

MARINE TIMES

IRELAND'S LEADING MARITIME NEWSPAPER - NOVEMBER 2020 - PRICE €3.00



Rachel Jay at Ardglass - Photo by Christopher Feenan



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A Fishing Tradition Ended by New Regulations

New regulations imposing obligations on owners of fishing boats and their Skippers were brought into effect in September. However, with several other issues including Penalty Points and Brexit creating so much concern at the time, these regulations may not have got as much attention as they should. See page 19

Stop Treating Fishers Like Fools by Sending Them Further

The Government, the politicians and the ENGOs who claim to support sustainable small-scale fishing, if they truly do, should take the concerns of the fishers involved seriously and listen to them carefully, particularly about seals, says Alex Crowley, Secretary General of NIFA. See page 6

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Marine and Coastal Communities

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the fine Art of Marine Finance

by Art Kavanagh

“That’s as Much as I Can Takes - I Can Takes No More!!!!”

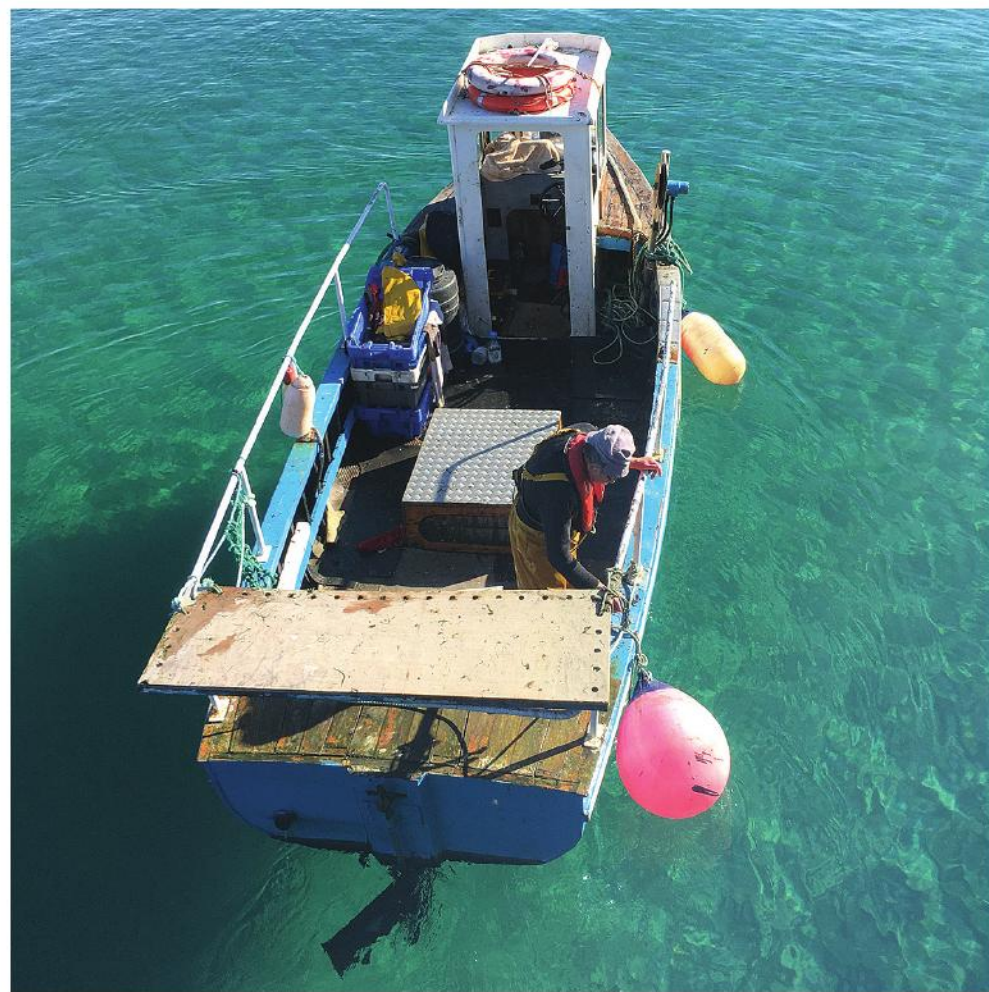
I don’t know how many of you were fans of Popeye the Sailor who coined the phrase “That’s as much as I can takes - I can takes no more!!!!” In recent days I have tried to imagine myself as a Martian trying to examine what is happening in Ireland during the Covid Pandemic.

We are now all in a phase 5 situation and the Government is trying to support the Hospitality Sector by sub venting staff wages and are being called on to make direct Cash Grants available.

We have calls for Grants for the Transport/Taxi Sector. We see financial supports

for Sport and for the Arts.

We are now facing the reality of a complete Lock down with all of the Financial and personal torment which that will bring. The financial difficulties will in as far as is possible be overcome or mitigated from the central Exchequer.



Blath Na Noige at Inis Oirr Aran islands - Photo by Antoine Costello

Throughout all of this turmoil and indeed throughout the last complete lockdown the Fishing Fleet worked away with minimal assistance.

We were offered a Tie Up Scheme which offered monthly payment for those prepared to tie up. The Amounts on offer were insufficient to cover the INSURANCE costs and could not be accepted by the Fleet.

In fact from a Fleet comprising nearly 2000 vessels only 21 – that’s **TWENTY ONE**- vessels took the Tie Up Payment.

This tells us 2 things about it: The Offer was totally unrealistic and inadequate; And, the determination to maintain their own business which is one of the cornerstones of the Fishing Ethos shone through.

I see the Headline “€151 million allocated to Sea Fisheries in Budget 2021”

This is really encouraging until we try to breakdown where the funds will be going and it appears very little of it will find its way to the maintenance of the Fleet and the Crews. Lots of Capital Expenditure and Administration

We talk about the overall value of the Seafood Sector to the Irish Economy and the employment it provides over a variety of sub sectors on shore.

Too frequently we forget that without the Lads who go to Sea – **there would be no Industry. They need to be supported and dare I suggest it to the Department- ENCOURAGED.**

As we standby openmouthed watching financial assistance being dished out to I am sure very deserving cases I wonder what has happened our Industry.

The Penalty Points are back

We have increased Regulation on the Crewing and Operation of the Vessels.

We have the Weighing regime resumed in Killybegs for the Pelagic Landings and increased attention from the SFPA

I understand that both the WRC and the Tax authorities have increased their concentration on the Fishing Vessels

On top of the Regulators we have the Banks carrying out reviews of the Fishing Accounts and putting those of us who perform the financial function for the Fisher-

men through our paces

I am being forced to do Projections on top of Projections and proffer opinions on the effects of Covid and Brexit on the prospects for the industry.

Surely the Banks who will have their own “Experts” will have been able to form a view but I say to them that they should concentrate on the Hospitality, Farming and other Sectors.

The Fishermen have made it through the first 6 months by their own industry, bravery and effort and that is what they will continue to do.

Worry about other sectors Lads !!!

In the Donegal Democrat of 15 October we read the headline “**Marine officials more interested in enforcement than support claims councilor**”

It concentrates on the recent reintroduction of the Penalty Points system and while acknowledging that the Penalty Points must be implemented to avoid loss of European Fishing Funding it does pose the question of the fairness of the system now introduced which is basically based on the “**I know you’re not Guilty- but we are going to hang you anyway**”

I hate the use of expressions like “Nail in the Coffin” of the Industry and similar because from my 40 years experience in the Finances of the Fishing Sector I believe that through their own effort the Fishermen have always overcome obstacles which would have flattened any other sector.

However, they cannot continue to accept the constant difficulties created by the imposition of ever increasing regulation.

There is a limit to what any industry can take and the time has come for someone to shout **STOP** and examine where we are, what we need to prosper and where we are going. Or, Where the Government wants us to go .

Lads - Have you no shame !!!!!!!

I must revisit a quotation which I “stole” from a dear friend which he attributed to his Father which I believe describes how the Fishing Industry is being managed on many fronts at the moment

“The Beatings will continue until morale improves”

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Crews of the MFV Helen Mary and Elaine Marie in Killybegs - Photo by Richard Guildea

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Coast Guard Personnel Problems Not Resolved

“Militaristic Approach Causing Problems”

Last month the MARINE TIMES reported that the Killala Coast Guard Unit in County Mayo had been instructed not to engage in marine rescue work.

Clarification which the Marine Times sought from the Department of Transport, responsible for the Coast Guard, has not been forthcoming.

The Unit was one of the biggest on the coast. Internal personnel issues had been reported for several months.

In the past month more contacts have

been received from other Unit areas around the coast complaining about ongoing situations where members alleged that, when raising issues of concern, the response has been to be threatened with dismissal.

In all cases, those who contacted the paper were unable to allow their names to be used in public because of fears of action being taken against them by management.

The further contacts indicate ongoing personnel problems between voluntary members and Coast Guard management. Instances have been identified of officers in charge being replaced when they sought discussions over situations or issues with which they disagreed.

Amongst the contacts and comments in the past month was an allegation that a “militaristic approach” had been adopted towards volunteers.

“There is good training provided in the Coast Guard, but a lack of human resource training and understanding of volunteers who ensure the service responds to emergencies in their local areas.”

Different approaches have been identified by OICs (Officers-in-Charge) in

different areas: “There are those who are appointed because they toe the line and those who were pushed out because they raised reasonable queries about operational aspects and there are those who like the ‘blue flashing lights’ approach and also the ones who seriously approach what they volunteered for.”

Overall, from what the MARINE TIMES has been being told, there is pride amongst the majority of Coast Guard volunteer personnel in the service and, amongst the public, general appreciation and understanding of the importance of its safety and rescue role. But there is also a perceived problem in relationships with management. A number of threatened dismissal letters have been issued to volunteers in the past month.

It is also understood that attempts have been made to set up an organisation representing volunteers. While there are provisions within the Coast Guard for volunteers to raise issues internally, these are no longer being accepted as sufficiently representative.

“The Coast Guard needs an Ombudsman to sort out problems,” was amongst the comments received.



Argonaut IV coming into Dunmore East - Photo by William Power



Shauna Leon coming into Kilmore Quay - Photo by S Jones (i-fish.ie)



Comhairle Contae
Loch Garman
Wexford
County Council

PUBLIC NOTICE OF APPLICATION FOR A FORESHORE CONSENT WEXFORD COUNTY COUNCIL

Foreshore Application in respect of the Enniscorthy Flood Relief Scheme

Notice is hereby given pursuant to Section 19A of the Foreshore Act 1933 (as amended), that Wexford County Council, County Hall, Carricklawn, Wexford Y35 WY93 has applied for consent under the Foreshore Acts to occupy an area of foreshore for the purpose of dredging, the construction of flood defences, the construction of a new pedestrian bridge and the replacement of the existing Seamus Rafter Bridge with a new bridge further downstream in connection with the Enniscorthy Flood Relief Scheme.

An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this proposal. The foreshore application, EIAR, associated documents, all relevant maps, site plans and drawings may be inspected (subject to Covid-19 Precautions) free of charge at the following locations:

Enniscorthy Garda Station, Lymington Road, Enniscorthy, Co. Wexford (24 hours) and at the offices of **Wexford County Council, Enniscorthy Municipal District Office, Enniscorthy Courthouse, Court Street, Enniscorthy, Co Wexford Y21 NT97 (Hours: Monday to Friday 09.00 to 13.00 and 14.00 to 17.00).**

A hard copy of the Environmental Impact Assessment Report may be purchased from the applicant. A Non-Technical Summary may be obtained free of charge.

CDs that include the Environmental Impact Assessment Report, maps, site plans and drawings, and a copy of the foreshore application are available free of charge from the applicant at the address stated above or by emailing: enniscorthydfs@mottmac.com

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

<http://enniscorthydfs.ie/index.php/foreshore-consent-application-2020> and on the Department's website at: <https://www.housing.gov.ie/planning/foreshore/applications/enniscorthy-flood-defence-scheme>

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

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

Submissions, comments in relation to the proposal may be made in writing within eight (8) weeks from the date of publication of this notice to the Minister for Housing, Local Government and Heritage at Marine Planning Policy and Development, Department of Housing, Local Government and Heritage, Newtown Road, Wexford Town, Y35 AP90 or by e-mail to foreshore@housing.gov.ie (Quoting Ref: FS 006895). The closing date for the receipt of written submissions, comments or questions is therefore 17:30 on 15th December 2020.

Within 8 weeks from the publication of this notice, a copy of the application, the Environmental Impact Assessment Report and any other relevant report or information (including copies of any submissions, comments, or questions received by the appropriate Minister) may be inspected (subject to Covid-19 Precautions) free of charge at Marine Planning Policy and Development, Department of Housing, Local Government and Heritage, Newtown Road, Wexford Town, Y35 AP90 during the hours 10:00 to 13:00 and 14:00 to 17:00 Monday to Friday.

All objections and representations received will be forwarded to the applicant for comment prior to any decision being made in the matter. Material upon which the Minister shall determine this application will be published on the Department's website. In this regard the Department wishes to draw attention to its policy on defamatory material that may be contained in submissions it receives which may be found on the Department's website at: <http://www.housing.gov.ie/planning/foreshore/public-participation-foreshore-consent-process>

Dated this 20th day of October 2020.

WEXFORD COUNTY COUNCIL,
COUNTY HALL, CARRICKLAWN, WEXFORD, Y35 WY93.

Inshore Sector Badly Hit by Record Low Prices for Catches

The lack of demand for fish and shellfish in restaurants, markets and other outlets across France and the rest of Europe, caused by consumer fears over the Corona Virus pandemic has meant that prices have dropped by 50% and more on many of popular species for inshore fishermen.

But even before the Corona Virus pandemic brought the world's seafood industry to its knees, Ireland's seafood economy was slowing down, dropping 2 per cent in 2019 to €1.22bn after a €10m reduction in private investment and an €11m fall in exports to €640m. BIM attributed the decline to uncertainty over Brexit, trade disputes and the impact of climate change.

Many of the fish markets in mainland Europe and East Asia have all but collapsed, furthermore the increase in transport costs such as flights and shipping to Asia and limited access to some markets has compounded the crisis even further. Inshore fishermen are always operating within very tight margins but we have now reached a point where some fishermen are being asked by their buyers to limit the

amount of gear they are working in a bid to stave off a complete collapse of the limited markets available.



And the downward spiral in prices and demand at shellfish markets is still continuing, after successive price drops over the past year, the whelk market seems to be in serious trouble, demand in Asia is currently very poor and there

is a significant stock of frozen product in storage. One major processor is now only accepting supplies of whelks from boats 3 or 4 days a week in comparison to 7 days a week this time last year, and there's a real possibility that boats will soon be put on quotas in an effort to further limit the supply.

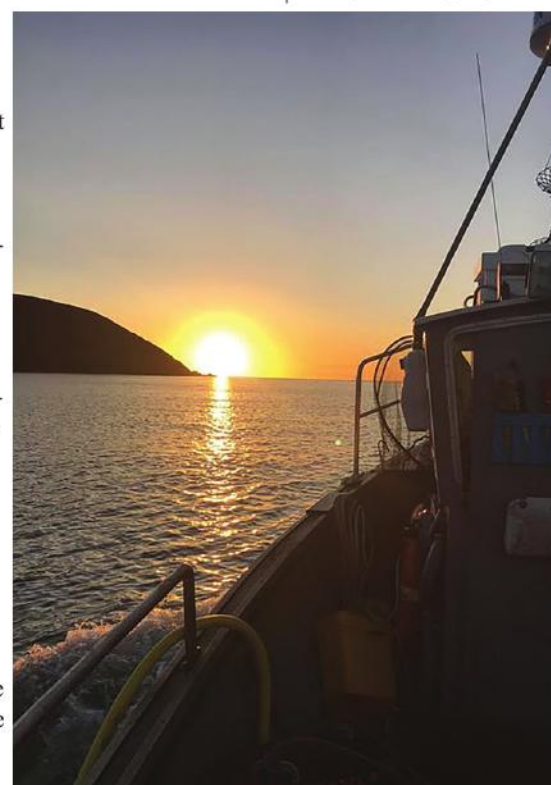
The lead up to Christmas was always considered a fairly robust time of the year for shellfish in general, but that is not the

case this year as prices are remaining rock bottom on all species. Lobster prices have dipped again slightly, around 50 cent per kg over the last month, against the backdrop of limited supply, poor weather and the time of the year.

The demand and inevitably the prices for lobsters, brown crabs, velvet crabs and shrimps are all at a record low, buyers and processors are finding it increasingly difficult to find markets willing to accept their product and are unwilling to stockpile frozen catches any further.

Alex Crowley Secretary of NIFA (National Inshore Fishermen's Association) told Marine Times, "We have received some worrying reports from members since mid-September, which indicate a downward trend from what's already a low level. The reports have come in from all around the coast in relation to various fisheries, but of particular worry are the reports about the Whelk market.

"We have received reports that some whelk buyers have had to limit taking supply to 3 or 4 days a week due to poor demand and there is no guarantee that they will be able to sustain even this level, with a complete stoppage a likely prospect.



Kay Paula C396 leaving Youghal to go potting for the day - Photo Finbarr Clohessy

"It seems the buffer of freezing processed product in the anticipation of improved demand has been exhausted, understandably, its something no processor could do indefinitely. This negative situation in the market is very worrying for our members, who without any meaningful government support to date, are facing a lot of uncertainty"

One thing is for certain, the Corona virus pandemic has vividly highlighted the perilous vulnerability and complexity of the supply chain for all

seafood, the current uncertainty and lack of demand for fish and shellfish has created a serious and unprecedented crisis for inshore fishermen, like we've never seen before.



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of boat owners and their crews involved in
Inshore Fishing and nothing else*

The Government, the politicians and the ENGOS who claim to support sustainable small-scale fishing, if they truly do, should take the concerns of the fishers involved seriously and listen to them carefully, particularly about seals, says Alex Crowley, Secretary General of NIFA.



Stop Treating Fishers Like Fools by Sending Them Further

Inshore fishers have been complaining about seals for decades now. If you take the time to listen and consider these complaints, you'll understand there are two separate aspects to them. The first aspect is the amount of fish seals eat and the impact it has on fish stocks and the second is the economic impact seals have on fishers' livelihoods when they eat/damage fish that has already been caught in nets or on lines. This second issue is referred to as depredation.

If you take further time to listen to the fishers you learn that the second issue, depredation is the main issue they have. The vast majority of fishers will tell you that the relevant stocks in the relevant fisheries in question, mainly pollack caught with static nets and hooks and lines, are healthy. That there are sufficient pollack on the ground to support both viable fisheries and seal populations. The growing seal population would support this and supports the theory that decline in fish stocks in general is not an issue for the seals. The majority of fishers have no issues with

seals eating fish or seals in general. Whales and dolphins eat fish and no one has ever heard fishers complain about them. Depredation by seals is the issue, traditional fisheries, ironically including those that probably have the lowest environmental impact have become unviable, because the fish caught in the fishing gear is eaten or damaged by seals before it can be brought aboard the boat.

Fishers have been saying this for years, but the situation has only gotten worse, probably due to them being ignored and often ridiculed and also due to the increase in the seal population. This understandably

has led to increasing frustration within the fishing community, that frustration has often manifested into calls for culls. The frustration has been exasperated by those that won't listen to the fishers and confuse the two separate issues outlined above. All this was recently highlighted and exacerbated further when the mainstream media, firstly The Irish Examiner and then RTE and even the BBC ran a story on an intended seal cull, when no such cull was ever intended.

The origins of the story were the transcript of a Parliamentary Question (PQ) put by Michael Healy Rae T.D., to Minister For Housing Planning and Local Government Darragh O'Brien, T.D. To understand the context of that PQ the media would have had to delve into the background further. They didn't bother, but that background briefly is as follows. It is important to understand it fully. Out of frustration, Inshore fishers have been raising their concerns with elected representatives, local TDS, for years, often because no other avenue presented. TDs would put Parliamentary Questions to the relevant Minister. In responses fishers were referred to apply for Section 42 licences under the Wildlife Act which allow individual seals that interfere with fishing operations to be shot under certain circumstances. Few fishers applied, probably because it's not seen as a palatable solution to the majority of them, but of those that did, none were awarded Section 42 permits.

Documents obtained under FOI show that between 2008 and 2019 no section 42 permits were issued to commercial fishers.

A limited number of permits were issued to recreational angling and aquaculture interests including State agency Inland Fisheries Ireland (IFI). This refusal rate of 100% persisted over a decade at a time when Ministers responsible continued to refer Inshore fishers to apply for Section 42 permits in order to address the issue of depredation. Hence further frustration. The PQ mentioned above, enquired about this and the reply outlined a pilot project to examine the effectiveness of issuing 42 permits to commercial fishers. Something that was probably long overdue since fishers had been told to apply for them on the basis that they would be automatically refused for over a decade as a viable solution.

So back to the present, the coverage by the mainstream media of this Parliamentary Question failed to examine the context or the background to it, they failed to interview, or even try to interview the relevant Inshore Fishers. Instead those they interviewed again confused the two issues above. There are those that have done so repeatedly for years citing a decline in fish stocks caused by "Supertrawlers" and "destructive bottom trawling and dredging" as

the source of the Fishers woes, instead of depredation caused by seals. Few fishers can understand how stopping Supertrawlers (something that we don't actually have a definition for, but don't likely fish for pollack in inshore waters anyway) will stop seals from eating Pollack already caught in their nets or hooks. Why some persist on confusing the two issues is unclear, we can only assume it's due to a lack of understanding of this issue and fishing in general. Whatever the reason, it's unfortunate to say the least because all it does is distract from the real issue being raised by the Fishers. That issue is that some of our fisheries that have the lowest environmental impact are no longer viable due to seal depredation. If you're serious about being supportive of sustainable fishing as many ENGOS claim to be then it would go without saying that you would consider this a serious issue and not persist in distracting from it.

Anyway, confusion of the issues combined with some biased reporting gave birth to a narrative that a Seal Cull was planned in order to improve stocks for the fishing industry. A social media frenzy ensued over a weekend which resulted in Minister Darragh O'Brien issuing a "clarification" that he had not signed off on any such Pilot project. This clarification was reinforced with a similar one by the Junior Minister in the Department, Malcom Noonan T.D. Both acknowledged "concerns" by fishers and referred to alternative "innovative, ecological and humane" solutions to shooting seals. What these are we don't know.

Perhaps we have turned a corner and fishers concerns will be taken seriously. It's probably no harm to rule the section 42 permits out, after a decade of them being used as a fudge, something that caused nothing but frustration. However, the fact that Malcom Noonan subsequently referred to "Supertrawlers" as a solution, something he doesn't seem to have a definition for either and that his colleague Pippa Hacket T.D., Junior Minister in the Department of Agriculture Food and Marine referred to the tried and failed recommendations in a seven-year-old report published by BIM doesn't give much hope in that regard.

The Government, the politicians involved and the ENGOS all claim to support sustainable small-scale fishing, if they truly do they will need to take the concerns of the fishers involved seriously, to do that they will need to listen to them carefully and stop treating them like fools in keeping on sending them further.



Cadno and Ros Ard shooting away at the Sprat - Photo by John Cunningham

**Your Community. Your Industry.
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Inland Fisheries Sought Licences to Shoot Seals

Inland Fisheries Ireland has applied three times for licences to shoot seals.

The State agency is responsible for the conservation, protection, management, marketing, development and improvement of Ireland's inland fisheries and sea angling resources. Ireland has over 74,000 kilometres of rivers and streams and 128,000 hectares of lakes all of which fall under the jurisdiction of IFI.

The agency applied for the authorisations under the permission of a Section 42 application system.

A spokesperson replied to Marine Times enquiries: "Inland Fisheries Ireland can confirm that it has applied for Section 42 authorisations from NPWS on three occasions in the last 10 years. There was no application made in 2020."

NPWS is the National Parks and Wildlife Service.

Inland Fisheries Ireland said: "In recent years applications have been made only where a public safety issue arises.

"One seal has been removed under a section 42 authorisation in the last 10 years for reasons of public safety."

MARINE TIMES

NEWSPAPER FOR IRELAND'S FISHING, MARINE AND COASTAL COMMUNITIES



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There are times when it is difficult to chart a clear course through the choppy waters of the fishing industry. That is particularly so for a journal specialising in the industry, which has so many sides and sectors to it.

It is important to reflect all of these and to balance the different issues arising which, at times, can cause friction and dissension.

It would be wonderful if there was always agreement and unity of purpose, but real life is not like that.

In preparing each edition of the MARINE TIMES we bear in mind that the paper is the voice of the fishing, coastal, maritime communities which do not get the balanced attention and support they should in the mainstream and national media.

In this issue there is a wide variety of maritime aspects.

There is the controversy over the Court decision rejecting the inshore fishing ban on bigger vessels; the unbalanced media coverage of the problem of seals; the development of marine protected areas; the possible impact of offshore wind energy developments on fishing areas; an assessment of the overall value of the fishing industry from Patrick Murphy the CEO of the Irish South and West FPO in Castletownbere who says the national media does not show sufficient understanding of the fishing industry and should be helping the public to understand more about it.

On the Penalty Points issue we record how each TD voted in the Dáil, effectively for or against the interests of the fishing industry. And we report the latest developments in the ongoing difficulties amongst Coast Guard personnel.

Where the mainstream media fails in that regard, the MARINE TIMES fills the void, such as interviewing Seán O'Donoghue CEO of Killybegs Fishermen's Organisation about the ongoing dangers of a 'no Brexit deal' and why tenacity is a valuable resource in dealing with fisheries issues.

There is good news for the aquaculture sector which, at last, has got some recognition of matters it has been raising with government and we report that Naval Service personnel will be getting more pay if they agree to spend more time at sea, which may be required to protect Irish fisheries in a post-Brexit situation.

Those who spend tough times at sea are also noted with appreciation and admiration in this edition, reporting the great seamanship of the three lifeboat crews from Dunmore East, Rosslare and Kilmore Quay off Hook Head where they held a cargo ship from tragedy on the rocks.

As always, the MARINE TIMES, brings you the widest coverage of the maritime sector.

WEEKLY NEWS AND COMMENT FROM IRELAND'S LEADING MARITIME NEWSPAPER

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Keeping you informed between our monthly printed edition

Wind Energy – What Will It Mean For Fishing



The Chief Executive of the Irish Fish Producers' Organisation, John Ward, sounds a cautious note

I feel some attention needs to be focused on the whole wind energy situation.

There seems to be a plethora for proposed new developments in several areas around the coast. Our Industry needs to keep a very watchful eye on this, as we all know the way government departments pay lip service to the fishing industry.

Will the wind industry target fishing grounds and what will be the attitude taken by government if proposals advocating wind energy developments are likely to have effects on traditional fishing areas?

We must be aware of this and watch it carefully.

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Irish Mussels Honoured at the Marine Stewardship Council's Annual Awards

Bord Iascaigh Mhara (BIM), Ireland's seafood development agency, has been named this year's MSC Ocean Hero at the Marine Stewardship Council's UK annual awards, for its 'outstanding achievement' among MSC fishery certificate holders.



Jim O'Toole, CEO BIM; Jo Pollett, MSC UK and Ireland and mussel farmer, Michael Mulloy, Blackshell Farm Ltd who is also Chair of IFA Aquaculture, pictured last year when Irish rope grown mussels achieved blue label from Marine Stewardship Council.

The MSC UK Ocean Hero award recognises and rewards fisheries and organisations that have demonstrated exemplary leadership in the field of seafood sustainability and made a unique contribution to furthering the sustainability of fisheries.

BIM, the holder of three MSC mussel certificates in both Northern Ireland and Ireland, received the award on behalf of the industry, after paving the way for all mussels on the island of Ireland to become certified. The Northern Irish and Irish rope grown mussel fisheries were certified in 2019, which now means that 100% of mussels in Northern Ireland and Ireland are MSC certified. The state agency also holds the certificate for the Irish bottom grown mussel fishery, which achieved certification in 2013.

Due to social distancing restrictions, this year's MSC UK awards were held virtually on September 30 with a streamed ceremony from the National Marine Aquarium in Plymouth. Guest speakers included Peter Buckland, fisherman from the MSC Cornish Sardine Fishery, and Tommy Russell, from the Poole Harbour Clam & Cockle Fishery as well as Luke Pollard, the MP for Plymouth Sutton and Devonport, and Shadow Secretary of State for Environment, Food and Rural Affairs.

Katie Keay, Senior Fisheries Outreach Manager UK and Ireland, said: "BIM is an example of vision, commitment and dedication in its push for making the Irish mussel industry 100% MSC certified and sustainable. The Irish mussel fisheries truly serve as an inspiration for other Irish fisheries to

become part of the MSC programme, thereby playing their part to safeguard seafood supplies for this and future generations."

On accepting the award, Jim O'Toole, CEO Bord Iascaigh Mhara (BIM), spoke of the seafood industry's increasing focus on sustainability. He said: "Environmental and social sustainability underpins the seafood industry on the island of Ireland. This MSC award recognises the collaboration and cross-industry efforts of the bottom grown and rope mussel operators for a sustainable future."



The Irish mussel industry was valued at €11.7 million in 2018 according to the BIM Business of Seafood report. The mussel industry in Ireland produces more than 15,000 tonnes of mussels a year. This method of mussel farming was introduced in the 1980s predominantly along the west coast of Ireland.

Highly commended in the Ocean Hero category were the Cornish Fish Producers Organisation (CFPO). The MSC Cornish Hake gill net fishery was first certified in 2015 and is currently undergoing the reassessment process in 2020. During that first certificate, and under the management of the CFPO, the fishery closed five conditions to show it now meets best practice levels for harvest control rules, discards, endangered, threatened and protected species, and

ecosystem impacts.

In addition, the CFPO produces a podcast for fishermen Fathom, which has been successful in keeping the fishing industry informed of developments throughout lockdown and it also teamed up with Seafood Cornwall's #FishToYourDoor initiative, which brought together fish merchants and

customers across the country to support Cornish fishermen through the Coronavirus crisis.

The winners' striking award, depicting a sea full of schooling fish, was designed

and manufactured using 3D printing by Cornish-based J Supplied 3D. It was made in collaboration with Fishy Filaments, who recycle fishing nets used by fishermen at the MSC certified hake fishery in Cornwall into engineering grade nylon filament. Fishy Filaments' innovative harbour-side recycling technology was invented in Cornwall saves about 98% of the carbon emissions when compared to using equivalent virgin material.

The MSC launched its latest annual report recently, showing substantial progress in sustainable fisheries around the world and demonstrating the global seafood supply chain is committed, now more than ever, to supporting the sustainable seafood movement to help meet the urgent challenges that are face our global oceans.



Crew of the Kilmore Quay trawler 'A La Garde De Dieu' pictured as they were getting ice before heading out for a trip. (l-r): Skipper Brendan 'Sparks' Walsh, Antonio Andre, Ruben Cruz & Jaroslaw. The young boy in the middle is Reuben Jones down learning the ropes from his father Stephen Jones of i-fish.ie for a couple of days. Photo courtesy S Jones (i-fish.ie)

Ag Méadú Eolas Muirí
Ag Soláthair Seirbhísí Mara

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“Apoplectic” Fishing Industry Attacks Taoiseach and Marine Minister for “Contemptuous” Attitude

The Taoiseach and Minister for the Marine were described as “dismissive, contemptuous and glib” in their treatment of the fishing industry when the country’s four fish producer organisations reacted to the Government’s defeat of a Sinn Féin motion in the Dáil that had sought to annul the Taoiseach’s signing of the Statutory Instrument to reintroduce Penalty Points for fisheries offences.

The Irish South and West FPO; the Irish South and East FPO, the Irish Fish Producer Organisation and the Killybegs Fishermen’s Organisation, in a joint statement said: “As the Irish fishing industry teeters on the brink facing its biggest ever crisis in the form of Brexit, our Government has incredulously decided to heap further misery on fishermen. The Taoiseach, Micheál Martin and Minister Charle McConalogue voted against the same legislation just over two years ago when Mr. McConalogue said the then Government should listen to the industry.

“The response of both Minister Charle McConalogue and the Taoiseach who signed the Statutory Instrument (SI), has been at best dismissive, at worst contemptuous and glib. At a time when our industry, which is worth more than €1.2 billion per annum to our economy, stands on the precipice facing its biggest threat since the foundation of the State with Brexit, it is simply appalling.

“While we have received a huge level of political support for our plight, including from many Government backbenchers which was heartening, ultimately they voted against rescinding

the dastardly legislation thus rendering useless, their verbal commitment.

“We have always said that we are in favour of a penalty points system, but it must be a system which is fair and in accordance with Ireland’s own legal system. The turgid history of this legislation makes grim reading. It has been repealed in the Supreme Court in 2017, tabled by the last Government in May 2018, stridently opposed by then Opposition spokesperson, Charlie McConalogue, as well as by his Fianna Fáil colleagues and now out of the blue, foisted on us by Fianna Fáil more than two years later with no communication nor consultation.

“The industry is simply apoplectic and won’t give up the fight.”

The four FPOs offered to discuss the issue further with the Minister.

- See also Dáil debate report on Penalty Points and list of how TDs voted on Page 45 of this issue: “The proposed structure under this Statutory Instrument would be similar to An Garda Síochána detecting an infringement, being allowed to select the judges to adjudicate on the case and finally handing down the eventual judgment.”



Taking in the last of the pots on the Katie C in to Bundoran for the 2020 season
Photo courtesy Sean Carty

Appreciation Johnny Gallagher R.I.P.

September 24th 2020 was a very sad day when Johnny Gallagher of Inver passed away in the early hours of the morning. Johnny was 95 years of age, born on the banks of the Eany River situated at the mouth of Inver Bay.



Inver was a busy place when Johnny was just a boy. At the age of 14 or 15 he began fishing. Fishing was the main source of income in the area at that time and it was hard work. There were no engines which meant that rowing and sailing were the means of getting to the fishing grounds; sometimes before the dawn of the day. In later years he and I built a boat together and I have discovered that in 2020 it is still afloat. He also built replicas of this boat and they are to be seen in various parts of the county and further afield.

Johnny remained at the fishing for some time but later began driving. He drove everything on wheels for over 70 years. He drove lorry loads of fish to the Dublin fish market, travelling through the night for up to 7 or 8 hours – no motorways in those days. He brought me to Dublin when I was just a boy, being 10 years younger than him. When we were finished at the market he brought me into the city centre where we climbed the spiral stairway to the top of Nelson’s Pillar. Later he began driving buses and travelled the route from Pettigo to Lough Derg for a number of summer seasons. During this time he met his lovely wife, Susan Doonan.

Johnny and Susan settled down in the place where he was born and he began working for Donegal County Council and enjoyed driving his lorry all over the county, meeting and becoming friends with all those with whom he came into contact. Johnny was very much involved in the community, be it school, graveyard or church. He and Susan were lifelong Pioneers and celebrated their 62nd wedding anniversary in July with their family of 3 boys, 2 girls, grandchildren, great grandchildren and friends.

As the years passed Johnny and I became more alike in appearance. Often times we were mistaken for each other at wakes, funerals and various other occasions. He now rests on Connie’s Hill with his brother, brother-in-law, fishing mates, good friends and cousins. May they all Rest in Peace.

George Gallagher

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New Compact and Economical Solution for Effective Dewatering of All Oils in Thrusters and Stern Tubes

by Mr. Marco van Boven, C.C.JENSEN A/S

C.C.JENSEN recently introduced the compact Desorber type D5 for removal of all kinds of water, salt, and solid contamination from hydraulic and gear oils. We have used existing proven technology from our Desorber D10 to develop a smaller and more compact price-competitive solution to smaller oil volumes.

Biodegradable fluids and legislations

In various industries we have witnessed more frequent use of biodegradable fluids. In the majority of these markets like Marine, Oil & Gas and Mobile Equipment, this trend is driven by legislations. The advantage of biodegradable fluids relates to the reduced environmental impact in case oil leakage occurs.

There are strict regulations that define when a fluid can be labelled as an EAL (Environmentally Acceptable Lubricant) that includes criteria related to biodegradability, toxicity, and bioaccumulation potential.

Most common EAL labelled fluid types

are HEES (Hydraulic Environmental Ester Synthetic), HETG (Hydraulic Environmental Triglyceride), HEPG (Hydraulic Environmental Polyglycol) and HEPR (Poly- α -olefin).



Damages due to water ingress

For market segments Marine, Offshore, Mobile, and Industrial hydraulics the ester based HEES fluid type is often used. Water can ingress in the hydraulic or lubrication system for example through seals, vent ports, condensation, and breathers. When observing the presence of water in oil we can define various stages namely dissolved, emulsified, and free water. The presence of these stages depends on the amount

of water that has entered the system and the amount of water the oil can dissolve.

Oil degradation

Unfortunately, a degradation process starts when water ingresses the system. Given the requirement that the oil must meet biodegradable criteria, this degradation process is a logic result because of the required behaviour of the oil when exposed to water. But this degradation process, called hydrolysis, will shorten the lifetime of the oil. For HEES oils, the hydrolysis stability depends on various aspects like the chemistry of the oil, additives, catalysts, amount of water present and oil temperature.

A negative side-effect is that the quality of the lubrication film will most often be negatively affected with increasing water level in the oil. As such, more contamination will be generated by the system due to component surfaces being damaged, resulting in an increased level of metallic contamination in the system.

The CJC® Technology

C.C.JENSEN has promoted the Desorber product range for more than 15 years, representing a proven technology to remove all kinds of water from hydraulic and lubrication fluids including HEES ester based types.

This technology is based on a controlled process that releases chilled air in warm oil in a dedicated vessel. The chilled air is pushed by a fan through an air distribution module present at the bottom of the Desorber. The chilled air will expand once released in the warm oil and travel upwards. Due to the expansion of the air bubbles, the water is effectively removed from the oil. In the upper part of the Desorber, the warm humid air is pushed by the forced air flow through a condenser.

The water is removed as a liquid from the air through a discharge pipe. A major benefit is, that the discharged water is visible because it is collected in a drum or tank. The amount of water removed from the system is measurable and hence the Desorber is a good indicator for the amount of water which has entered the system.

Component failures

If we consider a thruster or stern tube of

a vessel, we arrive to an average amount of water removed per day. In case the daily amount of water removed increases, it can implicate that a seal has been damaged. Due to the high water removal capacity of the Desorber, the vessel can continue to follow its schedule, however the crew is notified that in this case a seal inspection is required in the future.

No oil foaming

Another important characteristic compared to vacuum purifiers is, that the Desorber does not apply a vacuum. Utilizing a vacuum increases the risk of oil foaming, in particular with increased amounts of water the oil may become more vulnerable for oil foaming. When oil foaming occurs, the vacuum purifier needs to stop until the foam has disappeared. During this time the water removal process is stopped.

Solution

The CJC® Desorbers are used for a wide variety of applications. In markets like Marine, we have noticed that also smaller sized systems like bow thrusters and stern tubes are upgraded with a biodegradable fluid. For system with oil volumes up to approx. 1,200 ltr., C.C.JENSEN has now designed and introduced the compact CJC® Desorber/Filter Combi Unit D5.

Easy installation of CJC® Desorber ranges

For all the CJC® Desorbers in general, we apply the principle of ease in installation and functioning. Only electricity is re-

quired, and with a simple start / stop function it is very easy to operate.

The CJC® Desorbers can be combined with an offline oil filter to remove solid contamination like metal particles from the oil. Also salt and oil oxidation / varnish products are removed by the CJC® Filter Inserts. Because the CJC® Desorber removes various types of contamination, we delay the aging and degradation process of the oil. Given the high oil price of EAL approved fluids, the extension of the fluid lifetime direct results into lower operational cost.

For ships it implicates the CJC® Desorber keeps the oil in good condition for the defined period of 5 years between pre-defined inspections.

For ships it implicates the CJC® Desorber keeps the oil in good condition for the defined period of 5 years between pre-defined inspections.

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relateni.org/seafarers_fishermen

85%

of respondents said that they wished they had attended Relate NI sooner*

*Relate NI's 2018/2019 Evaluation Survey

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news from Northern Ireland

editor@marinetimes.ie

A Further £1.7m Allocated to NI's Fishing Fleet for Support During Pandemic

DAERA Minister Edwin Poots has announced up to £1.7million for Northern Ireland's fishing fleet to help it deal with the impacts of Covid-19 on the markets for key species. This announcement brings the total amount of support allocated to NI's fishing industry during the Covid crisis, to up to £3.2million. Details of the support package is currently being finalised and includes a short-term period of temporary cessation of fishing activity by a percentage of the mobile gear fleet, and fixed cost assistance for vessels that use static gear.

Speaking about the latest tranche of funding, the Minister said: "In April, I allocated a £1.5million emergency support package for Northern Ireland's fleet to enable them to deal with the immediate impacts of the pandemic. The fleet continues to feel the adverse impacts of the pandemic with significantly reduced markets - predicted to remain depressed for the remainder of this year. I have therefore allocated a further £1.7million for our full-time fishing fleet, bringing the total amount of support over this year to £3.2million. This is the most far-reaching support package anywhere in the UK and I am proud to support our local fishing industry.

"This latest support package has been developed in discussions between industry representatives and my officials and helps to address the ongoing issues of over-supply and low prices whilst still allowing the fleet to respond to market demands as export markets and the hospitality sector continue to recover."

All owners of NI registered trawlers and dredgers will be contacted by the Department and invited to apply for assistance. Contact with owners of vessels that exclusively use static gear will be made around the end of this month. The mobile gear scheme is being funded through the Temporary Cessation Measure of the European Maritime and Fisheries Fund while the Static Gear Scheme will be supported through national resources.

The Minister concluded: "It remains a challenging time for our fishing fleet due to Covid-19 and I hope that the proposed support will be seen as my Department's commitment to, and confidence in, the long-term future of the local industry and help position it to grasp the opportunities that will come during 2021."

Speaking after the announcement from Minister Edwin Poots MLA regarding additional support for the fishing fleet arising from the ongoing Covid-19 pandemic, Alan McCulla OBE, Chief Executive of ANIFPO/Sea Source said; "Clearly we would prefer to be in a situation where this financial help was not needed, but we are

not there yet. Seafood was one of the first sectors to be impacted by the Coronavirus with markets worldwide closing down. Over the summer there has been some recovery, but from early June we have been in discussions with DAERA officials about contingency planning for the autumn/winter months when a second wave of the virus was forecast. The announcement is the result of many weeks of detailed discussion."

"The Minister's intervention allows us to manage supplies to our markets at home and abroad with the aim of stabilising prices for the next few months. It is also a vote of confidence in Northern Ireland's fishing industry as we look ahead to the opportunities arising from the end of the transition period and the United Kingdom leaving the EU. We welcome Minister Poots' and the Northern Ireland Executive's help.

"Northern Ireland's were some of the first fishermen in these islands to receive financial help in the spring because of Covid-19 and at this time are the only fishermen in the UK or island of Ireland set to receive a second tranche of help. A large part of finances behind this scheme had already been earmarked for the fishing industry. Working with DAERA we made strategic decisions as to how these funds could be best apportioned to assist the fleet. The options for a voluntary tie-up scheme for mobile gear fleet and a fixed cost scheme for the static gear inshore fleet will be welcome help for Northern Ireland's fishermen between now and year end."

DAERA Publishes Stage One Fishing Report

Fisheries Minister Edwin Poots MLA has published the first stage of a report examining the opportunities to develop the fishing and seafood sector in NI.

The Fishing and Seafood Development Programme (FSDP) is a strategic programme of work commissioned by DAERA in 2019. It aims to explore the challenges and opportunities facing the NI fishing and seafood sectors, including its infrastructure needs, so that these sectors may realise their full potential and provide a substantive evidence base for the long-term planning of sea fishing and seafood development.

Commenting on Stage One of the report Minister Poots said: "I am keen to build the foundations for a strong and prosperous fishing and seafood sector. The FSDP will aid my Department, in identifying the challenges and exploring the opportunities for the NI fishing and seafood sectors in the coming years.

"Stage One of the report identifies potential restrictions that might constrain the future development, profitability and safety of the fishing fleet. The Report notes that our fishery harbours, which have served us well in times past, may now be limiting fleet development as average vessel size in UK is increasing. Investment in harbour

infrastructure is integral to safeguarding the future of the NI fishing fleet and remains a high priority for my Department. My officials continue to work with the NI Fishery Harbour Authority on this issue."

Commenting on possible opportunities for NI fishermen Minister Poots added: "I am committed to the future success of the fishing and seafood sector and want to ensure that it is well placed to take advantage of the new opportunities following departure from the EU. There is potential to improve fisheries management and grow fishing opportunities in a sustainable way.

"In recent years many Irish Sea fish stocks have improved and most, including

Nephrops and herring are now fished at Maximum Sustainable Yield levels. This stands us in good stead and I hope that further improvements in fisheries management will grow fish stocks further and result in a vibrant and prosperous fishing industry.

"The conclusions from the FSDP report will have to be updated in light of the outcome of talks on the future fisheries agreement with the EU."

The Programme was split into two stages. Stage Two, which will be completed later this year, will focus on the fish processing and other fishing related shore based sectors.



The Ardglass fleet showing off its colours - Photo by Christopher Feenan

Relate NI is Offering Free Counselling to Fishermen & Families

The effects of Covid-19 and the subsequent lockdown have had a profound effect on people and their relationships. People talk about social distancing as the new normal, but for those of us who work at sea, being away from our loved ones and people in general is and has been our normal.

For Fishermen, staying at home for weeks and months on end is something you may not have done for many years. The nature of the industry means that when not at sea, fishermen are likely not earning. At the same time, the uncertainty of Brexit continues to loom above us all.

It is not surprising then, if some or all of these stress factors have led to complications or breakdown in relationships with partners, children or others that we may have been living with.

It's important to know that you are not alone. Your experience is shared by many of us across the Fishing community, and society more generally. That's why Relate NI are offering fully funded counselling sessions to fishermen.

In partnership with Seafarers UK, Relate NI are providing free individual, couple and family counselling services to seafarers, fishermen and anybody that works at sea or has done in the past. The counselling is available to these individuals but also to their families and dependents.

Relate NI counsellors have been providing expert relationship advice and confiden-

tial counselling services for over 70 years. You or a member of your family can avail of 6 free sessions using webcam, telephone or in person for as long as it remains safe to do so.

Relate NI Engagement Officer Stevie Maginn says; "Relationship maintenance works to prevent relationships breaking down, and will lead to much better outcomes than if you wait until you are in crisis to seek help. According to our annual survey, 85% of service users said they wished they had attended Relate NI counselling sooner."

In order to avail of these fully funded counselling services, please contact SAIL (Seafarers Advice & Information Line) through their online enquiry form, by email or by phone on 0800 160 1842 and asking for counselling support. SAIL will then release the funding for your sessions and a member of Relate will contact you within two days and book you in for your initial assessment.

For more information, visit http://www.relateni.org/seafarers_fishermen or email Seafarers@relate.org.uk

The South - West View



Patrick Murphy
CEO Irish South and West Fish Producers' Organisation

Our Industry is fighting for its life and it certainly does not help to see division, Unity is key. Differences must be parked until Brexit is dealt with.

A €1.22 Billion Industry - First Sale Value €422 Million - Export Value €640 Million - Over 16,000 Employed

This is the Headline that should show the importance of Ireland's fishing Industry to anyone, but especially our Government, our media and, most importantly, our own coastal communities.

Brexit as I write this is only 70 days away. I attended an online meeting to receive the update from our Department of the Marine on the negotiations that have been restarted, but by the time this edition goes to print this may have changed.

This is the time of worry and fear as we face the day-to-day challenges of the Global pandemic that is Covid-19. Our Industry is fighting for its life and it certainly does not help to see division.

I am constantly reminded of this and unity is key. Despite our differences they must be parked until Brexit is dealt with.

My Organisation agrees and, in recent times, the Industry is united. It has to be. This must include all sectors Inshore and Offshore.

The missing Fungi is headline news as I write. Divers and search teams from across Ireland were out searching for this playful sea creature. Maybe he sees what's coming and decided to get out of town for a while!

I do empathise with the Dingle community. It is a worry for them and I apologise if my words offend. However, to use this to target hard-working, honest, decent fishermen who have also supported this fishing community for longer than Fungi has been around, to me is DISGRACEFUL. The families who wave goodbye to their loved ones as they steam out into the night deserve BETTER.

I know the reader of this month's piece will see I am angry. Our Industry is facing enough. It is time to stop targeting men and women who need support, unity and understanding just like the community in Dingle. Our Industry is a competitive one, there is no doubt, but be careful when you choose your friend, they might be putting an arm around you now only to stab you in the back later.

Look at the Salmon fishery for a reference.

An Interesting fact that was given to the participants of our online Brexit meeting is that the UK Fishing Fleet catch up to 57% of the fish in their own waters, whereas we Irish catch 36% in our waters. Add to that the fact we would only have a fraction of the fish of Europe, a lot smaller than the UK - which country should be fighting for their waters back? Reminding the reader we have agreed to park all grievances until after Brexit. However the importance of what is at stake must be understood:

Science; The Fish Spawning and Nursery grounds in Irelands EEZ.

The State is required to take measures to achieve and maintain good environmental status ('GES') for its waters under the EU Marine Strategy Framework Directive, by 2020. The criteria for determining GES includes the integrity of the seabed and the status of commercial fish and shellfish stocks. The MI (Marine Institute) in a report prepared for the Minister for the Marine in 2018 alluded to the fact that trawling by large numbers of vessels can have a detrimental impact on the environment.

The information shown in the document below is researched and sourced from the Irish Marine Institute website

The most important juvenile fish nursery areas that replenish Europe's commercial fish stocks are dotted all along the coastline of Ireland. The information below is taken from, not just our Irish scientific community, but also from studies carried out by our fellow Member States with an interest in the protection of this important renewable resource that contributes to the food security so important for the citizens of our European Union.

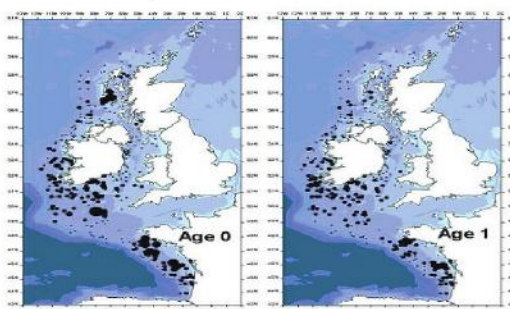
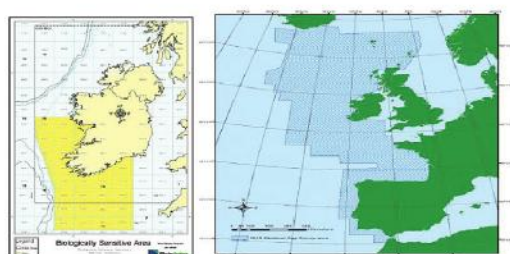


Figure 1 above shows the distribution of age 0 and age 1 **Hake** from joint UK, Scottish, Irish and French Ground fish surveys. The importance of the South Coast of Ireland can be clearly seen. There are also important nursery areas for **Mackerel, Herring, Cod, Haddock and many more** in the waters around Ireland.



Figures show Ireland's Biologically Sensitive Area (BSA) and area of Mackerel Egg survey. The provisional data indicated of the egg survey showed there was a 31%

increase in total annual NEA mackerel egg production in 2013 compared to 2010.

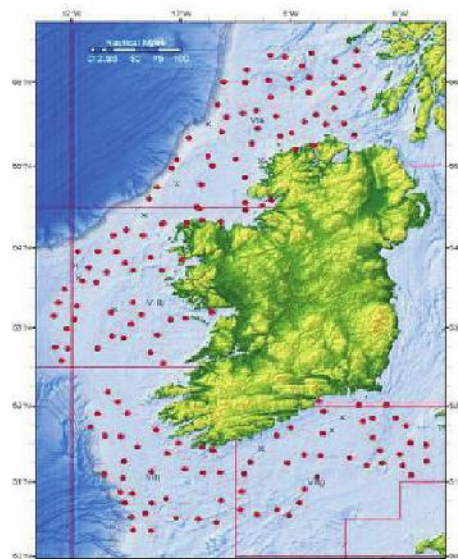
Fish in the marine ecosystem

Fish do not live in isolation - they are part of the marine ecosystem and they interact closely with their physical, chemical and biological environment. They are dependent on the ecosystem to provide the right conditions for growth, reproduction and survival. Equally, they provide an important food source for other animals such as seabirds and marine mammals and, therefore, form an integral part of the marine food web.

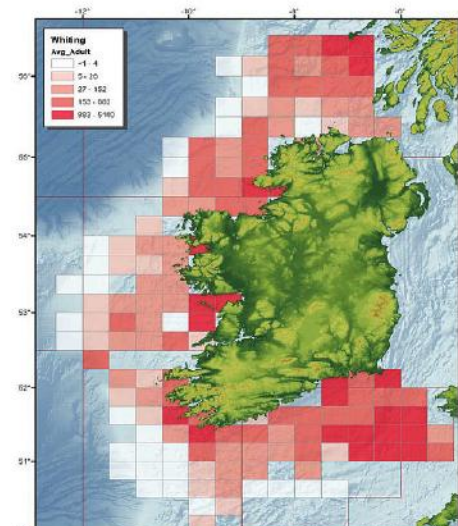
The effect of fishing on the ecosystem

Fishing activity does not only impact on the fish stocks themselves, but also the ecosystem within which the fish live. There are both direct and indirect effects of fishing on the ecosystem. Direct effects of fishing include catching and/or discarding of other animals and damaging the seabed with fishing gear. The effect of fishing on the ecosystem can also be indirect, for example by removing fish from the marine food web.

Ground fish Surveys

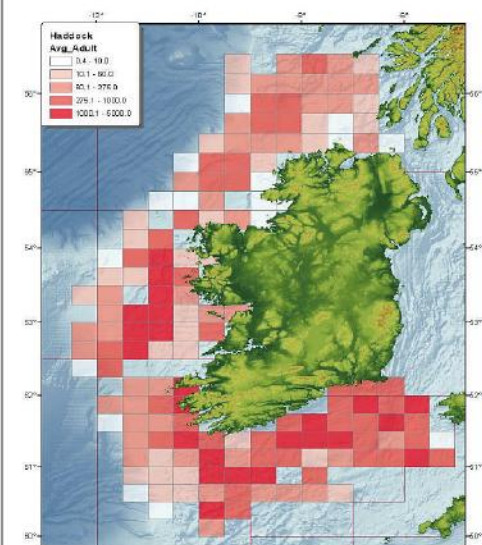


The maps show the various Positions where the scientific vessel carried out its tows during a recent Irish Ground fish Survey. 170 tows are carried out annually over 6 weeks in the ICES fisheries management areas VI a, VII b, g & j indicated by red solid lines on the map. Circles indicate completed valid tows and hauls where damage or other problems occurred are indicated by an X.

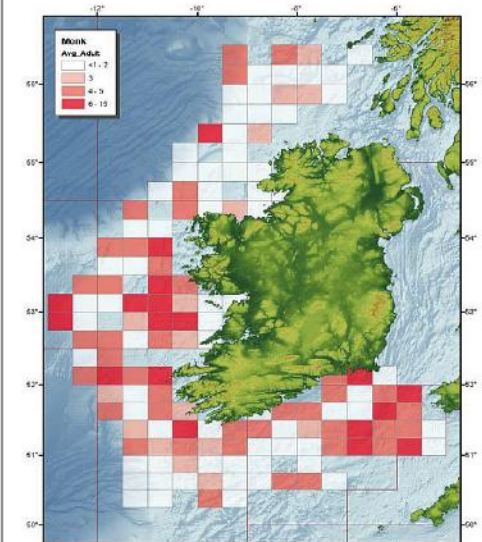


The Maps also show **Whiting distribution** - whiting is common throughout the northeast Atlantic, from

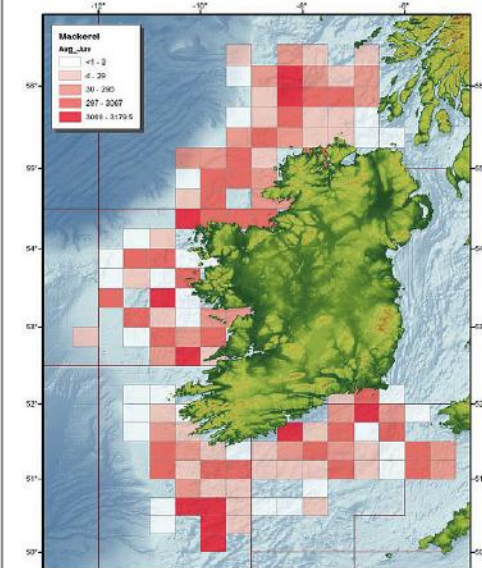
the Barents Sea and Iceland down to the southern Bay of Biscay. On the survey, juvenile whiting are mostly caught to the west and throughout the Celtic Sea.



The maps show **Haddock (above)** on the survey are mostly caught as juveniles to the west and throughout the Celtic Sea. The adults are found from Barents Sea to the Bay of Biscay in the northeast Atlantic, and up to the Straits of Labrador off Canada.



They also show **Monkfish (above) and Mackerel (below)**- Most survey catches are concentrated west, southwest and south of Ireland.



This is only a small representation of the many stocks of importance that Ireland's Nursery and spawning grounds which are present in Irelands EEZ

I would advocate that the protection of these biologically sensitive grounds are not only important for Ireland's coastal fishing communities but also the entire coastal communities of Europe and further afield.

New 12m Catamaran 'ShazLeah' Joins Killybegs Inshore Fleet



ShazLeah at Killybegs - Photo by John Cunningham

It was a pleasure to build this first Maxus 12m Catamaran 'ShazLeah' for Marcus & Michael, the team and I wish them safe and bountiful fishing - Gerry Smyth



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The latest addition to the Killybegs' inshore fleet shows the belief that inshore fishermen have in their sector at present, and the requirement that only the very best in safety and fishing capability will pay dividends in today's industry.

This is evident with the recent purchase of a Maxus 12m Catamaran, ShazLeah (SO 672), by Michael & Marcus Munnely of MLM Fisheries. Catamarans have become the first choice and offer many advantages for a growing number of Irish fishermen because of their unrivalled stability and expansive deck space for all types of fishing operations, making them the ideal choice for fishing during the often-inclement winter months.

The ShazLeah has an overall length of 11.95 metres, its beam overall is 5.5 metres and has a draft of 1.7 metres. The ShazLeah gets its power from twin Ivecos FPT 6.7 MNT M28 engines which delivers a top speed of approximately 11 knots and a cruising speed of around 9 knots.

With its distinctive red and cream colour, the ShazLeah joins the growing family of a new design of catamaran, the Maxus 12 built at G. Smyth Boats in Kilkeel which are well and truly established as one of the finest boat builders in Europe. The

first Maxus Catamaran 12 metre hull was released from the mould at the yard in August 2018 and marked the culmination of an extensive three-year design and build project by G Smyth Boats.

G. Smyth Boats' attention to detail is second to none during all vessel builds, and the ShazLeah was no different, Richard Gordon, foreman and the hard-working team at the yard liaised very closely with the owners until the vessel was delivered safely to Killybegs.

G. Smyth Boats have also just completed another 12 metre Maxus the Sharon Anne (BH124), this one is due for delivery to Newcastle upon

Tyne in the coming weeks.

SeaQuest Systems in Killybegs supplied and installed the deck machinery and hydraulics on the ShazLeah which included 3 tonne trawl winches, 1 tonne net sounding winch, 2 tonne net drums as well as the complete hydraulic package which includes local and deck control, wheelhouse panels





and LS hydraulic system. The fitting of all the equipment on the vessel was carried out in Kilkeel by SeaQuest Systems engineers who used stainless-steel pipework throughout the installation.

The spacious wheelhouse has an array of electronics supplied by Barry Electronics in Killybegs. Equipment supplied; Simrad R3016 16" Halo Radar, Furuno FCV588 50/200kHz Echo-sounder, Furuno FCV588 50kHz Net Sounder, 300m of Net sounder Cable and Net sounder Box, 2 x Furuno GP39 GPS Navigators, Sodena V9 ECS Chart Plotter with All Ireland UK Charts, Max Sea 3D Plotter with Dual Screens with All Ireland UK Charts, Suzuki S1900 80kHz 6" Sonar, Simrad A2009 Autopilot and Compass, Emtrak Class B AIS, 2 x Icom M330G DSC VHF, Fusion AM/FM Radio, 4 camera CCTV system with NVR recorder. And the mast lights were supplied by AAA web.

For its potting operations, the ShazLe-

ah's dimensions deliver a massive deck area for day to day working and for transporting fishing gear to and from the fishing grounds. The vessel is rigged for self-hauling and shooting, the creels are taken over the rail with the aid of a large diameter stainless steel roller onto a stainless-steel clearing table.

After its launch in Kilkeel at the end of August, the ShazLeah was put through her paces, she performed extremely well on its sea trials and once completed, steamed home to

Killybegs at a steady 9 knots.

Gerry Smyth of G. Smyth Boats told Marine Times, "It was a pleasure to build the first 12 metre trawler Maxus Cat for Marcus. But it is worth noting that Marcus has rigged this vessel for all types of fishing so there will be no rest for the crew of ShazLeah."

He added, "I wish Marcus safe and prosperous fishing."



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- Net sounder cable 3,000 metres in length - ex stock

To see our pumps and new swivels working click videos on www.seaquest.ie.

Best wishes to the owners & crew of the ShazLeah

We are proud to supply and install the deck equipment package

Keep up to date with SeaQuest, find us on Facebook

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news from the North West

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Britain Can't Have Its Cake And Eat It

UK Cannot Expect To Retain EU Membership Fishing Benefits, Post-Brexit

The complexity of moulding Britain's future relationship with the EU is nowhere more evident than in fisheries where the UK cannot expect to retain the privileges of membership while blocking its erstwhile European colleagues from its waters and doubling its catch. That's according to Killybegs Fishermen's Organisation (KFO) CEO, Seán O'Donoghue who said it would be rank hypocrisy for the UK to expect to slam the door and keep the gains it enjoyed while part of the EU.

Mr O'Donoghue is adamant that the UK should no longer benefit from the additional fishing opportunities it was granted after joining the EEC in 1973, particularly when the total allowable catches and quotas were decided in the early eighties.

After the UK joined the European Union, it was compensated for potential losses of fishing opportunities in third country waters due to the extension of Exclusive Economic Zones (EEZ) in 1976 to 200 miles. This amounted to 26% (volume) increase in fishing opportunities covering seven species, added to the UK historical catches in establishing its final percentage share out known as relative stability. These additional opportunities were duly taken out of the share of other member states.

Mr O'Donoghue said: "When you leave a club, you relinquish the privileges that were afforded to you when you were a member. It's a simple as that. It is crystal clear, the 26% increase in fishing opportunities which was granted by the EU to the UK should end with UK membership.

"With Britain now playing hardball on fisheries and fighting to doubling its

catch, the EU negotiators must clearly spell out that the starting point in any fisheries negotiations has to exclude any additional catches it obtained, as part of the EU. On top of this, the UK was also in receipt of another inducement in the shape of 'Hague Preferences' which amounts to an additional increase in volume in certain stocks.

"All four Irish producer organisations will be making that point to the Taoiseach, the Minister for Foreign Affairs and the Minister for Agriculture, Food and the Marine tomorrow (Monday) when we meet to discuss the potential impact of Brexit on our industry," concluded Mr O'Donoghue.

The KFO position is fully supported by the European Fisheries Alliance (EUF) which is roundly calling for the UK not to enjoy both independent coastal state status and the benefits of EU membership.

All Ireland Fishermen's Golf

John Histon claimed the 2020 All Fishermen's Golf title with a great score of 39pts in difficult conditions in the Greencastle links course. After being runner up in the 2019 competition the Westward Isle skipper made no mistake on this occasion.

He was also a member of the Westward Isle team that secured the team prize for the second year running and threw down the gauntlet to the other teams as they try to make it 3 in a row in 2021

Results: All Ireland Fishermen's Championship; John Histon (Westward Isle): Individual 1st John Bradley 39pts BOT, 2nd Paul Bonner 39pts, 3rd Paul Wallace 38pts BOT; Ladies 1st Niamh Hegarty 35pts; Team 1st Westward Isle 93pts (John Histon, Eamon McGuinness, Geoffrey McMenamin, Declan McMenamin); 2nd PML Windows 92pts (Brendan Price, Mike Price, JP O'Doherty, Brian Barr); 3rd Vindr Windows 91pts (Mike Bonner, Paul Bonner, Jonathan Aitkin)

Awards for Atlantic Treasures

Atlantic Treasures have won FOUR awards in the seafood category of Blas na hEireann

These awards celebrate the very best food producers in Ireland and each product is tried, tasted and tested by the best chefs and food critics in Ireland. Atlantic Treasures were awarded the following; GOLD: Dunne's Stores Honey and Mustard Irish Smoked Mackerel. SILVER: Atlantic Treasures Smoked Mackerel Garlic, Herbs and Spices. BRONZE: Aldi Specially Selected Smoked Irish Mackerel with Atlantic Sea-salt and Pepper. BRONZE: Aldi Specially

Selected Beachwood Smoked Irish Mackerel

Not content with four awards at Blas, they have also been announced a Runner Up in the Irish Country Magazine #Irish-Made Awards

The judges feedback was that they received a high score from the expert panel of judges and received great support from the public. The Atlantic Treasures team said "We are chuffed 2020 saw a record breaking number of entrants, so to make it into the top three in the food category is fantastic."



New arrival to Killybegs from Balbriggan - MFV Provider

Bonus Payments to Keep Naval Personnel

Report by Marine Times Reporter

Naval Service chiefs have told the Minister for Defence that they could be hard pressed to keep enough vessels at sea to protect Irish fisheries and fishing vessels should be there be confrontational situations in the event of a 'No Brexit' deal.

These have been warned about by the Chief Executive of the Killybegs Fishermen's Organisation (see interview with Seán O'Donoghue on page 24) and Patrick Murphy, CEO of the Irish South and West Fish Producers Organisation and others.

Mr. Murphy expressed "extreme concern" to this paper that, in the event of 'No Deal,' many EU-registered trawlers would be forced out of British waters and could descend in big numbers on Irish waters and wipe out Ireland's stocks.

The Navy has a shortage of personnel which has limited the number of ships which it can keep on patrols at sea.

The Minister for Defence, Simon Coveney, who is also heavily involved in the Brexit negotiations as Minister for Foreign Affairs, has announced that Naval Service personnel will be offered bonus payments to stay and accept longer sea duty periods. A €10,000 bonus is reported to have been agreed by the Government which will be paid to sailors who agree to a minimum of 240 days on sea patrols during a two-year period. It would cost the Exchequer up to €1.2m each year.

Merchant seafarers, it has been point-

ed out, spend such periods at sea without bonus payments.

It has also been reported that shortages in particular specialist areas of the Navy may lead to attempts to attract personnel from the private sector, who would be paid in relation to their level of experience. This would change the rigid structure of Naval recruitment if it is implemented.

Minister Coveney pushed the bonus payments through Cabinet agreement stressing the need for Naval capacity to be in place to protect the Irish fishing industry.

The fisheries issue and continued EU access to UK waters has become a difficult one to resolve, according to reports from the negotiations.

"A 'No Deal' on fisheries could cause huge tensions at sea. That's why the Naval Service needs to be geared for it, because it has a very important role in managing fishing," Mr Coveney said. "Fishing organisations have legitimate concerns. There could be displacement issues if EU-registered vessels have to move out of British-controlled waters and move into Irish waters. The Irish fleet and our stocks must be protected."

BIM New Fishermen Scheme

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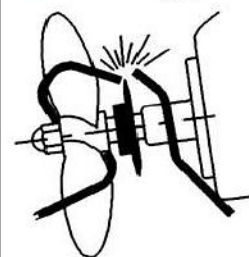
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A Fishing Tradition Ended by New Regulations

New regulations imposing obligations on owners of fishing boats and their Skippers were brought into effect in September. However, with several other issues including Penalty Points and Brexit creating so much concern at the time, these regulations may not have got as much attention as they should.

For example, they affect one of the oldest traditions in the fishing industry, that of hiring crew by 'word-of-mouth.' This has been ended by the new regulations.

Owners and Skippers must deal, under them, with changes in regard to Crew Lists, Medical Care and Repatriation insurance and crew contracts.

Solicitor Dermot Conway, who has a lot of experience in dealing with fisheries issues, has analysed them for the MARINE TIMES.

New Obligations for Owners and Rights for Fishermen

Statutory Instrument 332 of 2020 came into effect on the 1st of September 2020. It gives effect to the EU International Labour Organisation Work In Fishing Convention - Fishing Vessel Owner Liability And Repatriation. It applies to ALL Fishers, employed fishermen and share fishermen.

The New Regulations require the fishing vessel owner to ensure that a fisher receives appropriate medical attention and is taken ashore in a timely manner in order to receive appropriate treatment. In addition, the vessel owner is required to provide medical care and health protection when landed in

a port outside the State and cover the costs of such care and any other material assistance. They also place an onus on the vessel owner to make provision as necessary under certain circumstances for the repatriation of a fisherman from a port outside the State. The costs of repatriation are to be borne by the vessel owner.

It also introduces a new obligation that the owner have insurance.

Medical Care and Repatriation

Article 5. Right to health protection and medical care while the fisher is on board the vessel of in a port outside the Country responsible for their social protection. Health protection and medical care shall include medical treatment and related material assistance and support during medical treatment. This could be an issue for non EEA Workers who do not have the requisite stamps.

Article deals with the Duty of owner to make provision for fisherman's medical care. This obligation lasts until the fisher is repatriated. There are 3 exceptions:

- (1) the fisherman experiences an injury which is unrelated to his work,
- (2) the sickness or infirmity existed on

the date on which the fisherman entered into his or her fisherman's work agreement, and the fisherman concealed the sickness or infirmity from the owner, and

(3) the owner proves that the injury or sickness was due to gross misconduct of the fisherman.

Article 8 provides that there is an obligation to repatriate fishermen at the Owners cost.

Insurance or Financial Security

Article 12. (1) provides that an owner shall ensure that before a fishing vessel proceeds to sea that a contract of insurance is maintained which provides sufficient financial assurance to enable the owner to meet any liabilities or financial responsibilities the owner may have in respect of any fisherman from the fishing vessel under Regulations 5, 6 and 7 (this relates to social security).

There is also an obligation that a master shall ensure that proof of the contract of insurance is carried and displayed in a prominent position on board the fishing vessel.

Statutory Instrument 333 of 2020 came into effect on the 1st of September as well.

Crew List

The Regulations set out the minimum requirements of the information to be included in the crew list and that a copy of the crew list must be carried on board and be available for inspection the Marine Survey Office. There is a further requirement for the crew list to be communicated ashore, either prior to departure or immediately after departure, to an appropriate person such as the owner, company or family member who must make it available upon request to the Irish Coast Guard or An Garda Síochána for the purposes of search and rescue.

Share Fishermen Crew Agreements

There is also a requirement placed on the owner to ensure that every fisherman employed aboard the fishing vessel is provided with a Fisherman's Work Agreement, which is a contract to ensure decent working and living conditions aboard.

• For any queries please contact Dermot Conway of Conways Solicitors. Email: reception@conways.ie

www.maritime.conways.ie

46 Recommendations Made to Improve SFPA

Report: Tom MacSweeney

The review study of the Sea Fisheries Protection Agency made 46 recommendations to "improve the effectiveness of the organisation," according to the Minister for the Marine.

The review was completed last April, but its content was not disclosed and full details have not yet been given.

Sinn Féin's Spokesman on the Marine, Pádraig MacLochlainn, as he had indicated he would do in the MARINE TIMES INTERVIEW in our October edition, asked Minister Charlie McConalogue in a Dáil Question this week "the status of the organisational review of the Sea Fisheries Protection Authority that was carried out and his plans to implement the recommendations."

The Minister replied: "An independent review of the Organisational Capability of the SFPA was commissioned in 2019 and completed by Price Waterhouse Coopers. The principal objective of the review was to contribute to the ongoing and future development of the organisation. A Steering & Oversight Group comprised of three senior and expert persons, all independent of SFPA, was put in place to oversee the

review. The areas covered by the review are the organisational capabilities of the SFPA to deliver on its mission for the effective and fair regulation of the sea fishing and seafood sectors that fall within its mandate.

"The Review was completed in April 2020. The Review made 46 recommendations which, when implemented, will address issues identified to improve the effectiveness of the organisation. An independent Advisory Board, nominated by my Department will assist the management of the SFPA in the implementation of the Report. This Board is purely advisory and does not have any executive role in the operations of the organisation.

"I look forward to the effective and efficient implementation of the recommendations of the review over the coming period."

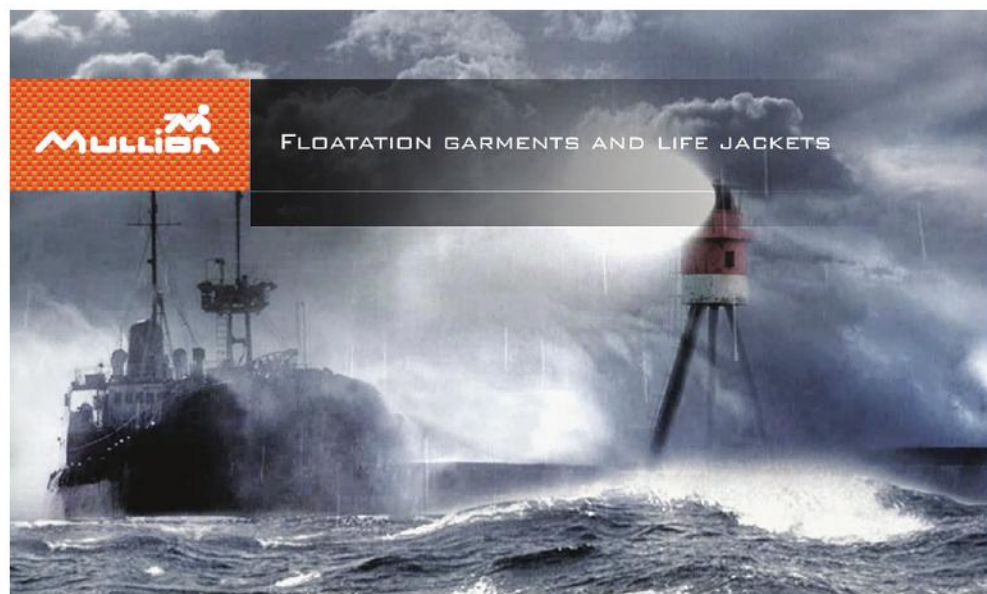
The time "period" referred to by the Minister for implementing the 46 recommendations was not specified in his reply.

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Letters to the Editor

Penalty Points

Editor,
Marine Times Newspaper

Dear Sir,

Could it be that I have somehow misread articles relating to the recent penalty points system imposed on Irish fishing vessel owners/licence holders? It applies to vessels deemed to have committed a serious fishing infringement. Can it be that a successfully law contested case against such an infringement somehow fails to remove guilt from the plaintiff? Well apparently that is possible! Dáil Éireann personnel seem to have authenticated the concept!

I've tried to unravel what to me is a somewhat perplexing scenario. Then I wondered if my synoptic findings might be of interest to other readers.

On Friday 28 August 2020 Irish Taoiseach, Micheál Martin, acting as Minister for Agriculture, Food and the Marine signed Statutory Instrument (S.I) No 318 of 2020 European Union (Common Fisheries Policy) (Point System) Regulations 2020 into law.

The S.I will bring into effect a *penalty point system* that applies both to Irish fishing vessels fishing in Irish waters and in other EU Member States waters, and for foreign vessels fishing in Irish waters.

To get the ball rolling a 'Determination Panel' will be established by The Sea-Fisheries Protection Agency (SFPA) for the purpose of determining whether or not a serious fishing infringement has occurred. The SFPA will at same time furnish the licence holder with a copy of the alleged infringement.

From there on the Determination Panel communicates its findings on what has been deemed as a serious infringement to SFPA. If the vessel owner/licence holder is deemed guilty, the SFPA will assign penalty points. The owner/licence holder has a right to appeal.

Nothing to seriously worry about so far!

However, associated implications that have led to serious dismay and concern for Irish fishermen are part and parcel of the grossly apparent outrageous Statutory

Instrument signed by the Taoiseach.

Without repeating past goings-on and who said or did what, here is a brief run down on the present scenario as I see it:

Penalty points initially assigned to an Irish licence holder by the SFPA remain permanently assigned regardless of any criminal proceedings pending or the outcome of any such proceeding in respect of the serious infringement concerned. Amazing!

Upon notification, the Licensing Authority shall record the penalty points assigned to the holder of an Irish licence that relates to the Irish fishing vessel concerned. Penalty Points notified to the Licensing Authority shall be recorded as applying from the date of detection of the serious infringement concerned. *Penalty points notified to the Licensing Authority shall also be recorded against the fishing capacity of the Irish fishing vessel concerned and remain so attached even if the boat or the capacity (or any part thereof) is subsequently deregistered or transferred, unless any or all of the points have been deleted. Points assigned to the fishing capacity associated with the licence will remain attached regardless of any transfer, division or sale of that fishing capacity, or any deregistration of the Irish fishing vessel concerned.*

Oh Boy! Draconian and incomprehensible measures I believe.

Does the Irish government, be its civil servants or those in higher office, have a harassment plan pertaining to All involved with our fishing industry?

Good look to the Irish South and West Fish Producers' Organisation on their initiative to challenge the Constitutionality of the S. I Penalty points system.

Is there a similar challenge forthcoming from other organisations nationwide? One would envisage the 'strength in numbers' idiom to seriously apply in this particularly depressing state of affairs with so many aspects the Irish Fishing Industry implicated.

Yours sincerely,
Pat Nolan
Ballycastle.

IFA AQUACULTURE

Positive Announcement for Irish Aquaculture



Teresa Morrissey, IFA Aquaculture Executive reports developments from the annual general meeting

Covid-19 Aquaculture Support Scheme Announced

IFA Aquaculture Chairman, Michael Mulloy welcomed the announcement at IFA Aquaculture's AGM on Thurs 22nd Oct, by Minister Charlie McConalogue, of a Covid-19 financial support scheme for rope mussel and oyster farmers.

Michael Mulloy said, "The impact of the Covid-19 crisis has been significant on the Irish Aquaculture sector. Shellfish have been particularly affected due to face market uncertainty. IFA Aquaculture lobbied at EU level for amendments to rules for the European Maritime and Fisheries Fund (EMFF), introduced in April 2020. We welcome the announcement from Minister McConalogue today of a Covid-19 Aquaculture Support Scheme for the Irish shellfish producer".

The scheme has been announced almost 6 months since the EU Commission amended regulations to allow Member States to redirect available EMFF funds in response to the Covid-19 crisis and numerous submissions and representations by IFA Aquaculture seeking adoption of these urgent measures in order to prevent the COVID-19 emergency from having irreversible negative impacts on the normal operation of Irish aquaculture, particularly the shellfish sector.

of the scheme worth €1.5m "I am announcing today a special support scheme for these oyster and rope mussel producers that will provide a fixed, one-off payment of between €6,800 and €16,300 to each eligible oyster farming business and between €1,300 and €9,000 for rope mussel producers. The payments will vary according to three size classes based on records of previous production levels held by BIM. I anticipate that BIM will be inviting applications in early November with a view to paying successful applicants in 2020".

It is anticipated that BIM would be inviting applications in early November and intend to pay successful applicants in 2020. Eligibility criteria will include farmers must have stock on site in 2020 with terms and conditions, including compliance with aquaculture licence conditions, tax clearance certificate, and submission of returns to BIM of the Aquaculture Production and Employment Survey in each of the 3 years 2017-2019. Further details of eligibility criteria and application details will be issued by BIM in the coming weeks.

Historic Production	Rope Mussels			Oysters		
	0-50 T	50-100 T	>100 T	0-50 T	50-100 T	>100 T
Fixed payment	€1,300	€3,600	€9,000	€6,800	€11,300	€16,300

Notable points from IFA Aquaculture AGM

While usual practice of convening an AGM was not possible this year, IFA Aquaculture proceeded with the first online AGM for members with the meeting being addressed by IFA President, Tim Cullinan and Minister Charlie McConalogue. Along with the usual AGM business, there were also presentations on IFA's Employment service, as well as a markets trends update from BIM and Bord Bia.

Of the notable discussions among members was the matter of the national marine planning framework and the concern that the aquaculture sector is currently not aligned with other marine sectors as part of the forthcoming legislation underpinning the planning framework. Members were addressed by IFA President, Tim Cullinan who pledged IFA's support for the sector saying 'IFA Aquaculture is fully supported

by the IFA along with the benefits and supports provided by the organisation and the aquaculture sector is regarded on a par with every other primary food production sector. IFA believes in the future of rural coastal communities in Ireland, and industries such as aquaculture are imperative for the vitality of these communities.'

As well as Minister McConalogue's announcement of the Covid-19 Aquaculture Support Scheme he also engaged with members, took questions, and addressed the aquaculture licensing review, on-going progress to address the backlog of finfish licence renewals and gave his commitment to the sustainable development of Irish aquaculture with increased stakeholder engagement. IFA Aquaculture thanks the Minister for his engagement and we look forward to working with him.

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news from Castletownbere

Helen Riddell

COVID-19 Business Supports

A number of COVID-19 business supports are available for the seafood sector including supports for vessel owners, crew members and aquaculture enterprises workers. Fishermen may receive grants of 40% for investments on board up to a maximum of €150,000 (a higher 70% rate applies for small scale coastal fisheries vessels). Groups of fishermen, fisheries producer organisations, and fishing co-operatives may receive grants of 50% or more to undertake projects at fishing ports and landing sites and other appropriate locations ashore to add value to catch and facilitate the landing obligation. Young fishermen under 40 years of age may receive grants of 25% up to €75,000 towards the cost of acquiring their first fishing vessel. Fishing vessel owners may receive grants of 40% (60% vessels under 12 metres) to enhance the safety of their vessel and crew. For further details see www.bim.ie

Castletownbere Development Association

As a result of moving into Level 5 of COVID-19 restrictions, the Castletownbere Development Association has reactivated the volunteer group for any help that is needed in the community. In the lockdown earlier this year, the CDA coordinated with all the Beara GAA Clubs to ensure groceries, medications and other essential services were delivered. Anyone who requires assistance can contact a member of the CDA.

As a response to the many beautiful photos, which were shared on social media during national lockdown, the CDA invited submissions to make a 2021 calendar. The organisers were bowled over by the response and extended their thanks to all those who submitted photos. After much deliberation a final selection was made and the 2021 calendar is now available at Murphys Supervalu Castletownbere priced €10. All the photos are by non-professional photographers and were taken throughout the Beara Peninsula. All funds generated from the sale of the calendar will go towards the fund for the restoration of St Peters.

As churches are currently closed for religious services, Mass throughout Beara will be celebrated by Fr Noel Spring on Bere Island Community Radio, on 100.1FM locally and online at www.bereisland.net

Beara Further Education and Training Centre

The Beara Further Education and Training Centre have reached out to support third level students in the local area who find that their college courses are now online and who have connectivity issues in accessing broadband from home. There is high-speed broadband at the centre in Castletownbere and individual students from Beara can be accommodated if they wish to use the facilities to do some work or download or upload college material. This will be offered on a 'first come first served' basis and a schedule of times will be put in place. To book a slot please contact Michael.crowley@corketb.ie

French Trawler Detained

On October 19th, the Naval Service ship LÉ William Butler Yeats detained a French registered fishing vessel approximately 45 miles south west of Mizen Head. The detention was in relation to alleged breaches of fishing regulations and the vessel was escorted into Castletownbere where it was handed over to An Garda Síochána. It is the twelfth vessel detained by the Naval Service in 2020.

Castletownbere Rowing Club

In late September Miriam Sheehan of Castletownbere Rowing Club took to the water in the Women's Single at The National Offshore Championship held in Portmagee. Miriam rowed competitively in a strong heat finishing in second place, securing her place in the final.

Beara West Family Resource Centre

The offices of the Beara West Family Resource Centre are currently closed, and staff are working from home. The team remain on hand to support people with any queries they may have and can offer assistance around available entitlements, help to navigate services, offer one to one confidential support around a range of different issues and offer a friendly ear in times of stress or anxiety. The centre also has a dedicated full time Family Support worker.

The centre also facilitates the supply of personal alarms for over 65's and provides the CareRing service, which provides a social telephone call to those who would like to receive it. For further information on any of the above 027 70998.

Eyries Five Mile

The organisers of the Eyries Five mile race have announced this year's race which was planned for Saturday November 7th has been cancelled due to COVID-19 restrictions. The event, which would have been the seventh year it has been held in Eyries will now take place on November 6th 2021. The organisers extended thanks to Murphys Supervalu Castletownbere and all their sponsors.



Castletownbere - Photo by Brian Motyer

SNG's Ongoing Technology Continues to Revolutionise Pelagic Catching Sector

'SWAN FAST FLOW CODEND' still topping the charts at the start of mackerel season

The new Swan Fast Flow Codend has proved to be a major success for SNG - this codend was designed to improve the quality of trawled fish and, with very positive feedback from customers and from fish buyers, SNG feel that the objective of this project has been achieved.



The Swan Fast Flow Codend has been designed with the aim to increase the volume of area within the codend which in turn allows the catch to be less stressed and compacted.

The quality of the catch has been reported to be of an excellent standard, with sample fillets taken in the factories showing the fish to be very fresh, with blood spots in the flesh significantly reduced and with many catch landings reporting practically zero blood spots.

To accommodate the new Swan Fast Flow Codend, SNG have devised a new system of running the codend splitter ropes through 'DYNICE HANDLES' and this system has eliminated the need for stainless steel rings. The benefits of this system are it is lighter to handle, reduces constant wear, and it will extend the working life of the codend splitter ropes.

The new "SWAN GUIDER TRAWL"

Since SNG introduced the Swan Guider Trawl to the market, the success of the trawl has been significant, the aim of the design concept was to increase herding power, this was achieved by adding additional meshing to the side wing panels of the trawls, this in turn reduced the possibility of fish escaping out through the sides of the trawl, which would have been the case with trawls of older design.

The gap in the sides of some trawls can range from 30m up to 250m on different model types and the Swan Guider Trawl has also extended the fishing area as the spread on the trawl will increase.

SNG have now had success with this trawl at the Mackerel, Horse Mackerel, Herring and, most recently, at the Albacore Tuna fishery, with feedback from customers being very positive.

The new 'SWAN GUIDER-PLUS TRAWL'

This trawl has the same design concept as the Swan Guider Trawl, but with this version the bridle arrangement changes from the standard 4-bridle to a new 8-bridle arrangement, and the additional four extra bridles are added to close the escape area to its furthest point in the sides of the trawl, which SNG have found this version to be the most successful.

SNG have built versions of this trawl both for single boat trawling and also for pair trawling, and older trawls of all types can and have been modified to the Guider system.

"We at SNG believe the Guider Trawl is a 'game changer' for all sizes of vessels as it can even give a small trawl a much increased reach," says the company's chief gear designer Cathal Boyle.

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International Fishing and Maritime News

Irish Government and EU Member States Accused of Favouring Non-EU Seafood Producers

EU Member States, including Ireland, have been accused of “opening a backdoor to damage EU fishermen” by giving beneficial arrangements to non-EU seafood producers without questioning the quality or sustainability of this produce.

“The same story repeats revision after revision. The EU Council only listens to some EU processing companies that want to get access to cheap fish from non-EU countries regardless of the origin or way of production,” said Javier Garat, President of Europêche, the association of European fishing organisations.

The Council of the EU intends to approve a regulation setting Autonomous Tariff Quotas (ATQs) for certain fishery products for the years 2021-2023. The ATQ regulation covers species such as tuna, Alaska pollack, cod, flatfish or shrimp for which a relatively high volume can be imported from non-EU countries at a reduced or zero-duty tariff.

“The fishing industry represented by Europêche and EAPO believe that ATQs are being used in many cases with the sole purpose of getting access to cheap and low-standard fish from foreign fleets which in turn puts pressure on EU producers’ prices and employment.”

EAPO is the European Association of Fish Producers Organisations which represents 38 Producer Organisations from 10 EU Member States, with approximately 10,000 vessels.

Both organisations have called on the EU Council of Ministers to reduce the amount of imported duty-free fish.

“What EU governments are doing is to give privilege to cheap imported fish over sustainable EU production. 810,000 tonnes of imported fish will annually benefit from massive tariff derogations regardless of their origin, their way of production, the sustainability of the stock, the labour standards or even if the Third country has been identified by the EU for illegal, unreported and unregulated (IUU)

fishing,” said Javier Garat.

“This increase in the volume of duty-free fish works to the detriment of EU producers who have to comply with the highest standards of sustainability. Why is so much being demanded of our fishermen when the EU opens a back door for non-EU products without even questioning their sustainability? The Council has committed to ensuring a fair income and strong support for primary producers under the farm-to-fork strategy. The new ATQ Regulation is therefore a step in the wrong direction. The EU should work towards achieving a true level playing field in practice, and not just on paper, between EU produced and Third country-produced seafood.”

DENMARK Government Wants to Restrict Offshore Aquaculture Development

Denmark’s Environment Minister does not think the country should expand its aquaculture. Minister Lea Wermelin has introduced two Bills to the Danish Parliament which seek to restrict the growth of the country’s offshore aquaculture sector.

She said the measures are required in order to protect the marine environment. She also said she wanted to see more fish farming take place in fresh and salt water dams on land rather than in open pens at sea. The first Bill removes the option of offsetting the environmental impact of a proposed fish farm development by various mitigating measures. The second Bill brings regulation of fish farming under the country’s Environmental Protection Agency. Currently, responsibility is divided between that agency and local authorities.

Introducing the Bills Wermelin said: “Our marine environment is under pressure and I desire neither more or larger aquaculture in Denmark. It’s a sector where fish are raised in net cages out at sea and where substances are released directly into the water environment, without any form of cleansing. The time has come to clean it up and effectively monitor our aquaculture.”

In defending her policy she has said: “Denmark has reached the limit over how many fish can be farmed at sea without risking the environment. I am concerned about the state of our aquatic environment. I do not think Denmark should be expanding its aquaculture industry at this time.”

Her new proposals could come into effect on January 1 next if approved by the Danish parliament.

SCOTLAND Needs More UK Money to Compensate for Brexit

The Scottish Government says it needs at least stg £62 million annually to replace the European Maritime and Fisheries Fund (EMFF) after Brexit. The Scottish Cabinet Secretary for Rural Economy and Tourism, Fergus Ewing, raised the issue at an EU Exit Operations meeting with the British Government.

He has written to the British Secretary of State for Environment, Food and Rural Affairs, George Eustice, seeking clarity on how UK Government funding will operate from next January, when the UK’s withdrawal agreement with the European Union comes to an end. In the letter, Ewing said that Scotland generates 14% of EU aquaculture production and 9% of EU sea fisheries landings, and is responsible for managing 10.9% of the European sea area. He adds that, in addition to Brexit, Scotland’s seafood sector has been hard hit by the Covid-19 pandemic, with the loss of export and food service markets.

LIBERIA Japan Helps

The governments of Liberia and Japan have signed a fishery grant agreement for the supply of 400 Yamaha engines to local fishermen in Montserrado, Grand Cape Mount, Grand Bassa and Rivercess Counties free of charge. The Liberian Director-General of the National Fisheries and Aquaculture Authority, Emma Glassco, said the engines would help to phase out paddling fishing canoes.

“Fishing is a vital social-economic activity for thousands of Liberians and fishing-related activities contribute to the livelihood of tens of thousands more,” said Ms Glassco. Fishermen in the artisanal sector typically use underdeveloped fishing craft which prevent long-distance fishing, reducing potential catch levels. With an average crew of four within the Kru fisheries, it is anticipated that more than 2,000 fishermen will benefit directly from the donation with a further 8,000 benefiting indirectly. “Compared to migrant fishermen who export the proceeds of their sales, Liberian fishmongers will constantly have access to fish that will be sold on the local markets and the proceeds reinvested in the Liberian econ-

omy,” said Ms Glassco. Eligibility to get an engine will be limited to those fishermen who are members of a local co-operative, who have had a registered licensed canoe for at least five years, are insured and sell their catch to fishmongers only.

NORWAY Seaweed Production Increases

A Norwegian company pioneering seaweed cultivation has completed the installation of infrastructure to farm a 19-hectare area in the Norwegian Sea with a capacity of producing 500 tonnes of seaweed which would make it Europe’s leading seaweed company.



Seaweed Solutions has a fully integrated seaweed operation, including hatchery, farming and processing. With the new farm, which is ready for planting for the next growing season, the company has licenses for cultivation of more than 3000 tonnes of seaweed and is looking for partners and investors to take part in this expansion. Until now production has been up to 100 tonnes.

BRITAIN Seaweed Bacteria Making ‘Eco’ Detergent

Researchers at Newcastle University in England have developed an enzyme made by bacteria that live on seaweed as an environmentally friendly detergent. They studied how the bacteria released itself from the seaweed using what they described as a “phosphodiesterase enzyme” which broke down sticky molecules present on the surface of the seaweed.

In association with Procter & Gamble it had been turned into a natural cleaner for washing clothes. “Phosphodiesterases are found everywhere, but what was exciting about these on seaweed was the resilience,” said Michael Hall, one of the team leaders who is a Senior Lecturer in organic and biological chemistry. “Most enzymes are fragile and can be damaged by high temperatures, but this one was able to work in both hot and cold and still be effective.” It was discovered during research on ships’ hull cleaning. Also leading the team was Grant Burgess, a marine biotechnology expert who said that bacteria have the capacity to produce “powerful adhesives to stick themselves to surfaces, but they also produce a form of anti-glue that can break sticky molecules. Similar glues are in dirty clothing where they bind and make it difficult to remove body soils and odours from the fabric.

The bacterial enzyme we found can break down these glues and be used to keep clothes clean when introduced to laundry detergents. This is a cleaning idea from Mother Nature in the marine sector.”



Ardglass trawlers getting ready for the scallops season and the gulls are getting hungry with the tie up amongst the Northern Ireland fleet - Photo by C Feenan.



Tom MacSweeney's

Maritime Ireland Diary

Time for A National Plan to Preserve Our Maritime Heritage and Fishing Traditions

"Soldiers Are Ready to Prevent Peasants Interfering With the Weirs....." So the landlords on the Waterford Estuary were told.

That still didn't deter the 'cot men' from New Ross who were welcomed home on their return to the Wexford community after attacking salmon weirs which they blamed for causing problems for hundreds of fishing families along the 'Three Sisters,' the rivers Barrow, Nore and Suir.

"The lovers of cheap salmon welcomed their return with a handsome collection to buy bread and beer to refresh these nautical heroes."

Weirs are a part of Irish heritage, but not necessarily widely accepted, to judge from historical accounts, particularly along the Waterford Estuary.

They could be built as "a fence or enclosure set in a waterway for taking fish" or as "a dam in a stream or river to raise the water level or divert its flow," according to the definitions of their purpose.

Or they could have been used by landlords for their personal benefit as they exploited the rivers for their own benefit, without any great level of concern for the effects on downriver fishermen.

The story of the 'Weir Wars' is told in his new book 'Waterford Harbour Tides and Tales,' written by Andrew Doherty, a former fisherman himself and whose family had a number of weirs.

"I understood the value of them in catching bait in summer months for luring eels into the fishing pots and foodstuff in winter such as cod, whiting or plaice."

So he was appalled when, as a youngster he heard stories of attacks on them and how the 'cot fishermen' from Carrick-on-Suir and New Ross descended on Cheekpoint to cut down the river weirs, but were 'bazzed' by the locals, a term describing the throwing of stones at the attackers. That didn't prevent a lot of damage being done. On the way back to the River Barrow one of the attackers fell overboard from a cot, "generally built of four or five boards," and drowned.

The quoted reports are from *The Dublin Penny Journal* in 1836 and the *Freemans Journal* of 1844 and there are further



Popularly known in Waterford at the time as "the mud boat" – the harbour dredger, Portlairge, photographed by Jonathan Allen in 1978 and seen in Andrew Doherty's book 'Waterford Harbour Tides and Tales'.

newspaper reports going back to 1833, that "a detachment of the 70th Regiment" were stationed at Passage East and another across the River Suir at Duncannon "for the purpose of preventing the peasants from injuring the salmon weirs."

It is a fascinating piece of history recounted by author Doherty who followed his family into what he describes as "the tough traditional way of life for fifteen years of my adult life." He left the fishing industry when his first child was born, the "decline in fishing opportunities" as he puts it, necessitating requiring a change of occupation to a more secure employment. So he worked in local industry before becoming a community worker. Since 2014 he has, because of his interest in history, written a regular log about the maritime and fishing traditions of the 'Three Sisters. Also called 'Tides and Tales' it is always interesting and can be read at www.tidesandtales.ie

Three years ago he published his first book, 'Before the Tide Went Out'.

He is one of the voices on the Suir and the Waterford Estuary who have spoken and written about the value that there would be in such as marine ecotourism and benefits to fishing communities of a national policy to revive and preserve the traditions of Ireland's fishing communities.

Cheekpoint is where the Rivers Suir, Barrow and Nore meet, seven miles, in nau-

tical terms, downriver from Waterford City. Merging there they flow on as one through Waterford Harbour to join the Atlantic between Hook Head in Wexford and Dunmore East, that great fishing port, on the Waterford side of this impressive estuary.

The Fisheries Local Area Action Groups (FLAGS) are a State project administered through Bord Iascaigh Mhara to create local sustainable employment and support the direct regeneration and protection of marine areas by helping communities with various projects - marine education boat restoration arts and tourism and including heritage.

Would it not be a good extension of these to create a national maritime heritage project and give it decent funding, to revive and preserve the traditions of Ireland's fishing communities? That could provide a substantial boost to tourism in the coastal communities at a time when the tourism industry needs new thinking and developments because of the Covid-19 impact.

A few weeks ago the Green Party's Minister of State for Heritage, Malcolm Noonan, and a group of councillors and other interests from Waterford and Wexford County Councils were reported to have discussed a management plan for the Waterford Estuary.

I am not privy to those discussions, but I would hope that the value of maritime heritage and fisheries traditions was included.

If not, it should have been and most definitely should be in any further consideration of the future of the Waterford Estuary and, indeed, all other similar locations.

Green MEP Grace O'Sullivan, from Waterford, said: "Estuaries are one of the most productive ecosystems on earth. They are also particularly vulnerable to climate change and we need to all pull together to restore their qualities and build resilience. That's not just about improving the sea, the air, the ecosystems. It is about improving fish stocks. If the fish stocks continue to dwindle because of over-fishing and environmental stresses, there will be nothing left to fish. Sustainability and marine conservation is, most importantly, about creating livelihoods and quality of life for the people living in our coastal areas. But those ambitions need financial support."

Those are comments which will find a lot of agreement, though it has to be noted that there are sectors of fishing and its communities that remain sceptical of Green Party commitment to the industry.

It would be good to see something positive being done about preserving Ireland's maritime traditions and heritage.

Win a copy of Andrew Doherty's wonderful new book, 'Waterford Harbour Tides and Tales,' see page 7

THE MARINE TIMES INTERVIEW

“We have some of the best fishermen in Europe in the Irish fleet. They believe in what they do. I feel passionately about them, about their future. We must assure it. In fisheries you never get anything easy and you never get it quickly, but if you have tenacity you will get there in the end.”



Seán O'Donoghue, Chief Executive, Killybegs Fishermen's Organisation

From some 40 years in the industry, “at different sides of the table” as he puts it himself, Sean O'Donoghue must have acquired a unique understanding of the fishing industry. In my experience, he has strong views, well expressed and at times very critical of government policies. But he has seen the industry work with government when necessary.

Over the years I've interviewed him many times, in good times and bad, on many issues affecting the industry and its importance to an island nation, to the coastal communities, to the economic benefit of the country.

On this occasion, with Brexit looming, we discuss what he accepts could be a nightmare scenario for the industry if there is no exit agreement reached with the British Government.

“It is a tough time, absolutely. I've

been nearly forty years in this industry, at different sides of the table and we've gone through some turbulent times but nothing like this because Brexit is the biggest threat to the fishing industry since the foundation of the State. On top of that we have Covid and we have other domestic problems which we shouldn't be having but unfortunately we are.”

The ‘Penalty Points’ situation which, from what I can detect, arose suddenly by the intervention of officials in the Department of the Marine who don't like that the industry defeated their efforts previously, is amongst those issues. But without doubt the most pressing and worrying is Brexit. On this there is, unlike the Penalty Points, unity of purpose which he describes.

What gives him encouragement, he tells me, is that there is a “real unity of purpose between the EU negotiators, the EU Council, the EU Parliament, Member States, the Irish government in support of the fishing

industry which recognises the importance of fisheries in the Brexit negotiations.

Irish Government Ministers have been given a detailed briefing and plan by the industry for the Brexit situation and he believes this is understood.

“As you know I don't always see eye-to-eye with our Ministers and the Irish government in terms of fisheries but on this one they have really been at the forefront with the industry. There is a very clear message from the Taoiseach that he fully understands the gravity of the situation for Irish fisheries and fishermen in the event of a no Brexit deal and not having access to UK waters. We are all singing from the same hymn sheet on this, but we are not out of the woods in terms yet.

“There is a real danger that we could end up with a bad deal or no deal and we are working very hard to ensure that does not happen.”

It is unimaginable, he says, what could happen.

“If it transpires that on the first of January there is a no deal scenario and common sense doesn't prevail between both sides in terms of trying to have some arrangement in the short-term. If that is the scenario there will be chaos at sea and on land within 24 to 48 hours. This is something that we certainly don't want, which I don't want, that none of my colleagues want and indeed none of my European colleagues want. But this is inevitable to happen in that scenario because people are not going to accept that what they did for generations that they can't do suddenly because of a no deal scenario. This won't be just European Union fishermen, this is going to be UK, Scottish and Northern Ireland fishermen as well. So this is absolutely a nightmare scenario. If it went on for a long time this would decimate the Irish fishing industry from Killybegs right around to Castletown to Clogherhead and to all of the other fishing ports.”

It won't affect just one port, all sectors would be decimated, he tells me: “In my view in such a scenario, if this went on for a year or two years we would see four to five thousand jobs lost in the 16,000 jobs in the seafood industry.”

There would be a massive economic shock to the value of the industry which could be cut in half from the present figure of €1.2 billion.

“This would really decimate the coastal peripheral areas and the fishing communities in Killybegs, Castletownbere, Rossaveal, Dunmore East, Clogherhead and Howth.”

So, what keeps him going in the midst of all of that?

“I have a genuine interest in all of the industry and have had for all those years and I believe in the fishermen, they go out there to fish and we have some of the best fishermen in Europe in the Irish fleet and that goes for all the fishermen, pelagic, demersal, the shellfish, offshore, inshore. They believe in what they do and I feel passionately about them. We need to ensure that there is a sustainable future for the industry. What life means to me in that is that I want to try to make a difference for the fishermen, that there is such a future.”

But it must be a difficult position to be running an organisation which is vital to the region where it is based and to a wider sector in the seafood business, but with the turbulent times to which he referred, the heavy regulatory framework and many other impositions on fishermen, does he ever get disillusioned?

“The one thing I have learned over the years is that in fisheries you never get anything easy and you never get it quickly, but if you stay at it and you have the tenacity, which I think I do, you will get there in the end.”



MFV Tempo leaving Ardglass after unloading its catch - Photo by C Feenan

NEWSMAKERS of the Month



Three RNLI lifeboats called out to assist 4,000 tonne cargo vessel in danger of hitting rocks off Wexford coast: RNLI lifeboat crews from Dunmore East, Kilmore Quay and Rosslare Harbour were requested to launch on Tuesday 20th October after reports that a 4,000-tonne cargo vessel, the Lily B, had lost all power and was in danger of hitting rocks south of Hook Head in Wexford. The cargo vessel with a crew of nine onboard, was carrying coal when it lost power and came within a half a nautical mile of coming ashore on the Hook. The dramatic photo was taken by Dunmore East coxswain Roy Abrahamsson shows the scale of the task the RNLI volunteers faced to save the 4,000-tonne Lily B in heavy seas off the Irish coast. At 42 tonnes the Severn is the RNLI's biggest lifeboat but even it was dwarfed by the ship and waves. See page 30 for report.



Islander Seafood company wins Seafood Innovation Award at Blas na hEireann: Islander Seafood Company has been announced as the 2020 winner of the Seafood Innovation Award at Blas na hEireann for their seaweed relish. The innovation award, designed to recognise and encourage seafood innovation and product development teams is sponsored by Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency. Kevin Honan, recently appointed Development and Innovation Director at BIM, delivered the award via a video message to the Rathlin Island based seafood company during the Blas na hEireann awards that took place online this year. Pictured is Kate Burns, Islander Seafood Company.



(Above): Readying the Heaving Line, Heaving Line ready, Hauling the Seine Net, Good Cod.
(Below): Stacking the Seine, Happy Fisherman, Teatime.



(Above): Emptying Codend, Happy crew, Gutting the catch.
(Below): Caroline Ann underway, Passing bridles to the Azure Sea, Close encounter





The Maritime Heritage Column

Caroline Anne & Azure Sea 1989

by Richard Mc Cormick, President Emeritus, Maritime Institute of Ireland

Fishermen are naturally inclined to adapt their fishing vessels to increase landings and fish quality, thereby improving earnings. This trait was very evident during the 1980s, as older Irish wooden hull fishing boats competed with larger modern steel competitors, offering improved working conditions, lower maintenance and greater earning potential.

Traditional wooden hulled vessels, which had served the industry so well for generations, found themselves gradually phased out in favour of steel or moulded GRP construction in some smaller inshore boats. Fortunately, despite this, wooden boats and boat-building skills still continue to thrive around the coast.

George Mc Callig's 75 foot (23M) 360 HP trawler wood hulled *Caroline Ann* D27 was built in 1966 as one of a series of trawlers by the renowned Brittany shipyard Chantier Herbert-Heraud of Point-Lorois in France. George successfully fished *Caroline Ann* until serious timber fungus rot struck in 1970 putting *Caroline Ann* out of commission until she was virtually reconstructed in Michael Mooneys Boatyard at significant cost to the owner.

The similar sized *Azure Sea* D585, was originally built in 1973 as a trawler in BIM's Killybegs Boatyard for Aran Islands Skipper Des Faherty. Eventually after a successful career, she was purchased by Michael Doran of Howth who refurbished her as a 650 HP engine seine netter, skippered by Pat Hannigan of Killybegs.

In their early years under the original owners, both trawlers with their nominal 500 cran hold capacities prospered through a combination of white fish trawling and winter herring. The advent of specialised pelagic Refrigerated Sea

Water tank boats forced them to change to survive. Both converted to seine netting, benefitting from lower running costs while also being somewhat kinder to hard fished older wooden hulls.



These photographs were taken aboard *Caroline Ann* and *Azure Sea* in 1989 when BIM assisted them with pair seine trials on the SW coast. Scottish pair seiners were having considerable success in the relatively shallow North Sea at the time. However, when fishing 20 coils a side in 100 fathoms of water (183 metres) three quarters of a mile apart, it soon became apparent that the only sensible way to operate was for each vessel to haul and shoot their own ropes and pass over the bridles.

The images of the boats and the crews taken more than three decades ago are what mat-

ters here from a fisheries heritage perspective. Readily identifiable in the photos are Skippers George Mc Callig and Pat Hannigan, while among the crewmembers are Frank Mc Callig, William Johnson, Brendan White and Colm Duffy. Perhaps the remaining unidentified fishermen or their families might contact the Marine Times to match their names to specific images so as to record their personal contributions to Ireland's fisheries heritage for posterity.

 **National Maritime Museum of Ireland**

For information on the National Maritime Museum's exhibitions and events see www.mariner.ie



(Above): *Caroline Anne*, *Azure Sea*, Full codend on the *Caroline Anne*, *Azure* crew. (Inset pics on right): Skipper George Mc Callig, Frank Mc Callig and Skipper Pat Hannigan.



Nicky's Plaice - A Blas na hÉireann 2020 Gold Winner! The Blas na hÉireann, Irish Food Awards are the biggest in the country, with thousands of entries each year and competition is tough. Nicky's Plaice are delighted to be 2020 Gold Medal Award Winners for their Double Smoked Salmon. Nicky's Plaice is a family business, with three generations working together on the West Pier in Howth Village. Nicky McLoughlin, a fisherman like generations of our family before him, opened the shop in 1961 and now run the last remaining open-fire fish smokehouse in Dublin. Martin & Nicky McLoughlin pictured on Howth West Pier waving smoked salmon and a Blas 2020 Gold Medal Award - as you do!

BIM Online BREXIT HUB

Only two months remain to get Brexit ready and BIM is urging seafood businesses to act today.

Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency has called on seafood businesses to act now to prepare for Brexit on 1 January 2021.

With just over two months to go before the Brexit transition period ends, the emphasis is on getting Brexit ready and there are many supports available for those in the sector.

BIM's online Brexit hub includes guidance and financial support for seafood businesses. These include access to funding to support businesses that are importing/exporting products to the UK to help prepare for the changing trading environment from 1 January 2021 and identify and action key steps for customs, tariffs

and non-EU trade requirements.

Jim O'Toole, CEO, BIM spoke of the now urgent need to get Brexit-ready and said: "BIM is urging every business in the sector to act now to prepare for Brexit. Business should avail of the financial supports and expert advice being offered by BIM and other State Agencies such as the Sea Fisheries Protection Authority, Bord Bia and Enterprise Ireland to be as ready for the new business environment that will ensue from the 1st January 2021 onwards."

For more information on getting your seafood business Brexit-ready, you can access the BIM Brexit hub at www.bim.ie

WEEKLY NEWS AND COMMENT FROM
IRELAND'S LEADING MARITIME NEWSPAPER

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Keeping you informed between our monthly printed edition

Howth Middle Pier Upgrade Work Begins

As part of a €6 million re-development project, upgrade works on Howth middle pier is set to commence shortly. The project is aligned with the overall Department strategy to separate heavy fishing activity and industrial type works from leisure activity as much as possible and ensure the health and safety of all users at the Fishery harbour Centre.

The development will provide an extra 130 metres of berthing at the Middle Pier and fishermen will get a 1,600 square metre area behind the new pier to repair nets and service vessels.

The project includes the extension of Middle Pier to improve access, maintenance and berthing facilities at the north Dublin site. This will involve the construction of a 134m-long quay wall at the western face of the pier and associated deck area, road access, hard standing and parking. Construction of a rock armour revetment at the eastern side of the Middle Pier. Land reclamation at the eastern side of the Middle Pier. Dredging works at the proposed quay wall face. The treatment and re-use of the dredge spoil within the structure/reclamation area. Installation of new ancillary services and mooring furniture.

The Department of Transport issued Marine Notice No.45 of 2020 to all ship-owners, fishing vessel owners, agents, shipmasters, skippers, fishers' yachtmen

and seafarers after it was advised by the Department of Agriculture, Food and the Marine that the Howth Middle Pier upgrade works will commence on Monday 19 October 2020. These works are expected to be ongoing until December 2021.

The marine notice states that, 'works are being advanced by civil engineering crews working both from the adjacent lands, existing harbour infrastructure, and from jack-up barges, pontoons, heavy civil engineering plant and machinery, work vessels and platforms. Divers are also employed on site.

For safety reasons, mariners are advised to proceed slowly and with caution in the approach channel to the inner harbour and within the inner harbour area and to give the works a clear berth. Wave-wash from vessels should be avoided.

Please note, the main contractor and the harbour office can be contacted on VHF Channel 11. If further information is required please contact Howth Harbourmaster's Office on Tel: + 353 (0)1 832 2252.'

news from **Howth** Tracey Floyd

Celtic Fisher Moving to Scotland

Within the space of 20 hours on Find a Fishing Boat the Celtic Fisher found her new home on Isle of Bute in Scotland with brothers James and Jerome Richards. The BIM Dingle built Celtic Fisher 17.99 metres built in 1984 was bought by Dorans on the Pier about 10 years ago by brothers Padraig and Sean Doran and was fished in the Irish Sea since then by Padraig Doran.

Over that time she has become a sort of iconic image and one of the most photographed objects in Howth Harbour. Although she will be sadly missed from the Harbour out at the front of Octopussy Tapas Bar, she has absolutely gone to a really good home.

Fishing boat she is, but along with being a fishing boat, she had many other talents. Modelling and marketing for instance.

Since her arrival in Howth the Celtic Fisher has taken part in numerous adventures over the years, including cover vessel for the crew of the BBC Coast team surveying, diving and filming the wreck of RMS Tayluer off Lambay Island, RTE News programming to promote the industry, trips with ministers and even visits and photo shoots with An Taoiseach. Seriously she has got around!

Dorans would like to give thanks to all involved in keeping her working well and staying afloat including, radio surveyors,

marine engineers, mechanics, electricians, shipwrights, painters and the Marine Survey Office Officers. All mentioned deserve thanks for all their assistance in helping to keeping her going over the last decade. For Dorans it truly is the end of an era.



It was heart-warming, to see the welcome that she got to her new home, the bottlenose dolphin guard of honour as she came ashore was a particularly nice touch and the gorgeous Newfoundler and feisty Mutt when she arrived to the harbour in her new home in the Isle of Bute made for the best welcome.

Every best wish to you guys and your family for the future. Safe Fishing and prosperous

seas to both James and Jerome Richards. The Dorans couldn't have wished for a better home for MFV Celtic Fisher.

Inset photos: Padraig Doran bids farewell to the Celtic Fisher from Howth and the vessel at its new home of Bute

Middle Pier Howth

The details of these works are well publicised. What is not widely thought about, nor considered, in most cases, is what it takes to get to these works into action. The hard work, that goes on behind the scenes are less known, never seen and rarely applauded.



The tireless works of the engineers and harbour staff, which bring these things to fruition are rarely noted and so it is important to acknowledge them.

Works that are done which will benefit many, with no hope of gratitude nor acknowledgment.

In Howth there is an across the board good relationship with the lads and ladies who work in the Harbour Office. Everybody from Fishing Boat Owners, Shipwrights, and Restaurant Owners have a respect for the work that these guys do.

However problems are still problems and with the greatest of respect to our harbour office, the following still has to be said.

Howth Harbour is in dire need of dredging.

At low water (LAT) the entrance to the harbour has 2 metres of water. Many legitimate water users from fishers to yachts folk have come a cropper with regard to that particular issue. As long as it remains an issue, it precludes a variety of what would be welcome vessels, from entering our harbour. Even worse than that it endangers the lives of anyone needing to enter the harbour in times of danger.

In addition to that there is an economic issue that should be addressed in relation to the requirement for dredging at the synchro lift.

In the 40 years since this "Major Harbour" has been dredged the Synchro Lift alone has gathered a full 2 Metres of silt. The current draught that can be accommodated is less than 4 metres (2 metres less than what is needed for a fully functioning lift).

With the department drive to upgrade and improve vessels you would think that this is counterproductive and foul play by not facilitating access to boat yards along vessels own coastline.

Shipwright John Leonard noted "The synchro lift has been allowed to silt up over the years. There has been no maintenance-dredging done since it was built nearly 40 years ago. 2 meters of draft has

been lost to silting.

"We have, just about, 4 meters of draft on a big tide. There's at least one week a month when there's not enough water to haul most fishing boats. If a boat has an emergency or is in danger of sinking, instead of being able to lift them, they may be told to wait for a few weeks till there's a big enough tide!

"The synchro lift is in dire need of clearing out underneath it, it's not a big area either."

Johns experience and comment is just one example and he is extremely respectful of the harbour office and the department.

In discussions with other vessel owners who to be fair wish to remain anonymous. The sentiment is exactly the same. Dredging is needed and it is needed now. Not in 5 years time.

When you have vessels worth millions of euro needing to steam to Killybegs or Northern harbours for services, when the same services are on their door step on the East Coast without accessibility. Make no mistake the East coastal area is also drastically in need of revitalising.

These East Coast Vessels take that trip for no other reason other than the fact that, they cannot be facilitated for works purely because of bureaucracy and lack of dredging. Not lack of available services.

The works on the middle pier are very welcome, and with full credit to the harbour team and the department engineers, but the works go a very short way to address the needs of the industry and the harbour in Howth. Our Harbour need DREDGING.

It is understood that the studies have already been completed and plans have been put in place for the safe disposal of the debris. Would it be bold to suggest that those that those people with the power, might look at the possibility of addressing something to aid both safety at sea and the economic regeneration of a coastal village or would that just be crazy talk?

It has been 40 years!

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Let us help you and your crew stay safe at sea

news from the **RNLI**
 editor@marinetimes.ie

Great Seamanship

Many tributes were paid to the Rosslare, Kilmore Quay and Dunmore East lifeboat crews for their superb seamanship in extreme sea conditions this month when they combined to hold a powerless cargo ship off the rocks near Hook Head until a tug got to the scene.



"If it wasn't for the work of the three lifeboat crews out in Force 8 conditions I fear the vessel would have hit the rocks and there could have been a serious loss of life. The 4,000-tonne vessel came within half-a-mile of the shore," said Rosslare RNLI Lifeboat Operations Manager David Maloney.

The call for help came around 3pm when the Irish Coast Guard in Dublin requested lifeboats from Dunmore East, Kilmore Quay and Rosslare to launch and go to the scene, just south of Hook Head in Wexford. The Coast Guard helicopter from Waterford, Rescue 117 was also tasked, monitoring from overhead and ready to assist with evacuation of the crew if needed.

The *Lily B* cargo vessel had no power.

Battling strong waves over six metres high, the three lifeboat crews worked together to ensure the cargo vessel stayed away from the rocks.

Dunmore East and Kilmore Quay RNLI

established tow lines onto the drifting vessel which was then very close to the rocks. The two lifeboats maintained the tow and kept the cargo ship away from shore while a tug was en route from Waterford. Rosslare RNLI stood by. The three lifeboats worked together to ensure the cargo vessel stayed away from the rocks until the tow was passed to the tug on its arrival at 5.40pm. Escorting the vessels until they reached the calmer waters of Waterford Harbour in the early hours of Wednesday (October 21) the lifeboat crews were eventually stood down and returned to station.

The 4,000-tonne vessel came within a half a mile of the Wexford shore and Dunmore East and Kilmore Quay lifeboat crews had an incredibly difficult job in keeping it away from the rocks.

"The seas were huge. It would not have been pleasant for anyone out there in those conditions. The lifeboat crews were out for over twelve hours in a call-out that involved serious skill and concentration. I

am tremendously proud of all three lifeboat crews involved. Thankfully we did not have a tragedy," said David Maloney.

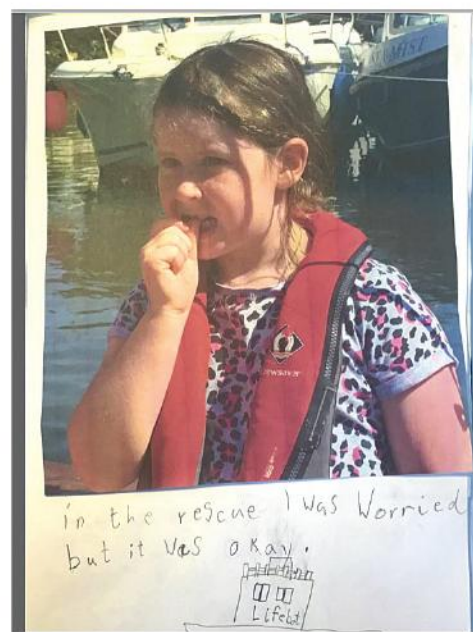
- You can see a video of the rescue on the RNLI website www.rnli.org

Family Whose Great-Grandfather Was Honoured For His Work with the RNLI Pay Tribute for Their Own Rescue

A Wexford family has expressed thanks to the volunteers of Kilmore Quay RNLI who brought them to safety earlier this summer when their pleasure craft got into difficulty.

James Kehoe and his grandchildren Aisling, 13, Emily, 9, and Orla, 7, were rescued when their 7 metre boat broke down having sustained engine failure in Ballyteigue Bay, half-a-mile north west of Forlorn Point in County Wexford. The lifeboat under Coxswain Aidan Bates, went to the family's aid and towed the vessel safely back to Kilmore Quay.

Orla created a scrapbook about her adventure.



The family have a close RNLI connection.

James' late father and the girls' great grandfather, Jimmy Kehoe, was a Station Mechanic who was awarded a Thanks of the Institution Inscribed on Vellum, by the RNLI, for his part in a dangerous rescue off the Saltee Islands 63 years ago. He was one of seven crew members on the Kilmore Quay lifeboat, *Ann Isabella Pyemont*, which successfully rescued 10 seamen from

the ill-stricken French trawler, *Augusta Mariste*, in a fresh south to south westerly gale with gusts at times of Force 10, in Ballyteigue Bay on the December 19, 1957.

Kilmore Quay RNLI Coxswain Aidan Bates said: "It was lovely to hear that Orla went to such efforts to create a scrapbook about the rescue and to be reminded of the girls great-grandfather Jimmy, one of seven former Kilmore Quay RNLI volunteers who were deservedly recognised for their selfless bravery and courage all those years ago."

James Kehoe noted "the professionalism of the lifeboat crew and how that has been seen through the eyes of my seven-year-old granddaughter who took such a personal interest in the operation from start to finish.

"When at sea with small children and the unexpected happens, it is so important to do the right thing. A good ship to shore communications system enabled me to contact Rosslare Coast Guard Radio – which is manned 24/7 – give my exact position and explain the situation. There is an instant response and the system works flawlessly."

Could You Be A Lifesaver? Fenit RNLI Seeking New Volunteers to Help Save Lives at Sea

The team at Fenit RNLI in county Kerry is calling for new volunteers to help them to save lives at sea.

The charity is looking for volunteers to take up the Deputy Launching Authority role at the station. This role will authorise the launch of the station's all-weather and inshore lifeboats, provide leadership in the absence of the Lifeboat Operations Manager and oversee that all operational activities are carried out to ensure the lifeboats and all associated equipment are maintained in readiness for launching on service.

Fenit RNLI is seeking team players with leadership skills and local maritime knowledge. The role is best suited to those who live within good proximity of the lifeboat station.

Fenit RNLI which re-opened in 1994, after a gap of 25 years, and today operates both an all-weather Trent class lifeboat and an inshore D class lifeboat, launched its lifeboats 27 times last year bringing 28 people to safety.

Ger O'Donnell, Fenit RNLI Lifeboat Operations Manager is now calling on new volunteers to find out more: "Volunteering with us gives people the opportunity to make a real difference in their local community, to save lives and become part of the larger RNLI family. We can't keep people safe without the support of our wonderful volunteers, who truly make a difference every day no matter which role they are fulfilling.

"Becoming a volunteer Deputy Launching Authority is a great chance to play a crucial part in helping to save lives. We are looking for enthusiastic people who are willing to offer some of their free time to join what I believe to be, one of the most rewarding voluntary services that is out there. Every volunteer receives first class training from the RNLI and learns new skills which can benefit them in many walks of life. Full training will be supplied to ensure Deputy Launching Authorities can authorise the launch of our lifeboats, provide the neces-



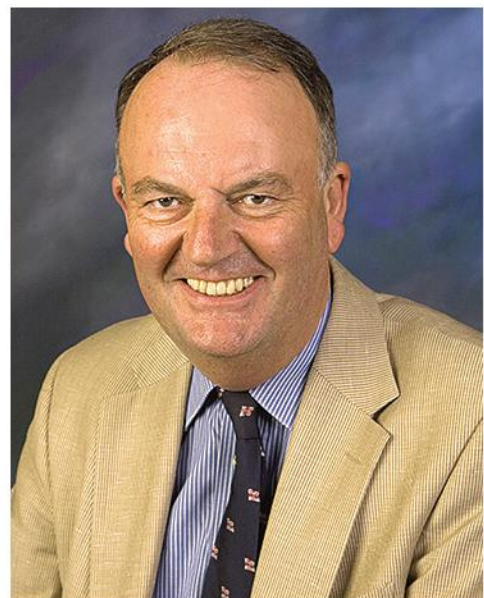
Fenit RNLI are looking for new volunteers

sary leadership for our volunteer crew and ensure that all operational activities are carried out to maintain the lifeboats and equipment for launching on a call out.'

Anyone interested in finding out more or wants to apply is asked to email Rob King, Area Lifesaving Manager at Rob_King@rnli.org.uk or Fenit RNLI at Fenit@rnli.org.uk

RNLI Volunteer John Coyle Recognised in the Queen's Birthday Honours

Galway man John Coyle has been recognised by the Queen of England in the Birthday Honours list for his role in helping the RNLI in its work to save lives at sea. John is to receive an OBE. A former Trustee of the RNLI and Chair of the RNLI's Council in Ireland, John has been to the forefront of lifesaving on the island of Ireland.



A graduate in Economics and Business from University College Dublin and The College d'Europe at Bruges, John Coyle is a former President of Galway Chamber of Commerce and Chambers Ireland, also holding the position of Vice Chair of Eurochambres. John has also worked in the agrochemical, Maritime, Tourism and Property sectors. Throughout his business career and charity work, John has been committed to the strengthening of cross border business links and mutual cooperation.

In 2008 he was nominated by the Government to the Board of the Commissioners for Irish Lights - the entity charged with the maintenance of lighthouses and AIDS to Navigation for the entire Island of Ireland.

His relationship with the RNLI was a result of a lifelong interest in yachting and began through fundraising for the lifeboats on the west coast of Ireland before joining the Irish Council of the RNLI. John was then invited to join the UK Council of The RNLI before becoming a Trustee of the charity. His direct involvement with the RNLI spans some thirty-five years and continues to this day.

In June 2019, he was appointed a Knight of the Sovereign Order of Malta and now he is to receive an OBE for his work with the charity.

Speaking on the award, John Coyle said, 'This is a tremendous honour and one, as a volunteer for the RNLI, I feel very proud to receive. The RNLI in Ireland is an all-island organisation and the spirit of co-operation that exists between Ireland and the UK continues to bring people together in their mission to save lives. A huge debt of thanks is due to all those who so generously continue to fundraise or donate to the RNLI, we could not continue without their support.'

Commenting on the honour, outgoing Chair of the RNLI's Irish Council David Delamer added, 'This is a wonderful tribute to John and recognition of many years of dedicated work. John is a man of great integrity and optimism. He has the great ability to be able to bring people with him and listen to what people need. He strives in all things for balance and fairness. John always works tirelessly and diligently, to help causes close to his heart, never seeking recognition but always gaining respect.'

RNLI Chief Executive, Mark Dowie said: 'It is such a delight to see these RNLI people recognised for their hard work and commitment, particularly as we have had such a challenging year. Those who have been named in this year's Birthday Honours truly represent the RNLI values. On behalf of everyone at the RNLI, I send my heartfelt congratulations and gratitude to all those who have been recognised.'

Connemara Cycling Challenge Boost for Clifden RNLI

Clifden RNLI were delighted to recently accept the sum of €3774 raised by the Connemara based Twelve Bens Cycling Club after a unique and testing fundraising challenge.



On Sunday September 6th, 12 cyclists from the club undertook an innovative cycling challenge consisting of 12 laps of the 'Sky Road' loop, so called due to its steep hill climbs along the well known scenic route.

Beginning and ending at the Clifden Bike Shop on Market St, the cyclists completed twelve laps of the 17 kilometre route which presented a testing 230 metres of elevation per lap.

The participating cyclists were Ciarán Hickey, Daniel King, Dara O Donoghue, Finian Sheridan, John Gallagher, John

James Flaherty, Johnny King, Nick Finney, Rob King (RNLI Area Lifeboat Manager), Simon Ashe, Simon O' Hora and Willie O' Hora.

The group were joined by some support cyclists and stewards and a small outdoor gathering of socially distanced supporters to encourage them in their challenge, which they hoped to achieve in less than 12 hours.

Event organiser Simon O Hora said 'We came up with a challenge we could do locally as travelling for training wasn't an option due to Covid 19 restrictions. As a club, we wanted to do something that would push ourselves mentally and physically and one where we could see the sea on every lap-to remind us why we were doing it.'

It was certainly challenging at times but ultimately it was a rewarding endeavour and we were really glad to have been able to raise this sum for the RNLI'.

A further €520 was collected in RNLI buckets on the day and the weary cyclists fully completed their epic challenge in 10 hours and 12 minutes.



Simon O Hora of the Twelve Bens Cycling Club presents Clifden RNLI Lifeboat Operations Manager John Brittain with a cheque for €3774

Speaking on behalf of Clifden RNLI, Catherine Pryce said 'In this most challenging year for all charities, the Twelve Bens challenge has provided a very welcome donation to the local Clifden lifeboat crew. It was an extremely well run event, all carried out within the necessary public health guidelines and we congratulate the cyclists on their achievement and thank all who donated for their ongoing support'.

Kinsale RNLI receives early Christmas gift

Like most other charities, the volunteers of Kinsale RNLI have had their fundraising activities curtailed due to Covid-19 restrictions, so it came as a

welcome surprise to learn that local steam engine enthusiast Rory Nagle had launched a special mission to help replenish the station coffers.

Accompanied by two young assistants, Frank Sullivan and Billy Twomey, Rory embarked on a tour of the town aboard Old Mac, Ireland's oldest surviving steam engine, which was built by McLaren in Leeds and lovingly restored by Rory. Despite the inclement weather over the weekend (Saturday 17 and Sunday 18 October), they raised donations of €440 from members of the public eager to have their photographs taken alongside the historic engine. Rory Nagle said: 'The RNLI have been on duty throughout lockdown and are there day and night when we need them. It's a pleasure to be able to do something for people that really deserve support, especially at this difficult time. I believe that we all need to remember the people that look after us.'

Photographs of Rory's expedition were widely shared on social media, with Niamh Henderson of the Kinsale Advertiser cheekily suggesting that some generous benefactor might round up the sum to €500. Her appeal was immediately answered by John Farley, a Kinsale man who has been living in San Francisco for the past 30 years. John said: 'I always hit the lifeboat boxes when I'm home, but I didn't make it back this year, so this makes up for it. The lifeboat lads rescued my sister, my niece Rachel and me off the Old Head about 8 or 9 years ago when our engine died. I also know Rory well and he's a great guy, so this is a good opportunity to show my support.'

Tricia Tyson, Kinsale RNLI Lifeboat Press Officer said: 'This is not the first time Rory has raised funds for us. Last year he took part in the Celtic Steamers run from Baltimore to Kinsale, a spectacular cavalcade of vintage engines that raised over €5,000 for the RNLI, the charity that saves lives at sea. We also appreciate all the hard work of Billy and Frank who helped him both days, and the generosity of the public who filled the buckets. The RNLI relies on the support of the public, and that is one thing that is never lacking in Kinsale.'

• Covid-19 has had a serious effect on RNLI fundraising events. Public support is essential. Next time you see that lifeboat box on a shop counter - 'be generous.'



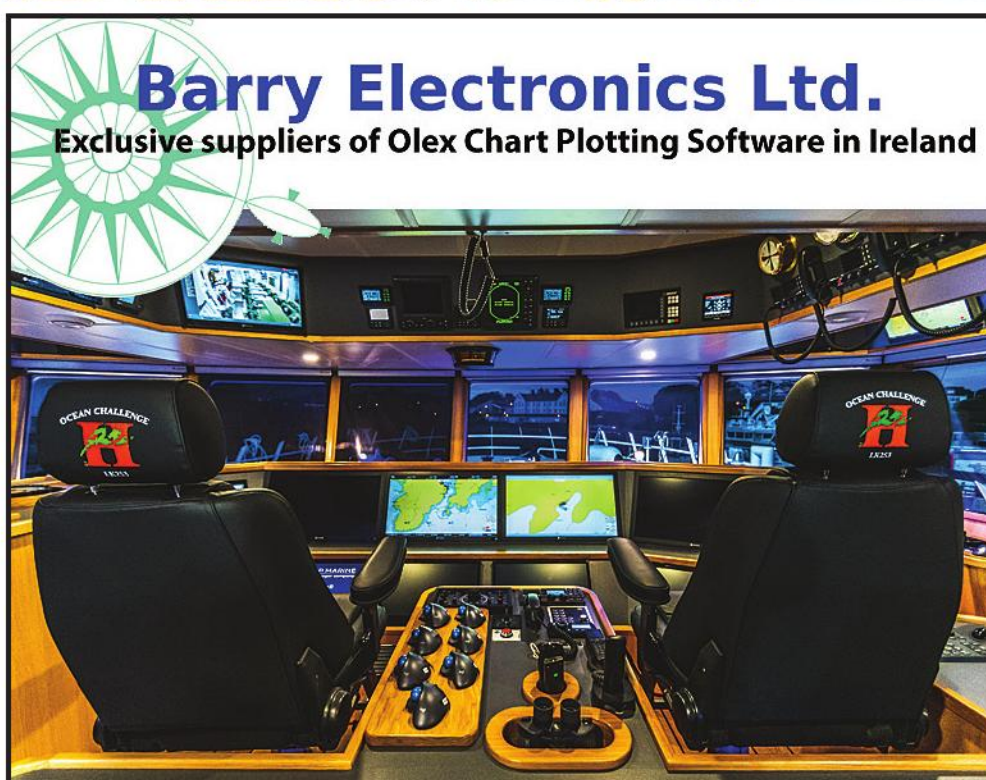
Rory Nagle with Old Mac, Ireland's oldest surviving steam engine.

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And when we are in the water,
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I will stop you from panicking.
I will keep you afloat.
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Even if you are unconscious.
I will support and protect you
until help arrives.
All this I will do for you
if you do one thing for me.
Please, put me on.



Lifeboats

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New Vessel 'Ocean Challenge' Heads for Home



Ocean Challenge leaving Killybegs harbour on her homeward trip to the Shetlands



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MOONEY BOATS LTD Proud Builders Of The MFV Ocean Challenge.
Wishing Leslie Hughson Family & Crew Every Success For The Future.



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Mooney Boats Ltd, in Killybegs have quite the reputation for delivering state of the art new build vessels for their customers and despite a total lockdown at the boatyard in line with all other Irish businesses over the Covid 19 pandemic this summer, the new twin-rig whitefish stern trawler Ocean Challenge (LK 253) was handed over to Leslie Hughson and the Ocean Way Fishing Company from the Shetland Islands, just two months later than was originally scheduled.

The global pandemic brought much of the world to a standstill with travel restrictions and almost all flights grounded, but Mooney Boats quickly found ways to adapt and develop their business for the vessel owners unable to travel to their shipyard.

Their design team began sophisticated 3D design drawings of various layouts for projects on the Ocean Challenge which were then sent digitally to the vessel owners to review and walk around proposed designs on their mobile devices such as iPad and laptops.

The Ocean Challenge is Mooney Boats largest build to date and its main dimensions are LOA 28.5m, registered length 23.99m, beam 8.7m and has a draught of 5.6m. Its hull was designed by Danish designer, Ove Kristensen of Vestværfet ApS and was built in Poland before being towed to Mooney Boats in Killybegs where it was assigned yard number B47. Its entire fit out including all wiring, piping systems, carpentry, fish hold fit out, engine installation, steering systems, hydraulic

system Etc were completed at the yard.

The Ocean Challenge gets its propulsion from an ABC 6 DZC main engine to a Heimdal HG660S-3PTO gearbox and 3,000mm-diameter Heimdal propeller. its auxiliary power is provided by two Caterpillar 9.3 DITA 250kva 218kW engines. A Caterpillar 4.4 DIT air-cooled harbour set is also fitted. The main engine, auxiliary engines and harbour set were supplied by Padmos.



Leslie and Stephen Hughson

MacGregor (GBR) Ltd "RAPP" supplied the hydraulics system on the Ocean Challenge, technicians from RAPP visited Killybegs early on in the build to go through the installation procedure of the hydraulic system with Mooney Boats Ltd engineers who piped and installed the hydraulic system on the vessel. Winches, net drums, landing crane, Gilsen winch and net monitoring were all supplied by RAPP Marine.

Continued on page 34



Supplied by H Williamson & Son of Scalloway, the wheelhouse electronic equipment was installed and commissioned by Barry Electronics Ltd of Killybegs, which includes radar, plotters, sonars, monitors, CCTV, AIS and radios. All the vessel's safety equipment was supplied by Mooney Boats Ltd.

Once its fishing trials are completed, the Ocean Challenge will fish for whitefish species such as cod, monkfish and ling on the fishing grounds around Shetland and West of Scotland using twin-rig gear from the LHD net store in Lerwick. The trawls will be used in combination with Type 12 104" doors with a 2,300kg roller clump from Thyboron Trawl doors in Denmark.

The codends will be taken over the transom and once aboard the catch will flow via a large hopper to a highly advanced fish handling system built by Mooney Boats Ltd. Using the latest 3D software, the yard digitally designed and rendered the fish processing deck for approval by the owners in Shetland. Once processed, the catch will go to the vessel's fish hold which is a fibre-glassed and insulated dry hold for boxed fish. The vessel's refrigeration was supplied and fitted by KER Ltd.

Below deck, Mooney Boats Ltd. highly skilled carpenters and fabricators created unique custom-made furniture and fittings which seamlessly integrate into the accommodation areas on board the Ocean Challenge. Accommodation on the vessel consists of 4 berth cabins and 3 single berth cabins. 2 toilets and showers. 1 galley and mess area. 1 changing locker room on the

main deck. 1 locker room on the shelter-deck.

Every effort has gone into maximising the interior working and living areas for crew comfort and safety, the accommodation areas on the vessel are state of the art, LED strip lighting guides you around the accommodation areas. 24" Flatscreen tv's can be found in all 7 cabins while the mess boasts a 55" tv screen and comfortable crew seating with built in USB charging ports. A decorative glass partition depicting the vessel side profile breaks the mess area from the galley. Underfloor heating throughout the two accommodation decks creates a comfortable area of rest.

Mooney Boats Ltd. prides themselves on building strong long-lasting vessels, with safety and efficiency as some of their top priorities. The techniques Mooney Boats has developed in modernising their designs has kept them at the forefront of ship building within Ireland and was one of the exclusive attractions which brought this build to their Killybegs based shipyard.

Mooney Boats said, "We Would like to thank Leslie and the Hughson family for choosing our shipyard for the construction of Ocean Challenge. We wish them all the very best and safe fishing for many years into the future.

The Marine Times would also like to wish Leslie Hughson, his family and the crew of the Ocean Challenge every success with their new vessel and congratulate Mooney Boats and all the companies that worked on delivering another quality build.

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MFV Ocean Challenge



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Consultation About Marine Protected Areas Must Be Greatly Improved Government's Advisory Group Points Out It Is Not Good Enough

Report by Tom MacSweeney

Under current legislation many threatened and important marine habitats, species and ecosystems that are not covered by the EU Birds and Habitats Directives cannot be afforded the protection necessary to meet Ireland's international commitments and legal obligations.

That is a significant conclusion reached by the Government's Advisory Group on the creation of Marine Protected Areas in Irish waters.

The Chairman of the Group, Professor Tasman Crowe, submitted the final report of the independent group to the Minister for Housing, Local Government and Heritage towards the end of last month. Minister Darragh O'Brien said he would publish the report "for an extensive period of public consultation in late 2020 and early 2021."

Chaired by Professor Crowe of the UCD Earth Institute, the advisory group was composed of 20 experts in life and ocean sciences, marine socio-economics, maritime culture, governance and legislation.

It was tasked by the Government with providing important technical advice and recommendations on the processes required and the challenges to be addressed in the future expansion of Ireland's network of

MPAs, based on the group's own work and on the views of a wide range of stakeholders.

The Department of Housing, Local Government and Heritage is charged with meeting a target of 10% of Ireland's maritime area to be made Marine Protected Areas (MPAs) as soon as is practicable. The aim for 30% by 2030 has been laid down by the government.

"MPAs are geographically defined maritime areas that provide levels of protection to achieve conservation objectives. They support economic activity associated with the sea by ensuring that activity is kept at a level that ensures the seas and oceans continue to support life and human health. They also help reduce the effects of climate change and ocean acidification," according to the Department.

The advisory reported that there is a need to "greatly improve the level of stakeholder

engagement and participation in the site selection and management process."

Minister O'Brien described the Report as "a Call for Collective Action on behalf of our people and our natural marine environment, to ensure that we can sustain clean, healthy, diverse and productive oceans and seas around Ireland, both now and in the future."

"The expansion of MPAs is of great importance because the sea is in our blood and supports so many livelihoods and communities, but also because it unlocks future solutions to serious challenges that we face. MPAs provide us with answers to the chal-

lenges of climate change and biodiversity loss. They also hold a key to our future as a maritime nation that's home to a sustainable source of food, green energy and tourism activity. Later this year we will be welcoming the views of the public and all stakeholders on this report and the process that lies before us."

The Department of Housing, Local Government and Heritage is leading the preparation and updating of Ireland's Marine Strategy. It is also heading up the development of the National Marine Planning Framework (NMPF) on behalf of the government, with input from other Departments and Agencies.



Mdac T25 and Shane Óg T141 in Fenit harbour.

Best wishes to the Hughson family with your new Ocean Challenge

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Scanmar 'Top Quality' for the New Ocean Challenge

In a year beset with problems arising from the Covid-19 pandemic issue, there was at least some good news for the Hughson family from Skerries in the Shetland Islands as they finally took delivery of their very fine new 28.5m vessel from the Mooney's Boatyard in Killybegs, Ireland.



For the Irish boatyard, despite the major obstacles thrown up with various Covid lockdowns in Ireland disrupting the schedule throughout 2020, Ocean Challenge, Mooneys' largest build to date, was this month handed over to father and son owners/skippers Leslie & Stephen Hughson

just two months later than was originally scheduled.

But even the merest of glances at this vessel shows that the finished article was well worth the wait and, as always, the Ove Kristensen designed twin rig trawler can

certainly be described as state-of-the-art' and combines attractive lines along with a top-of-the-range working vessel.

With overall length of 28.5m and breadth of 8.7m, Ocean Challenge is powered by an ABC 6 DZC main engine with auxiliary power provided by two Caterpillar 9.3 DITA 250kva 218kW engines complimented with a Caterpillar 4.4 DIT air cooled Harbour genset with propulsion coming via a Heimdal HG600S 3PTOF gearbox running to a Heimdal 3.

Operations

The new Ocean Challenge will work mainly for whitefish species cod, monkfish and ling on the fishing grounds around Shetland and West of Scotland, making three landings within every 14 days and rotating the skipper and crew after the 14-day point out of their total team of two skippers, eight local crewmen and two foreign nationals.

Using trawls manufactured at home in Shetland in combination with Type 12 104" doors with a 2,300kg roller clump from Thyboron Trawl doors in Denmark, the codends will be taken over the transom with the fish flowing via a large hopper to a highly advanced fish handling system and eventually to the vessel's massive fish hold.

Scanmar - "top quality"

As well as the two Scanmar standard H4 B30x50 Hydrophones mounted port and starboard of the 4-blade propeller, at the heart of the new vessel's vast array of electronics technology in the wheelhouse is the suite of Scanmar systems which, says Leslie Hughson, was top of his list when ordering his new boat, as Scanmar played such a major role in the successes of his previous vessels, the 24m Ocean Way and the 23m Fair Way.

To provide maximum monitoring of the trawls whilst working, Ocean Challenge will carry Scanmar SS4 Double Distance and Angle sensors on both doors with Clump; a Scanmar HC4 Trawlsonder and a Scanmar HC4 Flow Sensor.

In the wheelhouse, the Scanbas 365 Bridge System with new WDR-42 Receiver Unit & SCU Programming Unit is the next generation trawl monitoring with a modern interface with software fully modular and has flexible viewing arrangements.

This on screen software can be set up to whatever preference the skipper wants

to focus on and can, for example, include focus on Trawleye, door spread, door depth or height and, interestingly, while observing the data transmitted from the sensors, each user profile can have six different view pages with, for example page 1 primarily for 'shooting', page 2 can be for 'towing', page 3 for 'hauling', (page 4 can be for 'pumping' if the vessel is a pelagic operator), etc.

This ability to 'focus' on a particular item can also be adapted on screen so that a multi panel of images can monitor all of these events simultaneously.

An added benefit in this regard is that connectivity with vessel's internet also gives access to remote help so that engineers can log on to assist with any issues or questions that may occur during time of use.

Collecting data

Meanwhile the Scanmar Trawlsonder mounted on the head-

line provides information of the opening of the trawl from footrope to head rope, and clearance from seabed to footrope with the density of fish at the mouth of the trawl displayed with a value from 0-9 and colour density of the fish going back.

The Trawlsonder will mainly be used on port net for example but can be alternated between port and starboard nets.

The headline Flow sensor, a sensor that has always been a very popular amongst skippers as it shows how new gear and old gear alike are fishing in comparison to as

how it should be, will be mainly mounted on the Port net to focus on net symmetry and speed of water flow through it but will be transferred to the starboard net to alter gear when required.

Gear spread is monitored by Scanmar SS4 extended double distance door sensors, which also relay door angle (pitch & roll) readings to monitor stability of the trawldoors. SS4 Extended distance will act as an alternative in the absence of the Flow Sensor on relaying information if the clump is in line, front or behind the trawldoors.

With this Scanmar package, Leslie Hughson says he is confident of future success: "This will be my third vessel in a row with Scanmar and I can honestly say I've never had a single problem with it - the intricacies of trawl technology requires a top quality system and Scanmar certainly provides that," he said.



First Confirmed Record of the Marbled Electric Ray (*Torpedo marmorata*) from Irish Waters

During early July 2020, the MFV Tilly (WD3) captured a Marbled Electric Ray (*Torpedo marmorata*) in the Celtic Sea (North West Bank), off SW England, albeit only 50km south of the Irish territorial line. It was noted that the species had not yet been confirmed from Irish waters (*Marine Times*, August 2020).



During mid-October, the MFV Emma Elizabeth (C25) [Skipper: Thomas Galvin, Quilty, Co Clare] earned the historic distinction of capturing the first confirmed Irish record of a Marbled Electric Ray in a tangle-net off Mutton Island, Co Clare. Prior to returning the very lively specimen to the sea, the crew got a shock while picking it out of net.

The Marbled Electric Ray is common in the Mediterranean Sea and along the European Atlantic coast as far north as the Western English Channel, including the Channel Islands. However, since occasional vagrants have been recorded from the North Sea as far north as Denmark (Kattegat), Shetlands (northwest of Foula), and the west coast of Scotland (north of Tiree, South Minch), there is every likelihood that the species may be more widely distributed in Irish waters.

Declan would welcome details on any further captures of Marbled Electric Ray from Irish waters (087-6458485; declan-quigley@eircom.net).

Marbled Electric Ray (*Torpedo marmorata*) captured by the MFV Emma Elizabeth off Mutton Island, Quilty, Co Clare

"The Seas Around Ireland are the Most Productive and Biologically Sensitive Areas in EU Waters"

Report: Tom MacSweeney, Deputy Editor

That is a very important statement about Irish waters which is made in the annual review of the fishing industry published by the Department of the Marine and available on this link; www.ocean-wealth.ie/publications

It says that there are:

- Over 16,150 people directly and indirectly employed in the Irish seafood sector
- Irish seafood exports totalled €577 million in 2019.

It also says that "195,000 tonnes or €275 million worth of Total Allowable Catch was secured for Ireland for 2020."

This is only a fraction of the catch which EU boats are allowed take from Irish waters. When the value of their catches is compared to the €275 million Ireland got, which our industry managed to turn into exports worth €577 million, it underlines the massive, indeed appalling losses to the Irish economy from the small quota which Ireland has in its own waters and, therefore, how much Ireland has 'gifted' to the EU by not having a far bigger and dominant quota in its own waters.

Rarely, if ever, does the mainstream media or do government Ministers or politicians tell the public these facts or that Ireland is such a major contributor to the economies of other EU countries.

The Department's Annual Review says that: "As an island nation fishing has always been economically and socially important to Ireland."

Regrettably, those who were then in Irish government did not recognise that and gave away a huge natural resource on entry to membership of the EU. They did vast economic damage to Ireland which could have had the economic and employment benefits which instead went to Europe.

"The seas around Ireland are among the most productive and biologically sensitive areas in EU waters. As an island nation fishing has always been economically and socially important to Ireland. The natural, clean water around Ireland's 7,500 kms of coastline has provided exceptionally good seafood for thousands of years and it is important to protect this resource for future generations," says the Department.

However, the future generations to which it refers will not be predominantly Irish, because it acknowledges that "Most of the fisheries resources within the area come under the remit of the Common Fisheries Policy (CFP)." Therefore, the biggest benefits will continue to go to countries other than Ireland because this Policy is biased in favour of other EU countries and against Irish fishing interests.

The Common Fisheries Policy (CFP) that is currently in place came into force on January 1, 2014. It is reviewed every 10 years with the next review scheduled for completion by the end of 2022.

It is highly unlikely that any other EU

country will reduce its catch take from the seas around Ireland to give more to the Irish industry. Indeed, in the event of a 'No Deal' Brexit they would, most likely, try to compensate for what they might lose if pushed out of UK waters by descending in increased numbers on what the Department describes as "the most productive and biologically sensitive areas in EU waters" – the seas around Ireland.

Extracts from the Department's Annual Review

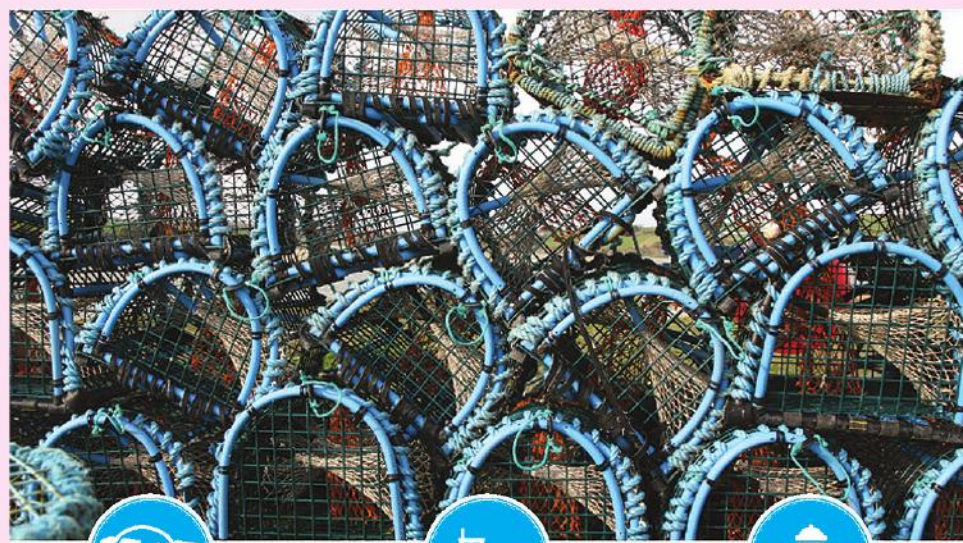
Over 16,150 people are directly and indirectly employed in the Irish seafood sector, many of them based in Ireland's remote coastal communities where alternative employment options are limited. The success of the Irish seafood industry is vital to the economies of these regions, where it provides employment on fishing vessels, fish farms, in processing operations and in the distribution of seafood.

The value of Irish seafood exports in 2019 was in the region of €577 million, a slight increase on the value attained in 2018. The value of exports of salmon and mackerel, Ireland's most valuable seafood exports, both increased in 2019 after challenging conditions in 2018. Salmon increased by 28% in value with a volume increase of 22%, while mackerel exports increased in value by 7% despite an 8% drop in volume.

The main EU markets, France, Spain, Italy, Poland and Germany account for approximately 55% (€315m) of total exports by value.

The International market accounted for approximately 36% (€206 million) of total exports in 2019. Exports to the three main Asian markets (China, Republic of Korea and Japan) were stable in value terms in 2019 compared to 2018. These markets accounted for 14% (€81 million) of total seafood export values. The wider South East Asian markets (China, Republic of Korea, Japan, Taiwan, Vietnam, Singapore, Malaysia and Thailand) accounted for over 15% (€86m) of total export values in 2019. Nigeria is also an important market for Irish fish with exports of 33,660 tonnes in 2019, mostly of frozen mackerel and frozen blue whiting. While 17% of our fish exports by weight went to Nigeria the value was closer to 5%. In contrast almost 15% of our fish exports by weight went to France with the value representing 25% of total fish exports.

In the pelagic sector, where the main commercial pelagic species caught by Irish vessels include mackerel, herring, horse mackerel and blue whiting, a reduction



of 20% in Ireland's total allowable catch for mackerel had a direct impact on the volumes exported in 2019. However, prices and demand for Irish mackerel were strong particularly in Asia, where there was a shortage of stocks. The best performing pelagic markets in 2019 were in Asia and in Europe, while significant growth was seen in the UK and Middle East. Demand for Irish mackerel in China increased by around 61% in value during 2019.

Export values and volumes of Irish shellfish fell in 2019 after a number of challenges affected production throughout the year. The Irish oyster sector had a bad year with export values and volumes decreasing

by 14%. Exports of oysters to France and China declined significantly in 2019 with growth only seen in exports to the Netherlands and the United Kingdom; however these markets are relatively small.

In 2019, salmon export values increased by 28% driven by a 22% increase in volume and further price increases. The volume of fresh or chilled Atlantic salmon exported in 2019 increased by 33%. The French market continued to dominate Irish salmon exports, accounting for 40% of the total value in 2019. Exports to Poland doubled in 2019 from 1,000 tonnes to over 2,000 with value increasing from €9m. to €21m. year-on-year.

Waterford Harbour: Tides and Tales by Andrew Doherty

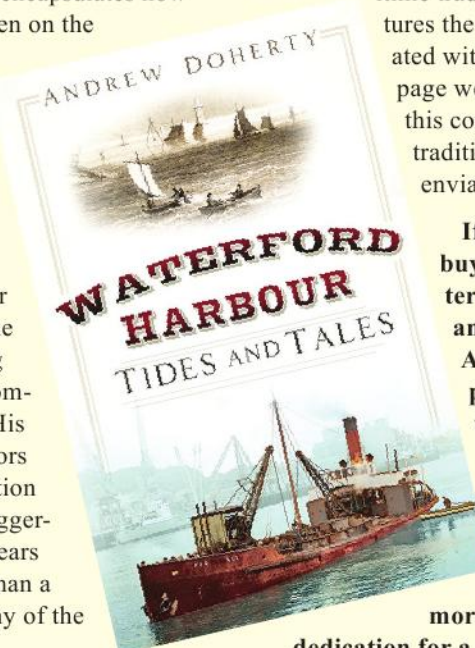
Maritime yarns and anecdotes gathered over many years working at the ancient Waterford Harbour

The old Irish phrase 'Ó Ghlúin go Glúin' (from knee to knee) encapsulates how stories told to children on the knee of their elders are in turn passed along to the next generation by the same process.

But in the fishing community of Waterford, these tales or yarns were told to the author while drifting for salmon, in the company of fishermen. His father and other sailors had a bit of a reputation when it came to exaggeration, but over the years he has found more than a grain of truth in many of the stories.

The harbour has centuries of tradition

based on its extensive fishery and maritime trade and this book captures the lore and legend associated with Waterford. On every page we learn something of this community, steeped in traditions, customs and an enviable spirit.



If you would like to buy a signed copy of *Waterford Harbour: Tides and Tales* directly from Andrew, he is happy to post it anywhere in the world for the price of €17.00 per copy incl P&P. Please contact Andrew at tidesntales@gmail.com if you would like more details, a specific dedication for a present etc or if you want a price on more than one copy.

Minister Announces Further 33 FLAG Grant Awards and €4.8m Funding for Seafood Processing Companies

The Minister for Agriculture Food and the Marine, Charlie McConalogue T.D., has announced a third tranche in 2020 of grant awards worth €558,039 to 33 local community groups and micro enterprises by five of the Fisheries Local Action Groups established under Ireland’s European Maritime and Fisheries Fund Programme. The grants are co-funded by the Government of Ireland and the European Union.

Announcing the third tranche of awards, Minister McConalogue said, “I am delighted to announce today a further 33 coastal projects to benefit from EMFF funding through the Fisheries Local Action Groups established as part of my Department’s EMFF Programme supporting the development of our seafood sector and coastal communities. These latest grant awards mean a total of €3.3 million FLAG funding has been awarded this year alone to 188 coastal projects.”

“These projects will provide valuable economic and social benefits to our coastal communities during a difficult period for many. This is just one of the ways in which my Department’s EMFF Programme is making a positive difference to our coastal communities.”

Details of the FLAG scheme and how to apply can be found at www.bim.ie/schemes/

Earlier in the month the Minister also announced €4.8 million in new investment by eight seafood processing companies, with his Department’s European Maritime and Fisheries Fund Programme providing grants of €1,408,949. The grants are co-funded 50% by the Government of Ireland and 50% the European

Union and are subject to terms and conditions.

Announcing the grants Minister McConalogue said, “2020 has been a difficult year for our seafood sector, as it has for our economy as a whole. So, it is heartening to see many of our leading seafood processors continue to invest to further grow their businesses. I am delighted to support these eight seafood processors in building for the future. Although the processing sector continues to face challenges, with the Pandemic continuing to impact on world markets and uncertainties and risks around the ongoing trade negotiations with the UK, there are also many opportunities to continue to develop and prosper, as companies adapt and innovate to unlock the market opportunities that are available for quality Irish seafood products.”

Minister McConalogue added, “My Department’s European Maritime and Fisheries Fund Programme is still open for business and continues to provide grants for a wide range of investments in our seafood sector, including capital investment, innovation, business planning and marketing.”

Grant approvals - Seafood Processing Capital Investment Scheme 2020

Beneficiary	Location	Project	Total Investment	EMFF Grant
Bio-marine Ingredients Ireland Ltd.	Monaghan	Automated Powder Bagging System and associated modifications.	€153,691	€46,107
Rockabill Seafood Ltd.	Dublin	Air purifier and crab labelling system	€153,281	€43,918
Shellfish De La Mer	Cork	Airflow, cooler and conveyor systems, and steam cooker	€442,590	€130,723
Atlantis Seafood Wexford Ltd.	Wexford	White fish filleting line & Skin Packer	€715,685	€214,706
Kish Fish Company Ltd.	Dublin	Blast chill, packing room, vacuum packing machine	€30,825	€9,248
Good Fish Processing (Carrigaline) Ltd.	Cork	White fish filleting line	€1,511,444	€449,979
Keohane Seafoods Unlimited	Cork	Salmon processing equipment and factory reconfiguration	€1,712,709	€463,899
Breizon Ltd.	Galway	Reduction in energy costs through solar PV installation	€93,799	€14,070
Total:			€4,814,024	€1,372,649

Grant approvals – Seafood Innovation and Business Planning Scheme

Beneficiary	County	Project	Total Investment	EMFF Grant
Keohane Seafoods Unlimited	Cork	Management and business planning consultancy	€72,600	€36,300
Total:			€72,600	€36,300

Details of the individual grant awards are set out below for each of the 5 FLAGs.

FLAG South				
Applicant	Project Title	Rate	Total Cost	Grant Aid
Ring Rowing Club	Equipment	80%	6,500.00	5,200.00
Courtmacsherry Rowing Club CLG	Equipment	80%	9,985.00	7,988.00
Oceans of Discovery	Oceans of Discovery Scuba Diving & Marine Education / Promoting Corks Underwater World	50%	20,063.00	10,031.50
Wild Atlantic Glamping Ltd.	Equipment	50%	11,252.00	5,626.00
Clean Coasts Ballynamona	Equipment	80%	31,666.80	25,333.44
Bantry Inshore Search & Rescue Association CLG	Equipment	80%	22,448.00	17,958.40
Gecko Adventures	Watersports Equipment	50%	30,016.00	15,008.00
Ballycotton Development Company Limited	Village Island Mural	80%	1,142.00	913.60
Elln Hutchins	Seaweed Educational Supports	80%	9,902.00	7,921.60
Baltimore Community Council	Croí Na Mara	60%	24,900.00	14,940.00
	Total		167,874.80	110,920.54

FLAG Southeast				
Applicant	Project Title	Rate	Total Cost	Grant Aid
Southend Family Resource Centre / Southend Community Development Group	Southend Kayak Group and Rocks development	80%	14,083.05	11,266.44
Wicklow Aquanauts	Upgrading & Development of Current Facilities	80%	9,349.00	7,479.20
Ramsgrange Mens Shed	Ramsgrange Mens Shed Wood Work Project enhancement	80%	7,357.00	5,885.60
Dungarvan Men's Shed Association	Upgrading Facilities	80%	43,395.25	34,716.20
St Kearns Rowing Club	Anti Vandal Unit and Rowing Machines to teach rowing techniques	80%	27,975.30	22,380.24
Our Lady's Island Community Development Company Ltd.	Our Lady's Island Tourist Interpretive centre	80%	80,000.00	64,000.00
	Total		182,159.60	145,727.68

FLAG North				
Applicant	Project Title	Rate	Total Cost	Grant Aid
Donegal County Council	Harbour Facilities	60%	26,400.00	15,840.00
Coiste Forbartha na Carraige	Footbridge	80%	32,627.12	26,101.70
On the Rocks	Pods	40%	69,800.00	27,920.00
Muileann Coirce Leitir CTR	Siúlóid Abhainn na Timpeallachta (Environmental River Walk)	80%	43,803.32	35,042.66
	Total		172,630.44	104,904.35

FLAG Northwest				
Applicant	Project Title	Rate	Total Cost	Grant Aid
Mayo North Destination Steering Group	Support for Mayo North Tourism promotion and development plan 2020 – 2023	80%	22,623.27	18,098.62
Jasmin Priegelmeir	Cré Clare Island Pottery Shop	40%	14,698.05	5,879.22
Mayo County Council/Belmullet Tidy Towns	Mayo County Council/Belmullet Tidy Towns	33%	150,000.00	50,000.00
Ceide Coast Community	Feasibility study for Ceide Coast Incubation Hub	80%	20,000.00	16,000.00
	Total		207,321.32	89,977.84

FLAG West				
Applicant	Project Title	Rate	Total Cost	Grant Aid
J & S Ocean Products	Upgrading Processing Equipment	80%	16,549.00	13,239.20
Séamus Ó Flatharta	Inis Oírr Glamping and Campsite	40%	17,460.00	6,984.00
Oranmore Castle	Oranmore Castle Cultural Centre	40%	42,553.21	17,021.28
Calluragh House Concerts	Workshop Improvements	40%	7,801.00	3,120.40
Loop Head Tourism Ltd	Development of the tourism product on Loop Head peninsula which will have a positive effect on the local communities	80%	4,900.00	3,920.00
Cuan Beo CLG	Cuan Beo - Implementing a holistic approach to sustainability in Galway Bay 2020	80%	16,191.55	12,953.24
Spiddal Craft & Design Centre	Online marketing campaign	80%	6,500.00	5,200.00
Owen O Connell	Training	50%	2,000.00	1,000.00
Údarás na Gaeltachta	Slí Chonamara Trail	100%	43,070.58	43,070.58
	Total		157,025.34	106,508.70
Overall Total			887,011.50	558,039.12

High Court Six-Mile Decision Shows Industry Divisions

Inshore Fishermen More Worried About 6-Limit Reversal Than Brexit

The Department of the Marine's decision to exclude vessels over 18 metres from fishing inside the six-mile limit has been rejected by the High Court.

A Directive to this effect was introduced at the start of this year.

Inshore, smaller boat fishermen, had described it as a boost for their sector. Larger boat fishermen had criticised it and said it would force them farther from shore and make fishing more dangerous.

Fishermen Tom Kennedy from Dingle and Neily Minihane from Castletownbere, both with 30 years' experience, challenged the legislation, the Policy Directive which had been the subject of public consultation for which more than 900 submissions were made.

They had obtained permission to apply for a Judicial Review on the basis that it had nothing to do with "protecting, conserving, or allowing the sustainable exploitation of living marine and aquatic species or the rational management of fisheries, but was concerned with the redistribution of resources from larger to smaller vessels."

High Court Judge Michael McGrath ruled that the Directive impacted on the interests of a defined and narrow class and number of fishermen and quashed it. His decision is dated July 31, but it did not become publicly known until last month. The MARINE TIMES has seen a copy of the decision which appears to centre around the basis of the consultation process and that it was not fair.

Skippers Minihane and Kennedy had contended that the Directive was adopted in a manner not consistent with their Constitutional rights to a fair hearing and that it breached their Constitutional and human rights. Those affected by the Directive had asked the Minister and Department to undertake a comprehensive examination and review of access to waters inside the 6-nautical mile zone and to engage further with affected stakeholders prior to making any decision on implementing any policy change. The judicial finding is that this was not done despite the fact that the Department had been made aware of vessels which would be "significantly compromised" by the imposition of the exclusion zone.

Mr. Justice McGrath said he was satisfied, however, that the "Directive is aimed at providing for measures to control and regulate the capacity, structure, equipment, use and operation of sea fishing boats, not only for the rational management of fisheries but also for the protection, conservation, or permitting the sustainable exploitation of living marine aquatic species"

The Department of the Marine said that it was considering the implications of the decision and "consulting with legal advisors on an urgent basis".

Patrick Murphy, CEO of the Irish South and West Fish Producers Organisation, said the public consultation was fundamentally flawed. The ISWFPO had told the Minister that at the time: "We pointed out that the scientific information behind the Depart-

ment's reasons for the exclusion zone was deficient. We asked that individual studies be carried out on the activities of all fishing vessels which had traditionally fished in the waters inside the six-mile limit and that were proposed to be excluded from fishing in that zone. The reality is that only a small number of fishing vessels over 18 metres actually fish inside of the six-mile limit. We welcome this judgement."

He said the ISWFPO would be happy to engage with the Department "should officials want to properly introduce measures that will not discriminate against fishermen on the basis of their size."

The Court hearing of the case lasted three days. It is understood that the appellant fishermen were awarded costs of two days of the hearing.

Responding to the Court judgement the National Inshore Fishermen's Association (NIFA/NIFO) said: "The potential medium-to-long term negative impacts of the High Court ruling on the inshore sector are likely to be far more severe than that of any 'No Deal Brexit' particularly when looked at in terms of equitable access to fisheries resources."

The judgement was "deeply disappointing" and "extremely worrying".

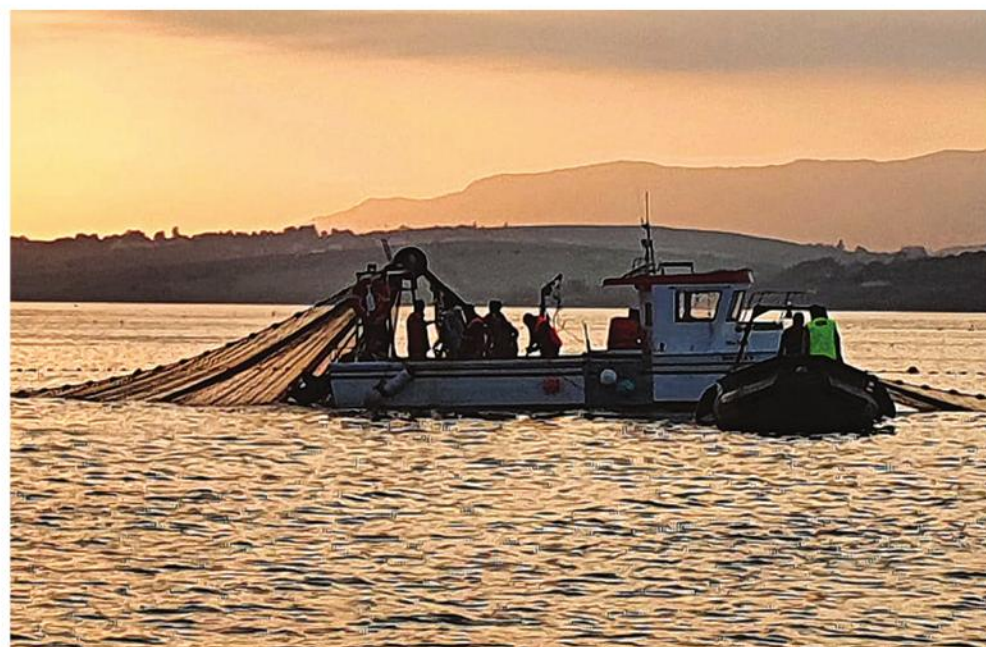
The Association called on Marine Minister, Charlie McConalogue, "to reinstate without delay the Directive imposing the ban which had created a huge opportunity for the inshore sector."

"If that opportunity is to be denied as a result of the High Court decision the inshore sector faces an uncertain future and possibly a complete collapse. Over previous decades, the inshore sector has lost much opportunity and entitlement to access fishery resources previously available to it," NIFA said.

The judgement appears to have increased divisions within the Irish fishing industry.

Catching of Sprat within six miles, which was alleged by environmental interests commenting on the situation to mainly have been sold for fishmeal, has been an issue. Sprat are regarded as predatory food for other fish species which are caught by inshore vessels in the 6-mile sector and are, therefore, considered to be vital within the food chain. There have been calls for a detailed scientific study of sprat.

The MARINE TIMES was contacted by a fisherman claiming to be speaking for a group of owners excluded by the Directive from fishing within six miles and who stated that they were "not PO members" and had not been involved in the legal proceedings. He expressed "understanding of the smaller boat concerns" and was critical of larger boats fishing sprat inside six miles. This fisherman said the Directive "did not take into consideration safety issues for trawlers not big enough to deal with weather conditions outside six miles, which were



Shooting a ring net for sprat in Inver Bay - Photo Kieran McHugh

put to former Minister Michael Creed before he introduced the Directive, but we got absolutely no consideration. We wouldn't have the same licences that bigger boats have and can't go out to deeper waters as far as them. We might have to go into the six-mile zone in some situations, but we got no hearing or understanding of our situa-

tion, none at all," this fisherman said.

The CEO of the ISWFPO said that "on the serious issue of safety the ISWFPO have always been vocal on this flawed legislation forcing vessels to operate outside of the 6-Mile Zone and leaving behind traditional fishing grounds in adverse weather conditions that would put lives in danger."

The EU-US Lobster Tariff Deal



Seamus Bonner, Secretary, Irish Islands Marine Resource Organisation

IIMRO, The Irish Islands Marine Resource Organisation, would like to state our strong opposition to the deal for the following reasons:

- We have, for many years highlighted the significant shortcomings in the Common Fisheries Policy for small scale fishers who have been left with little or no access to quota for the majority of species. As a result they are overly dependent on non-quota species such as lobster and are extremely vulnerable to events outside of our control.

- The peripheral coastal and island communities have a rich social and cultural fabric which cannot be replaced if lost. Sustainability must take social considerations and impacts into account as well as economic and environmental factors. Scale is important; small coastal communities in Europe, while numerically large, get lost in the method of analysis for decisions on trade deals which often miss factors which are not easily measured on a spreadsheet.

- The removal of lobster tariffs will promote an increase in transatlantic trade with inevitable impacts on the price of locally produced lobster. This policy flies in the face of the realities of the climate crisis where food is transported over long distances instead of sourcing local seafood caught in a sustainable way using low impact fishing methods.

- The COVID-19 pandemic has highlighted again that small scale fishers which make up over 80% of the EU fleet operate at the margins of commercial viability and cannot withstand shocks to the already minimal prices they receive for their catches. The cumulative effects on pricing of tariff removal will undoubtedly lead to wide ranging impacts in the small scale fleet across Europe.

It is important for government to recognise the importance of vulnerable coastal and Island communities across Europe and protect them from consequences, intended or not, of global trade deals. The lobster fishers of Maine have been recognised by the US administration, which is welcome, but not at the expense of peripheral communities in Ireland and across the EU. IIMRO would point out that it is of paramount importance to Ireland's and the EU coastal communities that this mini trade deal be reconsidered in light of these realities. The issue was raised recently by MEP Luke Ming Flanagan at the European Parliament's Committee on International Trade which can be viewed at <https://youtu.be/sGxz1-anuQw?t=1136>

Aquaculture Workshop Helps Position Ireland As Leader in Next Phase of Industry's Innovation

Ten start-ups from backgrounds including tech and AI took part in this year's Bord Iascaigh Mhara (BIM) Aquaculture Workshop. This year's event, run by Hatch and supported by the European Maritime and Fisheries Fund took place entirely online due to the COVID-19 emergency. The two-week event had been originally due to take place in the RDIhub in Killorglin, Co Kerry, but was instead live streamed.

Richard Donnelly, BIM Salmon and Shellfish Manager highlighted the breadth of innovation needed to power the aquaculture sector today and said: "The aim of these workshops is to continue to position Ireland as a leader in the next phase of aquaculture innovation. These events are helping to speed up the development of promising start-ups and are vital to the continued development of Ireland's aquaculture sector because of the role they play in driving new ideas and innovation."

Wayne Murphy, COO, Hatch also highlighted the quality of this year's participants and their range of skills and said: "We were incredibly pleased with the demand for places on this year's workshop and with the quality of participants and range of technologies applying. Their appetite for learning and for accessing the tools,

knowledge and networks to scale their ideas and technologies has been very encouraging throughout this first phase of the workshop. Sessions with the Hatch team ranged from the global aquaculture landscape industry pain points, venture capital with Aquaspark, strategy and planning, investor readiness and to the protection of IP, making it a busy and productive week. It has been exciting to connect and work with these ambitious entrepreneurs and we look forward to seeing how they develop and grow over the months and years ahead."

Transparency in seafood production and trade, revolutionary energy-saving technology for land-based systems and wastewater expertise are just some of the areas of focus for the 2020 participating businesses.

This year's workshop ran from Monday 5th until the 16th October, 2020.



© Mikkel René Andersen

An adult Atlantic salmon jumping from the water at the Marine Institute's research catchment in Burrishoole, Mayo



Waiting on the tide - crabbers at Ardglass. Photo by Christopher Feenan

Captive-Bred Salmon Perform Poorly in The Wild Do Not Enhance Wild Populations

Scientists at University College Cork say their research, using genetic fingerprinting techniques, has shown that captive-born salmon had as little as one third of the lifetime reproductive success as wild salmon.

The research team comprised an international group of collaborators based at UCC, the Marine Institute, Queen's University Belfast, the University of Helsinki and the University of Edinburgh. Their findings have been published in the journal 'Proceedings of the Royal Society B' and is available freely via Open Access at <http://dx.doi.org/10.1098/rspb.2020.1671>

This summary provided by Co-Lead author Ronan O'Sullivan of the UCC School of BEES and the Environmental Research Institute

The deliberate introduction of captive-bred salmon into the wild is a common management response to natural or human-driven declines in salmon numbers. It is also sometimes done to increase the numbers of fish available for angling.

On the face of it, introductions appear to be a good idea: wild salmon have very low survival rates as juveniles in the river (as low as 0.3%) due to natural limits of the ecosystem such as competition, predators, and food scarcity, whereas salmon bred in a protected hatchery environment can be expected to survive there at much higher rates, allowing large numbers to be moved to the wild at a suitable stage.

Earlier studies of Atlantic salmon had indicated that captive-bred fish or their offspring might perform less well in the wild, but evidence across the full life cycle has thus far been lacking. This new research has now demonstrated, using genetic fingerprinting techniques, that captive-born salmon had as little as one third of the lifetime reproductive success as wild salmon spawning in the same river. Moreover, the overall productivity of the mixed population was much lower in years where captive-bred fish comprised a greater fraction of poten-

tial spawners.

We looked at the lifetime reproductive success of salmon spawning naturally in the wild. So, for each adult fish that returned to the river from the sea, we counted up the total number of offspring they produced across their lives that themselves survived to spawning age. We used a genetic pedigree coupled with four decades of salmon data from the Marine Institute's research facility on the Burrishoole catchment.

The results show that captive-bred fish that are deliberately or inadvertently introduced into the wild contribute fewer offspring to the next generation than wild fish, and therefore are not a substitute for natural wild spawners. Thus, they do not enhance the conservation status of naturally self-sustaining salmon populations.

Further research is needed to work out exactly what is happening when the wild and captive salmon mix, but the research team suspects that hybrid offspring produced by matings between captive and wild parents are genetically less well-equipped to deal with life in the river. If true, this means that the widespread release of captive animals into the wild might actually do more harm than good in many cases.

Dr Paul Connolly, CEO of the Marine Institute of Ireland, adds: "We welcome the use of Marine Institute data to answer a question of international significance that is relevant to conservation efforts for the culturally iconic Atlantic salmon. This analysis underlines the importance of having long-term biological data to allow management decisions to be based on the best available scientific evidence".

Ireland Bids for Relocation of EU Forecaster from its Current UK Base

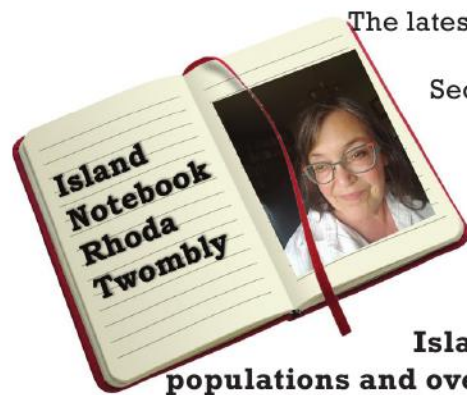
The Irish government has made a submission to have the ECMWF (European Centre for Medium Range Forecasting) relocate part of its operations to Ireland, currently, the ECMWF is based in Reading in the UK but will have to move from its current location to a European Member State, as a result of Brexit.

If the bid is successful it could create up to 250 jobs for the centre's scientists and technical staff, as well as moving their families to Cherrywood in Dublin.

The ECMWF is one of the world's most accurate predictors of global weather, forecasting about 2 weeks ahead of time, as well as producing longer-range forecasts for up to a year ahead. It is an international intergovernmental organisation of which Ireland is a member and the country is represented on the ECMWF Council by Met Éireann.

Ireland is up against nine other Member States competing for the centre's relocation, the successful bid will be revealed in December.

The ECMWF has already taken the decision to move its supercomputer centre to Bologna in Italy, it has one of the largest supercomputer facilities and meteorological data archives in the world. It also uses an advanced computer modelling technique to analyse observations and predict future weather.



The latest developments on the offshore islands reported by Rhoda Twombly, Secretary Comhdháil Oileán na hÉireann, the Islands' Federation.

The possible transmission of Covid-19 has naturally made offshore island residents apprehensive, especially as the Islands have particularly vulnerable populations and over-stretched health professionals.

For the most part, the islands have escaped infection: early on in the crisis travel to the offshore islands was controlled, travel limited to residents and essential workers only. The same restrictions in place on the mainland with regard to education and the hospitality industry were also adhered to.

Islands were allowed to open unexpectedly on the 29th of July. Many businesses did not open as owners felt the shortened season did not warrant the expense of opening safely. Others, business owners and private residents alike, were not comfortable with the influx of tourists and tended to stay away from the gatherings of visitors where possible.

With Ireland now at Level 5 restrictions there should be little or no travel to the Islands. However, it is a delicate balance: Islanders feel that while it is vital to stay safe it is also important to make it clear

that visitors will be very welcome when the crisis is over. While community events and clubs have been put on hold, schools are open and students are working hard on their studies and outdoor activities.

Bere Island

Bere Island's vegetable garden is providing practical education, fun and even a bit of profit: Vegetables are sold at the school gates on an "honesty box" system. On Inis Meáin, Primary School pupils are researching and completing a project after the Halloween break on the work of the writer Éilis Dillion. Part of the Galway 2020 program, the students will benefit from online assistance by writer Sadhb Devlin. This is organised by Galway County library who also send copies of the books to the schools.

Inis Meáin

Work to refurbish the Community Centre on Inis Meáin, at the old diving school, has just begun. While a go-fund-me appeal raised over €21,000 for the project,

€420,000 was recently allocated by Government to ensure that this project would go ahead. When completed, this will be a huge boost to the community, providing space for hot desks, meetings, a general community hub and offices for the Co-Op staff. The Inis Meáin community has now started an 'idone' appeal for a badly-needed new roof for their church. This can be supported at https://www.idone.ie/fundraiser/11390799_buy-a-slate---s-ip--al-mhuirigan-sm--l-agus-naomh-coin-baiste.html

Island Crèches

Funding for Island crèches has long been of concern. Éamon Ó Cuív, TD for Galway West asked Minister O'Gorman of the Department for Children, Disability, Equality and Integration what his plans were with regard to special arrangements for the funding of crèches on off-shore islands to ensure their viability considering the smaller number of children attending corresponding with the relatively lower populations on Islands.

In his answer, Minister O'Gorman noted that Island-based Community crèches that have low attendance may be eligible for a sustainability grant, namely the Rural and Isolated Services Sustainability Support. It must be noted that this support is available only to community not-for-profit services. Also available is COVID-19 Sustainability Support funding in cases where the pandemic has caused a decline in attendance. The Department notes that this is available to both private, for-profit providers and community non-profit providers, subject to eligibility

criteria and an assessment of need.

Broadband on the Islands

Never has the provision of stable high-speed broadband been more important to the Islands: Covid has caused a huge increase in on-line participation in commercial, community and government endeavours. Zoom meetings and webinars have become a daily occurrence for many.

Recently there was a very successful webinar from EU Clean Energy for EU Islands which centred around the clean energy work on the West Cork Islands. The ESIN (European Small Islands) AGM and webinar 2020 is being organised for mid-November. Based on the theme "Reimagining the Islands" attendees will hear talks from Tonino Picula (MEP from Croatia with long-term island interests), a representative of DG Regio and topics related to health care on islands and transitioning to clean energy. Information will be posted on social media so please register.

New Lighthouse Series

A new series of the television programme "Lighthouse of Ireland" is currently being filmed. Inishgort Lighthouse on Clew Bay is included with an interview with the attendant Joachim Gibbons whose family has worked on Inishgort for generations. Massive storm repair work is on-going so hopefully the light will shine brightly into the future.

For now it's slán from the islands.

Aldi Ireland Becomes the First Retailer to Complete Trial with Bord Iascaigh Mhara's New Fresh Fish Traceability System

Aldi is the first retailer in Ireland to test blockchain technology successfully to validate its corporate buying policy for organic and sustainably produced Irish seafood. Aldi and Verifish are participating in a pilot project with Bord Iascaigh Mhara (BIM), Ireland's seafood development agency. This project is funded under the European Maritime and Fisheries Fund.

Developed by Verifish and supported by BIM, the pilot blockchain project captures all information from catch through to the retail shelves. The goal of the project is to increase visibility in the supply chain bringing assurance to consumers. This will add to Aldi's strong sustainability credentials.

Following the completion of the first phase of the pilot programme, Aldi has introduced the system to its Irish Organic Salmon and its Wild Irish Hake products. Following the programme, which runs for 12 months in two phases, Aldi aims to introduce the blockchain traceability system across its entire Irish-sourced white fish ranges by early 2021.

Aldi and its suppliers were invited by BIM to participate in the pilot programmes due to their commitment to traceability within the Wild Fishery and Aquaculture categories. Aldi is currently the only retailer in Ireland stocking 100% Irish-caught fresh wild hake across its 144 stores nationwide, which is now independently verified.

Commenting, John Curtin, Aldi's Group Buying Director, said: "Traceability and sustainability are of the utmost importance

to Aldi, and introducing this new blockchain system strengthens our already robust sourcing policies. We are committed to providing customers with the best quality product at the best price, while working with suppliers to implement sustainable sourcing policies. We can now say that the traceability of our Irish Organic Salmon and Wild Irish Hake is independently verified, giving customers further confidence in the provenance and quality of our product range."

Jim O'Toole, CEO of Bord Iascaigh Mhara, said: "The importance of traceability across the seafood supply chain has never been higher. BIM contracted Cork based company, Verifish, to demonstrate how blockchain technology can reconnect retailers and their customers to Irish seafood's origins. Aldi, along with their suppliers have been the first to embrace this technology. This unique approach for seafood verifies all aspects of the supply chain from where the fish was farmed or caught to its health and how it was processed. Ultimately, it gives further assurance to the customer that the Irish seafood industry adhere to high standards and that Ireland's seafood is safe and sustainably sourced. In time, BIM

hope this will become the industry standard which in our view will add value to the domestic seafood sector."

Frank Fleming, CEO of Verifish, said: "Supporting Irish producers and processors, in both the wild capture and aquaculture sectors, creates a healthy vibrant Irish seafood industry. Fishery Improvement Projects enable all parts of the Irish seafood industry to work collaboratively on sustainability goals which protect our natural resources for future generations. We thank Aldi for their commitment to Irish seafood produce and to trialling this new blockchain technology. We also wish to thank BIM for their support in this project and their continuing support of sustainability projects which protect jobs in the catching and processing sectors".

Aldi's Irish fish suppliers include Morgan's, Goodfish and Carr & Sons, which were involved in the blockchain pilot programme. All Aldi seafood is either Marine

Stewardship Council (MSC), GLOBAL G.A.P., Aquaculture Stewardship Council (ASC), or Best Aquaculture Practices (BAP) verified, organic, or registered under a Fishery Improvement Project (FIP).

Fishery Improvement Projects (FIPs) provide a platform for seafood suppliers, buyers and fishermen to develop a strategy to improve a specific fishery by considering better policies and management over a given time period. Engagement in a FIP allows producers and processors access markets which demand sustainability and environmental credentials. The aim of a FIP is to improve sustainability within a fishery and progress to certification under the MSC. For example, for Aldi's Wild Irish Hake to be considered sustainably caught, it must come from a FIP-registered Irish vessel, and the processors must also be registered under the programme. There are currently four FIPs in Ireland and these are supported by BIM through THE European Maritime and Fisheries Fund (EMFF).

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IRISH WHALE AND DOLPHIN GROUP IWDG NEWS

Dr. Simon Berrow, Chief Executive of the Irish Whale and Dolphin Group discusses the disappearance of Fungi

When Is A Missing Dolphin Considered Dead?

News of the disappearance of Fungi, the Dingle Dolphin, has become worldwide news. He has been "missing" for a number of days and local boatmen are worried he might be dead. Ok this concerns only one very well-known dolphin, but how do you assess mortality in a dolphin population?

Adult survival is arguably the most important factor for long-lived species as it has a large impact on population status. If birth rate exceeds mortality rate then a population is increasing but if the mortality rate is greater, then the population is in decline and its status is poor. In long-term studies, individual dolphins and whales can be recognised by unique markings enabling researchers to follow the life-story of individuals. Birth rate can be determined by monitoring the presence of calves with known adult females and in the first few years of life, when the calf is dependent on its mother, we can monitor its survival. Once a dolphin or whale has weaned, this becomes more difficult.

If a dolphin has not been seen for a period (days in the case of Fungi, but years in the case of most long-term studies), is the dolphin dead, or has it been "missed" during surveys, but it is still in the area, or has it moved, temporarily or permanently. Dolphins and whales are highly mobile, ranging 100s of kms.

The longest running whale or dolphin study in Ireland, and one of the longest in Europe, is the monitoring of the bottlenose dolphin population in the Shannon Estuary by the IWDG since 1993. Recently we have explored our 27-year photo-id dataset to see if we can answer the question, when do we consider a dolphin dead?

This study, carried out by Kim Ellen Ludwig of the Galway-Mayo Institute of Technology in collaboration with the IWDG, showed that for well-marked individual dolphins, survival rate was 95.6%, meaning around 4.4% of adult dolphins die each year. For less well-marked individuals then it increases to 5.8%, due to the higher chance a dolphin is "missed" during surveys but is not dead.

However, Kim's work showed a really important confounding factor, that of emigration outside the Shannon Estuary to adjacent Tralee and Brandon Bays. These bays are not routinely sampled during monitoring surveys, so emigration to this area effectively means the dolphins

are "missing" from the Shannon, presumed dead. Only by extending the survey work into these bays did the IWDG realise that the dolphins were not dead but had perhaps extended their range. This has profound implications for the long-term monitoring and survival of this relatively small (140 individuals), genetically discrete population and the IWDG have proposed the boundary of the Lower River Shannon SAC, which seeks to protect the dolphins in the estuary, should be extended to include these important habitats, or they should be designated as a Marine Protected Area.

So back to Fungi, is he dead or has he moved? Only time will tell but as the time increases without a sighting and

the search effort continues, then the likelihood that the world's most famous dolphin is dead, is more likely, but his legacy will live on for years.

- This study Survival Rates and Capture Heterogeneity of Bottlenose Dolphins (*Tursiops truncatus*) in the Shannon Estuary, Ireland is under review in the journal *Frontiers in Marine Science*

www.iwdg.ie

As this edition of the MARINE TIMES went to print the search for Fungi was called off after five days without any confirmed sightings. Extensive searches had taken place across the Kerry coast involving several vessels, tour boat operators whose livelihoods had depended heavily on the dolphin's presence in Dingle and supported by local fishing vessels.

On social media Jimmy Flannery, of Dingle Sea Safari said he still hoped for a reappearance of Fungi. Mallow Search and Rescue Divers, Dingle Coast and Cliff and Dingle Dolphin Tour boats along with other vessels, all searched but unfortunately, we have no news of Fungi's whereabouts. At this stage we are calling off the search in the hopes that Fungi has just gone off. Wherever you are my friend I hope you are safe and happy. Thank you for all the years of joy you have brought to so many people."

(Inset photo - Bottlenose dolphins by Mags Daly IWDG)



Funding for New Marine Research Vessel for Ireland in Budget 2021 Confirmed

Minister for the Marine, Charlie McConalogue T.D., has earmarked the construction of a new marine research vessel for the State in his Department's 2021 Budget. Originally funding was announced in 2018 for the 2019 budget by then Minister Creed, followed up once again in the 2020 budget.

Making this years announcement Minister McConalogue said: "The budget provision will allow the Marine Institute to progress construction on the replacement of the 23 year old Celtic Voyager with a new 54m modern research vessel that will provide critical national infrastructure to enable Ireland to address the considerable challenges of Brexit and the Common Fisheries Policy as well as climate induced impacts on our oceans."

Welcoming the news Dr Paul Connolly, CEO Marine Institute said: "The Marine Institute is delighted that work can continue on the replacement for the Celtic Voyager. This new vessel will enable Ireland to develop the best scientific advice possible to maximise economic opportunities for our coastal industries and communities and ensure a sustainable resource for them".

The construction of the new national research vessel will continue in 2021 with the build process expected to be completed in summer 2022. Spanish shipyard Astilleros Armon Vigo S.A. were awarded the contract to build the new marine research vessel for Ireland last year, following an extensive EU tender process.

Set to be one of the most advanced marine research vessels in the world, Ireland's new marine research vessel will enable Ireland to undertake critical research work to deepen our understanding of our oceans and our natural resources.

The new vessel will be able to go to sea for at least 21 days at a time and will be designed to operate in harsh sea conditions. Based in Galway, the vessel will be used by the Marine Institute, other State agencies and universities to undertake fisheries research, oceanographic and environmental research, seabed mapping and other multi-disciplinary surveys. It will also maintain and deploy weather buoys, observational infrastructure and our Remotely Operated Vehicle (ROV Holland I).

The new vessel will be a sister ship to the State's largest research ship, the 65m *RV Celtic Explorer* and will replace the *RV Celtic Voyager*. The two Marine Institute research vessels currently in operation (*RV Celtic Explorer* and *RV Celtic Voyager*) are among the most intensively used research vessels in the world. The Marine Institute's *RV Celtic Voyager* is Ireland's first purpose built research vessel. It has been utilised heavily since its delivery 23 years ago and

has been vital in providing marine scientists, researchers and its crew members, with many years of valued experience at sea, expanding and strengthening marine science in Ireland to help inform decisions affecting our ocean.

According to Dr Connolly, "The significantly enhanced capabilities of the vessel will help our researchers, educators, students and the public gain a deeper understanding of the ocean. Most importantly it will facilitate work that will support many of the projects outlined in the Programme

for Government including fisheries assessment, off-shore renewable energy, marine spatial planning, marine protected areas and research in the area of blue carbon."



Capital funding of €1.5m has also been allocated to the Marine Institute in Budget 2021, and funding for national research investment in marine-related activities will align with the Programme for Government and the needs of decision makers.

Speaking about the additional funding announced in Budget 2021 Dr Connolly, said that "Research investments will add value to the core services provided by the Marine Institute to their national and international clients, including the Department of Agriculture, Food and the Marine. This new research data and knowledge will strengthen our scientific and technical advice to better inform decision-making on the sustainable management of our ocean and seas".

In 2021, the Marine Institute plans to fund a call for a large-scale project for researchers to investigate the potential for carbon storage and sequestration in Irish waters. This was highlighted as an important priority area for the Marine Institute in the Programme for Government. The work will examine a range of potential carbon storage alternatives such as algal absorption, seagrass forestry, deep-sea sinks, seabed layering and shellfish farming.

In welcoming the research expenditure allocations announced in Budget 2021, The Minister of State at the Department of Agriculture, Food and the Marine, Martin Heydon, T.D. said that "If we are going to continue to deliver efficiency and sustainability in the years ahead, innovation will be critical". The Minister also pointed out that the combined investment in Research and Innovation by the Department, Teagasc and the Marine Institute is now over €60m annually.



WATER SAFETY IRELAND REPORT

John Leech, Chief Executive of Water Safety Ireland, writes about Donegal's Henry O'Donnell, 'The Finman,' who is attempting to set a record in swimming history

The Finman and Open Water Swimming

We are delighted to have Henry O'Donnell (*Anrí Ó Domhnaill*), the Finman as our Water Safety Ambassador as he continues his venture to be the first person to swim around Ireland using fins. He has generously decided to share the donations raised between Water Safety Ireland and the Irish Cancer Society.



I first met Henry when he was an Army Ranger completing his Diving Training in the Naval Base at Haulbowline when I was the Officer i/c of the Naval Diving Section and he has remained in contact with me over the years as he has an enormous love of the sea, swimming, lifesaving and diving. Henry will attempt to Finswim around the Island of Ireland to become the first person in history to circumnavigate a country by Finswimming and in doing so will help to raise funds for these National Charities.

When going to print he was heading south down the north Channel towards the Irish sea near Portavogie at 3.25 Kph, he departed his native Carrickfin in the Donegal Gaeltacht on the 17th of September and has covered 325 KMS. He must swim at times in the dark to benefit from the tidal streams which are very strong in this area especially as we are just coming off Spring tides. His safety arrangements are excellent. His safety boat is the Tory Island fast ferry Tor Dearb, Skippered by William Duggan. His daughter Grainne is like Henry, a qualified Water Safety Ireland Lifeguard who keeps an eye on him and he also has a diver on-board on standby. They have encountered some challenging conditions which Henry has mastered by changing his fins and style of stroke to compensate for difficult conditions.

While in County Down Henry was joined by some of the local open water swim clubs, the Helen's Bay Watch, the Brompton Beaus and Belles and the Chunky Dunkers at Donaghadee. Henry was very grateful for their support.

Throughout the expedition to date he has received generous support and sponsorships which we expect to continue as this generosity is in the DNA of our people of the sea around our island nation. So, as he passes your coastline please support him in any way you can. Our members saw him off in Carrickfin and look forward to welcoming him into Co Louth. There is lots of information on this link and please make a small donation, however small at <http://finswim2020.com/>

With the current Level 5 COVID19 restrictions the swimming pools are closed again. Many people like to swim for exercise and general well-being as it improves both your physical and mental health. We are currently witnessing the largest surge in open water swimming in our history, so much so we are currently working with DE-CATHLON on a water safety awareness campaign as they're selling large numbers of wetsuits and tow floats. So Water Safety Ireland are sponsoring our yellow and red swim hats which are highly visible in the water and each purchaser receives our hat and open water swimming guide at <https://watersafety.ie/wp-content/uploads/2020/05/Open-Water-Swimming-Final-231219.pdf>

In the 2016 CSO Census, 1.9 million people or 40% of the population were residing within 5kms of the coast. Of this figure, 40,000 lived less than 100 metres from the nearest coastline. In addition, tens of thousands of people live near a river or lake that they can swim in, so Water Safety Ireland encourages people to swim in open water over the next six weeks if they adhere to our guidelines.

Remember, in an emergency call 112 and ask for the Coast Guard and always call early so that they can deploy a lifeboat or helicopter in time to save the person in distress. Until next month stay safe on the water by wearing a lifejacket and ashore by maintaining your physical distance, wearing a mask and washing your hands regularly.



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Send your entry to: Marine Times Newspaper, Cranny Road, Inver, Co. Donegal F94 WC67

Name: _____

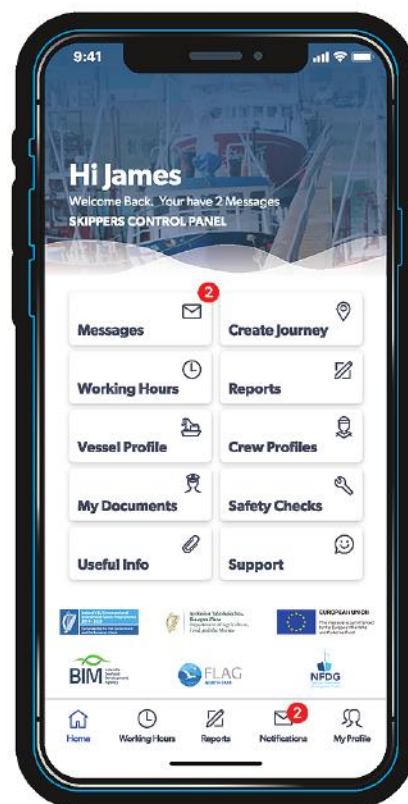
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This is how TDs voted on the annulment motion.

Those voting 'NÍL' were against the annulment and, therefore, supportive of the introduction of Penalty Points.

Those who voted 'TÁ' in support of the motion were seeking the annulment of the Penalty Points Statutory Instrument in the form in which the Taoiseach signed it.

TÁ - for the annulment of the Penalty Points Statutory Instrument

Andrews, Chris.
Barry, Mick.
Boyd Barrett, Richard.
Brady, John.
Buckley, Pat.
Cairns, Holly.
Canney, Seán.
Carthy, Matt.
Clarke, Sorca.
Collins, Joan.
Collins, Michael.
Conway-Walsh, Rose.
Cronin, Réada.
Crowe, Seán.
Cullinane, David.
Daly, Pa.
Donnelly, Paul.
Ellis, Dessie.
Farrell, Mairéad.
Fitzmaurice, Michael.
Funchion, Kathleen.
Gannon, Gary.
Guirke, Johnny.
Harkin, Marian.
Healy-Rae, Danny.
Healy-Rae, Michael.
Howlin, Brendan.
Kenny, Gino.
Kenny, Martin.
Kerrane, Claire.
Mac Lochlainn, Pádraig.
McGrath, Mattie.
McNamara, Michael.
Mitchell, Denise.
Munster, Imelda.
Murphy, Catherine.
Murphy, Paul.
Mythen, Johnny.
Nash, Ged.
Nolan, Carol.
O'Callaghan, Cian.
O'Donoghue, Richard.
O'Rourke, Darren.
Ó Broin, Eoin.
Ó Laoghaire, Donnchadh.
Ó Murchú, Ruairí.
Ó Riordáin, Aodhán.
Ó Snodaigh, Aengus.
Pringle, Thomas.
Quinlivan, Maurice.
Ryan, Patricia.
Shanahan, Matt.
Sherlock, Sean.
Shortall, Róisín.
Smith, Bríd.
Smith, Duncan.
Stanley, Brian.
Tully, Pauline.
Ward, Mark.
Whitmore, Jennifer.
Wynne, Violet-Anne.

NÍL – supporting the introduction of Penalty Points

Berry, Cathal.
Brophy, Colm.
Browne, James.
Bruton, Richard.
Burke, Colm.
Burke, Peter.
Butler, Mary.
Byrne, Thomas.
Cahill, Jackie.
Calleary, Dara.
Cannon, Ciarán.
Carey, Joe.
Carroll MacNeill, Jennifer.
Chambers, Jack.
Collins, Niall.
Costello, Patrick.
Cowen, Barry.
Creed, Michael.
Crowe, Cathal.
Devlin, Cormac.
Dillon, Alan.
Donnelly, Stephen.
Duffy, Francis Noel.
Durkan, Bernard J.
English, Damien.
Farrell, Alan.
Feighan, Frankie.
Fitzpatrick, Peter.
Flaherty, Joe.
Flanagan, Charles.
Fleming, Sean.
Griffin, Brendan.
Haughey, Seán.
Heydon, Martin.
Higgins, Emer.
Hourigan, Neasa.
Humphreys, Heather.
Kehoe, Paul.
Lahart, John.
Lawless, James.
Leddin, Brian.
Lowry, Michael.
MacSharry, Marc.
Madigan, Josepha.
Matthews, Steven.
McAuliffe, Paul.
McConalogue, Charlie.
McEntee, Helen.
McGrath, Michael.
McHugh, Joe.
Moynihan, Aindrias.
Moynihan, Michael.
Murnane O'Connor, Jennifer.
Murphy, Eoghan.
Murphy, Verona.
Naughten, Denis.
Naughton, Hildegard.
Noonan, Malcolm.
O'Brien, Darragh.
O'Brien, Joe.
O'Callaghan, Jim.
O'Connor, James.
O'Dea, Willie.
O'Donnell, Kieran.
O'Donovan, Patrick.
O'Dowd, Fergus.
O'Gorman, Roderic.
O'Sullivan, Christopher.
O'Sullivan, Pádraig.
Ó Cathasaigh, Marc.
Ó Cuív, Éamon.
Rabbitte, Anne.
Richmond, Neale.
Ring, Michael.
Ryan, Eamon.
Smith, Brendan.
Smyth, Niamh.
Smyth, Ossian.
Stanton, David.
Troy, Robert.

The Dáil Debate on Penalty Points List of TDs & How They Voted

“Will this matter go to the courts again?”

“The proposed structure under this Statutory Instrument would be similar to An Garda Síochána detecting an infringement, being allowed to select the judges to adjudicate on the case and finally handing down the eventual judgment.”

So said Sinn Féin's Spokesman, Deputy Pádraig MacLochlainn when he moved a motion in the Dáil to annul the European Union (Common Fisheries Policy Points System) Regulations 2020 (S.I. No. 318 of 2020) signed into law by Taoiseach, Micheál Martin, then acting as Minister for the Marine after the resignation of Dara Calleary as Minister following the 'Golf-gate' controversy.

Mr. MacLochlainn was quoting former Donegal TD, Pat The Cope Gallagher of Fianna Fáil, who had led opposition when the Dáil rejected the last attempt, by then Marine Minister Michael Creed of Fine Gael, to introduce Penalty Points. The Fianna Fáil party had then roundly condemned their introduction.

“Deputy Gallagher, who had been Fianna Fáil's spokesperson on Fisheries and Marine, deserves great credit. The Dáil debated an annulment motion, just like this one which I have proposed and, for the first time in the history of the State, the Dáil voted to annul a Statutory Instrument. It was immensely significant, it had never happened before and has not happened since,” said Deputy MacLochlainn.

This time the Dáil did not defeat the Government's attempt to sustain Penalty Points.

It rejected the annulment motion by 80 votes to 61. It is interesting to see, from the list published here, how Deputies voted and how Fianna Fáil TDs changed their minds from the last debate, voting to support the introduction of Penalty Points.

They included former Marine Minister Calleary and his predecessor in office, Barry Cowen, who had been removed by

the Taoiseach after his appointment became mired in another controversy.

During the previous debate Donegal T.D., Charlie McConalogue, said: “The Department's track record in introducing a penalty-points regime has been poor. Given that on two occasions attempted statutory instruments were struck down following appeals to the Supreme Court reflects very poorly on the management of the issue heretofore. We need to take on board the needs of the fishing sector.”

Now, as Minister for the Marine and, having heard representations from the fishing industry seeking changes in the system, particularly in regard to the 'burden of proof' he has supported the introduction of the system.

The fishing industry had made it clear, as did Mr. MacLochlainn introducing the annulment motion, that it does not object to a Penalty Points system, but to aspects of it which penalise fishermen in a manner that no other citizen is subjected to.

“How the situation has been handled by the Taoiseach is a scandal,” said Mr. MacLochlainn. “I am shocked that a solution has not been found. The industry is deeply concerned. There is still a chance to amend the Statutory Instrument. A fortune has been spent in the Department of Agriculture, Food and the Marine going to the High Court and Supreme Court defending the indefensible. Will it do so again? Will this matter go to the courts again?”

• The Irish South and West Fish Producers' Organisation has indicated that it will be legally challenging the Penalty Points Statutory Instrument.



Emer Jane heading out of Kilmore Quay - Photo by S Jones (i-fish.ie)



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Unusual Species Caught in Irish Waters

Declan Quigley, the Sea Fisheries Protection Agency Senior Port Officer in Howth, Co. Dublin, is an expert on unusual fish species caught in Irish waters, which he has been charting for the MARINE TIMES, helped by fishermen who report these catches to him. He has experience in aquaculture and fisheries research and has published 375 papers about his work. Increasingly it seems and possibly due to climactic changes, more species not regularly seen in Irish waters, have been caught.

Now, in the "mackerel season" he discusses this species.

He has already reported on the catching of a Marbled Electric Ray, an Oilfish, a Tadpole Fish, to which he now adds a Johnson's Scabbard, a Black Sea Bream, a 'Browned-Off' Black Sole and a Red Scorpion, about which there is a warning!

Mackerel Mutants and Suspect Scombrids

The Atlantic Mackerel (*Scomber scombrus*) is a common epi-pelagic and meso-demersal species which is heavily exploited as a food-fish, particularly in cool temperate waters on both sides of the North Atlantic. It is of major economic importance to a large segment of the Irish fishing fleet.



Spotted or Dotted Mackerel (*Scomber punctatus*)

Scribbled Mackerel (*Scomber scriptus*)



Although Atlantic Mackerel are usually a brilliant blue-green with black irregularly curving lines, some specimens exhibit unusual spotting patterns and/or broken curves. During the mid-19th century, two specific colour variants of Atlantic Mackerel were recognised as separate species. In 1848, Jonathan Couch (Polperro, Cornwall) described an unusually spotted mackerel from Looe which he designated as a new species, the Dotted (or Spotted) Mackerel. In his 4-volume 'History of the Fishes of the British Islands, 1863' he described another colour variant from Cornwall as a new species, the Scribbled Mackerel. Both have been recorded, albeit rarely, from Irish waters.

On the basis of their morphological and meristic similarities to Atlantic Mackerel, including the absence of a swim bladder, *S. punctatus* and *S. scriptus* are recognised as junior synonyms of *S. scombrus*. Although their unusual body markings may simply reflect phenotypic variations of *S. scombrus*, they could also represent cryptic inter-specific hybrids between *S. scombrus* and other Scombrid species e.g., Atlantic Chub or Spanish Mackerel (*S. colias*), which have occasionally been recorded from Irish waters and are not uncommon in Biscay and the English Channel. Modern DNA barcoding analysis may eventually help to resolve this long-standing question. Fresh samples are needed.

Black Sea Bream Caught off Kinsale Gas Field

During late September 2020, the MFV 'Argonaut IV' - Skipper: Jonathan Kirwan, Clogherhead, Co Louth, captured a Black Sea Bream measuring 20 cm., and weighing 400 grams, while seine netting near the Kinsale Gas Field off Co Cork.



Jonathan remarked that over the last 4-5 years they had caught a few Black Sea Bream every summer in the same area, including a specimen weighing 1.1 kg last year, and that they seemed to be coming north every year.

Although Black Sea Bream (BSB) are widely distributed in the Eastern Atlantic, ranging from Scandinavia to the Mediterranean and Black Seas and southwards along the African coast to Angola and Northern Namibia, the species is generally regarded as uncommon north of the English Channel. However, it is possible they may eventually become more common in northern European waters if the present increasing trend in sea water temperatures continues. The discovery of remains at Illaunloughan Island an early 7-9th century medieval monastery off Portmagee, Co Kerry, suggests that the species was captured and consumed in SW Ireland during historical times. Black Sea Bream initially develop as functional females (prior to becoming functional males). Although the species is not known to spawn in Irish waters, it regularly spawns in shallow (5-10 metre) inshore waters of the eastern English Channel between mid-April and mid-June. They are one of the few nest-building species of sea-breams, relatively slow-growing but long-lived up to 20 years of age.

Johnson's Scabbard Fish Caught Off the SW Coast

During August the *Cisemair* caught a Johnson's Scabbard Fish (or Black Gemfish) while pair-pelagic trawling along with the MFV Buddy M in surface waters (0-50 m) for Albacore SW of Mizzen Head, Co Cork.



The juvenile specimen, measuring c.40 cm was discarded after being photographed. It is one of few known records from Irish waters. Although Johnson's Scabbard Fish

is a wide-ranging, predatory, meso-pelagic, circum-global species, found in oceanic waters from the surface down to depths of at least 1,540 metres throughout the North and South Atlantic and Pacific, it is rarely captured due to its fast-swimming ability and compressed elongated body shape (maximum record length - 130 cm). There are only six previously reported records from Irish waters.

The first, measuring 73 cm, was captured during August 1908 in a demersal trawl at a depth of 1340-1540 m on the Porcupine Slope. Almost 100 years later (February 2004), a second specimen, measuring 81.5 cm, was captured by the MFV Emerald Dawn (Skipper: Mick Flannery, Dingle) in a Nephrops trawl at a depth of 600 m. on the Porcupine Bank. The third specimen, measuring 67 cm and weighing 800 g, was discovered amongst a catch of Blue Whiting in Killybegs during March 2005. Three more specimens, measuring 76-80 cm, and weighing 1-2 kg, were captured at depths of 950-1000 m during demersal research surveys carried out by the Irish Marine Institute off the NW coast. It is likely that Johnson's Scabbard Fish are captured in Irish waters more frequently than records would suggest, particularly by offshore pelagic and demersal trawlers.

Red Scorpion Fish Caught in the Celtic Sea off Co Waterford and a Warning

The MFV Endeavour caught the rare Red Scorpion Fish trawling in the Celtic Sea, It weighed 1.168 kgs, measured 37 cms. and is the sixth record of this fish in Irish waters. The first specimen weighed 1.12 kgs. and measured 37 cms. and was taken by trawl during early December 2007 south of St John's Point, Co Down in the NW Irish Sea.



Since then, four more specimens of similar size were recorded from the Celtic Sea, including three during 2010. It is possible that a small population of red scorpions may be established in the Celtic Sea, but so far there is no evidence of breeding in either Irish or UK waters. This warm-water species currently appears to be at its maximum northerly extent in Irish waters where its sudden appearance over the last two decades may be related to increasing seawater temperatures in the North Atlantic.

There is a warning. Red Scorpion Fish have venomous spines, so it is necessary to be very careful handling them, either alive or dead.

"Browned-Off Black Sole" Caught Off Howth

A "Browned-off Black Sole" was caught in October by the MFV Eblana - Skippers John and Brendan Lynch - in the Irish Sea off Howth, Co. Dublin.



Xanthochromic Black Sole (top) and normally coloured specimen (bottom)

The specimen weighed 1.015 kgs and measured 425 mms. It was yellow-orange in colour compared with normally coloured Black Sole which are generally dark black-brown. This is considered to be caused by a genetic mutation and has frequently been shown to be a heritable trait in many species of captive-bred tropical aquarium fish. There is only one previous record of this type of Black Sole, which was taken on October 21, 2015, by the MFV Elsie Maria II - Skipper: David Granville - measuring 280 mms., weighing 200 grams, while demersal trawling in Dingle Bay, Co. Kerry. It was donated to the Natural History Museum in Dublin.

Armada of Spanish Sea Bream Invading Irish Waters?

Following the first confirmed report of Spanish or Axillary Sea Bream in Irish waters during August when several specimens were captured on rod and line by Clive Morgan in the Shannon Estuary, off Cappagh Pier, Co Clare (Marine Times, September), I have received further reports from John Joe Flaherty and Peter Tyndall about specimens captured while trawling for prawns in Killary Harbour, Co Galway, during September and October respectively, a northward extension of approximately 110 km.



Spanish Sea Bream captured by Peter Tyndall in Killary Harbour (October 2020)

John Joe remarked that he had captured several of these bream in Killary Harbour over the last 5 years which suggests that an Armada of Spanish Sea Bream have been covertly invading Irish waters since at least 2015.

• Declan Quigley is always interested in receiving reports from fishers about unusual species.

E: declanquigley@eircom.net and phone 087-6458485.



MFV Tusker Light fishing in the north Irish Sea under a rainbow - Photo by Richard Guildea

The 'Heart of The Sea' In Baltimore

Report by Tom MacSweeney

Baltimore in West Cork was once the location of a fishery school and a Bord Iascaigh Mhara boatyard. Though the village is no longer the fishing centre it once was, it still has the 'heart of the sea' which it is being shown in a proposal to erect a memorial to those lost at sea.

For the past twelve months, Baltimore Rath & The Islands Community Council has been liaising with Cork County Council and the village community for the memorial to be sited in the village.

"We have now successfully acquired planning permission," said Tara Cotter, Chair, Baltimore Sea Memorial Committee. "So the memorial to commemorate those lost to the sea is finally in sight for our coastal village."

It will be called 'Croí na Mara' (the Heart of the Sea), a sculpture of copper, bronze and stainless steel and is a collaborative work between the Community Council and two local artists, Helen Walsh and Paddy McCormack. The artist's sketch shows the structure made up of two waves, measuring 3 metres in height by 2 metres in length and 3 metres wide. It shows the parting sea forming two copper and bronze perforated waves rising from the ground into the shape of a heart. Copper rings of varying sizes, representing the souls lost to the sea, are drawn up through the heartstrings and released into the air.

"The structure will be located adjacent to the Harbour Building overlooking Baltimore pier and harbour," Ms. Cotter told



the MARINE TIMES. "The aim is to make the memorial area as inclusive as possible for people of all abilities to come and take the opportunity to reflect, contemplate and remember friends and loved ones by looking at and through the heart-shaped space between the waves, to the water in the harbour and beyond."

"The Community Council is raising €35,000 to see the project completed. This has been a difficult year for everyone, so we would be very grateful to those who would consider donating to this community project, which is a thoughtful opportunity to appropriately commemorate those that have been lost to the sea."

Baltimore is now primarily a thriving leisure maritime centre, with a strong sailing and tourism involvement, while there is still some fishing involvement.

The Community Council has set up a 'GoFundMe' page - Baltimore Sea Memorial' has been set up and a bank account at Permanent TSB in the name of Baltimore Community Council BIC: IPBSIE2D IBAN: IE78IPBS99071730062364 or directly to the Chairperson at 14 Harbour Court, Baltimore, Co Cork P81 PH30. Email baltimoreseamemorial@gmail.com



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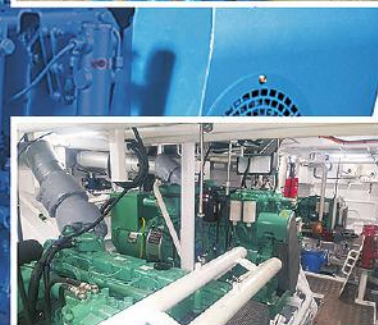
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