

IRELAND'S LEADING MARITIME NEWSPAPER - AUGUST 2021 - PRICE €3.00

MARINE TIMES



The new MFV 'ANTARCTIC' on her way into Killybegs - Photo courtesy Mooney Boats / Alan Hennegan

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Has Ireland Lost Its Rights To Rockall? What Are the Effects of the Maritime Jurisdiction Bill?

Have the Government Waved the White Flag of Concession to the British? See inside for more

Ireland -- Sacrificing Its Coastal Communities At The Altar Of The False Gods Of The EU Commission

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"Antarctic" Welcomed Home to Killybegs - See page 26

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the fine Art of Marine Finance

by Art Kavanagh

Leave it to the Opposition

When it became obvious last year that we were facing a Health Crisis in the Covid 19 Pandemic various theories were being thrown around about how it should be handled. These varied from total Lockdown as we indeed had but also various schemes as are still being suggested by the Medical Experts in Sinn Fein, People Before Profit the Social Democrats and by the Labour Party.

I did suggest some months ago that we should leave the entire Management of the Pandemic to the OPPOSITION.

I wonder if we should also hand the

management of the Fishing Industry to the OPPOSITION if only to see how they might manage the Senior Civil Servants ...

Everyone of them suggests what we



Everyone wonders about the work done by the Tooth Fairy / paper pushers on projects such as getting a new vessel safely registered. Photo shows Art Kavanagh and Eamon McHugh Jnr alongside the fantastic new ANTARCTIC after safely navigating both the swells of bureaucracy and throughs of paperwork to bring this fine vessel home to Killybegs for the McHugh family. (See more on the arrival of the ANTARCTIC inside this issue)

SHOULD NOT be doing and not one of them suggesting a firm and workable Solution. As they say so many people have the **Answers for everything but the Solutions for nothing.....**

I observed at that time that we could hear the Grass Growing.

Yes lads the Pandemic was creating the perfect hiding places for absolute Incompetence. System based incompetence which was treated in different ways by different people.

Full respect and compliments to those who while observing the Covid Directives from their employers still tried to provide essential services. The individuals in the various areas in some cases were absolutely magnificent but others I am afraid were not. You know who you are ladies and gentlemen.

Any of you who have been using the Covid restrictions as an excuse to create delay should be ashamed- particularly when your efforts are compared with your Peers.

YOU are all – WE are all operating with- in the same guidelines so why should there be such wide gaps in the delivery results.

I will say no more but you all know what I am talking about here and those misusing the system should hang their heads in absolute shame – particularly when they consider the misery they are causing for those less fortunate than themselves in not having their normal Salaries being paid.

You are screwing with peoples' lives here lads !!!!!

Since the 23rd June when we turned out in force to support the Industry I not sure what progress has been made. The one big issue I will put to you lads is that of the UNITY recommended by so many of the speakers.

I see on Facebook one lad wondering if he should join a PO - OF COURSE HE SHOULD !!!!!

To paraphrase a Quotation by Lyndon B Johnston former US President "Better to be inside the tent pissing out than outside the tent pissing in!"

Lone voices have no chance lads no matter how passionate. As an Industry we

should have a permanent base office in Brussels like the IFA. We can't do that with 4 POs representing less than 25 % of the Licensed Vessels.

One of the qualifications for effective lobbying is the question of Who Exactly are the Lobbyists representing ????

The POs are only as strong as the sum of their membership.

I have been asked as a promoter of POs – what do they do. Think of them as your Insurers lads- have them there when you need them.

-----oOo-----

Can I Revisit the Long Grass concept and ask the Banks what they are doing in respect of Lending to the Seafood Sector.

Their Advertising suggests that they are supporting the SME Sector which includes most Fishermen. They are "Backing Brave" and generally assuring SMEs of support.

You are Lying Lads !!!!!

I was recently told by a Relationship Manager that it takes 6 to 8 weeks to get even straightforward cases through the Credit System. If you need financial help you don't have 6 to 8 weeks .

Even Loans guaranteed by the SBCI Guarantee scheme are taking far too long to process.

That is not support lads. That is an Endurance Test

I will offer a simple comparative scenario which all kinds of people might consider.

Man falls into the Harbour. He is managing to stay afloat but on the Pier we have The Banks and assorted Government Agencies all shouting at him urging him to swim to the Ladder. Great advice but if he can swim to the Ladder he needs no advice on how to do it.

If he can't swim- then **PULL HIM OUT.**

Shouting or offering Advice is worthless apart from satisfying the selfish need of those offering it to believe they are involved.

Talk is Cheap Lads and again I say Hurlers on the ditch never score !!!!! No matter how loudly they shout !!!!!

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Trinity off Portmagee - Photo courtesy Richard Guildea

National Fisheries College of Ireland Latest Course Schedule



Deckhand Foundation Programme

Course code: SKL-DFP

Six week programme:
13th September – 22nd October

National Fisheries College of Ireland,
Greencastle, Co. Donegal

Maria McCarron,
College Administrator,
NFCI Greencastle

T **+353(0) 749381068**
E maria.mccarron@bim.ie

Commercial SCUBA Diving Operations

Course code: PG23968

27th September –
22nd October 2021

National Fisheries College of Ireland,
Castletownbere, Co. Cork

T **027-71230**
E della.osullivan@bim.ie

Surface Supplied Diving Operations

Course code: PG23986

1st November –
26th November 2021

National Fisheries College of Ireland,
Castletownbere, Co. Cork

T **027-71230**
E della.osullivan@bim.ie



Young Chefs announced for BIM's Taste the Atlantic Ambassador Programme



Lucas Serpa Maciel Lisboa, Junior Chef de Partie, Bunnyconnellan Coastal Restaurant, Myrtleville, Co. Cork; Kevin King, Senior Sous Chef, Connemara Sands Beach Hotel, Co. Galway; Diarmuid Kelly (Kelly Oysters); Sarah Jane Browne, Chef/Manager, Time & Tide Café, Annagry, Co. Donegal; Jake Kennedy, Chef de Partie (Fish Section), Glovers Alley, Dublin and Andrew Zeppa, Chef de Partie, The Yacht Pub & Upper Deck Restaurant, Co. Dublin.

Five up and coming young chefs, aged between 21 and 24, have been successfully awarded places on BIM's Taste the Atlantic Ambassador Programme, an exciting initiative created by Bord Iascaigh Mhara in partnership with Chef Network to drive awareness of the provenance of Irish seafood among young and aspiring chefs. Working with Chef Network, nominations were sought from around the country and five candidates have been selected following a written submission and interview process.

The five Ambassadors will now take part in a three-month programme including mentoring from some of our premium seafood producers along the Taste the Atlantic, A Seafood Journey! trail and workshops with Master fishmonger, Hal Dawson and Michelin-starred chef, JP McMahon.

Taste the Atlantic, A Seafood Journey! was developed by BIM in partnership with Fáilte Ireland and the trail, sweeping from Malin Head, Co. Donegal to Kinsale, Co. Cork, showcases the incredible range of seafood producers and visitor attractions along the Wild Atlantic Way to visitors.

Kicking off the Ambassadors programme was a producer visit to Kelly Oysters in South Galway, who introduced them to a third-generation shellfish business that exports around the Globe. That afternoon they participated in a culinary masterclass on Irish seafood with Chef JP McMahon. The group then visited Killary Harbour in Co. Galway and learned about mussel farming and Seafood Tourism directly from Killary Fjord Shellfish, this was followed by a trip to DK Connemara Oysters where the Ambassadors learned about oyster farming and the storied history of oyster production in Ballinakill bay.

Speaking after the young chefs were announced, Mairtin Walsh, BIM said, "As a member of the interview panel I was struck by the energy and knowledge all of the nominees. We genuinely had a tough job selecting only five chefs, but we can say with confidence they will be vibrant and vociferous ambassadors for premium Irish

seafood into the future. We wish them the very best of luck on their seafood journey!"

Executive Chef at Harvey's Point, Donegal and Chef Network Advisory Council member Chris McMenemy, who also took part in the selection interviews, commented: "This programme is a fantastic chance to show young chefs the wealth of seafood out there on the Wild Atlantic Way; to get to know the producers, understand how it is produced, and get excited about working with it. We would like to see more local seafood featured on menus and these chefs can help champion that and inspire others. At the same time, the programme will greatly expand their knowledge and skills and contribute to their professional development. It's been really refreshing to meet the candidates and we are genuinely excited to work with the five selected ambassadors over the coming months".

The young chefs hail from all over the country, Sarah Jane Browne, originally from Kerry, is now Chef/Manager of Time & Tide in Annagry, Co. Donegal. Jake Kennedy is from Co. Wicklow and is Chef de Partie (Fish Section), Glovers Alley, Dublin. Kevin King is Senior Sous Chef, Connemara Sands Beach Hotel and Spa, Ballyconneely, Co. Galway and is from Clifden. Hailing from Salvador de Bahia, Brazil, Lucas Serpa Maciel Lisboa is Junior Chef de Partie, Bunnyconnellan Coastal Restaurant, Myrtleville, Co. Cork and Andrew Zeppa is Commis Chef at The Yacht Pub & Upper Deck Restaurant, Clontarf, Co. Dublin.

The mentoring programme is underway and is being supported by the European Maritime and Fisheries Fund

Meet our Young Chefs!

Sarah Jane Browne, Chef/Manager, Time & Tide Café, (Annagry, Co. Donegal)

Sarah is originally from Kerry but is now Chef/Manager at Time & Tide Café in Annagry, Co. Donegal. Sarah has studied and honed her culinary skills in CIT and LYIT and has extensive experience working in tourism including at the world-famous Molls Gap in Kerry. Sarah is from a dairy farming background is a passionate believer that sustainability in food production is critical and that chefs and producers are key stakeholders in the future of sustainable food production. Sarah wants to learn more about sustainable seafood production and bring learnings back to her work in Co. Donegal.

Jake Kennedy, Chef de Partie (Fish Section), Glovers Alley (Dublin)

Jake is from Wicklow and is very keen on all things fish and marine related. Jake has been developing his fish skills in Glovers Alley. Jake is also a keen sport fisherman, taking every opportunity to get involved in fishing whether in Ireland or the Canaries or Singapore. Jake is a graduate of DIT and cites Nathan Outlaw and Josh Niland as his inspirations. Jake will be very much at home on the shore and on boats with Taste the Atlantic producers.

Kevin King, Senior Sous Chef, Connemara Sands Beach Hotel and Spa, (Ballyconneely, Co. Galway)

Kevin is from Clifden, Co. Galway and grew up around fishing where he has fished for lobster and crab for years. He is extremely passionate about sustainability and wild food, where he forages daily to further

champion local, organic produce within the Connemara Sands menu. Kevin has worked and completed stagiaires in high end restaurants and hotels in Connemara, Galway and the UK including The Black Swan at Oldstead and The Oakroom at Adare Manor. Kevin is ambitious and is starting on an MSc in Food Business and Innovation in UCC. Kevin is already familiar with some Taste the Atlantic producers but wants to learn much more.

Lucas Serpa Maciel Lisboa, Junior Chef de Partie, Bunnyconnellan Coastal Restaurant, (Myrtleville, Co. Cork)

Lucas is from Salvador de Bahia in Brazil a city with great seafood cuisine. Lucas developed his interest in food in childhood, sharing meals with his family. "In my family sharing a meal was the way that we choose to celebrate, so, my relationship with the kitchen has this powerful feeling attached." Lucas came to Ireland to challenge himself and to broaden his range of culinary skills and techniques. Lucas wants to bring the diverse flavours and techniques of historic Salvador de Bahia to the Taste the Atlantic producers to create a new and exciting fusion.

Andrew Zeppa, Chef de Partie, The Yacht Pub & Upper Deck Restaurant, (Clontarf, Co. Dublin)

Andrew is from Dublin and has been working at the Yacht Pub and Upper Deck Restaurant in Clontarf for several years. A high-quality seafood offering at the Upper Deck Restaurant has helped Andrew develop a strong interest in seafood and the culinary skills required to bring out the best in the product. Andrew wants to get out and about on the water with Taste the Atlantic producers and bring a bit of the west coast back to Clontarf, Andrew is keen to draw on his Italian heritage to create interesting new dishes.

When Listening is Confused with the Art of Hearing But the Politics of Fish is Different So it Appears



Brendan Byrne CEO of Irish Fish Processors and Exporters Association (IFPEA)

Over the past three months since I took up my position as CEO of the Irish Fish Processors and Exporters Association, I had thought that through my time in politics and my life experiences so far that I had encountered most challenges in life but not so, until I discovered the “politics of fish”. It is no underestimation that things are done so differentially, that in many ways things are neither sensible or practically minded in approach – perhaps, the word dysfunctional best describes what I witnessed on occasions since taking up my position in April.

Whilst there is undoubtedly many, many fine people working within the public service, within the Department of Marine and Sea Fisheries Protection Authority (SFPA), it is on face value that I make the claim that things are not on par with reality in terms of the handling of some fishing challenges at present by those in authority or at political level. The seafood sector should be one of Ireland's success stories, a flagship of triumph and perseverance – the sector that was sold out in 1973 so that farming could take the real benefits from our membership of the EEC as it was then.

At political level at present or at least in my first 90 days, it is as if we boarded the “Marie Celeste” – for unquestionably there is no one in the wheelhouse nor is there any crew on board manning the vessel as she faces the continuing challenges of Brexit, the lack of a control plan, the weighing on the pier debacle and the greater need for burden sharing, and the plight of the inshore sector – all real challenges facing us and no clarity on the future direction on any of them. Then I suppose the establishment of the Taskforce was to give political cover for some of those issues highlighted or on the political horizon, and as a member of the Taskforce, I must compliment the effectiveness and the workload of the Taskforce, but the taskforce cannot be a substitute for political leadership that is urgently required elsewhere within our sector at present.

How come, as I ask myself almost daily, is there simply no sense of emergency here? How is it we continue as if there is no impact or change because of the events of the past 8 months or so? Is there such a disconnect from the reality on the ground of the consequences of the TCA/Brexit? Are there some who still see life going on as normal in fishing regardless of the consequences of Brexit or the EU directives or implementing decisions – well they are certainly not on the front line of the fishing industry. Or is this indifference approach founded on the basis that historically the fishing sector overcomes every challenge on its own right... they are the sector that through fair weather or foul always makes it home to port. The Irish fishing sector has been hit with multiple

tsunamis of destruction but yet normal services continue at political level – bizarre or surreal as it sounds but are people missing the point here.

One would not need to be too much of a cynic to conclude that the Irish Government have relegated the fishing industry so far down their political agenda that it is no longer prepared to expend any political capital fighting for the rights of our industry. That is the logical explanation for what happened in the TCA - they were not excluded from the tunnel - on the contrary they were amongst them and they said ‘take what yee want from fishing lads’ as long as we avoid a hard BREXIT and have the NI protocol sorted... That is all we care about here in Ireland!.

That is not good enough for the coastal communities that rely so much on our industry, it is not good enough for the families that have dedicated generations of risk and hard toil to defy the odds and develop their businesses and it is certainly not acceptable to the future generations that will be denied the opportunity to earn a livelihood from one of our countries few and most valuable of natural resources!

This time things are vastly different, we have taken the massive hit of Brexit, whereas previously we were sold out nationally for the benefit of farming, this time we were sold out at European level for the benefit of other member states – we carry the massive cuts while they take the lesser hits. In reality we were out foxed and out classed at European level, is this the first time this has happened I will leave that for the readers to decide and, for the record I do not subscribe to the tunnel talks theory whereby no sight of the ongoing agreement was had by anyone – or so the Government line goes!

On the 23rd June last thousands from our fishing communities took to the streets of Dublin, having previously taken to Cork Port in protest regarding the state of Irish Fishing, and their real time view that this Government simply does not give fishing the priority it deserves. Has anything changed since those rallies at political level, well the answer to that is “NO”, having personally sat through two hours of agonising indifference from Minister Mc Conalogue last Friday (23rd July) when he met fish processors in Killybegs. Just four weeks

literally after the Dublin protest, as our French colleagues would say and while they would be saying the phrase - they probably would be catching tonnes of our fish in our waters in the process “ce qui change rien ne change” or “what changes nothing changes”. So, despite everything the Government still does not get the issues or problems facing us, or to give them the benefit of doubt if they do understand the issues they are unwilling or not strong enough to do anything about it. Never in my born days, did I ever think I would see a Cabinet Minister so powerless as I witnessed last Friday – if this is the new reality of politics then we are in real, real trouble as a sector. Ministers in my day are the political head of a department not the farcical demonstration as witnessed by us last Friday whereby he was just a prisoner within the department.

Regardless of how great the adversity that faces a sector at any time – opportunity

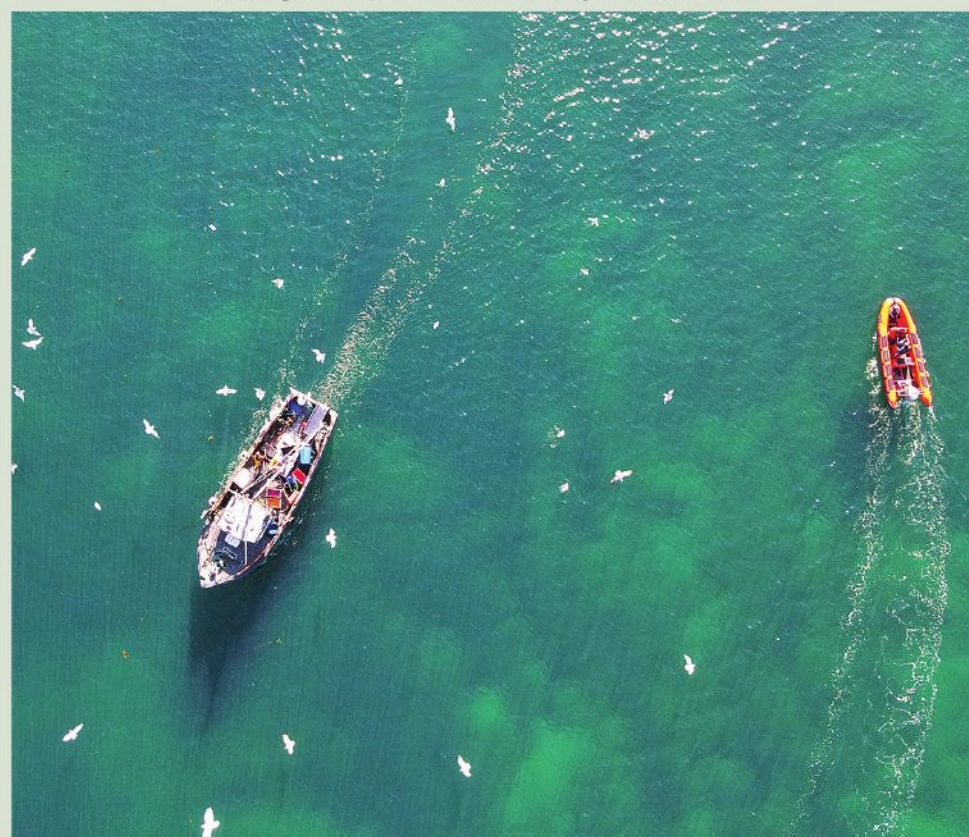
always exists to overcome and to become stronger and greater in stature from that challenge, this is what is missing from our Governments focus. The most basic political instinct always is the willingness to lead, and to lead you must show initiative, resolve and confidence – I have seen none of those three from our political leaders in the past three months and that in itself is the real problem as I see it.

Now is the time for leadership, ambition and renewed determination to overcome all that is in our way – even if that is a thitherto a poorly engaged Minister, perhaps a department that is under par or a Government that has once too often ignored marine matters.

I along with the two and half thousand or more that took to the streets see a future and we are here for the long haul... this is only the start.



Atlantic Jem off Ballycotton - Photo courtesy Brian Motyer
Portmagee harbour - Photo courtesy James Grandfield



Ireland -- Sacrificing Its Coastal Communities At The Altar Of The False Gods Of The EU Commission

Cormac Burke, Chairman, IFSA

“Ireland...That damnable, delightful country, where everything that is right is the opposite of what it ought to be” -- Benjamin Disraeli

Earlier this month I made a journey to one of Ireland’s most rural coastal places – Leenan Pier in north Donegal. The reason for my trip was to meet with the fishing community of this scenic little spot and to hear their story and their concerns of the direction that the fishing industry is being pushed into over the last number of years.



I can only wish that some day the non-caring political and administrative ‘managers’ of this industry will make this same pilgrimage I made either to this windswept location or to any other Irish rural coastal community and come face to face with groups of honest, down-to-earth, decent, hard-working men and women with a story that can be echoed throughout the coast of this nation.

The ten Leenan fishermen (there are a few more who could not attend) who gathered to meet me are all fifth-generation fishermen – representing ten different families in this small area – with kids at the local school, family food shopping in nearby Clonmany, inshore boats that buy fuel and fishing gear from local suppliers – yes, a tiny community but one of massive economic importance to this remote coastal region.

This, said the local fishermen, is exactly what this Government and this marine minister fail to see.

“We grew up with fishing in our blood – most of us have been at sea since we were ten years of age as we spent our time helping our fathers and grandfathers at seasonal fisheries such as salmon, netting herring, crab and lobster fishing – but over time, one by one we’ve seen the possibility of sustaining a living being reduced until we will very soon reach the point where there is nothing left for even us, never mind the generation to follow us,” they said.

It isn’t hard to see what these men, and rural inshore fishermen all over Ireland, are talking about.

Lucrative fisheries such as the wild salmon, eels, bass and herring are just some of the seasonal diversifications that inshore men used to be able to participate in so that they could give the crab stocks a rest – and,

as with their forefathers, today’s inshore men know that if they allow themselves to be herded like sheep into just one field, i.e., the crab fishery, then the pressure on that stock will eventually result in a collapse and then nothing will be left.

Inshore men all over Ireland can see this fact and they don’t understand why politicians, regulators and marine scientists in this country are hell-bent on keeping other inshore fisheries closed when surely they must know that this is an ever-decreasing circle which will eventually decimate the inshore fishing sector and the many rural communities who rely on it.

In the case of the Leenan fishermen, one case in point is that of the potential of spur dogs which, for the summer months, shoal in vast numbers in the local waters – indeed so much so that fishermen cannot shoot any kind of fishing gear for fear of hundreds of spur dogs tangling up in it.

But, due to a previous EU Commissioner not doing her homework before making a decision, the “targeting, catching, transportation or landing of spur dogs is prohibited as they are a protected species”.

Everyone is naturally in favour of protecting a species when it is an ‘endangered’ species but this is not the case with spur dogs – this is not an ‘endangered’ but is a ‘protected’ species purely due to a slip of the pen in Brussels.

If memory serves me, I recall that some years ago, EU Commissioner Maria Daminaki was informed of continental long line fishermen getting a by-catch of blue sharks, cutting the fins off them, and dumping the carcass which, rightly so, was seen as a practice which needed to be halted immediately.

And so, without first checking that all

types of dogfish (and some members of the ray / skate families) are also in the shark classification, she presented an order banning the fishing of ALL members of the shark family – a well-intentioned attempt but an absolutely idiotic regulation which brought chaos for many fishermen everywhere.

Over time several EU member state countries applied for certain species to be made exempt from the shark rule and Ireland, either intentionally or through incompetence, applied to be allowed catch sand dogs (aka ‘jimmy dogs’) – a fish with almost zero market value and even makes for a poor-quality bait for pot fishermen.

This, sadly, results in a situation where fishermen are allowed net a species which is of no use and meanwhile the waters are teeming for four months of every year with a valuable fish which commands good market prices, particularly in France.

The fifth-generation inshore fishermen of Leenan, and elsewhere in rural Ireland, cannot remember one single instance in their young lives where they got ‘good news’.

“Between the Department of Marine and the SFPA, every week seems to just bring news of something else that has been closed to us – a fishery, an area, any small effort at diversifying into something else from the crabs is immediately dismissed by the powers that be,” owner/skipper of inshore vessel Atlantic Grace, Robert Kearney said.

“The Minister doesn’t seem to understand that every euro that is earned down our pier is going towards keeping this community alive one way or another, keeping a man in a job, keeping him up with his house payments, putting food on the table of his family – if our administrators keep cutting

us back bit by bit and refuse us any alternative fishery then the writing is on the wall for rural coastal Ireland,” he added.

As I began the 100-mile journey back home I thought over my conversation with these people. Its difficult not to have sympathy with the situation that all Irish fishermen find themselves in right now but the inshore sector in particular (which makes up 70% of the fleet not just in Ireland but in ALL EU countries) has always been the backbone of the industry but will be the first to disappear if the current regime continues.

One comment from a young Leenan fisherman stood out in my mind – “the way the industry is being run nowadays is like having a charger for an electric car but the charger needs to be run on petrol...” -- and, having given his statement a lot of thought it struck me that this is a very apt description.

In running an industry that ‘ticks all the boxes’ for the EU and the Government in that it must be seen as sustainable and environmentally friendly, there is no mention of not-so-friendly actions and the millions and millions of euros that are being spent in this country in the targeted effort to harass and hamper fishermen everywhere.

And one can’t but worry when a marine minister keeps telling fishermen that reform of the CFP next year ‘might’ bring better opportunities when that same minister knows in his heart that the last reformation of the CFP took more than five years to complete ---- Minister, many Irish fishermen don’t have five years left and some of them only have five months before they will be out of business, out of their homes and gone from their rural coastal communities forever.

YOUR INDUSTRY NEEDS YOU!

The Irish Fishing & Seafood Alliance (IFSA) continues to lead the fight for justice for Ireland’s fishing industry and the coastal communities who rely on it.

Established on February 12th this year as an independent nationwide voice for the fishing and seafood sectors in a bid to highlight this Government’s disgraceful neglect of Ireland’s marine resources and of the heritage and traditional rights of coastal regions, the IFSA has gained huge support already and has a strong social media following on the IFSA facebook group and the www.irishfishingseafoodalliance.org website.

The IFSA is a non-profit organisation that receives no funding from any source other than the generous support from fishing vessels, processors, ancillary service companies and individuals.

YOUR support would be greatly appreciated and annual subscription rates are only €20 for an individual, €100 for an inshore vessel or sole trader and a modest rising scale for larger vessels and companies (email ifsacormac@gmail.com for further details on this).

If you want the IFSA motto of ‘Your Voice in Our Industry’ to continue to put pressure on this Government and the marine minister to stop neglecting our marine resources then please play your part by making your subscription.

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Thank you for your support and for becoming a part in this industry’s rapidly growing fight for justice.



Cormac Burke,
Chairman,
Irish Fishing & Seafood Alliance (IFSA)
087 3913117
Email: ifsacormac@gmail.com
www.irishfishingseafoodalliance.org

MARINE TIMES

NEWSPAPER FOR IRELAND'S FISHING, MARINE AND COASTAL COMMUNITIES



Editor: Mark Mc Carthy
T: 087 7989582
editor@marinetimes.ie



Deputy Editor: Tom MacSweeney
T: 074-9736899
tommacsweeneymarine@gmail.com

Rockall Rocks On

This month we publish a comprehensive report on the controversy surrounding Rockall.

The main issue is whether the Government has conceded the British claim to ownership of Rockall and a 12-mile territorial limit around it by including a previous agreement about it dating from 2014 within the Maritime Jurisdiction Bill. Involved in this is the use of a Statutory Instrument in the Dáil instead of a full debate about that agreement.

An SI is a method which allows for Ministerial proposal of a matter without a full Dáil debate.

It is claimed that this was Unconstitutional and that, including it within the Maritime Jurisdiction Bill has conceded UK rights.

The government has rejected this, but the problem of Rockall remains and is causing considerable losses to Irish fishing boats. The government has indicated that negotiations are continuing, particularly with Scottish authorities who have been most active in enforcing the UK claim to Rockall.

Our report raises the question of whether seeking international arbitration is now the only option to dispute the British claim, which has been described as an attempt to 'grab' fishing rights.

It is now going on eight months since the government admitted that Ireland had got a very bad deal in the outcome of the Brexit negotiations. Nothing has been resolved in this regard and, it is claimed, that Brexit has removed from the EU and the 2014 agreement, rights over Rockall and that this has been consolidated within the Maritime Jurisdiction Bill.

The Irish industry still suffers heavily from the treatment it was accorded in the Brexit negotiations with the UK and our government which promised to right this wrong has achieved little. There is a wide belief in the fishing industry that the EU favoured the bigger European fishing nations in the outcome and that this attitude allows those nations more exploitation of Irish fishing waters.

Added to this the EU removal of the weighing derogation has also not been resolved.

Nor has the government dealt with the strong criticism by the industry of the Sea Fisheries Protection Authority.

Rockall is one of several outstanding issues which seriously question the government's delivery of promises it has made to the fishing industry to resolve the many difficulties it and the coastal communities dependent upon it face.

Government Shows Shameful Disregard for Plight of Arklow Fisherman

Sinn Féin TD for Wicklow John Brady has expressed his anger and disappointment at the Irish government's refusal to follow advice from the EU to compensate Arklow fisherman CJ Gaffney from EU funds for a stability flaw in a fishing vessel he purchased.

Teachta Brady hit out at the Minister Charlie McConalogue in particular for his refusal to help, considering the EU is 'dangling a solution in front of his face'.

Teachta Brady said: "An Arklow fisherman CJ Gaffney has been left with his life in ruins as a result of the callous indifference of the coalition government to take on board the guidance and advice of the EU commission to provide compensation for the costs incurred due to the stability flaws in a fishing vessel, the MV Mary Kate, which had been certified by the EU.

"We are talking about an individual who has lost his livelihood, his trawler, his licence and his life savings, and who has to sit with the threat of his home being repossessed.

"All the while Minister Charlie McConalogue, for reasons that are unclear to anyone but himself, remains adamant that the government will do nothing to help this individual, irrespective of the advice of the EU Commission, or the fact that there would be no cost to the Irish Exchequer.

"Magda Kopczynska wrote to Sean Kelly MEP on behalf of the EU Commission, and laid out in explicit terms that the EU advised the Irish government that compensation for CJ Gaffney could be drawn down

under the European Fund for Maritime and Fisheries.

"But the Irish government had to do this themselves as the EU had no authority to put forward the request themselves, but if the Irish government did so, the funds would be granted. The government has consistently refused to do so - at this point it appears nothing more than vindictive.

"The EU has recognised that there may well be stability issues with sister vessels of the MV Mary Kate, and have informed a number of EU countries of this. The Netherlands has recently launched an inquiry into the issue.

"It is little wonder that the fishing sector fears for its future with a Minister at the helm who has no appetite for standing up for individual fishermen such as CJ Gaffney despite the issue being cut and dried, and that the EU is dangling a solution in front of his face.

"I am calling on the government colleagues of Charlie McConalogue in this county - Simon Harris, Stephen Donnelly, and Steven Mathews - a trio who although they may have ignored this issue up until now, have a responsibility to get the government to accept the solution that they have been offered by the EU."



Ardglass - Photo Christopher Feenan / The Smalls - Photo Enda Dirrane



The South - West View



Patrick Murphy

CEO Irish South and West Fish Producers' Organisation

This month, says Patrick Murphy, Chief Executive of the Irish South and West Fish Producers' Organisation: "I wish to remind you all of the final straw that landed on the backs of our Industry AND that uniquely led to the 'Unification of our Industry' in a desperate attempt to get those who are tasked with regulation of Fishing and those who are supposed to be standing up for our Industry to actually do so."

In The South West We Are Being Denied Fundamental Rights

Background to Decision by EU Commission to revoke Derogation under Article 61 (1)

Extract from letter received on 16th April 2021 from SFPA:

"As you will be aware, in 2018, the Commission carried out an audit in Ireland aimed at monitoring the implementation of the control plan.... confirmed by the administrative inquiry conducted by the Sea Fisheries Protection Authority. Therefore, the European Commission has deemed that Ireland's obligations arising from the Regulation (EC) No 1224/2009 were not being met by the control plan....

Consequently, the control plan and specifically the derogation from the basic requirement set in Article 60(2) of Regulation (EC) No 1224/2009 according to which all fishery products are to be weighed at landing prior to transport, has been revoked with immediate effect."

However the SFPA is the competent authority responsible for implementing Seafood Safety Legislation and protecting the public in the sphere of human health and food safety.

Below is a cut and paste from their web-site:

'The Sea-Fisheries Protection Authority (SFPA) is responsible for the implementation and enforcement of national and EU legislation that deals with health conditions for the production and placing on the market of fish, shellfish and fisheries products through a service contract with the Food Safety Authority of Ireland.'

To also highlight the legal definition please see below:

Article 74 (5) of the Control Regulation 1224/2009 and Article 98 (4) of the Control Implementing Regulation 404/2011 outlines the legal responsibility on the SFPA during inspections to cause the least disturbance or inconvenience, to prevent any degradation of the catch and prevent to the extent possible any negative impact on the hygiene and quality of the fisheries products inspected.

Article 74 (5) of EU Regulation 1224/2009

(5) Officials shall conduct inspections in such manner as to cause the least disturbance or inconvenience to the vessel or transport vehicle and its activities, and to the storing, processing and marketing of the catch. They shall, as far as possible, prevent any degradation of the catch during the

inspection.

Article 98 (4) of 404/2011

(4) Inspections shall be carried out in a manner as to prevent to the extent possible any negative impact on the hygiene and quality of the fisheries products inspected.

We have raised the above point many times in our meetings with the SFPA as we firmly believe it is their legal responsibility to carry out its Inspections while also fulfil its obligations giving equal importance to the Fisheries Control Regulation and to the Food Health and Safety Regulations applying to the landing and handling of this food.

Urgent Meeting Needed

The Irish South and West are calling on our Officials, Civil and Public Servants, Minister(s) or whoever to seek an URGENT meeting with the EU Commission so to clarify whether their revoking of the Derogation granted to Ireland pursuant to Article 61 (1) was or is based on the risk-based methodology adopted by the Commission in accordance with the procedure referred to in Article 119 which states:

(2) By way of derogation from paragraph 1, the competent authorities of the Member State in which the fisheries products are landed may permit the transport before weighing of these products to registered buyers, registered auctions or other bodies or persons which are responsible for the first marketing of fisheries products in another Member State. This permission shall be subject to a common control programme between the Member States concerned as referred to in Article 94 which has been approved by the Commission and based on the risk-based methodology adopted by the Commission in accordance with the procedure referred to in Article 119.

As a sovereign Member State, we must urgently require that Ireland and the Irish Fishing Industry be treated equitably and equally under the supposed adopted stance of the EU Commission that all Member States should operate on a level play field.

Arising out of the wording of Article 61 (2) can either the SFPA or the EU Commission honestly explain how it is that French and Belgian Fishing Boats are being allowed to land fish onto Piers in Ireland and have no weighing or inspection of the Fish whatsoever prior to that fish being packed

onto Lorries and transported overseas to a destination in either Belgium or France.

Readers can well imagine our confusion given that it is the SFPA that has agreed a "Common Control Programme" between Ireland and France and Ireland and Belgium – a Common Control Programme that has been approved by the EU Commission. As per the wording of the second sentence of Article 61 (2) and in accordance with Article 94:

"This permission shall be subject to a common control programme between the Member States concerned as referred to in Article 94 which has been approved by the Commission and based on the risk-based methodology adopted by the Commission."

With Article 94 (Common control programmes) stating that:

"Member States may carry out, among themselves and on their initiative, control, inspection and surveillance programmes concerning fisheries activities."

This raises another question that we ask of our Minister:

How can the SFPA agree to a "Common Control Programme" with the Belgian and French Authorities that is approved by the EU Commission in accordance with Article 119 and which is based on the "risk-based methodology" adopted by the Commission when the self-same SFPA's own Control Programme which was approved by the Commission has been struck down and disapproved by the Commission.

Are Discriminatory Rules Imposed On Irish Fishermen?

Are there differing and discriminatory Rules and Regulations being foisted on Irish Fishermen by the Commission when that same Commission is allowing a blind eye to be cast over the activities of French and Belgian Fishing Boats operating in Irish Waters?

Where reference is made to Articles 4 and 7 of Decision 1999/468/EC shall apply.

Again see below:

(4) for reasons of clarity, rather than amending Decision 87/373/EEC, it has been considered more appropriate to replace that Decision by a new Decision and, therefore, to repeal Decision 87/373/EEC;

(7) the regulatory procedure should be followed as regards measures of general scope designed to apply essential provisions of basic instruments, including measures concerning the protection of the health or safety of humans, animals or plants, as well as measures designed to adapt or update certain non-essential provisions of a basic instrument; such implementing measures should be adopted by an effective procedure.

Why Is There Resistance From SFPA?

Our Organisation the Irish South and West FPO, cannot see why there is resistance within the SFPA and a refusal by the Authority to accept that the above is correct. We once again request that the

SFPA would immediately contact Minister McConalogue and request that he formally, and on the record clarify how Irish Fishing Boats can or should be treated with discrimination while other Member State Fishing Fleets operating in Irish Waters are not.

It is quite impossible for the SFPA to continue to carry out their duties as the competent authority and ensure the protection of the quality of product while certifying it is fit for human consumption after the de-icing process required under the requirements of Article 98 (4) of 404/2011.

We propose that Minister McConalogue, upon his acceptance of our reasoned conclusions arising from what we have set out above regarding the Agreement made between the SFPA and the French and Belgian Control Authorities which was and continues to be accepted by the EU Commission AND from the evidence offered to the Oireachtas Committee by one of the Senior Executives of the Authority who admitted on camera to all present that there would be a significant decline in the quality of fish required to be de-iced prior to weighing – should immediately write to the EU Commission informing them that their Implementing Decision of the 13th April is preventing the Irish Control Authorities from performing their Inspection Functions under Article 74 (5) of the Control Regulation 1224/2009 and Article 98 (4) of the Control Implementing Regulation 404/2011.

Legal Contradiction

In addressing this legal contradiction both the Minister and Ireland must immediately and purposefully propose and put in place an interim weighing solution - i.e. reinstate the derogation under Article 61 (1) until a new revised National Control Plan can be submitted.

The Minister must send a formal Letter of Request to the EU Commission asking that the information upon which its Decision of the 13th of April 2021 is based be provided to all interested parties, that is to say, to Processors and Fishermen together with their Representative Organisations, all of which have been significantly adversely affected by the Commission's decision in their revoking of the Irish Control Plan with zero notice to the Industry.

He must clearly state that the rights of all EU Citizens pursuant to European Union Law, as more particularly described in the Annex to the Treaty of Lisbon, is being denied to the Fishermen and Fishing Communities of Ireland while damaging their businesses and their individual and collective Rights to a level playing field in EU Markets.

Denied Fundamental Rights

The Irish Seafood industry and we in the Irish South and West submit we are being denied these Fundamental Rights; Rights of access to Court; Rights to Fair Procedures; Rights to good and proper Administration of the EU Common Fisheries Policy and EU Food Health & Hygiene Regulations under the EU Charter of Fundamental Rights.



Supporting the industry



www.bim.ie


BIM Ireland's
Seafood
Development
Agency

BIM's Business Case Approved for New Sea Survival Training Unit in the National Fisheries College in Greencastle

Minister for the Marine Charlie McConalogue has accepted a business case from Bord Iascaigh Mhara (BIM) for the development of a new Sea Survival Training Unit at BIM's National Fisheries Training College in Greencastle. The Department is working with BIM on how the project will be delivered as early as possible.



Senior instructor Joe Maloney demonstrates safety training to NFC students Ciaran Ivers (on left) and Ross Conneely (2nd from right) while Minister McConalogue and Jim O'Toole, CEO, Bord Iascaigh Mhara look on.

Speaking during a visit to the Greencastle College, Minister McConalogue said: "I am delighted to announce that I have approved a business case from BIM for the provision of a dedicated Sea Survival Unit at the Greencastle fisheries training college. The project involves an above ground pool, upgraded modern changing rooms together with a new navigation simulator and a radio suite for the new centre."

The total estimated cost of the proposed BIM project will be approximately €1.1m. The Minister continued: "The new Sea Survival Unit at Greencastle will significantly build upon the professional level of maritime training which BIM currently offers to the Irish seafood sector. It will also facilitate development and expansion of BIMs training programmes over the coming years. The provision of a fit-for-purpose pool, together with new, modern training equipment will also result in a high-quality national asset that will deliver a centre of excellence to support essential training for fishers, providing the instruction needed to equip seafarers with current and future skills needed to pursue varied careers in the seafood sector."

Following confirmation by BIM that the new facility will be among the nation's only 'Green energy pools' the Minister added: "I welcome BIMs proposal to fit a "green pool" by including an appropriate renewal energy source to fund the pumps, heating and filtration system which is in keeping with national policy and ensure that running costs will be sustainable for the future. I am delighted that the Sustainable Energy Authority Ireland (SEAI) will be assisting BIM in ensuring the delivery of a sustainable facility including the provision of necessary advice prior to the procurement process."

In response to the Minister's announcement that the project is under active consideration subject to availability of funding, Jim O'Toole, CEO BIM said: "Safety is an essential part of training for all those embarking on a career in the seafood sector who intend working at sea. With 2,030 registered fishing vessels in Ireland and 2,881 adults working in the fisheries sector, it is important that we continue to prioritise the provision of high quality safety training for the crew of vessels. This new facility will encourage those who wish to pursue life long rewarding careers in the seafood industry and most importantly ensure that safety at sea and on the water is prioritised".

The Minister concluded; "I am confident that this project when completed will provide a high quality training facility which will ultimately help to save lives and support this important industry which is so crucial to the economies of coastal communities in particular. My ambition is to have the facility fully operational by the end of the first half of 2022."

Sea survival training, learning how to survive at sea, or in the sea, is a mandatory form of training that every crew member of an Irish registered fishing vessel must complete every five years. Many students return and a typical fisher might undertake basic and, later, enhanced safety training along with a variety of specialist courses in sea survival, firefighting, first aid and radio as their career progresses.

82% of fishermen personally know someone who has been lost at sea (Source: BIM commissioned research carried out by Red C in May 2021 comprising online survey of 176 adults working in the Irish seafood sector who work at sea, including fishermen and aquaculture producers).

Commissioned research has shown that training positively impacts behaviour at sea in the sector, including the wearing of Personal Flotation Devices (PFDs). Up until now, sea survival training delivered by BIM National Fisheries College in Greencastle, has taken place off-site in external pools creating logistical challenges for crew members and instructors given the distance from the college, disrupting the delivery of this vital training. This unit if commissioned will be a valuable national asset to the fishing sector, to BIM and to the community in Greencastle.

The project will comprise of the following elements;

- Repurposing of the existing gymnasium in the National Fisheries College in Greencastle.
- Fitting of a preformed, modular, above ground 'green pool' of approximately 12m x 6m.
- The pool to be heated to a range of temperature between 20 – 25 degrees from cold water for shock to warmer water for longer training exercises and custom built to reflect the needs of sea survival training requirements.
- Modern "village style" changing facilities.

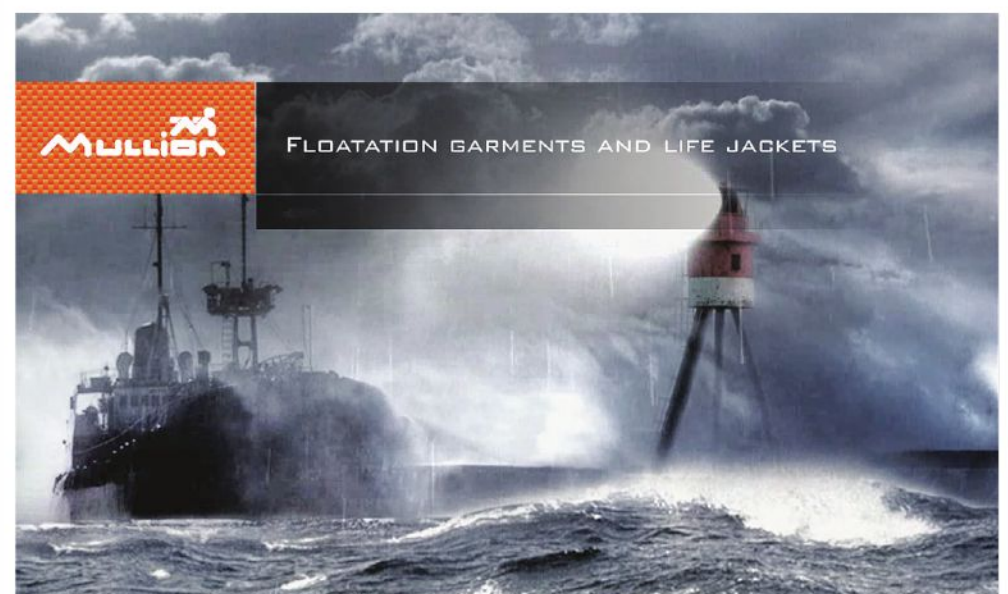
- The project will deliver a cost-effective Centre of Excellence that provides a professional sea survival training unit for students and instructors. It will involve changing rooms and smart communal areas providing a professional, modern and fit-for-purpose sea survival training unit on-site in the College.

- The project will also involve a new navigation simulator and a radio suite.

- BIM will fit a "green pool" by including an appropriate renewal energy source to fund the pumps, heating and filtration system. This would be both in keeping with national policy and would keep energy costs (running costs) low. SEAI will co-find the investigation of this and will provide detailed options to BIM before procurement commences.

- The proposal meets the objectives of upgrading the Greencastle training facility in a cost-effective manner, proportionate to the demand.

- Additionally the project envisages a relatively short commission / build time and will be powered by renewable energy, enabling efficient operating costs.



Designed for and by fishermen

For further info contact Adrian Towey

Sioen Ireland

SIOEN

Tel: 074-95 31169

Fax: 074-95 31591

adrian.towey@sioen.be

www.mullion.be



'First Naval Service' Was Closed Because It Cost Too Much

The Naval Service is planning to mark the 75th year of its founding in September. This marks the official date for the establishment of the Navy in 1946. But there was an earlier 'naval service' that last for less than eleven months and was closed down by civil servants who decided that £87,000 – pounds in those days – was too costly for a maritime service!

I discovered this in the past month when reading *An Cosantoir*, the Defence Forces magazine. I have often questioned the level of appreciation and understanding of the maritime sphere amongst civil servants who advise government. This story shows that 'sea blindness' is a disease which has permeated those ranks for considerable time and has led to repeated errors of judgement over many years in how government has dealt with maritime matters.

It harkens away back to the foundation of the State and seems to have set some sort of precedent where the focus in top Civil Service ranks has been inward towards the land rather than outwards, seeing the sea as a major economic resource and the primary connection with other nations to this island one.

So, please follow me as I recount the story.

On August 2, 1922, a series of seaborne landings began by Irish government troops at Fenit in County Kerry. The tactic

had been orchestrated by General Michael Collins of the Irish Free State Army as they battle Republic anti-Treaty forces. The government had decided that there should be a major move in the then Civil War, to end what was being described as 'the Munster Republic.'

Six days later, on August 8, there were a series of landings in Cork - at Youghal, Passage West and Union Hall. More followed - at Kinsale and Kenmare.

These 'seaborne landings' played a significant part in the Civil War.

Historical records show that, following the capture of the Four Courts in Dublin which occupancy had been one of the 'Civil War triggers' following the disputed Treaty, the displaced anti-Treaty Forces regrouped primarily in Munster along a line from Waterford to Limerick. The Treaty City was taken by government troops in July, followed by intense fighting in that county in early August.

While it was going on, Michael Collins planned the seaborne landings to the rear of the main Republican forces who had made advances on land difficult.

The story is told in the July / August edition of the Defence Forces magazine, *An Cosantoir*, written by Patrick McCarthy, B.DC., PhD, MBA.

What I had not known was that all but



one of the ships involved in landing the troops were not State-owned, which would eventually lead to the formation and then dissolution, because it was too costly at £87,000 pounds, of what could be called Ireland's first 'naval service'.

The first seaborne landing of the 'Free State Offensive' at Fenit was from the SS Lady Wicklow. At Youghal landing was from the Helga. At Passage West the ship involved was the SS Arvonnia and in Union Hall it was the SS Alexandra.

What is particularly fascinating about the landings is that, with the exception of the Helga, the ships were not owned by the Free State government. The Helga was the British Royal Navy vessel that shelled the GPO in Dublin during the 1916 Easter Rising. She later became the Irish-owned *Murichu*.

"With the exception of Helga these were all privately-owned vessels with civilian crews and had been requisitioned by the government. All the landings achieved tactical surprise and captured their objectives," writes McCarthy. "Their success played a significant part in bringing the first phase of the Civil War to a conclusion. After the fall of Cork the government continued to use chartered vessels for both patrol work and to bring supplies and troops to isolated garrisons around the coast.

"The use of commercial vessels and crews could only be a short-term expedient. Matters came to a head early in 1923 when the government refused to pay for damage to some of the chartered vessels, arguing that they were under the command of civilian captains and therefore the responsibility of the company that owned them."

It would seem that government 'bean-counters' in finance were focussing on the maritime sector at an early stage of the evolution of an independent Irish government!

While some in the fledgling Irish government did realise the importance of the sea, others suffered from sea blindness. When the first Irish Naval Service evolved, it was shut down after less than eleven months -

on cost grounds.

An *Cosantoir* is marking the upcoming 75th anniversary of the Naval Service. The magazine is free online at: <http://military.ie/magazine> The anniversary will be marked in September by a 'Meet the Fleet' series of public visits to the country's ports. This will start in Dublin on September 1, come to Cork three days later and thereafter go to Waterford, Galway, Limerick, and Dun Laoghaire.

How the Naval Service came into existence has two evolutions. 1946 is the 'official' date, but there was the earlier Coastal and Marine Service formed in 1923. At stages it had vessels including fishing and river patrol boats, the tug *Dainty* which was regarded as the 'flag ship' and motor torpedo boats.

State documents record its official setting-up in May of 1923, given a role of coastal protection and fisheries. There was a Major General in charge, Dun Laoghaire was proposed as headquarters with four operational bases, including Haulbowline. But the 'bean counters' in the Department of Finance had their hooks into the maritime service and forced its disbandment as "too costly."

The *Murichu* went to the Department of Agriculture for fishery patrols, the *Dainty* was sold to a Canadian salvage company, the rest of the fleet laid-up for disposal. The Major General was reduced to the rank of Colonel and assigned to the Army.

The first Irish Naval Service had lasted about ten months. That gross political and civil service failure would be repeated in Irish Shipping, the State merchant fleet set up to ensure this island nation survived the rigours of World War Two. Its seafarers and ships, despite suffering losses and deaths would, just like the earlier Coastal and Marine Service, be closed and the seafarers treated appallingly.

Irish governments, of various hues, it seems to me, have a poor record where the maritime sphere is concerned.

STATION

CRY 104 FM YOUGHAL
 DUBLIN SOUTH 93.9 FM
 DUBLIN CITY FM 103.2 FM
 DUBLIN NEAR FM 90.3 FM
 DUBLIN LIFFEY SOUND FM 96.4FM
 DUNDALK FM 97.7 FM
 ERRIS FM 90.8 FM
 KILKENNY CITY RADIO 88.7 FM
 RADIO CORCA BAISCINN
 SOUTH WEST CLARE 92.5-94.8 FM
 UCC RADIO CORK 98.3 FM
 CONNEMARA COMMUNITY RADIO
 87.8 FM and 106.1 FM
 ATHLONE COMMUNITY RADIO
 WEST CORK FM ONLINE
 BERE ISLAND 100.1 FM
 KINVARA FM ONLINE
 COMMUNITY RADIO CASTLEBAR 102.9FM
 WEST LIMERICK 102 FM
 TIPP MID WEST RADIO 104.8 & 106.7 FM

BROADCAST TIME

WEDNESDAYS 6 p.m.
 THURSDAYS 6 p.m.
 FRIDAYS 3 p.m.
 THURSDAYS 4.30 p.m.
 THURSDAYS 6 p.m.
 SATURDAYS 9 a.m. – SUNDAYS 5 p.m.
 FRIDAYS 4 p.m.
 MONDAYS 9.30 p.m.

 WEDNESDAYS 1.35 p.m. & 6.30 P.M.
 MONDAYS 5 p.m.
 FIRST FIRDAY OF EACH MONTH
 HOUR-LONG PROGRAMME AT 6 p.m.
 MONDAYS 5/6 p.m.
 SATURDAYS 9.30 p.m. SUNDAYS 5.30 p.m.
 SATURDAYS 9.30 p.m. SUNDAYS 5.30 p.m.
 SATURDAYS 1 p.m.
 SATURDAYS 1 p.m./WEDNESDAYS 10 p.m.
 SATURDAYS 2 p.m.
 TUESDAYS 6.30 p.m.

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Green Energy Project on Whiddy Island in Bantry Bay

Plans have been announced by the owners of the Whiddy Island Oil Terminal for a joint venture with a Cork company to produce green hydrogen and ammonia at the former Gulf Oil terminal in Bantry Bay.



Ellen Ruhotas, Managing Director of Zenith Energy, and Pearse Flynn, founder of EI-H2, pictured when the two companies announced plans for their joint venture to develop a 3.2 gigawatt (GW) green energy facility on Whiddy Island to produce green hydrogen and green ammonia. Photo Michael O'Sullivan

Zenith Energy, an American and world-wide operator and the Cork-based, EI-H2, owned by a businessman who comes from a fishing family, have announced plans for the joint venture to develop a 3.2 gigawatt (GW) green energy facility at Bantry Bay.

EI-H2 is owned by the Ballycotton, Co. Cork, businessman from a fishing family, Pearse Flynn, who has announced a number of projects in recent months. These include Ireland's first Green Hydrogen facility on the shore of Cork Harbour in Aghada and a support company for offshore wind farm developments.

The two companies say that the new facility, when fully operational, has the potential to reduce Irish carbon emissions by 2.4 million tonnes per year.

They have commenced a year-long feasibility study before an application for planning permission will be made.

Zenith owns the former Gulf Oil terminal on Whiddy Island. There were reports in the energy industry last year that it was putting the terminal up for sale. The company refused to comment at the time.

The National Oil Reserve Agency (NORA), the State body with responsibility for the maintenance of strategic supplies of oil, has been one of Whiddy's largest customers.

Announcing the joint venture the two companies said in a joint statement: "This represents the equivalent of the carbon emissions of a quarter of all Irish homes. It will operate alongside Zenith Energy's existing Bantry Bay Terminal, and will be one of the largest of its kind in the world. This development will see Ireland secure a place as a global leader in the generation and export of green energy.

"Bantry Bay was strategically cho-

sen as the location for a facility of this scale given its proximity to some of the most productive off-shore locations for wind-generated electricity. The first phase of the project will see the construction of a scalable green hydrogen production facility, up to 2.7 GW in capacity. The second phase involves the construction of a 500MW green ammonia facility, using the green hydrogen from the first phase. The green energy produced by the facility will be used both domestically and internationally, providing carbon free alternatives to help reduce the country's carbon footprint, and to put Ireland on the green energy export map.

"The new facility could be operational by 2028, by which time sufficient wind generation from off-shore sources will be available to meet the proposed scale of the project," the two companies said.

Zenith Energy owns and operates over 5 million cubic metres of renewable fuels, crude oil, petroleum products, chemicals and vegetable oil storage across North American, Europe and Latin America through its subsidiaries Zenith International and Zenith U.S.

EI-H2 recently announced plans for Ireland's first Green Hydrogen facility in Aghada, East County Cork, which when operational, it says, will remove 63,000 tonnes of carbon emissions annually from Irish industry and power generation. Upon completion, the site will be one of the biggest green energy facilities of its kind in the world.

Pearse Flynn has been involved in financial services, property, football, hospitality and now energy. His newest venture is Green Rebel Group Limited, which was established to service the future needs of offshore wind farms.

NUI Galway Aquaculture Project to Quantify Ecosystem Services Provided by the Irish Shellfish Sector

The ShellAqua Project will measure the potential benefits provided by shellfish aquaculture

A new research project, ShellAqua, aims to quantify the ecosystem services, that is the benefits to human wellbeing provided by the natural environment from healthy ecosystems, potentially provided by shellfish aquaculture.

ShellAqua was one of the projects that recently received funding by Bord Iascaigh Mhara, under the European Maritime and Fisheries Fund funded Knowledge Gateway Scheme. The project, led by the MOREFISH group, an aquaculture research unit based within the Ryan Institute at NUI Galway, began in May 2021. The MOREFISH research group specialises in the incorporation of life cycle assessment and circular economy models for the seafood sector in Ireland.

The project was developed from partnerships and engagement with industry through the Atlantic Area Interreg project, NEPTUNUS.

The project has four goals, each formed around producing tangible outputs for society, industry and wider stakeholders:

- Develop an ecosystem services-based tool using operational and monitoring data for case-study shellfish aquaculture sites. These datasets will be developed using laboratory scale experiments and on-site monitoring.
- Develop life cycle datasets on mussel and oyster production in order to produce a tool that will allow operators and producers to continue monitoring their environmental performance after the project concludes.
- Assess the economic benefits of the outputs from the preceding goals. The results of the previous work packages will be used to estimate the value of the ecosystem services provided by shellfish aquaculture at the case-study sites.
- Engage in knowledge transfer of methods, results and approaches. Industry partners and stakeholders will be actively engaged throughout the project through a series of workshops and training events.

Industry partners who supported the ShellAqua application included Coney Island Shellfish Ltd., Blackshell Farm, and Kelly Oysters. The application was also supported by the community-based organisation Cuan Beo and the representative body for Irish Aquaculture, Irish Farmers' Association Aquaculture. The locations of these sites will allow for the development of datasets and profiling of mussel (*Mytilus edulis*) and oyster (*Crassostrea gigas*) aquaculture in Galway Bay, Clew Bay, Sligo Harbour and Drumcliff Bay.

Michael Mulloy, chairman of Irish Farmers' Association Aquaculture and owner of Blackshell Farm said: "That the ShellAqua project is valuable for the future and helps take the industry in the direction we need to go. The project will provide the tools we need to verify the sustainability of our industry."

Frank Carter of Coney Island Shellfish

Ltd. and aquaculture representative of the Northwest Regional Inshore Fisheries Forum said: "Coney Island Shellfish Ltd. supports the ShellAqua project in its aim to equip the shellfish industry to assess its own environmental impact and, using the tools developed by the project, demonstrate its ability to contribute positively to the climate change agenda. In so doing, the industry will



be empowered to actively engage in the drive towards environmental protection and the preservation of biodiversity, while continuing to produce a healthy and sustainable food source."

Alan Kennedy, MOREFISH and ShellAqua project manager at NUI Galway, said: "This is another example of how proactive engagement between researchers and the aquaculture sector can support the sustainable development of the industry with significant potential benefits for broader society."

The project aims to provide results of interest not only to industry but also to wider stakeholder groups. The expected outcomes from ShellAqua will include farm level tools to estimate carbon, nitrogen and phosphorous removal (i.e. ecosystem services), a sustainability tool, valorisation strategies for shellfish waste streams and knowledge transfer. Through developing this network with a focus on strong industry engagement, it is expected that research outputs from future projects can proactively support industry identified needs.

Diarmuid Kelly, Chair of Cuan Beo, said: "While we have always known the importance of having healthy bivalve populations within our bays, this project will provide us with the scientific evidence of the ecosystem services provided by such communities. It will also give us the necessary information needed to inform policy makers of the benefits of protecting shellfish waters."

Fast-Tracking Gear Development with Side-scan Sonar

Dr Ronán Cosgrove, Fisheries Conservation Manager, BIM

The need to reduce impacts of bottom trawling on the seabed is a key fisheries environmental challenge. Drivers include a suite of international agreements and legal obligations around improved protection of biodiversity, marine habitats and carbon stores.

These include the EU Marine Strategy Framework (MSFD), Birds and Habitat Directives, the OSPAR Convention, the UN Convention on Biological Diversity and Sustainable Development Goals. Nationally, the Government aims to designate 30% of Irish maritime area as Marine Protected Areas (MPAs) by 2030.

This is also an economic challenge. Oil prices are set to increase in line with increasing reliance on renewables and exhaustion of cheap oil sources. Carbon taxes aside, the US government Energy Information Administration forecasts a 50% rise in oil prices by 2030 and a doubling of current prices by 2040. Ranking relatively high on fisheries fuel consumption, bottom trawlers stand to lose most if these predictions come to pass.

ICES recently produced advice on potential area-based management scenarios to reduce bottom trawl environment impacts in MSFD habitats - these span over most EU waters in the northeast Atlantic. In consultation with fisheries representa-

tives, managers and NGOs - and cognisant of economic impacts - ICES agreed to focus spatial restrictions on least trawled areas; most bottom-trawl activity occurs on repeatedly swept core fishing grounds while much lower levels of effort occurs on larger peripheral areas.

Management scenarios ranged from 0.1% to 26.2% reductions in total bottom trawl fishing effort in peripheral areas to gain from 5% up to 70% of untrawled areas. These figures equate to no change in core fishing grounds which correspond to 90% of landings/value, and various reductions in effort in broader peripheral areas where the remainder of landings occur. The actual reductions in peripheral areas are not provided but are unlikely to be overly onerous in lower total effort reduction scenarios.

ICES chose the example of a less than 10% effort reduction for a 40% gain in untrawled areas in its advice summary while a less than 5% reduction for 30% gain is also an interesting scenario given MPA designation targets. No doubt the devil is in the de-



(Above): MFV Ocean Breeze (D96) and RV T. Burke II
(Below): Ready to deploy the side-scan sonar towfish for deployment
(Inset photo): Side-scan sonar image of half-quad rig trawl with bycatch escape corridor



tail and ICES acknowledges several caveats and the need for further work to understand the effects of potential spatial management measures on specific gear types or metiers.

Gear modifications can also reduce bottom trawl impacts and are needed to deal with the economic challenge of rising prices and depleting reserves of oil. The FAO advises that within the trawl system, the net is responsible for around 60 percent of energy use, with trawl doors at 30 percent, and warps and other cables at 10 percent. Gear technologists are striving to minimise drag and maximise fuel efficiency by altering these components but assessment of effects on gear performance is challenging.

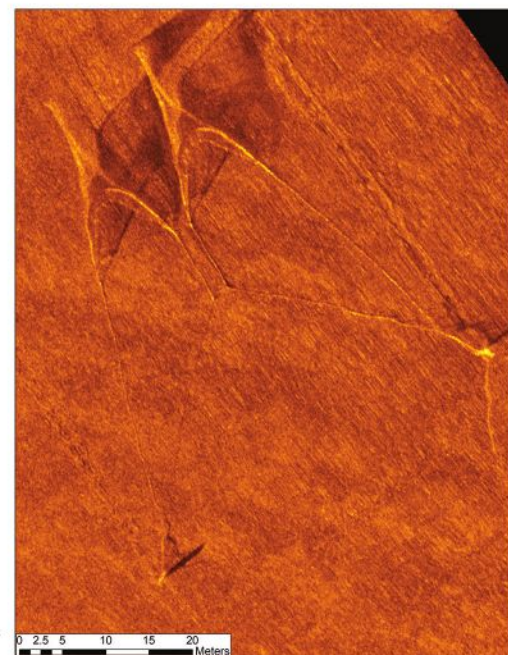
BIM recently successfully demonstrated the utility of side-scan sonar as a tool for fast-tracking gear development. The approach was pioneered by Daragh Browne in close collaboration with Ciaran Powell on board the MFV Ocean Breeze (D96) and Nicolas Chopin

who uses the system to monitor mussel seed beds on board BIM's RV T. Burke II. Traditionally used in fisheries science to monitor impacts of gear on the seabed, as far as we are aware, this is the first time that side scan sonar has been used to assess gear modifications.

Testing initially focused on development of a new bycatch escape corridor in a half quad-rig trawl configuration. This new tool has major potential, however, to test lower impact warps, doors and nets as BIM and Industry continue to work together on tackling environmental and economic challenges.

BIM would like to thank Ciaran Powell and crew of the MFV Ocean Breeze for a successful collaboration.

Thanks also to John Murphy, skipper on board the RV T. Burke II and BIM's Matthew McHugh and Martin Oliver for technical assistance. This work is supported by the European Maritime and Fisheries Funding.



Public Consultation Comhairliúchán Poiblí

www.bim.ie

Public consultation opens from 16 July for new versions of the Certified Quality Aquaculture (CQA) Farm & Processing Standard

New draft versions of the CQA Farm Standard and CQA Processing Standard are available on www.bim.ie

The 60-day public consultation period from 16 July - 13 September 2021 provides an opportunity for stakeholders and interested parties to provide comment on the draft Standards prior to their adoption by the CQA Programme.

Please email your comments to cqa@bim.ie

The Certified Quality Aquaculture (CQA) Programme supports the production of high-class farmed Irish seafood and provides a means of differentiating aquaculture products in the marketplace through eco, organic and quality labelling.

CQA Programme was developed by a Technical Advisory Committee (TAC) with representatives from all parts of the supply chain, from feed to fork. It is a business-to-customer assurance, which is managed according to ISO 17065, and uses aquaculture facilities as its unit of certification.

This project is funded by the Irish Government and the European Maritime and Fisheries Fund under the Knowledge Gateway Scheme.

Beidh comhairliúchán poiblí oscailte ón 16 Iúil maidir le leaganacha nua de Chaighdeán Feirme & Próiseála an chlár Cáilíochta Deimhnithe Dobharshaothraithe (CQA)

Tá dréachtleaganacha den Chaighdeán Feirme CQA agus den Chaighdeán Próiseála CQA ar fáil ar www.bim.ie

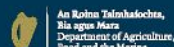
Le linn na tréimhse comhairliúcháin poiblí 60 lá ón 16 Iúil - 13 Meán Fómhair 2021, beidh deis ag páirtithe leasmhara agus ag grúpaí eile a bhfuil spéis acu ann tuairimí a roinnt ar na dréacht-Chaighdeán sula nglacfar leo don Chlár CQA.

Is féidir tuairimí a roinnt ach ríomhphost a sheoladh chuig cqa@bim.ie

Leis an gClár Cáilíochta Deimhnithe Dobharshaothraithe (CQA), tacaítear le táirgeadh bhia mara feirme na hÉireann agus cuirtear bealach ar fáil chun idirdhealú a dhéanamh idir táirgí dobharshaothraithe éagsúla ar an margadh trí éilíopéad, lipéad orgánach nó lipéad cáilíochta a chur orthu. Coiste Comhairleach Teicniúil (TAC) a d'fhorbair an Clár CQA, ar a raibh ionadaithe ó gach cuid den slabhra soláthair, ón bhfeirm go dtí an fórc.

Dearbhú gnóthais don chustaiméir atá i gceist, ar a ndéantar bainistiú de réir ISO 17065, agus a úsáideann saoráidí dobharshaothraithe mar aonad deimhniúcháin.

Is iad Rialtas na hÉireann agus an Ciste Eorpach Muirí agus lascaigh a mhaoiníonn an tionscadal seo faoin Scéim um Thairseach Feasa.



Three Irish Lifeboat Crews to Receive RNLI Gallantry Awards for Saving Nine People in Dramatic Rescue off Wexford Coast

Lifeboat Coxswains to Receive Bronze Medals



The RNLI is to present three lifeboat crews in Ireland with gallantry awards for their role in a rescue last October that saved nine lives and prevented a 100-metre cargo vessel, carrying 4,000 tonnes of coal, from hitting rocks at Hook Head.

The Coxswains of Dunmore East RNLI, Kilmore Quay RNLI and Rosslare Harbour RNLI are to receive RNLI Bronze Medals for Gallantry – one of the highest awards presented by the lifesaving charity - while the volunteer lifeboat crews who responded to the callout will each receive Medal Certificates. Recognition will also be given to the crew of Irish Coast Guard helicopter Rescue 117, the staff of the National Maritime Operations Centre in Dublin and the Master and Crew of the tug *Tramontine*.

RNLI Director of Lifesaving, John Payne said, 'Those crew involved demonstrated that unique blend of courage, selflessness, dependability, and trustworthiness, at their best, in the most demanding of conditions. Without question their combined actions saved lives at sea. Conditions onboard the lifeboats were unpleasant in the rolling and pitching seas. The volunteer crews displayed fortitude, perseverance and courage to remain focused whilst under the most testing conditions, often up to their knees in water and heaving decks. The unity of purpose and sense of "One Crew" displayed by all contributed significantly to the successful outcome in a protracted 12-hour service.'



On 20 October 2020, Dunmore East RNLI, Kilmore Quay RNLI and Rosslare Harbour RNLI, along with Rescue 117, conducted a joint rescue operation off the Wexford coast. The *Lily B*, a 100-metre general cargo vessel with nine crew and carrying 4,000 tonnes of coal, had lost all power, just two nautical miles from Hook Head. Conditions on scene were force eight with severe force nine gusts and wave heights between eight and ten metres. The *Lily B* was drifting and in danger of striking rocks on Hook Head or capsizing in the heavy seas.

The 12-hour service in challenging conditions saw multiple attempts by the lifeboat crews involved to establish a tow between the casualty vessel and the lifeboats. With the crew of the *Lily B* unable to stay on deck for long in the poor conditions and with language difficulties, two of the lifeboats were eventually successful in passing a rope on deck by using a rocket line and pulling the cargo vessel clear of the rocks. The lifeboat tow was maintained for three hours with waves continually crashing over the decks until the tug vessel *Tramontine* from Waterford Port arrived on scene and took up the tow. The three lifeboats stayed with the *Lily B* until they reached the safety of the Waterford Estuary. The rescue operation was finally stood down after 12 hours at sea for the lifeboat crews.

Following a meeting of the RNLI's Board of Trustees, the RNLI has made the following recommendation.

'For their fine display of seamanship and boat-handling skills in atrocious weather conditions, in securing a tow and determination to succeed resulting in the saving of nine

lives. It is recommended that the Bronze Medal for Gallantry be awarded to:

Coxswain (Dunmore East): Roy Abrahamsson

Coxswain (Kilmore Quay): Eugene Kehoe

Coxswain (Rosslare Harbour): Eamon O'Rourke

The lifeboat crews of Dunmore East RNLI, Kilmore Quay RNLI and Rosslare Harbour RNLI will all receive Medal Service Certificates' (names listed below).

The station Coxswains were informed of the awards by RNLI Area Lifesaving Manager Joe Moore who commented, 'In recommending these awards, the RNLI Trustees recognise the difficulty of the service, the challenges that were faced by the lifeboat crews during their twelve hours at sea and the tragedy and environmental disaster that was averted off the Irish coast.'

In reviewing the service, the RNLI also recommended a Medal Service Certificate for the crew of Irish Coast Guard helicopter Rescue 117 for their top cover and reassurance to all the crews below for the duration of the service. Signed letters of appreciation will also be presented to the staff of the National Maritime Operations Centre in Dublin and the Master and crew of the tug *Tramontine*.

Details of the arrangements for the presentation of Bronze Medals for Gallantry and the Medal Service Certificates are to be arranged in consultation with the awardees and will be released nearer the date.

List of lifeboat crew to be honoured by station:

Dunmore East RNLI crew: Roy Abrahamsson (Coxswain), David Murray (Mechanic), Neville Murphy (Navigator) and crewmembers Peter Curran, Jon Walsh, Luka Sweeney and Kevin Dingley.

Kilmore Quay RNLI crew: Eugene Kehoe (Coxswain), Philip Walsh (Mechanic), Aidan Bates (Navigator) and crewmembers Trevor Devereux and Sam Nunn.

Rosslare Harbour RNLI crew: Eamon O'Rourke (Coxswain), Mick Nicholas (Mechanic), Keith Miller (Navigator) and crewmembers Pdraig Quirke, Michael Sinnott, Eoghan Quirke and Paul McCormack.



Coxswains l-r: Roy Abrahamsson (Dunmore East); Eugene Kehoe (Kilmore Quay); Eamon O'Rourke (Rosslare Harbour).

Your Community. Your Industry. Your Paper.

editor@marinetimes.ie www.marinetimes.ie



Burtonport on Sunday 25th July paid witness to special community events for Float for Hope which included a boat run from Burtonport to Aranmore and Tory islands, fundraising for Gemma's Legacy of Hope. Fr. Pat Ward, Parish Priest in Burtonport, along with Fr. John Joe Duffy, the Church of Ireland Minister and the Burtonport Choir performed a "Blessing of The Boats" and Blessed Candles at Burtonport Pier before the flotilla of boats set sail for the West Donegal Islands. "The blessing of the Boats is a time honoured tradition that goes back many centuries into the murky sea of legend and tradition and will be a fitting tribute on the day that we as a community will create awareness about mental Health Awareness locally and we are also hoping to raise funds to secure a qualified counsellor in the office secured by Gemma's Legacy for Hope Foundation." A special day raising funds for a worthwhile charity (See their facebook page for details on how to donate) - Photos courtesy Brid Sweeney.

Sustainability Trends Driving Shift to Cleaner Technologies in Seafood Industry

At a Clean Smoke technology webinar, hosted by Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency earlier this month (Friday, July 2nd) seafood processors learnt about the benefits of this technology compared to traditional smoking of species such as salmon and mackerel. Clean smoke technology involves the use of sawdust, an industry by-product, being smouldered and then subject to various filtration processes to create purified smoke.

BIM's Katie Healy gave an outline of the domestic market in Ireland – currently valued at over €6m – where traditional smoked salmon and mackerel has significant recognition as a high-quality Irish artisan product. She then went on to explain how the clean smoking technology works - showing participants a short video of this process in action in a retrofitted smoking oven - and provided information of the benefits which include:

- Reduced production time for both hot and cold smoked species
- Reduced environmental impact as waste products are used for heating and other purposes
- Much less hazardous working environment as there is no flame, ignition or heat source
- A reduction of the use of water in the process

BIM developed their own programmes of smoking at the Seafood Innovation Hub in Clonakilty, where they now want seafood processors who use traditional smoking to trial this technology there. Healy also gave the results of a blind tasting survey which showed that 70% of those who tried the clean smoked product thought it was a traditional smoked product. A sensory analysis saw the clean smoked product scoring higher than the traditional one on flavour, aroma and texture.

The production time for hot smoked salmon in the BIM processing programme was 1.5 hours – compared to a traditional smoking time of 4-8 hours. With the clean smoked cold product, it took 5 hours compared to a traditional production time of 6-24 hours.

BIM's Gavin McGrath showed the results of a Cost Benefit Analysis (CBA) carried out by the agency which highlighted the major savings to be accrued on an initial capital outlay of €25,000 on cleaning smoking equipment. Comparing the production of 375,000 tonnes over 50 weeks annually, the savings of the clean smoking process compared to traditional smoking, were €13,000 per annum.

"This means a payback period of two years on the initial capital invested," McGrath pointed out.

BIM's Caitriona McCarthy told the audience that "desirability" and "sustainability" were key when it came to consumers and retailers embracing more environmentally friendly produce: "There is a need to understand that consumer demands, and preferences are important here. A Kantar World Panel survey for 2020 show that 50% of consumers want their lifestyle to be more environmentally friendly, but only 25% have actually made that move yet."

She said that consumers are now seeking more information about products and looking at ways they can reduce impact on the planet. Clean smoke technology is



Champion boxer Jason Quigley showing his support for 'Float for Hope' at Burtonport alongside the Aranmore RNLi. Photo courtesy Brid Sweeney

already 60 years old and used in a variety of European countries, including Germany, Belgium and the Ukraine, while a Clean Smoking Coalition group has also been established which provides members with a logo for their clean smoked packaged products.

Seán Ryan, Business Development Director at Kerry said: "While smoking technology has been around for decades there has been a significant increase in the interest in its benefits over the last three years. This has been driven by both the consumer demand for more sustainable solutions and policy changes including the EU Green Deal and emissions directives. Kerry is a leading supplier of smoke flavourings globally and we work with customers across the world who wish to improve the sustainability of their products while also creating great

tasting and nutritious food.

Recent UK consumer research showed that 77% of those surveyed has either switched or boycotted brands, that they didn't feel allayed their environmental concerns. In addition, new Kerry Group research shows that 89% of consumers expect businesses to invest in sustainability and four in five believe that food producers should be more sustainable in their manufacturing processes.

Consumers want to see less water usage and waste, lower carbon emissions and healthier products. Given the focus that COVID-19 has put on our global supply chain and on sustainability, I expect this will remain a focus going forward," Ryan concluded.



Puleen Harbour, Castletownbere - Picture: Anne Marie Cronin Photography

news from **Castletownbere**

Helen Riddell

Castletownbere RNLI Callouts

Castletownbere RNLI lifeboat launched on Saturday July 10th to go to the assistance of a lone sailor who had become injured on his yacht off Bere Island.

The yacht was approaching Lonehort Harbour on the southern side of the island when it hit a rock and the sailor was thrown forward resulting in injuries to his face and leg. He radioed for help, the lifeboat was launched within minutes and located the yacht at the easterly tip of Bere island in calm conditions. A member of the lifeboat crew was transferred aboard to rig a tow and the casualty was brought aboard the lifeboat to receive first aid.

On arrival at Castletownbere RNLI Station, the injured man was met by paramedics from the ambulance service and received medical assessment and attention. Meanwhile, members of the lifeboat crew brought the yacht to a safe berth in Castletownbere harbour.

Just days later on July 14th, the lifeboat was tasked to go to the assistance of a kayaker and his dog who had become stranded on the Bull and Calf Rocks off Dursley

Island. The lone kayaker had landed on the Bull Rock the previous evening with his dog, however, when he went to leave the rock the dog refused to leave. The kayaker paddled to the Calf Rock but then became separated from his kayak, and was stranded on the rock overnight. The following morning a passing fishing vessel raised the alarm, and the Castletownbere lifeboat was launched. The lifeboat crew launched a small dingy to rescue the man, and then retrieved his dog. Both man and dog, who was called Lucky, were reunited on the lifeboat.

Commenting on the callout Castletownbere RNLI Deputy Launching Authority, Felix O'Donoghue, stated: 'Luckily, other than being cold, neither the kayaker or his dog suffered any ill-effects from being stranded on two separate rocks overnight. Call outs like this highlight the need for anyone using the sea to carry a VHF radio to make contact in an emergency. RNLI Lifeboat Operations Manager, Paul Stevens stated that 'this is not the first time that someone has been stranded on the Calf Rock. In 1881, when the top of the lighthouse was blown off and swept away in a violent storm, six lighthouse keepers spent 12 days on the rock prior to being rescued.

Modern lifeboats, dedicated volunteer crew and good weather meant that this kayaker only spent one night there!'

Beara Breifne Fundraising Walk

The O'Sullivan family from Castletownbere completed their 500k trek of the Beara Breifne Way on Saturday July 10th, having set off from Beara on June 26th. The siblings Siobhan Hawke, Bebhinn O'Sullivan, Morgan O'Sullivan and Shane O'Sullivan completed the walk in memory of their late father John Finbarr O'Sullivan and to raise funds for Marymount Hospice and West Cork Palliative Care. To date €11,000 has been raised. Donations can be made until September via www.idonate.ie/beara2breifne21

Minister Visits Beara

Minister Heather Humphreys visited the Beara Peninsula on Tuesday July 27th, and attended a cabinet meeting remotely from the Bere Island Heritage Centre, the first time a Minister has attended a cabinet meeting while on an offshore island. The Minister also officially opened the Beara Bridle Way, a 120km riding trail which is Ireland's only authorised horse trail. The trail was developed following a joint funding application with Beara Tourism and Cork County Council.

Beara Courses

The Beara Further Education Training

Centre are holding a number of courses, starting in September, which include office skills, art, English language classes, textiles, Irish, computers, literacy, family learning, with many more to be confirmed. For further information contact Noreen Murnane by phone, text or WhatsApp on 086 8239147 or by email at Noreen.murnane@corketb.ie

Castletownbere Development Association

Due to current restrictions, the Castletownbere Development Association have been unable to organise their usual Regatta events, however they have organised some Covid-19 compliant events, which will take place during the first week of August. Further details can be found on posters around the local area and on the group's Facebook page.

Ger Kelly Memorial Walk

The annual Ger Kelly Memorial Walk will run from August 8th to August 15th in aid of the Mercy Cancer Appeal. People are asked to take part in their own walk wherever they maybe and donate to the Mercy Cancer Appeal. To date a total of €18,844 has been raised and the organisers are hoping to reach their goal of €20,000 this year.

Online donations can be made directly to the Mercy Cancer Appeal via the Ger Kelly Memorial Walk Facebook page, there is also a donation bucket in John Terry O'Sullivan's shop in Allihies.



Focus On Sustainable Seasonal Fisheries Needed

By Jerry Early, Chairman, IIMRO

IIMRO is calling on the Minister for the Marine to set up a public consultation on the allocation of fishing opportunities post-Brexit to allow for the most gain for the most people from a properly managed public resource.

We are concerned about the future of the small scale fleet and traditional seasonal inshore fisheries along the West coast.

There are constant blows coming in quick succession and it is difficult to choose which one will be the straw that finally breaks the camel's back.

Brexit has been a drag on the whole industry for a number of years now, with businesses of all sizes holding off investments in the face of uncertainty.

The small scale fleet did not escape this problem either.

The Covid-19 emergency exposed many flaws in the system, including supply chain and 'just-in-time' management weaknesses as well as the inherent inequities in the management of fisheries in Ireland and the EU.

There is a chance to re-boot the system as a result of these crises. We need to rethink the allocation of fishing opportunities away from the industrial scale, high volume, low value commodity fisheries.

Line Caught Mackerel Closure Makes Our Case

The current situation with the line-caught mackerel is a case in point. From the 6th of June this fishery has been closed. This is the season for this fishery all along the coast as the fish move South coinciding with the tourist season.

It is no longer possible to support a small number of investors who have relied on a de-facto privatisation of a public asset in order to make money from what should be a high-value low-volume public resource.

We need to focus on sustainable seasonal fisheries for the flourishing of island and coastal communities into the future.

This would benefit communities and families all along the coast; socially, environmentally and culturally.

The future theme for all of us is - "doing more with less."

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Sinn Féin Launch Fisheries Policy as They Meet Fishermen Along the Coast

Sinn Féin spokesperson on Fisheries and the Marine Pádraig Mac Lochlainn TD has launched Sinn Féin's Fisheries Policy whilst on a three-day tour of piers and harbours in the west and south of Ireland to meet with fishermen in Mayo, Galway, Kerry and Cork along with Sinn Féin MEP Chris MacManus and local Sinn Féin TDs and party representatives.

Teachta Mac Lochlainn said: "The fishermen all around our coast are hardworking and decent people. Many of them are from families who have fished for generations.

"All they ask for is to be treated with respect and to be given a fair share of the fish in our own Irish waters.

"The sad truth is that this government and recent governments have not ensured that either happens. That is why the recent protest by fishermen and fish producers in Dublin was so strongly attended by communities from all around our coast.

"Ireland has 12% of the overall waters in the European Union but we receive, at best, about 4% of the fish under the EU's Common Fisheries Policy. This costs hundreds of millions euro every year, and thousands of jobs in our coastal and fishing communities.

"The outcome of the Brexit and EU/UK Trade Agreement has only made a bad situation worse. This government needs to stand up for our Irish fishermen in Europe, and demand our fair share of the fish in our own Irish waters.

"We have launched Sinn Féin's updated policy on fisheries, 'Stand Up For Irish Fishermen'.

"This is the outcome of extensive consultations with those who work in the industry across this island.

"While we focus on that need for a fair share of the fish, another particular emphasis is on the need for root and branch reform of the Department of the Marine and the SFPA, and a restart of the relationship between the state and the coastal and fishing communities that civil and public servants are supposed to serve".

The Fisheries Policy document arises from extensive consultation with the Irish fishing industry, fisheries NGOs, academics and coastal communities by Sinn Féin Spokesperson on Fisheries and the Marine, Pádraig Mac Lochlainn T.D. who said; "We will continually review these commitments as part of an ongoing and meaningful dialogue with our fishing and coastal communities. For decades our coastal communities have been ignored by consecutive governments. The out-come of the EU- UK Trade and Cooperation Agreement merely serves to further illustrate that point.

"Sinn Féin repeats our call on the Irish government to secure a fair burden sharing of the impact of this agreement, across the fishing fleets of the EU Member States. As we approach the renegotiation of the Common Fisheries Policy, there is an opportunity for positive, progressive change. We in Sinn Féin are determined to work for that change at both national and European level,

alongside the representatives of our fishing communities.

"We will fight to reclaim a fair share of the fish in our waters (the richest in the EU) to enable us to allocate sustainable fishing opportunities to our fishermen to sustain and grow the rural, coastal communities closest to those waters.

"Our vision, as you will see outlined in this document will promote an all-island co-operative approach for our fishing industry that seeks a fair allocation of the national fishery resource to all our coastal communities. This includes full fishing rights to the waters around this island and equal access to piers, harbours and ports for fishermen that are resident on this island and to work towards the harmonisation of fishery licensing and regulation on the island."

Sinn Féin MEP Chris MacManus has called on the Irish Government to stand up for Ireland's coastal and fishing communities. MacManus was at Ros a' Mhíl Harbour with Mac Lochlainn, and local TD Mairead Farrell where they met with local fishermen.

Speaking from Ros a' Mhíl, MacManus

said: "This is a critical time for Ireland's coastal and fishing communities. The sector has sustained a number of blows recently, with Brexit and the resulting loss in quota being the most devastating of them all.

"We need the government to stand up for our coastal and fishing communities, and we need the government to demand our fishers will get a fair share of the fish in our waters

"We also need look at equal burden sharing for the loss of fish quota arising from the Brexit Trade and Cooperation Agreement amongst the fishing fleets of all EU Member States.

"This quota loss amounts to tens of millions of euro each year to our fleet.

MacManus concluded by stating the need to sustainably harness the full potential of our fisheries, to the benefit of coastal and fishing communities.

"As an Island nation, we need to be looking at ways to sustainably harness the full potential of our fishing and coastal communities. This will require the Irish government to take a stand and demand a fair share of the fish in Irish waters. The time for excuses and using our fishing communities as a bargaining chip must end."



Sinn Féin TDs Pádraig Mac Lochlainn, Rose Conway-Walsh and Mairead Farrell, and Sinn Féin MEP Chris MacManus meet with fishermen at piers and harbours in Mayo and Galway

Hazy Haddock (*Melanogrammus aeglefinus*) Emerges from the Celtic Sea

Declan Quigley reports

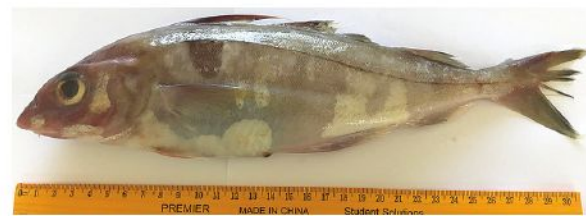


Fig 1 & 2: Hazy Haddock captured by the MFV Eblana in the Celtic Sea (03.07.2021)



Fig 3: Normally coloured Haddock.
Fig 4: Normal Haddock and xanthochromic Haddock captured by the MFV Argonaut IV in the Irish Sea (09.11.2013)

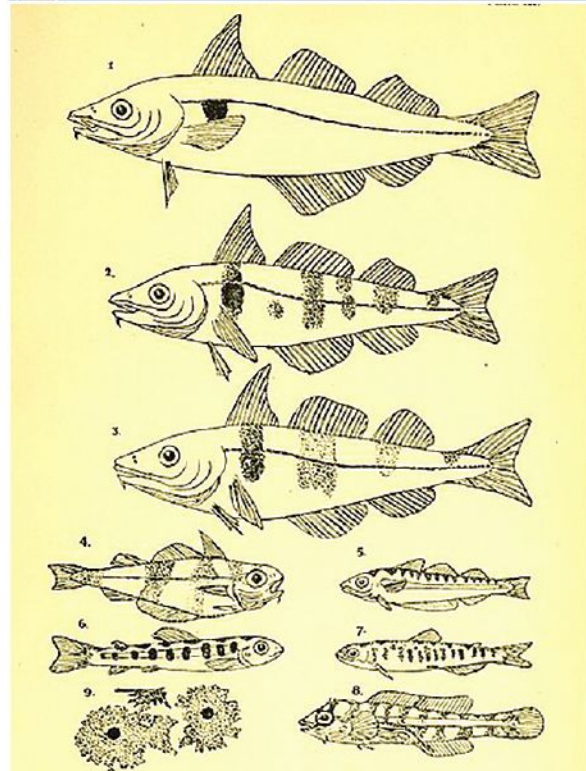


Fig 5. Serially striped Haddock from Passamaquoddy Bay, near St. Andrews, New Brunswick, Canada (1915).
Fig 6. Coddock captured by the MFV Eblana in the Celtic Sea off SE Ireland (March 2021)



On 3rd July 2021, the MFV Eblana (D379) [Skipper: Brendan Lynch, Howth] captured an unusually coloured Haddock (*Melanogrammus aeglefinus*) measuring 310 mm TL and weighing 364 g while demersal trawling at a depth of 108 m in the Celtic Sea off SE Ireland (ICES VIIg, 31E3, 51.3847°N, 6.1003°W) (Figs. 1-2). The specimen was retrieved by crewman Andrew Nealon and donated to the Natural History Museum in Dublin.

Unlike normally coloured Haddock which are dark greenish-brown on the back, greyish-silver on the sides, white ventrally, and exhibit a conspicuous black blotch between the pectoral fin base and the black lateral line (Fig. 3), the current specimen exhibited an irregular patchwork of pale blotches on both sides of the body below the lateral line.

Although the aetiology of this unusual colouration pattern is unclear, it may be related to abnormal melanin production and distribution in the skin. Despite its aberrant colouration, the condition factor of the specimen (0.82) was similar to that of normally coloured conspecifics in NW European waters (0.93), which suggests that its hazy appearance had not compromised its growth rate.

During 1856, William Thompson, author of the 4-volume *Natural History of Ireland* described a similar abnormally coloured Haddock which he had observed in Belfast's Fish Market: 'In the month of February my attention was once called in Belfast market to a large haddock in fine condition, which was singularly coloured. It was clouded over the sides with an extremely pale stone colour, apparently as if the skin had been taken off, but this was the natural colour, and all the scales were on'.

A number of other colour aberrations have been reported in Haddock, including golden-yellow (xanthochromism) [Fig. 4], serially striped (Fig. 5), and specimens that superficially look like Atlantic Cod (*Gadus morhua*) known as 'Coddock' (Fig. 6).

Declan is interested in receiving reports about rarely recorded and unusual specimens from Irish water (087-6458485, declanquigley2021@gmail.com)

Inland Fisheries Ireland Issues Pacific Pink Salmon Alert

Concerns raised that Irish Atlantic salmon and trout could be at risk from the non-native species

First reported Pacific pink salmon captured in Ireland this year on the River Moy in Mayo

Inland Fisheries Ireland (IFI), the state agency responsible for the protection and conservation of freshwater fish and habitats, has issued an alert, asking the angling community and general public to report any sightings of Pacific pink salmon.

Also known as 'humpback' salmon, pink salmon were very rare in Irish waters until 2017 and are believed to have originated from stocking programmes in Russia. Scientists at Inland Fisheries Ireland are concerned that if there are large numbers of the non-native species in Irish rivers, this may have negative impacts on Ireland's salmon and trout populations in the future.

Dr. Paddy Gargan with Inland Fisheries Ireland explains: "If Pacific pink salmon become established in Irish rivers, they will be competing with Irish salmon and trout for food and space. Pink salmon also display aggressive behaviour towards native fish and a large invasion of pink salmon could push out Atlantic salmon and trout from holding pools into smaller channels."

Inland Fisheries Ireland has published a guide on its website to help the public identify a Pacific pink salmon, which has large oval black spots on its tail. Males also develop a pronounced 'humpback'.

Appealing for help from the angling community and general public, Dr. Gargan added: "There is only limited information currently available to assess the threat from Pacific pink salmon, so we are asking the angling community and general public to report any sightings to Inland Fisheries

Ireland by telephoning our 24 hour confidential hotline on 1890 34 74 24."

The first reported catch of a Pacific pink salmon in Ireland this year was in the Ridge Pool, Moy Fishery (Co. Mayo) on 27th June 2021. Anglers across the country are also being asked to report any further catches of Pacific pink salmon to Inland Fisheries Ireland and to assist with research efforts by following these steps:

- Keep the Pacific pink salmon and do not release it back into the water, even in rivers that are only open for 'catch and release' angling.
- Record the date and location of capture, and the length and weight of the fish.
- Take a photograph of the fish and keep a copy of the image.
- Tag the fish and please report it to Inland Fisheries Ireland as soon as possible by telephoning 1890 34 74 24. Inland Fisheries Ireland will arrange collection of Pacific pink salmon catches for further analysis and will also promptly issue replacement tags to anglers.

Further information about the conservation and research work of Inland Fisheries Ireland can be found at www.fisheriesireland.ie



Picture shows the first reported Pacific pink salmon that was caught in Ireland in 2021. It came from the Ridge Pool in the Moy Fishery (Co. Mayo) and was caught on June 27th.

New EU and Norwegian Research Council Genetic Study Sheds Considerable Light on Marine Migratory Behaviour Of Salmon

Marine survival of salmon in the eastern North Atlantic has substantially declined in recent decades, yet little was known about the migratory behaviour and distribution of populations. A new genetic tagging study, just published in the international journal *Fish & Fisheries*, shows where young salmon gather and begin to migrate during their first summer at sea; migrating along the continental shelves off Ireland, Scotland and Norway and subsequently aggregating to feed in the Norwegian Sea west of the Vøring Plateau in international waters (those waters outside national jurisdiction). Here they are exposed to potential mortality from major commercial fisheries for other pelagic species.

The genetic analysis of fish caught at sea demonstrates that the salmon stocks that make up this feeding aggregation are unexpectedly not from neighbouring Norwegian rivers, but are predominantly from southern rivers such as those in Britain, Ireland, France and Spain.

This points to fundamental differences in migration behaviours (routes) and likely explains variation in how stocks from Northern and Southern European rivers have been responding to environmental change and critically to recent climate change, and may account for the differences that have been observed among stock groups in marine survival.

Joint senior author of the paper, Prof. Philip McGinnity of UCC and the Marine Institute said, "This report is the culmination of a major logistical

and technical effort to synthesise the data from 385 marine cruises, 10,202 individual trawls, 9,269 captured post smolts, spanning three decades and approximately 4.75 million Km² of ocean and 3,423 individuals assigned to their region of origin."

Further adding, "A post smolt salmon at 25cm is a very small and rare fish in a very large ocean and so to firstly catch and then assign a couple of thousand fish back to their region and even, potentially, their river of origin is a considerable feat."

The sampling was largely carried out by research vessels, such as the Marine Institute's RV *Celtic Explorer*, from several European countries and the laboratory analysis by many European labs. In addition to the large team of international researchers from the UK, Norway, Faroes, Denmark, Russia, France, Spain, Finland, Irish scientists from University College Cork, the Marine Institute, Queen's University Belfast, the Atlantic Salmon Trust, the Loughs Agency and the Agri-Food and the Biosciences Institute for Northern Ireland were centrally involved.

Professor Tom Quinn of the University of Washington's School of Aquatic and Fishery Sciences, a leading world authority on salmon has welcomed the study, saying "This paper is the result of sampling efforts that were vast in space and time, and equally impressive collaboration including research agencies and universities from many nations. The scope of this study alone is most impressive, and the results are of great importance. These scientists have revealed rich variation in the early marine migrations of Atlantic salmon from different regions, and are entirely consistent with a growing body of research using similar genetic methods being conducted on Pacific salmon. It is clear that salmon migrate

to distant, stock-specific locations at sea, despite never having been to these regions before, and having no older members of their cohort to

lead them. The environmental conditions that they encounter in their respective locations will affect their access to food, hence growth, but also their exposure to predators and intercepting fisheries. Thus migratory routes are of great consequence for the persistence and recovery of salmon stocks, in addition to the marvel of animal orientation that they reflect."

According to Dr Niall Ó Maoiléidigh of the Marine Institute and a co-author on the paper, "Precise information on migration routes and timing are crucial for research into highly migratory marine species especially as the main factors causing population declines may be unknown."

Dr Ciaran Kelly, Director of Fisheries and Ecosystem Services at the Marine Institute said, "The Marine Institute is pleased to see the contribution of its scientists and infrastructure to this project come to fruition. The findings of this study are very important for the management and conservation of salmon in the pelagic marine ecosystem."

Inset photo: Post smolts from Norwegian Sea, May 2008. Photo Niall Ó Maoiléidigh.



Experimental salmon trawl net being hauled aboard the RV Celtic Explorer, May 2008.

Illegal Fishing Nets Seized Last Year Could Line Runway at Dublin Airport Five Times

Spear guns, traps and 13km of illegal nets among 1,200 items seized last year

Public thanked for helping to protect fisheries by reporting incidents of illegal fishing as recent conviction costs Kerry man over €1600 in fines and court fees.

Inland Fisheries Ireland, the state agency responsible for the protection and conservation of freshwater fish and habitats, has revealed that over 13 kilometres of illegal nets were seized by its protection officers and inspectors around the country last year.

250 illegal fishing nets, measuring 13,158 metres in total, were among the 1,287 items seized by the agency on its patrols and inspections in 2020. Other items seized by Inland Fisheries Ireland included spear guns, hand lines, traps, illegally caught fish and stroke hauls which are large-weighted hooks used to impale a fish.

Unless licenced, it is illegal to use a net for catching fish in freshwater due to the ecological damage they cause to fish populations and habitats, such as Wild Atlantic Salmon, Sea Trout and Sea Bass. Due to the severity of the offence and the environmental impact caused by illegal fishing, Inland Fisheries Ireland has a policy of bringing cases involving illegal nets directly to court. Those convicted can face fines and even prison sentences.

Dr Greg Forde, Head of Operations at Inland Fisheries Ireland explains: "In the course of our inspections and patrols last year, Inland Fisheries Ireland seized over 1,200 items, including 13 kilometres of illegal fishing nets from poachers. To put that figure into perspective, that's enough illegal netting to line the runway at Dublin Airport five times over."



He added: "Illegal fishing has a detrimental effect on our fish population, doing untold damage to this precious resource and in

particular to Wild Atlantic Salmon stocks at this time of year. Thanks to the public's help in reporting incidences of illegal fishing, we're able to better protect and conserve fisheries for future generations and prevent loss of fish to poaching."

To report suspicions of illegal fishing, or sightings of illegal nets, members of the public are encouraged to call Inland Fisheries Ireland's confidential hotline number on 1890 34 74 24, which is open 24 hours a day.

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Has Ireland Lost Its Rights To Rockall?

What Are the Effects of the Maritime Jurisdiction Bill?

by Mark McCarthy and Tom MacSweeney



Rockall - Photo by Alan O'Shea

The Maritime Jurisdiction Bill 2021 at Committee and Remaining Stages was passed by TDs in the Dail on Wednesday, July 14. Ninety-two TDs voted for it. 47 were against. Previous to that vote, the TDs had defeated an Amendment which sought to give more time to examine the effects of adopting the Bill, which would then become law. A maximum period of 12 months was sought. The government and its supporters turned down this request by 80 votes to 60.

The outcome has raised major issues about Rockall and whether the effects of adopting the Bill will mean an acceptance by Ireland of British territorial claims to Rockall and the waters surrounding it. Have the Government waved the White Flag of concession to the British?

The government denies that any concessions have been made. Opponents maintain they have!

Much of this centres around a number of agreements made between the Irish Government and the British Government on the area around Rockall, culminating in an agreement signed in 2013 and laid before the Oireachtas in 2014.

The 2013 agreement was not put before the Oireachtas for debate. It appears that this was applied through an SI – a Statutory Instrument. These are a form of legislation introduced by a Minister which “allows the provisions of an Act of Parliament to be subsequently brought into force or altered without Parliament having to pass a new Act.” They are also referred to as secondary, delegated or subordinate legislation.

The government has argued that the agreement was under the jurisdiction of the Common Fisheries Policy and that there was no concession of Rockall territory to

the UK. However, as the UK is not any longer within the EU, opponents maintain that, by including the 2013/14 agreement within the terms of the Maritime Jurisdiction Bill, the Government has ceded to Britain the area around Rockall as part of its territorial waters, onto which the UK has put a 12-mile limit. The agreement was signed by then Marine Minister Eamon Gilmore.

Maritime law experts equivocate on who is right and who is wrong. There is no clear, unchallenged, opinion. Some legal opinion has declared that rocks, within territorial waters, even uninhabited areas, can generate 12-mile territorial sea limits under the UN Convention. Others disagree and the Irish government view, despite the 2013/14 agreement, maintains that uninhabited islands cannot be used to generate territorial claims.

Irish boats have been subjected to legal threats and expulsion orders from a 12-mile limit around Rockall. The Irish government says it is engaged in discussions with Scottish authorities, who have been most active against Irish rights, on this issue. Irish fishermen deny that there is meaningful ‘discussion’ and that they have lost a full year of fishing opportunities with no real optimism about next year either!

In the Dáil debate, Foreign Affairs Minister Simon Coveney, a former Minister for the Marine said he understood the tensions on Rockall only too well.

“I understand the Rockall issue intimately, as does the (Marine) Minister, Deputy McConalogue. We have to be honest with the industry on what is possible and what is not. We have to avoid blaming Ministers or former Ministers who are not here to defend themselves. I mention people like Eamon Gilmore, who struck a deal that was consistent with international law and got the best result that was available at the time for the State. The deal has subsequently been endorsed as that. We have to be honest with people that this was not in some way a sell-out of Rockall. Even before then the lines

created a grey area and a cross-over in the claims by the UK. Even at its most extensive, the area never stretched as far as the rock of Rockall, despite how some people have explained this issue to the industry over and over again, either by mistake or deliberately. It is important that we set the record straight on this issue. We must also set the record straight that the Government continues to work on the Rockall issue to try to ensure that traditional fishing rights around that rock continue, whether it is a squid fishery, haddock or whatever. We can secure certainty for our industry over time, given the added complexity of Brexit and the licensing that is required for our fishing fleets to enter the UK EEZ. We need to be honest with our industry on what is possible and what is not. I will continue to work



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with the Minister, Deputy McConalogue, to try to get the best possible deal on Rockall interests for our fishermen.”

The Sinn Fein spokesman on Fisheries and the Marine, Padraig MacLochlainn, challenged Minister Coveney: “It is true that there were a number of agreements between the Irish Government and the British Government on the area around Rockall, culminating in the 2013 agreement. It was signed in 2013 and then laid before the Houses in 2014. The Minister says that the Government always protests that a rock that is uninhabited cannot generate an EEZ and a continental shelf. However, it can generate a 12-mile limit.

An array of legal experts are clear that the Government’s repeated ceding of the territory around Rockall allows the British to generate a 12-mile limit around it. Here is the problem. For the past seven months, fishermen from Donegal have tried to exercise their traditional fishing rights. They have been denied and blocked from doing so. The Ministers for Foreign Affairs and Agriculture, Food and the Marine have failed to resolve this issue. Why have they not taken this for international arbitration or made a counter-claim on that territory? Iceland does not recognise the 2013 agreement. Iceland and Denmark do not recognise British control over Rockall but our Government does. The problem is that the 2013/14 agreement was never taken in these Houses for debate. What happened in 2014 was absolutely shameful and a disgrace. It was also unconstitutional”

Deputy John Brady, also of Sinn Fein, said that “things have changed fundamentally since that agreement in 2014 because it was made on the basis of membership of the EU and commitments under the Common Fisheries Policy. The agreement was completely undermined by the British Government on account of Brexit and it is now completely null and void. The obligation is now on the Irish Government not just to stand up for our sovereignty and our rights, but to stand up for our fishermen as well. ”

Minister Coveney responded that it was “not accurate to suggest that the 2013 agreement in some way conceded Rockall. It is just not factually true. The consistent position of successive Governments has been that uninhabited rocks in the middle of the ocean should not be claimed by any state. For that reason, the UK’s claim has not been accepted, nor has Ireland made such a claim either. We do not accept that British sovereignty extends to Rockall and we have never accepted that. That is why we also do not accept that Rockall can create a 12-mile limit around it in terms of an exclusive fishing zone, which is what the contention with the fleet in County Donegal is all about.”

Fiannal Fáil Deputy John Lawless said “an outcrop that is uninhabitable does not usually qualify as an island under the United Nations Convention on the Law of the Sea, enacted in 1982, an international treaty signed up to by 182 countries.

Pressure is being exerted on the Irish government to lodge a territorial claim to resolve the Rockall issue. Claims have been made that, because there was no scrutiny or debate on the 2013/14 agreement it was not Constitutional. This is rejected at govern-

ment level which quotes the legality of Statutory Instruments.

Iceland and Denmark, which also fish in the Rockall area, do not recognise British control over Rockall.

The Irish government maintains that Rockall, as an uninhabited rock, does not have an EEZ (territorial area claim) under Article 121 of the UN Convention on the Law of the Sea.

The squid fishery is particularly importance around Rockall, but also it is claimed that up to 30 per cent of whitefish, including haddock, caught by Killybegs and Greencastle vessels is taken around Rockall. Being excluded could cause heavy financial losses.

If the issue is pushed strongly and the government gives support to the Irish fishing industry, it might mean that it would have to look for an international judicial decision, possibly in the EU Court of Justice as one optional source, but that would require the Irish government taking a very strong stand against the UK.

Is it prepared to do that?

Therein is the real question.

International Arbitration

Sinn Fein has now called on the Ministers for Foreign Affairs and the Marine to go to international arbitration about Rockall.

“It appears that in the absence of the British Government pulling away from their position of exercising a 12-mile limit around Rockall and keeping Irish fishing boats outside that 12-mile limit that, in the absence of the British Government backing down on that position, which is outrageous, that the Irish Government will have to go to arbitration,” Padraig MacLochlainn, SF Fisheries and Marine Spokesman, told the Marine Times.

“I appeal for the Minister for Foreign Affairs and the Marine to do that. It was utterly wrong to incorporate the 2014 Agreement into Irish Law within the Maritime Jurisdiction Bill at a time when they are negotiating with the British.”

Was that Agreement undermined by Brexit, removing Rockall from EU control and putting it under British rule?

That is the contention being made by critics of the Maritime Jurisdiction Bill which was debated in and passed by the Dáil. The government denies this, but it appears to be a central issue and the situation may well now be that international arbitration is the only remaining opportunity.

The British claim to Rockall is disputed also by Iceland and Denmark. Should, could, there be a joining with those countries, raising objections to British claims to a multi-nation dispute. Should Ireland make a formal claim to Rockall rights as a counterbalance to the UK?

Rockall continues to be a ‘rocky’ issue for the Irish Government.



On the 4th of January, the Northern Celt was boarded by a Marine Scotland patrol boat. Skipper Adrian McClenaghan was told he can no longer fish within 12 nautical miles of the eroded volcano as a result of Brexit. Mr McClenaghan employs nine crew members and said the disputed waters account for around 30% of his annual catch, added to the cuts to his catches in other waters due to Brexit this is a devastating blow with no sign of any resolution in the situation for next year at the current impasse and lack of impetus by the Irish government.

Adrian McClenaghan is deeply proud of the fact four generations of his family have fished off the Irish coast. Speaking to media prior to the recent protest in Dublin by the fishing communities he has a gnawing fear now that his son Shaun – the fourth fishing skipper in the family – may prove to be the last given the scale of the crisis now facing the Irish industry. “My grandfather, my father, myself and now Shaun have fished,” he said.

“We all love the sea and the way fishing offers a livelihood for people in coastal communities. But none of us faced the crisis that Shaun now faces in the industry. Fishing in Ireland was sold out during the Brexit talks. If this continues without the Government taking firm action to save our industry, there won’t be a future in the sector for the next generation of young fishermen.”



Irish vessels fishing at Rockall in the past courtesy Alan O’Shea.



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

Comhdháil Oileáin na hÉireann AGM and Conference

The conference held in conjunction with the Comhdháil Oileáin na hÉireann AGM concentrated on the policy consultation process whose findings will feed into a new Islands' Policy. This cross-Government Islands Policy will include all relevant Government Departments and a corresponding Action Plan for the islands. The development plan from the Interdepartmental Committee on Islands is eagerly awaited as the first of its kind since 1996.

The Department of Rural and Community Development (DRCD), who are responsible for carrying out the islands consultation and writing the Islands Policy document, were represented by the Minister Heather Humphreys, TD, Bairbre Nic Aongusa (Assistant Secretary for Community Development), Sorcha de Brúch (Principal Officer), Bríd Ní Chonghaile (Assistant Principal Officer) as well as senior staff from the Islands Section.

Contributors to the conference included Camille Dressler, Chair of the Scottish Islands Federation and Vice-Chair of ESIN. Also from Scotland, Desmond Tinny of the Scottish Government - Team lead for Island Communities Impact Assessments. Originally from Finland, Tuuli Rantala, Community Development officer for Inishbofin, Galway, spoke on benchmarking, using the Finnish Carbon neutral action plan as an example of accountability in project works.

In her opening remarks to the AGM and conference, Minister Heather Humphreys noted positive actions by government. There was an increase to the weekly social welfare payment to €20 – the first increase in 20 years. Island matters have also been incorporated into the Government's Rural Plan, "Our Rural Future" which has a chapter dedicated to the offshore islands. The Interdepartmental Committee on Islands will meet this month. Each Department has been asked to prepare statements addressing specific concerns that will feed into the action plan.

€1.1m for Capital Works

In addition, 1.1 million Euro has been set aside for capital works to be co-funded by the relevant authorities. Included are road repairs, a strategic development plan for the piers on Inishturk, Clare Island and at Roonagh, Co Mayo as well as continued support for the new helipad on Inishturk. Approval of the Galway County Council plan for the Inis Oírr pier development has been granted and there is ongoing work on developing the Inis Meáin and Tory Island piers.

Minister Humphreys also confirmed continued funding for Comhdháil Oileáin na hÉireann, praising the work of the organisation and their commitment to the best interests of Islanders. She said that while the consultation process with islanders was curtailed by the onset on Covid-19 restrictions, the Department is open to receiving further comments from all stakeholders to input into the policy document. The Minister also acknowledged that the pandemic

had created a massive remote working environment that the Islands will benefit from, allowing people to stay and work from their Island homes, perhaps slowing the forced immigration of young people in search of work. Good broadband was needed on the islands to support remote working and Minister Humphreys was happy to report that 11 connection points (BCPs) on islands were going live shortly with more planned in the near future.

Bríd Ní Chonghaile, Assistant Principal Officer in DRCD, reviewed the progress on the stakeholder consultation and work on updating the island policy document. The goal is to identify and address challenges that hamper island sustainability and lessen quality of life. This will then be underpinned by an action plan for the islands.

The consultation has identified several challenges: a decreasing and ageing population, poor or lacking broadband connectivity and sketchy mobile phone coverage. A range of housing difficulties was highlighted by stakeholders: the lack of available, suitable housing year-round and the increased cost of building on an island. Additionally, there is a serious lack of social housing on islands and the planning process is seen as not fit for purpose in the island living context and are more stringently enforced than on the mainland.

More Needs to Be Done on Education

Education is another area where State policy does not fit the needs or circumstances of the islands. The teacher-student ratio requirement is unrealistic, there are no secondary schools on most islands and, where there are, course choices may be limited. Where there is no secondary school, parents must send their children out to board during school term, leaving their homes and islands sadly quiet places. None of this adds to island sustainability: there are many cases where entire families have had to relocate to the mainland to educate their children.

There were several other areas of concern expressed by the consultation respondents – infrastructural upgrading and additions needed to piers, pontoons, slips and roads, concerns around environmental controls, coastal erosion, development of green energy sources on islands as well as the impact of high levels of tourism on islands.

DRCD officials have met with eleven government departments on Island issues

and will continue to consult with stakeholders and agencies during the development of the 10-year policy document and the 3-year action plan for the islands as well as meeting with the Interdepartmental Committee on Islands.

Workshop On Island Policy

Comhdháil held a workshop on island policy. Chairperson Aisling Moran spoke about some of the findings of four discussion groups: People & Services, Industries & Employment, Infrastructure and Environment. Several of the challenges discussed mirrored those found in the DRCD consultation while possible solutions were proposed.

The need for improved participatory decision making was strongly expressed. The workshop uncovered the need and desire from islanders for much more involvement and representation in decision making processes at island, local and national level. There is a sense of not being heard when submissions are made to Government and County offices that are not reflected in policies announced. It is felt that long-term planning and budgeting are needed to prevent the on-going, constant battle for essential services. There also needs to be a lot more communication between Island communities and their representatives and relevant government departments, agencies, and County Councils. To ensure that island voices are heard it was proposed that each Council with islands have a dedicated island seat and that each Government department have a point of contact familiar with island issues.

The importance of island representatives being able to review the draft policy document was strongly stated, as was the ability to contribute and review other draft documents relevant to islands. In the long term, the importance and necessity for an Islands Bill to safeguard and lead island policy is recognised and proposed by Comhdháil Oileáin na hÉireann.

Much of the findings relate back to the need of island communities to be heard, have their knowledge, opinion and needs considered when creating and initiating any policies applicable to islands. With increased communication and representation will come more sustainable, productive, and life-enriching communities – basically, better places to live.

In introducing the consultation work carried on the Scottish Islands, Camille Dressler of The Scottish Islands Federation and ESIN, noted that there are several issues shared by the Scottish and Irish islands. In Scotland, the process of island planning sprang from Article 174 of the Lisbon Treaty being developed into the National Islands Plan. Key in this was the huge involvement of the Scottish Islands Federation in the consultation and inclusion in the resulting delivery group.

Desmond Tinny, Scottish Government Islands Team Lead for Island Communities Impact Assessments and the National Island Plan, Health, Social Care and wellbeing, presented a review of The Islands (Scotland) 2018 act and the National Island Plan. Central to the Act is specifically addressing islands in the legal system. This will enable communities to be heard especially through the Islands Plan and Islands Communities

Impact Assessment.

13 strategic directives have been identified through Scotland's process. Irish islanders will recognise many of the challenges: population decline, education and health issues, transportation and housing shortfalls, vital economic and employment development, improved digital connectivity and research and implementation of green energy to name a few.

Key to tackling this to-do list is the implementation route map constructed by the Scottish Government. This is to be reviewed monthly with an annual progress report. This, and the continued input by Island community organisations throughout, will create transparency and give the communities a greater voice.

Tuuli Rantala, Development Co-ordinator on Inishbofin, County Galway, added to the discussion on transparency in government works in her presentation on benchmarking in Finland. Using the Carbon-Neutral Helsinki 2035 Action Plan as an example of superior benchmarking, Ms. Rantala showed how their website, which contains all 147 actions of the project, maps the progress of the plan and shows exactly who is responsible for progressing the separate actions, when it is completed, a schedule of works and when the actions were last updated.

In addressing the conference, Bairbre Nic Aongusa (DRCD Assistant Secretary for Community Development), spoke strongly on the benefits of inclusivity in community development, the importance of having the ideas and opinions of individuals and communities heard not only in policy making but in all island matters. DRCD's 5-year Sustainable, inclusive, and empowered communities strategy aims to concentrate on directing policy towards improving and aiding community and local development, heightening the relationship between Government, communities and the voluntary sector.

The conference threw a light on commonalities in island challenges and solutions across Ireland and Scotland as well as the efficacy of Finland's work on transparency in project work. The way forward for Ireland's off-shore islands may well be a powerful mix of the consultations by DRCD and Comhdháil Oileáin na hÉireann – their conclusions and proposed solutions – plus the policy document and action plan being produced which may allow input into the final draft by Comhdháil and other stakeholders. Combined with Scotland's recognition of the need for an Islands Act and involvement of communities in contributing to policies and projects plus increased transparency on project progress that has proven beneficial in Finland and Scotland adds to the vision for the future.

Looking Forward to What Is Needed

Short-term Comhdháil looks forward to the policy documents and action plan and their contribution to both plus further workshops to help direct actions on several challenges.

Long term, an Islands Bill must be considered as well as actions to drive sustainability and well-being for our island communities.

International Fishing and Maritime News

Insights On Consumer Attitudes to Buying Fish

The Norwegian Seafood Council has published a detailed report on how consumers like to obtain their fish, conceding it is not the easiest commodity to carry around when shopping conventionally.

This is the first in a planned series of reports examining long-term effects of the Covid 19 pandemic on changes in customer-shopping and the relationship between shopping in person and online.

According to recent marketing studies, the pandemic has online shopping now accounts for nearly 28% of all grocery sales globally.

The Seafood Council's report says "It is nevertheless important to note that the grocery trade will not be completely moved to online solutions in the near future but there is a growing trend in this area – "shop streaming" - offering customers the opportunity to digitally walk around a store and interact with what it has to offer.

The Seafood Council asked more than 23,000 people in a number of countries how often they shopped for the likes of salmon online and found the top users were from Asia, with China the clear front runner. While the majority were in the 20 to 34 age group, at least 10% were from the older generation. Ironically, Norway was at the bottom with only two per cent saying they use the Internet to buy their fish.

A study of French consumers in 2016 found just eight per cent would consider buying fish on the net. When the same study was carried out in 2018 the figure had risen to 11%. Respondents also said they found barriers to buying fish online were higher than those for other groceries.

The Norwegian Council report highlights sustainability and convenience as important for consumers. Buying frozen packaged fillets at a supermarket is con-

sidered more time and space saving than visiting a traditional fish counter where the fish may still need to be filleted. Eco-labels such as from the Marine Stewardship Council (MSC) were highlighted. Consumers also wanted seafood products they bought to be "easy to prepare."

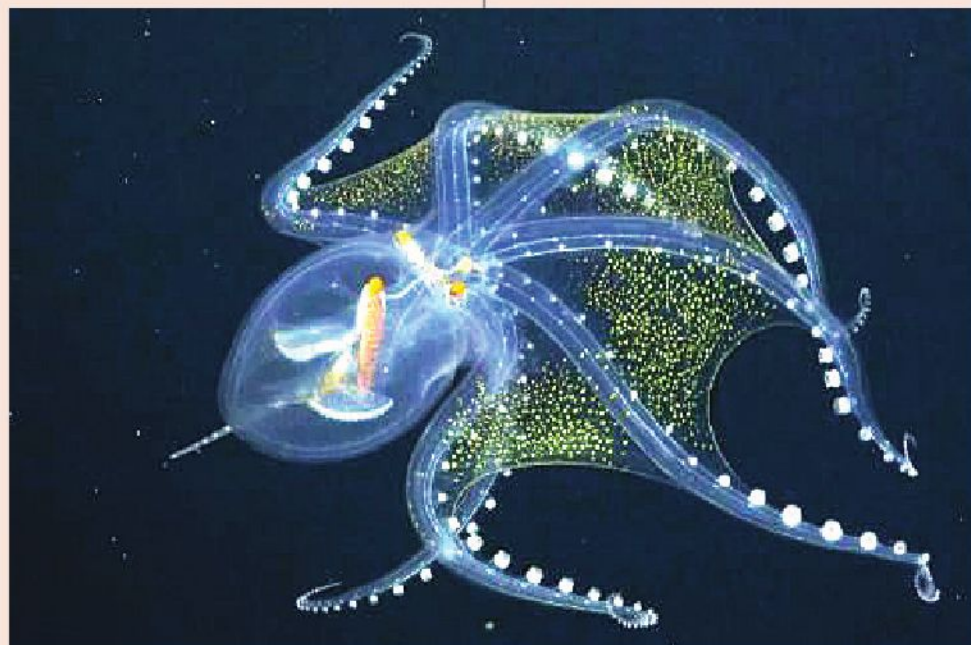
Elusive Glass Octopus Spotted in Remote Pacific Ocean

An almost completely transparent octopus, rarely seen, has been spotted by marine biologists during an expedition to the remote Phoenix Islands, an archipelago over 3,000 nautical miles northeast of Sydney, Australia.

An underwater ROV, (remotely operated vehicle) filmed it "gracefully soaring through the deep waters of the Central Pacific Ocean," according to the scientists who reported two encounters with the 'glass octopus' as they are called. Previously there was such limited footage of these clear cephalopods that, scientists had to learn about them by studying chunks of them in the gut contents of their predators.

'Glass octopuses' were first discovered in 1918. Little is known about them except that they live in tropical and subtropical areas in the deep ocean. They are almost completely transparent, with only their cylindrical eyes, optic nerve and digestive tract appearing opaque.

Glass octopuses' cylindrical eye shape may have evolved to minimise the silhouette of the cephalopod's eyes when seen from below, "and be part of the animal's camouflage strategy," according to a report in the Journal of the Marine Biological Association of the United Kingdom.



Glass Octopus - Photo Schmidt Ocean Institute

European Parliament Wants to Support Younger Fishermen

The new €6.1 billion European Maritime, Fisheries and Aquaculture Fund passed by the European Parliament will have a focus on encouraging younger fishermen.

"The young generation is reluctant to enter the profession," said the Parliament's Rapporteur Gabriel Mato. "To help bring younger people into fishing communities the new EMFAF can finance the first vessel or partial ownership for fishermen younger than 40 who have at least five years' experience or have acquired an equivalent qualification.

"The new €6.1 billion European Maritime, Fisheries and Aquaculture Fund (EMFAF) encourages Member States to invest in making the industry more competitive and helping develop a sustainable blue economy, new markets and technologies. At least 15% of national allocations will have to be spent on fisheries control and data collection, and to counter illegal and unregulated fishing. It is intended to support the blue economy, protect biodiversity and promote international ocean governance. CO2 emissions must be reduced and aquaculture production is stagnating."

At least 15% of national allocations will have to be spent on fisheries control and data collection, and to counter illegal and unregulated fishing.

The Parliament statement said that the fund aims to address the needs of small-scale coastal fishers, helping the sector to develop, as well as the constraints experienced by those fishing in remote regions.

"It will also compensate those who have had to suspend fishing to comply with conservation measures and those who have had to scrap a vessel if their activities have ceased permanently. There will also be support available to finance equipment needed to comply with landing obligations and EU fishing control rules."

Argentina First Country in The World to Ban Salmon Farming

Argentina has become the first country in the world to introduce a ban on salmon farming. This follows a decision in the southernmost province of Tierra del Fuego by lawmakers to introduce a ban on 'salmonid aquaculture' in the Beagle Channel and all sea and lake environments in their area.

A campaign was stated by non-governmental organisations and other community activists against fish farming after the Argentinian government signed a deal with Norway to develop aquaculture in the Beagle Channel.

UK Seafood Industry Criticizes Government Health Eating Report for Ignoring Seafood

The national organisation supporting the UK seafood industry has criticised the Government's National Food Strategy Report for lack of interest in seafood.

Commissioned by the UK Government and led by the businessman who is co-founder of the Leon chain of restaurants,

Henry Dimbleby, it called for GPs to be allowed prescribe fruit and vegetables to encourage healthy eating and a tax on sugar and salt.

"Interesting and well-researched with some excellent insights into the social challenges associated with the UK food system," commented Marcus Coleman, CEO of Seafish, the UK seafood industry body, "but I was surprised that the role that seafood can play in addressing these challenges is not addressed. Seafood is sidelined with a one line explanation on page 6 of the report."

He said it seemed that it had "narrowed focus onto the land. We're disappointed that the positive attributes of seafood do not feature more prominently in the report. After all the nation eats over four billion seafood meals each year. For us it's clear that seafood has a vital part to play – both in providing a healthy food source and in future food security. Sustainable aquaculture offers another way to meet the food needs of our growing population as well as delivering wider environmental benefits such as improving water quality and carbon storage.

"Those of us working in the seafood sector know all about the extremely positive contribution that seafood can make to healthy eating."

Sea Lions Cull in United States

There is to be a targeted cull of sea lions in Oregon State in the USA to protect wild salmon. Federal funding has been granted for the cull through Community Project Funding of nearly 900,000 dollars.

The cull is being allowed under a provision in the United States Marine Mammal Protection Act which allows the killing of protected species in "exceptional circumstances." The Act forbids culling of marine mammals such as sea lions and seals, even when they pose a nuisance to commercial fish farms and fisheries. As the Act imposes import sanctions on any regions outside US jurisdiction that permit culling, it has the effect of imposing a similar ban on culls in other locations such as Scotland and Norway.

Pandemic Has Not Affected Demand for Norwegian Seafood

Norwegian seafood achieved its highest exports value figure ever in the first six months of the year, Norway exported seafood worth €50 billion. Demand for seafood both domestically and abroad continued despite the Covid-19 pandemic. "Not only are we well ahead of the strong half-year we saw in 2019, but this is also the best half-year ever for seafood exports so far," said Odd Emil Ingebrigtsen, Minister of Fisheries and Seafood. "Not even the worldwide pandemic has prevented an increase in demand for, and exports of, Norwegian seafood," he added.

Salmon has also performed well, with export volume up 12%. Poland, France and the US are Norway's biggest export markets for salmon with demand increasing in Italy. Trout and cod declined. Fro-

zen cod fell by 8%. Fresh cod fared better.

Seafood Norway, the industry employer organisation, has backed the government's new aquaculture strategy, describing it as ambitious. But it also says the industry is keen to get moving and has called on the authorities to show more action in achieving the strategy's goals.

Fisheries Minister Odd Emil Ingebrigtsen unveiled the 10-15 year action plan called 'A Sea of Opportunities' saying that the government is aiming for a national annual production target of five million tonnes of salmon and trout by 2050.

Waste heat from a data centre in Norway is to be used to help power the world's largest land-based trout farm. Hima Seafood has agreed a deal with Green Mountain, the Norwegian co-location company which runs the centre for the supply of waste heat which, it says, will significantly reduce the farm's carbon footprint.

Shellfish Farming in Scotland Was Badly Hit by Covid

The Scottish Shellfish Farm Production Survey for last year by Marine Scotland indicates that production tonnage of mussels decreased by 15% from 6,699 tonnes in 2019 to 5,661 tonnes in 2020. Pacific oysters decreased by 33% from the 2019 total. There was also a decrease in the production of native oyster from 103,000 to 75,000 shells in 2020.

The report, based on information supplied by producers, said the decline was largely due to impacts from the COVID-19 pandemic, with many businesses reporting no trade while the hospitality sector was in lockdown. There was a decrease in scallop production, from 26,000 to 19,000 shells, compared with 2019. The report estimates a sales value reduction of over £6m.

US Government Supports Fisheries

"Fisheries are essential to our communities and economy and we want to ensure America is in a position to remain competitive on the global stage," said the US Secretary of Commerce, Gina M. Raimondo, when announcing disaster assistance for events which affected fishing communities between 2018 and 2020.

The areas which include Alaska and New York State will get support from NOAA – the National Oceanic and Atmospheric Administration. "These determinations allow us to lend a helping hand to the fishing families and communities that have experienced very real and difficult

setbacks in the last few years," she said. The areas and species which encountered problems were - Norton Sound Red King Crab in Alaska (2019), Peconic Bay Scallop in New York (2019/20), Port Gamble S'Klallam Puget Sound Coho Salmon in Washington (2018) and Chehalis and Black River Spring Chinook Salmon in Washington (2019). However, a problem caused to shellfish growers by Red Tides in Florida in 2018 and 2019 was ruled out as a "fishery disaster."

580 Species Farmed Worldwide



The Food and Agriculture Organisation of the United Nations (FAO) says there are "around 580" aquatic species of fish farmed around the world.

Nine Million Dollars Invested in Seaweed Development

Sea6 Energy, a seaweed producer, processor and developer headquartered in India with a subsidiary in Indonesia, has secured \$9 million in funding for development of a fully mechanised cultivation system that can simultaneously harvest and replant seaweed in deep ocean waters. It is called 'SeaCombine'.



The SeaCombine can both harvest and plant seaweed in offshore locations. The investment was led by Aqua-Spark* and is the first investment fund focused on sustainable aquaculture, alongside co-investor, Singapore-based Silverstrand Capital. The funds are to be used towards the financing of additional SeaCombine systems to increase supply of seaweed raw material, and expanding Sea6's processing capacity with additional production facilities to produce agricultural biostimulant products, animal health products as well as a carrageenan plant based on an energy efficient and eco-friendly process.

BIM Launches Programme Aimed at Helping Seafood Businesses Attract, Develop and Retain Talent

Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency, has launched a Talent Integration Programme, Elevate, aimed at helping seafood businesses attract, develop and retain talent. At the core of the new programme is the principle that people are an organisation's greatest asset. The programme is being run by BIM in partnership with Grant Thornton and is supported by the European Maritime and Fisheries Fund (EMFF).

During an online launch of the programme on Wednesday 21 July, BIM CEO, Jim O'Toole spoke of the importance of ongoing training and skills development. He said: "As competition for skilled people intensifies, continuing education, training and workforce development is key to talent retention and attraction in Ireland's seafood industry. An organisation's ability to prosper is intrinsically linked to its ability to attract and retain top talent."

Ian Mannix, Skills Director at BIM referenced the appetite among seafood businesses for continuous skills and professional development and said: "The Elevate programme has been developed in response to feedback we've received from seafood businesses taking part in other BIM management development programmes to date. There's a strong recognition and, moreover, a strong desire among the sector to equip their people with ongoing skills and training so both they and the businesses thrive."

The Elevate programme is tailored to the unique needs of seafood businesses and forms part of BIM's wider ambition to develop a clear skills-driven career path for the sector.

Suzanne Tanguy, Associate Director, Grant Thornton, commented on the risks an organisation can face around talent without a positive culture and the right approach to engaging, valuing and developing employees.

"People have come to expect much more than simply a wage from their work efforts.

They look for organisations that share common values, offer a sense of purpose, contribute to political and social trends and most importantly create opportunities to develop and progress. These are some of the highly motivating factors that will help ensure good people stay and flourish within an organisation. These factors will also help attract new talent."

One of the frequently cited reasons associated with the skills shortage in Ireland's seafood industry is the often remote nature of the work in rural coastal locations in Ireland. However, keynote speaker at the launch event, Pat Rigney, Managing Director & Founder of The Shed Distillery, based in Drumshanbo in Ireland's least populated county, Co Leitrim, drew attention to his policy of "people over process" and how it has motivated the team at the distillery and driven innovation. Rigney states that he first recruits people on attitude and potential and then develops them with the necessary ongoing skills and training. This approach has enabled the team and the business in a highly competitive environment. Drumshanbo Gunpowder Irish Gin is currently sold in more than 50 international markets.

Applications to the Elevate Talent Integration Programme are now open to the catching, processing and aquaculture sectors within the seafood industry. This scheme is supported through EMFF funding and all participants are required to meet eligible funding criteria. For more details visit bim.ie/elevate



Kathleen Maria returning to Portmagee - Photo courtesy Richard Guildea

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“Antarctic” Welcomed Home to Killybegs

On 17th July, the Irish flag was raised on the mast of the latest vessel to bear the proud name of “Antarctic”.

The youngest members of the McHugh family, Eamon Óg and Gerard Jr were in charge of the flag ceremony, supervised by owners (and grandparents) Teresa and Eamon McHugh.



Photo by John Cunningham

The hull for “Antarctic” was built by Karstensen Shipyard Poland in Gdynia and arrived in Skagen in January 2021 with the completed vessel making its proud entrance to Killybegs harbour on Tuesday 27th July.

Teresa and Eamon McHugh have headed the family business for 25 years, since starting with the first “Antarctic”, bought from Eamons brother Kevin McHugh. Sons Eamon J and Gerard are also deeply involved in the family business, with Eamon J managing the shore side and Gerard fishing onboard the present vessel as skipper.

Antarctic Fishing Company was established in 1987 with the purchase of first “Antarctic”. In 1997 a newly built “Antarctic” was commissioned later being replaced with newbuilds. This new “Antarctic” will be their 5th vessel in the ownership of Eamon McHugh and his family.

Eamon McHugh is well-known in the pelagic fishing industry, who has been fishing for some 40 years, working his way up in the grades over mate on the ‘Paula’

to skipper on his own vessel. Eamon will continue skippering the new vessel bringing his wealth of experience to the vessel and passing on his knowledge to the next generations of the McHugh fishing family.

The vessel design, specification and arrangements is a result of an extensive and close cooperation between Owners and Yard, where all details have been tailor made to suit Eamon McHugh’s exact specifications. Main focus has been set on optimizing working, safety and comfort for the crew, optimizing catch handling- and storage facilities and optimizing of fuel consumption.

The new “Antarctic” is based on Karstensen Shipyards highly successful 63m hull model, which has proven characteristics in relation to sea keeping and fuel consumption. KS 63m hulls are in operation in all parts of northern Europe, with one already based in Killybegs, namely “Paula”.

Karstensen Shipyard is delighted with this contract, which stresses the shipyards

position as the prime designer and builder of larger pelagic fishing vessels. Karstensen Shipyard has, for the time being, orders for no less than 11 pelagic vessels, which are to be delivered throughout the next 2 years. Karstensen Shipyard offers a complete concept, where all solutions are optimized and tailor made to customer specifications and requirements. Karstensen is independent of all suppliers, which makes such an optimization very flexible.

In order to reach above targets, the ship is fitted out with all the newest machinery and equipment, and suppliers have been chosen carefully to match specification and requirements. In particular it is noteworthy, that Killybegs based Sea Quest has supplied the full deck machinery / winch / crane package. Likewise Killybegs-based KER Group has also been a main contributor to the new vessel, having supplied the full RSW-machinery and vacuum unloading packages.

Both companies have long standing business relationships with Eamon McHugh. But these order represents a first complete supply to Karstensen Shipyard.

Barry Electronics, also of Killybegs, has supplied and installed the complete array of electronics for the new vessel.

Speaking to the Marine Times upon arrival at Killybegs with their new “Antarctic”, Eamon McHugh said; *“This is a very proud moment for me and my family. However, behind this great occasion we cannot hide the disappointment we have with the ongoing issues within our industry. We pride ourselves in landing our catch to local processors in Killybegs and have landed 100% of all our catches to Killybegs for the past 5 years. This will not be possible until the Minister / Department / SPFA reinstates the weight permits to the local processors. If this does not happen, job losses in Killybegs is inevitable.”*



Pictured at Karstensen's for the raising of the Irish flag aboard the 'Antarctic' are Eamon McHugh Sr, Teresa McHugh, Gerard McHugh, Gerard McHugh Jr, Stephanie McHugh, Eamon Óg McHugh, Jacinta McHugh and Eamon J McHugh

BIM New Fishermen Scheme

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“Something Special About the Antarctic” - Art Kavanagh

“While I am proud of my association with the Fishing Sector and am proud of my involvement in every transaction, big or small, used vessel or newbuilding- there is something special about the Antarctic as I watch the young members of the family stepping on to the field to continue the work stated and managed so well by Eamon and Teresa.

“Succession in this business - as it is in all family business - is really important, and it is often hard to get it right. I believe we have it here!

“The Brexit Cuts and other local logistical difficulties will require careful and brave management in the coming years I have no doubt that the success of the business will be assured.

“I have often remarked on the coverage which a New Factory will receive – probably having received direct grants and special tax advantages and I compare that to the silence which will accompany the arrival of a New Fishing Vessel which will provide employment not only for it’s own crew but for the Ancillary and Support Industries which will have received nothing from the State.”



Proud men as they take the ANTARCTIC home to Killybegs - Eamon Snr, Gerard and Eamon J McHugh



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Best wishes to the McHugh family and crew with the MFV "ANTARCTIC"

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The hull of the “Antarctic” is built in steel with two continuous decks; main deck and shelter deck, and with long forecastle- and boat decks. Wheelhouse, boat deck, funnel and masts are built in aluminium.

Hull shape of round bilge construction with bulbous bow and stern skeg, flared stem and transom stern.

Below main deck the hull is subdivided into the following watertight compartments: Forepeak, bow thruster-/sonar room, insulated RSW-tank section with central RSW pump- and manifold room, engine room with main engine connected to reduction gear-box with ducted propeller and aftpeak with fuel- and lub oil tanks.

On main deck the hull is arranged with: Forepeak, electronics room, room for unloading (vacuum) system, trunks for RSW-tanks with centre corridor with RSW-units, accommodation section SB with workshop, exhaust and ventilation trunking and engine control room/switchboard room. All aft/PS hydraulic room with steering gear.

Accommodation on main deck is arranged with 7 1-man and 2 1-officer crew cabins all with en-suite toilet/shower

compartments, trim room and corridor and staircase.

In order to create best possible design for low noise, the accommodation is located as far away from the propeller as possible. In addition a number of constructive steps were made, in order to create a low noise level. During trials noise measurements showed levels well below any requirements and recommendations.

On shelter deck arrangement is: Store (1) forepeak, generator room and aft/ under forecastle store (2). Aft forecastle fish receiving deck, with centre deck house with water separator and hatches for the 8

RSW-tanks. In way of hatches, fore deck crane is mounted.

Aft midship, full width superstructure. Superstructure is arranged with: Deck store, changing room with oil skin drying area, day- and mess room, galley with provision stores and corridor with staircases.

Aft superstructure trawl deck with 2 net drums. On transome, 2 hydraulic operated stern gates with roller on top are recessed. In front of each stern gate, 3 hydraulic operated guiding poles are fitted. Above-deck tracks for midwater weights



Best wishes and congratulations to the McHugh family and all the crew of the new “ANTARCTIC”

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Congratulations and continued success to Eamon, Gerard, all the McHugh Family & crew of the new ANTARCTIC
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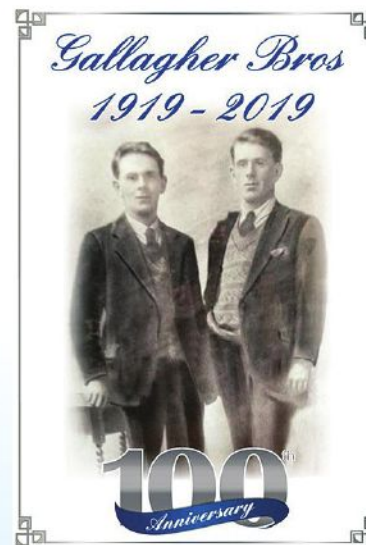
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are also fitted.

After part of trawl deck PS is arranged as trawl pumping deck, with fish pump, hose reels and tail-end block.

On forecastle deck, anchor winch in dedicated house, together with mooring equipment. Aft of this, roll reduction tank and forecastle deck.

On boat deck, abaft midship, deck house in centre. Accommodation in deck house with skipper- and mates cabins and instrument room. Room for accommodation ventilation is also incorporated into the deck house. PS funnel with exhaust and ventilation intakes.

All aft boat deck in full width with SB and PS walkways forward. Integrated in aft ship construction and boat deck is also trawl gallow, which accommodates 2 main towing blocks as well as tail- and top line blocks. Net sounding winch is fitted on top of gallow.

Wheelhouse on top of deck house, with 360° view. Funnel with deck for MOB-boat and –crane PS.

Design principles for main engine / auxiliary arrangement are as follows:

On reduction gearbox, 1 Power-Take-Off, mounted with a shaft alternator, producing 1650 kWe.

To supply additional electric power, the vessel is fitted with 2 auxiliary engines / gen-sets, producing 930 respectively 550 kWe. In addition a harbour set of 122 kW is fitted.

During heaving/shooting operations at fishing, when the winch system is in use, the gearbox PTO will be clutched in, and electric power will be supplied from the shaft alternator. When there is demand for full power on the winch(es), there will normally not be same demand for power on the main engine. Following the main engine will be power source for both propulsion and hydraulic system.

During normal towing, the shaft alternator will/can be disengaged, and the electrical power will/can be supplied by either of the gen-sets.

The 2 gen-sets will be able to connect into main switchboard, controlled by the vessels DEIF Power-Management-System.

Electrical power system is fitted for sliding frequency (60-50 Hz), by means of frequency converters for 400/440 V and clean power static supply/converter for 230 V. This will allow main engine and propeller rpm to be reduced with 17%.

Above designs and systems ensures an economical and safe running profile of the vessel.

The Marine Times Newspaper would like to wish the McHugh family and all the crew of the 'Antarctic' every success and safe fishing in the future.

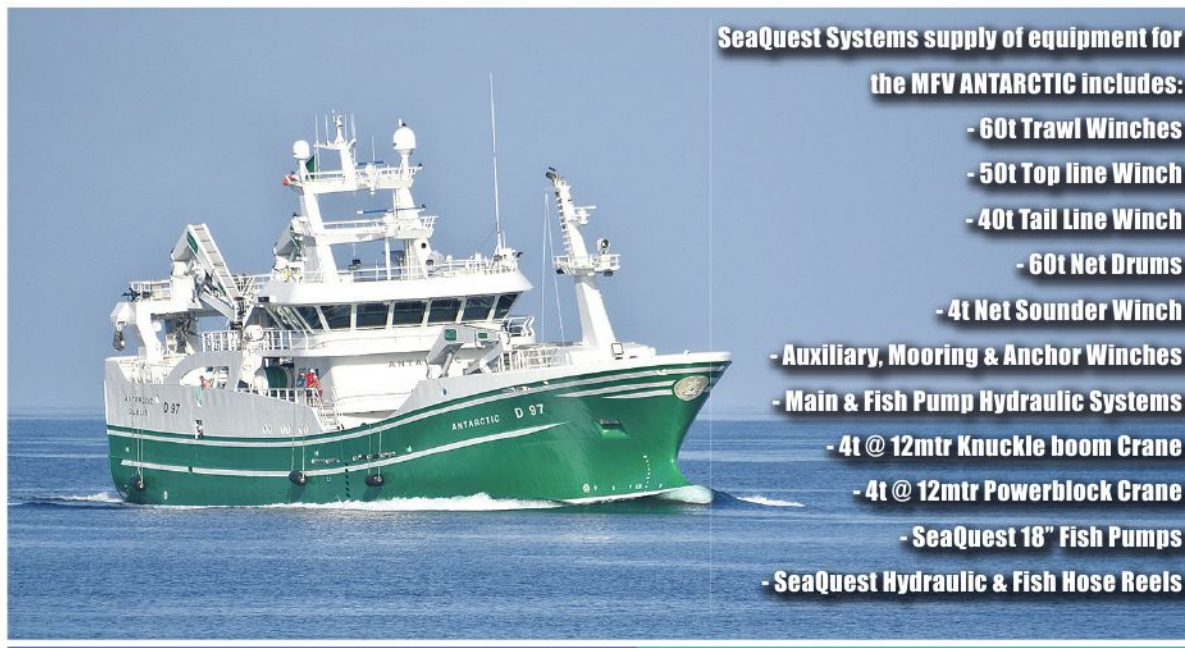
Many thanks to all who supplied photos including: John Cunningham; Alan Henneghan / Mooney Boats; Killybegsonline.org; The McHugh family and Kent Bandholm.



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DECK EQUIPMENT:

Hydraulic winches: - all supplied by Sea Quest of Killybegs, main system 175-210 bar:
 2 x Trawl winches 61,8 t
 1 x Topline winch 51,5 t
 1 x Tail-end winch 43,6 t
 2 x Netdrums 61,8 t
 3 x Mooring winches 8,5 t
 1 x Anchor windlass 5,0 t
 1 x Netsounder winch
 Fish pumping: - all supplied by Sea Quest, hydraulic:
 1 x Hydraulic hose reel.
 1 x Fish hose reel.
 2 x Sea Quest fish pumps, 18".
 Deck cranes: - all supplied by Sea Quest, hydraulic:
 1 x Fore deck crane, 4 tonnes x 12,0 m.
 1 x Power block crane on trawl gallow, 4 tonnes x 12,0 m.
 1 x Fish pump crane, 4 tonnes x 10,0 m.
 HP hydraulics 1:
 Complete drive system for winches and associated equipment:
 4 x 160 kW pump-units, fixed displacement pumps.
 2 x 90 kW pump-units, variable pumps.
 HP hydraulics 2:
 Complete drive system fish pumping equipment:
 3 x 90 kW pump-units.



ENGINES AND MACHINERY

Main engine:
 MAN 9L27/38, 2499 kW @ 800 rpm.
 Propeller plant: MAN VBS940, d3800 mm.
 Reduction gearbox: Renk RSVL-900.
 Shaft alternator: Cummins AvK, 1650 kW / 2063 kVA.
 Auxiliary: 1 x Caterpillar C32, 930 kWe @ 1800 rpm.
 1 x Caterpillar C18, 565 kWe @ 1800 rpm
 Harbour set: 1 x Mitsubishi, 115 kWe @ 1800 rpm.

FISH TANKS:

RSW-system: 2 x KER, each 800 kW.
 Circulation pumps 2 x 600 cum/h
 Condenser pumps b2 x 280 cum/h
 RSW circulation system with remote operated RSW-valves through KER control system.
 Actuators for valves: Eltorque.
 Vacuum-system:
 KER: 3 x 66 kW compressor units. 3 x 2800 l tanks.



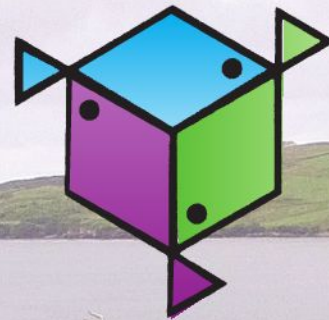
ELECTRONICS:

Extensive array of electronic equipment (navigation, fish finding and communication), all supplied and installed by Barry Electronics of Killybegs.
 Main items:
 Display system: BEL Pacific MS-6C Video Matrix
 Main monitors: 4 pcs 55" Hatteland. 3 pcs 26" Hatteland
 12 pcs 32" Neovo.
 LF sonar: Furuno FSV-25S, 25 kHz.
 HF sonar: Furuno FSV-75.

Echo sounder 1: Simrad ES-80.
 Echo sounder 2: Furuno FCV-1900.
 Echo sounder 3: Furuno FSS-1BB.
 Current indicator: Furuno CI68.
 Net monitor: Marport.
 Trawl sonar: Simrad FS-70.
 Radar 1 (3 cm): Furuno FAR 2228-X.
 Radar 2 (10 cm): Furuno FAR 2238-S.
 Radar 3: Furuno DRS6A-NXTX
 Ecdis: Furuno FMD3200/3100 BB.
 Plotter 1+2: MaxSea Time Zero.
 Plotter 3: Olex, 3D
 GPS 1: Furuno GP-170
 GPS 2: Furuno GP-33
 AIS: Furuno FA-170
 Gyro compass: Simrad GC-80.
 Autopilot: Simrad AP70-system.
 V-sat communication: Sailor 600 KA
 Sat-TV system: Intellian t80-Q TVRO
 GMDSS: Sailor equipment for A2 navigation.
 SSB: Sailor 6310.
 VHF's: Sailor 6222 DCS.
 2 x Sailor 6210.
 Infrared camera: Flir M364C
 Autotrawl system: Sea Quest.
 ME remote control: MAN Alphatronic 3000.
 Intercom: Phontech 3102.
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IRISH WHALE AND DOLPHIN GROUP IWDG NEWS

Dr Simon Berrow, Chief Executive of the Irish Whale and Dolphin Group describes the wonder of the largest animal ever-known to exist.

The Blue Whale Fills Our Mind with Superlatives

It is the largest animal on the planet, indeed the largest ever to known to exist. Imagining an animal 30 metres long and up to 200 tonnes in weight is hard, but when you learn its tongue weighs as much as an elephant, its heart is the size of a car and its blood vessels are so wide you could swim through them, you get the sense these are large animals !



Declan Horan

Sightings of the planet's largest animal in Irish waters are rare.

Hence the recent sighting, and photograph (main photo above), of a blue whale, 176 nautical miles (326km) west of Slyne Head, Co Galway by Declan Horan, crew member onboard the Marine Institute research vessel *RV Celtic Explorer* has received such great interest.

This is not the first sighting of a blue whale in Irish waters, indeed not even the first from the *Celtic Explorer*. IWDG Conservation Officer Dave Wall photographed a blue whale in September 2008 130nmls west of Slyne Head, only 48nmls north-east of Declan's recent sighting.



Recent results from the ObSERVE-Acoustic programme, funded by the DCCA and led by the Galway-Mayo Institute of Technology, showed blue whales were detected acoustically between late summer and mid-November when monitoring ceased.

Blue whale vocalizations centre around 17 Hz and due to their very low frequency they can travel a long way. We estimated during bSERVE_Acoustic that we could detect blue whales from up to 200km. They were detected at all eight monitoring stations during autumn (September-October) and it is likely they occur throughout the winter in small numbers.

We think they are migrating along the western seaboard of Ireland from rich feeding grounds at high latitudes

to breeding grounds off NW Africa. Blue whales feed almost exclusively on krill, a crustacean. Northern Krill can be seasonally abundant in Irish waters.

The late Ivan O'Kelly photographed a blue whale in the Porcupine Sea Bight during a pelagic tuna fishing charter in September 2008. In September 2012, Patrick Lyne photographed one in the same location from the IWDG research vessel *Celtic Mist* (Inset photo). Mick Baines and colleagues had 12 sightings of 16 individual blue

whales in the Porcupine Sea Bight between July and October 2013, in the biggest aggregation of fin and blue whales ever described in Irish waters. They were observed lunge feeding, apparently on Northern krill. There seems to be a relationship between movements of albacore tuna, krill and large baleen whales.

This is strong evidence that offshore Irish waters are important for migrating blue whales that will also feed opportunistically on krill. The IWDG have proposed the Porcupine Sea Bight as a potential offshore MPA for these seasonal aggregations of large baleen whales and recommend time-area closures should be considered when these aggregations occur.

If we can't protect the habitats of nature's largest animal, whose populations are still severely depleted after decades of human over-exploitation, what can we achieve?

www.iwdg.ie

New Humpback Whale 'Orion' Sighted in Irish Waters

A new individual Humpback Whale, nicknamed 'Orion', has been sighted for the first time in Irish waters, approximately 60 kilometres north-northwest of Malin Head, Co Donegal, Ireland.

The humpback whale was sighted on board the Marine Institute's *RV Celtic Explorer* as part of the annual Western European Shelf Pelagic Acoustic (WESPAS) survey. The humpback whale was sighted at 9.30am on Friday 9th July 2021 by Dr Justin Judge, a Marine Mammal Observer who was on board the *RV Celtic Explorer* on behalf of the Irish Whale and Dolphin Group (IWDG). The IWDG confirmed the humpback whale is a new individual, previously unrecorded in Irish waters in the IWDG catalogue and has been given the Catalogue Number HBIRL111.

"This is a dream sighting for a Marine Mammal Observer," Dr Justin Judge said. "The individual humpback whale 'Orion' has been named after the Greek mythological hunter, since the whale was moving with the fish stocks for food. It is also my son's middle name so fitting on both fronts. There was a lot of feeding action from a multitude of cetacean species that day, including Bottlenose, Common, Risso's and White-Sided dolphins, grey seals and Minke whales."

Humpback whales grow up to 14 to 17 metres long, and are predominantly black in colour with long white flippers and often white patches on the underside (ventral surface). When a humpback whale raises its tail or fluke, it provides an opportunity to photograph its underside. The pattern on the underside is unique to that individual whale, and these photographs are used to identify it. To date, the Irish Whale and Dolphin Group has documented 112 individual humpback whales in Irish waters since 1999, many of which are recorded year after year.

"Observing any apex predator in its natural environment is exciting but a new humpback whale for Irish waters, this is special," WESPAS Survey scientist,

Ciaran O'Donnell of the Marine Institute said. "Irish waters support a diverse range of marine life, and our annual acoustic survey programme not only monitors the health of our pelagic fish stocks, but also provides data to researchers on the overall health of the wider ecosystem. Observing and understanding our ocean, is essential



for protecting and managing our marine ecosystems for the future."

The Marine Institute's WESPAS survey is carried out annually, and surveys shelf seas from France northwards to Scotland, and west of Ireland. WESPAS is the largest single vessel survey of its kind in the Northeast Atlantic, covering upwards of 60,000 nmi2 (nautical miles) every summer. The survey is funded through the European Maritime Fisheries and Aquaculture Fund under the Data Collection Programme which is run by the Marine Institute. Scientists collect acoustic and biological data on herring, boarfish and horse mackerel, which is used to provide an independent measure of these fish stocks in Irish waters. Scientists also monitor the physical and chemical properties of the seawater, plankton, sea birds and marine mammals during this survey.

Humpback whales are a migratory species. They can be seen in Irish waters throughout the year, but the most frequent sightings occur in spring through to early winter when they visit seasonal feeding grounds. Irish waters are an ideal feeding area for humpback whales, as it is midway on their migration across the Atlantic between Western Africa and Northern Scandinavia. Images of individual humpback whales can be used to track their local short range movements as well as their international movements along migration routes and ultimately their breeding ground.

Best wishes and congratulations to the McHugh family and all the crew with your new vessel ANTARCTIC from everyone at Swan Net Gundry

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RNLI REPORT

Niamh Stephenson, Ireland Media Manager for the RNLI, reflects on a terrible week of drownings in Irish waters

The first ever international day for Drowning Prevention was held on Sunday, July 25, an opportunity to highlight a global issue that every day sees 600 people around the world drown. That it came on the back of a terrible week which saw nine people drown and puts things into shocking context. Their ages and locations were varied, and the stories were heart breaking. The thoughts of all in the RNLI are with their families and loved ones.



Current lifeboat crew at Kilmore Quay laid a wreath to remember all those involved with the station, who had passed away over the last 25 years

Unprecedented Requests for Water Safety Advice

The requests we have been receiving for water safety advice recently have been heartening and unprecedented. The more we share this advice the more people it will reach, so we take every opportunity to do so.

Lifeboat crew in Dun Laoghaire joined their colleagues in the Irish Coast Guard at the Irish Lights building to meet with Minister of State Hildegarde Naughten and make a joint plea for people to keep safe on the water when they are out. Our water safety partners in the GAA have been sharing the RNLI water safety messages regularly online and through the clubs. Buildings and landmarks across the island lit up in blue to mark World Drowning Prevention day and media news bulletins carried water safety advice.



Repetition is the key to remembering any good advice, so we hope it is landing with people. Always swim at a lifeguarded beach, always bring a means of calling for help and the one that lifeboat crews say so often - please don't wait to raise the alarm.

If you see someone in trouble or you suspect that they might be in difficulty on the water, dial 112 or 999 and ask for the Coast Guard, don't wait for someone else to do it. You might save a life.

World Prevention was one day but we need to keep talking about drowning prevention every day!

Following The RNLI – Launching to Help Migrants

If you follow the activities of the RNLI and keep an eye to rescues across the water, you can't have failed to notice the amount of comment on the activity of lifeboat crews who operate in the Channel.

Lifeboats have launched to save the lives of migrants who have been making the dangerous and difficult crossing from France. This has come in for criticism from

some who question why the RNLI is involved in these rescues. The Chief Executive, Mark Dowie, has been keen to address this and his words could not be clearer. "I could not be prouder of our amazing volunteer lifeboat crews,

who launch to the aid of anyone who is in trouble in or around the water and needs our help. We have done this since the RNLI was founded in 1824 and this will always be our ethos.

'We do not judge a casualty on what circumstances have found them in trouble. Our crews are tasked by HM Coastguard in the UK and the Irish Coast Guard in Ireland to rescue anyone who is at risk of drowning. They go home after a 'shout' secure in the knowledge that without their help, the person they rescued may not have been able to be reunited with their own family. That is why they do what they do.

'We want to be absolutely clear that we are incredibly proud of the work our volunteer lifeboat crews do to rescue vulnerable people in distress. And when it comes to rescuing those people attempting to cross

the Channel, we do not question why they got into trouble, who they are or where they come from. All we need to know is that they need our help.'

You can find more information on this on the RNLI's website rnl.org/news-and-media which includes video with words from some of the lifeboat crews involved in these rescues. Whatever happens, the RNLI will always launch to those in trouble on the water.

Busy Stations

Lifeboat crews are very busy now, some stations receiving back to back call-outs or multiples in a short space of time.

As I write this, I am helping a station with a press release on a call out to three kayakers in Waterford. Listening to the lifeboat crew describe the call out, it is incredible how the training they receive translates to real-life rescues.



On this occasion it is 'well done' to the crew at Helvick Head, who manoeuvred a lifeboat in terrible conditions and in ways you would not have thought possible, so that three stranded kayakers could safely make the crossing from rocks- to-lifeboat-to-shore. In this they were assisted by the winchman from Rescue 117. It is another successful rescue and it happens every day across all the agencies.

So, thank you for the support, thank you to the lifeboat crews who keep launching and let's all keep talking water safety.

Would you know what to do if you got into trouble? If you don't - would you find out and tell everyone you know? RNLI.org/safety is a good place to start.

Fethard RNLI Mark 25 Years of Saving Lives With Emotional Ceremony At Sea

Fethard RNLI commemorated an important anniversary on Saturday 10th July. It was 25 years to the exact day (10th July 1996) that the RNLI re-established a lifeboat station at Fethard-On-Sea, following an absence of 82 years. The milestone was marked by a solemn ceremony at sea, where current lifeboat crew laid a wreath to remember all those involved with the station, who had passed away over the last 25 years.

The anniversary was originally to involve a large-scale exercise at sea, viewed by the public from Baginbun beach and involving Fethard RNLI, Kilmore Quay RNLI, Dunmore East RNLI and the Irish Coast Guard. Unfortunately, the display was postponed due to the ongoing restrictions for Covid and it is now planned to take place on Sunday the 12 September.

Fethard RNLI has a rich history in the Institution. A previous RNLI lifeboat based in Fethard, called the *Helen Blake* was lost along with 9 of her 14 crew on 20 February 1914. The station was then closed, and it

was not known if a lifeboat would ever again be on service in the area. However, the local community came together years later to raise the funds needed to establish a new station. After a lot of hard work and determination, their dream of having a Lifeboat was realised.

That same community spirit was also present in 2016 when the community funded the station's current lifeboat the *Naomh Dubhan*.

Commenting on the 25th anniversary, Fethard RNLI Lifeboat Operations Manager Walter Foley said, 'All of us involved with Fethard RNLI would like to sincerely thank our wonderful community who have supported this lifeboat station for the past 25 years. There are so many people involved with our station and we appreciate every one of them and the work they do.'

'Having a lifeboat station re-established after suffering such a loss as we did in 1914 is an incredible achievement. In the intervening years our community decided they wanted their lifeboat back and campaigned and raised the funds necessary to return one to the area. There is a special bond between Fethard RNLI, and its community and it is the reason why we are still going strong today.'

An official event to mark the 25th anniversary of the reopening of Fethard RNLI is due to take place on Baginbun beach on Sunday 12 September. Further details will be available nearer the date.

Baltimore RNLI Launch to Boat Fire

Baltimore RNLI were called out to reports of a boat on fire off Sherkin Island in West Cork on the afternoon of Saturday 10th July.



The volunteer lifeboat crew, under Coxswain Aidan Bushe, launched their all-weather lifeboat at 3.34pm, following a request from the Irish Coast Guard to attend a boat fire in Horseshoe Harbour, Sherkin Island off the coast of West Cork.

When the Baltimore all-weather lifeboat arrived at the scene at 3.39pm the occupants of the rib had already been removed to another vessel and all were safe.

Volunteer crew members from the lifeboat used the onboard fire hose on the burning vessel but unfortunately the rib was beyond recovery and it sank a short time later. The lifeboat returned to the station, arriving at 4.07pm.

Conditions at sea during the call were calm with a south-westerly force 2-3 wind, no sea swell and good visibility.

Speaking following the call out, Kate Callanan, Baltimore RNLI Volunteer Lifeboat Press Officer said: 'There were a number of vessels in the immediate vicinity at the time this fire broke out and Baltimore RNLI would like to thank those who assisted in bringing the occupants of the rib to safety.'

RNLI Fishing Safety

Fishing Safety Manager for the RNLI Frankie Horne is grateful to be back out working with the fishing industry again

During the month of June RNLI Fishing Safety were able to start working on the coast again, all be it in a less than normal way. However, it was good to be out working with the Fishing Industry again.

We have been assisting with Seafish mandatory training in Northern Ireland. We have also now restarted the Funded MOB Recovery and PFD awareness events with our partners. Lowestoft Survival Center was the venue for the first events. This was held over 3 days giving fishermen from the area the best chance to attend. Attendees were mainly from the potting and cockle fishing industry.

Once again, the attendees had the opportunity to experience being in the water with full working clothing on, and no Personal Floation Device (PFD). Waves and wind were then added to the environmental pool to simulate as near as possible the effects of sea conditions.

All attendees agreed that the water experience had brought home the value of (PFD)

and the difficulties of staying afloat without one, should someone go overboard.

MAIB inspectors attend the event with one taking part. The day after the event a MAIB was deployed to Mallaig in Scotland to investigate a Man Over-board fatality on a fishing vessel.

RNLI, along with its partners intend to deliver more events for its partners Fishing Industry Safety Group (FISG) over the next 12 months in the UK, and fishermen will be invited to attend. Talks are taking place to run similar events in the Republic of Ireland. If you are interested in challenging yourself or your crew to help understand the

benefits of a PFD, you can contact Seafish Training or your local Approved Training Provider (ATP) for more information.



Model Lifeboat and Painting Presented to Lough Ree RNLI Crew

Lough Ree RNLI volunteer crew, which has become a very busy station with multiple rescues carried out of leisure craft in the area this Summer, were the recipients of a number of personalised gifts from a great supporter at a presentation.



On board lifeboat (l-r): Tony Diskin & Ray Clegg (crew). Foreground (l-r): Patrick Walsh (crew), Jude Kilmartin (Lifeboat Operations Manager), Mark Conway (artist) Tony McCarth & Emmet Devereux (crew).

Limerick man Mark Conway (43) visited Athlone with his friend Tommy Corbett and key worker Ivana Kottesova. The creative artist who has honed his skills with the Brothers of Charity in the Treaty City had earlier this year contacted then Operations Manager Tony McCarth to offer the replica as a gift to the charity.

At a special ceremony at the Lough Ree RNLI boathouse at Coosan Point, Athlone Mr. Conway met Tony McCarth, Operations Manager Jude Kilmartin, Treasurer Vincent Rafter and members of the crew and their families and presented his metre long model of an RNLI lifeboat. During the visit Mark had another surprise in store when he also presented a painting of a lifeboat which was also his own work.

A great supporter of the RNLI Mr. Conway's key worker Ivana Kottesova said: 'Mark has already made presentations to the RNLI at Lough Derg, Kilrush, Courtmacsharry and Kinsale and hopes eventually to visit all RNLI lifeboat stations on the island. Lough Ree RNLI Operations Manager Jude Kilmartin expressed the charity's gratitude for the presentation and said he 'looked forward to displaying the art in a place of prominence in the new RNLI boathouse', which is on schedule for completion later this year.

During the weekend trip to Athlone the Limerick visitors were guests of Viking Boat Tours for an afternoon on the River Shannon and Lough Ree which they thoroughly enjoyed.

THE MARINE TIMES INTERVIEW

The MARINE TIMES has been reporting in recent months the notable increase of fish species, not previously common in Irish waters, being caught around the coast.

Changing water temperatures, attributed to climate change, appear to be having an effect. With native Irish indigenous fish being cold water species, Deputy Editor Tom MacSweeney, talks to Dr. Ciaran Byrne of Inland Fisheries Ireland, about the effects of these changes in Irish waters.

Dr Byrne is the Head of Logistics at Inland Fisheries Ireland, which is the State agency responsible for the conservation, protection and development of Ireland's inland fisheries and sea angling resource. Prior to this he held the position of Chief Executive Officer of IFI for ten years. He was instrumental in the development of the 2010 Inland Fisheries Act which, following its enactment, led to the establishment of IFI through the amalgamation of eight separate state agencies, of which he became first CEO.

Native Fish Species Are Coming Under Pressure

All fishermen, commercial and recreational and the maritime scientific community are seeing and noting the changes. There is no denying that they are happening. slowly, subtly, but definitely, change is occurring in Irish waters.

Inland Fisheries Ireland, the State agency whose operations extend to 12 miles offshore, has responsibility for conservation, protection, management and development of inland fisheries and sea angling resources. That puts 74,000 kilometres of rivers, streams and 128,000 hectares of lakes under its jurisdiction.

The soaring temperatures in the heatwave last month put fish "under distress" according to the agency. Climate change is having – and will have – effects on Irish species fish stocks. One of the questions I want to ask Dr. Byrne, when we discuss what is happening, is – Could Irish indigenous species, be pushed out of our waters by new species arriving, due to climactic sea temperature changes?

The dominant fish stocks in Ireland are cold water species, Ciaran Byrne tells me and refers to the temperatures recorded in the heatwave, including at monitors in Lough Sheelin - 23.4 degrees Celsius was recorded on the surface. But even four metres down below the surface there was 19.5 degrees. Dr. Byrne paints a picture for me of fish being in what are potentially lethal temperatures for them and having to find colder spots in lakes and rivers.

It is an explanation that I can understand, imagining fish seeking deeper, colder locations in rivers and lakes. So I want to find out how the increased water temperatures relate to the increasing reports of unusual species, not seen before, now being caught more regularly in Irish waters.

He outlines for me another easy to understand picture of Ireland's location "on the shoulder of north-west Europe" which puts us at the lower end of the cold water area of temperature and at the higher end of the warmer waters. That is taking the description in a 'bio-geographical' sense.

"So what we are seeing more of now is

warmer water fish species being able to migrate north. A good example is gilt head sea bream and trigger fish".

In past years these would have been rarer in Irish waters, but have become part

of the annual catch even for recreational anglers. The arrival of bluefin tuna in greater numbers is another example and there are several others, recorded by contributors to this paper's pages.

"A lot of that is to do with the changes in the range of water temperatures that species are able to live in as they move north."



I have been told by several observers that there are signs that salmon could be affected by the water temperature changes and might also be moving northwards.

Dr. Byrne has noted that the range of salmon is changing, so I ask him if what we regard as Irish indigenous species could be pushed out of our waters by these changes?

"You could put it like that. But this is not an overnight process. It is more than that," he tells me. So I get a picture of slow, subtle perhaps, but definite change happening which will change the "fish community". Species might remain in an area, but their location within that area could change.

"Certainly the conditions could be more advantageous for species that can tolerate the warmer waters and that will happen, not overnight, but over a longer period of time," Dr. Byrne says.

Taking into account the changes that are apparent already and, with winter and summer temperature differences, I'm left with the impression that, in coming decades, native species could be under more pressure. This will include pressure from what we currently regard as "invasive species" coming into Irish waters.

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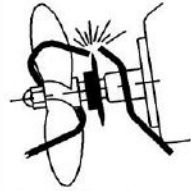
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Explorers Education Programme First CPD Interactive Online Course A Success ‘Knocking It Out of The Park’



Explorers outreach team deliver CPD online course bringing the seashore to the classroom. Photo by Cushla Dromgool-Regan.

defences – in their kitchens, to creating sea monsters from recycled items, as well as writing and performing stories – some of which used 3D online props.

“We were delighted with the teachers enthusiasm and engagement during the course and I am sure many of the teachers are now eager to get out and start exploring rockpools throughout the summer. On behalf of the team, thank you to the teachers for joining us online; as well as the Education centres for their ongoing support with providing teachers training and workshops throughout the year. We wish everyone a summer full of fun and look forward to seeing you in person in the new school year,” Ms Waheed further said.

The Explorers teaching training was coordinated by Dr Noirin Burke, Galway Atlantaquaria and managed by Cushla Dromgool-Regan, at the Camden Education Trust. For further information about the Explorers Education outreach in schools, teachers workshops and training, as well as the resources see www.explorers.ie. Follow us on Facebook: @ExplorersMarineEducation and Twitter @explorersedu for great ideas and fun facts about the ocean.

The Explorers Education Programme is funded by the Marine Institute, Ireland’s state agency for marine research and development.

The Marine Institute’s Explorers Education Programme successfully held its first Continuing Professional Development (CPD) interactive online teachers summer training course with West Cork Education centre, reaching a group of teachers from all around Ireland including Cork, Kildare, Kerry, Dublin, Wicklow and Galway.

Dr Dympna Daly, Director of West Cork Education centre congratulated the Explorers team on their outstanding delivery of the five-day training course, bringing the seashore to the classroom and introducing marine themes on the primary school curriculum. “This was the first time we held an Explorers CPD course in Cork; and the first time the Explorers team have offered this as an interactive online CPD training course. We were therefore delighted with its successful delivery and as one of the teachers said they knocked it out of the park.”

To make it as engaging as possible, and not too far removed from the face-to-face courses that the Explorers have delivered for the past 15 years, the teachers received personal Explorer packs, which contained a range of educational resources and interactive materials. These were used throughout the course along with the recently published Wild about Wildlife on the Seashore films, presentations and interactive online and printable teaching resources that are now available on www.explorers.ie.

“The teachers feedback was very positive, particularly bringing a course that is normally delivered in person on the seashore to an online platform. The teachers really enjoyed the training and they were fulsome in their praise for the professionalism, the organisation and preparation by the Explorers team; as well

as the resources provided by the Explorers Education Programme. The teachers were fully engaged in the course and found the content very relevant to their classrooms, while also being fun and enjoyable,” Dr Daly added.

The team included Padraic Creedon and Anna Quinn from Galway Atlantaquaria, and Eimear Manning from Camden Education Trust, as well as Shazia Waheed from Old Cork Waterworks Experience, Cork who all have extensive experience teaching children about the marine in the classroom.

“It was great to be able to join the team in the delivery of the online course, providing our expertise and stories about the seashore. We have a wealth of amazing seashore animals in Ireland including fish found in rockpools, sea snails, and a variety of crustaceans; as well as incredible seaweeds in Ireland. The Explorers online films and amazing photos help take teachers and children on a journey exploring the seashore. It also makes learning about our sandy and rocky shores accessible for everyone,” said Shazia Waheed.

The Explorers training also provided teachers with a range of ideas and themes for projects in the classroom ranging from plastics in the ocean to coming up with novel ways to mitigate climate change; as well as learning about marine biodiversity. The interactive online activities provided teachers with an opportunity to make flood

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Marliona's Pot of Golden Redfish (*Sebastes norvegicus*)

Declan Quigley reports

During April 2021, the MFV Marliona (SO975) [Skipper: James Harkin] captured six Golden Redfish (*Sebastes norvegicus*) [*S. marinus* REG] while trawling at a depth of 500-600 m along the edge of the continental shelf off the west coast of Scotland (ICES VIa). The specimens, weighing on average c.6 kg and measuring c. 71-74 cm TL were landed into Greencastle, Co Donegal and delivered to Stefan Griesbach (Gannet Fishmongers, Galway: www.eatmorefish.ie) who specialise in providing epicurean piscivorous connoisseurs with 'out of the ordinary fish'. Stefan kindly donated two of the specimens to the Natural History Museum in Dublin (Figs. 1-3).

S. norvegicus is a benthic-pelagic (100-1000 m) species which is found on both sides of the North Atlantic. The species is ovoviviparous, giving birth to live pelagic larvae, slow-growing, long-lived (c.60 years), attains a maximum size of 100 cm TL and 15 kg, and is commercially important in northern latitudes.

In the NW Atlantic, *S. norvegicus* extends from New Jersey (rarely) northwards via SE Labrador (Canada) to Greenland. In the NE Atlantic the species generally extends from northern parts of the North Sea and Kattegat to Spitsbergen, eastwards to Novaya Zemlya, and westwards to Iceland. The species has occasionally been reported from the Faeroe-Shetland Channel, W of Shetland, southern North Sea, and the Irish Sea (Isle of Man).

There are only two confirmed records of *S. norvegicus* from Irish waters. During early April 2005, a heavily pregnant female (Fig. 4 below) measuring 68 cm TL and weighing 6.83 kg, was captured by the MFV Roselend (CC 911294) [Skipper: Armand Breton, Trégunc, France] while demersal trawling at depths of 240-880 m along the edge of the continental slope off NW Ireland (ICES VIa).



During mid-July 2014, the MFV Ocean Harvester II (G688) [Skipper: Tomas Conneely] captured a specimen (Fig. 5 above), measuring 69 cm TL and weighing 5.88 kg, while demersal trawling at depth of c.100 m west of the Aran Islands, Co Galway (ICES VIIb). The latter specimen was 40 years old.

It is possible that *S. norvegicus* may occur more frequently in Irish waters, particularly in deep offshore waters (depths >200 m), than the current paucity of records would suggest. Indeed, the species has been recorded, albeit rarely, from continental shelf waters (420 m) off NW France (ICES VIIIa).

Apart from *S. norvegicus*, at least 4 other indigenous species of 'Redfish &

Rockfish' (Sebastidae) have been recorded from the NE Atlantic: Blue-mouth Rockfish (*Helicolenus dactylopterus* - BRF) [Figs. 6-7], Beaked Redfish (*S. mentella* - REB) [Fig. 8], Norway Haddock (*S. viviparus* - SFV) [Fig. 9] and Spiny Scorpionfish (*Trachyscorpia echinata* - TZY) [Fig. 10]. The Arcadian Rockfish (*S. fasciatus* - REN) [Fig. 11], which is common in the NW Atlantic, has occasionally been captured in western Icelandic waters.



Fig 6. Blue-mouth Rockfish (*Helicolenus dactylopterus dactylopterus*), January 2011, Dingle (Photo Declan MacGabhann)

Figure 7. Blue-mouth Rockfish (*Helicolenus dactylopterus*), Dingle, Co Kerry, January 2011 (Photo Alan Pyne)



There is a long history of taxonomic confusion and frequent misidentifications amongst *Sebastes* species, primarily due to significant overlaps in external morphometric and meristic characters, the occurrence of phenotypic eco-morphs, introgressive hybridization, and in some cases, the indiscriminate use of synonyms and shared common names. Furthermore, due to low genetic diversity, molecular methods have generally failed to satisfactorily discriminate between North Atlantic species.

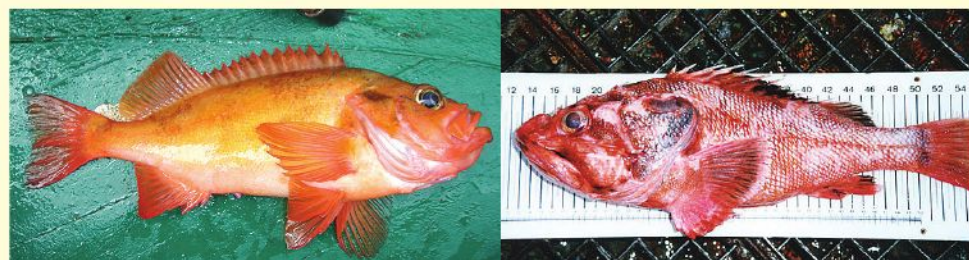
The Golden Redfish (*S. norvegicus*) has frequently been misidentified with Beaked Redfish (*S. mentella*) and Blue-mouth Rockfish (*H. dactylopterus*) in Irish waters. As the common name would suggest, *S. mentella* has a very prominent 'beak' or



Figure 1-3. Golden Redfish (*Sebastes norvegicus*) captured by the MFV Marliona (April 2021) Photos by Stefan Griesbach, Gannet Fish pictured at their fish market in Galway.



(Clockwise): Figure 8. Beaked Redfish (*Sebastes mentella*), Norway, 08.02.2006 (Photo Declan Quigley); Figure 9. Norway Haddock (*Sebastes viviparus*), Norway, 10.11.2004 (Photo Jonathan Ready); Figure 10. Spiny Scorpionfish (*Trachyscorpia echinata*), Galician Bank, NW Spain (Photo Rafa Banon Diaz); Figure 11 Arcadian Rockfish (*Sebastes fasciatus*), NW Atlantic (Photo George Bogen)



sympheal knob projecting from the tip of its lower jaw (see Fig. 8) which is either absent or poorly developed in *S. norvegicus*. *H. dactylopterus* is easily distinguished from *S. norvegicus* and *S. mentella* by the blue/black colouration of the peritoneum inside its mouth (see Fig. 7).

Declan is always interested in receiving reports about unusual species and specimens captured in Irish and nearby waters (087-6458485; declanquigley2021@gmail.com).



White Rose off the Skelligs - Photo by Richard Guildea

Offshore Wind Turbines Compensation

EU Member States should ensure that offshore wind farms are placed away from fishing grounds and only built if there are guarantees of no negative environmental, ecological, socio-economic and socio-cultural impact, in line with the Blue Economy and the European Green Deal, according to a group of MEPS who reported to the European Parliament.

“Fishers and stakeholders must have fair participation. Coastal and small-scale fisheries which account for 80 % of all fishing vessels in the EU, can be particularly harmed by the installation of new wind turbines in the sea. Member States should foresee appropriate compensation for fishers whose activity is affected and facilitate access to insurance for vessels operating in or sailing through areas with wind farms,” the report said.

New Fishing Venture

A new fishing company, featuring some notable players in the seafood industry, to be called Emiry has been reported in *The Sunday Times*.

The paper named Maurice Hickey, former boss of Tayto maker Largo Foods and who led the acquisition of Green Isle Foods and Donegal Catch from 2 Sisters Food Group, as joining with Denis Good of the Good Fish Company in Cork, John Nolan MD of Castletownbere Fishermen’s Co-Op and Michael Keohane of seafood processor Keohanes in the “new venture” with other un-named companies. “We have no comment regarding article or any business,” said the Good Fish Company.

New Coast Guard Aviation Service

The Government has started a ‘formal procurement process’ for a new Coast Guard aviation service in October next.

The service is currently contracted to CHC Ireland and may be extended up to June 2025 at the latest. The strategic case for a new service includes a range of options including the potential for the Air Corps to provide an element of the service as a “hybrid” option alongside a civil operator. Details of the procurement will be announced in October when the formal Pre-Qualification requirements for tendering will be published.

Dunmore East for Brexit Landings?

Marine Minister Charlie McConalogue says there is a “strong case” for Dunmore East to be designated as a landing port for UK and Northern Ireland vessels under Brexit arrangements.

He was speaking on Waterford Local Radio, WLR, during a visit to meet the fishing industry. Nine harbours and ports were designated by the Department of the Marine in January. None was included between Howth and Castletownbere.



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