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# The Skipper

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## Proposed MPA's Would Sound The Death Knell For Irish Fishermen

KFO outline  
new approach  
to Wind Energy

Ireland's new  
RV 'Tom Crean'  
docks in Galway

**NEW BUILD**

George Hepburn's  
'Celestial Dawn BF 109'

**NEW BUILD**

Cygnus Typhoon  
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New Typhoon 40 'Skye'  
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Published monthly by Mara Media,  
 Annagry, Co Donegal.  
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**PRINTED BY:**  
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 www.wgbaird.com

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# Proposed MPA's Would Sound The Death Knell For Irish Fishermen

MPA's should be a wake up call to Irish fishermen to unite and put forward a strategic plan that preserves fishing opportunities and prevents the industry and our fishing communities being squeezed out of our traditional grounds.

**A coalition of Ireland's leading environmental non-governmental organisations (eNGOs) and environmental networks under the banner of FAIR SEAS have released a map of proposed Marine Protected Areas (MPA's) in Irish waters.**

The proposal as outlined on the map shown here would see the majority of traditional fishing grounds closed off to the Irish inshore and offshore fleet.

The report coupled with the speed that the Marine Spatial Planning bill was railroaded through the Dail has sounded alarm bells among fishermen who fear that the spatial squeeze from both MPA's and windfarms will be the final nail in the coffin for the Irish fishing industry.

**Speaking to The Skipper, PATRICK MURPHY, CEO of the IS&WFPO stated**

"It is abundantly clear that these groups have no interest in supporting the Irish fishing industry and our coastal communities and that despite their propaganda, there has been no engagement or attempt to work with fishermen to develop a meaningful plan to protect our waters."

"The headlong rush to introduce MPA's should be a wake up call to Irish fishermen to unite and put forward a strategic plan that preserves fishing opportunities and prevents the industry and our fishing communities being squeezed out of our traditional grounds."

"We as an industry have to come together to challenge some of the misleading claims

by proponents of fixed MPA's and show that by working with fishermen on the grounds a more sensible and workable solution can be agreed on"

"Banning fishing in a fixed area is not a solution so by not recognising that fish move and dynamic MPA's that are created by fishermen's knowledge and input are a credible alternative these environmentalists are just drawing lines on a map to reach a target of 30% coverage by 2030."

Patrick Murphy also highlighted how the fishing communities seem to be now the target of those who consider them expendable in the rush to satisfy the Green Lobby.

**ACCORDING TO THE IRISH GOVERNMENT:**

"MPAs can support economic activity associated with the sea; for example, by conserving areas of particular importance to marine ecosystems and ensuring that human activity is kept at a level that will sustain biological diversity, natural productivity, human health and well-being. MPAs can also help reduce the effects of climate change and ocean acidification by ensuring that marine ecosystems are healthy and resilient, and that the marine environment can act as a natural carbon storage system."

<https://www.gov.ie/en/publication/e00ec-marine-protected-areas/>

However, Ireland's Fishing Industries interpretation of the above seems to be at odds with NGO's desire where an **MPA** can only be recognized as one if it is a **"No Take Zone"** or if it is highly protected but



Patrick Murphy, CEO of the IS&WFPO.

**"It is abundantly clear that these groups have no interest in supporting the Irish fishing industry and our coastal communities."** PATRICK MURPHY

these supposed **'No Take'** and **'Protection Areas'** are only ever associated with the banning of the traditional Industry of Fishing that has been happening in these same areas for many hundreds of years.

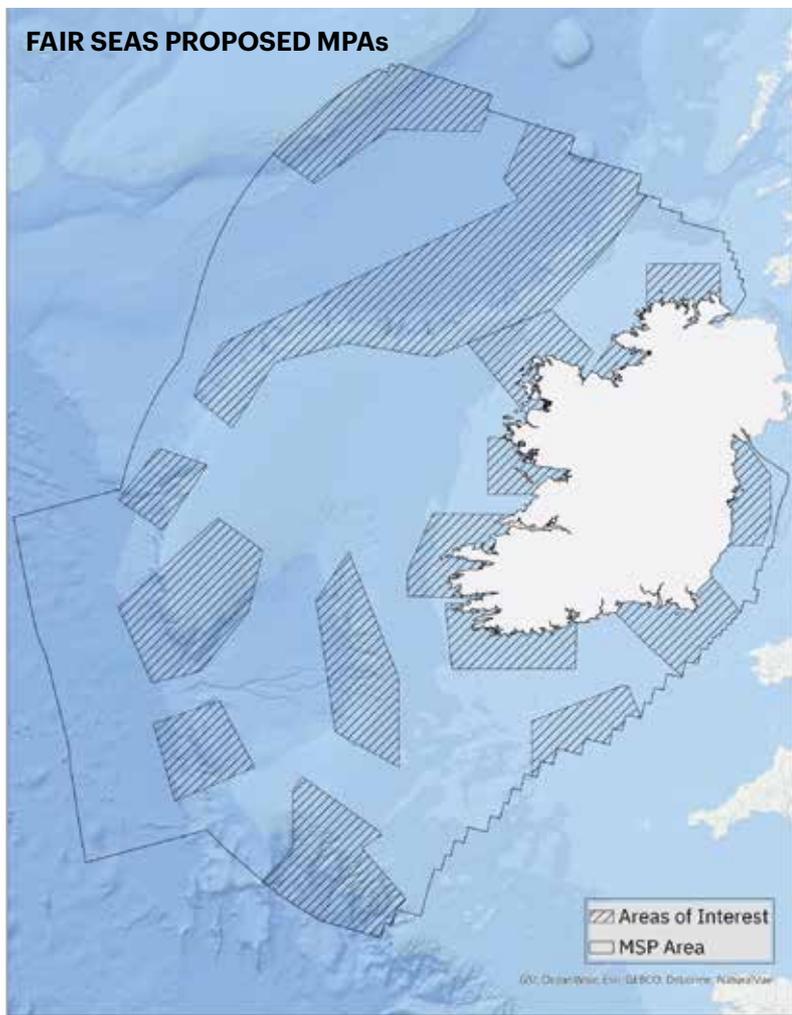
Commercial fishing is one of the last remaining legalised hunting and gathering professions of a managed and sustainable food source that is part of a traditional Industry, that has ensured the presence within our heritage of Ireland's Indigenous fishermen, and those who inhabit the most rural of places within Europe known to all as our coastal

communities. Ireland is impacted even more so as our coastal communities inhabit the rugged 3,171 km around our Island, through good times and bad and it is now an Industry that has become one of the most regulated of all our Industries in Europe.

Ireland's fishing Industry differs to our fellow member states as our legally licenced fleet are given individual fishing opportunities operated under the discretion of our Minister for fisheries.

Following Advice from, ICES, Irelands Marine Institute, STECF, Stakeholders, the Quota

## FAIR SEAS PROPOSED MPAs



**FAIR SEAS**

Network of Areas of Interest

Source: Fair Seas

175504km² 35.92%

Scale 1:4,500,000

Map Date: 08/04/2022  
Projected Coordinate System: ETRS 1989-LAEA

management committee and following the increasing regulations of the EU, The Minister decides on the monthly quota allocation of our national Demersal fish share of fish managed overall by the European Commission to our predominately family owned and operated fishing boats.

Honest and decent people now read constantly how they, in their pursuit of following the family tradition of risking all to earn a living from the seas with which they have grown up and lived throughout their lives, in what I would advocate is an honourable profession are demonised and wrongfully accused of “overfishing” while being labelled as Environmental Destroyers.

The numbers of participants in Fishing all around our coast are dwindling from year to year and many believe they are being driven from the industry and the way of life they love so much by entirely unjustified bile from those with neither compassion for fishing families nor empirical knowledge of how our Fishing industry actually operates – or

even just how little of the fish in our waters are Irish fishermen and women allowed to catch by those who make laws in Brussels while we observe fishing fleets from our fellow Member States plunder our Waters.

For me personally with the great privilege in representing families of fishing businesses the paragraph below is the starting point when we speak of Marine Protected Areas not choosing to target our Indigenous fishing families by denying them access to their traditional fishing grounds.

The interconnectivity between land and sea came through in submissions, including agriculture, sewage treatment and water quality considerations, and recreation. Feedback also highlighted activities that stakeholders considered should either be restricted, retained, or promoted within MPAs, with examples covering the full range of human activities at sea. ■

Ref: Independent Analysis and Report on Marine Protected Area (MPA) Public Consultation Submissions



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# KFO Outline New Approach To Wind Energy

Floating offshore wind projects take up about 40 per cent less sea area, according to the Killybegs Fishermen's Organisation's (KFO) chief executive Sean O'Donoghue.

**T**HAT'S ONE OF THE MAIN ARGUMENTS in favour of the KFO's ambitious plan for a 2 billion euro floating wind farm off the Donegal coast, he says.

The plan also aims to develop Killybegs as a renewable energy hub and generate hydrogen to fuel the fishing fleet.

The two gigawatt (GW) project may be located 50km to 80km off the Donegal coast, but there is considerable data to be gathered, O'Donoghue has said.

"We have a rough idea, but one of our key principles is that we have to assess the various areas first and find a sweet spot," he told The Skipper. "If that doesn't work out, we won't be supporting it," he says.

A "new approach" is how the KFO has described its memorandum of understanding (MoU) with **Sinbad Marine Services** and Swedish global floating offshore wind developer and technology provider, **Hexicon AB**.

This approach is predicated on "local fishermen engaged and influencing the development process from the onset", it says.

Key decisions, including site selection, cable routing, and land fall, will be collectively analysed and agreed. Other stakeholders, including environmental organisations, will also



Hexicon AB TwinWind type wind turbines.

be given input at an early stage in shaping the location and design of the floating wind project.

Long-established port operator and marine service provider, **Sinbad Marine**, will ensure that the floating offshore wind project "maximises its engagement with local industry and leverages local infrastructure" in parallel, it says.

Floating wind energy is "experiencing exponential growth globally", and Irish waters are "exceptionally well-suited for the emerging technology which will likely eventually rival

or even replace fixed bottom offshore wind as the leading offshore wind technology", the KFO notes.

It says the global expansion of offshore wind farms is "often a concern for fishing communities and cause for conflict".

"Basically, the fishing industry doesn't want to be presented with lines on maps," O'Donoghue explains.

"That's why the MOU is based on six key principles. These principles reflect what the

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partners describe as “agreed solutions” which are “mutually beneficial for the development of a wind farm”.

This means ensuring that it “does not negatively impact the fishing industry nor the marine environment while contributing to the transformation of local and global energy supply chains”.

“One of our key principles is that we are not interested in developers coming with a fait accompli,” O’Donoghue says

“The second is that we are only interested in floating offshore beyond 50km from the coast,” he says, due to the difficulties with fixed offshore turbines.”

“A third principle is that the partners must ensure there is no detrimental effect on fishing, whether it be inshore potting or pelagic, and this includes determining the landfall for the project, which would extend from south Donegal to Sligo.”

Another principle stresses the importance of the community benefit, both for the seafood industry in Killybegs and greater Donegal.

Sinbad Marine’s expertise will lend itself to the principle stipulating that Killybegs will be developed as a service link port for offshore renewable energy, and a hub for alternative fuels, such as hydrogen and ammonia, O’Donoghue says.

“We see the phasing out of marine diesel over the next 10 to 15 years,” he says.

Galway Port has recently declared it intends to become a “hydrogen valley”, a plan welcomed by Taoiseach Micheál Martin on a recent visit to the city.

**The Galway Hydrogen Hub (GH2) is a consortium consisting of seven members - NUI Galway, the Port of Galway, CIÉ Group and Bus Éireann, Aran Islands Ferries, Lasta Mara Teo, Aer Arann Islands, and SSE Renewables.**

O’Donoghue says that the KFO has been working on its plan for the past two years, and one of the drivers was an application in the north-west for a fixed floating wind project.

“We issued a press release saying we weren’t interested in developers coming with lines drawn on maps,” he says.

“The organisation had also been observing the “hassle” with fixed wind projects on the south and east coasts, and was keen to avoid these difficulties, while also “protecting fishing and the environment”.

“Hexagon didn’t come to us,” he explains. “We were led to believe that a floating offshore entity was interested in the north-west, and we approached them.”

“In signing this MoU, we have guaranteed that we will be at the centre of a project which has the potential to be an economically-transformative”.

“Offshore wind is coming and with the KFO seeking out a ‘new approach’ to partnering with a suitable developer, we have put ourselves in pole position to harness a historic opportunity for the north-west.”

A phase two **Marine Area Consent (MAC)** will be applied for under the new Marine Area Planning Act. The **Maritime Area Regulatory Authority (MARA)** which is being set up under the legislation, will manage permitting of all offshore projects by issuing a MAC to all qualifying projects.

The award of a MAC then allows the developer to make an application for planning permission to An Bord Pleanála.

O’Donoghue says a “huge amount” of data

has to be gathered initially, and so a number of working groups have been established.

He says Hexagon has co-funded an 18-month research project, involving earth scientists from **University College, Cork** and **University College, Dublin** and supported by **Science Foundation Ireland**.

He says this will be “very useful” in providing information on impact on birds, on biodiversity, including Natura sites protected under the EU habitats directive, and will inform the best environmental approach to bringing a cable ashore.

“At this stage, we are probably talking about south Donegal rather than north Donegal for the project,” he says.

Landfall will depend on access to the grid, which means it could be anywhere from north of Killybegs to as far south as Sligo.

He mentioned the first phase will involve half or one GW, if approved, with a target development date of 2027. If the project then extends to 2 GW, the investment would be in the region of 2 billion euro.

“There has to be community benefit, and that means all the stakeholders,” he says.

O’Donoghue says there was some misunderstanding in the initial reaction to the KFO announcement – a reaction which was largely positive.

Fishing organisations in the US commented favourably, noting they were having “huge problems with fixed wind”, he says.

**The Irish South and East Fishermen’s Organisation**, which is “right in the thick” of fixed wind proposals, also welcomed it as “the way to go”.

“However, some people thought we were building something off Lough Swilly,” he says, and there is “no foundation” to such reports.

“We are certainly not supporting fixed wind,” he emphasises. O’Donoghue notes that eight applications for fixed wind have been submitted under the new marine planning act, but he would be “surprised” if all of these projects receive approval from Bord Pleanála.

The Irish Sea projects include **Oriel Wind Park** off Co Louth; two wind farms proposed by **RWE** at Bray and Kish Banks off Co Dublin, two wind farms due to be built by **Codling Wind Park** off Co Wicklow and a development by **North Irish Sea Array Ltd** off Co Meath and north Dublin. A fixed turbine wind farm is planned by **Fuinneamh Sceirde Teoranta** off Connemara, Co Galway.

The KFO project will also require statutory approvals, and, if developed, part of the energy generated may be used to produce green fuels such as hydrogen or ammonia.

This could be used to power the fishing fleet whilst also contributing to energy security for the port and local community, the KFO says, estimating it will require some 6,400 tonnes of hydrogen annually.

“Contingent on adequate grid reinforcement being provided, the remainder of the energy will be connected to the national grid and contribute to Ireland’s stated target of 5GW from offshore energy by 2030,” it says, noting that Ireland has the potential to generate at least 30 GW of offshore wind. ■



## Scaling Up Offshore Wind

**MINISTER FOR THE ENVIRONMENT Eamon Ryan, has recently said that reconfiguring global energy and ending reliance on Russian oil and gas means “scaling up offshore wind, with Europe set to generate 300GW.”**

**He said that the reward would come in the 2030s, “when we are generating the likes of 30 gigawatts of offshore wind.”**

**“The conversion of that to hydrogen through electrolysis increasingly is being seen as the solution which will allow us to have a modern economy, meet our climate targets and to have energy security,” he has said.**

**Ireland has the potential to generate ten times current power needs, which means it could become a major exporter of hydrogen, he has said.**

**The KFO says that the Global Wind Energy Council has highlighted Ireland as “one of the top five emerging markets for offshore wind, with some of the world’s best wind resources with wind speeds over 10 metres per second (m/s).”**

**“Along with the vast continental shelf, Ireland also has a large sea area with perfect bathymetry for floating wind. These are just some of the reasons why Ireland is attracting offshore wind developers from all over the world,” it says.**

**“In parallel, the fishing industry in Ireland represents an important economic sector, generating national income and providing employment for thousands of people. Successfully combining these two worlds will put coexistence at the centre of future offshore wind development in Ireland and elsewhere,” it says.**

**Hexicon chief executive Marcus Thor says that “as an early-stage developer of floating offshore wind projects, coexistence is at the centre of what we do.”**

**“It is absolutely essential that we base our projects on constructive dialogue and collaboration with key local stakeholders and regional organisations. We hope that this can serve as a precedent for other offshore wind developers globally,” Thor says.**

**Sinbad Marine Services managing director Jim Parkinson says that as ship agents and supply base operators, his company is “very excited to enter this new strategic partnership with the KFO and Hexicon.”**

**“Providing a stable supply of clean energy will help Killybegs become the first green port in Ireland, which will significantly transform the economic and social opportunities for future generations in the region,” Parkinson says.**



The scheme will help assist various co-ops, such as the Castletownbere Fishermens Co-op.

## CO-OP'S TO GET BREXIT FUNDING

**Minister for Agriculture, Food and the Marine, Charlie McConalogue, has announced a new Brexit mitigation scheme for fisheries cooperatives negatively impacted by the reduction in quotas arising from the Trade and Cooperation Agreement. The Brexit Fisheries Cooperative Transition Scheme delivers on a recommendation of the Report of the Seafood Task Force.**

The scheme supports the Co-operatives through the provision of short-term support aid, to offset the reductions in sales experienced during 2021. Payments under the scheme are to be calculated based on the reduction in fish sales for the Co-operative's boats for the first nine months in 2021 compared to the same period in 2019.

The payment would be based on 7.5% (Co-op Commission taken from landings) of the reduction in fish sales (that is, turnover) for the Co-operative's boats compared to 2019. Payments are capped at a maximum of €250,000 per qualifying Co-operative.

This scheme is open to Fisheries Co-operatives, registered with the Registrar of Friendly Societies, whose premises are approved by the Sea-Fisheries Protection Authority under Regulation (EC) No 853 / 2004, and that are primarily focused on TCA quota species and are reliant on the commission earned from landings of their members' vessels for revenue. For the purposes of this scheme a co-operative is considered to be primarily focused on TCA quota species if the total of its members landings is comprised of 75% or more TCA quota species.

Section 2.4.3.1 of the Task Force report stated: "The Task Force acknowledges

that the Cooperatives have been directly impacted by the quota transfers under the TCA. In most cases they have challenges, in the short-term, sourcing fish from foreign boats or importing processed fish to sell on. Their sales have been, and will continue to be, impacted significantly by the loss of quota available to their member vessels. Based on the proposal submitted by the four Co-ops, the Task Force considers that this proposal is broadly in line with Section V of the EU BAR State Aid Guidelines for the fishery and aquaculture sector."

### Announcing the Scheme, Minister McConalogue said:

"I am pleased to announce the implementation of a further recommendation of the Seafood Task Force, designed to assist fisheries cooperatives to overcome the impacts of the reduction in quotas arising from the Trade and Cooperation Agreement. Our Fisheries Co-operatives are an integral part of our fisheries sector, providing essential services for member vessels and significant employment in our coastal communities.

"The Cooperatives collectively manage the sales and distribution of close to €100 million worth of fish. Over the course of 2021, sales from the co-operatives were reduced by approximately €15 million compared to 2019, translating to a loss of commission for the cooperatives of up to €1.2 million. This caused cash flow difficulties for the cooperatives throughout 2021, limiting their financial capacity to re-configure and re-structure their businesses to adapt to the changed trading environment under the Trade and Cooperation Agreement."

## Making a Splash for CROMANE SEAFEST 2022



CROMANE SEAFEST has hosted their official launch party for their upcoming Kerry Maritime Festival on September 16th to 18th at Jacks Coastguard Restaurant, Cromane.



Cromane's own, Tomás Hayes, opened the launch.

He spoke about living near the sea. "The sea kept us going during the worst of COVID where taking a walk along the seashore, paddling in the sea or swimming was a great escape and continues to be so!"

He continued, "We have a wonderful tradition here in Cromane, a great resource both tourist and economically through our salmon, mussel and oyster fishery. We are looking forward once again to showing off our beautiful village' and give guests an insight of what to expect at the event, detailing the attractions and activities that will be taking place with activities on Surf and Turf, Maritime Walks, Water Trampolining, Seafaris, BIM, The ARC Project and our fantastic seafood."

Tomás went onto say, "The support and encouragement received from local business and people towards the festival is overwhelming and humbling not to mention the support received from The Department of Agriculture Food & The Marine, Kerry County Council, Failte Ireland and Cara Credit Union, and the committee would like to thank each and everyone of you!"

Finally, Aine Lisa Shannon from BIM and The ARC Project spoke passionately and enthusiastically on her love of all things maritime. "Aquaculture is the future" she said. "We have tied in The Arc Project with Cromane Seafest so we will be visiting local schools and secondary schools in the area to teach all the kids about aquaculture at the start of September – and they can see first hand what it's all about at Cromane Seafest."

"The Seafest Committee Crew, made up of local people from different age groups, have put together an amazing festival celebrating Cromane's finest local seafood, the freshest and finest Cromane Mussels, Oysters and Salmon. Local Oyster Farmers will be the stars of the weekend when they battle it out for Cromane Oyster Shucking Champion. Festive go-ers that are not seafood lovers, can still enjoy the fayre with a variety of festive food trucks."

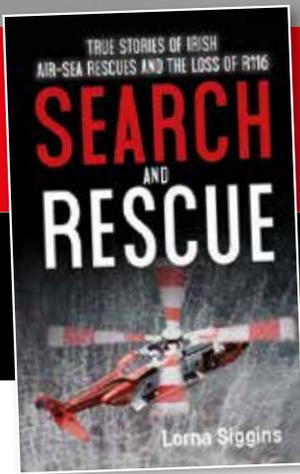
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## SEARCH AND RESCUE

“Some day, somebody is going to run into that island...”

New book from Lorna Siggins exposes the tragic events that led to the crash of Rescue 116 and other true stories

**THESE WERE THE PROPHEPIC WORDS OF a helicopter winch crew, recalled by one of his colleagues who was flying with him over Mayo's Blackrock island some years before the Rescue 116 helicopter crash.**

The forecast emerged during review hearings into the final Air Accident Investigation Unit (AAIU) report on Rescue 116, which probed the circumstances leading to the deaths of all four crew on March 14th, 2017 – Capt Dara Fitzpatrick, Capt Mark Duffy, winch crew Paul Ormsby and Ciarán Smith.

The systemic flaws which led to that air crash, the shocking death of Irish Coast Guard volunteer Caitriona Lucas off Clare in September 2016, and the rescue by fishermen Patrick and Morgan Oliver of Galway paddleboarders Sara Feeney and Ellen Glynn in August 2020 are covered in the book which profiles the courage and dedication of rescuers who have saved countless lives off the Irish coastline.

The loss of four Air Corps crew off Tramore, Co Waterford in July 1999 is also recalled, and Defence Forces chief of staff Lieut Gen Seán Clancy is interviewed about his own experience as a search and rescue pilot – and about the impact of the Tramore Air Corps crash of 1999 on the organisation.

The book takes up where a previous history, *Mayday! Mayday!* (Gill and Macmillan) left off in 2004 – the year the Air Corps was withdrawn from search and rescue.

It revisits the early years of air-sea helicopter rescue, the contribution of British rescue helicopters, and pioneering flights by the Air Corps, including landing in a handball alley near Clifden and using a pair of nylons to filter fuel on a west coast mission in December 1963.

It describes how the death of Donegal fishermen John Oglesby off the Mayo coast inspired Joan O'Doherty (McGinley) to set up a campaign for better air-sea rescue off the Atlantic seaboard in 1988. This led to formation of what we now know as the Irish Coast Guard.

The book focuses on helicopter response, but also recognises the role of the RNLI. It takes a geographical approach to rescues, many of them involving fishing vessels. For Donegal, the book interviews Greencastle Coast Guard's Charlie Cavanagh, one of the longest-serving and most experienced officers

It describes the role played by two fishermen brothers – the Gallaghers of Burtonport – after a pleasure craft sank off Roaninish island in 1956, and how they were recognised with a national bravery award over half a century later in 2019.

It also describes the combined Air Corps/RNLI Arranmore lifeboat mission to save a 20 metre fishing vessel, *Locative*, off the Donegal coast in ten-metre (33ft) high seas in March 1990. One of the two Air Corps pilots on the flight, Jurgen Whyte, would become chief investigator with the AAIU.

And it recalls Sligo-based Irish Coast Guard

winchman Gary Robertson's award-winning rescue of a fisherman who became entangled in gear off Arranmore island, Co Donegal in April 2016.

The toll taken off the south-east coast, where tides and coastal contours combine to make treacherous conditions, is also covered – including the bleak black month of January 2007, when seven fishermen lost their lives after the *Pere Charles* and *Honeydew II* capsized and sank. It describes how *Helvick* vessel owner and chairwoman of LAST (Lost at Sea Tragedies) Caitlín Uí Aodha, who lost her husband Michael in the *Tit Bonhomme* sinking off west Cork, travelled to north Mayo in March 2017 to extend her support to the Rescue 116 families.

The book recalls a lifetime's rescue experience of the now retired RNLI Baltimore coxswain Kieran Cotter. This extends from his role in the 1979 Fastnet yacht race rescue to the grounding of late Charles J Haughey's yacht off Mizen Head in 1986 to the loss of the four crew on the *St Gervaise* fishing vessel in November 2000.

The text includes photographs and a comprehensive list of marine rescue awards conferred on RNLI, Irish Coast Guard, Air Corps and individuals for their role. ■

**SEARCH AND RESCUE: True stories of Irish air-sea rescues and the loss of R116**  
**By Lorna Siggins.**  
**Published by Merrion Press, May 2022.**

# Brexit Blue Economy Enterprise Scheme Training

## Boost For Coastal Communities, As Skills Development and Training Eligible for Funding

**T**HE FAST-CHANGING AND evolving landscape of Ireland's post-Brexit blue economy mean the skills needed for the types of jobs in these coastal communities are also changing and evolving.

Individuals already working in the blue economy who want to develop their career or those who would like start to work in the blue economy are being urged to apply for training grants of up to €10,000 available under the **€25 million Brexit Blue Economy Enterprise Scheme**, which is being administered by **Bord Iascaigh Mhara (BIM)**.

The blue economy covers a wide range of economic activities within coastal communities such as fisheries, aquaculture, and tourism.

As well as providing funding of up to €200,000 for capital projects, the recently launched Brexit Blue Economy Enterprise Scheme also provides funding of up to €10,000 per applicant for skills development and training.

Given that many courses begin term in the autumn, BIM is calling on all interested parties to visit its website to learn more about the grants that are available for skills and development.

**Brenda O'Riordain**, regional officer at BIM said having the right skills and training can help businesses manage change and the growing need to be more flexible and adaptable within today's blue economy.

"One of the certainties for anyone working today is the need to be able to adapt to change. For example, having digital skills is increasingly important for many seafood and other blue economy businesses, as more transactions move online. This is just one example of where an individual could really enhance their skills for the benefit of themselves and the wider coastal community."

"With potential applicants making decisions now on education, training and upskilling courses to commence this Autumn the Project Type 3 section of the Scheme will be of interest."

### Project Type 3 - Upskilling and Training

■ This aims to support individuals who wish to train or upskill into



BIM's Brenda O'Riordain

employment or gain promotion within the following sectors.

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

**P**OTENTIAL APPLICANTS who live or work within 10km of the coastline are eligible to apply for funding for accredited training or upskilling.

The training course must be completed by 30 Sept 2023 and online applications must be submitted before the start date of the course.

Grant aid is available at 50% of course costs up to a maximum grant award of €10,000. This scheme could help families and individuals coping with the costs of returning to education that would otherwise not receive funding through another source. The person completing the training must be the applicant as they will hold the qualification.

This grant aid could cover a wide range of courses as long as the applicant can detail how it would help them to work in the Blue Economy. Travel and subsistence are not eligible for grant aid.

Separately employers who wish to bring expertise into their business to train or

mentor employees can apply under **Project Type 2 - Business Mentoring and Capacity Building** <https://bim.ie/fisheries/funding/brexit-blue-economy-enterprise-development-scheme/>

The Brexit Blue Economy Enterprise Scheme is an initiative of the Government of Ireland and is being administered by BIM. The aim of this new Scheme is to help address the economic and social impact of the withdrawal of the United Kingdom from the European Union for businesses operating in the blue economy and located in communities within 10km of the coastline.

The Scheme has a €25 million budget available in 2022 and 2023, funded under the EU Brexit Adjustment Reserve. In Ireland, about 1.9 million people live within 5km of the coast and many communities along the Irish

**"With potential applicants making decisions now on education, training and upskilling courses to commence this Autumn the Project Type 3 section of the Scheme will be of interest."**

Brenda O'Riordain

coast depend on blue economy industries such as tourism, fishing and aquaculture.

The Brexit Blue Economy Enterprise Development Scheme is now open for applications on the BIM website at:

**<https://bim.ie/fisheries/funding/brexit-blue-economy-enterprise-development-scheme/>**

**National Fisheries Colleges of Ireland**

Ireland's  
Seafood  
Development  
Agency

### Upcoming Courses 2022

<p><b>AUGUST</b></p> <ul style="list-style-type: none"> <li>- Deck Officer Second-Hand Full Certificate of Competency: <b>22nd Aug - 9th Dec - Greencastle</b></li> <li>- Deck Officer Second-Hand Full Certificate of Competency: <b>29th Aug - 14th Dec - Castletownbere</b></li> </ul> <p><b>SEPTEMBER</b></p> <ul style="list-style-type: none"> <li>- Enhanced Safety Training: <b>1st Sept - Greencastle</b></li> <li>- Three Day Basic Safety Training: <b>5th - 7th Sept - Greencastle</b></li> <li>- Three Day Basic Safety Training: <b>6th - 8th Sept - CTU 2, Howth</b></li> <li>- STCW Medical Care Aboard Ship: <b>12th - 16th Sept - Castletownbere</b></li> <li>- Three Day Basic Safety Training: <b>12th - 14th Sept - Greencastle</b></li> <li>- Deckhand Foundation Course: <b>12th Sept - 20th Oct - Greencastle</b></li> <li>- Three Day Basic Safety Training: <b>13th - 15th Sept - Castletownbere</b></li> <li>- Three Day Basic Safety Training: <b>13th - 15th Sept - CTU 2, Howth</b></li> <li>- STCW Personal Safety and Social Responsibility: <b>15th Sept - Greencastle</b></li> <li>- Commercial Scuba Diving Operations: <b>26th Sept - 21st Oct - Castletownbere</b></li> </ul>	<p><b>OCTOBER</b></p> <ul style="list-style-type: none"> <li>- STCW Advanced Firefighting: <b>3rd - 7th Oct - Castletownbere</b></li> <li>- Three Day Basic Safety Training: <b>11th - 13th Oct - Castletownbere</b></li> <li>- Three Day Basic Safety Training: <b>17th - 19th Oct - Greencastle</b></li> <li>- Three Day Basic Safety Training: <b>25th - 27th Oct - Castletownbere</b></li> <li>- Enhanced Safety Training: <b>27th Oct - Greencastle</b></li> <li>- Surface Supplied Diving Operations: <b>31st Oct - 25th Nov - Castletownbere</b></li> </ul> <p><b>NOVEMBER</b></p> <ul style="list-style-type: none"> <li>- STCW Fire Prevention and Firefighting: <b>15th - 17th Nov - Castletownbere</b></li> <li>- Navigational Command &amp; Control (Fishing): <b>21st Nov - 2nd Dec - Castletownbere</b></li> <li>- Three Day Basic Safety Training: <b>22nd - 24th Nov - Castletownbere</b></li> <li>- STCW Medical Care Aboard Ship: <b>28th Nov - 2nd Dec - Castletownbere</b></li> </ul> <p><b>DECEMBER</b></p> <ul style="list-style-type: none"> <li>- Three Day Basic Safety Training: <b>6th - 8th Dec - Castletownbere</b></li> </ul>
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# Government Failure To Act On Fuel Crisis Threatens Fishing Industry Survival

**F**ISHING AND SEAFOOD ORGANISATIONS say they are shocked and disappointed at the Minister for the Marine's failure to address the fuel crisis facing the sector. They are calling on Charlie McConalogue and the Irish Government to set up a national scheme, and drawdown existing EU funds to cover extra fuel costs.

A joint statement from eight bodies follows what they describe as a lengthy but inconclusive meeting with the Minister in July. At this meeting, they demanded immediate action to mitigate the huge increase in additional costs, such as fuel and energy, due to the Ukraine war.

The delegation made it abundantly clear to the Minister that the survival of the entire seafood sector was at stake and that he must act now. They pointed out that the European Parliament had voted overwhelmingly on Wednesday to allocate unused funds in the *European Maritime and Fisheries Fund* (EMFF) to tackle the crisis. They previously allocated funds in March for this purpose, but Ireland failed to draw them down.

Some Member States have had a quick and effective response, leading to a reduction of fuel prices for fishing vessels. Others such as Ireland, have refused to compensate their fishermen – a response which has sparked port blockades in, for example, The Netherlands. The eight fishing/seafood bodies met last night to discuss the Government's failure to act. In a joint statement issued this morning, they said:

"There is no excuse for the Minister to delay in immediately setting up a National Scheme



The huge cost in fuel will have a detrimental effect on fishing. Beamers at Kilmore Quay. PHOTO: TONY MULDOON

to cover the additional costs, particularly fuel. The EU funding is there. Failure to act is a major threat to survival of the fishing/seafood sector, which is worth €1.26 Billion to the Irish economy. It's also a blow for the coastal communities which depend on our sector for their survival."

"We are disappointed that the Minister did not announce a scheme at our meeting last night. However, we do expect he will act, having reflected on the magnitude of the crisis very clearly articulated by us at the meeting."

The delegation consisted of the Irish Fish Producers Organisation (IFPO), Irish South and West Fish Producers Organisation (IS&WFPO), the Irish Fish Processors and Exporters Association (IFPEA), the Irish Farmers' Association aquaculture (IFA Aquaculture), the Killybegs Fishermen's Organisation (KFO), the Irish Islands Marine Resource Organisation (IIMRO), the Irish South and East Fish Producers Organisation (IS&EFPO) and Ireland's seven Fisheries Local Action Groups (FLAGs)

## DP Energy & Iberdrola publish EIA\* Scoping Report for Inis Ealga Marine Energy Park

Located off the coasts of counties Cork and Waterford

\* Environmental Impact Assessment Report

DP Energy would like to hear from anyone with an interest in the EIA Scoping Report

To view the EIA Scoping Report please visit [www.inisealgamarineenergypark.com/EIA](http://www.inisealgamarineenergypark.com/EIA) or to obtain a copy of the report please email [inisealga@dpenergy.com](mailto:inisealga@dpenergy.com)

A copy of the EIA Scoping Report is also available for inspection from the 18th of July until the 21st of September 2022 at:

- Carrigaline Library, Carrigaline Middle, Carrigaline
- Cork City Council, City Hall, Anglesea Street, Cork City
- Cork City Library, 61 Grand Parade, Cork City
- Cork County Offices, Boycetown, Carrigaline
- Knockraha Community Hall, Gogganstown, Knockraha, Co. Cork
- Middleton County Council offices, Youghal Rd., Park South, Middleton
- Middleton Garda Station, Middleton, Co. Cork
- Youghal County Council, Mall House, Youghal
- Youghal Library, North Main St., Youghal

**Consultation is now open until 21st September 2022**



# Inland Fisheries Ireland using mobile teams to tackle illegal fishing

Over 36,000 patrols undertaken by Inland Fisheries Ireland officers in 2021, boosted by new MOBILE SUPPORT UNIT and sea-going fleet.

INLAND FISHERIES IRELAND, the state agency responsible for the protection and conservation of freshwater fish and habitats, were able to carry out 3,000 more patrols in 2021, boosted by its new Mobile Support Unit and Delta sea-going fleet.

As a result of 36,379 patrols, the agency initiated 103 prosecutions for fisheries-related offences last year and seized 1,261 illegal fishing items, including nearly 14 kilometres of illegal nets. Officers also issued 293 fixed charge penalty notices and gave 715 cautions under fisheries legislation.

The agency's new Mobile Support Unit (MSU) started patrols in June last year and is made up of specially selected crews who travel across the country in response to incidents. Its role is to support protection and

enforcement along rivers, lakes and coastlines where the threat of illegal fishing is deemed high, based on local intelligence and reports from the public. The MSU undertook 127 patrols in its first six months, seizing over 2 kilometres of illegal nets.

The agency's new Delta sea-going fleet undertook 232 patrols along Ireland's coastlines last year and is credited with an increase



Types & number of patrols carried out by Inland Fisheries Ireland in 2021



in illegal nets being seized at sea (60 sea nets seized in 2021, compared with 45 sea nets seized in 2020). To enable the Delta fleet to be deployed for more night-time patrols, nearly 40 Fisheries Officers have been trained as coxswains.

In line with other years, the peak months for seizure of illegal nets were June, July and August. Crucially, this coincides with peak salmon runs as they enter rivers

and start to move upstream during the summer months.

Wild Atlantic salmon continues to be the most 'poached' fish in the country and Inland Fisheries Ireland is concerned at the persistently high level of illegal fishing activity. Officers from Inland Fisheries Ireland undertook 36,379 patrols of different types last year, an increase of ten per cent over the previous year (33,055 patrols in 2021). ■



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# Fishery update

## Stamina needed for prawn fishery

By Dick James

**It was once said that the start of the main summer prawn fishery co-incided with the start of the Wimbledon tennis competition.**

In these times come the start of July the season is in full swing and has been for long enough to have taken its toll on both crew and boats. This year is no exception and to date it has been the crew stamina which has limited operations as the prawns are being caught with ease and in great quantity that deck working around the clock is the order of the day with minimal rest and little steaming time to allow a visit to ones bunk.

The North-West of the Irish Sea is where the action has been as the **Clyde**, after an encouraging start tailed off and grounds further away were too costly in terms of fuel expense and lost time to be worth considering except for the odd diehard West of Scotland and nobody thought it worthwhile visiting the Smalls grounds to the South.

For one week the **seaweed ground** off the Lecale coast was the centre of the action with 40 minute tows round the clock and the task of clearing the seaweed off the deck as well as harvesting the prawns taking its toll so that crews were reluctant to revisit the area such was the fatigue. But, hey, catches were good and wages high even with the cost of fuel and the grounds were less than an hour from Ardglass and little more from Portavogie.



Northern Star entering Kilkeel Harbour. PHOTO: JOANNE KEARNEY

Who knows? The prawns may still be there but there are easier places to earn a living. Prices have held at the £6.50 a kilo for tails and whole prawns coming close to that on a more variable market according to size and quality.

There are still one or two boats left at the prawns in the North Sea and presumably it is not worth their while coming back west if they need to return come September. Come the 12th week holidays the factories obviously felt the need for prawns as they stayed open for business and whilst only one or two Kilkeel and Portavogie boats put to sea to take advantage the entire Ardglass fleet took advantage to get whatever was going to better prepare for the end of season famine.

**On the Porcupine Bank** the Northern Ireland quota blessed boats continue to break new

ground with the *Northern Eagle* the latest to join the fray but the *Lucinda Anne* gave it best after a week and returned to the more familiar waters over the **Rig Bank**, closer to home and apparently every bit as good. The *Maracestina* also left the Porcupine apparently for **Rockall** where there is rumours of a squid fishery which is quota free as apparently they have caught their Porcupine prawn allocation.

**The Whitefish boats** carry on with a low profile with operations on the usual grounds North and South working the Hake/Haddock fisheries according to availability.

**The Pelagic fleet** has yet to start the summer Herring fishery although some Scottish boats have started on the early season Dutch market, presumably the *Voyager* will start there soon enough whilst the *Havilah/Stefanie M* will have

the usual mid August start on the Irish Sea Herring which at the time of writing has to be defined as far as quota allocation goes with the Department holding back some 440 tonnes of allocation for unspecified small boats.

After the confusion and accusations of last year, this is an issue which needs to be handled with some sensibility for which the Department is not noted and if it has the knowledge of the fishery and its markets is also open to doubt. This with the added dimension of the Irish fishery and its transportation and weighing issues should make for an interesting spectator sport this year!

**The inshore fishery** is reported as being in reasonable shape this year in terms of catches and markets although its high season is yet to come. ■

## CELTIC SEA FLOATING WINDFARMS

This column has previously reported on the United Kingdom's intent to locate Windfarms in the Celtic Sea in the drive to COP Zero (no Carbon emissions) and the Crown Estate Commission has now issued a statement of intent to lease blocks of seabed to developers who will be invited to bid for development rights. Some wind and environmental data buoys have also been deployed to the area to gather data on which to base practical options.

Given the concerns voiced recently by United Kingdom fishermen organisations over the reducing areas available for

fishing due to encroachment by Windfarm development and Conservation Zone delimitation and the need to involve fishers in the early discussions on appropriate zones then these Crown Estate proposals are worth studying. There are 5 proposed zones 3 of which abut onto the Irish/EU zone and another which looks suspiciously close to the Smalls prawn ground and beamer grounds. Some areas are shown as "high constraint" which may mean contentious but it is worth anybody with a fishery interest to look more closely into the proposals and contact Crown Estate who are seeking consultation with interested fishing interests.



## Charlie McBride R.I P – Down But Not Out!

Charlie McBride passed away on the evening of 6th July. He was laid to rest on the 10th July following a service of Thanksgiving at the Mourne Presbyterian Church Kilkeel. Charlie was well known throughout the fishing communities of both Ireland and the United Kingdom and indeed to a wider audience as a fisherman who was one of the leading personalities in the BBC reality documentary *Trawlerman*.

Charlie was a native of Kilkeel and in his formative years qualified as a carpenter and boatbuilder serving his time in Kearneys boatyard at Annalong. However he was quick to turn to fishing as a profession working on the local skiff fleet and on the trawlers fishing the Irish Sea grounds for whitefish and prawns. Skippering soon followed his working on the deck and he soon graduated to ownership fishing in both roles on a variety of boats being consistently successful in terms of making a boat pay but also plagued with a variety of mishaps involving loss of boats to various misfortunes leading to his oft repeated slogan “*The McBrides may be down but we are not out!*”.

Listing the boats Charlie fished, some in his own ownership, reads like a fleet. Lagan, Wistaria, Alliance, Atlantic, Narval, Solitaire, Northern Star, Rambling Rose, Noronya, Radiant Light and finally Arcane N 907.

Working bottom trawl for whitefish and prawns, Charlie became one of the top men in the semi-pelagic trawl fishery for whitefish in the Irish Sea and adjacent grounds before latterly turning to the Seine net where he fished from Shetland to Cornwall and from the southern North Sea to Galway grounds.

It was in those latter years that he featured in the television documentary where on film the trials, tribulations and hardships of a fisherman’s life were captured for posterity, as well as the highs of big landings and earnings that identify with success.



**Charlie is survived by his wife Nuala, five sons and various Grandchildren. Rest in Peace Charlie.**

## Mission Open Days

■ **THE FISHERMENS MISSION** conducted a series of three open days at Ardglass, Kilkeel and Portavogie to bring to the skippers, owners and crew of the local boats the requirements of the ILO charter 188 in respect of crewing standards now a requirement in law for fishing boats which now supercedes the unwritten customs of self employed fisherman relating to standards of conditions and employment if not yet tax implications.

This is now particularly relevant when employing foreign crew under contract and is now enforceable by the Maritime and Coastguard Agency. The meetings were held over the weekend 8th to the 11th July. The Mission has printed pamphlets listing the requirements which need to be met and they may be obtained from the Mission should persons have missed the roadshows through holiday or whatever.

The Mission were also in receipt recently of a significant donation from the Galley Restaurant of Annalong to the tune of £6,500 raised over the past five months through sponsorship. The Galley is owned by ex fishermen and their wives from the Chambers family of Annalong. ■

## Kilkeel Fish Market Works

■ **WORK HAS STARTED** on the refurbishment of the fishmarket at Kilkeel Harbour with a new drain outside the chill at the west end of the market. The work on the chill will mean that it will not be fully functional for a period but extra ice is being made available if required. Work will continue on the fish market in stages in order that total closure is not an option. Some of the pedestrian bollards which have attracted so much criticism have also been removed but others on the south side of the harbour remain.

In the meantime one of the Directors of the Northern Ireland Fishery Harbour Board has visited the three Authority ports interviewing stakeholders and complainants on the issues prompting the letter of complaint to the Board and calling for the resignation of the Chief Executive. They tell me Boris Johnson is looking for a job! ■

## Northern Ireland Producers Organisation Assists Fuel Costs

**The Northern Ireland Fish Producers Organisation** has notified its members that in order to alleviate any distress caused by the recent rise in the price of fuel they will be lifting the cap on quota allowed for area VII Nephrops for boats fishing the pool to “unlimited” from the normal 35 tonnes per month.

This in recognition that the prawners season is now at its height and if the boats are to make any profits for the year it is now the time to maximise opportunity before the anticipated dearth of opportunity passes as anticipated for September/October. Quota for the NIFPO has got easier to allocate in recent years for various reasons.

The BREXIT bonus of extra quota has obviously helped although this is generally not appreciated and the Department has notified stakeholders that it may take back quota for its

own purpose if it feels the need.

The main reason for increased quota availability is in the local fleet structure where in recent years the numbers of over 10 meter boats (those needing PO quota) has reduced dramatically from @130/140 to @70/80.

Some of these losses have been offset by an increase in the small(UIO’s) boat numbers but if these would chose to enter the PO their catching capacity is much lower than the larger boats and some of the larger boats have been upgraded to enable larger individual catches but overall the pressure on quota on many species is significantly reduced. Some species do remain problematic notably Cod all over but significantly in the Irish Sea as would be true of Sole also.

Boats in the PO fishing under lease conditions would be also unfettered by quota limits for VII Nephrops but still subject to lease

charges (£100/tonne). The uncapping of quota is to be monitored against uptake but hopes are that this may continue to the year end.

Meanwhile it has been rumoured (but not verified) that the Anglo-North Irish PO is to give a direct subsidy for fuel for its members.

The promise of a Government subsidy against increased fuel costs has fallen silent as far as the United Kingdom Department (and the Scottish) is concerned probably as increase in fish price has to a point offset fuel price increase but this situation may not last and the Northern Ireland Department are pledged to review the position in the Autumn when prawn catches generally decline and earnings are decreased to the point where fishing is not feasible and supplies to the market could be compromised. Maybe the price of fuel will reduce to normal by then (and pigs may fly!). ■

**Russian Imported Fish.**

# UK GOVERNMENT TARIFF ON RUSSIAN WHITEFISH INTRODUCED

**A TARIFF ON RUSSIAN SEAFOOD is included in the latest batch of sanctions implemented by UK Government. UK Government has released details of its latest round of sanctions against Russia today. This includes an additional 35% tariff on Russian whitefish imports, which was originally announced back in March in response to the Russian invasion of the Ukraine.**

**The tariff will affect seafood imports of Russian origin. Russian caught product that is substantially processed in another country is not considered Russian origin.**

**The tariff came into force on Tuesday 19 July and will apply to any direct imports of Russian whitefish from this date.**

**Any consignments that have already cleared Russian or Belarusian customs and are en-route to the UK will be unaffected.**



**In response to the tariff introduction, Seafish Director of Operations Aoife Martin, (left) said:**

*"UK Government has now implemented an additional 35% tariff on seafood imports from Russia in response to the war in Ukraine. The ongoing situation following the Russian invasion in March continues to have a horrific impact on the Ukraine and the people living there."*

*"The seafood tariff sanction was originally announced earlier this year but implementation was paused to allow work to be undertaken to understand likely*



*impacts on the seafood sector. Ministers are implementing the tariff now following consultation with industry. As the tariff sanction has been long signposted, many seafood businesses have already been looking at alternative options, but any businesses still importing seafood direct from Russian will be impacted when the tariff comes into force next week."*

*"The UK is not self-sufficient when it comes to domestic landings of whitefish. In 2020 we landed about 47,000 tonnes of cod and haddock but imported over 430,000 tonnes of whitefish. Russia controls 45% of the global whitefish supply so removing this fish from our seafood supply chain will have impacts as businesses try to find alternative sources of supply. Consumers can expect to see different species in their local fish and chip shop. Unfortunately seafood prices may also have to rise."*

**NFFO CHAIRMAN:  
PAUL GILSON**



## "IFCA Reform is Vital"

**The NFFO Chairman discusses what has happened to fuel conflicts between fishermen and their local IFCA's and what might be done about it.**



In recent months there has been considerable turbulence between *Inshore Fisheries Conservation Authorities* and fishermen in their districts. In some areas the relationship has become toxic. Enforcement appears arbitrary, or even vindictive. Errors have been made. Nobody wants a law-breaking, free-rider in their area, but the IFCA's are increasingly seen as policemen rather than modern fisheries managers working for the benefit of the fishery and the fishing community. The unhappiness is not universal – IFCA's, fleets and issues vary around the coast – but the NFFO's continuing tour of the ports is hearing, over-and-over again, about disproportionate enforcement, and a breakdown in what was previously a reasonably harmonious and positive relationship between the regulator and local inshore fishermen.

There have always been tensions in certain IFCA's, and of course personality clashes can play a part, but the dissatisfaction is so widespread and the breakdown in relations is appearing in so many areas that a systemic cause is suggested. What has changed?

### CAUSES

Covid hasn't helped and lockdown created barriers to communication between face-to-face IFCA officers and fishers. Behind that, however, lies a fundamental change in IFCA's' role. This change is driven by national policy on Marine Protected Areas. 50% of English inshore waters are now covered by

MPA's of one kind or another and fisheries management within the district now takes second place to management measure within MPA's. The role of IFCA's is now largely dealing with the forest of paperwork associated with MPA assessments. Critically, because the burden of proof lies with the regulator and the industry, and the default is closure of the fishery, the burden falls on each IFCA to demonstrate that each fishing method is compatible with the conservation objectives of each site. The funds to deal with this new burden were inadequate from the start and the result is a fundamentally changed relationship between the IFCA and the fishermen in their district. Fisheries officers have been leached away to service the MPA assessment machine and have left fisheries management to lower qualified staff.

IFCA's are in the frontline in the delivery of the government's policies and are bearing the brunt of the resulting frictions.

What inshore fishers are experiencing now will also be the future for offshore fisheries as the government maintains its gung-ho rush to extend the MPA network, presumably in order to burnish its green credentials. The result inshore is the breakdown of relationships, mistakes and blunt, disproportionate policing rather than modern fisheries management based on the consent of those whose activities are being managed.

When fishermen feel persecuted it is hard for them to see their IFCA as their saviour but

**"The NFFO's is hearing, over-and-over again, about disproportionate enforcement, and a breakdown in what was previously a reasonably harmonious and positive relationship between the regulator and local inshore fishermen."**

unless IFCA produce positive MPA assessments the law says that the fisheries must close.

It is this that is driving the way in which IFCA's role has changed and the way that IFCA's are now being perceived by many fishermen.

I have spoken at length to the Association of IFCA's and they are insistent that the role of IFCA's is to manage the fisheries within their districts sustainably, for the benefit of the community. This aspiration is, however, being systematically undermined by their role in managing the MPA process. A collegiate relationship is being replaced by something much more toxic.

This is the classic law of unintended consequences but unless it is addressed it will poison fisheries management from top to bottom in the coming years.

## SOLUTIONS

It's important not to give up on co-management and the dialogue between Defra/MMO and inshore fishers is improving. There is so much to prepare for, including fisheries management plans that impact on inshore fisheries.

Certainly, at the level of the Association of IFCA's, there is a commitment to the regulators working closely with the industry on evidence-based management to support sustainable fisheries and the fishing communities that depend on them.

But:

- Individual IFCA's must reaffirm their commitment to proportionate and risk-focused enforcement
- Communication must be improved
- Greater effort must be made to get fishers' voices heard
- Central government must re-evaluate their nature conservation ambitions in light of the spatial squeeze, unintended side-effects, displacement and the impact on the way IFCA's are being forced to operate: a degree of joined-up government is required
- Fisheries management should be put back at the centre of what IFCA's do
- Joint initiatives to address unlicensed fishing – especially for bass – should be undertaken, to improve and cement relationships
- The relationship between IFCA's and the fishing industry should be reset to put cooperation back at the centre
- IFCA's should not be tasked by central government to undertake tasks that they are not resourced for, or equipped to deliver. ■

# Management of Marine Protected Areas can lead to a 95% Increase in Species

## THE WHOLE-SITE MANAGEMENT OF A Marine Protected Area (MPA) can increase the total abundance of reef species within its borders by up to 95%, according to new research.

This is in contrast to regions where only known features are conserved, with species abundance increasing by just 15% in those areas compared to others where human activity is allowed to continue unchecked.

The findings are highlighted in a study by the **University of Plymouth**, and are the latest to emerge from its long-running monitoring of marine conservation measures in Lyme Bay, off the south coast of England.

The area is home to two co-located MPAs that have adopted different management styles in their exclusion of bottom-towed fishing.

There is a 270km<sup>2</sup> **Special Area of Conservation (SAC)**, where measures are in place to protect the known extent of sensitive reef habitats. Within that is a 206km<sup>2</sup> area – including a mosaic of reef and sedimentary habitats – where the whole site is protected under a Statutory Instrument.

The new study, published in **Fisheries Management and Ecology**, showed that in addition to an increase in overall reef abundance, the whole-site approach can have significant other benefits.

The mobile species in the whole-site MPA showed levels of functional redundancy – where any species loss is compensated by other species – 7% higher than in neighbouring areas. The whole-site approach also resulted in higher levels of species diversity.

Researchers say this is indicative of a healthier seabed, which is generally more resilient to incidents such as storms or biological invasions.

**Dr Bede Davies**, who led the research as part of his PhD studies, said: "The UK's reefs are a key feature of our coastal areas and support many species of conservation and commercial importance. However, many of them have been damaged and degraded by human activity, posing a threat both to the reefs themselves and also the species that rely on them."

This study shows that, given the right support these areas can recover, and Marine Protected Areas are undoubtedly part of the solution. However, the level of recovery is boosted enormously if we work with local communities to consider sites as a whole rather than looking at specific features in isolation."

The research is the third study from the

University in under a year to demonstrate the benefits of implementing a whole-site management approach within the Lyme Bay area.

In 2021, researchers showed there are 370% more fish to be found within the MPA – and more than four times greater species diversity – than in similar areas outside it.

They also found the approach enhances ecosystem resilience in the MPA, with important seabed habitats and species recovering more quickly following extreme storms than in the wake of bottom-towed fishing.

The University has been working with local communities to monitor the effectiveness of these measures since they were introduced in 2008, with the work having influenced the UK Government's 25-year Environment Plan and been highlighted in various other national reports.

**Dr Emma Sheehan**, Associate Professor of Marine Ecology (Research), leads the University's work in Lyme Bay and is the current study's senior author.

She said: "Marine Protected Areas are increasingly being recognised as a sustainable way of enhancing the marine environment while supporting coastal communities. The Global Ocean Alliance has a current target to protect 30% of marine areas by 2030. However, introducing such measures is arguably less important than ensuring they are effectively implemented. Our work in Lyme Bay has shown what can be achieved by doing things properly from the off, and sets the benchmark for what other MPA managers should be looking to achieve across the world."



The seabed in the Lyme Bay Marine Protected Area is thriving following a ban on bottom-towed fishing. PHOTOS: UNIVERSITY OF PLYMOUTH.

The towed sled used for monitoring of the Lyme Bay seabed.

# Crowded Seas A Serious Threat To UK Fishing Industry, Warns Major New Report

**MORE THAN HALF OF SCOTTISH waters could be closed to fishing fleets by 2050 if the industry continues to be marginalised by the development of offshore renewables and expansion of enhanced marine protected areas.**

That is the stark warning contained in a major new report for the **Scottish Fishermen's Federation (SFF)** and **National Federation of Fishermen's Organisations (NFFO)**.

The report, **Spatial Squeeze in Fisheries**, produced by respected and authoritative consultancy ABPmer, is the first attempt to quantify the cumulative impact on commercial fishing of hugely increased competition for space in the marine environment.

It puts forward three future scenarios to demonstrate the scale of displacement the fishing fleet may face in the coming years.

Driven by the Scottish Government's target of achieving net zero carbon emissions by 2045, the expansion of offshore renewables (primarily wind, but also wave and tidal) and the designation of at least 10% of Scotland's seas as Highly Marine Protected Areas (HPMAs), where fishing will be banned, may in the worst-case scenario result in the loss of an area to fishing of over 260,000 km<sup>2</sup> (56% of Scottish waters) by mid-century.

Even if the worst-case assumptions are not realised, an area of 213,000 km<sup>2</sup> (46% of Scottish waters) are likely to be lost by then, threatening the very existence of fishing businesses

and causing severe harm to coastal communities.

Most of this area (210,000 km<sup>2</sup>, or 45%) is in fact likely already to have been lost to fishing by 2030. Fishing is currently excluded from around a third of Scottish waters. Looking back to 2000, fishing was restricted in less than 1% of Scottish waters, so the pace and scale of change is evident.

Furthermore, in all of the future scenarios examined in the report, Scotland is projected to lose far more of its waters to fishing when compared to the rest of the UK – almost double that of England in one of the 2050 scenarios.

**Elsbeth Macdonald, chief executive of the Scottish Fishermen's Federation**, said of the report: *"The outlook ahead is truly frightening."*

*"The report shows that expansion of both offshore renewable energy generation and marine conservation are being prioritised over fishing, despite fishing's value in producing low carbon, healthy and sustainable food, contributing to our food security and supporting thousands of jobs in our coastal communities."*

*"The industry's voice and interests are being downplayed by government when it comes to overall strategy for marine planning, and in relation to individual planning decisions. No-one disputes the need for renewables to help in the battle against climate change, however the scale of development proposed offshore risks putting an already climate-smart industry to the sword."*

## Spatial Squeeze in Fisheries

Final Report



**NEW REPORT: Scotland could lose 56% of waters in worse case scenario.**

*"It is deeply unjust that fishing businesses and fishing communities are being denied an equal say when we are the sector likely to feel the most significant impact."*

*"We need a proper seat at the table and for consultation to be meaningful, not just lip-service."*

The report does indicate, however, that it is not too late for action to minimise the impact on fishing considerably, through much better planning and design and the implementation of mitigation measures.

Ms Macdonald said: *"Both the UK and Scottish governments need to recognise the importance of sustainable fisheries for both food production and livelihoods, and more effectively integrate our industry into the marine spatial planning and decision-making*

*systems. The benefits of climate-smart energy should not be at the expense of climate-smart food."*

*"Fishing industry representatives need to be given a stronger and more effective voice in the planning process, at both strategic plan and project level, to ensure that the potential impact on the fleet of proposed developments and conservation zones are adequately expressed and considered so that impacts can be avoided or minimised. There must be real, meaningful consultation, not just lip service."*

*The ABPmer report focuses on trawling, with further work required on pelagic and shellfish fishing, and is regarded by the fishing industry as an important starting point to underline just how serious the spatial squeeze will be for Scotland's fishing fleet. ●*

## WOMEN IN SCOTTISH FISHERIES REVIEW



**A brand new report exploring the daily lives of women working within the Scottish fishing business has been released by Marine Scotland**

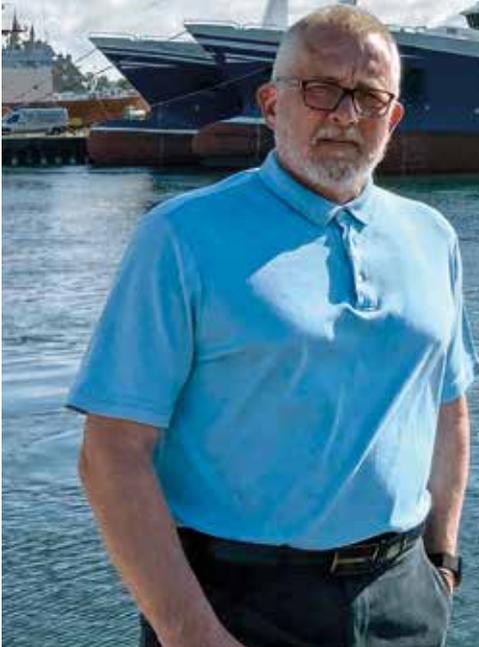
The report **"Women in Scottish Fisheries"** was written by Katja Hržić during an internship with the Marine Analytical Unit.

The report presents findings from a review of research literature, case studies and examples of good practice from Scotland and beyond, alongside existing government strategies, to provide insights into challenges and opportunities presented for women in Scottish fishing industry and fishing communities. It also considers what other characteristics, alongside gender, contribute to inequality in fisheries to emphasise the need for an intersectional approach.

*The key findings from the report are:*

■ Women in Scottish fisheries make significant contributions to the wellbeing and successes of local communities and the fishing industry through their paid and unpaid labour. Women are mostly employed in onshore roles such as administration and seafood processing. They are also responsible for domestic work and childcare. Their work is often undervalued and underappreciated because it is informal and less

Julian Ramsey has been employed as general manager for the newly established PTG UK Ltd company.



**“We are only an hours flight from Shetland where a significant part of the Scottish pelagic fleet is based as well as a significant whitefish fleet.”**

## PTG Establishes Sales And Service Hub In Scotland

**N**orway's PTG is intensifying its focus on the industrial and marine markets in the UK and has established a new company in Scotland which will provide sales and service to the British seafood industry. Management is already in place for the new company.



“We’re establishing ourselves in Scotland to provide service locally for our existing customers in the fishing fleet and land-based fish farming,” says Terje Arnesen, CEO of PTG. “In addition, we want to strengthen our local sales and marketing of our products and solutions for the Scottish seafood market.”

Julian Ramsey has been employed as general manager for the newly established PTG UK Ltd company. He has more than 30 years of technical and management experience

from the maritime industry, including head of MacGregors fishery division in Peterhead, Scotland, since 2007. Ramsey will take up his new post on 1 August this year. He says that no decision has yet been taken on where the PTG office will be located, but that this will be done during the summer. In addition to choosing a location, one of Ramsey’s first tasks will be to recruit more local service personnel for PTG UK.

PTG’s main markets in Scotland will be in the marine and industrial sectors, with such solutions as RSW systems for cooling seawater on ships, heat pumps, and freezing and ice production systems.

The company is particularly interested in being able to service the pelagic and whitefish fleets, land-based fish farming, fish slaughterers, process industry on land and, to some extent, well boats and the rest of the aquaculture industry.

“We’re considering several alternative

locations, with Peterhead or Fraserburgh among the most relevant,” says Ramsey. “Peterhead is the largest whitefish port in Europe in terms of landing value, and includes a pelagic fleet and some large processing plants.”

“Fraserburgh is home to a very large fleet of Scottish pelagic, prawn and whitefish trawlers. Since we’re also close to Aberdeen, we are only an hours flight from Shetland where a significant part of the Scottish pelagic fleet is based as well as a significant whitefish fleet.”

He adds that no single best-possible location really exists where service and sales to the aquaculture industry are concerned, since the facilities are spread around the entire Scottish coast.

“But no matter where we choose to be in Scotland, we will certainly be able to offer a prompt and efficient service to any and all of PTG’s customers in the aquaculture industry on the Scottish mainland,” he concludes. ●

visible, but essential nonetheless. Therefore, there is a strong need to acknowledge, appraise, and highlight their contributions.

■ Women are underrepresented in offshore and senior leadership positions in fisheries. Fisheries are culturally represented and imagined as male-dominated, which can discourage women from entry. There are also reports of sexist attitudes, behaviour and language. These issues have to be addressed by creating and promoting a culture of equality, specifically an industry safe, fair, and accessible to women and people from other underrepresented categories.

■ Across society, women have been disproportionately affected by the Covid-19 pandemic by undertaking additional caring responsibilities, putting their careers on hold, and taking on ad-hoc work in communities and family businesses. Fisheries are no different, so it is important to consider women when developing projects to support fishing communities recovering from Covid-19.

■ There is a lack of evidence and data on women in fisheries for a number of reasons, and steps are needed to improve this.

■ Women face a range of practical, socio-economic and cultural challenges ranging from access to training, appropriate equipment

and clothing, and associated safety issues, lack of vessel and quota ownership, unequal pay, caring responsibilities (where the lack of available childcare in rural areas limits their ability to participate in certain fishing activities), cultural assumptions about women’s roles and identities within the fishing industry, and perceptions of what a successful industry looks like.

■ Gender intersects with other factors such as nationality, race, age, class and disability which need to be accounted for in any discussion of inequality.

■ The report draws on evidence and case studies from other places and other industries to suggest possible approaches that might help to enable more equal treatment and participation by women in fishing.

■ There is a need to work with women in Scottish fisheries to establish priorities and projects which can best support them.

■ Working to create equitable, safe and sustainable fisheries through engaging with underrepresented members within the industry can improve the resilience of the industry as a whole and make it a more lucrative career choice.

The full report is available at [www.gov.scot/publications](http://www.gov.scot/publications)

# Fishermen repeat their call for Urgent Action on EU Gill Netters

**T**he Scottish Government has been told to “stop passing the buck” and come up with the “right answers” on restricting or even banning gill netting for vessels over 15 metres in Scottish waters. Back in June this year **Shetland Fishermen’s Association (SFA)** raised the temperature on the issue when it joined forces with the government’s junior partner, the **Scottish Greens**, to call on a ban of the highly destructive method of catching fish.

However, in a response to parliamentary question raised by **Shetland MSP Beatrice Wishart** at the end of June, Scottish rural affairs secretary **Mairi Gougeon** confirmed that gill netting is a legitimate form of fishing in Scottish waters, “providing the relevant rules, regulations and technical standards are complied with”.

The cabinet secretary also said the government was well aware “of the additional spatial pressure” and was reviewing its approach as part of its future catching policy consultation.

For years, fishermen have been calling for help from their own government after countless claims of being forced out of traditional fishing grounds by mainly Spanish and French vessels setting gill nets in vast areas to the west of Shetland.

Dangerous encounters between EU gill netters and local trawlers have pushed the issue up the news agenda, while fishermen repeatedly voiced their frustration over the lack of enforcement from the authorities.

They have also raised concern over the amount of discarded plastic netting that is dumped over the side and the environmental devastation gill netting can cause to marine wildlife though unwanted bycatch.

The cabinet secretary said in her response: “We know that a number of gillnet vessels operate in Scottish waters, and we understand that additional spatial pressure can occur when vessels using different types of gear are operating in close proximity to one another.

“The Future Catching Policy consultation, which closed for responses on 7 June, sought views on possible solutions to this and we welcome the input from all stakeholders to help shape next steps.”

Wishart original question on what power the Scottish government has to ban gill net fishing from all or some Scottish waters, remained unanswered though.

**Daniel Lawson of the SFA said the “irresponsible practices of many non-Scottish gillnet vessels” were of serious concern to the local community.**

“The Scottish Government have asked the right questions in their consultation about restricting the activities of these offshore gillnetters, but they now need to come with the right answers,” he said.

“We have called for a ban on gillnet vessels over 15 metres operating in Scottish waters, and hope that ministers will see the merit in this – to allow responsible, small scale inshore gillnetting to continue whilst also addressing the concerns of our community.



There is concern over the amount of discarded plastic netting that is dumped over the side and the environmental devastation gill netting can cause.

“The Scottish Government needs to stop passing the buck on this long-running issue, and its failure to take any action so far is beyond belief.

“It has the powers and responsibility for fisheries management in our waters, and it should use those powers now to take swift and sensible action in protection of our island’s marine ecology and local economy.”

Wishart said it was high time the issue was tackled: “I have raised the issues with gillnet fishing many times with the Scottish Government.

“Irresponsible vessels have engaged in dangerous behaviour such as the high-profile incident with the *Pesorsa Dos*, which appeared to attempt to foul the propellor of a local boat, the *Alison Kay*.

“The local fleet have also highlighted the harm caused by entanglement of marine life and sea birds as well as allegations of discarded fishing gear that becomes a danger to animal life and human life when the ‘ghost equipment’ is caught in the fleet’s everyday fishing activity.

“The Scottish Government need to also consider the space that is required by gill netters and the impact on other boats access to fishing grounds. I look forward to the outcome of the of the Scottish Government’s future catching policy.”

**Gougeon added:** “The future catching policy is also intended to consider additional technical and spatial measures for all types of fishing vessels in order to reduce unwanted catches of fish and bycatch of sensitive marine species such as cetaceans. We are currently analysing the results from the consultation and considering policy options.”

**Meanwhile, Isles MP Alistair Carmichael vented his frustration with the “glacial” speed governments in both Westminster and Edinburgh were responding to the gillnetting crisis.**

During a parliamentary debate on the

environment on 17 July the Orkney and Shetland MP highlighted the damage caused by gill netters.

Challenging the SNP in the Westminster parliament Carmichael said it was “incomprehensible” that both the Scottish and the UK governments continued to allow industrial-scale fishing with gillnets.

**Defending the Scottish Government’s stance on the issue, the SNP shadow spokesperson for the rural affairs Deirdre Brock said Marine Scotland was developing a Scottish marine protected area monitoring strategy.**

“These are things that the Scottish Government are of course looking at—I am not sure about the UK Government’s position,” she said.

“He (Carmichael) will know that Marine Scotland and its partners have developed a Scottish marine protected area monitoring strategy, which will look at issues such as he has raised.

“It also intends to add to the existing marine protected areas network, which will cover at least 10 per cent of Scotland’s seas, and is introducing a strengthened framework to help address situations such as the one he describes. I am well aware of the issues associated with gillnet fishing and the accumulated debris that it results in. We should certainly continue to press all governments on that matter, at all times. I am very much aware of that.”

Carmichael said: “There may be a heatwave in the UK at the moment but the pace of action on gillnetting remains glacial.

“I have lost count of the number of ‘strategies’ and ‘consultations’ that have been launched over the years but in the meantime the amount of plastic pollution and other environmental harm only increases.

“Both governments have a role to play and they must act now – it is time to end unsustainable gillnetting practices in our waters for good.” ■



# RELIEF AS COD QUOTA SET TO RISE BY 44 PER CENT NEXT YEAR

**THE SHETLAND FISHING industry has given a “qualified welcome” to proposals that could see a 44 per cent increase in next year’s cod quota.**

The latest scientific advice from the **International Council for the Exploration of the Seas (ICES)** also recommends increases total allowable catches for other key species such as haddock, whiting and saithe.

On the downside, ICES recommends reduced catches next year of North Sea herring, sole and lemon sole.

**Chairman of Shetland Fishermen’s Association (SFA) James Anderson** said: “A 44 per cent increase in the North Sea cod quota, as recommended, would of course be good news, as would a 19 per cent increase in saithe quota.”

“But we should not forget that steep cuts in quotas for species such as cod in recent years should never have happened in the first place,” the skipper of the *Alison Kay* added.

“We have seen abundant cod and saithe on our grounds throughout a three-year period of sharply reduced quotas, and even with next year’s increases we will still be far from reversing that totally unnecessary damage.”

The association’s executive officer **Simon Collins** said the fishing industry was determined to co-operate with scientists to improve the quality of the data used in stock assessments.

“The Northern Fishing Alliance, representing fishermen from the UK, Norway and Denmark, is already working with ICES on cod science and will look to other species in the near future,” he said.

“We cannot continue to run

our fisheries on the basis of patchy or non-existent data, and we intend to play a full part in remedying these deficiencies.

“Science that makes the best of fishermen’s knowledge is the only real guarantee of the sustainability of our fish stocks and the communities that depend on them.” ■



A 44 percent increase for cod in the North Sea is welcome news.



Shetland MSP Beatrice Wishart

**“The Scottish Government need to also consider the space that is required by gillnetters and the impact on other boats access to fishing grounds. I look forward to the outcome of the of the Scottish Government’s future catching policy.”**

## Fishermen float Radical Proposal to stop Unsustainable Mackerel Fishery

**SHETLAND FISHERMEN’S ASSOCIATION (SFA)** has called on the government to consider denying access of fishing vessels to UK waters which are involved in catching mackerel in an unsustainable way.

It comes as Scottish pelagic fishermen condemn decisions by Norway and Faroe to persist with the unilateral increases in catch quotas for Northeast Atlantic mackerel which they first announced in 2021.

Both countries raised its quota share by 55 per cent last year and they intend to maintain this in 2022.

Despite mounting pressure to ban Russian vessels from its waters while it wages war in Ukraine, Faroe has been transferring 13,000 tonnes of mackerel quota that it cannot catch to the Russian fleet.

**Scottish Pelagic Fishermen’s Association** has called the move a wilful attack on the principles of sustainability required to preserve stocks for future generations.

Its chief executive **Ian Gatt** said: “This is a disgraceful move by Norway and Faroe.

“The term quota implies some sort of constraint on the amount of fish caught, but this is not so much a quota as a target, well in excess of what either country’s fleet can catch.”

**Simon Collins**, executive officer of the SFA, said the only way to respond was to deny access to UK waters to all countries seeking to catch mackerel unless they agree to fair shares of sustainable quotas.

“Access to UK waters is a vital aspect of this, because the value of mackerel is at its highest when it is around our shores due to the quality of the fish at this stage in their migration,” he said.

“That denial of access is the only way we are going to get Norway, Faroe, Iceland and others to agree a sharing arrangement based on where the fish actually are.

“Setting quotas well in excess of what sustainable management requires is irresponsible and short-sighted.”

# Ireland's Maritime Industrial Revolution

Ireland needs an Industrialisation Strategy, that will enable both the fishing and renewable energy industries to coexist and thrive

By Capt. Brian FitzGerald Director of External Affairs Simply Blue Group



Tier 1<sup>®</sup> SSCV Thialf, the second largest crane vessel in the world, operating off Kinsale decommissioning the gas field. PHOTO: RAFAL WOJCIK

IF IRELAND IS TO DELIVER OUR ENERGY security and food security requirements, Ireland's fishing industry and offshore renewable energy industry must work together to deliver co-created solutions and unlock what is in effect, a maritime industrial revolution. Our working together towards this rapidly evolving future was identified as a central outcome of the Seafarer's Conference held at the **National Maritime College of Ireland (NMCI)** on 4th March where the fishing and renewable energy industry aired their varying perspectives.

Overarching our respective responses sits Ireland's climate action targets and the daily evidence of this imperative such as recent 'shock to the system' type heat warnings. Worryingly, Ireland remains a self-styled 'climate laggard' as we continue to fall behind others. Therefore, to keep pace or indeed show leadership, our actions on climate change will likely become increasingly dramatic. It is in this joint context where opportunities are there to be realised for the fishing industry and offshore renewable energy industry, as our planet must be saved, and Ireland is poised to attract massive inward investment to capture our wind.

One of the first actions recommended on co-created solutions was for the establishment without delay of the **'Seafood/Offshore Renewable Energy Working Group'**. Encouragingly, there has been widespread approval of the appointment of Capt. Robert McCabe as chairperson.

I know Capt McCabe as an optimist who maintains the highest of respect for all those that make their living from the sea. Such attributes make him immeasurably suitable to the role, as optimism and respect in association with trust will be central to our two industries working together. As no-one knows the sea and seabed better than the fishermen that make their living there, unlocking opportunities in the sea around Ireland will best be achieved with the fishing industry at the table. On the other hand, if Ireland is to optimise its renewable energy opportunity from the sea and become an exporter of this energy, the engineering, supply chain, and route

to market expertise required to do this will be of the highest world order and needs to be enabled. If this Working Group can draw upon these two reservoirs of expertise, Ireland may, perhaps for the first time in its history move towards realising the enormous potential residing within the maritime jurisdiction of this ocean state, and unlike the CFP, retain the sharing of this resource under Ireland's control.

Ireland must now prioritise investment in building a supply chain to deal with each of the crises outlined above. Such is the scale of the climate action targets the reception of 'Tier 1' maritime technologies at scale will likely be a familiar part of our future, as can be seen at the decommissioning of the Kinsale gas field today. The size of floating offshore wind turbine generators and their associated support vessels will require a transformative approach to many traditional methods, including how we:

- *utilise our current and future ports;*
- *deliver our education programmes;*
- *build our skills base;*
- *capture, convert, store and export our energy;*
- *envision our maritime and support infrastructure to include port enterprise zones, energy parks, and industrial hinterlands.*

Therefore, Ireland needs an Industrialisation Strategy, that will enable both the fishing and renewable energy industries to coexist and thrive. This strategy must endeavour to harness Ireland's maritime strengths and ensure optimal results for our maritime and coastal communities. Realising its potential will take a level of ambition not seen perhaps since the earliest days of our State when the hydro-electric project at Ardnacrusha was first mooted. In this case, that ambition depends upon those that understand and earn their living from the sea because nobody understands it better. There is something in this for everyone, and mariners including those members of the Seafood/Offshore Renewable Energy Working

## The size of floating offshore wind turbine generators and their associated support vessels will require a transformative approach to many traditional methods

Group will need to possess the requisite ambition. They should not be constrained by the inherent weakness in Ireland's maritime policy capabilities whereby, our maritime interests are dispersed across Government Departments, our coastal communities are spread far and wide at the periphery of our island and our marine users including our environmental NGOs have competing interests. To deliver on Ireland's potential from the sea will require every ounce of our maritime expertise working in harmony towards growth and a sustainable future for all.

An Taoiseach has already demonstrated the requisite level of ambition when he stated that: *"...wind is Ireland's oil ..., we want to be exporting energy and that's our ambition"*.

This type of ambition begets much innovative thinking and the new approach championed by the KFO which sees local fishermen engaged and influencing the development process is an example of this. The parties involved have agreed to cooperate and agree solutions which are mutually beneficial for the development of a wind farm which does not negatively impact the fishing industry nor the marine environment while contributing to the transformation of local and global energy supply chains.

At this early stage in what is in effect a maritime industrial revolution, the best thing we can do is to co-create solutions between those that make their living from the sea. While not underestimating the scale of what needs to be considered, co-created solutions could deliver something uniquely Irish and uniquely successful for all of us in this ocean state. *'Ní Neart go Chur le Chéile'*. ■



## DP Energy & Iberdrola publish EIAR\* Scoping Report for Shelmalere Offshore Wind Farm

Off the coasts of counties Wicklow and Wexford

\* Environmental Impact Assessment Report

DP Energy would like to hear from anyone with an interest in the EIAR Scoping Report

To view the EIAR Scoping Report please visit  
[www.shelmalereoffshorewindfarm.com/EIAR](http://www.shelmalereoffshorewindfarm.com/EIAR) or to obtain a copy of the report please  
email [shelmalere@dpenergy.com](mailto:shelmalere@dpenergy.com)

A copy of the EIAR Scoping Report is also available for inspection free of charge at:

- Wexford County Council
- Arklow Municipal District Council
- Enniscorthy Municipal District Council
- Courtown Harbour Garda Station
- Gorey Library
- Enniscorthy Library
- Wexford Library

**Consultation is now open until 1st September 2022**

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Six-week programme running from Monday 12th September 2022 - Friday 21st October 2022

### Venue

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### Further Information and booking

#### Contact

Maria McCarron, College Administrator,  
T +353 (0) 749 381068  
E [maria.mccarron@bim.ie](mailto:maria.mccarron@bim.ie)



[www.bim.ie](http://www.bim.ie)

THE NEW VESSEL WILL BE FISHING FOR RAZORS.



# New Cygnus Typhoon 40 'Skye'

SCOTT MCKINLAY STEAMED HIS NEW BUILD BACK TO PORT AFTER SUCCESSFUL SEA TRIALS

PHOTOS: VALERIE O'SULLIVAN

**C**AMPBELTOWN MAN Scott McKinlay and his crew steamed their new Typhoon 40 SKYE into their home port recently after the 3 day journey from Valentia Island.

Scott's new Cygnus Typhoon 40 SKYE which was built and fitted out at the **Cygnus Boats** facility on Valentia Island and after successful sea trials was handed over to Scott and Crew.

SKYE is a 39ft Cygnus Typhoon 40 with a 4.0 mtr beam and a 1.3 meter draft. The new Typhoon has raised superstructure mouldings which allowed for a higher deck and in turn, a larger freeboard.

SKYE was built to replace the 50-year-old Halmatic 37 "Hildona"

which is taking part in Scottish Razor clam Trials.

When fishing for the Razors the boat and crew will be away from home for long periods of time so comfortable accommodation and crew quarters were high on the list of priorities during the build. During the winter the vessel will be targeting Crab and has been set up for the easiest possible transition.

## ENGINE

The new Typhoon is powered by an Iveco Cursor C13 ENT engine supplied by **South Shore Marine** and Diesel Ltd and is coupled to a ZF 550-1A 1.97:1 ratio gearbox with a 2.25 inch Duplex Shaft and 30" 4 blade prop which were



SPACIOUS WHEELHOUSE.

**“The new Typhoon has raised superstructure mouldings which allowed for a higher deck and in turn a larger freeboard”**

carter cargo winch on the aft facing fixed derrick and Side Power bow and Stern thrusters.

Much of the hydraulic package was supplied by **Derek Noble** and all were fitted and commissioned by the yard. The Rexroth pump is a load sensing design that provides power on demand and keeps the load off the hydraulic system when steaming or idling.

The pot hauler is mounted horizontally on a robust Stainless-Steel pedestal which is fixed to the wheelhouse back bulkhead, the hauler is slightly angled to starboard and aft to give the best possible hauling angle over the heavy-duty Stainless-steel gunwale roller with its operating lever under the pot table.

Outboard of the Pot table on the Starboard Gunwale is the boats secondary control station which is housed in a Stainless-Steel frame for protection. The secondary station has full operating functionality and includes the operating levers for the bow and stern thruster, the Second Kobelt control unit, Joy stick steering and a Rudder indicator. The large flush deck leads out to the portside stern shooting door.

supplied by **Clements Marine**.

The vessel's hydraulics are powered by a 100cc Variable displacement hydraulic load sense pump which is driven directly from a power take off at the front end of the engine which also drives the 1.5in Jabsco deck wash pump. The deck wash doubles as an emergency bilge pump to all watertight compartments via an on-deck manifold.

### HYDRAULICS

The vessel has a comprehensive hydraulic package with a **K.K Hydraulics** supplied 3000lb Hydro slave pot hauler, a Spencer Carter Cargo winch on the landing derrick, a second Spencer

IVECO CURSOR C13 ENT ENGINE.



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DUAL CONTROLS.



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The boats gunwales are fitted with substantial all-round stainless-steel railings which link in with a Full width cat catcher. There is a removable railing section aft of the control station for loading and unloading gear from the boat and the Gunwale in this section has stainless steel capping fitted.

## ENGINE ROOM

The busy Engine room has a Large Flush Deck hatch over the Engine a small man size hatch to port and a "Doghouse" access to starboard. The doghouse always allows engine room access even if the boat has a load of creels on the deck. A notable feature of the hatches is the trouble the yard went to with the substantial hatch drains which allow water to drain overboard rapidly.

As well as the main propulsion engine, the space also has Kohler 25KW 3 phase generator, a compressor and the electrical equipment for the Razor fishing. Forward of the engine room is the under-deck fish hold which is levelled out to maximize carrying capacity.



**"These fishing vessels are designed to withstand and provide stability in extreme Atlantic waters"**

The fish hold has been completely insulated and has a refrigeration system fitted. The hold is accessed by a large flush deck hatch and as the vessel has a 2/3 roof shelter there is another

hatch on the roof directly above the fish hold to enable the stored catch to be lifted out with the landing derrick.

## WHEELHOUSE

The new vessel has a comfortable wheelhouse and fore cabin with all the amenities of home.

The Starboard helm position has a KAB seat beside an opening window. Behind the skipper's seat is the Galley worktop which includes a stainless-steel sink, a 4-ring ceramic hob with a full size domestic oven underneath.

To Port is a comfortable seating area that can accommodate at least 4 around the Galley table, and behind the seating area is a full-size domestic fridge/freezer with a microwave overhead.

The Forward cabin is accessed by a small stair and has four comfortable bunks and a spacious toilet/shower room to port.

## ELECTRONICS

The wheelhouse electronics package for "SKYE" was supplied by **SIRM of Fraserburgh** and consisted of:

A Sodena with 3D with 2 x 17" Monitors, a Furuno GP39 GPS Navigator, Hondex HE-7300DI Echosounder, RAYMARINE Axiom 9 Radar/Plotter, Simrad A2004 Autopilot with constant running pump, Icom DSC VHF, Marine Stereo and TV, CCTV Package with 12" monitor, EPIRB and AIS.

When speaking to the Skipper, Fionan Murphy from Cygnus boats congratulated Scott, family and Crew on their new boat and wished all who sail in "SKYE" a safe and prosperous future with many years of successful fishing.

**The Skipper team would also like to wish Scott and Family fair seas and good fishing! ●**



2/3RD LENGTH SHELTER OVER MAIN DECK.

# Southeast fishing ports host fact finding missions for end-of-life fishing gear

**B**IM, as part of the **Clean Oceans Initiative** is working to develop the recently announced **Gear Retirement Scheme**. Dunmore East and Kilmore Quay harbours hosted a visit recently from the Department of Environment, Climate and Communications to meet key stakeholders and to showcase the scheme.

A further visit is scheduled to the ports on the 17th of August with the Environmental Protection Agency (EPA).

These agencies are leading on the National Policy for a Circular Economy and have been meeting key stakeholders to find out, first-hand, how ports work, and their current handling plans for these plastics.

Team members from Clean Oceans also have port engagements planned to

coincide with the Festival of the Sea in Castletownbere, the Blessing of the Boats in Clogherhead and the Blessing of the Boats in Howth to support ports, and users, tailor plans and procedures to successfully have end-of-life gear retirement strategies in place.

Along with the development of the circular economy, the key driver for the development of the Gear Retirement Scheme is the introduction of the **Single Use Plastics** legislation, for the monitoring of fishing and aquaculture gear both placed on and taken off the market.

Previously, BIM in partnership with Industry, completed the **SMART NET** study. This examined the challenges and solutions for gear suppliers to recording the volume of materials going on the market to



Declan Roche, Patty Casas, DECC and Aidan Bates, Assistant Marine Officer, Kilmore Quay Harbour

prepare for the implementation of this new legislation. Building on this, stakeholder consultation has shown that the pathways off the market are significantly more challenging and will be important in developing the **Extended Producer Responsibility** (EPR) scheme for fishing and aquaculture gear. Crucial to this, are our national ports as they deal with all relevant waste streams, including end of life or retired gear as well as passively fished waste.

These materials have been managed through ports throughout the country and recorded as part of the **Fishing**

**for Litter** (FFL) scheme.

While these will still be managed in this way, 2022 will now see ports record end-of-life or retired gear separately. The Gear Retirement Scheme will allow fishers to retire their end-of-life nets through a verified scheme, ensuring that it is disposed of responsibly. The retired gear, when presented in a segregated format, has great opportunity for reuse, repurpose and recycling of plastics in the circular economy and places fishers and fishing gear manufacturers at the forefront of the fight against marine litter and climate change. ●



## Committed to Sustainability

The Clean Oceans Initiative is the umbrella name for a range of BIM and seafood industry supported programmes to minimise the impact their sector has on our oceans, including Fishing for Litter, Co-ordinated Local Aquaculture Management Systems (CLAMS), the new pilot Gear Retirement Scheme, shore and pier cleans.

Involvement in the Clean Oceans Initiative demonstrates the Irish seafood industry's commitment to sustainability for a healthy ocean and contributes towards Ireland's responsibilities under the UN Sustainable Development Goals and the EU plastics strategy.

For more information visit [www.bim.ie](http://www.bim.ie) or simply scan here:



An Roinn Talmhaíochta, Bia agus Mara  
Department of Agriculture, Food and the Marine



EUROPEAN UNION  
This measure is part-financed by the European Maritime and Fisheries Fund



“The Wide Operating Speed Range of the C32 main engine provides flexibility to achieve full power from a fixed pitch propeller both whilst steaming and trawling.”



SKIPPERS HELM CONSOLES.



TRAWL CONTROL STATION.

# New Build 'Celestial Dawn' BF 109

Macduff Shipyards Limited's latest vessel for George Hepburn will fish out of Peterhead and mainly target prawns

**M**ACDUFF SHIPYARDS LIMITED have recently signed over their latest new build fishing vessel, 'CELESTIAL DAWN, BF 109', to owner George Hepburn and partners. This fishing vessel replaces the owners previously vessel of the same name, which was also built by the yard in 2000, and is intended to fish out of Peterhead in the North East of Scotland, targeting primarily prawns in the North Sea.

*Celestial Dawn* is a new design of fishing vessel, designed between the yard and local Naval Architecture & Consultancy firm **Macduff Ship Design**. The vessel is the first of three sisterships,

with the second vessel now under construction, and the third vessel due to commence construction later in the year. This series of fishing vessel will share not only the same hull form but also the same place of origin, with all three vessels being built at the yard's fabrication hall in Buckie, a significant milestone for both the yard and town.

The design of *Celestial Dawn* began in 2018 and although intended to fish in a similar way to the owner's previous vessel, the design of the new vessel was focused to both enhance crew comfort and improve fuel efficiency. During the early design phase, the yard commissioned

the **Wolfson Unit** in Southampton to run a case study of two hull forms utilising CFD technology. The first hull form was a design previously built by the yard for a similar type of fishing.

The second was a new concept model for the *Celestial Dawn* featuring increased length, a gradual bustle forward of the propeller and a unique stem where the bulbous bow was not fully submerged but rather tapered gradually into the bow's upper region. Results from the study indicated a significant reduction in hull resistance at the two test speeds of 8 and 10 knots which was verified recently during sea trials where the *Celestial*





**CELESTIAL DAWN – BF 109**

**Length overall:** 22.75 m  
**Length Registered:** 21.70 m  
**Beam:** 7.60 m  
**Depth:** 4.15 m  
**Depart port displacement:** 305 t  
**Fresh water capacity:** 15,500 li  
**Oil fuel capacity:** 21,000 litres  
**Hold capacity:** 650 boxes  
**Speed:** 10.5 knots  
**Crew:** 8

**CELESTIAL DAWN HEADS OUT FOR HER FISHING TRIALS.**

Dawn recorded an average top speed of 10.5 knots..

Another significant difference between designs was the increase in beam from around 7.0 m of previous vessels in this category up to around 7.6m. The increase in beam allowed the vessel to carry less internal ballast whilst also creating more deck space which was of particular benefit within the accommodation and fish processing areas. As a result of the increased dimensions the gross tonnage of the vessel was around 10% higher than the previous *Celestial Dawn*.

With the initial design complete the construction plans were drawn up by **Macduff Ship**

**Design** and submitted to SFIA for plan approval with the MCA completing plan approval and certification after SFIA terminated this service. The hull of *Celestial Dawn* is built entirely from steel, apart from the wheelhouse and mast which are aluminium, and features a double chine hull form, transom stern and modern bow designed to cut cleanly through the sea with less energy leading to a reduction in fuel consumption and emissions along with increased crew comfort.

In broad terms the layout of the *Celestial Dawn* is similar to some of the other recent new builds produced by the yard.

Below deck features the cabins,



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**FACILITIES/LOCATIONS**  
 Peterhead, Fraserburgh, Macduff - Covered shiplift for vessels up to 40m

**BEST WISHES TO GEORGE HEPBURN, PARTNERS, FAMILY, & CREW WITH THEIR NEW VESSEL**  
**CELESTIAL DAWN BF 109**



**FISH PROCESSING DECK.**

engine room, fish hold and a large freshwater tank forward of the collision bulkhead. Whereas above deck is situated the aft shelter, galley/mess and side passage area, fish processing area and then forepeak where the trawl winch is situated.

A bespoke hydraulic deck machinery package was fabricated by the yard comprising of a triple barrel winch featuring a Haggblunds compact CA210 motor, two split net drums complete with two Haggblunds compact CA70 motor per drum, two bagging winches complete with Haggblunds CA70 motors, two small gear handling winches and a cod end lifting winch.

**Thistle Marine of Peterhead** supplied both the MFB8 landing crane and MBK13 powerblock crane, both of which featuring a slew ring base. Primary hydraulic power is provided by a single Parker hydraulic pump driven from a dedicated Mitsubishi 6D24 auxiliary engine producing 218 kW whilst secondary hydraulic power is provided by a Parker hydraulic

pump driven from a power take off fitted to the main propulsion's gearbox. A hydraulically powered bow thruster with 1.1 tonnes of thrust is also fitted, supplied by **Kort Propulsion**. The hydraulic system, designed by the yard, is cooled via a Blokland box cooler and Bowman heat exchanger.

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

*Celestial Dawn* is now the ninth vessel built by the yard in recent years to feature this propulsion package which has demonstrated itself to be both robust and adaptable with the Wide Operating Speed Range of the C32 main engine providing flexibility to achieve full power from a fixed pitch propeller both whilst steaming and trawling.

*Celestial Dawn* also features a triple rudder system and high lift propeller nozzle provided by



**THE VESSEL FEATURES A TRIPLE RUDDER SYSTEM AND HIGH LIFT PROPELLER NOZZLE PROVIDED BY WARTSILA.**

**Thistle Marine of Peterhead supplied both the MFB8 landing crane and MBK13 powerblock crane, both of which featuring a slew ring base.**

**Wartsila**. Cooling systems for all engines and hydraulics onboard are served by box coolers supplied by **Blokland Non-Ferro**.

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

The electrical systems onboard were designed and fitted by **R.D. Downie** who also fabricated the vessels switchboard and control panels for all the pumps and

motor starters. In addition to this R.D. Downie also provided the fire, bilge and gas alarm systems onboard along with the navigation light panel and assisted with the installation of the navigation equipment.

The fish processing deck features a catch handling system built by the yard and **Northeast Fabricators** and is complemented by a resin floor system fitted by **Davidsons Marine & Industrial Painters**. A separate compartment is formed within the fish processing area which house both the ice plant



**TRIPLE BARREL WINCH.**



**GALLEY AND CREW MESS.**



INSULATED FISH ROOM.



mitsubishi generator set.



room as well as an access hatch and fixed permanent stair to the hold. The fish hold refrigeration system along with ice machine was supplied and fitted by **Airo-Tech Solutions**.

The vessel was fully painted by **Davidson Marine & Industrial Painters** with International Paints products applied to a comprehensive marine spec.

The high specification navigation package was supplied and fitted onboard by **Woodsons of Aberdeen**. A Scanmar net monitoring package along with a JFC transducer was also supplied by Woodsons. ■



ENGINE ROOM.

## Celestial Dawn Equipment List

### Radio-Telephones

GPS/GPS Gyro

### Echo-Sounder

JRC JFC180BB Black box Echosounder

### Navigation

Olex 3D seabed mapping system  
Sodena Easywin plotting system

### Radar

JRC JMA5312-6BB radar  
JRC JMA5209-4BB radar

### Wind sensor

Ultrasonic wind speed and direction sensor c/w

### Auto Pilot

Navitron NT921MKII

### Talk-Back

Phontech 3100 5 way system talkback

### CCTV

CCTV System c/w 20 x IP HD Cameras

### Satellite television

1x e-SEA 60 Satellite TV system  
Satellite Communications  
1x eSEA 60Ka INTERNET communications system

### Emergency

Jotron TRON 60GPS  
EASY NAVTEX

### Monitor

1x4K Video wall and control system  
3x 55" Bridge Monitors  
7x X24 wide screen monitors

### Hull Mount Camera

Industrial Underwater Prop camera

### Marine scales

VCU Catch management and weighing system

### Net Monitoring System

Scanmar Twin Rig Net monitoring system c/w  
Scanbas 365 Graphical display  
WDR Digital receiver  
2 x Hydrophone  
SS4 Master door sensor with Angles  
SS4 Clump sensor  
SS4 Slave sensor with Angles



# Spotted Wolf-fish

(*Anarhichas minor*) captured off Rockall, NW Ireland

**O**N 24 MAY 2022, the MFV Foyle Warrior (SO274) (Skipper: Frank McClenaghan, Greencastle, Co Donegal) captured a Spotted Wolf-fish (*Anarhichas minor*) measuring 99 cm total length (TL) and weighing 5.86 kg (gutted) while demersal trawling at a depth of 140 m off Rockall (ICES Division V1b2, 44D6; c.57.8000oN, 13.8333oW), NW Ireland (Figs. 1-3).

The unusual specimen was purchased by Stefan Griesbach (Gannet Fishmongers Ltd, Galway); who specializes in providing his discerning customers with an eclectic array of fish delicacies. Stefan remarked that he has been selling the more common Atlantic Wolf-fish (*A. lupus*) for many years but had never received a Spotted Wolf-fish before. Wolf-fishes (*Anarhichidae*), which are also known as Cat-fishes, are large relatives of the small blennies (*Blennidae*) commonly found in inshore waters. They are normally confined to the temperate and boreal waters of the North Atlantic. At the southern limit of their European distribution, they are usually found in deep water whereas in the northern parts of their range they can be found close inshore.

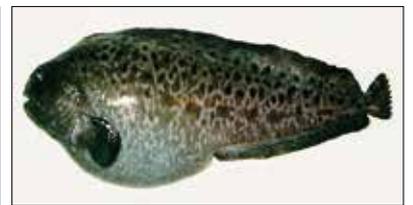
Wolf-fishes are essentially bottom-living, feeding on hard-shelled benthic invertebrates such as brittle stars, crabs, mussels, whelks, scallops and sea urchins, which they can easily crush with their formidable dog-like teeth. A full-grown specimen floundering on deck will readily attack anything near, and will easily splinter a brand-new broomstick held in front of it.

However, despite their aggressive behaviour and rather scary appearance, Wolf-fishes are gregarious and attentive parents. Adults pair off before spawning and fertilization is thought to be internal. The large eggs are deposited and formed into regular balls by the female, which are then guarded by the male. After hatching, the larvae stay on the bottom until their yolk reserves are used up and then briefly migrate into mid-surface waters where they are dispersed prior to adopting a benthic habit again at a length of 5-6 cm.

Two species of Wolf-fish have been recorded from Irish waters, Atlantic Wolf-fish (*A. lupus*) and Northern Wolf-fish or Jellycat (*A. denticulatus*). There are no confirmed records of Spotted Wolf-fish (*A. minor*) from Irish waters to date.



Fig. 1. Spotted Wolf-fish (*Anarhichas minor*) captured by the MFV Foyle Warrior.



## Atlantic Wolf-fish

(*Anarhichas lupus*)

■ Atlantic Wolf-fish appear to be relatively common, albeit localized, in offshore waters (depths >200 m), particularly off the north-west coast where it is occasionally taken as a by-catch by deep-water trawlers. The species is economically important in the northern parts of its range and its aquaculture potential is currently at an advanced stage of development in Norway.

Specimens measuring up to 150 cm TL and weighing 23.6 kg have been recorded. The largest specimen recorded in Irish waters, a mature female measuring 90.5 cm TL and weighing 8.51 kg, was captured on 7 December 1990 by the MFV Joanna (Skipper: Andrew O'Connor, Dingle) at a depth of 183 m, west of Slyne Head, Co Galway. Several specimens have been captured by anglers in UK and Scottish waters. The current UK Rod & Line Record, weighing 10.906 kg, was taken 8 km off Whitby, Yorkshire, during August 1980. The International Game Fish Association (IGFA) World Record weighing 23.58 kg was captured on the Georges Bank, off Massachusetts, USA, on 11 June 1986.

## Northern Wolf-fish or Jellycat

(*Anarhichas denticulatus*)

■ Only three specimens of Northern Wolf-fish have been recorded from Irish waters to date. The first specimen, measuring 115.3 cm TL and weighing 15.3 kg (gutted) was captured during August 1986 by the MFV Boy Padraig (Skipper: Ronan Gill) at a depth of 550 m on Porcupine Bank. The second specimen, measuring 104 cm TL and weighing 9.534 kg, was captured on 8 June 1992 by the MFV John Colm (Skipper: Andrew O'Connor, Dingle) at a depth of 240 m west off Slyne Head, Co Galway. The third specimen, measuring 103 cm TL and weighing 15.4 kg, was captured during March 2004 by the MFV Emerald Dawn (Skipper: Michael Flannery, Dingle) while trawling on the Porcupine Bank.

However, considering that the species' flesh is soft and watery, and has no economic importance, it is possible that specimens are just rarely landed. During May 2013 and 2014, two adult specimens measuring 111 and 109.5 cm TL and weighing 14.36 and 12.751 kg respectively, were captured by gillnetters targeting Monkfish (*Lophius sp.*) at depths of 549-650 m in the southern Bay of Biscay.

Specimens measuring up to 180 cm TL and weighing 20 kg have been recorded. The IGFA World Record, weighing 17 kg, was captured off Sisimiut (Holsteinsborg), western Greenland on 19 August 1982.



LEFT: Fig. 3. Spotted Wolf-fish (*A. minor*) and Atlantic Wolf-fish (*A. lupus*) [Stefan Griesbach, Gannet Fishmongers, Galway]



Fig. 2. Spotted Wolf-fish [dentition]



### Spotted Wolf-fish

(*Anarhichas minor*)

■ Although the Spotted Wolf-fish has not been recorded from Irish waters to date, it is unlikely to go unnoticed because of its very distinctive spotted colouration (see Fig. 3). The species is known to occur, albeit very rarely off the north coast of Scotland, which suggests that it may also occur off the NW coast of Ireland. The species has occasionally been recorded in the North Sea as far south as Aberdeen where a mature female measuring 122.5 cm TL and weighing 11.804 kg, was captured on 17 October 1891.

The Spotted Wolf-fish is more economically important than *A. lupus* in the northern parts of its range. Apart from its culinary importance, its skin is also used as an exclusive source of leather, examples of which can be seen adorning chairs in the Norwegian Embassy in Dublin. The IGFA World Record, measuring 180cm TL and weighing 27.9 kg, was captured off Vannoy, Trohs Fylke, Norway on 29 May 2000.

### Wolf-fish Conservation

**Based on declining catches, all three species of Wolf-fish have been listed under Canada's Species at Risk Act with consequences for commercial fisheries. *A. minor*, in particular, is considered to be threatened in the NW Atlantic. As a non-quota by-catch species, little is known about the status of Wolf-fish species in the NE Atlantic.**

# Crawfish

(*Palinurus elephas*)  
captured in the Irish Sea off Lambay Island, Co Dublin

**O**n 17 June 2022, the MFV 'Mary James' (D724) [Skipper: Brian Leonard, Rush, Co Dublin] captured and released a small Crawfish while potting for lobster in the Irish Sea off Lambay Island, Co Dublin (Fig. 1).

The minimum legal landing size for Crawfish is currently 110 mm carapace length (CL).

Brian's specimen represents the third Crawfish captured off Lambay Island in recent years. On 2 October 2018, a specimen measuring 100 mm CL was captured and released by the MFV 'Lily Tom II' (D6) [Skipper: Alan Fanning, Rush, Co Dublin] (Fig. 2).

On 20 September 2019, Alan captured and released a second Crawfish measuring 80 mm CL (Figs. 3-4).

Although Crawfish are regarded as relatively common off the S, SW, W and NW coasts, they have rarely been recorded off the N, NE and E coasts of Ireland. Indeed, there are only four previous records from Co Dublin: 1880 (Dalkey Sound), 1903 (Lambay Island, 130 mm CL), 1963 (Dalkey Island, 72 mm CL), and 1964 (Lambay Island, 207 mm CL).

It would appear that Lambay and Dalkey Islands have been home to a small population of Crawfish since at least the late 19th century.

The species apparent rarity off Co Dublin may be related to the local practice of using lobster gear which is generally unsuitable for capturing marketable size Crawfish (>110 mm CL), or a lack of suitable habitats and/or recording effort.

Male and female Crawfish attain a weight of 400-500 g at 4-5 and 5-6 years of age, and a weight of 1 kg at 7-8 and 9-10 years respectively.

Specimens measuring >185 mm CL are exceptionally rare and account for <2% of commercial landings. One of the largest authenticated specimens, a male measuring 203 mm CL and weighing c. 5 kg, was captured off Brittany during the mid-1990s, and another male of similar weight was captured by the MFV 'Island Dawn' (G860) [Skipper: Peter Lacey, Claddaghduff, Co Galway] off Inishshark Island, Co Galway during September 2012. On 24 January 2013, the MFV 'Catherine Alice' (DA47) [Skipper: Mark Francis, Loughshinny, Co Dublin], captured an exceptionally large male Crawfish measuring 185 mm CL and weighing 3.8 kg while demersal trawling on the Smalls Bank in the Celtic Sea off SE Ireland.

The specimen was landed into Howth and transferred alive to Galway Atlantaquaria (Fig. 5). ■



Figure 1. Crawfish captured by the MFV Mary James off Lambay Island.



Figure 2. Crawfish captured by the MFV Lily Tom II.



Figure 4. Crawfish captured by the MFV Lily Tom II off Lambay Island, Co Dublin.



Figure 5. Crawfish captured by the MFV Catherine Alice in the Celtic Sea.

### GET IN TOUCH

■ Declan is always interested in receiving reports about unusual and rarely recorded species in Irish waters. Contact him at:  
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## TENDER ANNOUNCEMENT

The Marine Institute is inviting personnel to submit tenders for:

### Enhanced Catch Sampling Services

Services required are to sample and record catch data on board commercial fishing vessels, with data entry and QC of data from the completed trips.

The enhanced catch sampling contract includes a retainer payment.

If you would like details of the tender specifications and conditions for the above tender, please contact:

<http://www.etenders.gov.ie>

Tender will be launched early August 2022

The deadline for the tender submission is the 23rd August 2022

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# THE SKIPPER MONTHLY PHOTO COMPETITION

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

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



PHOTO OF THE MONTH

**WINNER:**  
Declan Horan  
Kelly of Ladram inbound to Newlyn



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

## THE MONTHLY PRIZE

The winner will receive a Sotra Fleece by



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



Dingle Pier 1996.

# DAYS GONE BY...

A SELECTION OF PHOTOGRAPHS FROM THE SKIPPER ARCHIVES

## SEND US YOUR IMAGES

■ If you have copies of any images that you would like us to include in our Days Gone By page, please email them to: [editorial@maramedia.ie](mailto:editorial@maramedia.ie).

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



Mixpah Banff in 1995.

SEND US  
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IMAGES





Rare Blue Lobster caught and released off the Cork Coast by the Paulona.

PHOTO: MARTIN BROWNE



Nordstjernen returning to Scarborough after refit in Bridlington.

PHOTO: MICK HAYES



Girl Mairéad anchored at her home port Saula in Achill. PHOTO: EOIN MURPHY



Velvet Chord II. PHOTO: NIALL DUFFY

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GOT A GREAT PHOTO?  
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SKIPPER



Darragh O'Donoghue from Leap with a Flying Fish. A rare sight in Irish Waters!

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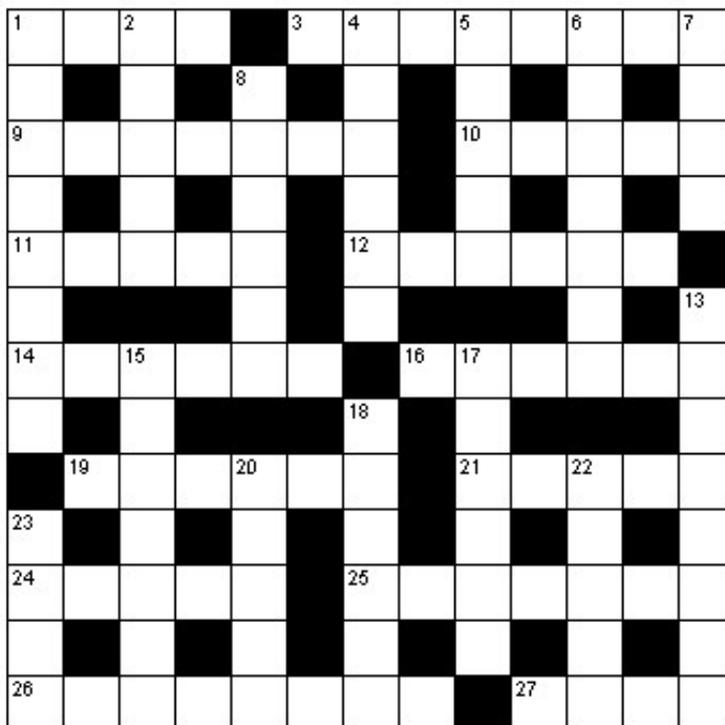
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**ACROSS**

- 1 Shed tears (4)
- 3 Branch of mathematics (8)
- 9 Petty (7)
- 10 Room at the Top? (5)
- 11 Come in (5)
- 12 Precious metal (6)
- 14 Dairy product (6)
- 16 Lots and lots (6)
- 19 Movement (6)
- 21 Correct (5)
- 24 Heavenly being (5)
- 25 Conciliate (7)
- 26 Able to read and write (8)
- 27 Border (4)

**DOWN**

- 1 Yorkshire racecourse (8)
- 2 "The Waste Land" poet (5)
- 4 Finally (2,4)
- 5 Swimming stroke (5)
- 6 Correspondence (7)
- 7 Religious faction (4)
- 8 Ferocious (6)
- 13 So to speak (2,2,4)
- 15 Idea (7)
- 17 Brusque (6)
- 18 Very young child (6)
- 20 Loafer (5)
- 22 Magnificent (5)
- 23 Go by boat (4)



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The new vessel design incorporates the latest proven technologies to ensure that it operates as efficiently as possible.



## IRELAND'S NEW RV TOM CREAN DOCKS IN GALWAY

New research vessel Tom Crean due to depart for debut survey

**Ireland's newest research vessel the RV Tom Crean has arrived in Irish waters and is currently docked in the Port of Galway before embarking on its first survey towards the end of July and then making its way to Dingle in advance of its official commissioning due to take place in Autumn 2022.**

The research vessel has been named the *RV Tom Crean*, after the renowned seaman and explorer from Kerry, who undertook three ground-breaking expeditions to the Antarctic in the early years of the 20th Century.

The *RV Tom Crean* which will be based in Galway after its commissioning will enable the Marine Institute to continue to lead and support vital scientific surveys that contribute to Ireland's position as a leader in marine science.

The research vessel will carry out a wide range of marine research activities including expanded fisheries surveys, seabed mapping and marine spatial planning, climate change related research, environmental monitoring, deep water surveys, and support increased research in the Atlantic Ocean.

**Paul Connolly, CEO of the Marine Institute** speaking about the vessel's arrival into Irish Waters said: "This has been an extremely successful project with the vessel arriving on budget and on time into Irish Shores. We are delighted that Galway, is the vessel's first stop in Irish waters

ahead of its official launch and commissioning due to take place in Dingle, Kerry in Autumn.

The new vessel will be used by the Marine Institute, other state agencies and universities to undertake critical work to support fisheries assessment, offshore renewable energy, marine spatial planning, marine protected areas and addressing the challenges of climate change. After the official commissioning, the *RV Tom Crean* will be based in Galway, and it will greatly enhance our capacity to undertake collaborative research and acquire the data and knowledge essential to sustainably manage our ocean resources."

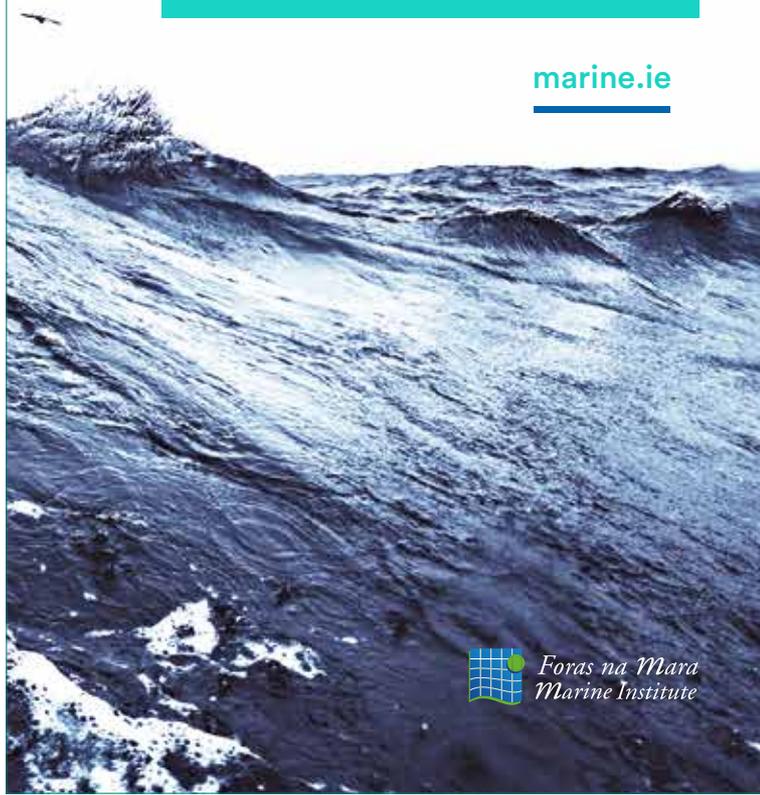
The new research vessel is a silent vessel, capable of operating throughout the Irish Exclusive Economic Zone (EEZ) and will replace the *RV Celtic Voyager*, which was Ireland's first purpose-built research vessel which arrived in 1997. The *RV Tom Crean* will be at sea for 300 operational days each year - heading to sea for at least 21 days at a time - and aims to accommodate up to 3000 scientist days annually and is designed to operate in harsh sea conditions.

The vessel design incorporates the latest proven technologies to ensure that it operates as efficiently as possible, with reduced fuel consumption and minimising the vessel's environmental impact and carbon footprint. ●

Our ocean is our greatest national resource

Ár n-aigéan an acmhainn náisiúnta is mó atá againn

[marine.ie](http://marine.ie)



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