

Leading Journal of the Irish & UK Fishing Industries

# The Skipper

MAY 2022 - €3.50/£3.00 Est: 1964



**SCOTTISH  
SKIPPER  
EXPO 2022  
PREVIEW**

## SFPA OUT OF CONTROL?

**Condemned Over Killybegs Weighing Fiasco**

**Russian vessels continue to work off Shetland**

**NEW BUILD**

**Atlantic Dawn Group's MFV 'Lauren'**

**NEW BUILD**

**Parkol's twin rig trawler 'Sparkling Star'**



**Island Seafoods lead the way in sustainability**

**SFF WARNING!**  
**Fishermen may be unfairly treated during the MPA Process**

Benarkle II passing by Whalsay headed towards the fishing grounds.  
PHOTO: IVAN REID





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# The Skipper

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# SFPA Condemned Over Killybegs Weighing Fiasco

**The ongoing row between the Sea Fisheries Protection Authority (SFPA) and industry over pelagic weighing took another turn as The Skipper was going to print. The actions of the SFPA to remove the in-factory weighing permits of two fish processors from Killybegs has elevated the dispute to another level and has been condemned by fishing representatives as nothing short of state harassment.**

**T**HE DECISION TO REMOVE the weigh permits from the same fish processors that were unable to land the blue whiting catches from a Norwegian vessel while still maintaining the fish fit for human consumption has been very well documented on the Skipper website. On both occasions that this occurred the Master of the vessel decided to land the fish into Derry Port at Lisahally and the blue whiting catch was then brought back by road to Killybegs on trucks and tankers.

The SFPA have now decided to remove the in-factory weigh permits from Arctic Fish and Sean Ward Fish Ltd both of Killybegs on the basis that:

**“the SFPA remains of the view that the landing took place outside of Ireland”**

The SFPA further add; **“Therefore, Art 61 (1) cannot be applied following transport from outside of Ireland to a permitted establishment in Ireland”**

## IFPEA RESPONSE

**In response, CEO of IFPEA Mr Brendan Byrne told the Skipper;**

“This is a shocking development on the ongoing weighing debacle, we now witness an Irish control authority imposing a sanction against an Irish fish processor on the basis that Derry Port is not in Ireland, that the special status for Northern Ireland which applies EU rules, regulations and rights in addition to other jurisdictional rights does not apply because Derry is not deemed to be in Ireland. This is despite the fact that EU rules, regulations clearly apply for all matters agricultural, for goods and services and other commercial activities on an all-Ireland basis.

“this is an extraordinary blunder on the part of the SFPA after Ireland negotiating a special status for Northern Ireland through the Brexit talks providing for EU rules to apply to Ireland equally but, in this instance, we have an authority of the state making an assertion that the protocol is not worth the paper it is written on”.

The SFPA by their actions have effectively created a hard border on the island of Ireland, while our Government are standing idly by. The final irony, at the time the SFPA are revoking permits on fish processors, the fish processing companies are competing at the Barcelona EXPO with other coastal states for markets sales for the coming year – but, that in itself epitomises the challenges faced by our fish processors at home and on the broader international markets.

“No other EU country is being forced to adopt such an unworkable regime, so Ireland’s fishing industry is now being put at a huge competitive disadvantage. The Irish Sea Fishery Protection Authority (SFPA) are imposing the new weighing system, despite a High Court ruling that authorities should introduce an alternative system. We call on the Government to halt the new regime immediately and implement the High Court ruling.”

## IFPO RESPONSE

**Aodh O Donnell CEO of the Irish Fish Producers Organisation** said the weighing debacle must be addressed urgently “or displacement of supply could result in the loss of up to €40 Million annually.

The current scheme presents a severe challenge for Irish ports, striving to attract landings for Irish seafood processors. Already vessels have clearly stated that they are not prepared to land their fish in Killybegs, due to the unreasonable and unworkable weighing obligations imposed upon them.”

Mr O Donnell says it’s also damaging to the reputation of quality Irish seafood and is losing business for our seafood exporters

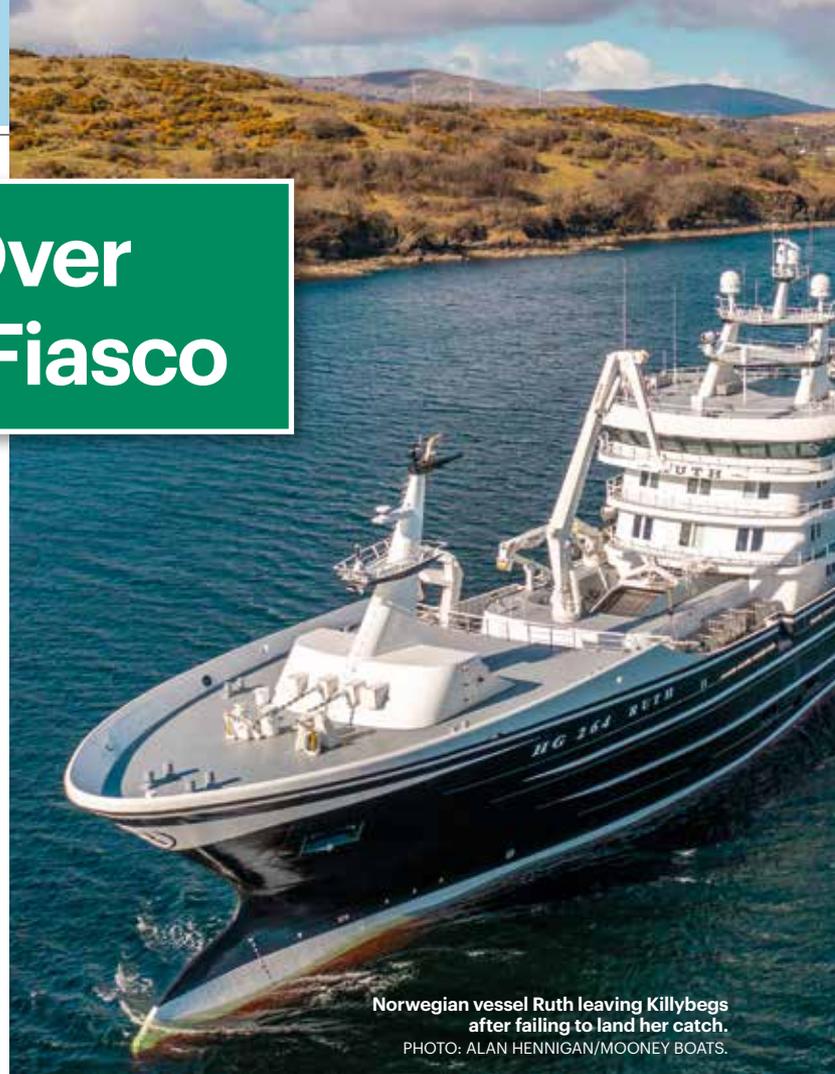
“Ironically, Irish Seafood Processors were exhibiting at a Bord Bia 3-day International Seafood Show in Barcelona the same week as the SFPA were trying to shut us down.

International customers will be uneasy if there is a possibility of Irish fish quality being compromised by dewatering procedures or undue delays in the freezing of fish after catching.”

In another recent incident pierside, Brendan Byrne of the IFPEA says the new state of the art fishing vessel, ‘MFV Lauren’ returned after her maiden voyage to her home port of Killybegs. “

The Master and crew were extremely proud of this first landing of over 1,000 tonnes of high-quality Blue Whiting. Upon arrival at port, this landing was subjected to a ‘full monitor’ or control weighing by the SFPA.”

“The SFPA unilaterally introduced a controversial change to fish weighing procedures on March 7th. Before then you could utilise an SFPA approved pier-side weighing system. However, under the new regime, the options presented to the Master to ‘control weigh’ this landing of whiting were limited. This resulted in an outcome which rendered the fish unsuitable for food products.”



Norwegian vessel Ruth leaving Killybegs after failing to land her catch.  
PHOTO: ALAN HENNIGAN/MOONEY BOATS.

Follow this story online at  
[www.theskipper.ie](http://www.theskipper.ie)

## KPO RESPONSE

### KFO lodges complaint against European Commission with Ombudsman

The Killybegs Fishermen's Organisation (KFO) has confirmed that it has lodged a formal complaint with European Ombudsman, Emily O'Reilly against the Commission for its failure to grant access to a 2018 control audit report and a subsequent administrative inquiry which allegedly make a range of damaging allegations against the sector.

CEO, Seán O'Donoghue said the Commission has denied the industry sight of the report's findings for almost four years now which contravenes its own 'access regulations'. More importantly if published and industry was given a chance to defend itself, the wholly farcical, unjustified and unnecessary conflict on the pier since March 7th could have been avoided.

"What has happened in Killybegs of late shouldn't have happened, in light of a High Court judgement handed down on June 4th of last year. Back then, Justice Garrett Simons stated clearly that the Sea-Fisheries Protection Authority had acted outside its legal powers by continuing to withhold approval for the pier-side weighing facility at Killybegs Port by reference to the "ownership" concerns raised by the European Commission. The judgement stated: 'there is no legal basis for these concerns and the Sea-Fisheries Protection Authority has not sought to argue otherwise.' The interim control plan agreed by the Minister and SFPA with the Commission in late December 2021 has still the offending clause in terms of ownership which the High Court found was ultra vires.

"The scales, which we installed in good faith at a direct cost of almost €500,000 and approved by SPFA as well as certified by the NSAI, should have been used to weigh the catch on the Danish and Norwegian vessels, preventing the ridiculous and ultimately costly situation which duly prevailed.

"However the now infamous report of 2018 ties everything together and is at the root of the debacle since we've only learned anecdotally that it found Ireland lacked a weighing system fit for purpose and the SFPA was deficient in its control functions. The removal of the weighing permits in the factories last April was, according to the Commission, based on the findings of these reports and should have been challenged by both the Minister and the SFPA. The KFO requested both parties to do so but to no avail."

"I'm formally calling on our Minister and the SFPA to do right by the fishing industry and stand up for our rights here and abide by the High Court judgement. It's never too late to admit to a mistake – albeit a grave one. By putting this issue on the table of the European Ombudsman, it's our hope that the issue will be dealt with in a swift, fair and transparent manner."

"The old adage 'innocent until proven guilty' is being applied in reverse here. It's high time for the Commission to play fair with Irish fishermen and give our much-maligned industry a chance to defend itself in order to work together to ensure fairness, sustainability, transparency and a seascape which gives those employed therein an opportunity to make a viable living in a post-Brexit world. This Kafkaesque charade in which we find ourselves, belies the very Charter of Fundamental Rights of the European Union which states clearly that the presumption of innocence should be respected. Unfortunately the experience of Irish fishermen has been a very different one," stated Mr O'Donoghue. ●



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# Fishermen may be unfairly treated during The MPA Process

“Full support” and “buy-in” from the fishing community is “essential”

By Lorna Siggins

**A “good and effective” marine protected area (MPA) is one which would “champion fishermen who responsibly harvest”, according to an independent review of contributions to a Government public consultation.**

“Community management” of MPAs was also considered to be important, and respondents felt the designated areas should support socio-economic activity, including “responsible” fishing, the review found.

“Full support” and “buy-in” from the fishing community is “essential”, according to respondents in the public participation which was conducted last year by the Department of Housing, Local Government and Heritage – currently responsible for marine planning.

The Programme for Government aims to expand MPAs from around two per cent to 30 per cent of Irish waters by 2030.

An MPA advisory group

published a report for the department in October 2020, entitled “Expanding Ireland’s Marine Protected Area Network”.

After public consultation on that report – held by the department between February 17th and July 30th 2021 – the independent review was then commissioned from the consultancy, RPS Group.

Some 2,311 submissions to the public consultation were analysed for the review by RPS Group’s project communications unit. A breakdown of the total shows that 1,431 were written, and 880 were submissions to a focused survey.

The unit noted the majority of submissions were from the environment/climate sector, followed by education, health, fishing and information technology (IT) sectors.

Over 880 representations came from members of the public that “featured the entirety or part of a template submission made available by the Irish Wildlife Trust”, the review notes.



Some 113 responses were received from respondents who affiliated themselves with a group or organisation through the online questionnaire, it says.

Approximately 60 submissions were received via email from representative groups and organisations including statutory bodies, non-governmental organisations (NGOs), community and voluntary groups, research groups, and representatives of the fishing industry – including producer organisations

and the inshore fishing sector.

It notes a petition was received from members of the inshore fishing community, with nine signed copies of the petition received.

Submissions were received from a “diverse cross-section of the public, from schoolchildren to pensioners”, and this includes 473 individual submissions emailed or posted by members of the public.

Six submissions were received from elected representatives at local and national level. Of the

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submissions received via the online survey, two were received in Irish and four additional submissions were received in Irish via post and email.

Summary of feedback on what a “good and effective MPA” was defined as the need to involve those “have invested in the sector, are dependent on the sea for their livelihood and culture for example”, and “the need for their inclusion in the MPA process”.

It said that specific responses relating to fisheries considered that an MPA should be clearly defined, based on sound scientific evidence, and that designation with full support and buy-in from the fishing community “is essential”.

It noted that “general consideration for co-existence” included provisions for continued controlled fishing contributing to the protection of stocks, to enable recovery and regeneration of stocks and biodiversity.

There was a view that “those who operate in an environmentally friendly way should be used as a model for how it should be done, rather than excluded from MPAs, and that a good and effective MPA is one which would ‘champion fishermen who responsibly harvest’”.

The review says that some respondents felt that “fishermen with their local knowledge should be the ones to draw up MPAs”.

“Others identified a role for fishermen as paid custodians of MPAs and the potential for the retraining of fishermen in other skills to diversify economic activities and reduce dependence on fishing,” it says.

“The potential to establish MPAs on sites where there is no or limited fishing activity to avoid displacement was identified, with some submissions suggesting that there should be no fishing allowed in MPAs,” it notes.

It says submissions identified that the fisheries sector is “one of the most important stakeholders in the MPA expansion process, and that their role is central to the successful implementation and management of MPAs”.

Responses highlighted the dependency of coastal communities and stakeholders on the fisheries sector, and the “valid fears of fishermen”.

It says the variety of responses summarised “potential conflicts facing the MPA designation process”.

It says that many submissions called for the complete cessation of bottom trawling and dredging for shellfish in MPAs, with others calling for MPAs to be ‘no-take’ zones.

It says that a large number of submissions “reference the banning of what they referred to as ‘industrial fishing’ in MPAs, while others called for strict management guidelines for fishermen and increased resources for the removal of fishing waste including nets”.

It says that concern was expressed that members of the fishing community are being “unfairly blamed for the condition of the marine environment and water quality, and that as a result they may be unfairly treated during the MPA process”, while “others felt that it was no longer tenable to support the rights of fishermen over the environment”.

Concern was expressed in submissions over potential closure of fishing grounds that would affect the industry, particularly smaller vessels in inshore area.

“It was also hoped that the potential impact of closures would be felt in the short-term and have longer term benefits from ‘spill-over effects’,” it says.

**R**epresentation from the Department of Agriculture, Food and Marine noted that “the spill-over effect in temperate Irish waters might only be moderate and that it would be difficult to provide the evidence basis without further research in the Irish context”.

Responses also suggested “time-bound fishing closures, which could be enforced during key spawning events to help safeguard the fishing industry by enabling the recovery of stocks into the longer-term”.

This approach could ultimately allow for increased quotas when stock recoveries were evident, it was suggested.

The review says representation from inshore fishermen noted the need for MPAs to be evidence and assessment based, with concern raised that designations may be based on “popular opinion”, rather than on scientific evidence.

A submission from the Marine Institute noted the need for “improved data on the spatio-temporal distribution of many fish stocks and species” as well as “robust scientific data to evaluate the state of fish stocks”.

A number of submissions noted the opportunities for co-existence of commercial fisheries and MPAs.

The review says these submissions recognised current high fishing pressures but also the potential for, “long term, sustainable commercial fisheries” and for smaller scale fisheries to be protected as an ecosystem service.

Some submissions made

technical proposals for fisheries management measures such as increased mesh sizes, management guidelines for activities in MPAs, and promotion and protection of smaller scale and artisan commercial fisheries.

A submission noted the potential for “retraining and repurposing of some fishing vessels and personnel to marine tourism” as a way of diversifying employment.

A number of regulatory issues were identified including ensuring that “alignment between implementing the Common Fisheries Policy (CFP) in our marine area and environmental protection within the MPAs” are compatible and agreed by relevant stakeholders.

It was recognised that the designation of MPAs and / or fisheries management will not only affect Irish flagged fishing vessels, but also other European and third-country vessels operating in Irish waters and that “the legislative consequence of this needs to be considered”.

“Other submissions sought more robust conservation legislation and criticised the management of currently protected areas, citing the current lack of management plans in special areas of conservation and special protection areas,” it says.

The review found that respondents were concerned that fisheries management in MPAs may potentially have an imbalanced geographic impact on coastal communities.

Concerns around the impact of offshore renewable energy development were raised, including the concerns of the fishing community about “spatial competition” due to location of wind farms and MPAs in areas that would otherwise be available for fishing.

Responses also stated that “in

the interests of island economies, the designation of MPAs must not impede progress of wave and wind energy”.

Respondents communicated a “fear” in the fisheries sector that “they are and will continue to be sacrificed to other interests (...) with little consultation or assistance to adjust”.

The review says submissions noted that a “good and effective MPA should have ‘blue justice’ at its core where the needs and values of coastal communities and peoples are considered”.

Other submissions called for a “Just Transition” to balance potential negative impacts on coastal communities. This was supported by the submission from An Taisce which noted the need for “financial support to communities”.

Submissions suggested that the Government should make greater use of EU funding supports such as the European Maritime Fisheries and Aquaculture Fund as part of the MPA process in support of coastal communities.

Overall, the “vast majority” of respondents supported the Government’s plans for expansion, according to the independent review.

Some 93 per cent of respondents also support inclusion of existing conservation sites into the national MPA network

The review has been welcomed by Minister for Housing Darragh O’Brien and his junior minister Malcolm Noonan. They have said it will “inform development of new legislation on the identification, designation and management of MPAs”. ●

The full report can be found at <https://www.gov.ie/en/publication/4acec-independent-analysis-and-report-on-marine-protected-area-mpa-public-consultation-submissions/>

Advertisement for Mermaid Marine, featuring logos for YC Diesel, JCB, AGICO Power, and Kohler Engines. The ad shows a red fishing boat on the water and includes the text: "Mermaid Marine - one of the world's leading providers of marine propulsion packages from 11hp to 1600hp". Contact information: 01202 677776 | mermaid-marine.co.uk.



## EXHIBITOR TESTIMONIALS

### Peter Jones – Crown Marine Seats

Any fears concerning the move from Galway had disappeared within a couple of hours of the show opening. We had a steady stream of old and new faces on our stand. The set-up and break down procedure were also very well managed by the venue staff. An excellent show all round.

### Roger Betts – Union Chandlery Ltd

Fantastic show, great to be back, really well laid out and great to see everyone under one roof. Book me in for next year 2023.

### Brian Hegarty – ESB

Really enjoyed the event. Well done to The Skipper team on all the organising. Everything appeared very seamless. Big thanks to Sharon!

### Jonathan Tyson – Tyson's Ships Riggers Ltd

The Irish Skipper Expo in Limerick was a great success. After three years of covid, it was great to catch up face to face with all our customers old and new, we received lots of orders and positive enquiries, and it was nice to see new customers coming to the show as well as all our existing customers. All in all a very good show. See you in Limerick next year.

### David Ash – Mantsbrite Marine Electronics

Great to be back after three years and catch up with friends and customers, new and old. Good results and well worth the effort.

### Mike Ruane – Ruane Maritime

Ruane Maritime's experience as an exhibitor was great. We were happy with quality visitors to our stand with enquiries, interactions and networking opportunities.

## Reflecting the Right Tide

Irish Skipper Expo to take place on the **24th & 25th Feb 2023**

**T**HE RETURN OF THE IRISH SKIPPER EXPO was welcomed in the industry with open arms this year, with exhibitors and visitors thrilled to have the opportunity to get back to face-to-face interactions once again.

The new spacious venue in UL Sports Arena, allowed for visitors to move from stand to stand at their ease, with exhibitors noting that they had a greater opportunity to interact with people as a result.

George McCormick from GEMS Ltd said, "As a business venue, UL Arena was way ahead in my view. I was speaking to one visitor who said that if we had that crowd in Galway we wouldn't have been able to move. An exhibition should be in one big room and not small, disjointed rooms. You all done great to get it over the line. I am looking forward to next year already."

While the event marked a hopeful return to normality, the lingering effects of Covid 19, which had experienced a huge surge in cases leading up to the event, undoubtedly made its mark on the attendance – a factor which will hopefully be in the shadows as we look into the future. Those who visited the event were impressed with the quality of the stands and the new venue, with inshore fisherman Sean Carty from Donegal stating, "It was a great show with something

for everyone. I enjoyed meeting people I hadn't seen in a long while and made useful connections for the future."

With many exhibitors and visitors citing influences such as tides, good weather and the pandemic as having impacted on the event, Mara Media have reviewed all feedback from the industry, and with the tides in mind, Friday 24th and Saturday 25th February 2023 promises to provide the perfect opportunity for everyone to attend. We are also delighted to announce the return of the popular Show Reception on the Friday evening, bringing exhibitors and guests together in a social setting to enjoy a seafood reception and live music in the Limurry Lodge Hotel. With many exhibitors and visitors expressing that they missed the event this year, we look forward to organising the complimentary evening once again as a celebration of the Irish Fishing Industry.

The Irish Skipper Expo continues to uphold the ethos of 'Your industry. Your show', therefore we intend to use your feedback to make the 2023 show bigger and better than ever before.

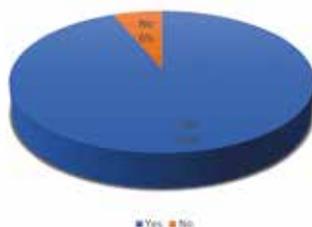
**Irish Skipper Expo 2023 will take place on Friday 24th February from 10-6pm and Saturday 25th from 10-4pm.**

## VISITOR TESTIMONIALS

**Maxine Crozier – Down**  
"The Skipper Expo this year I thought was really well organised with a good layout and plenty of stands, the Arena was a good venue."

**Keelan Harte – Sligo**  
"Well-spaced out as exhibitors had bigger stands and people were spread out more than any other shows."

Do you intend to visit next year's show?



**Robert McCabe – Mayo**  
"Much more than a show. Great access to multiple suppliers and agencies with expert advice and products on hand."

**Niall Connolly – Louth**  
"Good show. Good venue. Show cased our industry in a good Professional manner."

**Ben McDonagh – Galway**  
"Enjoyed it, but it was different and bigger than when it used to be held in Galway."

**Luke Aston – Clare**  
"Enjoyed the show a lot. Great to be able to meet people after two years of just talking to them on the phone. Great show with all the information you could want."



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# Scottish fishing faces being squeezed out of existence by Wind Energy & MPAs – Warns SFF



By Elspeth Macdonald  
Chief Executive,  
Scottish Fishermen's Federation



**AS WE LOOK FORWARD to the first physical gathering in three years of representatives from across the Scottish fishing industry at the Scottish Skipper Expo in the P&J Live Exhibition Arena in Aberdeen, it is worth reflecting on how much our focus has changed since the last event of its kind.**

Back in 2019, Brexit was all-consuming. Now, with the dreadful deal that was agreed receding in the rear-view mirror and industry having to live with its consequences, our attention has turned to the looming spatial squeeze on our fishing grounds caused by the proliferation of colossal offshore wind farm developments and a huge expansion in the number of areas earmarked for marine conservation. These pose a genuine threat to the viability of an industry that, as I will show, is evidently part of the solution to combating climate change, not an obstacle as our misguided critics contend.

Three years ago, the efforts of the SFF and many others in the industry were dedicated to putting pressure on the UK and Scottish governments to achieve the best possible arrangements for the industry outside the widely detested *Common Fisheries Policy* (CFP).

Armed with scientific and legal advice in support of our arguments for the UK to take full control of access to its own waters, plus research that showed UK fishing vessels caught less than half of the fish landed from UK waters while our legitimate share based on zonal attachment should have been very much higher, we succeeded in gaining support from government as well as public backing.

However, while the final outcome of the negotiations did ensure the UK became an independent coastal state with the power to negotiate international fishing agreements and manage the fisheries in its own exclusive economic zone (EEZ), the deal negotiated by the UK Government condemned our industry to largely unchanged access on the part of EU vessels until 2026. While in theory that will allow the UK to renegotiate the access rights of EU vessels in four years' time, the EU-UK Trade and Co-operation Agreement (TCA) proposes a series of penalties that will make such a renegotiation politically very challenging to achieve for the UK government of the day.

To that end, the Scottish industry will continue making the case for a much better outcome after 2026 than we have had during the "Adjustment Period".

## FISHING SECTOR IGNORED

Following the Scottish parliamentary elections of May 2021, the SNP and the Scottish Greens together signed a coalition agreement – the Bute House Agreement – which actively promotes restrictive measures that will have a severely detrimental impact on our industry's ability to produce climate-smart food.

Astonishingly, the section of the policy co-operation document dealing with fishing makes not a single reference to it being part of Scotland's food production – indeed part of our national food security. There is nothing in the agreement that recognises or seems to value what our sector is doing, or sets out any support for it.

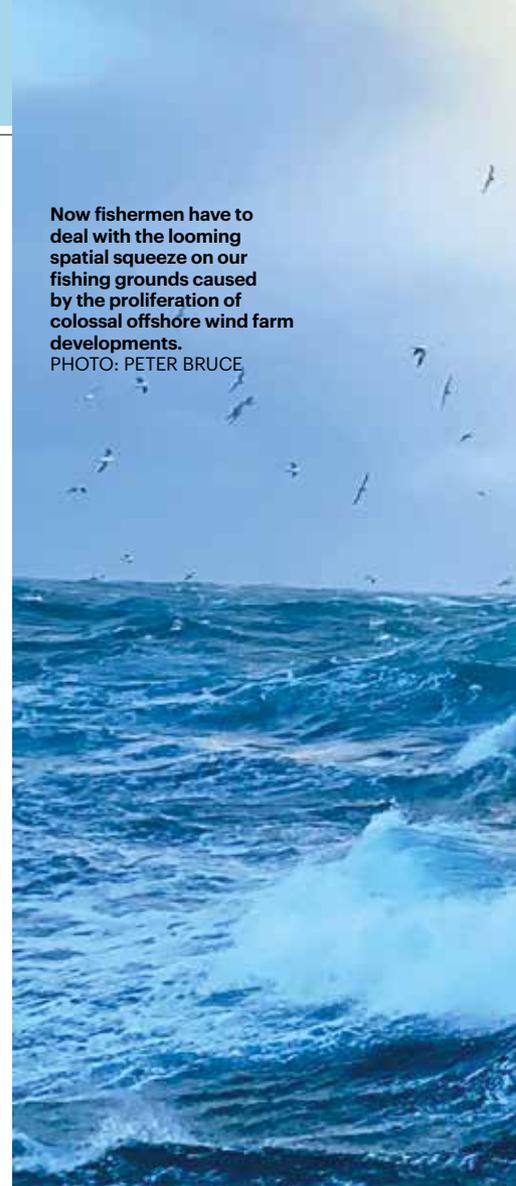
Our greatest concerns relate to the increasing spatial squeeze, particularly from offshore wind and *Highly Protected Marine Areas* (HPMAs) in which fishing will be banned, alongside measures to constrain fishing effort inshore. The SFF in conjunction with other fisheries organisations has commissioned a major piece of research to quantify the cumulative impact of these and other measures, which we will publish shortly. But it is already very clear that it will be substantial.

Crown Estate Scotland announced in January this year a total of 17 new offshore wind projects in the ScotWind leasing round covering 7,000km<sup>2</sup>.

While it is widely accepted that more offshore renewables will be required for Scotland to meet its net zero target by 2045, this is a vast area, with projects designed to generate two-and-a-half times more power than the Scottish Government's own plan intended, over a far greater area of seabed than industry had been told leases would be given for. The majority of the successful projects are for floating turbines, which create even greater spatial and co-existence problems for fishing than fixed turbines do.

The SFF has always sought to engage constructively with offshore developers, and will continue to do so. However, it needs to be recognised at the highest levels within the renewables industry and by both the Scottish and UK governments that catching fish is already an industry that produces nutritious, high-protein food with an extremely low carbon footprint. Fishing also supports many jobs and businesses ashore and is vital to Scotland's coastal communities. In the rush to energy transition, it is vital that our

Now fishermen have to deal with the looming spatial squeeze on our fishing grounds caused by the proliferation of colossal offshore wind farm developments.  
PHOTO: PETER BRUCE



industry's voice is properly heard and that the fleet's access to Scotland's productive fishing grounds is protected.

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

Some 37 per cent of Scotland's seas are already designated as Marine Protected Areas. The spatial squeeze is exacerbated by the Scottish Government's introduction through the Bute House Agreement of an arbitrary target to designate at least 10 per cent of our seas as HPMAs by 2026. As no activity will be permitted in these areas, the squeeze will get ever tighter.

## LOWER CARBON FOOTPRINT

Food is fundamental to human existence, and wild-caught seafood is universally recognised as contributing significantly to healthy living.

In fact, official government advice is for people to eat at least two portions of fish per week, one of them oily, and the Scottish Government has a dietary goal of increasing fish consumption among the population.

The Scottish fishing industry has a lower



carbon footprint than most other forms of food production, such as meat and even many vegetables.

And yet environmental campaigners continue to chastise skippers, crews and coastal communities for their perceived lack of progress on climate change.

Certainly, like all sectors, we can do more, but it is important to put the industry's activities into perspective and challenge the allegations being made, some of which are frankly ludicrous.

Most recently, the *Marine Conservation Society* (MCS) published its latest so-called *Good Fish Guide*, which urged consumers to boycott North Sea cod and North Sea and West of Scotland monkfish.

MCS has never hidden its dislike of mobile fishing activities such as trawling, so its ratings do not come as a surprise to fishermen. They are what we have come to expect from an organisation that would prefer that wild capture fishing did not exist, and campaigns endlessly to halt what is a legitimate and highly regulated means of food production. Simply put, its ratings are not an objective assessment of the facts.

Through dialogue the SFF has tried to gain a better understanding of the methodology that MCS uses to generate its ratings, but MCS has resisted requests from the catching sector to observe the process. If it is robust and would stand up to scrutiny, then why is it not open to challenge?

The MCS ratings are based on information cherry-picked to suit its narrative. On monkfish, our industry fishes in line with ICES advice which already has a precautionary filter as it is classed as a data limited stock. The MCS

**“The accusation of over-fishing is often levelled at our industry, but Scottish fish stocks are well managed. There has been a steady upwards trend in sustainable fishing over the last 30 years by an industry committed to this for the long term.”**

rating is based on a tiny snap-shot from a much longer time series of data, showing that the monkfish stock is only fractionally below the long-term average and that action is being taken to improve the science and data that is needed for better understanding.

The accusation of over-fishing is often levelled at our industry, but Scottish fish stocks are well managed. There has been a steady upwards trend in sustainable fishing over the last 30 years by an industry committed to this for the long term. Yes, there is more to do, but to demonise our industry and provide misleading information to the public is both unfair and unwarranted. Through its actions, MCS risks driving consumers towards foods that have a much greater environmental impact.

The carbon footprint of wild caught seafood compares extremely favourably with other forms of protein, and of course there will be more we can do to reduce emissions further as technology and innovation in the wider maritime sector become available to our sector. The current level of our emissions is tiny compared to households, the energy sector and road transportation. There are quite

literally much bigger fish to fry.

But there is a more important point here, of the ‘careful what you wish for’ variety. If you halt fishing, as many greens seem intent on doing, people will have to eat something other than seafood. Protein equivalents such as chicken, pork and beef have much higher carbon footprints than wild-caught seafood.

Are environmental NGOs seriously suggesting displacement towards food production that has a much greater environmental impact than fishing?

As the marine biologist Professor Ray Hilborn states: “In general, eating fish that are sustainably harvested from the sea has a lower environmental impact than the alternatives of livestock or even a vegetarian diet. Therefore, well-meaning ‘precautionary’ reductions in fishing pressure will have inevitable consequences that lost protein from the ocean will need to be replaced by protein from the land. If not, famine follows.”

There are many who seek to attack us and what we do, so we must continue to put the record straight and make the case for fishing, using facts and dispelling myths. Our industry has experienced very turbulent times since the 2019 Expo. Most recently, that turbulence has been caused by the dreadful war in Ukraine. While the impacts felt here are small in comparison, they show how events so far from home can destabilise what we previously took for granted.

We hear much of the importance of ensuring our future energy security, but we must also

ensure our future food security. Our industry is unique in producing food from naturally occurring renewable sources, without using resource intensive inputs like chemicals and fertilisers. We are a key part of the UK's national food security, as well as being woven into the fabric of our coastal communities. As our seas become ever more crowded and the nay-sayers try to harm us, we will continue to make the case for this proud industry and what it produces – healthy, climate-smart and low-impact food that sustains us. Sustainability is more than just a watchword for the fishing industry – it is our way of life. ●



# McConalogue announces approval of €32.7m Brexit investment in Public Marine Infrastructure

Following on from the announcement of a scheme to provide up to €35m to local authorities to rejuvenate Ireland's public marine infrastructure, Minister Charlie McConalogue T.D. announced the approval of €32.7m in funding for 110 projects around the Irish coast (see table) which will fund projects worth over €40m in total. The scheme is proposed for funding under the EU Brexit Adjustment Reserve.

The Brexit Adjustment: Local Authority Marine Infrastructure Scheme 2022-2023					
Local Authority	Location/project	Description of Project	Total Project Cost	Funding approved	
CLARE COUNTY COUNCIL	Doonmore Pier - Phase 3	Extension of pontoon	€61,000	€51,850	
	Liscannor Pier	Provision of a crane on the pier.	€65,743	€55,882	
	Shannon Estuary Visitor Mooring Buoy & AtoN Navigation Buoy upgrade project	11 Visitor Mooring Buoys & 1 AtoN Navigation Buoy.	€33,375	€28,369	
	Cappagh Pier & Sea Wall - protection works and bollards.	Repairs to pier and replace mooring rings and bollards.	€62,170	€52,845	
	Knock Pier	Repair works to pier and slipway	€41,000	€36,550	
	Labasheeda Quay redevelopment proposal	Safety Improvement Works and provisions of safety and welfare facilities	€65,300	€55,505	
	Killadyart Pier & Slip - Surface upgrade works	Surface upgrade works on pier and road to slip.	€25,000	€21,250	
	<b>CLARE TOTAL</b>		<b>€355,548</b>	<b>€302,250</b>	
	CORK COUNTY COUNCIL	Ballycotton Dredging	Dredging works of Ballycotton harbour.	€1,572,511	€1,415,260
		Courtmasherry Dredging	Dredging works adjacent to Courtmasherry Pier.	€650,000	€552,500
Fishermans Pontoon		Replace pontoon and upgrade of lighting and electrical infrastructure	€1,434,991	€1,291,492	
Ballycotton Sea Wall		Sea wall repairs, Access gates to be installed, Additional signage.	€347,302	€295,207	
Baltimore		Safety improvement works	€200,000	€170,000	
Laheeratanally Pier		Repair works and connecting to water supply	€238,345	€202,593	
Pallas Pier		Safety Improvement works	€84,534	€71,854	
Turk Head		Remedial work to existing pier deck.	€96,975	€82,429	
Green Quay Youghal		Safety Improvement Works	€115,846	€98,469	
Kinsale Slips phase 2		Slip improvement to various slips.	€210,887	€179,254	
DUN LAOGHAIRE / RATHDOWN COUNTY COUNCIL	Glengarriff Dredging	Dredging works.	€250,000	€212,500	
	Cunnamore Pier	To provide a managed storage area for fishermen, install toe-rails, hand railing, line marking, signage and a new ferry shelter	€106,597	€90,607	
	Glandore Pier	Safety Improvement works.	€99,396	€84,487	
	Heir Island Pier	Repair to existing slipway & new concrete section at toe, install new section of toe-rail, line marking and replace ferry shelter.	€80,478	€68,406	
	<b>CORK TOTAL</b>		<b>€5,487,842</b>	<b>€4,815,058</b>	
	DUN LAOGHAIRE / RATHDOWN COUNTY COUNCIL	Berth 2 Fender Replacement	Remove the 3 current fender piles and install 7 stronger fender piles.	€726,000	
		Ice Plant Demolition	Demolish building.	€125,000	€1,348,139
		Berth 3 Fender Replacement	Installation of an appropriate Fender System.	€800,000	
		East Pier Revetment Repair	Repair work on the wider revetment area.	€2,000,000	€1,744,650
		<b>DLR TOTAL</b>		<b>€3,651,000</b>	<b>€3,092,789</b>
DONEGAL COUNTY COUNCIL	Greencastle Breakwater	Construction of breakwater	€9,880,590	€8,892,531	
	Rathmullan Pier	Refurnish access to viaduct	€3,500,000	€3,150,000	
	Burtonport Leading Lights Upgrade	Replace leading lights	€50,000	€42,500	
	Lenane Pier Boat Yard	Upgrade of existing boat yard	€200,000	€170,000	
	Mevagh Fannys Bay Pontoons	Installation of new pontoons	€200,000	€170,000	
	Port Inver Slipway	Construction of new slipway	€300,000	€255,000	
	Binwee	Upgrade works of pier	€65,000	€55,250	
	Inishbofin Crane and Improvement Works	Provision of hydraulic crane	€100,000	€85,000	
	Cladnageragh	Development of area between slipway and shore	€100,000	€85,000	
	Portaleen Quay Wall Refurbishment	Reconstruct existing quay wall.	€550,000	€467,500	
	Rosbeg Leading Lights	Upgrade leading lights	€20,000	€17,000	
	Ballyshannon Pontoons	Installation of new pontoons	€200,000	€170,000	
	Ballyness Pier Refurbishment	Refurbish the stonework that forms the quay walls, steps and pier wall.	€50,000	€42,500	
	Maghera Pier Refurbishment	Resurface the slipway and pier deck, provide new railings, ladders, safety signage, electricity and water.	€60,000	€51,000	
	Burtonport Quay Wall	Construction of a new sheet piled quay wall along the line of the existing quay wall.	€950,000	€807,500	
<b>Donegal Total</b>		<b>€16,225,590</b>	<b>€14,460,781</b>		
FINGAL COUNTY COUNCIL	Skerries Harbour Sheet Pile Repair	Installation of a concrete filled plate to cover repairs from below bed level	€420,000	€357,000	
	Balbriggan Harbour	Improvement works.	€340,000	€289,000	
<b>FINGAL TOTAL</b>		<b>€760,000</b>	<b>€646,000</b>		
GALWAY COUNTY COUNCIL	Inishbofin harbour	Remedial works to harbour	€90,000	€76,500	
	Cleggan	Repair of PALFINGER crane	€40,000	€34,000	
	Blackweir	Repair to section of failed wall	€80,000	€68,000	
	Spiddal	Repairs to storm wall	€37,000	€31,450	
	Inver	Installation of handrails / guardrails, warning signage, ringbuoys, toe rails .	€22,000	€18,700	
	Loughaun Beg	Replace handrails and installation of toe rails	€12,500	€10,625	
	Aircin	Repair slipway, installation of ringbuoys, Replace damaged handrails and gate	€37,000	€31,450	
	Sconnas	Repair pier wall / retaining wall, Installation of warning signage, guardrails / handrails, ringbuoys and toe rails.	€31,000	€26,350	
	<b>GALWAY TOTAL</b>		<b>€310,000</b>	<b>€263,500</b>	

KERRY COUNTY COUNCIL	Ballyconneely	Repair damaged pier wall, install new concrete deck, guardrails / handrails, and ringbuoys.	€70,000	€59,500	
	<b>GALWAY TOTAL</b>		<b>€419,500</b>	<b>€356,575</b>	
	Fenit Dredging	Dredging works	€993,000	€844,050	
	Knightstown breakwater	Replace pontoon	€269,000	€228,650	
	Scraggan Pier	Provision of concrete slab and installation of public lights, power and water points.	€289,000	€245,650	
	Kay Rock and Valenental River Navigation aids	Installation of new steel illuminated buoy, new port lights and upgrade to cardinal marks.	€162,000	€137,700	
	Kilmackalogue Pier Kenmare	Remedial and safety works	€58,000	€49,300	
	<b>KERRY TOTAL</b>		<b>€1,771,000</b>	<b>€1,505,350</b>	
	LOUTH COUNTY COUNCIL	Port Oriel Water & Electrical upgrade	Upgrade power, lights and water systems.	€205,257	€174,468
		Port Oriel Pier	Remedial and safety works to concrete pier landing area.	€61,673	€52,422
Port Oriel Accessibility Upgrade		Safety works	€147,293	€125,199	
Annagassan Port Safety		General maintenance works	€179,333	€152,433	
Annagassan Port Crane Installation		Crane installation	€44,268	€37,627	
<b>LOUTH TOTAL</b>		<b>€637,822</b>	<b>€542,149</b>		
MAYO COUNTY COUNCIL	Roigh Pier	Structural strengthening works	€400,000	€340,000	
	Ballina Quay	Extension of pontoon	€100,000	€85,000	
	Rosmoney Pier	Slipway is to be reconstituted and strengthened, pontoon will be refurbished and extended.	€150,000	€127,500	
	Killala Harbour	Installation of section of floating pontoon and repairs to harbour deck	€150,000	€127,500	
	Curran Pier	Repair and refurbish of Pier	€150,000	€127,500	
	Blacksod Harbour	Repairs to stonework and upgrade of lighting.	€70,000	€59,500	
	Ballygis Pier	Support columns repair.	€50,000	€42,500	
	<b>MAYO TOTAL</b>		<b>€1,070,000</b>	<b>€909,500</b>	
	SLIGO COUNTY COUNCIL	Bungar Buoy	Replacement of Bungar Buoy.	€31,000	€26,350
		Pollacheeny Pier	Replacement of navigation lights.	€37,500	€31,875
Inishmurray Island		Provision of new and safe landing platform.	€490,000	€416,500	
Sligo Harbour		Structural repairs. Provision of welfare facilities.	€90,000	€76,500	
Mullaghmore Harbour		Masonry walls repair, replacement of navigation light, handrails and ladders.	€250,000	€212,500	
Easky		Seaward wall repair and protection.	€160,000	€136,000	
Pollnadia Pier		Safety measures - provision of vehicle barriers and some handrails.	€30,000	€25,500	
<b>SLIGO TOTAL</b>			<b>€1,088,500</b>	<b>€925,225</b>	
WATERFORD CITY & COUNTY COUNCIL		Tramore Pier	Repairs and reconstruction works	€500,001	€425,001
		Dungarvan Harbour Wall	Repair of sea wall and slip.	€208,273	€177,032
	Boatstrand Pier North & West Side	Construct storm wall and install public lighting.	€192,950	€164,008	
	Cheekpoint Pier, Waterford	Structural and repair works	€500,000	€425,000	
	Helwick Pier	Repair and reconstruction works	€400,088	€340,074	
	Passage East Piers and Slipway	Structural and repair works	€800,000	€680,000	
	Baile na nGall Pier	Structural and repair works	€209,408	€177,996	
	<b>WATERFORD TOTAL</b>		<b>€2,810,718</b>	<b>€2,389,111</b>	
	WEXFORD COUNTY COUNCIL	Fethard Harbour - New Slipway and Beach Access	Construction of a new slipway and beach access.	€300,000	€255,000
		Wexford Harbour 2 - Facilities for Harbour Master	Provision of Harbour Master facilities	€50,000	
Wexford Harbour 4 - Ferrybank Mooring Bollards		Installation of new mooring bollards.	€20,000	€51,016	
Courtown Harbour 1 - Dredging		Dredging of harbour channel	€100,000	€85,000	
Kilmore Quay 6 Storage Area Works		Safety Improvements to Infrastructure - Storage Area Works including Storm Wall.	€200,000	€170,000	
Kilmore Quay 2 - Dredging		Dredging works	€200,000	€170,000	
Carne Pier 1 - Handrailing		Replace existing safety handrails.	€15,000	€12,750	
Kilmore Quay 3 - mooring bollards and rings		Installation of new mooring bollards and rings.	€25,000	€21,250	
Fethard Harbour 1 - Dredging		Dredging works	€50,000	€42,500	
Slade Harbour 1 - Repointing of Quay Walls		Repointing old stone quay walls.	€90,000	€76,500	
WEXFORD COUNTY COUNCIL	Duncannon Harbour 1 - Safety Improvements	Improvement works including toe rails, access ladders, health and safety works.	€30,000	€25,500	
	Kilmore Quay 4 - New Waste Oil Tank	New waste oil tank at the harbour.	€25,000	€21,250	
	Kilmore Quay 5 - Waste Pump Station at Marina	New wastewater pumping station.	€30,000	€25,500	
	Kilmore Quay 6 - Upgrade Works on Marina	Upgrade works on marina.	€70,000	€59,500	
	Slade Harbour 2 - Annual Clearing of Sand	Lowering of sand levels	€25,000	€21,250	
	Carne Pier 1 - Annual Maintenance Clearing of Sand	Moving sand to facilitate safe navigation	€30,000	€25,500	
	Cahore Pier - Traffic Management Measures	Installation of traffic management management measures.	€15,000	€12,750	
	Kilmore Quay 7 - Traffic Control Barrier	Safety Improvements at slipway, installation of traffic control barrier.	€25,000	€21,250	
	Carne Pier 3 - Mooring Bollards	Safety Improvements to Infrastructure - Mooring Bollards and rings	€25,000	€21,250	
	Duncannon Harbour 2 - Upgrade Electrical Power Point	Upgrade of existing power supply outlets to smart system.	€20,000	€17,000	
WICKLOW COUNTY COUNCIL	Kilmore Quay 8 Ladders, Access	Safety Improvements to Infrastructure - Ladders, health & safety, access	€25,000	€21,250	
	Kilmore Quay 9 - Amenity Improvement Works	Upgrade of amenity area.	€60,000	€51,000	
	Kilmore Quay 9 Handrailing	Provision of safety handrailing on the quay.	€15,000	€12,750	
	<b>WEXFORD TOTAL</b>		<b>€1,445,000</b>	<b>€1,219,766</b>	
	Inner Harbour Arklow pontoon	Development of pontoon and safety works	€200,000	€170,000	
	Arklow Harbour welfare facilities	Welfare facilities	€45,000	€38,250	
	Wicklow Harbour Navigation aids	Rubrication and upgrade works.	€50,000	€42,500	
	South Quay Wicklow Harbour pontoon	Installation of pontoon	€52,000	€44,200	
	South Quay Arklow Storage facilities	Construction of storage facilities	€325,000	€276,250	
	<b>WICKLOW TOTAL</b>		<b>€672,000</b>	<b>€571,200</b>	
<b>Total funding approved:</b>			<b>€31,735,753</b>		



Killybegs company Island Seafoods were formed in 1986 by Mick O'Donnell, (centre) and are a carbon neutral business.

## Island Seafoods are leading the way in sustainability



**ISLAND SEAFOODS, based in Killybegs, is a family run business since it was first established back in 1986 by Mick O'Donnell and the company has always placed huge emphasis on sustainability. The Killybegs Company became the first ever Irish seafood business to become carbon neutral with its on-site wind turbine and hydroelectric power plant.**

Today the company is run by Mick's son (Michael O'Donnell) who is the brand development and marketing manager.

Island Seafoods have been processing fish from the clear crystal water of the Atlantic for 35 years. Mick O'Donnell Snr, has always been a forward-thinking and innovative man, and in 2000, in an effort to become energy independent, the company set in motion plans to develop a hydroelectric power plant. Finally commissioned in early 2007, the plant generated 700MW of electricity each year which equates to around – 60% of the factory's annual consumption. In terms of carbon emissions this offset upwards of 250 tonnes annually.

### RENEWABLE ENERGY

■ In January 2021, Island Seafoods completed its 850kw wind turbine on site, which sees the Donegal seafood business produce more electricity than they consume per year. All their

products are produced using renewable energy. It's important to Island Seafoods to continue working towards 100% green credentials and it's also important to our customers. They want to be able to showcase their journey of sustainability to other food manufacturers and help lead the way in carbon reduction and green house emission reduction throughout Ireland.

The southwest Donegal seafood business didn't stop there. Over the last 35 years they have also worked towards improving the efficiencies within the plant and reducing the energy and water requirements of the business.

As part of this process, they developed a Green Team who meet regularly to identify, develop, implement, and monitor environmentally driven initiatives. Island Seafoods is constantly looking at innovative ways to reuse and recycle all of their waste materials. The team play a major role and are proud to say many of the ideas have come from their great staff. Island Seafoods recycle 20 tonnes of cardboard annually which is bailed on site.

The company prides itself in taking on a leading role in the community in how to not only follow the "Green" plan within the country but how to excel and lead in that role. There has also been great work done to evaluate

the efficiency of liquid seafood processing waste as a compost material to support plant growth and through an innovation voucher scheme through *Enterprise Ireland* in 2014, they found that substantial growth was found where the compost was used. With some more testing, they have established that the composted material has potential as treatment to promote early seed growth, and as a soil amendment.

### ADDED VALUE

■ Island Seafoods supplies a premium-catch range to international markets and have built up excellent relationships with clients across China, UAE and Japan over the last 35 years. The company's ethos has always been "to do more with less" which this led to the development of its sister company, **Atlantic Treasures**.



Salted herring.

Under the guidance of Michael O'Donnell, Atlantic Treasures is an innovative and convenient range of smoked and marinated fish, using species already available to the business. Established in 2010, the Atlantic Treasure range now includes a delicious range of smoked mackerel, Nordic style marinated herring and sliced smoked salmon. While they have strong business links with Japan, UAE, Dubai and China, they have also built up a relationship with Irish retailers which stock the ranges.

The range is about bringing seafood into the 21st century and appealing to new markets. These company are passionate about creating value added products for our customers and creating new tastes to meet customer demands. They wanted to bring seafood into the 21st century with different glazes and spices to tempt the senses and the hard-work has paid off. Their smoked mackerel contains one of the highest omega-3 fats content in the market, giving the fish a superior taste and texture, selected by rigorous testing from specific times of year.

They are always looking for fresh new flavours to meet the demands of consumers so that's why they look at new flavour combinations to compliment the smoked mackerel and marinated herring. They pride themselves on being a premier smoker for the Irish market while providing customers with a combination of quality products supported by an excellent brand and family story. Michael stated that they are lucky to have a direct supply from the boats in Killybegs to their factory and they hand pick only the finest premium selection going through their processing plant to further add value to for Island Seafoods branded products. These factors, along with their sustainability story are what help them stand out from the crowd.

Atlantic Treasures is also working with another Donegal brand to launch a new smoked salmon product which will launch in May 2022.

### AWARDS

■ The hard work ethos from the O'Donnell family has paid off with recognition from state bodies and Irish business awards. Island Seafoods and Atlantic Treasures have won the SFA Sustainability Award, Letterkenny Chamber Sustainable Superstar Awards, various Blas na hEireann, Irish Food Awards and Great Taste Awards.

■ For more information see [atlantictreasures.ie](http://atlantictreasures.ie).



# The Fishery

**FISHERY UPDATE: Brexit, Covid, War, Fuel crisis: When are all these world problems going to stop?**

By Dick James

Slowly things were coming back to some kind of normality. Then following Brexit, then Covid, now the Russian/Ukraine bust up leading to fuel price upturn leading to cost of living problems leading to market restriction with added Russian sanctions and tariff on fish imports from Sino/Russia and where is this lot going to end?

On top of this we have the P&O ferry dispute with further attention being focused on foreign crew and the Maritime and Coastguard Agency being given licence to look ever more closely at crew paperwork and conditions, never mind the continual local politics being more sharply brought into the equation with local elections and Protocol dispute; its all going pear-shaped!

On the fishing front things would be not too bad with the normal weather in winter now a relatively easy problem, but compounded with the extra impacts, fishermen are now having to be selective as to where and how to fish. It's not worth going out unless weather and tides are suited but when things do line up there is a fishing to be had out in the mid Irish Sea and under pressure prices are starting to recover albeit they are lagging behind fishing costs, mainly in respect of fuel price.

The fleet are now pretty much local with the North Sea fishery going off the boil, nothing much to the south, if you can afford to go there, and the Clyde and west coast strictly off limits with Cod recovery nonsense and foreign crew issues still a major factor. In fact, we have seen the first of the Clyde men base themselves in the

Irish Sea to get away from their home problems.

No problem with that, there is plenty of quota to go round and with the recent drop off of local boats fishing there is no crowding on the grounds. Still best not to advertise it as the issues that make them leave the Clyde may just follow them here.

There is some interest and commitment to the **Porcupine Bank** fishery with three extra boats gearing up for it with fairly heavy set up costs and a limiting quota in place with lease cost up front for those needing it. Time will tell if at this point it will be worth the effort.

The **smaller scallopers** mainly Kilkeel based are working away under the radar in fairly distant grounds around the Isle of Man or off the Welsh coast, presumably to see the season out at the end of May and then to the prawns or fishing further afield depending on how things work out.

On the **whitefish front** there is activity on the Haddock grounds to the south with occasional interest in the North Channel but compared with the distant past very limited numbers involved.

The **Cod recovery** (joke!) season comes to a finish at the end of April, if there will be any interest then in a more mixed fishery with maybe Hake coming on it is too early to say. Again, compared to the past when it was a battle of the quota and a big shipping logistic, things have quietened down and it is a much more relaxed fishery these days.

The **Pelagics** are in close season with maintenance and holidays being the main focus with *Havilah* back now in Belfast after engine and overhaul in Holland.



Ardglass Harbour. PHOTO: CHRISTOPHER FEENAN

## Crown Estate Developing Proposals In Celtic Sea

THE CROWN ESTATE have recently published details on proposals for leasing areas in the United Kingdom sector of the Celtic Sea for the development of floating wind farms. Driven by the need to convert from carbon based electrical generation to alternatives, and in this case specifically wind generation involving floating offshore platforms the Crown Estate as the United Kingdoms rights holder of the seabed within the jurisdiction of the United Kingdom have laid down a timeline for identifying specific sites upon which to seek tenders for development of projects.

The timeline is fairly short with initial identification by mid 2022 leading to more specific area identification by mid 2023. Thereafter development of proposals should be well underway if not complete by 2030. How these areas will conflict with fishing grounds is not as yet clear but any such development with associated anchoring and cable lay must conflict with fishing areas of some significance.

Hopefully areas of greater importance to the fishing industry which are not already identified as Marine Conservation Zones will be avoided but it is incumbent on the representatives of fishing interests to stake their claim on areas of importance and initial thoughts are on the Smalls prawn grounds for those interests but wider areas of concern will undoubtedly be manifest for other interests.

## DAERA announce Position Monitoring for Under 12m Boats

The Department of Agriculture, Environment and Rural Affairs in Northern Ireland has announced intention to implement obligatory positioning and on line catch reporting for under 12 mtr boats following a not uncontroversial launch of a similar scheme in England and Wales.

Presumably DAERA will be using the same technology as the proceeding scheme and will have learned from mistakes made in its roll-out. Grants will obviously underpin the scheme but implementation on some of the smaller boats working in more remote locations will have obvious difficulties.



## DAERA Launch Consultation On Quota Allocations

■ THE DEPARTMENT OF AGRICULTURE ENVIRONMENT AND RURAL AFFAIRS has launched a consultation over the allocation of certain Irish Sea quota's claiming additional quota derived from Brexit should be allocated under a different mechanism than traditionally applied using the FQA (Fixed Quota Allocations) system which was adopted some 30 years ago to counter the system then in place of allocations based on recent track records on a rolling basis which encouraged a race to fish to enhance individual allocations involving perceived dubious recordings.

The Department argue that the extra fish quota derived from BREXIT is additional to and not a part of the national allocation and therefore available for allocation based on whatever methodology the Department may consider appropriate. Initially the two stocks under consideration are Irish Sea (north) Herring and Area V11A Nephrops but other Irish Sea stocks may come into question if by-catch and discard ban logic falls relevant.

In 2021 all of the quota was allocated through the two Northern Ireland PO's

based on a FQA basis which allowed the individual Producer Organisation to allocate quota internally (which was always the case) and resulted in the case of Irish Sea her ring being allocated on a non rights basis resulting in some acrimony and in one case at least fines for non compliance.

The consultation leads down a path which proposes that initial Irish Sea herring quota should be primarily be allocated based on FQA's but some quota being held back and assessment be made on the traditional Mourne skiff fishery to see did it meet certain criteria to justify additional quota allocation.

Additional quota could be made available for VII Nephrops for the under 10 meter fleet of mini trawlers with the question then asked as to what other quota would/should be made available to cover by-catch and here we get into Cod issues with the rump of the Cod Recovery Program still an issue.

All in all the Department have set themselves up with an issue which will be multi-contentious and emotive with the legality of the proposals in line for dispute and possibly litigation. Good luck!

## Minister Pledges

The Northern Ireland Assembly is now up for re-election in early May and the administration is now in that phase where nothing may be done for fear of influencing election outcomes and this of course includes announcements from Ministers in their ministerial capacity.

However, prior to this period of Purladh announcements were made regarding fishing perhaps the most significant pledging support for the fishing industry in respect of compensation/funding/subsidy? To cover the present critical price increases for fuel.

This has been pledged to cover the period of April to June but what form it will take and details of the scheme will have to wait presumably until after May election results and the formation or otherwise of the new Assembly.

Meanwhile the Seafish Industry Authority published the results of a study into the impact of rising fuel prices and concluded that the hardest hit sector would be the Nephrop trawl fleet.

Given that Pelagic and static gear fisheries had costs as a percentage earnings for fuel as fairly minor and that no price increase for sales in respect of Nephrops was anticipated (unlike fin-fish and scallop) this is perhaps not surprising but nonetheless uncomfortable reading underscoring the first hand knowledge that Nephrops fishers are experiencing

Hopefully the Seafish report will feed into the decision making which will eventuate following the announcement of grant aid assistance.

Minister Poots before the election process commenced also made pledges concerning "Blue Carbon" which as distinct from the standard "Black Carbon" is a product of marine photosynthesis and will be available in plenty following the announcement of Marine Conservation Zones in Glenarm Bay, County Antrim and the Skerries off Portrush, which are seagrass sites.

The pledge to foster Blue Carbon was endorsed by the Northern Ireland Fishermen's Federation. ●

## NIFPO Go Online With Chandlery Sales

■ THE NORTHERN IRELAND FISH PRODUCERS ORGANISATION has operated Chandlery outlets at each of the three main fishing ports (Ardglass, Kilkeel and Portavogie) in County Down for over 40 years but given changing times it has now developed a website from which internet purchases and sales may be made. This is to build on the existing infrastructure and management expertise to widen the existing sales base at a time when fleet numbers are declining as restructuring of the present industry takes place. With the Protocol in place sales to Ireland can be an obvious target but sales to mainland UK customers are also a feature of initial interest. The website may be found at; [www.marinechandlerysupplies.com](http://www.marinechandlerysupplies.com)

## HARBOUR AUTHORITY DEVELOPMENTS

■ THE NORTHERN IRELAND FISHERY HARBOUR AUTHORITY has announced that the contract for the refurbishment of Kilkeel fish market has been awarded to SMC contracts and is soon to start in the near future. The work to be done will involve replacement of the roof of the market, insulation of a new inner ceiling with lighting and electrical upgrades, new internal floor drainage and rationalization of door layout and general redecoration.

The extension of the chill facilities is postponed pending possible application of new funding as will the development of lorry loading facilities. These works will involve the closure of sections of the market whilst works are being undertaken as well as the existing chill facility. Ice will be made available when the chill facility is closed and it is to be hoped that timing of the various closures will minimize disruption. There has been some criticism of the decision not to proceed with the extension of the chill facility from the harbour users as has the erection of pedestrian walkways around the harbour with a bollard system blocking off access to various parts of the harbour to vehicular traffic.

The same criticism has been made of a similar bollard structure in Ardglass and whilst all three harbours (Ardglass, Kilkeel and Portavogie) have new office and workshop facilities for harbour personnel this has not been received with enthusiasm by the harbour users. New cranes have been installed for fish discharge at the fish quayside markets which also had teething problems and the provision of a street sweeper vehicle at Ardglass has been the subject of some mirth.



# UK announces four New MPA's including Dogger Bank

**F**ISHING ACTIVITY will be prohibited in four Marine Protected Areas (MPAs), the UK Government has announced. The move has been made possible by new post-Brexit freedoms which allow the government to protect rare habitats and wildlife in UK waters.

The byelaws will bring in management measures on fishing within these four MPAs in English waters:

- **Dogger Bank Special Area of Conservation**
- **Inner Dowsing, Race Bank and North Ridge Special Area of Conservation**
- **South Dorset Marine Conservation Zone**
- **The Canyons Marine Conservation Zone**

The byelaws, which have been subject to extensive consultation with industry and other stakeholders, will come into force in two months' time (13 June 2022). They are being introduced using new powers under the Fisheries Act, the UK's first major domestic fisheries legislation in nearly 40 years. The new measures will prohibit fishing activities in MPAs where there is evidence that they harm wildlife or damage habitats.

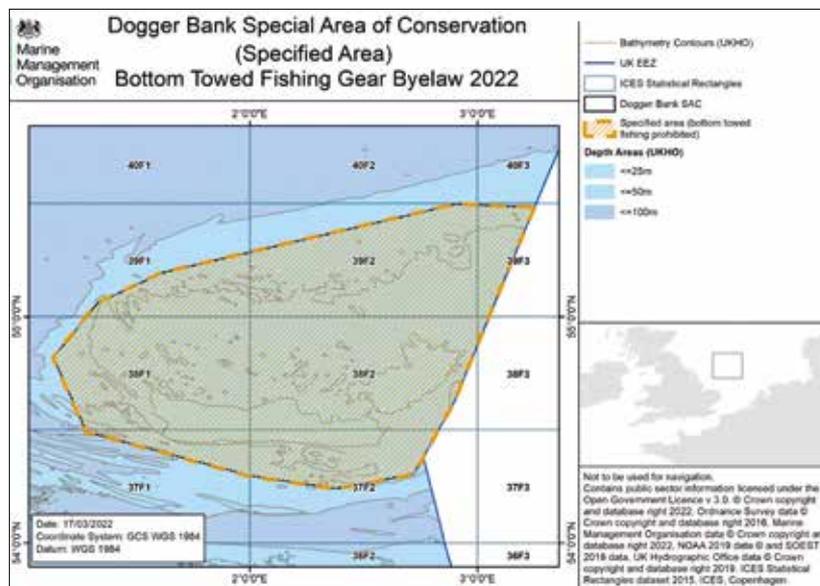
The four byelaws ban the use of bottom trawls, dredges, demersal seines and semi-pelagic trawls, collectively known as bottom towed gear, over certain areas. There are also additional restrictions in two of the sites preventing the use of certain static gears such as pots, nets or lines over especially sensitive areas.

**Environment Secretary, George Eustice, said:**

"Outside the EU, we are using our new freedoms to protect our marine environment. We will be stopping trawling and dredging in these Marine Protected Areas to protect wildlife and habitats, through powers we have in our Fisheries Act 2020."

**Tom McCormack, Chief Executive Officer of MMO, said:**

"Many of our inshore marine protected areas are already protected through MMO and Inshore Fisheries and Conservation Authority byelaws. The Fisheries Act includes new powers allowing us to better manage and control fishing in our offshore Marine Protected Areas.



"These new byelaws represent the next step in our nature recovery journey, ensuring our marine life can recover and thrive."

The first four MPAs were chosen as a priority to help protect their vibrant and productive undersea environments. They include the Dogger Bank Special Area of Conservation, which has the largest shallow sandbank in British waters and supports commercial fish species such as cod and plaice, as well as sand eels that provide an important food source for kittiwakes, puffins and porpoises. They also include the Canyons Marine Conservation Zone which protects rare and highly sensitive deep water corals.

THE NAMES OF THE BYELAWS ARE:

- **"The Dogger Bank Special Area of Conservation (Specified Area) Bottom Towed Fishing Gear Byelaw 2022";**
- **"The Inner Dowsing, Race Bank and North Ridge Special Area of Conservation (Specified Areas) Prohibited Fishing Gears Byelaw 2022";**
- **"The South Dorset Marine Conservation Zone (Specified Area) Bottom Towed Fishing Gear Byelaw 2022";** and
- **"The Canyons Marine Conservation Zone (Specified Area) Prohibited Fishing Gears Byelaw 2022"**

## Accelerated Offshore Wind increases the Spatial Squeeze of Fishing – NFFO States

The UK Government's response to the energy security provoked by the Russia's invasion of Ukraine has now been published. One of the key elements (along with increased reliance on nuclear energy and a new round of offshore oil and gas licensing) is an acceleration of the expansion of offshore wind. The new target is to generate 50gw of power by 2030, increasing the massive expansion already planned by 10gw. This scale of ambition, along with hints that this will be achieved by relaxing planning consents, cannot but generate fear and concern that this policy shift will mark a huge erosion of the area available to fish in. Already facing a huge displacement problem, the outlook has just become a lot worse.

### CUMULATIVE EFFECT

■ 38% of English waters are already designated as marine protected areas as one kind or another. Depending on the management measures employed, extensive displacement of fishing activity from these areas is a serious threat, not only to fishing businesses and communities directly affected but knock-on unintended consequences elsewhere.

Put plainly, despite the UK's enormous exclusive economic zone, there is simply not enough marine space to accommodate the current ambitions to expand nature conservation objectives and offshore wind, and still leave room for fishing. The political imperatives driving the growth of offshore wind are clear. Less clear is how key areas of the marine space will be safeguarded for food production, including wild fish capture. Unlike farmers, the fishing industry does not have property rights over the areas essential for production. Unless there is a recognition that access to fishing grounds must be protected, the contribution made by the fishing

industry to the nation's food security will be seriously impaired.

### HOPE

■ The fishing industry's one hope was that lessons learnt from earlier phases in the expansion of offshore wind would serve to inform a more thoughtful, rational, and balanced approach to the location and design of windfarms. An early example of what to avoid was the Westernmost Rough windfarm, where the new development was located on top of the most prolific lobster grounds in Europe. Early engagement with the Crown Estate and individual developers and those fishing interests potentially affected by projected floating windfarms in the Celtic Sea is already under way but there has to be a fear now that an accelerated process will undermine marine spatial planning.

### FOOD SECURITY

■ The Government has now published its intentions on energy security, but the Ukraine crisis has also brought with it a re-evaluation of food security and fishing is part of those policy shifts. Fish is a low-carbon, nutrient rich food source, available on our doorsteps. It should be a key aspect of plans to tackle climate change, while simultaneously ensuring stable food supplies for the British people. It will be important that this wider policy review will recognise the potentially existential threat to fishing as an important strand in the nation's food security. Protecting the most important fishing grounds when making planning decisions on the location and design of offshore wind infrastructure and cable routes should be a central objective alongside biodiversity and energy security.

### REPORT

■ The NFFO and the SFF, with support from the Fishmongers Company, have commissioned an analysis of the cumulative impacts of the spatial squeeze. The report will be published shortly and will inform our representations to government on why food production areas for fishing must now be integrated into all future policy decisions.

# Is MMO iVMS Unit Just An Overpriced Cow Tracker?

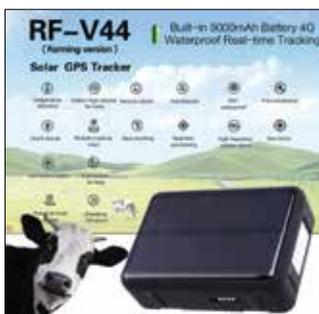
**Sarah Ready – NUTFA has sought clarification on whether the £650 iVMS units approved by the MMO are in reality just overpriced Cow Trackers. In a open letter to the MMO, she highlights the concerns of inshore fishermen that the roll out of the iVMS system will prove to be a costly and futile exercise**

**Outlining the issue she states:**

I attach to this letter pictures which appear to be a similar unit as one that you have type approved. It is a cattle tracker that can be purchased on some web for as little as £20 (foreign currency equivalent). It is a cheap import.

One unit that we have considered, that has the same type approval as the MMO unit, appears to work on the basis of the steps that the cow has moved. This unit appears to be exactly the same unit as one that you have type approved.

In the light of this, and having regard to my previous concerns regarding the issues that will be faced by fishermen who use up their grant allowance of £650 to purchase one of these items, which if defective, will force them to then spend their own money on a replacement, I raise the



following questions. There are only three so I anticipate that hopefully it will take you a short period of time to reply.

Data forwarding = data from the fisherman/vessel unit to the hub/MMO.

- Are all of the devices that have been type approved capable of forwarding the data (“data forwarding”) together with the ability for the fisherman to see that data? (We believe not but would be grateful if you would confirm).

- Have all devices been tested at sea in commercial fishing conditions?

- Please confirm that all units have the ability to be set at the correct tracking interval, for restricted areas and non restricted areas, and will not default to “entirely real time tracking” of the vessel whilst at sea.

Having spent so much time looking into the difficulties that are going to be faced by the industry, once the roll out iVMS takes place on a practical level, taking into account the issues raised above, my personal view that it is now difficult for you to remove a type approval for one unit, having not carried

out proper checks before that type approval was granted.

Particularly as fishermen have now bought that unit and will be looking for a refund from the MMO if a refund from the supplier is not forthcoming. Whilst I appreciate that this will not cause difficulties, I am informed from the many many fishermen that have reached out to NUTFA, that despite having paid for one particular unit, there is not one “live” unit from that supplier that has yet been installed and is working.

Against this is the backdrop that we are now five months in with many fishermen asking what the position is in respect of one type approved supplier. Whilst I do not wish to tell you how to do your job, it would be far better to put your hands up now, with the ability for those fishermen to have a refund before the units are installed, than thousands of pounds of wasted money spent on a unit that our experts believe may not be able to data forward adequately or at all.

This is fast turning into a crisis for the inshore fishing industry and it is far better to tackle the beast head on now (excuse the pun with the cattle tracker) than have an even worse mess following on from installation of the type approved units that I refer to. There are at least seven areas of the country with many fishermen reporting from that particular area that they have paid for a unit that has not yet been installed. ●

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Global Seafood Alliance COO Brian Perkins, Rural Affairs Secretary Mairi Gougeon, Seafood Scotland CEO Donna Fordyce.

# Scotland will play host to The Global Seafood Alliance's Conference in Autumn 2024

The Global Seafood Alliance (GSA) shared news of the bid win with Mairi Gougeon, Cabinet Secretary for Rural Affairs and Islands, as she visited Scottish seafood producers on the Scottish Pavilion at Seafood Expo Global in Barcelona.

The responsible seafood conference, which has never been held in the UK before, will be co-hosted by Seafood Scotland and the GSA and will be attended by leaders from across the global seafood sector, putting a spotlight on Scotland's largest food export.

The multi-day event will include a conference with international speakers focusing on production, sustainability, innovation and market trends alongside delegate visits across Scotland to learn more about, and from, our world-leading seafood industry.

**Rural Affairs Secretary Mairi Gougeon said:** "I am delighted that Scotland's bid to host the prestigious Seafood Alliance Conference in 2024 has been successful and look forward to welcoming delegates from across the globe to this important event.

"Scotland's seafood industry is a major success story, producing

world-class, nutritious, low-carbon food that is enjoyed at home and abroad, with exports increasing by a £144 million compared to 2020 and contributing £1.3 billion to the Scottish economy annually in GVA.

"At the same time, our world-leading sustainable fisheries management plans demonstrate our commitment to supporting a resilient seafood sector which provides important employment opportunities across our coastal communities.

"I would like to congratulate everyone involved in bringing the conference to Scotland and ensuring we have the opportunity to showcase our products to a key audience and sharing our expertise with international industry leaders."

**Donna Fordyce, Chief Executive of Seafood Scotland said:** "Scotland is one of the world's most trusted seafood producing countries thanks to our investment in quality, innovation and sustainability. Whilst we're a small nation, we produce over 60 species of seafood and export to over 120 countries globally. From Europe's largest state-of-the-art fish-market to some of the most stunning sea loch farms and fishing

grounds and world class venues, Scotland is the ideal location for GOAL.

"It is therefore hugely satisfying to see all this hard work being recognised by the Global Seafood Alliance in choosing Scotland as the location for its 2024 conference. Seafood Scotland and our partner organisations look forward to welcoming delegates from the global seafood sector in the autumn of 2024."

The bid to host the conference was put together by Seafood Scotland who will work with the Scottish Government and other industry bodies to deliver the event with the Global Seafood Alliance.

**Global Seafood Alliance's COO Brian Perkins said:** "We look forward to returning our signature GOAL conference to Europe for the first time since 2017," said GSA CEO Brian Perkins. "Scotland has a

rich tradition in both aquaculture and wild-capture fisheries, and we see it as an ideal fit for GOAL 2024 given our organization's growing involvement in wild-capture fisheries and rebrand from the Global Aquaculture Alliance to the Global Seafood Alliance in 2021. Thank you to Scotland's thriving seafood sector and the Scottish government for embracing us and agreeing to host GOAL 2024."

■ *The Global Seafood Alliance (GSA) is an international nongovernmental organisation dedicated to advancing responsible seafood practices through education, advocacy and third-party assurances. Previous hosts of GOAL include France, Chile and Dublin with this year's event taking place in-person at the Fairmont Olympic Hotel in Seattle, USA, from 3 to 5 October.*

Zephyr LK 394. PHOTO: IVAN REID



## Scottish Pelagic Industry Briefing Document to ensure informed opinion of the Sector

**T**he Scottish Pelagic Sustainability Group (SPSG) has produced a 'Pelagic Industry Briefing Document' aimed at politicians and other interested parties to ensure there is informed understanding of the sector.

The document includes the historical development of the pelagic fleet to its current status and highlights the important contribution the pelagic processing sector makes to the national economy. It also focuses on the sustainability of Scotland's pelagic industry and its pioneering scientific work to enhance knowledge of stocks and ensure a sustainable future.

Ian Gatt, chairman of SPSG, says: "Discussion and debate about the pelagic sector is often misinformed, which is why we felt it important to produce a user-friendly document that provides a comprehensive overview of the industry. The Scottish pelagic fleet is operated by families with a fishing lineage of several generations, and they are rightfully proud of the low carbon footprint, climate-smart food they put on our plates. The sector is committed to sustainability and is at the forefront of spearheading a range of initiatives to ensure responsible harvesting of a highly nutritious food resource."

■ The 'Pelagic Industry Briefing Document' can be viewed at: [www.spsg.co.uk/scottish-pelagic-industry-briefing-document](http://www.spsg.co.uk/scottish-pelagic-industry-briefing-document)

# Scots Pelagic Fishermen Condemn Russia-Faroe Blue Whiting Arrangement

**T**he Scottish Pelagic Fishermen's Association has condemned the continuing presence of a fleet of Russian midwater freezer trawlers fishing for blue whiting in the UK's shared zone with the Faroe Islands.

Not only does this come against the background of international condemnation of Russian aggression in Ukraine, but blue whiting is also being caught in the area that is much larger than the historic Faroe share recommended by ICES. The shared or joint area between the UK and Faroe was intended primarily for oil and gas exploration, but it also includes a fisheries agreement.

In 2021 the Faroese blue whiting quota was 82,000 tonnes, but this year it has undergone a massive unilateral increase to 267,413 tonnes, while Russia has declared a 55,834 tonnes quota. It is not clear how much of the 267,413 tonnes of the Faroese quota has been given Russia. However, it is likely to be significant and is effectively being used as a means of 'printing currency' to purchase cod quota from Russia for the Faroese demersal fleet.

**Ian Gatt, chief executive of the Scottish Pelagic Fishermen's Association said:** "The Association had pre-warned both the UK and Scottish governments that it was likely that Faroe

Islands would grant licences to the Russian fleet to fish blue whiting in the "special area"; and this has indeed happened.

"As far as Faroe Islands is concerned its business as usual with Russia. The Russian fleet is being fully serviced by the Faroe Islands, including re-fuelling and the ability to tranship catches to reefers. The proceeds of this fishery will further fuel the war effort by the Kremlin. This is a deplorable action by Faroe Islands to continue this relationship with Russia while we watch the atrocities in Ukraine.

"Thousands of Ukrainian people are fleeing for their lives, their homes are being bombed to rubble, and the enormous death tally of innocent civilians is clearly not registering on the Faroe Islands radar. The Association recognises that both UK and Scottish governments have been working through diplomatic routes to try and dissuade Faroe Islands licensing Russian vessels to fish in what is mostly UK waters – but this has failed. It's imperative that the UK now revisits its fishery relationship with Faroe Islands."

The condemnation of the Faroese action was echoed by the **Killybegs Fishermen's Organisation (KFO) CEO, Sean O'Donoghue** who has called on the European Commission to act immediately on the presence of Russian trawlers in waters intended primarily for oil and

gas exploration.

"What is most galling about this is that the Faroese are not just facilitating the access of the Russian boats, but they are also using their excessive blue whiting quota as a trade-off to 'print currency' or purchase cod quota from Russia.

"It flies in the face of sanctions which have been agreed against the Russians by the EU and while the Faroes have a degree of autonomy on fisheries, they form part of the Kingdom of Denmark and do not have independence on critical issues such as military strategy.

"It is paramount that the Irish Government does everything in its power to compel the European Commission to nip this issue in the bud. Quite apart from the disregard to stocks and scientific advice, we are all acutely aware that any profits accrued to Russian businesses are indirectly funding the catastrophic war effort in Ukraine.

"Our counterparts in Scotland have vocally condemned the Faroese highlighting the damage it will do to the stock. This year, the Faroes unilaterally increased their blue whiting quota from 82,000 tonnes to 267,413 tonnes. It appears that the Faroese are swapping the fish in an area they share with the UK for cod quota in Russian waters," said Mr O'Donoghue. ■

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# Frustration as Russian fishing vessels continue to work off Shetland

**ORKNEY AND SHETLAND MP Alistair Carmichael has requested a meeting with Faroese fishing minister Árni Skaale to raise concerns about the open access being given to Russian trawlers in the UK-Faroese shared sea area to the west of Shetland and Orkney.**

The Lib Dems MP said he would like to advocate a change in Faroese policy on the issue, describing it as “frustrating” that Russian midwater freezer trawlers fishing for blue whiting were continuing to operate “just off our shores”.

He said countries across the world have taken various forms of sanctions in response to the Russian invasion of Ukraine and highlighted campaigns by local people in Shetland and in Orkney to prevent Russian vessels from making use of port facilities.

The issue was raised earlier in April by the Scottish Pelagic Fishermen’s Association. Its

chief executive Ian Gatt said that as far as the Faroese were concerned its business as usual with Russia.

“The Russian fleet is being fully serviced by the Faroese Islands, including re-fuelling and the ability to tranship catches to reefers,” he said.

“The proceeds of this fishery will further fuel the war effort by the Kremlin. This is a deplorable action by the Faroese Islands to continue this relationship with Russia while we watch the atrocities in Ukraine.”

Emphasising the long-standing ties of friendship between the Faroese and the Northern Isles, Carmichael said there was a need to “renew our shared solidarity and common purpose – in working together to deny economic support to Vladimir Putin’s regime”.

“People across the Northern Isles came together at the start of Putin’s invasion to make it clear that we did not want any

part in sustaining his murderous regime economically,” Carmichael said in his letter.

“Through protests and political pressure we secured a swift commitment from the government to bar Russian owned and operated vessels from making use of our ports.

“It is frustrating, therefore, that Russian fishing vessels continue to operate just off our shores as a result of licences given by the Faroese government.

“The Faroese are entirely within their right to issue licences and we of course recognise that revoking those permits would not be a cost-free exercise for them.

“Even so I hope that our northern neighbours will think again about this open access and consider what steps we can all take to cut off further funds from Putin’s war machine.”

The Faroese Government has been contacted for comment.

## Generational shift continues as young fishermen take on ownership of Copious

**TWO BROTHERS and their friend have taken ownership of a Shetland fishing vessel as the generational shift within the whitefish industry continues.**

**Tom Robertson**, 33, and **Ross Robertson**, 30, along with **George Jamieson**, 36, have acquired the 19m **Copious** (LK 985), which they have renamed the **Brighter Hope** (LK 98).

*Brighter Hope* is named after George Jamieson’s grandfather John James Fullerton’s 45ft boat *Brighter Hope* (LK 502), which was bought in the early 1950s.

The previous owner Mark Anderson said he was delighted to be “handing the boat over to a new Shetland crew and to see her continuing as part of the Shetland fleet”.

Anderson and his fellow directors in the 60 North Fishing company are expecting to take delivery of a new *Copious* as well as sister vessel *Prolific* in summer of this year.

New skipper Tom Robertson said: “We hope to start fishing within the next two weeks after doing some upgrades and sorting the paperwork.

“There are a lot of ifs and buts about buying a boat in the current climate, with the fuel situation, but we have no doubts and are thinking positively about the future.

“No one said that fishing was going to be easy, but we’re really keen to get going – to make our own way in the industry – and to build a future for our own young families in the same way our fathers did for us.”



The new owners of the renamed vessel *Brighter Hope*, first built in Whitby in 2005.

Built at the Parkol shipyard in Whitby in 2005/06, *Copious* was the first of a series of new vessels after the industry had started to pick up again following the crisis at the turn of the century.

Executive officer with the Shetland Fishermen’s Association Sheila Keith said the local industry was bucking the national trend of attracting young fishers and investment into the industry.

“It is great to see family ownership continue in Shetland which gives hope for the security of fish catching in the islands,” she said.

The new owners are thankful to Marine Fund Scotland, LHD Ltd, Clydesdale Bank and the Shetland Fishermen’s Trust for making the purchase possible.

In December 2021, two other boats in the Shetland fleet, the *Sedulous* (LK 308) and *Defiant* (LK 371), were taken over by young fishermen, with the former renamed *Comrades*.



# Industry challenges highlighted as SFF chief executive makes trip north

**THE SCOTTISH Fishermen's Federation chief executive has used a visit to Shetland to highlight the challenges posed to the industry by high fuel prices, "mismatched" quotas and other marine developments.**



Elsbeth Macdonald was in the islands on 1 April to meet local industry representatives, including a visit to Lerwick fish market.

She said the industry – which in Shetland is worth some £330 million a year – had faced a “challenging couple of years” and warned that the rocketing cost of fuel internationally in the run-up to and since Russia’s invasion of Ukraine was having a particular impact.

While acknowledging that all sectors and households were feeling the brunt of the steep rise in fuel costs, she said it was essentially fishing’s “biggest running cost” and boats are “going to have to be careful” about which opportunities to catch fish they took.

Macdonald pointed to the support being offered by the likes of the French government not only to its fishing fleet through a fuel subsidy, but also its domestic customers where the increase in the energy price cap is “considerably smaller” than in the UK.

She noted there appeared to be a “very different attitude” in “how they’re treating consumers and businesses”.

Macdonald backed calls from the Shetland industry this week for an end to the “mismatch” in quotas for species including cod.

“There’s a mismatch between I think the science, which is very out of date, and what the fishermen particularly up here are seeing on the ground, and I’ve seen some fabulous big cod on the market this morning, tremendous fish.

“There’s a real problem, and I think it is acknowledged by the scientific community, increasingly, that the scientific model that predicts and gives advice on how much cod can be caught on an annual basis is no longer fit for purpose.

“It’s based on the distribution of cod from 30 or 40 years ago, and we know that the distribution of cod has changed hugely, so it [the scientific model] needs to be changed.”

Macdonald also said there were “real concerns” about the threat posed to fishing by other marine developments including protected and conservation areas, and offshore areas being pinpointed for renewable energy projects.

She called for government to “take a more holistic approach to marine spatial planning”.

“There’s real issues of displacement and the industry not being able to fish in places that it traditionally has,” Macdonald said, acknowledging the need for marine renewables “for the transition to net zero, but

**“The scientific model that predicts and gives advice on how much cod can be caught on an annual basis is no longer fit for purpose.”**



McDonald visited Shetland to highlight high fuel prices.

we also need to eat and our food security is every bit as important as our energy security”.

Macdonald added that the fishing industry harboured concern about some of the policy decisions of the SNP in conjunction with their Holyrood government partners the Scottish Greens.

She suggested the narrative coming from the Scottish Government was that “fishing is a bit of a problem to be controlled and managed rather than something to be valued and recognised and supported” and “there’s much that we’ll be doing to press the case for industry in that policy development”.

## Local shellfish fares well in sustainability guide

SHETLAND SHELLFISH has emerged with flying colours in the latest guidance on sustainable seafood issued by a high-profile conservation group – with the isles’ brown crab ranked as the only “best choice” green-rated option in the UK.

**The Marine Conservation Society** (MCS)’s new “good fish guide” has classed most British crab and lobster as “fish to avoid”, due to concern about management of the species and concern about whales getting entangled in fishing gear on the west of Scotland.

Of nine different types of Scottish brown crab and lobster, eight were rated as “fish to avoid” or amber under the MSC’s traffic light system, but Shetland brown crab was the sole exception and received a “best choice” rating.

A total of 656 species were rated, of which 148 are “best choice” and 161 are “avoid”. Among the best choices are mackerel, scampi and langoustine, North Sea herring, sardines and scallops.

Other species the MSC advises consumers to avoid include monkfish and Celtic sea cod.

Good Fish Guide manager Charlotte Coombes said it was “great to see” key UK species joining the “best choice” list including some firm favourites”, and said with 141 approved options there was “plenty to choose from to support sustainable fisheries”.

The MSC says most crab and lobster populations are suffering as a result of poor management, but the islands enjoys unique local control through the Shetland Shellfish Management Organisation (SSMO).

As a result the MCS endorses brown crab caught in Shetland but not that found elsewhere in the UK. The SSMO manages the number of vessels and amounts they can catch for crabs, lobsters, scallops and buckies in the waters around Shetland.

Following publication of the MSC report on Wednesday, the Shetland Fishermen’s Association said: “It hasn’t made the headlines today, but Shetland shellfish is sustainably caught – and should not be ‘avoided’.”

The association also shared the Scottish Fishermen’s Federation heavily critical response to the MCS’s latest guide.

SFF chief executive Elspeth Macdonald

said the MCS “doesn’t hide its dislike of mobile fishing such as trawling, so its new ratings on species such as monkfish don’t surprise the fishing industry – they are what we have come to expect from an organisation that would prefer that wild capture fishing didn’t exist, and campaigns endlessly to end what is a legitimate and highly regulated means of food production”.

She claimed the MCS lacks transparency over the process used to generate its ratings, accusing the charity of using information “cherry-picked to suit their narrative”.

“Scottish fish stocks are well managed,” Macdonald said.

“There has been a steady upwards trend in sustainable fishing over the last 30 years by an industry committed to this for the long term. Yes, there is more to do, but to demonise our industry and provide misleading information to the public is both unfair and unwarranted. Through their actions, MCS risk driving consumers towards foods that have a much greater environmental impact than low-emission, healthy and sustainable wild caught fish.” ●

# Capelin season impeded by bad weather

**H**igh hopes were pinned on the latest capelin season in Iceland (The Skipper, Nov. 2021). For years the capelin stock had been in poor condition but then came the good news. The stock had recovered, and the pelagic industry was heading for the largest capelin season in 20 years, a total of 900,000 tons of quota, of which 686,000 tons were allotted to Icelandic vessels and the rest to Greenland, Norway, and the Faroe Islands.

## Unfavourable weather conditions

The fishing started in December and at that time the catch went solely to meal and oil production. Already then bad weather hampered fishing operations. In January, February and March weather conditions continued to be unfavourable and on top of that the capelin was dispersed and difficult to catch. These two factors were crucial during the short period of time near the end of the season when the capelin was close to spawning and the roe inside was mature enough to be cut out of the fish and frozen separately. The roe is by far the most valuable product of the capelin and generally determines how successful financially the whole season turns out to be.

## Quarter of the quota left unused

When the capelin season closed at the end of March Icelandic vessels had managed to catch 521,000 tons which means that a quota 165,000 was left in the sea to rot since the capelin disperses

and dies following spawning.

Even though a quarter of the quota went unused, the season was considered by the industry as having been fairly successful. After all the total catch was the largest in ten years. At the start of the season, it was predicted that the export value could reach 470 million Euros. Now the estimate is 353 million Euros which is not at all bad.

## Russian market closed

The prerequisite of a good capelin season is not only favourable weather and easy access to the fish, but also good market conditions. Until six years ago Russia was by far the most important market for frozen capelin.

In 2014 and 2015 the export amounted to 27,000 tons and 22,000 tons respectively. Then Russia reacted to sanctions imposed by Western countries following the annexation of the Crimea by banning import of certain goods from the West, among them seafood from Iceland.



Capelin capacity has dropped and a number of meal factories closed.

## Big blow

This was a big blow to the Icelandic fishing industry even though Russia's neighbouring countries, mainly Belarus and Ukraine, continued to buy capelin products from Iceland. When Russia invaded Ukraine last February the East European market was again in chaos.

As before Japan is the high-quality market for frozen capelin and capelin roe and the industry always strives to produce as much as it can for that market.

## Many factories closed down

Questions have been raised why the pelagic fleet was unable to catch its quota of 686,000 tons, considering that many years ago total catches of a million tons or more were not uncommon. The short answer is that in recent years the capelin stock has been in a poor state and therefore the quota has been low. As a result, numerous old and unproductive meal factories around the country have been closed down.

*The short answer is that in recent years the capelin stock has been in a poor state and therefore the quota has been low.*

## Greatly reduced capacity

The total capacity of the meal industry in Iceland has been reduced from 16-17 thousand tons of raw material a day in 2003 to 11-12 thousand tons a day now. It is no longer considered justifiable to adapt the capacity of the meal factories to possible giant capelin seasons in the future.

When this capelin season closed at the end of March, the pelagic fleet turned to its next task: Fishing blue whiting in the Faroese jurisdiction. ●



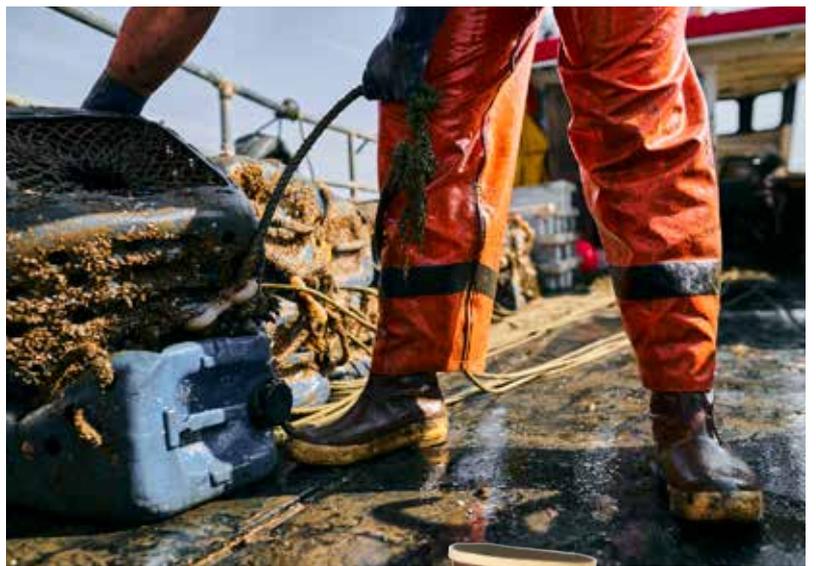
The capelin stock has recovered and the season was fairly successful.



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Each **Legacy Boot** is 100% waterproof and slip resistant, great for working in wet environments. Legacy boots are built to perform in the harshest of conditions while providing agility and protection. Cushioned insoles with arch support help fight fatigue and stress on the legs and back while also offering comfort.



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# 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

## Fishing sector looks forward to Scottish Skipper Expo 2022

**F**ollowing a challenging two years, Scottish Skipper Expo 2022 (13-14 May) is one of the most eagerly anticipated events in this year's fishing industry calendar, where 180 exhibitors from 18 different countries will be represented at the exciting new venue of the P&J Live arena in Aberdeen.

This will be the 10th anniversary of the expo, which is now firmly established as one of Europe's most important fisheries expos.

The P&J Live arena offers more space, better facilities and an enhanced overall experience compared to the previous venue, with visitors benefiting from a strong exhibitor presence covering virtually every equipment and support service currently available to the fishing industry. The show is further enhanced by plenty of first-time exhibitors, and star attractions

will include a boat display from Poleson Marine.

Sponsored by the **SCOTTISH FISHERMEN'S FEDERATION**, the event will be officially opened by Mairi Gougeon, the Scottish Cabinet Secretary for Rural Affairs, who will then tour the stands to see at first-hand the innovation that is the hallmark of fishing today.

Sharon Boyle, Commercial Fishing Manager for show organiser, Mara Media, said: "It is wonderful to see such strong exhibitor interest in the expo, which will ensure that this will be a fabulous show for everyone. After a challenging couple of years, it is important that the UK and wider international industry has a meeting place where productive business can be achieved in a friendly and relaxed atmosphere."

At the end of the first day of the expo (13 May), a special reception will be held at the



**P&J LIVE:** The Scottish Skipper Expo will have over 180 companies on show at the arena.

Douglas Hotel, Aberdeen at 7:00pm. Sponsored by *Sunderland Marine* and *Commercial Oils*, the event promises to be the perfect opportunity for everyone to relax and socialise after a busy opening day. Fresh seafood will be supplied by Messers *J. Smith Fish Merchants* and *GJ Jack Seafoods*, and expertly prepared by the catering team at the Douglas Hotel. The event, which will feature live music, will be open to all exhibitors and their guests on an invite basis.

■ 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/> Those who register online before 5th May will be in with a chance of winning a superb waterproof Skipper Jacket.

## Morgère trawl doors the perfect solution for smaller trawlers



Leading trawl door manufacturer, **Morgère**, is spearheading a drive in the UK and Ireland to promote its range of doors for smaller under 15m vessels. Morgère is best known in the UK and Ireland for its trawl doors for larger demersal vessels – such as the Exocet and Osprey – but both types of doors can be scaled-down for smaller boats, and the company also supplies large numbers of its Polyfoil doors to under 15m craft in the French fleet.

"Our trawl doors for smaller vessels in the French fleet have a proven track record for their durability, strength, ease of handling and performance, and we are keen for UK and Irish skippers to become aware of the benefits they offer," said Pascal Reverseau, managing director of Morgère.

"Our company has 120 years of experience in developing and manufacturing high quality trawl doors, and the products we produce are well-suited for the fisheries encountered by smaller trawlers in the UK and Ireland."

Only recently, Morgère successfully completed the move from its historic base in Saint Malo, Brittany, to a new purpose-built manufacturing facility in nearby Muniac-Morvan. The move to the new 2,500m<sup>2</sup> facility is now enabling Morgère's skilled engineers to utilise the most modern production techniques for its successful range of trawl doors and other fishing equipment, benefiting customers all over world. The new, larger production unit also offers more efficient production line management and further resources are being invested in hi-tec design. Morgère will be exhibiting at Scottish Skipper Expo 2022 in Aberdeen (13 and 14 May).

"At Scottish Skipper Expo, we are looking forward to meeting with skippers from all sizes of vessel to discuss their fishing gear requirements," said Pascal Reverseau.



## SFF DELIGHTED TO BE BACK

**T**HE SCOTTISH FISHERMEN'S Federation are delighted to once again be the official show sponsor for the Scottish Skipper Expo and look forward to taking part in the event in the new P&J Live venue.

Since the last show in 2019, the fishing industry's operational environment has changed markedly, due to the combined effects of the Covid-19 pandemic which kept us all away; the disastrous Brexit settlement on which hope for a better future had rested; rising fuel and other costs because of the terrible war in Ukraine; and a progressive spatial squeeze in our ever-more crowded seas caused by the expansion of offshore wind

power and the growth of protected zones.

Despite all this, the industry remains resilient and optimistic, as the commitment from exhibitors and other stakeholders to this show demonstrates.

Our fishermen are rightly proud of the high-quality seafood they work so hard to put on people's plates, and of the fact that it is an industry with the lowest carbon footprint of any major protein food producer, and one wholly committed to sustainability.

Huge thanks are due to Sharon Boyle and her team at Mara Media for putting on such a large event specifically for the Scottish fishing industry.

SHOW SPONSOR



Stand 33



Stand 123

## Marine Fire Safety debuts its equipment and service range

**MARINE FIRE SAFETY** is delighted to be debuting a range of marine fire and safety equipment and services, for the first time at Skipper Expo Aberdeen, on stand 123.

As the UK's authorised marine agents for the *Stat-X Aerosol Fire Suppression Systems*, the product will be headlining at the show and the team will be on hand to assist visitors, with their individual engine-room servicing and supply requirements.

As part of the company's new safety division, Marine Fire Safety has extended their product offering, by becoming a supplier of some of the industry's most popular brands of safety equipment. This includes pyrotechnics, Seago liferafts and Mullion lifejackets and immersion suits.

Marine Fire Safety will also be launching their new **Workboat 1.2.3 fire and safety management package** to the commercial fishing industry at the show, designed to offer customers a cost-efficient 'one-stop-shop' approach for all their sales, service and hire requirements.

Mark Bresnahan, MD at Marine Fire Safety comments: *'We have a host of new and exciting products and services and we are very much looking forward to presenting these to our new and existing customers within the commercial fishing industry. We have a large customer base across the whole of Scotland and so it is important that we continually strive to find new ways of supporting them. Whether our customers need to hire one liferaft or would like to explore a fire and safety package as part of Workboat 1.2.3, we are here to support them.'*

■ **For more information on 'Workboat 1.2.3' and the services and products that Marine Fire Safety will be displaying at the show, please contact: 01342 844 379 or email: mark.bresnahan@marinefiresafety.co.uk www.marinefiresafety.co.uk**



## SEAQUEST SYSTEMS Successfully Striving to Keep Ahead



Isafold - Net Stacker.



Green Isle - Net Drums.



SeaQuest Systems Stand 120

2022 is already proving to be an extremely busy period at **SEAQUEST SYSTEMS** with deliveries on-going to many countries such as America, Norway, Turkey, England, Spain and Denmark.

The equipment for Isafold was recently delivered, some of this being a first for us, with the electric drive on the **40t Net Hauler**, the **electric driven cable & fish hose reels** and also the **7t @ 14mtr Net Stacker** crane. All of which has generated a lot more interest in this equipment being supplied by SeaQuest.

The 3rd vessel for Atlantic Dawn's trio from Turkey, is receiving the equipment at present and all the while there are 2 installations taking place locally, the MFV *Sparkling Star* and *Eileann Croine*.

We have quite a few projects coming up in Denmark this year also, the new *Christina S* equipment will be delivered towards the end of the year, some of this with 100t pulling force. There is also four new builds from Karstensens Shipyard to take delivery of crane packages, these which are destined to be delivered to Norway, MFV *Gollenes*, *Sille Marie*, *Stodig* and *Polarbris*.

SeaQuest Systems factory in Killybegs has undergone yet another extension, this being the second since the factory was first built in 2014. A new state of the art machining centre is to be commissioned soon, as the company strives to keep ahead. This machine will further advance the

companies capabilities, with new products and designs, fitted with a robotic arm for tool changing, it will also make the process much safer for the operator, not having to interfere with anything on the machining bed. With all the production of SeaQuest machinery carried out in Killybegs, the company now has an employee count of almost 90 working within the building.

Toward the end of January, SeaQuest opened a new sales office on the west coast of Norway, based in Averoy. SeaQuest Norway AS, is aimed at helping to serve customers more efficiently by having spare parts and stock at hand. It can sometimes be a lengthy process waiting on parts to arrive through customs. It is headed by Mr. Anders Husby, who has spent many years in the fishing and aquaculture sector, with a wealth of knowledge on customer's needs. Already, there is a stock of fish hose & fittings available, from 12" - 20" and it is planned that fish pumps will soon be available from stock also.

To date the company has been operating very well with **3 Live Fish Pump** systems already delivered to customers and with more orders coming through for both pelagic & aquaculture industries.

■ **We are exhibiting at Scottish Skipper Expo Aberdeen, stand no. 120. Call by, and together with Anders from SeaQuest Norway, we're sure we can take care of any enquiries.**

# Mooney Boats uniquely placed for a wide variety of vessel projects



Stand 92

On March 3rd 2022, Scottish Skipper Expo exhibitor, Mooney Boats Ltd, dry docked the Scottish fish transporter MV "Viking Saga" at the DAFM Syncrolift facility in Killybegs, County Donegal, Ireland. The Viking Saga is owned and operated by Aquaship, a company formed in 2018 following a merger between GripShip AS and Johnson Marine Ltd. Ahead of a six-month deployment to Canada, Mooney Boats Ltd was tasked with performing essential maintenance and refurbishment works on the Viking Saga.

Mooney Boats Ltd is uniquely placed on the north-west Coast of Ireland to not only undertake new building projects and dry-docking but a wide variety of other work in-house, such as electrical, carpentry, welding, fabrication, engine installations, hydraulics, and painting, and have the facilities on-site to accommodate specialist work from outside contractors should it also be required.

One of the key jobs on the Viking Saga was changing her colour scheme so the vessel

was entirely water blasted and prepared for a fresh coat of paint. While being washed and painted, anodes were inspected and replaced as required and an ultrasonic hull inspection was undertaken. All shipside valves were inspected, serviced and replaced as required. Engineers removed the rudder, took clearances and replaced bushings as required, while the prop shaft was removed, all seals changed and a magnetic particle inspection was performed. The prop hub was stripped, serviced and rebuilt and bow and stern thruster pipes were also replaced.

Inside, carpenters fitted new bunk panels and TVs in the cabins while a new flatscreen TV was installed in the galley and broken seals were repaired on the wheelhouse searchlights that had caused a leak.

The Viking Saga is the 10th drydocking which has been completed for Aquaship (formerly Johnson Marine) and they have their 11th vessel due at the yard in May of 2022, which firmly establishes Mooney Boats Ltd as a boatyard that can accommodate a massive variety of different types of work on vessels.



BEFORE



AFTER

The Viking Saga refurbishment.

Stand 26



## Mullion Compact Lifejackets save lives at sea

On 16th August 2020, the crew of the Diamond D fishing vessel were catching prawns 22 miles off the Tyne in north-east England when they hauled a boulder, which had caught in the net. This started to cause a rapid capsizing of the vessel. Fortunately, the crew were wearing Mullion Compact lifejackets and were able to make it into the life-raft before being rescued by the RNLI Spirit of Northumberland lifeboat.

Tim Meakin of Mullion said: "I later had the privilege of meeting the vessel owner, Colin Graham and handing over two new replacement Mullion Compact lifejackets fitted with integral personal locator beacons. Colin was delighted to endorse the view, that the wearing of lifejackets with personal locator beacons should be mandatory."

**Mullion Survival Technology will be exhibiting on Stand 26 at Scottish Skipper Expo 2022**



XTRATUF Stand 30

## XTRATUF – ICONIC COMMERCIAL FISHING FOOTWEAR

Over 50 years ago, a boot arrived in Alaska, as rugged and real as the people who live and work there. XTRATUF is built for the most epic conditions across the globe, for a community of passionate water lovers everywhere who want the best footwear and gear to keep them dry, comfortable and protected – no matter what conditions they face.

XTRATUF launched in the UK in 2021 – and will be exhibiting at Scottish Skipper Expo (stand 54) for the first time in 2022. An Alaskan icon, the Legacy boot – our 100% waterproof, oil and slip resistant commercial fishing boot will be on display for visitors to try on alongside other products from the XTRATUF range. All XTRATUF products are designed to keep the wearer dry, stable and always working comfortably and have been performance tested and proven across the world's toughest stretches of water.

XTRATUF. Alaska Proven. Built for All. [www.xtratuf.co.uk](http://www.xtratuf.co.uk)





The Port of Hanstholm will be known as an innovative energy port.

## Port of Hanstholm's vision is to become Europe's greenest fishing port



Stand 134

**THE PORT OF HANSTHOLM**, which will be exhibiting at Scottish Skipper Expo 2022, has launched an ambitious energy revolution that will transform the port into a significant hub for green transformation. The focus is on renewable energy and *Power-to-X* – a term that has gained massively and is about turning electricity from renewable energy into 'something else'. An example is e-methanol, a promising biofuel for CO2-neutral transportation.

### FISHING AND ENERGY PORT

■ The Port of Hanstholm is known as Denmark's leading port for edible fish. Hanstholm Fish Auction is among the leadings of its kind in Europe with a wide range of fish from the North Sea sold to all over Europe.

In the future, the Port of Hanstholm will not only be known as a leading fishing port, but also as an innovative energy port that contributes significantly to the green transition.

### FROM WIND TURBINE POWER TO FUEL

■ At the beginning of 2022, the Port of Hanstholm has entered a collaboration with

the Danish developer of renewable energy, European Energy, who wants to build plants for renewable energy and Power-to-X.

Power-to-X is about making new resources using renewable energy. An example is hydrogen and oxygen, extracted when the energy is undergoing an electrolysis. Combining oxygen and collected CO2, the result is the green and CO2-neutral fuel e-methanol, usable for both land, water, and air transportation.

### A GREAT AND GREEN CYCLE

■ 'Hanstholm Energy Community' is based on the ambition to create an innovative community, where one company's waste will become another's resource by bringing residual products and waste into play.

For example, the oxygen extracted from electrolysis is a valuable resource for aquaculture plants. The electrolysis also produces heat, which is suitable for supplying heating systems. And then again, a new by-product appears – cold water that can contribute to cooling e.g. the port's auction facilities.

*Port of Hanstholm, a fishing port of the future.*

## SYM 7 Autotrawl - for forward-looking fishermen

Prepare for the future and get even more precision in your trawl fishing with the new industry standard SYM 7 from Scottish Skipper Expo exhibitor, **SCANTROL**.

Scantrol says: "We have listened to experienced and forward-looking trawl skippers to understand their needs and future challenges, and the result is a new and even better Autotrawl from Scantrol.

"SYM 7 contains all the proven features that characterise a Scantrol system, but we have built the system on a completely new platform and added many new features that you will benefit from now and in the future. We have added Symmetry Control for up to seven trawls, and built in a vessel motion sensor for even more stable trawl control."



## Established online news and information source



Stand 127

Scottish Skipper Expo exhibitor, **FISKERFORUM**, is among the longest-established online resources serving the fishing industry. Based in the Danish fishing port of Hvide Sande, Fiskerforum provides a Danish-language industry news and information source with a widespread readership across the entire Nordic region. This is complemented by its English-language news coverage which has grown to have a worldwide readership. Produced by a team of journalists who are no strangers to salt water, Fiskerforum provides a varied mix of industry politics and technical material – and aims to dig deeper and offer the unexpected as well as mainstream industry news.

## Innovative project to improve selectivity in trawls

A FISHERIES INDUSTRY SCIENCE PARTNERSHIP (FISP) grant has been awarded to **SafetyNet Technologies** (SNTech) to support trials of LED lights to improve selectivity in trawls.



Stand 175

The project, titled Piscesgate, will take place over 24 months.

SafetyNet Technologies, who are exhibiting at Scottish Skipper Expo, will be working with representatives from the fishing industry and science partners. These include the fishing vessels *Virtuous*, *Lee Rose II* and *Golden Ray*, as well as the organisations Fishing into the Future, Agri-Food and Biosciences Institute Northern Ireland and Scottish White Fish Producers Association Ltd.

Piscesgate will investigate the effectiveness of **SafetyNet Technologies' Pisces lights**. Additionally, the project will build on data from previous trials to understand the interaction between gear and the fishing environment. Results will be shared with the wider fishing industry to support the development of sustainable practices.

It is expected that using Pisces lights could improve trawl selectivity and reduce bycatch. As a result, this will provide a new option for sustainable and efficient fishing.



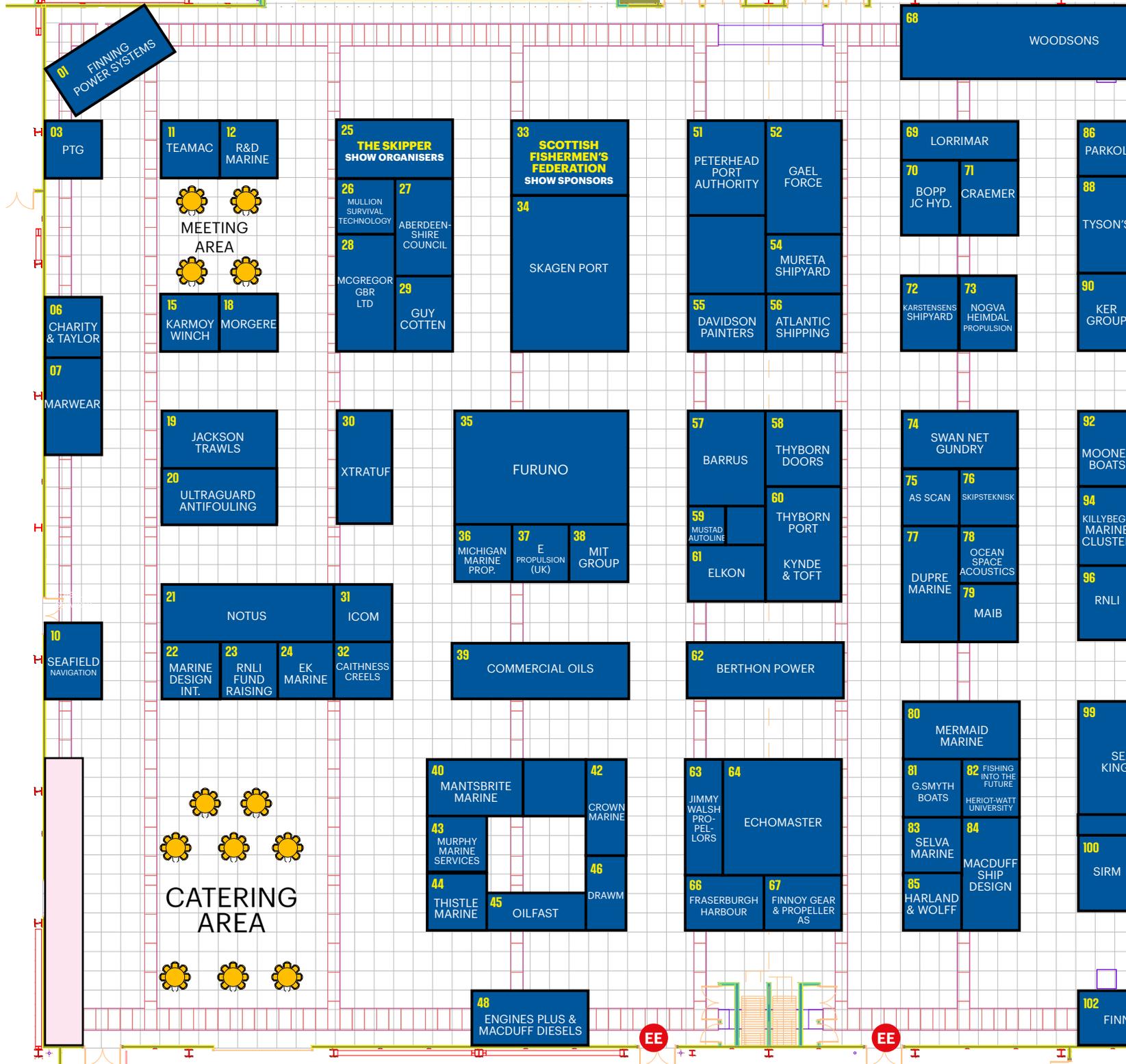
Pisces lights could improve trawl selectivity and reduce bycatch.



# Scottish Skipper Expo 2022

## SHOW FLOORPLAN

**ENTRANCE  
& VISITOR  
REGISTRATION**



**HALL A**

**HALL B**

ROW 1

ROW 2

ROW 3

ROW 4

ROW 5

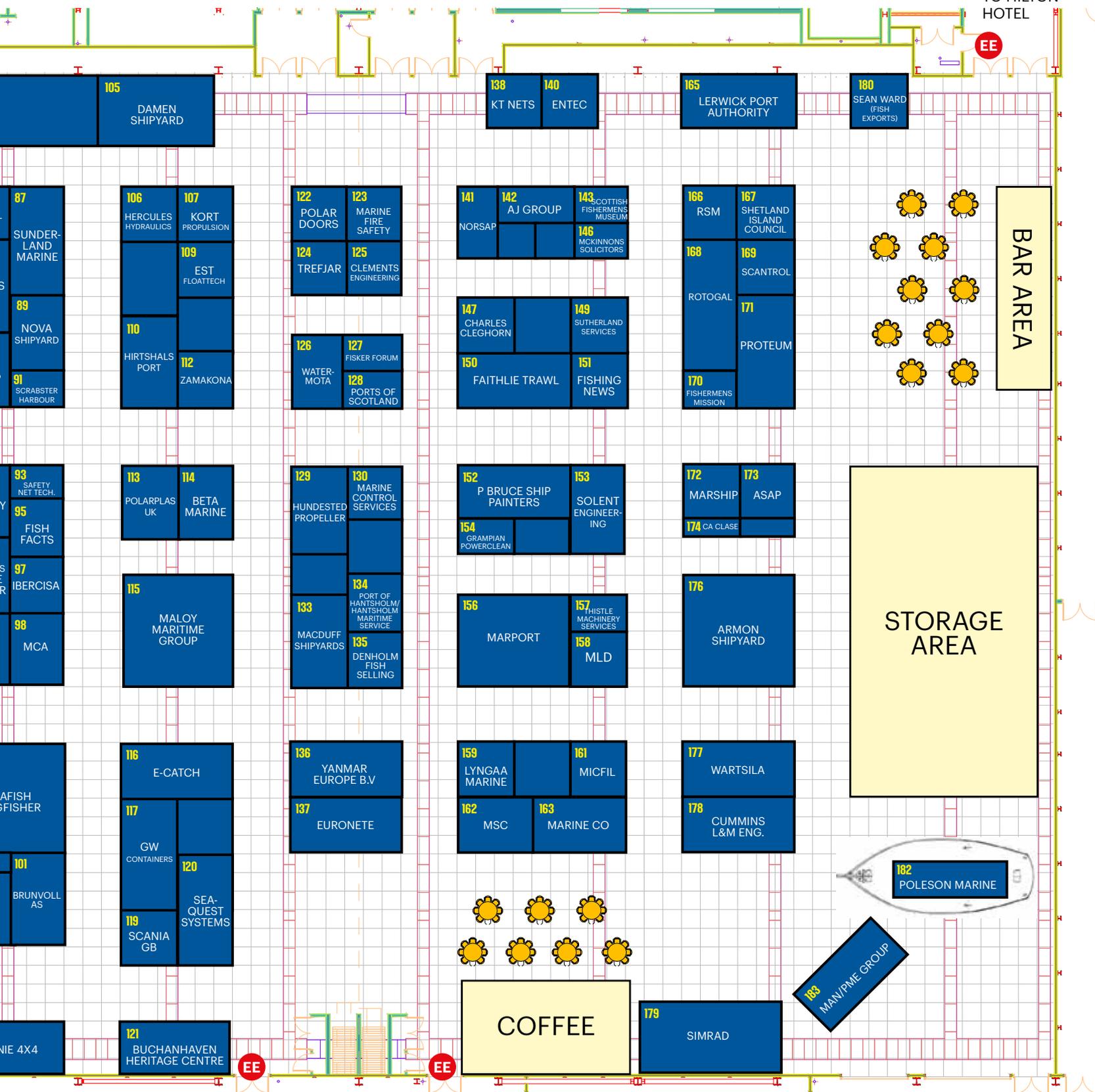


# P&J LIVE, Aberdeen, 13-14th May, 2022

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



CORRIDOR TO HILTON HOTEL



## HALL C



## Innovative solution to end 'lost gear' problems for fishermen



Stand 78

The international fishing industry is set to welcome a new product on the market, which will be featured at Scottish Skipper Expo, and which will bring an end to both the financial and environmental impacts for fishermen who lose their pots, gill nets and even trawls. As well as the major financial

loss for a skipper to lose his gear, due to storms or being dragged away by another vessel, the environmental impacts of lost gear acting as 'ghost fishing' or seabed thrash has for many years been highlighted for the huge damage to fish stocks that it can cause.

As ever, the simplest ideas are always the best and when Norwegian-based **OCEAN SPACE ACOUSTICS** (OSAC) set about finding a solution, they collaborated with SINTEF, Norway's largest research institute to work, not just towards achieving cleaner oceans but to also aid fishermen to avoid potential costly losses of fishing equipment.

This collaboration has resulted in the patented 'PingMe' – a smart tool for tagging gear and objects under water which, with new transponder technology either integrated with the boat's sonar or as a stand-alone ('plug and play') system, makes it easy to find and identify lost gear underwater.

Now reaching the latter stages of development, PingMe will initially be on the market as an affordable 'standalone' system (i.e. sensor and wheelhouse-based signal reader) but work is already underway to provide a system that will allow for simple integration of the signal reader into any vessel's existing sounder.

In layman terms, PingMe consists of a small, user-friendly sensor device or 'egg' which is attached to the gear before shooting and, with a software module integrated in the boat's existing sounder system, or as a stand-alone system, this device acts as a locator and location monitoring system.

The PingMe software allows communication with the



The PingMe software allows communication with the transponder to determine location and ID.

transponder to determine location and ID and, as an added bonus, the PingMe service also reports location and ID to the 'Cloud' where the information is also stored and data on lost, detected and retrieved gear is reported to the cloud, some of it automatically.

This not only enables the fisherman to monitor the location of his gear but could, depending on how many users are using the information available, help avoid conflicts with other boats or fisheries who can use the system to 'see' where gears are working.

The transponder itself is passive and reflects the sound waves originating from the sonar – to a range of 1,000 metres. The reflected signal is encoded with a unique identity so that the sounder with PingMe software integrated can identify the transponder and calculate its position. This information can be encrypted if the information is to be transferred to the cloud. And, with PingMe's scheduled online service, you can:

- Register your own lost gear with associated ID,
- or Report findings of other lost gears.

An added bonus of this new product is that the PingMe sensor also relays information on water temperature at its location – knowledge that can greatly benefit fishermen when choosing the site for shooting their gear.

PingMe can also be used for better control during active fishing, by attaching transponders at regular intervals to the gear, better control of where the gear is currently located can make fishing more efficient and profitable.

## LANDINGS RESILIENT AT PETERHEAD

LANDINGS AT EUROPE'S largest whitefish port remained resilient at the beginning of the year despite the combined pressures of poor quotas, harsh winter weather and, latterly, increases in fuel prices.

A total of 7,043 tonnes of whitefish worth £15.5 million was landed at Peterhead in January and February – compared with 6,235 tonnes (£11.1 million) for the same two months in 2021.

The trend was reflected in the pelagic and shellfish sectors, with the value of landings up albeit from a slightly reduced tonnage.

Pelagic landings of 28,993 tonnes (32,646 in 2021) turned over £33.3 million (£31.5 million in 2021).

And shellfish landings of 1,048 tonnes (1,197 in 2021) turned over £2.5 million (£1.9 million in 2021).

Peterhead Port Authority will be exhibiting at Scottish Skipper Expo 2022, and its chief executive Simon Brebner said: "This was a strong performance in the early stage of the year, amid some significant headwinds, and demonstrates again the great value of the infrastructure and facilities the port is able to offer to the fishing sector."

"Looking forward, high fuel prices are bound to have a constraining effect, accounting for an alarming share of vessels' costs.

"The sector is remarkably resilient, but is craving a period of stability and hopefully as the year goes on these external factors will begin to ease."

## Fish boxes designed to go the distance

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

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

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

The Craemer Group is a long-standing family business with its factory and headquarters in Germany established over 100 years ago and the new factory in England completed after the millennium, along with an



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

expansion site specially built to make plastics bulk containers also.

The widest standard range of fish boxes are made close to the markets in Ireland, Scotland, England and Wales and can be ordered, made, collected, or delivered directly as required. Extensive stocks are ready to print

and bespoke manufacture offering a variety of colours is all possible from this production site. Next to fish boxes, Craemer also designs and manufactures high-quality pallet boxes, plastic pallets and a variety of plastic containers that can be used in many processes of the fishing industry.



Landings were up albeit from a slightly reduced tonnage.



Stand 51

# A-Z LIST OF EXHIBITORS

OVER 180 COMPANIES LINED UP TO APPEAR



## Keeping your vessels operational with expert driveline service and repair!

MIT says it is delighted to return to Scottish Skipper Expo, where they will be displaying industry-leading driveline technology, including sustainable propulsion in the form of the **Bellmarine Drivemaster**, electric inboard, and showcasing their extensive service and repair capabilities.



Stand 38

On the stand, you will be able to meet with their newly appointed Marine Sales Engineer for Scotland and Ireland, Vern Nathan. Vern will be discussing ways in which MIT can support the Scottish commercial fishing market with leading aftermarket service and repair support and how MIT can customise this to meet your needs.

Backed by market longevity and long-standing relationships with the most influential drive product manufacturers, MIT's engineers are factory trained to the best standards, with access to factory manuals and OEM parts. MIT are also manufacturer agnostic, meaning they can work on any gearbox model, driveline, coupling and CPP system.

MIT knows where your business is profitable, at sea, where MIT will keep you. Since 1974, MIT has been designing, supplying and servicing transmissions and driveline systems across the UK/Ireland, becoming a centre of excellence in driveline systems. MIT provides customers with full product life-cycle support ranging from system design, supply, commissioning, maintenance, repair, spares, and overhaul and replacement parts.

## ASAP Supplies expanding product range

Scottish Skipper Expo exhibitor **ASAP Supplies** has been busy expanding new and existing product ranges over the past year to complement their existing portfolio, moreover products which are especially suited for commercial applications and the harshest environments.



New additions include **Raptor protective coatings** specially designed for the marine environment, **Arctic Steel water intake strainers**, constructed from Duplex 2205 stainless steel, providing enhanced corrosion resistance and a strainer basket that is easily accessed and maintained with no need for tools and **Hella Marine Lightbars** and handheld searchlights for lighting up decks or ahead, supplied with their industry leading 5-year warranty and manufactured to prevent any interference with other electronics, which is paramount for working vessels.

ASAP Supplies are now also distributors for Sierra marine outboard spares and accessories covering models such as Mercury, Yamaha and Suzuki. This is a great addition to complement their range of engine components and other ranges include MPM oils, and lubricants and Sikaflex sealants.

■ Please visit their stand to discuss your requirements with their Technical advisors on hand.



Stand 173

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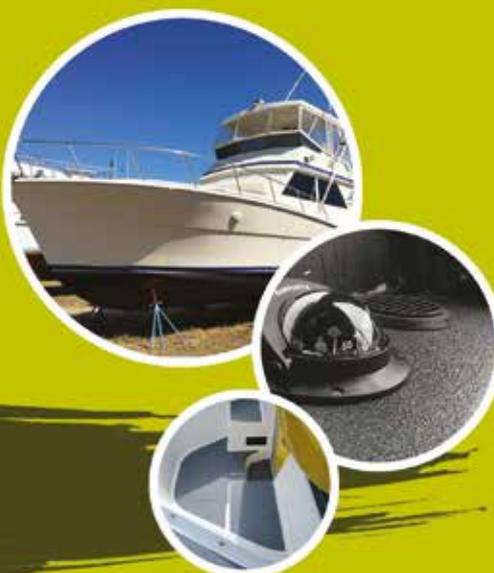
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The MFV Lauren arrives in her home port of Killybegs.

## Atlantic Dawn Group's new MFV 'Lauren'

**The latest vessel to join the Atlantic Dawn Group fleet, "Lauren" arrived in Killybegs in April.**

WORDS: NIALL DUFFY  
PHOTOS: JOHN SMITH/JOHN CUNNINGHAM/NATHAN BOYLE/  
ALAN HENNIGAN - MOONEY BOATS

A crowd of well-wishers gathered on the Town Pier in Killybegs in April as the newest addition to join the Atlantic Dawn Group fleet, "Lauren" arrived in Killybegs after the long journey from the Cemre Shipyard in Turkey.

The 64.65 mtr vessel was designed by the Norwegian naval architects Salt Ship Design and is a sister ship to the "Leila"

which joined the Killybegs fleet in January 2022.

Similar to the Leila, the hull shape for Lauren is a new developed hull custom designed for Atlantic Dawn and their operations.

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

Lauren is the second fishing vessel in a series of three build delivered with a battery package for reduction of greenhouse gasses without any Governmental subsidies. The Lauren is able to operate both in traditional mechanical mode and in diesel electrical mode. The batteries have several modes including peak shaving.

This together with all other green technologies implemented



Owners Karl and Kevin McHugh on board the Lauren.



Lauren McHugh welcoming her namesake to Killybegs.

in the design meet Atlantic Dawn's brief for a series of vessels with a low environmental footprint.

The vessel is constructed with a closed in main shelter deck for extra safety and comfort for the crew. The owners also paid extra attention on the wheelhouse design resulting in a two deck wheelhouse for max visibility from the main steering position and full overview of the working deck from the trawl position.

The vessel will fish with a crew of nine and will be skippered by Denis Carberry,

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



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

**salt**  
passion for ship design

## ENGINE POWER

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

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

A reliable unit, it guarantees a long time between overhauls and no unscheduled maintenance

or repair work. The Alphatronic 3000 propulsion control system offers economical operation with optimised engine loads and thrust control, and a speed pilot-feature with GPS interface for various economy-sailing modes with potential fuel savings of up to 4%.

The speed pilot is ideal for maintaining constant ship speed – even in shaft generator mode with varying electrical loading. Lauren is equipped with 950 kw Brunvoll bow and stern tunnel thrusters. Power for the electrical and hydraulic systems is provided by 2 Cat C32 940 eKW @ 1800 rpm.



Auxiliary engine.

## DECK MACHINERY

■ The trawl machinery on Lauren is provided by **Karmøy Winch AS**.

- Two netdrums each with pull capacity 83 ton on the first drum layer.
- Drum capacity for each netdrum is 32 cub. metre.
- One lifeline winch that has pull capacity on the first drum layer 71 ton.
- Drum capacity for 800 metre of ø44m dia. spectra rope.
- Two trawl winches each has drum capacity for 2200 metre of ø36mm dia. wire.
- Pull capacity for each trawl winch on the first drum layer is 81 ton.
- One tailend winch with pull capacity on the first drum layer 57 ton.

Karmøy delivered also anchor winches, mooring winches, trawl blocks and aux winches to the Lauren plus a Karm 4010 computer trawl system and the powerpack for drive of winches and cranes.

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

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

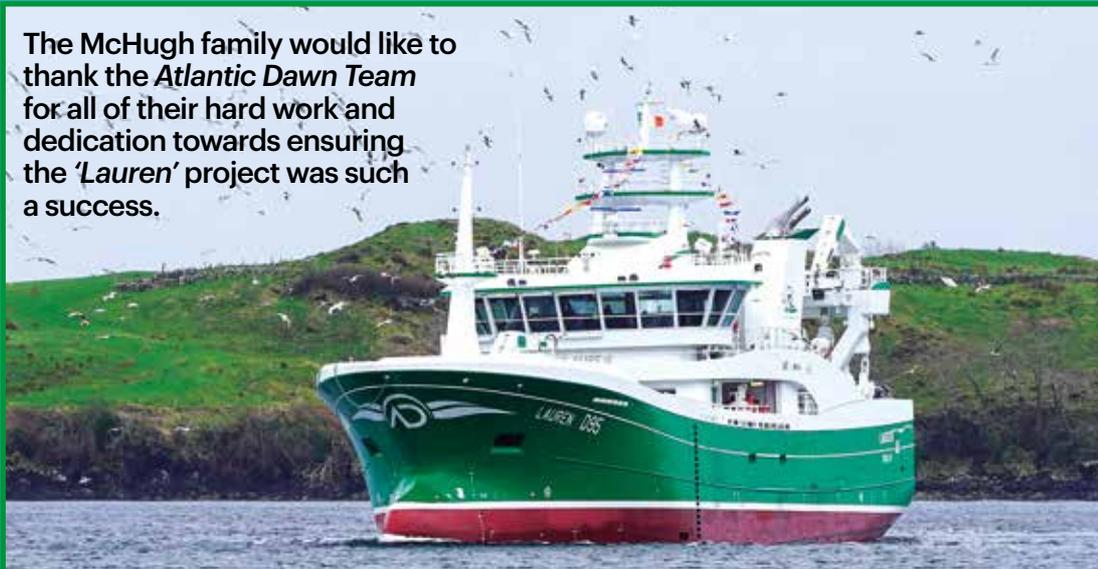
Fish Handling is carried out using a **MMC First Process** 2 x 800 kw 4,200 ltr vacuum pump system with a double separator enclosed by the main deck. →



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

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

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



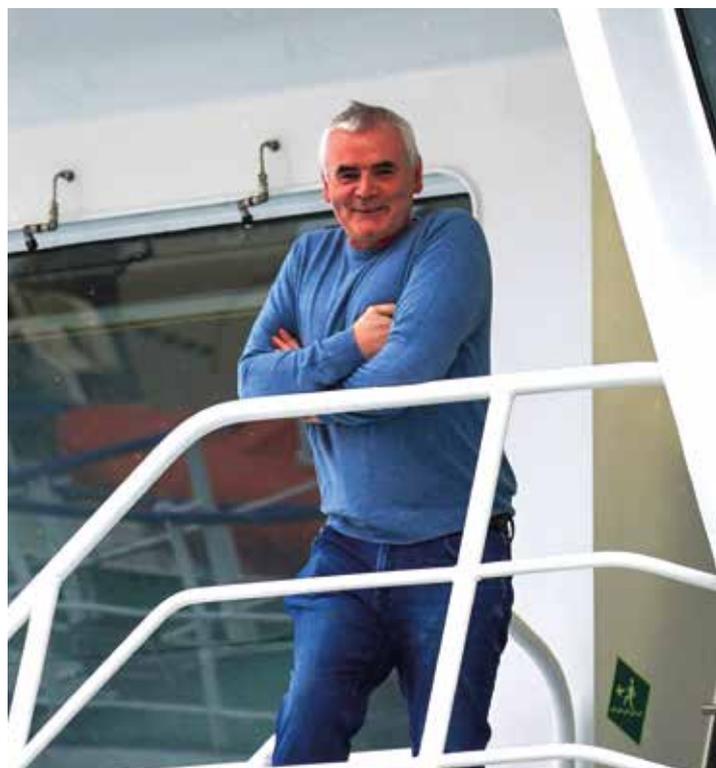
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Karmøy Netdrums.



Skipper Dennis Carberry.

# SeaQuest Systems



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



Skipper and Crew.

## TRAWL GEAR

**Swan Net-Gundry (SNG)** were selected as main suppliers of Pelagic Midwater Gear for this new addition to the Killybegs fleet.

*The Pelagic Midwater Gear Supplied included:*

- One Swan 1280 Guider Trawl (Mackerel/Scad) C/W Guider Concept built into side wing panels for maximum herding capabilities and exceptional ground contact with a wider area scope.
- Two Swan 65 Fast Flow Codends with (DHS) top rated codend for fish quality. Wider style design & 8 panel construction for strength
- Dynice Handle System (DHS) No Rings now preferred by all SNG Customers

**SNG** also supplied Codend Splitter Ropes.

**Thyboron Trawldoor A/S** fitted out the Lauren with a set of 11m<sup>2</sup> TYPE 32 BLUESTREAM pelagic trawl doors with hydraulic adjustable foils.

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



Colin McBrearty, Engineer at the Engine monitors.




**Best wishes to The Atlantic Dawn Group with your new vessel "MFV Lauren"**

**IRISH FISH PRODUCERS' ORGANISATION**  
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Best wishes to the McHugh Family and Crew of the new *MFV Lauren* from all at



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First landing at Killybegs.



Lauren can function in traditional mechanical mode and in diesel electrical mode.

“Lauren is the second fishing vessel in a series of three build delivered with a battery package for reduction of greenhouse gasses without any Governmental subsidies.”



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Systems monitoring console.

VARIOUS KILLYBEGS companies also supplied services and ancillary equipment to Lauren including Gangways from **MMG Welding**, Insurance from **D&D Insurance** and Safety Gear from **Atlantic Marine**.

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

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

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

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



**LAUREN**

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

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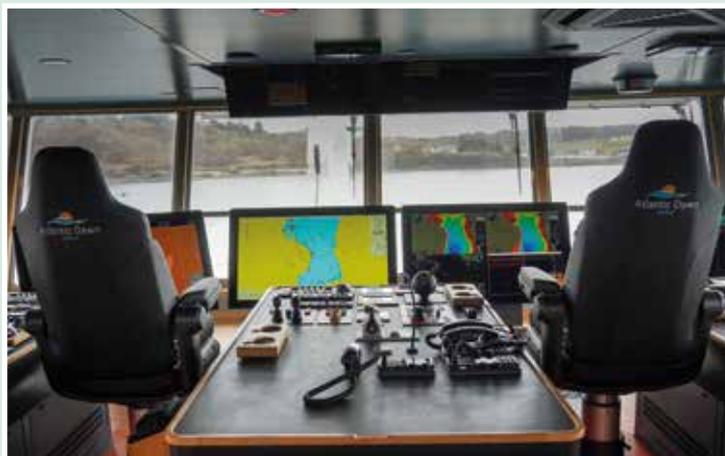
## THE ELECTRONICS PACKAGE

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

**Display system:** BEL Pacific MS-6C Video Matrix Interswitch System.  
with 2 control stations.

**Main monitors:** 4 x 55" 4K Hatteland Tilting monitors  
**Aft and Overhead:** 11 x 26" HD Hatteland monitors

**LF sonar:** Furuno FSV-25S, Low Frequency Sonar.  
**HF sonar:** Furuno FSV-75 High Frequency Sonar.  
**Echo sounder 1:** Simrad ES-80 38/120khz Echosounder.  
**Echo sounder 2:** Simrad SN90 Forward Looking Sounder  
**Echo sounder 2:** Furuno FCV-1900 Broadband Echo Sounder.  
**Echo sounder 3:** Furuno FSS-1BB Fish ID Echo Sounder.  
**Current indicator:** Furuno CI68 Doppler Current Indicator.  
**Net monitor:** Marport M6 Receiver for Trawl Monitoring.  
**Trawl sonar:** Simrad FS-70 Trawl Sonar.



**Radar 1 (3 cm):** Furuno FAR 2228-X Band Radar.  
**Radar 2 (10 cm):** Furuno FAR 2238-S band Radar.  
**Radar 3:** Furuno DRS6A-NXT Solid State Radar  
**Ecdis:** Furuno FMD3200/3100 BB Dual ECDIS.  
**Plotter 1:** MaxSea Time Zero Chart Plotter.  
**Plotter 2:** Sodena Fishing Win V9  
**Plotter 3:** Olex, 3D Bottom Mapping Plotter  
**GPS 1:** Furuno GP-170 GPS Navigator  
**GPS 2:** Furuno GP-33 GPS Navigator  
**AIS:** Furuno FA-170 AIS  
**Gyro compass:** Simrad GC-80  
**Satellite Compass** Furuno SC70  
**Autopilot:** Simrad AP70 Mk2 Autopilot with Aft AP70 Station.

**V-SAT Internet:** BEL VSAT Thor 7 Ka System  
**Sat-TV system:** Intellian t80-Q Satellite TV System  
**GMDSS:** Area A2 GMDSS.  
**SSB:** Sailor 6310 MF/HF DSC Radio.  
**VHFs:** Sailor 6222 VHF DSC Radio.  
2 x Sailor 6210 VHF Radio.

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





Fixed-bottom turbines under construction at Anholt offshore wind farm in Denmark. Photo: Orsted.

# WIND FARM TYPES

## Fixed-bottom or floating?



**To achieve the target in the Climate Action Plan approximately 7-10 offshore wind farms need to be completed before the end of 2030. But will these be 'fixed-bottom' or 'floating'? What is the difference and where will they be?**

In the second in an ongoing series of articles on offshore renewables for The Skipper WIND ENERGY IRELAND'S **JUSTIN MORAN** looks at the different types of offshore wind turbines available.

### What is the difference between a 'fixed-bottom' and a 'floating' wind turbine?

A fixed-bottom turbine is installed on a foundation which is dug into the seabed. This is the most common type of offshore turbine. It has been used to develop 25,000 MW of offshore wind energy in Europe alone and is used all over the world.

A floating turbine is not fixed to the seabed like a fixed-bottom wind turbine. Instead, the wind turbine is mounted on a floating platform which is then secured to the seabed by mooring cables and anchors.

Ireland has a target to deliver 5,000 MW of offshore wind energy by the end of 2030. Depending on the size of the individual projects this is around 7-10 wind farms.

We expect the majority of these to be built using fixed-bottom turbines but we are working to try and ensure at least some floating wind energy is built by the end of the decade.

Delivering this offshore wind will create thousands of long-term and sustainable jobs, particularly in our coastal communities. It will drastically cut our CO2 emissions and help to make Ireland more energy independent.

### How is the type of turbine connected to the proposed wind farm location?

The answer is, simply, seabed depth. As people

working in the fishing and marine industry will be well aware, as we move out from shore Ireland's seabed depth increases very quickly.

Identifying the right location for an offshore wind farm requires a careful balance between numerous technical, environmental and economic factors, including the need to try to co-exist with local fishing activity.

But one of the most critical is the seabed depth at any potential location.

The key challenge with fixed-bottom turbines is that they can only be deployed in water depths of 50-60 metres, preferably less, and where the seabed conditions are suitable to secure the foundations.

This is why so many of the most advanced offshore wind projects are located on the east coast and within sight of land. There is simply more seabed available at the depth needed by the turbines.

### Can floating turbines be used in deeper waters?

One of the big advantages of floating wind turbine technology is that it can be deployed in much greater depths, further out to sea and taking advantage of some of the best wind conditions in the world.

However, this is still a relatively new technology and currently significantly more

**Britain, which is one of the largest offshore wind markets in the world, has no distance-to-shore restriction on offshore wind farm development**



expensive than fixed-bottom turbines. We expect that the cost will fall rapidly as the technology matures and it could be cost-competitive with fixed-bottom offshore wind by the 2030s.

Internationally, there are still very few floating offshore wind projects but commercial development of floating wind energy is expected to accelerate in the coming decade.

We believe Ireland is perfectly positioned to play a leading role in this acceleration, building an entirely new marine industry and helping to not just to cut our own emissions but to enable us to export clean power to Europe.

Many of our members are already at work developing floating wind energy projects off Ireland's coast and these include projects which, with the right policy support from Government, will contribute to the 2030 target of 5,000 MW.

### Is it true that offshore wind farms in Europe cannot be built within 22 km of the coast?

No, this is not true, but it is a claim we hear often.

As of the end of 2020, there were 7,800 MW of offshore wind capacity installed in Europe from 65 offshore wind farms located closer than 22 km from the coastline. Another 16,000 MW of projects within that distance either have planning permission or have applied for it.

Britain, which is one of the largest offshore wind markets in the world, has no distance-to-shore restriction on offshore wind farm development and neither does Denmark, the world's leader in wind energy.

Of the three German coastal states only one, Schleswig-Holstein, has a restriction and this is currently under review. Neither of the other two states has a 22 km limit.

The state of Mecklenburg-Vorpommern, for example, has a 103-turbine offshore wind farm within 22 km of the coast which received planning permission in 2019 and two more wind farms within that distance are expected to go online in 2023 and 2025.

Only two countries with significant volumes of offshore wind energy, Belgium and the Netherlands, have 22 km distance-to-shore limits and the Dutch recently lifted the limit to approve two new projects closer to shore.

Both of these countries have shallow maritime areas far larger than Ireland's. They can build much further from shore and still have a seabed depth of around 40 metres or less. ■



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## EXPLORING USES FOR SEAFOOD WASTE



**The SYMBIOMA Circular Days – Seafood Waste Valorisation and Side Stream Revenue Generation was held at Atlantic Technological University (ATU), Sligo.**

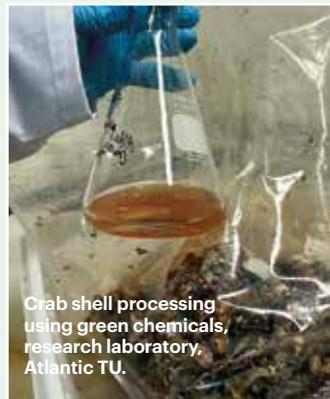
The SYMBIOMA Circular Days webinar was held online from the 5th-7th of April 2022. The webinar is conducted as part of the EU Northern Periphery and Arctic (NPA) region funded applied research project which looks at applying the principles of circular economy to seafood, potato, and brewery industries.

Out of the three days, the 6th of April was dedicated to exploring and streamlining side streams of revenue for the seafood industry through tapping the potential of valorising the wastes and side streams currently available in the seafood industry.

The webinar had participation from 20 diverse stakeholders including the local seafood industry in Ireland, Enterprise Ireland representatives, community stakeholders, European funding agencies and researchers and managers in the field.

Dr Ehiازه Ehimen, project coordinator of the SYMBIOMA project shared the motivation behind the project and the achievements to date. Mr John Browne and Mr Ted Browne from M/s De Brun Iasc Teo, a crab shell processing company from Dingle peninsula, Co. Kerry collaborating with the SYMBIOMA project further shared their experiences with the project and prospects going forward. They also shared the importance of finding local markets for seafood as well as value-added products from waste.

Ms Eve-Ann McCarron from the Local Enterprise Office, Donegal-Letterkenny, shared various schemes which found uptake among the seafood industry stakeholders. One of the highlighted grants was the innovation grant for research and development, where the local Small and Medium Enterprises (SMEs) could hire researchers or collaborate as part of a research project, to improve their production or create side streams through the valorisation of waste.



Crab shell processing using green chemicals, research laboratory, Atlantic TU.

research on value-added products from crab shells and the state-of-the-art set-up for the same established at the research laboratory in Atlantic Technological University (ATU), Sligo.

The webinar concluded with a Q&A session.

More information and recordings of the Circular Days webinars, not only those focused on the seafood industry but from the other days looking at Potato industry wastes (Norway) and Brewery wastes (Finland) can be found online at SYMBIOMA Youtube Channel.

■ For more information on the SYMBIOMA project, and for details on how the expertise at ATU can contribute to the Irish seafood industry with regards to side streams conversion and valorisation, check out the project's Technology Innovation Platform website [www.symbioma.eu](http://www.symbioma.eu) or please contact **Dr Ehiازه Ehimen** ([ehimen.ehiازه@itsligo.ie](mailto:ehimen.ehiازه@itsligo.ie)) **Dr Unnikrishnan Brijitha-Madhavan** ([umadhavan@itsligo.ie](mailto:umadhavan@itsligo.ie)).



Left: Eugene McBrearty, KER Group, with Sarath Kumar, Co-Innovate Graduate and NWRC Electronics & ICT Technical Consultant, Cathal Ferry.



## NWRC announces innovative project with Ireland's leading Marine Engineering Company

**North West Regional College's (NWRC) Business Support Centre (BSC) has announced details of a new cross-border project with Killybegs-based marine engineering company, KER Group.**

The 12 month project funded by the Co-Innovate Programme, which is supported by the European Union's INTERREG VA Programme, managed by the Special EU Programmes Body (SEUPB), is aiming to develop a remote ship monitoring platform (RSM) for monitoring refrigeration systems, engine bilge pumps and other alarms onboard boats.

Cathal Ferry, Electronics & ICT Technical Consultant at NWRC explained: "We're looking forward to working with the KER Group on this innovative project via the Co-Innovate programme. We initially met with the company, discussed our plans for the project and engaged with Carolyne Murphy from Co-Innovate to see if this was viable. Once we were given the green light, we proceeded with the application part of the process and were delighted to hear that it was successful and thus the project was approved.

"We will assist the company and the Co-Innovate candidate in the development of the proposed RSM platform. We have expertise in the required areas and have completed projects requiring similar skillsets through programmes such as InterTradelreland's Innovation Boost, Co-Innovate, Knowledge Transfer

Partnership, B2B, Innovation Vouchers etc."

Carolyne Murphy, Co-Innovate Programme said: "Co-Innovate are delighted to support this project which will create a unique innovative solution for the nautical sector and increase their product portfolio via utilising enhanced technical knowledge and proficiency through their Co-Innovate Programme partnership with NWRC."

Eugene McBrearty, Managing Director at KER Group added: "We believe that the completion of the proposed project will be very beneficial to us as there are presently no available systems that can integrate into a boat's various systems. Current boat monitoring systems are installed on a local basis within a wheelhouse of a boat and provides critical information to the captain, first mate and crew, but this information can only be accessed by crew who are physically present onboard a boat. We have already had interest from a number of Irish boat operators who wish to use the proposed RSM system as well as interest from Norwegian operators who would also like to avail of the proposed RSM platform." ●

■ For more information about how NWRC's Business Support Centre can help your business email: [businesssupport@nwrc.ac.uk](mailto:businesssupport@nwrc.ac.uk) or to find out more about the InterTradelreland Co-Innovate programme visit: <https://co-innovateprogramme.eu/>



Sparkling Star is designed to catch monkfish and megrims out of Kinlochbervie and Peterhead in Scotland. PHOTO: JIM GIBSON

# New 'Sparkling Star'

**The new Ullapool registered Sparkling Star UL 290 for skipper James Corbett from Kinlochbervie and Don Fishing company has had a successful start to fishing since arriving home earlier this year.**

WORDS: MIKE MONTGOMERIE PHOTOS: JIM GIBSON

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of Sparkling Star UL290

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**T**HIS IS THE second new vessel for Kinlochbervie skippers within the last four months with the *Loch Inchard III* being delivered from C Toms in Polruan in December 2021.

After completing engine trials off the Tees, **Sparkling Star** steamed North, arriving into to Fraserburgh on 10th March to take on their fishing gear from Faithlie Trawls and undertake full fishing trials before heading further North through the Pentland Firth to begin fishing.

The Sparkling Star, was built at Parkol, to an S C McAllister design, is a replacement for James's previous 19m vessel of the same name that was also designed by S C McAllister and built by Parkol in Whitby.

This vessel has now been renamed *Leah Faye* WK290 and moved to the East coast where she will be skippered by *David Watson* from the Eyemouth area. James said that he 'was delighted

with the previous vessel built at Parkol, having more than four trouble free years, so it made sense to come back to Parkol in Whitby for his new build'.

The vessel is insured through **Sunderland Marine**. James plans to work a routine of 14 day trips alternating skipper duties with his son Ryan, mainly to the West and North of Scotland probably landing every 4-5 days in either Kinlochbervie or Scrabster.

The hull of this vessel is similar to several others that have been delivered recently by Parkol, having a transom stern, bulbous bow and full length shelter deck, but, Sparkling Star has a double chine hull instead of the round bilge construction that many others have.

The new vessel is 27.8 metres overall length with a registered length of 23.95m, a beam of 8 metres a draught of 5.2 metres.

## ENGINE ROOM

Her main engine, supplied by

**Padmos** in the Netherlands, is a Mitsubishi S12R-(z3) MPTAW developing 588KW at 1400 RPM.

This is linked to a **Heimdal HG5S 2PCRF gearbox** with a reduction of 11.43 to 1 to drive a Heimdal K-600 2.9m diameter 4-bladed variable pitch propeller housed in a streamlined high efficiency nozzle. Just aft of the nozzle is a triple bladed rudder, this is becoming more common on new builds for Scotland, it is controlled by a Scan steering MT1600 system.

The nozzle and triple rudder were both designed and built by Parkol. Forward, to assist with manoeuvring there is a 700mm diameter **Kort KT170 bow thruster** giving a thrust of 1.36 ton.

The main Heimdal gearbox is has two power take offs each capable of delivering 298kw to drive the two main hydraulic pumps rated at 170KW at 1500rpm at 210bar. These are used mainly for the winches and net drums when hauling and shooting. There are also two electrically driven hydraulic pumps for use when towing.

The main engine and gear box are set well down in the engine room but with good access, either side are the two wing fuel tanks with auxiliary engines on top of them. **Beta Marine** supplied the two **Cummins auxiliary engines** rated at 150KW, each drives a 180kw electric generator to supply electric power for the vessel.

The engine room is fitted with three electrically driven **Azcue CA-80-5A Centrifugal self-priming pumps** that can deliver 44 cubic metres per hour. Two of these are for deck wash and one for the main bilge pump, but one of the deck wash pumps is set up so that it can also be used as a bilge pump if necessary.

There are two more **Azcue VRX pumps** on deck used for deck sump pumps in the fish processing area. All these pumps are designed for operation by the crew with stop / start buttons at deck level.

The vessel can carry 35,000 litres of fuel in four tanks, two wing tanks in the engine room and another two under the aft end of the fishroom floor, 25,000 litres of fresh water in three tanks, two below the forward end of the fishroom floor and another in right forward in the bow.

At engine room level the vessel is of traditional layout, being divided by three watertight



Sparkling Star is a replacement for James's previous Parkol built vessel.

bulkheads into, from aft, the accommodation, the engine room, then the fish room and the forepeak tank. At the main deck level, it has an athwartships, steel casing midships to house the galley mess deck, washrooms and changing areas. Aft of this is a steel shelter deck shelter and gallows arrangement to house the various net drums, forward of the accommodation deckhouse is the catch handling area and right forward a compartment to house the centre trawl winch.

Atop the shelter deck the spacious aluminium wheelhouse has been 'pushed' forward slightly to leave plenty of room aft for



Impressive array of monitors at the forward end of the wheel house.



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**Congratulations to James, Ryan and crew with your new vessel SPARKLING STAR. We wish you safe and successful fishing.**

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Mitsubishi V12 main engine and Heimdal gearbox.



Winch and engine controls at back of the wheelhouse.

working the gear and machinery aft. Forward of the wheelhouse, starboard side is a large catch reception hatch with a gilson frame above it, at its base, a 6.5 ton (mid drum) **Pullmaster gilson winch** for lifting the cod end onboard.

To the port side is a **Rapp landing crane** rated at 1000kg at 8m. Ahead of the wheelhouse is the large landing hatch, just forward of this hatch is the housing for the hanging block sheave leading the middle trawl warp aft and under the wheelhouse to the central hanging sheave on the aft gantry. To the port side is a large access hatch and ladder for crew access to and from the shelter deck. Either side of the wheelhouse there are deep pounds for storing gear in

**WINCHES**

■ Aft of the wheelhouse is more the business end of the vessel. Immediately aft are the port and starboard **Rapp TWS 23 split winches** with heavy duty level wind spooling and direct leads to the Fleming fairleads hanging

blocks in the gallows.

On the starboard side there is a neat, recessed housing for stowing the anchor in. The centre split winch is the same as the port and starboard winches but is fitted right forward on the main deck with the centre warp being led aft under the wheelhouse to the centre hanging block below the aft gantry.

The three winches are spooled with 650 fathoms of 22mm steel core wire supplied by **Jackson Trawls of Peterhead**. Just aft of these winches is the access hatch to the aft main deck, alongside this, attached to the handrail is a Quicksling man overboard rescue device, ideally placed, being easily accessible to all the areas of open deck where the crew will be working at sea.

Further aft, either side of this hatch are two single 2metre diameter Rapp hydraulics net drums with an 8 ton core pull to take the vessels **Faithlie Trawls 140ft hopper nets** with over 4 metres of working space between them and the guide rollers at the aft end of the shelterdeck. The controls for these net drums are

on the shelter deck, right aft on each side of the vessel enclosed in stainless steel boxes. From here the operator has full view of the nets coming out of the water and of the two net drums.

Straddling this deck is a gantry with the trawl gallows at each side, a **Rapp RPBC14 crane** with a wide sheaved power block aid with handling the trawl gear.

The exhausts are led up the port leg of the gantry along with ventilation shafts, similarly the port side houses further ventilation shafts and the engine room escape hatch. This gives direct access to the engine room from the topside of the shelterdeck for equipment and drums of oil etc need to be passed down.

On top of the gantry, each side of the crane base are two small, lightweight, bagging net drums. It is becoming more common for this class of vessel to haul the bag of the trawl using a leachline/lazy deckie rope attached half way down the bag onto a small secondary netdrum rather than haul the whole net onto the main netdrum every haul.

**TRAWL GEAR**

■ Moving down to the extensive, wood sheathed, aft main deck, there are two **Rapp split net drums** each with a core pull of 14 tons to handle the two 300ft wide mouthed fish scraper nets and the two 240ft disc scraper nets. These net drums are set close to the forward watertight bulkhead and have about 5-6 metres of deck space between them and the stern roller. Between the two stern net hatches is a plastic sheathed ramp to house the centre clump weight, just forward of this are the controls for the two split net drums, again with a good view of the nets and net drums. Aft of each of these net drums, mounted overhead are two **Pullmaster PI5 tugger winches** with a core pull of 2.1ton, to help with gear handling on the main deck.

The trawl gear package of 6 nets, sweeps and bridles and the **Thyboron 86 inch Type 11 Icelandic style trawl doors** were all supplied by **Faithlie Trawls** in Fraserburgh. The Sparkling Star carries a wide variety of gear allowing him to change his fishing

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Best Wishes to James, family & crew on your new vessel *Sparkling Star*. Safe fishing from Faithlie Trawl.

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The two split net drums on the main deck with controls on the left.

activity and fishing area to suit what species are on the ground and which are fetching best prices on the market.

Once the gear is hauled the codend is hauled forward to the Gilson gantry, emptied through the hatch in the shelter deck and into a large reception hopper that could hold in the region of 150-200 boxes if needed. There are many angled baffles in this hopper to prevent excess movement of the catch and guide it down to the small hatch onto the end of the conveyor all helping to keep the catch in pristine condition.

This conveyor runs across the vessel just ahead of the main accommodation deckhouse with multiple sections and fish washers just ahead of it for the different selections of fish. Any of these compartments, once the catch is washed, can be released by the crew onto a second conveyor that takes the catch directly into the fishroom where it is received on a deep selection tray. From here it is weighed, iced and boxed.

### CONVEYOR

■ The conveyors and fish washing system was supplied by **Seagate Fabrication LTD of Peterhead.**

The main processing conveyor is fitted further forward than usual from the bulkhead to give space for a row of fish boxes to select some of the prime fish such as megrims and monks into to be individually washed before being sent below to the fishroom.

Above the conveyor are four individual washing stations with small hoses to allow the crew to

thoroughly wash the prime fish. Just ahead of the main fish washer is large landing hatch where the catch is lifted ashore by the Rapp crane on the shelterdeck. Further forward on the main deck to port is a watertight compartment housing the 2.5 ton per day **Geneglace Ice machine** from premier **Refrigeration in Fraserburgh** and the electric hydraulic power pack for the fish handling conveyor systems. Also in this compartment is the access hatch for the crew to the fishroom allowing for a fixed ladder rather than the more normal removable ladder inside the main landing hatch.



Starboard Cummings genset.

*BEST WISHES TO  
JAMES, RYAN AND  
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This is both safer and makes for easier access for the crew. Right forward in the stem is the centre split winch in its own watertight compartment with the warp leading upwards to run aft above the shelter deck. To the starboard side, ahead of the fish reception hopper is a small store with a chest freezer in.

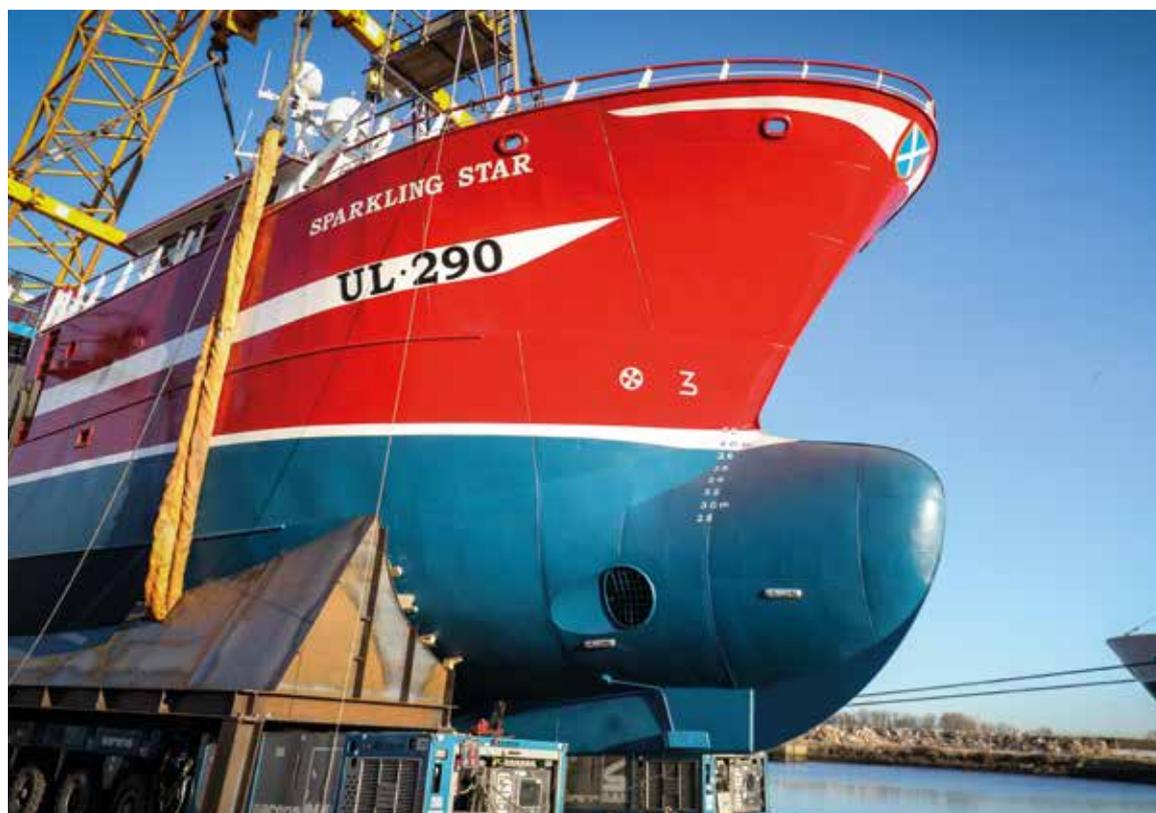
## FISHROOM

■ Down below is the fishroom, that will hold in the region of 1000 boxes, fibreglass lined by **Patsy Bruce of Fraserburgh** and with a refrigeration system by **Premier refrigeration also in Fraserburgh**. Just ahead of the fish room ladder is the ice storage with a direct feed from the ice machine above.

The fish are delivered to the fishroom from the main fish washer through a 300mm diameter stainless steel pipe onto a deep tray on the starboard side. Here it is selected, weighed using the Marel M1100 scales and stored in iced boxes. Just ahead of the hatch mounted on the deckhead is a small tugger winch to haul the tiers of full boxes forward to beneath the hatch ready to be lifted ashore by the Rapp crane mounted on the shelterdeck

At the port end of the processing conveyor is a large hatch and ladder for crew access to the upper shelter deck, just aft of this is the doorway leading to the main accommodation area. Immediately through this doorway there is heated storage for the crew's boots and wet gear, and adequate hanging space for all their oilskins and lifejackets.

To the left of the doorway are the controls for the various electric deck wash pumps and bilge pumps, easily accessed



from the working deck. Opposite this there is a handy small tool storage compartment where Scanmar sensors are also housed and charged. The main engine room access is also off the area as well and right aft is a toilet and wash hand basin for use when working on deck. The main accommodation is also accessed from this area.

On entering the 'clean' area there is a stairway to the wheelhouse with a washing machine, tumble drier and small fridge below. The galley and mess deck is on the starboard side. The one large mess table is in Parkol's usual corian in a dark grey colour, the work surfaces in the galley are in the same material but in a much lighter colour. The galley is

**James was delighted with the previous vessel built at Parkol, having more than four trouble free years, so it made sense to come back to Parkol in Whitby for his new build.**

fitted out with a 4 plate electric hob, a deep fat frier and rice cooker all covered by a full width overhead extractor fan. Other is plenty of cupboard storage, a built-in eye level oven and microwave and a boiling water tap at the sink.

## GALLEY

■ The galley and the cabins below are all fully air conditioned. Beside the galley, in the accommodation unit there is a second toilet and shower, past this leads aft to the stairwell down to the sleeping accommodation. This consists of a skipper's berth and two large cabins. One to port with 6 bunks and the other to starboard with another three bunks, all with 240 volt sockets and USB charging points, with more than adequate cupboard storage for the crew. In between the two large cabins is a compact steering compartment housing the Scan Steering gear.

## WHEELHOUSE

■ Above the galley and mess deck is the spacious wheelhouse fitted out with two **Norsap monogrammed wheelhouse chairs** and an impressive array of electronics all from **McMinn Marine of Fraserburgh**.

These consist of two radars, a

JRC 5312 and a Koden Mdc 2540, a JRC broadband sounder, an Olex plotter and two **Sodena plotters**, two JRC satellite compasses, and a Scanmar net monitoring system, all linked to ten 28" monitors low level monitors and nine 24" high level monitors through a 16 way HDMI matrix system. This allows the skipper to choose what he displays of which screen depending on whether the vessel is fishing or steaming. There is also three Sailor 6215 VHF sets, a Navitron auto pilot, an Intellian Satellite TV and a VSat, a sailor Lt3100 sat phone. For monitoring all round the vessel there is a 16 camera CCTV system, including an underwater propellor camera, which can be displayed as one or multiple cameras on any of the LCD screens.

The wheelhouse is laid out with two wheelhouse chairs with a communications console between them, a small 'office' space for the sat phone and e log computer, engine controls, autopilot and steering control stations at either side and at the aft console where the winch controls are. There are several repeater screens around this console and a Rapp Pentagon auto trawl system for controlling the three winches. ■



The wheelhouse 'office' for sat phone and e-log etc.



Fishermen in these impoverished communities rely almost exclusively on fishing for their livelihoods.



# re-FISH

## FISH Safety Foundation Initiative

re-FISH is an initiative, run by the FISH Safety Foundation, a New Zealand based charity, dedicated to the safety of fishers at sea globally.

**Fishing is recognised as one of the most dangerous occupations in the world with at least 32,000 fishing related deaths per year. In developing countries, this danger is often compounded by a general lack of safety equipment and fishers risk their lives daily going to sea without it.**

re-FISH has been established to address this issue by collecting donations of re-usable fishing and safety gear from countries such as the UK, servicing and then sending them to select small scale fishing communities, where these items are in short supply and can make a significant difference.

In January 2020, re-FISH team members, along with our in-country partner, **Patuakhali Science and Technology University** (PSTU), visited the villages of Alipur and Mahipur in the Patuakhali District in Bangladesh and donations of wound care kits and sunglasses were distributed to local fishers. These two small scale fishing sit adjacent to the Bay of Bengal and are the current focus for donations.

During the visit, it was noted that the fishers in these impoverished communities relied

almost exclusively on fishing for their livelihoods and struggled to afford suitable basic safety equipment such as life jackets. The few observed were in poor condition. We were provided with anecdotal information from local community members that indicated that injuries, fatalities, and vessel losses at sea were disproportionately high for local fishers as they faced the many hazards in the Bay of Bengal.

Our donation process is transparent and not profit driven, with all donations going to Bangladesh. Any donated item that is past its expiry date, but otherwise in good condition, will be re-serviced and re-certified where appropriate by a qualified person. Specific items are

**“By collecting donations of re-usable fishing and safety gear from countries such as the UK, re-FISH service and then send them to select small scale fishing communities, where these items are in short supply”**

targeted for donation including life jackets, flotation items, first aid equipment, distress beacons tools and ropes.

Donors are advised clearly of these requirements prior to donation and made aware that it is not an opportunity to simply dispose of waste items. re-FISH provides an environmental benefit to the UK, as donated items which may have otherwise been disposed of in landfill can be repurposed and then reused by fishing communities in the developing world.

In July 2021, the re-FISH ‘Road Trip’ at selected sites in the Southwest of England raised awareness of the initiative and sourced many more donations. Additionally, three permanent collection hubs were established at Brixham, and Teignmouth Harbour Masters and Turn Chapel Wharf, Plymouth. The success of this road trip and the collection of many generous donations, means we now have more than enough safety gear and lifesaving equipment to fill a container for transport to Bangladesh over coming months.

*Many thanks to our donors who we can name (below) and to those we can't!*

- Sioen Industries** – Matt Wilmot and Tim Meakin
- RNLI** – Frankie Horn
- Brixham Trawler Agents Ltd** - Dan Langdon and Derek
- Harrison Industrial Ltd.**
- Portsmouth** – Paul Harris
- Teignmouth Harbour Master** – Humphrey Vince
- Brixham Harbour Master** – Sam and team
- TMS Ltd.**
- SeaRegs Training** – Vicky and team
- Turn Chapel Warf, Plymouth** - Ryan Bonney
- ADEC Marine Ltd** – Nilesh Shah
- North Eastern Inshore Fisheries and Conservation Authority (IFCA)** – Ian Davies

We also have support from our freight sponsor, **Ocean Network Express (ONE)** who have provided free freight shipping from the UK to Bangladesh to ship our donations.

With assistance from PSTU donated items will be provided to our targeted fishing communities in Bangladesh and PSTU will consult with local community leaders to ensure that fishers are trained and encouraged to use donated gear responsibly, safely, and sustainably.

re-FISH is looking to expand over coming months with plans to set up a volunteer network across the UK to provide the energy, skills and resources to make sure the right equipment reaches those who need it most.

The kindness of local businesses and communities is amazing and allows us to support fisher communities which are not as fortunate.

**Recover ● Refresh ● Re-use**

**If you can help or would like more information, please contact re-FISH Project Director, Dr Kate Pike at [kate.pike@re-fish.org](mailto:kate.pike@re-fish.org) [www.re-fish.org](http://www.re-fish.org)**



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● **SUBMISSION GUIDELINES:** Simply get your phones and cameras out, and send us your hi-res photos by email to [editorial@maramedia.ie](mailto:editorial@maramedia.ie) and don't forget to mention your name and details, as well as a brief description of the scene depicted.

The photos must be taken by the person sending it to us, and it is understood that they are free of copyrights.

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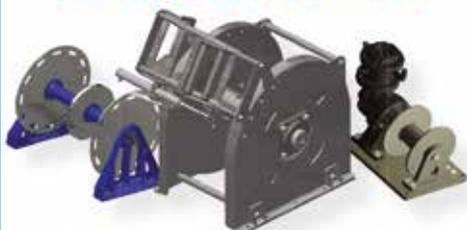


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Celtic Voyager and Scotia in pair trawling exercise in the Irish Sea.

# DAYS GONE BY...

A SELECTION OF PHOTOGRAPHS FROM THE SKIPPER ARCHIVES

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### SEND US YOUR IMAGES

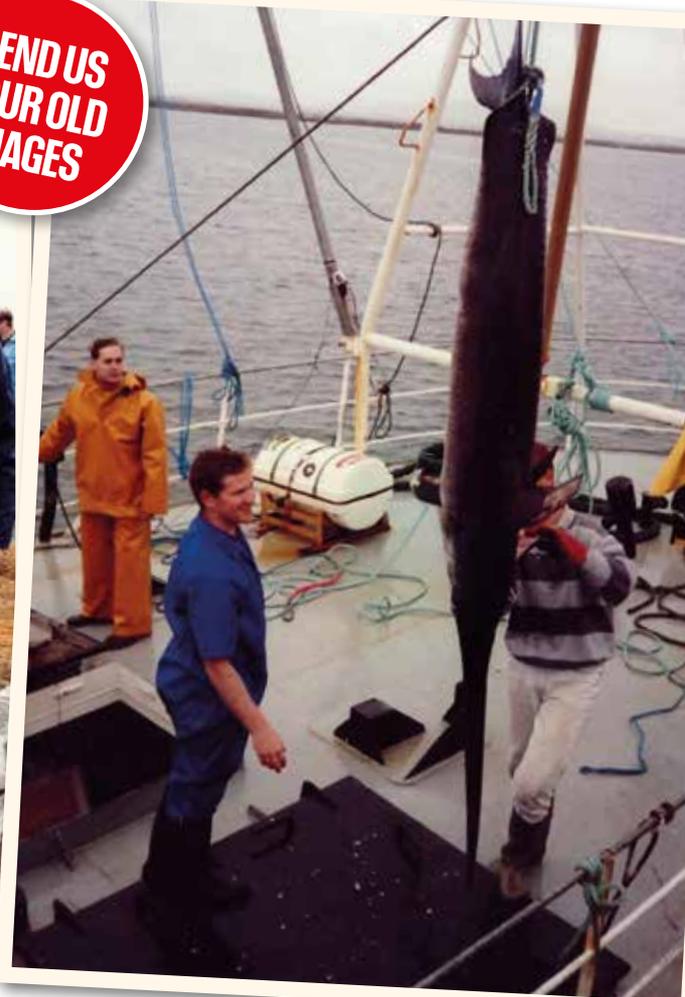
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Right: Joey Murrin, Malleen Johnson in September 1996.

1992 Trials on the Kittywake





Enterprise II.



Darragh in the 80s.

Pupils at the National Fishery Training Centre with Mr Michael Darcy, Minister of Fisheries mid 80s.



# The Skipper Archives June 1972

## MAIN HEADLINES:

- CO-OPS AND FIRMS URGED TO EXPORT AS ONE UNIT.**  
 20 of Ireland's 30 fish processing firms should organize a group market operation to co-ordinate their export drive.
- BRITONS SPEND £291m ON FISH.** Findus, the Norwegian fish processing company, undertakes a big sales campaign in Britain to boost sales of other frozen products.
- SCOPE FOR FISH SALES.** With the projected rise in meal prices as a result of EEC membership, a new opportunity and challenge would be presented in progressive fish retailers.
- HIGHER LOBSTER PRICES LIKELY**  
 Prices expected due to the inflationary trend in winter with some peaking at £1 per 1 lb.

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**Britons spend £291m on fish**

**CO-OPS AND FIRMS URGED TO EXPORT AS ONE UNIT**  
Higher volumes, lower costs

**Herring scarce off Galway**

**Higher lobster prices likely**

**JOB OFFERED TO FISHERMEN**

see inside  
**CURB COMING ON DUNMORE?**

**NEW RULES FOR BUILDERS**

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**100-TON MUSSEL TRANSPLANT**

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**SCOPE FOR FISH SALES**

**300,000 HOOKS SENT TO BANGLADESH**

**ADVANCE HANDLING**



Áine arriving at Skagen, Denmark. PHOTO: JOHN CUNNINGHAM



Sunrise on the Porcupine bank. PHOTO: PADDY RATH



Carmona on the way into Killybegs with Blue Whiting. PHOTO: PAUL DIRRANE



Tempo arriving in Stornoway. PHOTO: GORDON MCCRAE



Westbound fishing off Duncannon. PHOTO: STEPHEN JONES

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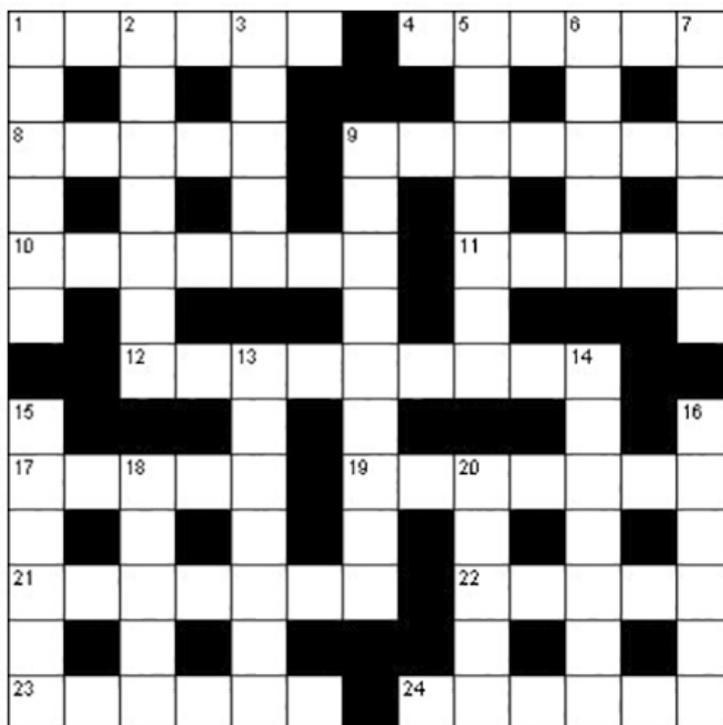
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**ACROSS**

- 1 Expensive (6)
- 4 Mariner (6)
- 8 Proclamation (5)
- 9 Outer districts of town or city (7)
- 10 Whaling weapon (7)
- 11 Person under age (5)
- 12 Deferred (9)
- 17 More secure (5)
- 19 Sweet dish named after a ballerina (7)
- 21 Everywhere (3,4)
- 22 Chess pieces (5)
- 23 Hang loosely (6)
- 24 Putrid (6)

**DOWN**

- 1 Day nursery (6)
- 2 Rider's footrest (7)
- 3 Numbers game (5)
- 5 White of an egg (7)
- 6 Sophia \_\_, Italian actress (5)
- 7 Holiday destination (6)
- 9 Wading bird (9)
- 13 Become shrunken and wrinkled (7)
- 14 Cease to participate (4,3)
- 15 Area surrounded by water (6)
- 16 Sherlock Holmes's assistant (6)
- 18 Criminal (5)
- 20 Sixth sign of the zodiac (5)



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The Killybegs Marine Cluster, in collaboration with Atlantic Technological University (ATU), is currently 100% funded by Enterprise Ireland.

# Killybegs Marine Cluster launched

**Killybegs Marine Cluster brings access to Research, Education and Innovation to the blue economy in The North West**

**KILLYBEGSMARINECLUSTER** officially launched recently in the Killybegs campus of the newly formed ATLANTIC TECHNOLOGICAL UNIVERSITY (ATU). This initiative aims to address the needs of the industry while adopting a quadruple helix framework comprising of a blend of industry, academia, government and community support.

Charlie McConalogue, Minister for Agriculture, Food & the Marine joined Karl Bonner, Educational Outreach and Cluster Manager for the Killybegs Marine Cluster; Dr Orla Flynn, President of the Atlantic Technological University; Brian Leslie, Company Director of SeaQuest Systems Ireland; and Gillian Slattery, of Enterprise Ireland to officially launch the Killybegs Marine Cluster.

The Killybegs Marine Cluster is one of twelve clusters on the Island of Ireland as part of Enterprise Ireland's National Cluster Programme and is the only Cluster dedicated to the Blue Economy. The Killybegs Marine Cluster, in collaboration with Atlantic Technological University (ATU), is currently 100% funded by Enterprise Ireland under the Regional Technology Cluster Fund (RTCF).

Commenting on the launch of the Marine Cluster, Minister

McConalogue said, "I am delighted to be here today to join in on marking this momentous occasion. The Cluster has the potential to be an embarkation point for Killybegs and the north west. As a Donegal man, it makes me proud that the first Blue Economy Cluster is in my home county. We are a maritime region with a strong tradition of blue economy. I welcome the support and recognition of Enterprise Ireland, Atlantic Technological University, the Killybegs community and businesses, along with local politicians including Cllr Naughton."

Speaking at the launch, President of Atlantic TU, Dr Orla Flynn added, "It is such an honour to have the opportunity to support this cluster and to celebrate this launch in collaboration with the launch of the Atlantic TU. The Killybegs Marine Cluster aligns itself with two symbols of Atlantic TU's very existence; collaboration with and support of industry, particularly with SMEs; as well as our relationship with the Atlantic, which captures the very essence of the university's identity. It is

our mission to be a magnet for talent, an anchor institution, supporting initiatives such as the Killybegs Marine Cluster by means of education and research will develop the west and northwest regions. That is our purpose at Atlantic TU."

Aidan McKenna, Regional Director of North East and North West Region, Enterprise Ireland was keen to add, "Enterprise Ireland are delighted to support the Killybegs Marine Cluster under the Regional Technology Clustering Fund. We work with

Karl Bonner, the Educational Outreach Manager for the cluster and ATU Letterkenny, on an ongoing basis in order to strengthen increased SME productivity, drive SME competitiveness and support internationalisation activity for the cluster. While we are building on an established tradition of cooperation that exists among members in Killybegs, we are already gathering evidence that this targeted engagement with industry, is assisting member companies diversify and expand their operations."

The objectives for the Killybegs Marine Cluster are based across 4 strategic pillars which include: new business development and internationalisation; fostering talent and skills across the

industries; providing access to education, research, and innovation; and development of the cluster ecosystem through industry and other stakeholder relationships.

The Killybegs Blue Economy currently comprises of seven blue economy marine sectors including commercial fishing; fish processing; marine engineering; aquaculture; renewable energies; offshore marine services; and marine tourism. It also has 20 members across these seven active and identifiable marine sectors. Together, these businesses have combined annual revenues in excess of €300 million per annum, while providing sustainable employment for more than 1,000 people throughout the entire calendar year. The Killybegs Marine Cluster is an Internationally recognised and ambitious cluster, with 95% of the turnover generated by the members from export markets.

**For more information, please visit <https://kmc.blue/>**

