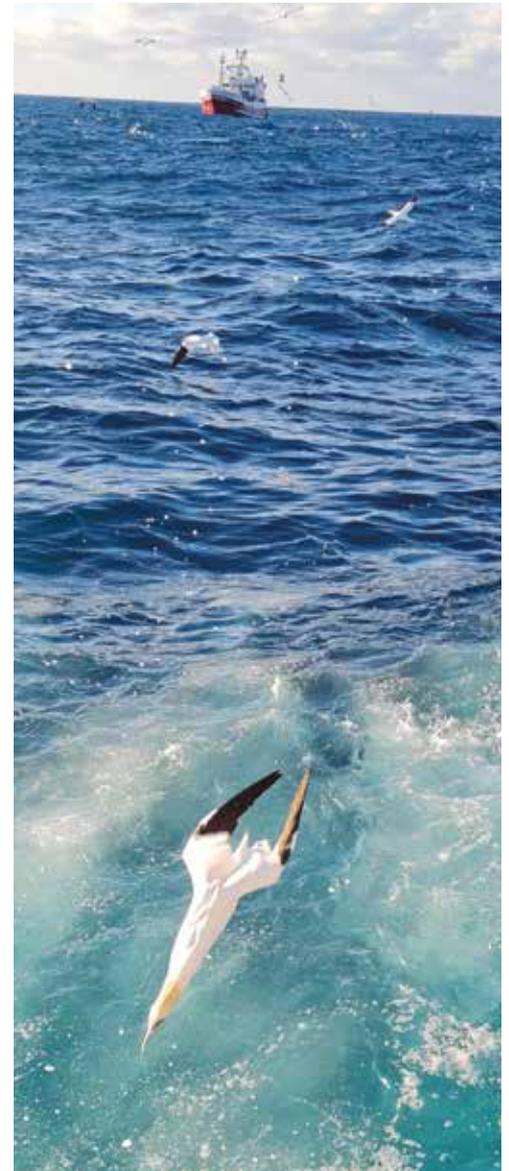
Crew of the Ardent fixing their damaged nets in Stornoway. PHOTO: GORDON MCCRAE



3.5 kilo Berried female lobster caught on Maarten Luther V notched and released. PHOTO: MURTAGH O'MURACHU



Double rainbow at Killybegs. PHOTO: MARK MCCALLAIG



Gannet diving with Menhaden in the distance West of the Skelligs. PHOTO: DONAL HURLEY

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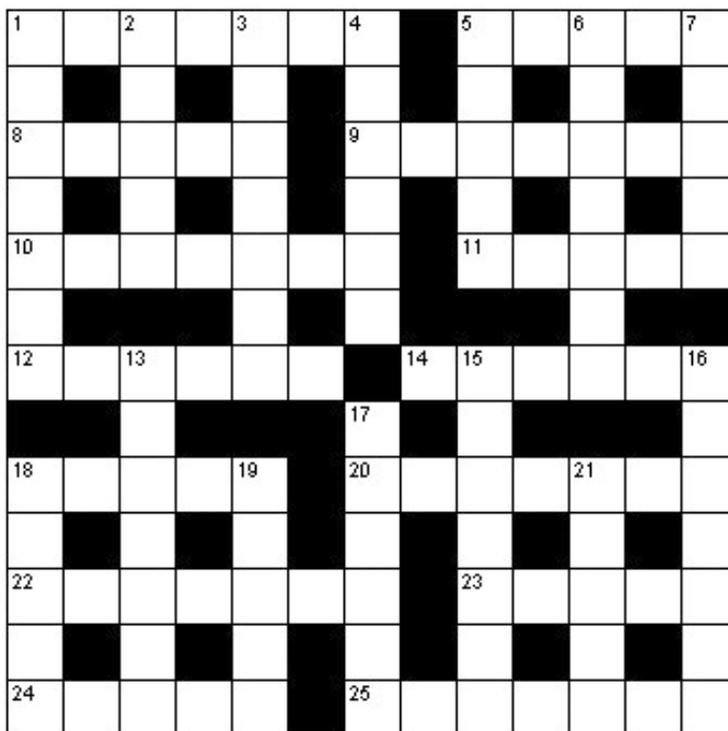
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ACROSS

- 1 Upset, agitate (7)
- 5 Shade of pink (5)
- 8 Wept (5)
- 9 Spoilsport (7)
- 10 Booming bird (7)
- 11 Expertise (5)
- 12 Most recent (6)
- 14 Capital of Greece (6)
- 18 Makes an effort (5)
- 20 Recommended (7)
- 22 Assassinated US president (7)
- 23 Automaton (5)
- 24 Carefree lively outing (5)
- 25 Come down (7)

DOWN

- 1 Measure of noise intensity (7)
- 2 Period of work (5)
- 3 Disrobe (7)
- 4 Two-piece swimsuit (6)
- 5 Accommodation for prisoners (5)
- 6 Exult, make merry (7)
- 7 Steadfast in allegiance (5)
- 13 Paint solvent (7)
- 15 Inns (7)
- 16 Calmed with drugs (7)
- 17 Prohibited (6)
- 18 Cash registers (5)
- 19 Unit of fourteen pounds (5)
- 21 Cavalry sword (5)



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First International Water Sports Expo for Ireland

A celebration of the increased passion and interest in the marine leisure industry



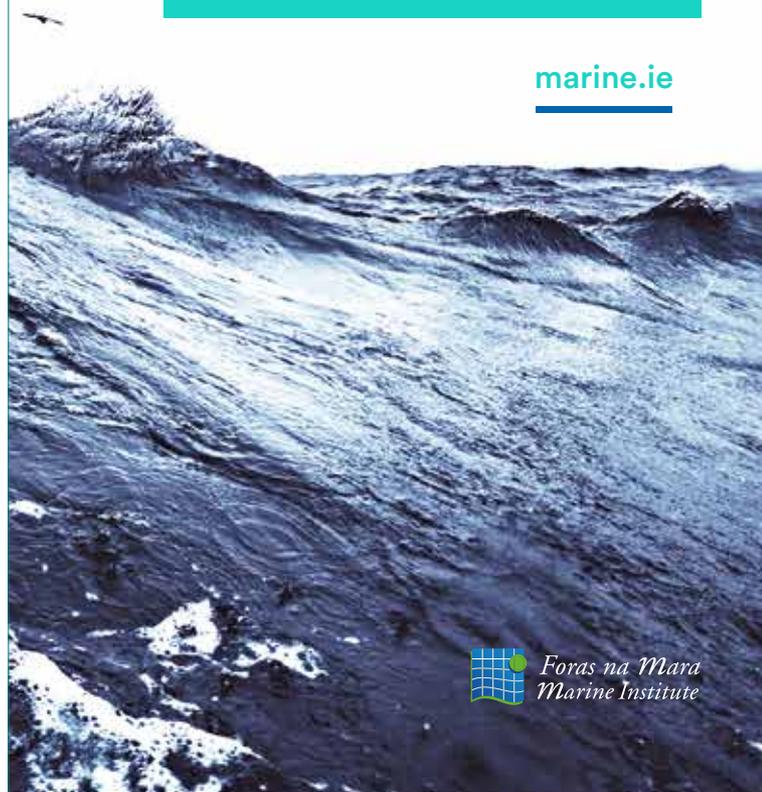
SHOW DATES
March 4-5th
2023

IRELAND'S FIRST EVER INTERNATIONAL WATER SPORTS EXPO has been announced to be held at the EIKON Exhibition Centre, Lisburn on the 4th and 5th of March 2023. *Ireland on the Water Expo* is set to attract up to six thousand visitors over two action packed days demonstrating the scale of the marine sector. From Boating, Angling, Kayaking, Sailing, Surfing and Open Water Swimming, to Scuba Diving and Water Adventure Parks, the show promises to celebrate everything that is great about being out on the water, throughout the island of Ireland.

Our ocean is our greatest national resource

Ár n-aigéan an acmhainn náisiúnta is mó atá againn

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 Foras na Mara
Marine Institute

Hugh Bonner, Chief Executive of Mara Media, the event organiser, explained that due to Covid restrictions the event had to be postponed from this year, but already the interest from exhibitors and visitors for next year has been phenomenal.

"*Ireland on the Water Expo* will be an event for the entire family to enjoy together. Exhibitors will include Flood Marine, MCA Boats, Swim Ireland, Royal Yacht Association to name but a few, and it will be packed full of activities from fun and interactive workshops, to on the water demonstrations and experiences.

"We've hosted successful events for over 10 years now, including the Ireland Angling Show in Dublin, so we honestly believe that the increasing passion and interest in marine leisure over recent years calls for a bigger and better show.

"For those interested in perfecting their techniques or learning about new products, the show will feature talks from a range of experts in all areas of the marine leisure sector, while also giving guests the opportunity to chat to professionals and visit our exhibitor stands.

The event will be held at the purpose built Eikon Exhibition Centre, Lisburn, which is conveniently located beside the main arterial routes to Belfast and Dublin and is now a significant centre for International Events throughout Ireland and the United Kingdom.

Speaking at the launch of the show, **Richard Honeyford**, Chief Operating Officer of the Royal Yacht Association, expressed his delight in the development of a show that showcases all aspects

The new show will be held at the state-of-the-art Eikon Exhibition Centre, Northern Ireland's largest events campus.

of the marine leisure industry under one roof.

"While we have taken part in shows that are tailored towards the sailing market, *Ireland on the Water Expo* offers a fresh and exciting new perspective that ties in all sectors of the water sport industry, and this is something that both exhibitors and visitors have been waiting for.

"We are also thrilled that it will be held at the state-of-the-art Eikon Centre, home to the largest indoor exhibition space in Northern Ireland, which means that exhibitors have the opportunity to think outside the box, design unique stands and bring along some interesting toys for people to try out."

Details on further activities will be announced over the coming months and you can check out our website: www.irelandonthewaterexpo.ie or follow us on social media @Irelandonthewaterexpo for more information.

FOR MORE INFO:

● If you would like to know more about the Expo please contact us at:

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SHOW ORGANISER
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EIKON
Exhibition Centre