

IRELAND'S LEADING MARITIME NEWSPAPER

MARINE TIMES

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The Sea Spray leaving Castletownbere Harbour -Photo © Anne Marie Cronin Photography



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Minister Snubs Industry Decommissioning Proposals Will Witness The Complete Destruction Of Our Fishing Industry & Communities

Government Ploughs On With Punitive Criminalisation Of Fishing Sector

Industry Feel Abandoned by Government

Read inside for the full story and opinions

Newspaper for Ireland's Fishing,
Marine and Coastal Communities

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the fine Art of Marine Finance

by Art Kavanagh

Of Course We Want More Fish

Many years ago an old Manager cautioned me against getting too close to my Customers – advice which I took little notice of at the time and I continue to try to stay close to my Clients. He reckoned that you really don't know someone until you see them in a corner when they will strike out. Expressions like "Eaten bread is soon forgotten" spring to mind and prompt me to review how much more I will continue to do. I will certainly be cutting back – but let's leave that for another day.

I suppose the most significant thing to emerge in the past four weeks is the Report and Recommendations of the Task Force which from an information viewpoint is a terrific Document.

It was all directed at producing recommendations which as I suspected are being received in different ways by various people.

OF COURSE WE WANT MORE FISH LADS!!!! But our ability to get that

is governed by our membership of a group in which we all have power of veto. As an industry we have been screwed as much by our own people as by anyone else. I have asked before why as a nation we have regulators who give clear advantage to our opposition or competitors.

This equates to Political and Financial suicide and is beyond forgiveness.

The story will be told lads and I again repeat a suggestion I made to members of the Task Force that in order to make things better in the Industry we must first of all



MFV Ella at Killybegs

establish **WHAT IS WRONG.**

Only by having a Root and Branch examination of the Industry over the past say 30 years done by someone of the independent standing of a Ciaran Mulvey can this be established.

We must all be prepared to take some blame because all of the blame does not sit in one place.

I believe that a Lot of it does though!!!!

Let's get all of the Dirty Linen and the Skeletons out of the various presses – clean everything up - and start again.

I hear our friends in Opposition who have absolutely no understanding of Commercial or Financial reality complaining about the small amounts earned by the State from Offshore Oil and Gas exploitation.

They regard this as waste of National Opportunity despite their absolute opposition to anyone making profits At least in the case of the Offshore Sector lads - there are Irish lads working and earning livings from it.

What is happening in the case of the Fishing Sector is that it has been mismanaged to a point where it can barely breath and despite this there are brave souls continuing to develop their Businesses.

While our Quota was savaged – those fish will still be caught but by other Fleets who will then benefit their own Fishing and Shore Based Communities.

Fish in our waters is a national and a natural resource which should be exploited for the benefit of the country as a whole.

That is NOT HAPPENING!!!

Now we are faced with two options:

We get more Fish

We reduce the Fleet

To get **More Fish** we need the agreement of the other member states.

Any one of them can Veto as the French threatened to do last December.

Are we powerful and financially independent enough to do that ?

I don't believe we are and try to imagine a Call from our Taoiseach to the President

of the EU "demanding" additional Quota to which she replies "Or What Mr Martin".

We are not really in an "Or What" position.

That does not mean that on the Review of the CFP we should be in there with the strongest possible case from National, Socioeconomic and all round Fairness aspects.

To best do that lads we need absolute **unity and unanimity** of approach which I respectfully suggest we don't have at the moment?????

The Industry at least at PO level needs to have a Conclave and come up with an Agreed list of Suggestions signed off by **YOU ALL!**

Reducing the Fleet is not a nice option although lets be fair lads - there are people who will be delighted to avail of it if the numbers are right.

Some of the loudest Anti De Commissioning noises are coming from people who actually don't own vessels and more significantly don't have loans which they have difficulty in servicing.

I have preached before against the dangers of borrowing too much.

You need to be going fishing for the right reasons lads and fishing purely to repay Bank Loans is not the right reason.

Of course the loans have to be repaid but you must make sure there is sufficient additional income for you and your family to justify the Effort and Risk.

If that is not the case my experience shows that your heads will go down and you will become dispirited. If your head is down you can't see where you are going !!!!!

You will shortly be receiving Questionnaires on a survey commissioned by BIM on the reviewing of our Fishing Fleet in an attempt to maybe improve things from Allowances and Taxation aspects in an attempt to entice more young Irish people into the Industry.

This is an opportunity to have your opinions heard Lads.

Don't waste it!

Stay safe everyone

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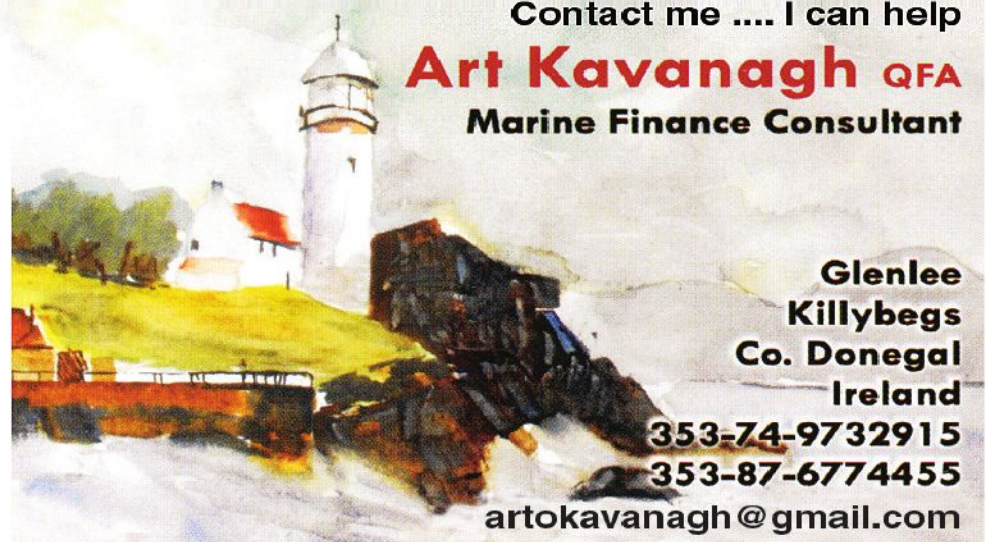
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Processors and Exporters Frustrated and Angry at Lack of Ministerial and Government Strategy to Help Fisheries Sector

Minister Refuses to Attend IFPEA Meeting Over Criticism By CEO

The Irish Fish Processors & Exporters Association (IFPEA) became the first of the national fisheries representative bodies to hold an 'in-person' gathering after the lifting of covid 19 restrictions, when they met in Dublin on Friday, October 22. The meeting was attended by over 60 representatives of various fish processing and exporting companies across the country, the largest gathering of any fishing organisation in the past 18 months.

"A welcome sight of the strength, unity and resolve of the industry to fight back and challenge the current lack of interest by the Government of the day and the failure on the part of the EU to treat Ireland in a more fair and equal manner as a Member State," said the IFPEA in a statement after the meeting. It said that fair treatment was "a request in line with the commitments given by Michel Barnier and the EU Commission throughout the Brexit talks process when they stated that 'no Member State would be disproportionately hit'."

Guest speaker at the event was the Chief Executive of BIM, Jim O'Toole, who gave an in-depth analysis of the current state of the processing sector, focusing on delivering the change required to meet the challenges of TCA/Brexit. A discussion took place on the outcomes of the Seafood Taskforce and the need to have a focused Brexit Adjustment Reserve fund that is active and willing to invest in the entire processing sector – be that by way of capital investment or the processing liquidity scheme.

"The Taskforce recommendations contain over €102 million of initiatives for the processing sector which is to be welcomed," said the IFPEA, expressing support for the on-going commitments and efforts of BIM and of Jim O'Toole in particular.

The meeting agreed that the emphasis of any future funding plan must be on the adjusting to the realities of post Brexit/TCA, providing the stimulus necessary for processing to diversify, pursue value add and plan at least in the interim to do much more with less supply of fish. Whilst the meeting was resolute in asserting that 'burden sharing' still needs to be the priority policy it is clear that, to date, no successful dividend has occurred from any proposal undertaken through 'burden sharing' and an issue of major concern for all gathered at the meeting was the complete lack of any coherent strategy for burden sharing at either Government level or within the Department of Marine.

€215m Loss But Full Scale Impacts Not Realised By Political Leaders

"Whereas, Brexit/TCA is a once in a lifetime hit to the Irish economy, it is in reality a reoccurring hit to the Irish Fishing Industry, each year, year-on-year, with accumulative losses of €215.653 million in the period until 2026 alone. That is less quota, less fish to process, reduction in opportunity to the industry for sustaining current markets and developing future potential growth."

Continued on page 5



IFPEA members pictured at the industry protest in Dublin earlier this year.

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“Many in the IFPEA believe that the full scale of the impacts of the TCA are not fully realised on our politicians. If it was fully known to them, then surely more would be done by our political leaders to reverse or address the situation. In many ways, upon examining the situation objectively, Ireland’s response to TCA fall-out has been weak, lacking focus and clarity of leadership so far.

“This is a massive hit to what was an already struggling sector. The IFPEA expressed frustration and anger at the Minister and Government at the lack of any clear strategy to obtain any degree of burden sharing. We are now almost 11 months post-TCA and yet we have failed to see any actual mechanics of how the Government intend to obtain a burden share deal for Ireland, it is worsened by the fact that Commissioner Sinkevicius stated on his recent visit to the country, that no renegotiation of the CFP will take place until post 2026, if at all.”

Minister Censured For Not Attending Meeting

The IFPEA unanimously passed a motion of censure against Minister Charlie McConalogue for refusing to attend the meeting, having initially accepted the invitation on the 7th of October. “He subsequently withdrew it due to comments made by the IFPEA CEO Mr Brendan Byrne surrounding the failures of successive Governments, Department and the Minister regarding fisheries policy since joining the

EEC/EU. These comments appeared in the UK Times -Irish version on the 14th of October in an article written by journalist Mr Patrick O ’Donoghue. The IFPEA stands united behind its CEO and the positions taken by him on behalf of the Association and expresses its shock at the position taken by the Minister.”

The Association is extremely frustrated at the lack of any progress on matters relating to fisheries over the past year, but especially since the TCA deal last December.

“What is required in the industry now,” says the IFPEA, “is strong leadership both at political level nationally and at European. A fundamental reassessment of all aspects of the industry is urgently required, in an attempt to understand, why there has been a litany of failures since our joining the EEC/EU. In reality the Irish fishing industry should be multiple times the size it presently is, unfortunately it is an industry that is contracting as opposed to expanding at present and that is the crises we face. When we examine other Coastal States over the same period, many of them with only a fraction of the fishing opportunities that surround our island, it is easy to understand, why the Irish Fishing industry is so aggrieved by successive Government failures and EU policy in general.

“The outcomes of the Seafood Taskforce may not suit or be welcomed by all sectors of the fishing industry equally. It nevertheless charts a pathway forward for the industry over the next 10-to-15-year cycle. But, the recommendations of the Task-

force are worthless unless there is genuine commitment and drive at political level to bring them to implementation stage and this needs to happen sooner rather than later.

“The fishing industry can no longer continue on the current trajectory of loss and failure, for too long more of the same has been allowed to continue. Now, is the time for this nation to put fishing front and centre. What is required is full engagement with the industry, robust debate that will be both frank and on occasions tough to take but this will lead to solutions that all sides can have confidence in, with a clear marked road map to restore confidence in one of Ireland’s premier natural resources which is the fishing industry.

“Absenting oneself, from meeting the industry on the basis of comments made by industry representatives will not convince anyone of the level of commitment on the part of our Minister, nor does it demonstrate the degree of leadership necessary at this critical time. In fact it only adds to the current level of lack of confidence in our political leaders in terms of what they really think of the fishing industry.

“The IFPEA will continue to represent the processing sector in a strong and clear manner, that may well on occasions be difficult for politicians to take, but we will continue to articulate the challenges we face

as processors on a daily basis. Real challenges - such as the removal of a control plan and the loss of the derogation to weigh after transport of fish, an issue that has crippled the Irish fishing industry across all sectors since last April. The immediate need for the industry to have clear sight on the methodology and the proposals of how we as a Member State of the EU hope to achieve burden sharing for the entire fishing industry. The timeframe for translating the Brexit Adjustment Reserve funding into purposeful and meaningful schemes that does not exclude or unnecessarily dilute their effectiveness for the processing sectors – in dealing directly with the very purpose to which the Brexit Adjustment Reserve was established - that clearly was “to adjust to the new realities post TCA/Brexit and to future proof the industry in the years ahead”.

- In response to a query from the Marine Times, asking Minister McConalogue why he had not attended the IFPEA meeting, his Department Press Office sent this reply: “The Minister did not attend the IFPEA Meeting. The Minister did have a private conversation with the Chairman of the IFPEA indicating the reasons for his unavailability. It would be inappropriate for the Minister to comment on that private conversation.”

BIM offers professional support and advice to help you understand new Brexit customs requirements.

The support assists seafood companies to identify and action key steps in relation to customs, tariffs and non-EU trade requirements.

➔ Find out more information by visiting BIM's Brexit Hub www.bim.ie/brexit-hub



(Above): Stunning photo of the Eilean Croine as she was towed to her temporary home at the Blackrock Pier in Killybegs beside sister ship the Sparkling Star where both will be completed by the Mooney Boats team and other local onshore service companies. (Below): Argonaut IV in Killybegs - Photos courtesy Mooney Boats / Alan Hennigan.



An Industry Abandoned by Government

Cormac Burke, Chairman, Irish Fish & Seafood Alliance

The Irish Government recently announced its annual budget and, amidst the usual areas to get 'hit' and the odd social welfare item to get miserly increases, one of the most important industries to the economies of Ireland's coastal rural communities barely made a blip on the radar.

The government's priority for this industry was evident with the word 'fisheries' getting a fleeting mention on one single occasion throughout the entire Budget announcement by one of the two 'Finance Ministers' presenting the Budget -- and that reference was in the context of EU Brexit supports and not in direct Irish government support to fishing of which there was no mention in the Budget speeches.

And while both agriculture and farming were directly mentioned several times by both Ministers, it is clear to those employed in those sectors that in general there will be no great effort to resolve the crisis in that industry either.

But if questioned in the public domain on lack of support for the Irish fishing industry, the Government has a 'get out' clause to use for public consumption in that they are currently undertaking compensation payment schemes to the fishing industry worth hundreds of millions of euros, without actually clarifying to that same public that this is basically EU money that is being described by the industry as nothing more than 'blood money' in a poorly-veiled transition of fish quota in Irish waters from the hands of Irish fishermen to vessels from other EU nations.

What Government will not be telling the public is that, as a result of a botched defence of the Irish fishing industry by this government during the BREXIT negotiations and as a result of other events since January of this year, the Irish fishing and processing industry has lost nearly 30% of its quota in its own waters and the current 'tie-up' and 'decommissioning' schemes are nothing more than papering over the cracks of an industry about to collapse due to a history of incompetence and negligence by this and previous governments.

And while the level of compensation for

decommissioning of vessels does not go far enough i.e. after losing 30% of his revenue going forward, if a vessel owner opts to take decommissioning and get out of the industry, in some cases the level of payment will not cover the total of the existing boat loan / mortgage and so, after taking a lump sum and transferring it to his lender, he is now left with no income but still with a sizeable debt to manage -- in effect this is a Hobson's Choice scenario of his business spiralling into further debt due to 30% of his annual income being given to other EU nation vessels, or sell out his business but still be left with large debts and now with no income to be able to service these repayments.

A pointless exercise

We can but imagine the scenario - "I know!" exclaimed Marine Minister Charlie McConalogue six months ago -- "lets set up a Task Force, have as few actual fishermen as possible on it, and set them, in advance, the recommendations to come up with such as a fleet tie-up and decommissioning scheme but if anyone such as the IFSA asks questions in public (during the Virtual Town Hall meetings) we'll tell them that there are "no plans" for a decommissioning scheme ..."

And so, it came to pass -- the final outcome of the pointless Task Force, a supposed 'think tank' where any progressive suggestions that came from the very small element of industry representations were largely dismissed by the civil servants sitting on and, to a large extent, controlling, the progress and shape of this project.

Are we surprised at the result? Lo and behold the recommendations of the Task Force are.... a tie-up and decommissioning scheme...

If ever there was a futile exercise in paying lip service to an industry in crisis, then

surely this was it.

And, to rub salt into an already gaping wound, fishermen are expected to be grateful and see this compensation money as some kind of generous government hand-out when in fact it is basically a portion of the money that the EU Commission has given Ireland in return for a blatant seizure of Irish quota in Irish waters which has now been grabbed and shared out amongst other EU fishing super powers.

Rather than trying to pretend that this is progress for the industry and that the Minister and his civil servants are actually working FOR the people in this industry, Mr McConalogue and his minions at DAFM should be called to task for their shameful and inept management of Ireland's marine resources and that a genuine task force, consisting ONLY of fishing and processing industry representatives, should be appointed and come up with an agenda that the civil servants at the DAFM would be forced to act upon.

For too long this industry is being told what they must do by Irish civil servants who, instead of doing what they are paid to do i.e. representing this industry to government are instead representing the EU to this industry.

The time of change at many levels of the Irish marine sector is coming -- and, for everyone in all sectors of the Irish fishing industry, it can't come soon enough ...

Scheming Schemes

With the final report from the Seafood Task Force now released it would appear that once again the 'devil is in the detail' and, yet again, the small print hides the fact that any minor benefit that the suffering Irish fishing industry is to receive from the EU BREXIT fund will in fact see a portion of this be paid for by the fishermen themselves!

On pages 70 & 71 (sub section 3) the Report states "The amount of aid for permanent cessation related to Brexit will be reduced by the amount of temporary cessation support and the amount of income loss support received by operators either from the BAR or from other funds in the period between 1 January 2021 and the date of receiving the payment for the permanent cessation aid".

If I am understanding this statement correctly, this implies that if a vessel owner intends to take the vessel decommissioning option when it becomes available, he will face a deduction from the settlement figure in lieu of any monies earlier paid during the tie-up scheme...

For me this raises several questions, primarily that in most cases it has already been firmly voiced by the industry the decommissioning package will not even cover the existing loan / mortgage of the vessel, and this 'hidden' extra deduction will even further reduce the deal on offer.

This proposed regulation is a case of "We'll give you a loan to buy your own coffin and then we'll take the cost of it out of your estate - and yes, that includes the cost of the final nail in the coffin..."

Read more details on this on the IFSA Facebook page by Cormac Burke, Chairman, IFSA



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,
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(Above): Pictured in Dingle, Mickey Hennessey of Realt Na Mara with a 9 pounder - photo ctsy Kevin Flannery.

(Below): Marty McGing won the 7th annual All Ireland Fishermans Golf Championship in glorious Summer conditions at Greencastle Golf Club with a fine winning score of 37 points. Marty being presented with All Ireland Fishermans trophy by Jimmy Hegarty a member of the organising committee.



From Cork to Donegal, Galway to Antrim and further afield, the men's shed @ Ardglass north dock have just completed their 200th flower boat. From large flower boats to small window boats these guys have done an amazing job. Fair play to the talented Michael O'Shea, Raymond Smyth, Colin Gill and Ricky Le Boas, chief boat builder. See our Facebook page for more photos and contact details to order your own flower boat. Photo courtesy Chris Feenan.

MARINE TIMES

NEWSPAPER FOR IRELAND'S FISHING, MARINE AND COASTAL COMMUNITIES

Why does the government not strongly nurture and support the fishing industry and the coastal communities?



The picture above is our front page cover from November 2017 – four years ago.

It could have been used again for this month's cover.

In the Budget last month, there was not much for the fishing industry. 'Fisheries' was mentioned just once, by one of the two Ministers in their presentation of the Budget to the Dáil. Finance Minister, Paschal O'Donoghue, did not refer to the fishing industry at all. Minister for Public Expenditure and Reform, Michael McGrath, mentioned the industry in the context of hoped-for European Union compensation for the disastrous outcome of the Brexit Agreement which has penalised the Irish industry severely, while not affecting other EU fishing countries to the same extent.

The Minister for Agriculture, Food and the Marine, Charlie McConalogue, in post-Budget approbation of the allocations to his Department said that "key features" of the Budget were – "€872 million for Rural Development and Forestry supports, including more than €100 million for the beef and sheep sectors and €80m in farm investments."

That gave €180 million to agriculture.

Fisheries and coastal communities that depend on fishing got €157 million.

Stepping on the toes of farmers and the agricultural sector has resulted in political damage to government.

There is no such fear of the fishing industry. There has not been any outpouring of Government concern for the industry, ancillary sectors dependent upon it or the coastal communities, where 16,000 job losses are feared.

Indeed, the Minister for the Marine has shown a confrontational approach to criticism from the Irish Fish Processors and Exporters Association

At a meeting in Dublin on October 22 the IFPEA unan-

imously passed a motion of censure against Minister Charlie McConalogue. It says he initially accepted, on October 7, an invitation to attend but subsequently withdrew it due to comments made by the IFPEA CEO, Brendan Byrne, surrounding the failures of successive Governments, Department and the Minister regarding fisheries policy since joining the EEC/EU." These comments appeared in the UK Times - Irish version on the 14th of October.

This is a surprising Ministerial action.

The IFPEA has expressed "frustration and anger at the Minister and Government at the lack of any clear strategy to obtain any degree of burden sharing" from the outcome of the Brexit Agreement.

Taoiseach Micheál Martin and Minister McConalogue publicly committed to achieving a "fair deal" for Ireland and criticised the Brexit Agreement, last December, acknowledging that the fishing industry had been hit hardest of any Irish sector of economic or industrial activity.

Ten months later, there is no indication that the burden of Brexit will be shared equally by other EU fishing countries.

Instead, the Irish fleet faces the decommissioning of sixty boats, while Belgium is building new boats to enhance and improve its fleet.

Minister McConalogue and Taoiseach Martin also committed to getting a better deal for Ireland in the Common Fisheries Policy, which restricts and controls the Irish fleet, giving superior opportunities to other EU fleets in Irish waters. This policy is based on history, no longer relevant, applied from a time when Ireland did not have the resources for a modern, safe fishing fleet. It is a discrimination against Ireland that should be re-negotiated.

The European Union advocates fairness but does not, under the CFP, extend it to the Irish fishing fleet. EU Commissioner Sinkevicius stated on his recent visit to Ireland that it would not be re-negotiated.

The Marine Times asked Minister McConalogue why he had not attended the IFPEA meeting. His Department Press Office issued this reply:

"The Minister did not attend the IFPEA Meeting. The Minister did have a private conversation with the Chairman of the IFPEA indicating the reasons for his unavailability. It would be inappropriate for the Minister to comment on that private conversation."

Has the IFPEA stepped on "political toes"?

Were such a development to have occurred involving any other sector of Irish industry or economy, it would be the focus of national political and media attention.

The question remains - Why does the Government not strongly nurture and support the fishing industry and the coastal communities?

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The South - West View



Patrick Murphy
CEO Irish South and West Fish Producers' Organisation

“Save this article and show it to your children and grandchildren,” writes Patrick Murphy, Chief Executive of the Irish South and West Fish Producers Organisation in his monthly column, “for this will be recognised in our history as one of the darkest periods for our fishermen, their families and their crews but most of all, for our country and the people in our rural coastal communities.”

Complete Destruction of Our Fishing Industry

It's been a busy time for me and for the Irish South & West Fish Producers since my last contribution to the Marine Times. I feel this is one of the most important pieces I will ever write for the Marine Times as for me and for the Fishermen I represent, this marks a record within our Nation's history that I believe will leave readers in no doubt that our industry is about to be dealt a blow it will never recover from.

Everything I write below should be read in the context of Irish Waters being the most fertile waters for Fishing anywhere in the EU with Irish Waters being the Jewel in the Crown of EU Fishing.

The complete destruction of our fishing industry will result from the Third Decommissioning Scheme proposed by the Task Force to Minister McConalogue designed to wipe out a third of our off-shore Whitefish fleet leading to the ultimate destruction of our Demersal Fishing Fleet.

I believe the Irish South and West has shown clear leadership within our Industry ever since the outcome of the Brexit Referendum was known back in 2016 by being to the fore in highlighting the clear belief of our members that Brexit was going to hit our Industry harder than any other in Europe. We continuously warned against the Fishing fleets of other EU Member States who depend so much on our natural resources - resources that successive Governments have taken so much for granted over the past 49 years of our EU/EEC Membership and we correctly predicted that they would be wolves who would treat us like lambs to the slaughter!

My articles throughout my time as CEO have borne witness to these undeniable facts but now I write while pointing my finger NOT only at other EU Member States but in the direction of those who will once again sacrifice our generally remote communities who depend on fishing for their very survival but this time, from within.

The Task Force Report that is rather grandly entitled *“Navigating Change – The way forward for our Seafood Sector in the wake of the EU/UK Trade & Cooperation Agreement”* has been sent to Minister McConalogue with its recommendations on how he can use the powers of his Office to mitigate the *“profoundly damaging effects for Ireland's fishing sector and the coastal communities that depend on fishing”* to quote himself.

It is my view that on Christmas Eve last, 24th of December 2020, Ireland and Irish Fishing Communities were **robbed by the EU** of one fifth or 20% of the fish our Fleet catches, primarily in our own waters so

our fellow Member States could continue selling their German and French cars, their French and Spanish cheese & wine and their Spanish and Dutch vegetables Tariff-free to the British people while suffering little or no loss to their own Fishing Fleets.

Following 14 long meetings of the Task Force during which not even one of the Submissions made by the Irish South and West was accepted, we believe that the long hours spent by us in preparing for these meetings and our researching and drafting of many detailed Submissions to the work of the Task Force were all for nothing and when taken with our deliberate exclusion from attending at meetings held to discuss issues directly affecting the Inshore fishermen of the Fleet, we are left feeling both frustrated and intensely disillusioned with the process.

In highlighting my views of the Report of the Task Force, I should point out that we were given three main terms of reference:

1. Burden Sharing
2. Review of the CFP
3. Financial Instruments – BAR fund

Taking these in turn:

- From the outset, my requests I made to EAPO - the European Association of Producer Organisations - that we begin an internal discussion about Burden Sharing between EU Fleets in the context of the TCA that had been agreed on Christmas Eve were deemed the incorrect forum when I raised them and from this I deduced that Burden Sharing simply wasn't going to happen. My beliefs were copper-fastened when EUFA, the European Fisheries Alliance that was quickly established following the Brexit Referendum by Fishing Bodies in affected EU Member States was disbanded, proving to me that all of the assurances they had made about fair and equitable Burden Sharing were just empty promises.

You may take it that the Task Force has achieved nothing on “Burden Sharing” and Oh Boy, but am I glad I didn't travel to Santiago after Galicia's regional government invited representatives from coastal communities across the European Union to sign up to a so-called common goal: to ensure EU decision makers protect

the economic future of their communities during the Brexit negotiations. Despite the ridicule I received at the time my instincts proved correct and we were the one's made to pay for the others including a large part of what should have been a fair Spanish share.

- It is now almost a year since the Brexit TCA was agreed between M. Barnier and Lord Frost but yet, no hour of work has even begun between our Government, Civil Servants and Fish Producer Groups on this critical Common Fishery Policy review. Despite several promises made by Minister McConalogue and/or his Civil Servants about the forthcoming Review of the Common Fisheries Policy 2013 which expires on 31 December 2023 this in circumstances where EU Commissioner Sinkevicius, on his recent visit to Killybegs told all assembled there that the EU Commission had not planned for Review of the Common Fisheries Policy of 2013 but a report would be carried out instead. However our engagement with the Commissioner in the meeting reversed his original view and assurances were given a review would take place.

- €400 million plus, blood money, is earmarked to be spent across our Fishing Industry communities from pier upgrades to processing grants, Aquaculture tie-up schemes all to be taken from the One Billion in EU Slush Funding out of the Five Billion in total set aside by the EU with this paltry sum designed to shut us up as compensation for the theft of future Billions of Euros from Irish Fishing Communities and from the Irish people. This figure should be understood in the context where Poland is set to receive €121 Billion in EU Support Payment next year in 2022!

Readers may pick up on my mood of frustration. To be honest, all I've ever heard from across the Fishing Industry and from both our Political Classes and Media is that we have to be united as an Industry in order to win concessions from the EU.

This is utter bullshit for I truly believe no one has tried harder to accomplish this, even as is evident in our compromising on Policies within the IS&WFPO in order that our Industry as a whole should remain united. Meanwhile, everything we were predicting was being rubbished, and sadly, our warnings were ignored. We were even ridiculed in the media by our Minister Creed when we dared suggest having a plan B, friend and foe alike disagreed with our outspoken views but sadly and maddeningly, everything happened just as we said it would.

It was as if no-one believed that a British Tory Government would follow through on what it had been told to do by the British People in a Referendum! It was as if everyone expected that the British would do just as our own Government did when the Irish People rejected the Treaty of Lisbon in a Referendum during the Summer of 2007 because Irish people were deeply concerned by a weakening of our Neutrality; But our Government then presented the same Treaty

to us 15 months later and we were foolish enough to believe that our fellow EU Member States and the EU Commission were being sincere when they told us that “protocols” to the Treaty would favour us. Does anyone now even remember what those infamous Protocols were while our Irish Army serves in sub-Saharan Africa with the French, US and other NATO Armies!

So I say to you, on Monday 11th October 2021 the Task force Report sent to Minister McConalogue recommended that **60 boats or 33% of the Polyvalent and Beam-trawl Vessels currently on the register, numbering 180 vessels, should be decommissioned and removed from Fishing all around our coastline FOREVER!**

This the **THIRD Decommissioning** of the Irish Fishing Fleet and I ask you all to please study the graph below put together by a member of the Marine Institute a couple of years ago.

To understand this a little better, it simply means that our Irish fleet had 280 Boats of over 18 Metres fishing offshore in 2006, with these Boats competing with the Fleets of other EU Member States.

This number is now being reduced to just over 100 boats so the waters are being cleared of Irish vessels forever in preparation for hundreds of Foreign Vessels to come to replace them and fish away happily while plundering 85% or more of the pie. This continues to leave our Coastal Fishing Communities with just under 15% of all of the Fish and this % figure is patently, clearly not enough to survive on.

The Report also contains a reference to where we in the Irish South and West could not agree with the proposed terms and conditions of this Decommissioning Scheme, nor with the amount of money proposed to be paid per Gross Tonnage of a vessel, offered to Irish fishing families leaving an average of just over One Million Euro to be paid for each Boat and its License, is scandalous and should result in resignations, not pats on the back.

2. A permanent cessation scheme targeted at whitefish polyvalent and beam trawl vessels with the objective of removing 60 vessels of 8,000 GT and 21,000 KW should be put in place, funded under the BAR. The cost of this scheme is estimated at €63.5 million, ref: page 16 of the report

This is just **€63.5 million** being paid out to those families being forcibly removed from our Fishing Industry deducted from the **€400 million** funding given to our Government out of the **One Billion Euro** BAR Fund paid to Ireland by the EU.

I say to you the reader, save this Article and show it to your children and grandchildren for this will be recognised in our history as one of the darkest periods for our fishermen, their families and their crews but most of all, for our country and the people in our rural coastal communities.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
U10m:	736	789	879	941	1001	1040	1069	1039	1026	1031	1029	991
10-12m:	182	179	172	176	168	169	170	164	165	166	162	153
12-15m:	77	68	68	66	66	68	69	66	63	65	64	66
15-18m:	50	41	37	35	30	24	21	20	18	18	19	18
Over 18m:	280	204	162	165	164	164	171	170	169	164	165	164

A man in a red shirt is holding a large salmon in a processing plant. The salmon is hanging from a hook, and the man is looking at it. The background is dark and industrial.

Supporting the industry



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Seafood
Development
Agency

Witch-Hunt in the Eastern English Channel

Bellarmino or Bartmann Jug scooped up by the MFV Saturnus

Declan Quigley reports

During the Autumn of 2013, the MFV *Saturnus* (WD47) [Skipper: Malcolm Whelan] scooped up an early 17th century *Bellarmino or Bartmann Jug* while dredging for scallops in the Eastern English Channel. The jug, which measured 220 mm in height and 120 mm in width, was remarkably intact.

According to Alex Wright, an expert on *Bellarmino* pottery and founder of the world's only *Bellarmino Museum* in Swaffham, Norfolk <https://bellarminemuseum.co.uk/>, the *Saturnus* jug was probably made in the Frechen area of Germany (near Cologne) around 1625-1675. Alex remarked that large numbers of the jugs have been dredged up by UK trawlers in the southern North Sea from Lowestoft to Margate. Several jugs have also been found by "mud larking beachcombers" in the River Thames in the centre of London.

The vessels were primarily manufactured in German towns (Altenrath, Siegburg and Frechen) along the River Rhine during the 16-17th centuries and were commonly called "Bartmann" (bearded man) or "Greybeard" jugs. Prior to the widespread use of glass bottles, large numbers of these non-porous salt-glazed stoneware jugs were exported from Germany around Europe and to various colonies in North America, Africa, India and Australia, where they were used to transport ale, wine, cider, vinegar, acids, oils and mercury.

The bearded face (Bartmaske) on the neck of the jugs is thought to represent a mythical "wild man" popular in Northern European folklore from the 14th century. These stoneware jugs which were commonly used as beer drinking vessels, were mockingly christened "Bellarmino" jugs because the bearded man was considered to bear a strong resemblance to the unpopular corpulent 16th century Jesuit theologian, Cardinal Roberto Bellarmino (1542-1621), who, *inter alia*, was a fierce opponent of Protestantism and alcohol.

Because of their pot-bellied human-like shape and



the malevolent appearance of the "wild man", *Bellarmino* jugs were routinely employed as "witch bottles" during the 16-18th centuries. As a defence against witchcraft, the bottles were filled with various objects that were supposed to ward off evil spirits from entering people's homes. Urine, menstrual blood, hair, nail clippings, rusty iron nails, needles, pins, cloth hearts, and other bizarre items were often placed in the witch bottles before they were sealed with a cork and strategically concealed beneath the entrance to houses (e.g. thresholds, windows and/or fireplaces). It was superstitiously thought that any witch attempting to enter the house would be attracted by the urine in the bottle and that the sharp contents would torment and entrap the witch.

According to Dr Nessa O'Connor, Assistant Keeper of the Irish Antiquities Division in the *National Museum of Ireland* (Dublin), a number of *Bellarmino* Jugs are in the National collections, including specimens recovered during archaeological excavations at Bow Street (Smithfield, Dublin), the Mater Hospital Luas Line (near Eccles Street, Dublin), and at Coolbeg House (Kilmacurragh, Co Wicklow).

Declan is always interested in receiving reports about unusual species and objects retrieved by fishers (declanquigley2021@gmail.com; 087-6458485)

Photos: Figure 1. Bellarmino or Bartmann Jug retrieved by the MFV Saturnus from the Eastern English Channel (Autumn 2013)

Figure 2. Motif details on the Bellarmino Jug

Figure 3. Detail of the bearded man on the neck of the Bellarmino Jug

Figure 4. Detail of the star-shaped medallion on the main body of the Bellarmino Jug

IFA AQUACULTURE

IFA's Aquaculture Executive, Teresa Morrissey, in her monthly column says that, after the publication of the Seafood Task Force, further engagement with BIM and Department of Agriculture, Food and the Marine officials will be needed to ensure Irish aquaculture receives the support it deserves.



Seafood Taskforce Must Deliver for Irish Aquaculture

The final report of the Seafood Task Force recommends a €60m fund for Irish Aquaculture, but while IFA Aquaculture Chairman Michael Mulloy welcomed the Report's recommendations, he also urged caution.

"The Seafood Taskforce report recommends a €60m fund for Brexit mitigation initiatives. However, many additional costs continue to emerge.

"Pre-notification, export health certs and physical border control checks are just some of the measures due to come into force in 2022," he said.

The Chairman made the case that the initiatives proposed by the Taskforce should primarily be funded using the Brexit Adjustment Reserve fund.

"We do not want additional demands placed on the European Maritime Fisheries & Aquaculture fund. This represents an opportunity to invest in developing the Irish Aquaculture industry and offers mitigation against the negative impacts in other sectors of the seafood industry due to Brexit".

IFA Aquaculture has been a member of the Seafood Taskforce and attended fourteen meetings since it was first convened in March. Numerous discussions took place with proposals and submissions taking place throughout that time.

It does speak volumes and raise questions as to the real intent of the Taskforce

report and its recommendations that it was released the day before the Budget amid muted comment from the Minister on the Seafood sector. The proof of the worth of the Seafood Taskforce report and its recommendations for the Seafood sector as a whole, in particular Irish Aquaculture, will only be shown through actions. The detrimental effect on the Fisheries fleet as a result of Brexit will have a profound effect on the Irish Seafood sector and many coastal communities will be impacted.

Irish Aquaculture provides a mitigation to some of this impact on these communities providing employment and opportunities to alleviate displacement from the fisheries sector – but this can only be possible if fundamental change is brought forward for the aquaculture sector.

The recommendation of €60m for Irish Aquaculture development will only be worthwhile if fundamental changes are brought about in the licensing and regulation system for Aquaculture, with particular emphasis on the implementing recommendations of the aquaculture licensing review which is long overdue.

Further engagement with IFA Aquaculture, BIM and Department of Agriculture, Food and the Marine officials will be needed to progress the recommended initiatives, to establish appropriate funding schemes and to ensure Irish aquaculture receives the support it deserves.

New Fish Health & Welfare Toolkit available for Aquaculture Finfish Sector

Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency, has announced the publication of a series of new resources to help the aquaculture finfish sector continue to manage fish welfare. The Fish Health & Welfare Toolkit complements BIM's existing fish welfare advisory services, providing clear and practical information on monitoring cataracts in salmon; gill score sheets; a common cross gill pathology chart and a wrasse identification card.

In tandem with this, BIM is also continuing to host fish welfare workshops for the sector. Next month, two workshops are taking place. The first of the two-hour online workshops is taking place on Tuesday the 23rd of November and will look at 'The Impact of harmful Phytoplankton and Zooplankton on Fish Health and Welfare'. The second workshop, 'Fish Welfare at Harvest' is taking place on the 30th of November.

For more information about the Fish Health & Welfare workshops or to download the Fish Health & Welfare toolkit, please visit www.bim.ie/aquaculture/advisory-services/fish-welfare-workshop

These projects are supported by the European Maritime and Fisheries Fund.



Tom MacSweeney's Maritime Ireland Radio Diary



Stories And Their Importance

The range of storylines which come to me through the programme and podcast and from readers of the Marine Times is amazing.

Two stories this month, one about dockers and the other about horse's reins saving the life of a salmon fishermen underline the widespread common denominator in Irish life of the maritime sector.

A Song with A 'Snowy' Story

I played on the programme a few weeks ago a song sent to me by Declan Byrne, one of the men who has created the Dublin Dock Workers' Preservation Society. For ten years it has been working on preserving the history and culture of the dock labour force on Liffeside. The song arose from a photograph.

"My older brother Frank was looking at our collection of photographs," Declan told me, "When he came across one referred to as Women Dockers, about which we had not heard anything before. The picture was described - 'Women Dockers Loading Loose Timber.'

The photograph was taken by Benny Forde in either 1958 or 1959 in the Port of Karkinon in Finland when Benny was working aboard the Irish Shipping vessel, "Irish Fern". After working at sea, he took a Dock Superintendent's job in the deep-sea section of Dublin docks and, so we learned, produced this photograph when in the Wintertime Dublin dockers were working a boat with loose timber. When the hatch was opened the dockers were not only surprised to see the timber covered in snow, but on examination they

found women's footprints in the snow. So Benny brought the photograph which showed the loading of timber by women. My brother, Frank, wrote the lyrics for a song which he called 'Footprints In the Snow'. He sent them to Keith Margo who put music to them and recorded the song. I know I am biased but I think it is a good song," Declan told me.

I thought that was a fascinating story and interviewed Declan about it on the MARITIME IRELAND RADIO SHOW. The photograph, reproduced here, shows a different world, a different culture. There has been a huge reaction. "Women dockers, just imagine that," said one Email. Perhaps, indeed, difficult to imagine. The song is evocative and, I think, very good and deserving of wider hearing.

That edition of the programme and an article I wrote about the photograph in THE ECHO, the Cork morning daily newspaper, brought a big reaction, particularly from Leaside and the 'Cork Dockers Public Group' Facebook Page. From members of that group I've had several Emails and calls outlining the very tough work which dockers did in unloading ships before the days of containerisation. The Cork group is hoping to make contact with their Dublin counterparts, which goes to show how the marine sphere is such a wide sector in Irish life.



Saving Life with A Horse's Reins

"A bread van driver unloosed the reins from his horse and threw them to the man struggling in the water. He showed great presence of mind," said Coroner John J. Horgan. "There might have been four people drowned there but for him." He was addressing the jury at an inquest into the deaths of two fishermen in Monkstown, Cork Harbour, who had drowned just yards from the shore on Friday afternoon, March 28, 1930.

Joseph Harris, 55, a widower with six children and his brother-in-law Jeremiah Dunvert, 47, a bachelor, described as "a Naval pensioner" died, caught in the salmon net of their 20 ft. yawl which was swamped by a gale and sank. It happened within 30 yards of the shore. Two other men in the boat were saved.

One of them, Thomas Salter was hauled to safety by the bread-van driver who "unloosed the reins from his horse which was pulling the van and threw them to the man in the water," said the Coroner.

The other, John Coleman was rescued by three men, two of whom held the third

with head down over the sea wall so that he could grab the fisherman and pull him to safety. It was an incident during which amazingly quick reactions were shown by those three men and the bread van driver in very bad weather.

The story, which I had never heard of before, was told to me by Dave Morey, when I was having a cup of coffee at a café in Cork. I had not met him before, but he knew my voice from the radio and we got in conversation about maritime matters. It shows how widespread interest in the marine sphere is.

The tragedy of fishing accidents can be accentuated for families and it was on this occasion because the son of James Harris saw his father and uncle both die, just yards from the shore, with "the fierce wind and rough seas preventing rescue," the Coroner's jury found, their decision being "accidental drowning."

Ireland's connection with the sea is as old as time itself. That connection is through and all around our coastline, our lakes and rivers which are all part of Ireland's maritime culture, history and tradition, reflected in those storylines.

STATION

- CRY 104 FM YOUGHAL
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- 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.



Local open water swimmers Karen Reynolds and Serena Friel presented Lough Ree RNLI with a cheque for €11,300 following a fund raising swim on the lake in August..

Fisheries Commissioner Came & Went, Seafood Taskforce Report Release Welcomed but Meantime Minister Snubs Processing Industry at Dublin Meeting



The Chief Executive of the Irish Fish Processors and Exporters Association, Brendan Byrne, has been in office for six months. An eventful time he says, during which nothing has shocked him more than “the lack of ambition in those that should have the best interests of the industry at heart.” There was another shock, when the Minister for the Marine refused to attend the IFPEA meeting in Dublin last month, because of comments which the CEO made about the failures of successive Governments, Department and the Minister regarding fisheries policy.

It has been an eventful month since the last edition of the Marine Times. Our expectation of something positive from EU Commissioner Sinkevicius was akin to farmers expecting a good summer. While they always hope for one, they seldom actually get the good weather they expect.

The Commissioner’s visit was welcome especially as he could see first-hand the piers/harbours all lying idle. He even got an opportunity to see the pierside weighing system pumping water because we had no fish to weigh over the device. While I have no doubt, he listened to us he certainly did not tell us anything new, apart from confirming that the much-heralded CFP review is only a review to compiling a report, as opposed a full redistribution or re sharing of the CFP quotas. Our expectation of a full renegotiation is far from guaranteed and if it is to occur then post 2025/26 would be the earliest. Hardly, the vehicle for providing us with ‘burden sharing’ so the question must be posed what is the actual approach of the present Government to correcting the unfairness of the TCA? Ireland was the hardest-hit Member State due to the TCA.

A question that must be answered, but as of yet we have very little clarification on it - How is burden sharing being sought?

‘Burden sharing’ means something different in Ireland than it does elsewhere in the EU.

The words the Commissioner used while speaking directly about ‘burden sharing’ require special attention. He was keen to point out that the Commission would not oppose the concept of ‘burden sharing’. In fact he clearly stated they would support Ireland’s request. That sounds positive, or so I thought, until he immediately stated afterwards that “burden sharing would require Council of Ministers approval before it even reaches the Commission, and that has not happened “.

Now that, as they say is a horse of a different colour. Eleven months after the signing of the TCA/Brexit deal – and all the ‘holla’ in-between times and we are not even at the starting blocks in EU policy

terms on how they reach decisions on such matters. This is just not good enough. The deal that saved Europe from a ‘no deal Brexit’ but will cost Irish Fishermen €215 million between 2021 and 2026. We are still without sight of the mechanics of what ‘burden sharing’ actually means and how exactly we are pursuing it as a Member State but I do believe that the Commissioner let the cat out of the bag “... ‘burden sharing’ has many meanings and many different understandings depending on where you are from!

SEAFOOD TASKFORCE REPORT
– The IFPEA welcomes the release of the Report. While no one will agree with every aspect of the report, it is nevertheless the fishing industry response to the realities landed on them by political failure to defend the Irish Fishing industry at European level during the Brexit talks. Particular praise must be given to the Chairperson of the Taskforce Aidan Cotter, who was excellent throughout the process and showed sterling leadership as Chair of the Taskforce. As processors we were also extremely fortunate to have Margaret Daly as a member of the taskforce. At key intervals she provided a first-hand account of the real challenges facing the industry and the massive drive and ambition that remains within the processor sectors at present. Without the inputs of these members in particular I do believe the Taskforce Report would be a much lesser document. Micheal O Cinnede was the third member of the Taskforce and we also acknowledge that.

The Seafood Taskforce contains 17 separate initiatives, all of which are essential for the sustaining, further development and future proofing of the fishing industry especially in the aftermath of the TCA cuts. For processing the two initiatives that will most affect us and benefit us directly, are the Capital Plan for €90 million and the processing liquidity scheme to directly compensate loss due to TCA, the latter scheme is exactly identical to a scheme already in operation in France resulting from losses in TCA. We need to be mindful that unless, there is genuine and full Government support on all of these initiatives, then the actual Seafood Taskforce Report will ever only mount to 196 pages of glossy print. Taskforces are nothing unless you

have political buy-in. That remains to be seen in the weeks and months ahead. These initiatives if approved by Government will assist the processing sector in dealing with only part of the negative impacts of TCA – while nothing will replace the loss of quota/fish. That is why it is essential that renewed focus must be given to introducing fairness to the impacts of TCA across all Member States – be that ‘burden sharing’ or just our Government at senior level making this the main issue for us as a Member State for the next 4/6 months whereby we approach this directly at senior level within the EU Commission.

Otherwise this issue of correcting the imbalances within the TCA will just keep drifting, and the clocks keep running down until eventually time makes it irrelevant and the issue fades away – I wonder is that the real approach of some.

The IFPEA held its first in person meeting since the Covid restrictions were imposed in March 2020. The meeting took place in Dublin on 22nd October. Over 60 processors turned up at what certainly was the largest gathering of the fishing industry for some time. Special guest was Jim O’Toole CEO of BIM. The Association was shocked at the last-minute cancellation of the Minister’s attendance.

(Read the report on the IFPEA Meeting on page 4 & 5 of this issue)

My first 6 months as CEO of the IFPEA have now been completed and I am grateful to those that appointed me to this fabulous job. It has been an eventful time in the industry with so much fire-fighting and time wasted on counteracting negativity which was intentionally leaked into the system by whomsoever. As I stated previously nothing shocks me more than the lack of ambition in those that should have the best interests of the industry at heart. Similarly, now that we have knowledge of those that negatively leaked in order to discredit the industry, how sad is that. The reality is clearer now than 6 months ago. The industry is united, thanks in every part to the demonstrations in Cork and Dublin and the real time support of all the industry across the country is helping the industry consolidate its correct and rightful position as one of Ireland premier natural resource industries. That is going to remain essential in the months ahead because the journey is not complete.

It is only just beginning, but, I am here to stay and I can only be myself - to quote Oscar Wilde “be yourself; everyone else is taken”. Therefore, get used to me - I am who I am.

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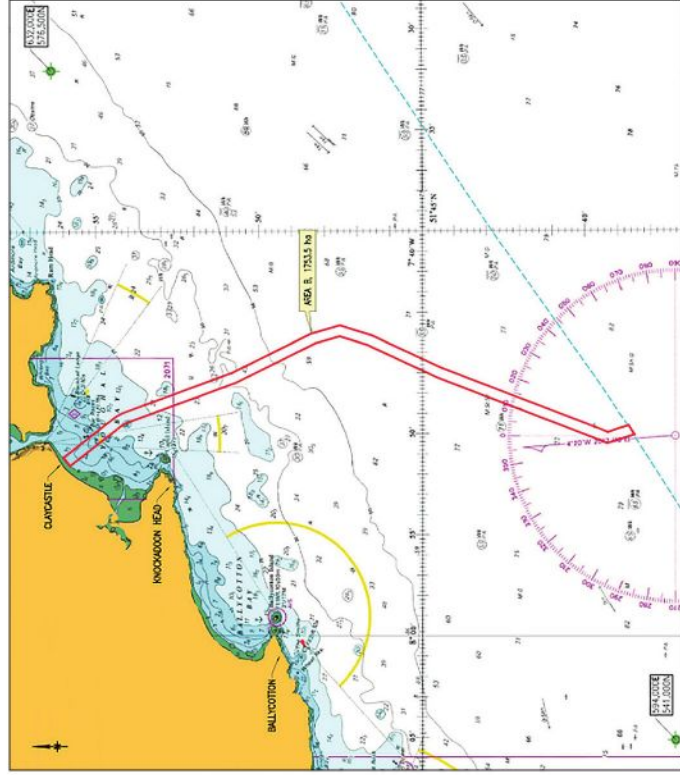
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PUBLIC NOTICE OF APPLICATION FOR A FORESHORE CONSENT

Foreshore Application on behalf of EirGrid plc Installation of the EirGrid Celtic Interconnector Electricity Cable

Notice is hereby given pursuant to Section 19A of the Foreshore Act 1933 (as amended), that the EirGrid plc, The Oval, 160 Shelbourne Road, Ballsbridge, Dublin 4, Do4 FW28 has applied for consent under the Foreshore Acts to occupy an area of foreshore to enable the installation and operation of a submarine High Voltage Direct Current (HVDC) electricity cable, the Celtic Interconnector. The Celtic Interconnector is a proposed electrical link, consisting primarily of a subsea cable, which will enable the movement of electricity between Ireland and France and will be the first direct energy link between the two countries, running from the south coast of Ireland to the north-west coast of France.



Geographic Coordinates:

Route Branch	AC	Longitude DMS (WGS84)	Latitude DMS (WGS84)	Easting in m (Irish National Grid)	Northing in m (Irish National Grid)
Claycastle Beach	0	7° 51' 36.39" W	51° 56' 03.31" N	2 096 714	7 574 116
Claycastle Beach	1	7° 49' 24.58" W	51° 54' 18.38" N	2 121 985	7 250 307
Claycastle Beach	2	7° 47' 35.35" W	51° 51' 13.38" N	2 143 303	6 679 112
Claycastle Beach	3	7° 47' 15.86" W	51° 50' 44.01" N	2 146 788	6 588 417
Claycastle Beach	4	7° 45' 19.96" W	51° 48' 19.05" N	2 169 124	6 141 110
Claycastle Beach	5	7° 44' 59.99" W	51° 47' 34.78" N	2 172 899	6 004 411
Claycastle Beach	6	7° 45' 28.99" W	51° 46' 38.41" N	2 167 497	5 825 908
Claycastle Beach	7	7° 47' 7.7" W	51° 44' 38.59" N	2 150 011	5 459 111
Claycastle Beach	8	7° 50' 16.80" W	51° 39' 21.59" N	2 112 618	4 478 308
Claycastle Beach	9	7° 49' 55.76" W	51° 38' 40.30" N	2 116 682	4 350 807

An Environmental Impact Assessment Report (EiAR) has been prepared in respect of this proposal.

The foreshore application, EiAR, associated documents, all relevant maps, site plans and drawings, are available for inspection, between 11 October 2021 and 6 December 2021, free of charge at:

- **Cork County Council Planning Office**, Ground Floor, County Hall, Carrigrohane Road, Cork. Opening Hours: 9.00am – 4.00pm, Monday- Friday. Telephone: (021) 427689. Open to the public by appointment only. Book an appointment: <https://www.corkcoco.ie/en/planning>
- **Waterford County Council Planning Department**, 1st Floor, Menapia Building, The Mall, Waterford, X91 PK15. Monday to Friday, 9.30am to 1.00pm and 2.00pm to 4.00pm. The public office is open by appointment only to members of the public who wish to inspect a current planning application but who cannot examine it on our website due to their lack of internet access. If you wish to request an appointment to inspect a current application for planning permission which you are unable to view on our website please telephone 0761-102020 from 9.30am -1.00pm or 2.30pm -4.00pm.
- **Youghal Garda Station**, O'Briens Place, Youghal, P36 DV79, Co. Cork. Opening Hours: Monday to Friday: 10.00am – 6.00pm, Saturday and Sunday: 12.00pm – 3.00pm. Telephone: (024) 92200
- **Youghal Library**, Rivergate Shopping Mall, North Main Street, Youghal, Co. Cork, P36 FF99. Opening Hours: Tuesday to Saturday, 10.00am – 1.00pm & 2.00pm - 5.30pm (Closed 1.00pm - 2.00 pm). Closed Mondays and Saturdays of Bank Holiday weekends. Tel: (024) 93459

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

CDs/USB Memory Sticks that include the Environmental Impact Assessment Report, maps, site plans and drawings, and a copy of the foreshore application are available free of charge from the applicant at the address stated above or by emailing celticinterconnector@eirgrid.com

The application may also be viewed on the following dedicated website: www.celticinterconnectorforeshorelicence.ie and on the Department's website: <https://www.gov.ie/en/foreshore-notice/7bfb1-eirgrid-celtic-interconnector-electricity-cable/#>

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

Under Section 19C of the Foreshore Act, the Minister will consult with France and the UK regarding this application.

Submissions, comments in relation to the proposal may be made in writing within 8 weeks from the publication of this notice to the Minister for Housing, Local Government and Heritage at Foreshore Unit, Department for Housing, Local Government and Heritage, Newtown Road, Wexford, Co. Wexford or by e-mail to foreshore@housing.gov.ie (Quoting Ref: F5006916). The closing date for the receipt of written submissions, comments or questions is therefore 5:30pm on 06/12/2021.

Within 8 weeks from the publication of this notice, a copy of the application, the Environmental Impact Assessment Report and any other relevant report or information (including copies of any submissions, comments, or questions received by the appropriate Minister) may be inspected free of charge at the Foreshore Unit, Department for Housing, Local Government and Heritage, Newtown Road, Wexford, Co. Wexford during the hours 10.00am to 1.00pm and 2.00pm to 5.00pm Monday to Friday (appointments only). All of this material, including submissions from the public, will also be published on the website of the Department for Housing, Local Government and Heritage at: <https://www.gov.ie/en/foreshore-notice/7bfb1-eirgrid-celtic-interconnector-electricity-cable/#>

Dated this day of 08/10/2021

Mr Des Cox
EirGrid plc
The Oval
160 Shelbourne Road
Ballsbridge
Dublin 4.
Do4 FW28

Government Ploughs On With Punitive Criminalisation Of Fishing Sector

The Minister for Agriculture, Food and the Marine Charlie Mc Conalogue, was unapologetic as he rammed the Sea Fisheries (Miscellaneous Provisions) Bill 2021, through committee stage of the Oireachtas Agriculture committee, which gives new powers to the SFPA, clearing the way for a campaign of imposing far reaching penalties and destructive policies on the entire Irish fishing sector, according to Rural Independent TD for West-Cork, Michael Collins.

Speaking from Leinster House on Wednesday evening 27th October following Committee Stage deliberations, Deputy Collins stated: "Any Minister that ploughs ahead with a raft of intimidating new arrangements, which are procedurally flawed, utterly unworkable, negatively impacting the quality of fish, and criminalising fishers on 51 per cent balance of probability, is no friend or ally of the sector.

"Since assuming office, the government have crucified the €1 billion Irish fishing industry, which employs over 16,000, through massive fish quota losses and a raft of new stringent regulations and penalties, contained in the Bill under deliberation and will result in fishers not having equality under the law.

"Every other European national government done everything possible to protect

their fishing sectors during the Brexit discussions. In Ireland, the opposite is the case, as our government have accepted a sell-out Brexit deal that will cost an average fisherman between €5,000 and €20,000 in lost annual income.

"If all that wasn't bad enough, the Minister is now hell bent in railroading new legislation through the Dáil which reduces fishermen's rights under the law.

"Under this Bill, an unfair and unreasonable penalty points system is being advanced. It allows enforcement officers to decide based on the 'balance of probability' rather than the more robust and fairer 'beyond a reasonable doubt' standard of proof.

"Amendments which I tabled today were all voted down on a six to four basis, with Fianna Fail and Fine Gael TDs voted against every single one. It means both

parties have unapologetically voted to reduce the rights of fishermen and women under the law. This punitive criminalisation regime initially signed into law by the Taoiseach in August 2020, and now contained in this legislation is crucifying the entire fishing sector in a grossly unfair and extreme manner.

"Furthermore, all these measures were introduced at the behest of non-elected bureaucrats in Brussels. The government had the option of delaying or not accepting all these measures – but, they chose to run with the Brussels agenda instead. In so doing, this enables the agenda of misinformation about the sector to accumulate while the Minister stands idle.

"Cumulatively, this represents the biggest back-knifing exercise on the fishery sector since Ireland joined the EU in 1973, and that is why, I moved an amendment seeking a wide-ranging consultation with the entire sector, prior to implementation of this legislation. Even this reasonable proposal was rejected by the government.

"Clearly, the views of the sector mean very little to this government. If it did, they would have sought those views prior to making any decision on the three destruc-

tive policies they have inflicted.

"Again today, we witnessed the Minister's appalling approach, keeping in with the government agenda to tarnish and criminalise fishers. It shows an atrocious level of contempt for the entire sector.

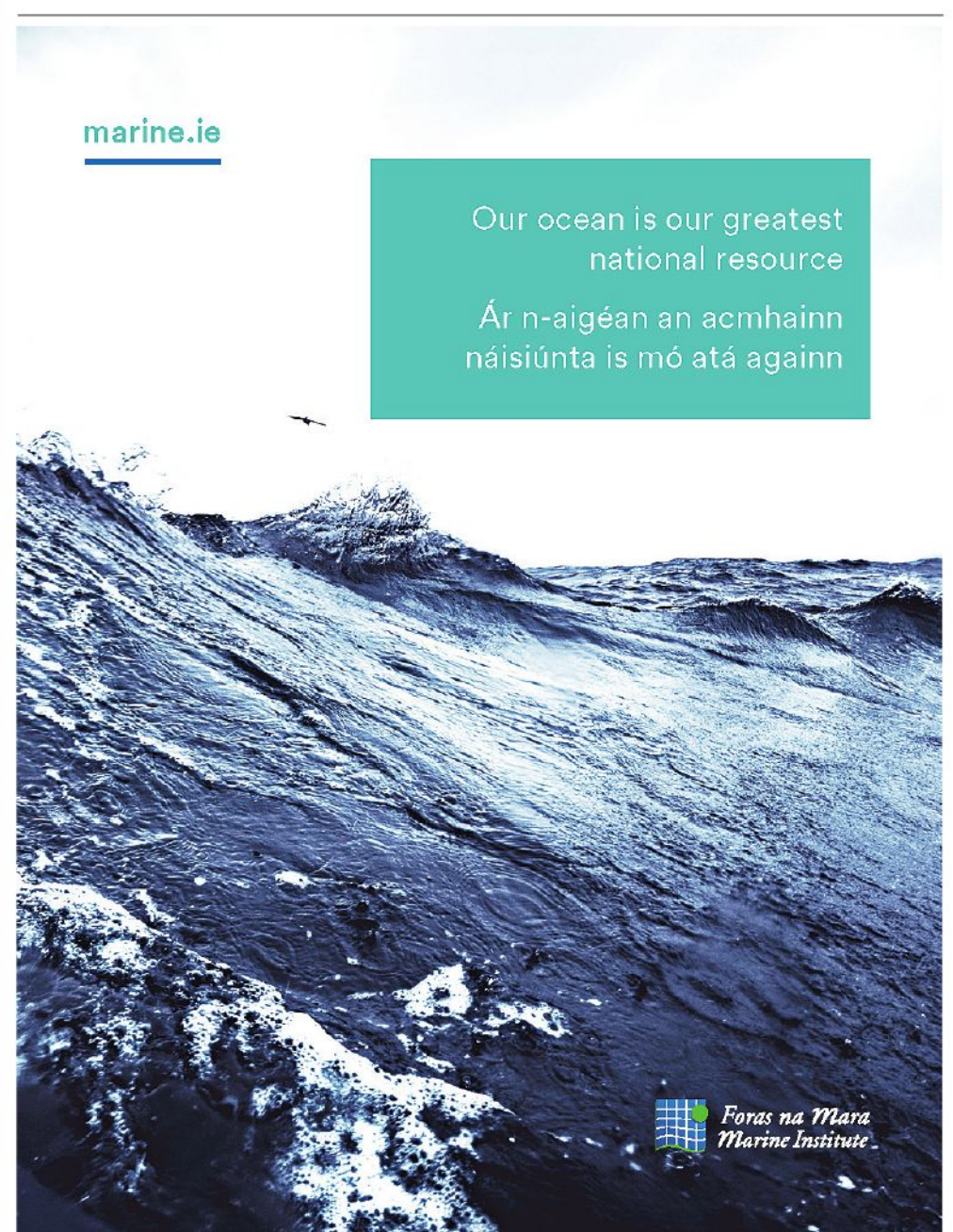
"Irish fishers and the sector generally deserve much better. This government's approach to fishing policy is not only inappropriate from a policy perspective – it also contravenes basic protections under our constitutions and the EU Charter of fundamental rights.

"How can the Fianna Fáil and Fine Gael TDs from coastal and fishing constituencies be allowing this to happen or turning a blind eye?"

"I will use every ounce of energy I have to continue standing up for our fishermen on the ground and on the floor of the Dáil. My colleagues and I in the Rural Independent group, will continue to table reasonable amendments to this legislation, when it comes before the Dáil (report stage) in the coming weeks, in order to continue robustly challenging this government on the route they have taken," concluded Deputy Collins



(Above): Sarah David landing the first of the years scad at Ardglass - Photo courtesy C Feenan
(Below): Darcie Girl off Clogherhead - Photo courtesy Richard Guildea



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THE MARINE TIMES INTERVIEW

In this month's MARINE TIMES interview the Chairman of the new Irish Coast Guard Volunteers Representative Association, John O'Mahony, talks to Deputy Editor, Tom MacSweeney.

***“The personnel issues are the worst failing in the Coast Guard. It's like a blind spot*”**



John O'Mahony looks out over the Ross-carbery Estuary on the West Cork coastline and recalls an emergency there more than twenty years ago when he was a Volunteer in the Coast Guard Unit that responded to the call-out.

“We didn't have the equipment or resources then which the Coast Guard has now,” he recalls. “But we did our job. The Coast Guard has changed since. There have been many improvements, many achievements, but personnel issues are the worst failing.”

He is Chairman of the newly-formed Irish Coast Guard Volunteers Representative Association, consisting of existing and former IRCG volunteers, which describes itself as “an independent Association established to represent the concerns of Irish Coast Guard (IRCG) Volunteers.”

He runs Belco Marine Electronics Ltd. in Skibbereen and has experience of the fishing industry. He also had experience in the Defence Forces “all of which I brought into the Coast Guard when I joined what was then the Toe Head Coast and Cliff Rescue under the IMES at the time, back twenty-eight years ago.” He became Deputy Officer in charge of the Unit and also experienced difficulties and personnel issues.

We meet at Curls Rock close to the causeway across the Ross-carbery Estuary, originally built as a military road by the British administration in the late 1700s when a French invasion of Ireland was threatened. It is a bright day, clouds billow across the sky, as John O'Mahony recalls the emergency he was involved in there.

“Volunteers were then and still are central to the strength and capability of Coast Guard Units and their value must be prioritised. For far too long volunteers have had no voice.”

That is the core of what we are discussing. Over the

past two years I have been reporting personnel issues in the Coast Guard – dismissals, disciplinary actions by management against Volunteers, questions about the readiness or preparedness of some Units as a result to respond to emergencies and, repeatedly, claims by Volunteers that “speaking up, speaking out, challenging or questioning operational systems or the administration,” meant punitive action.

In 2019 then Minister for Transport, Tourism and Sport, Shane Ross, laid down how the Department of Transport, Tourism and Sport, defined Volunteers, they were, he said “not employees of the Department of Transport, Tourism and Sport.” As such they were regarded as not entitled to a recognised system of representation.

Coast Guard management has denied that it dismissed volunteers who raised safety issues and pointed to an “independent HR Consultancy firm contracted by the Department to assist in resolving Coast Guard volunteer grievances;” to the Fisher Report which examined the service and to its Coastal Unit Advisory Group (CUAG) “composed of six members elected by Units, independently of management, to represent the views of all Units.”

O'Mahony doesn't see these as adequate. The Fisher Report – “...altered by management to suit what it wanted...” (That report also recommended closure of Valentia and Malin Head Coastal Radio Stations and centralising operations in Dublin and was rejected after campaigns criticised its disregard of local experience and knowledge amongst other issues); CUAG “... never intervened in personnel issues...” and says: “The time is now to stand together for the betterment of the Coast Guard as a whole and its volunteers.”

The new group does not want confrontation and no one in it wants to be in the present situation, he stresses. “But management has not listened to the concerns of Volunteers” and has rather “acted against them.”

“We have big numbers supporting us,” but emphasises that there are ‘declared’ and ‘not declared’ members, who do not have to declare membership “because action will be taken against them, we know that from experience.” He outlines Volunteer experiences identified to the new group. Some of these I have previously been told about by those concerned.

John O'Mahony says that the group recognises and appreciates achievements and advances in the Coast Guard. “We do not seek confrontation but this Association is needed in view of the treatment of Volunteers in recent years.”

He refers to a ‘divide and conquer’ mentality by management towards Volunteers and acknowledges that not every Volunteer in every Unit may agree with the new group. But he is adamant about its motivation: “There has never been an independent, organised voice to speak up for Volunteers. Those who have done so individually, representing colleagues, have had disciplinary action taken against them for doing that. We will be there to offer support and help to all IRCG members both past and present, to assist in resolving any issues they may have struggled with.”

“We are prepared to work with IRCG Management to ensure best practice prevails so that issues do not arise, if possible, in the first place. Listening to the views of Volunteers is needed. Conflicts, when they arise can be resolved objectively and transparently by fairness and common sense. We want to establish positive dialogue with management.”

- The ICGVRA is seeking an urgent meeting with Transport Minister, Eamonn Ryan

- John O'Mahony will be interviewed on the next edition of the MARITIME IRELAND RADIO SHOW & PODCAST to be released on November 8th.

Decommissioning Scheme Proposed By Task Force

“Massive Hit To A Struggling Sector”

“Complete Destruction Of Our Fishing Industry”

Report by Tom MacSweeney and Mark Mc Carthy

“Our Irish fleet had 280 Boats of over 18 metres fishing offshore in 2006, competing with the fleets of other EU Member States. This number is now being reduced to just over 100 boats.”

“This is a massive hit to what was an already struggling sector. The full impacts are not understood by the Government.”

“Our waters are being cleared of Irish vessels forever in preparation for foreign vessels to replace them.”

These are some of the comments from the industry following the decision of the Seafood Task Force that there is no alternative for the Irish fishing fleet but another decommissioning scheme, which is a major blow to the fishing industry and the coastal communities

“Navigating Change – The way forward for our Seafood Sector in the wake of the EU/UK Trade & Cooperation Agreement” is the title of the Report, the blunt outcome of which is a reduction in the Irish fleet because of the Agreement which the EU reached with the UK for Brexit and which hit the Irish industry more heavily than any other EU nation.

In contrast to what is happening in Ireland, Belgium is building new fishing vessels.

The first of seven new vessels was delivered in May, the others are due over the next few months. The Belgian industry says it is not expanding, but is replacing older vessels in the fleet. Belgian boats have been increasingly using Dun Laoghaire Harbour as a strategically located EU port adjacent to the Irish Sea since the Brexit Agreement.

Following receipt of the report, Minister McConalogue said: “The departure of the United Kingdom from the European Union and the Trade and Cooperation Agreement that was agreed at the end of 2020 have had some profoundly damaging effects for Ireland’s fishing sector and the coastal communities that depend on fishing. Such a once in a generation event required a collective response involving the seafood businesses and coastal communities that are impacted and the full range of State bodies with a role to play in our response. The Task Force Final Report charts a way forward for the sector and the coastal com-

munities dependent upon it.”

The report and recommendation for decommissioning has not been universally welcomed within the industry.

The Minister has been accused of snubbing the Irish Fish Producers and Exporters Association whose general meeting in Dublin last month he agreed to attend but then refused to do so because of comments made by the Association’s CEO about failures of successive Governments, Department and the Minister regarding fisheries policy since joining the EEC/EU. The IFPEA meeting passed a censure motion against the Minister for his action.

Asked by the MARINE TIMES why he had refused to attend, Minister McConalogue’s Press Office replied in a statement: “The Minister did not attend the IFPEA Meeting. The Minister did have a private conversation with the Chairman of the IFPEA indicating the reasons for his unavailability. It would be inappropriate

for the Minister to comment on that private conversation.”

The MARINE TIMES also noted that there was only one reference to the fishing industry, despite the fears of 16,000 job losses due to Brexit and the EU CFP, in the Budget speeches last month by the two Minister presenting it to the Dáil. The single reference was made by Minister for Public Expenditure and Reform, Michael McGrath and related to expected EU compensation. Finance Minister Paschal O’Donoghue mentioned other sectors of the Irish national economy and industry, but made no acknowledgement of the fishing industry.

The MARINE TIMES asked Minister McConalogue why the maritime aspect of

his Department was treated in this manner. His Department Press Office replied: “Regarding your query, as it relates to the speeches by the Ministers for Finance and Public Expenditure and Reform regarding Budget 2022, it may be better for you to direct that query to those Departments.”

Independent TD for Donegal, Thomas Pringle wasn’t surprised by the budget; “It is shocking but hardly surprising that the government had no policy options to support the fishing industry during budget 2022. There is a complete lack of ambition for the fishing industry as evidenced yet again by the lack of policy development or any policy at all.”

Ten months after the signing of the TCA/Brexit deal, after which Taoiseach Micheál Martin and Minister McConalogue said hit the fishing industry hardest of any Irish sector of economic or industrial activity, there is no indication that the burden of Brexit will be shared equally by other EU fishing countries. The Taoiseach and Minister publicly committed to achieving a “fair deal” for Ireland and criticised the Brexit Agreement last December.

“We are still without sight of the mechanics of what ‘burden sharing’ actually means and how exactly we are pursuing it

as a Member State. ‘Burden sharing’ has many meanings and many different understandings depending on where you are from,” said IFPEA CEO, Brendan Byrne.

“The Task Force Report recommended that 60 boats or 33% of the Polyvalent and Beam-trawl Vessels currently on the register, numbering 180 vessels, should be decommissioned and removed from fishing all around our coastline forever,” said Patrick Murphy, CEO of the Irish South and West Fish Producers Organisation, which took the strongest approach against Task Force proposals. “This will be recognised in our history as one of the darkest periods for our fishermen, their families, their crews and the people in our rural coastal communities.”

There are contradictory opinions within the industry about the Task Force recommendations, including concern in the inshore sector about how it is being treated.

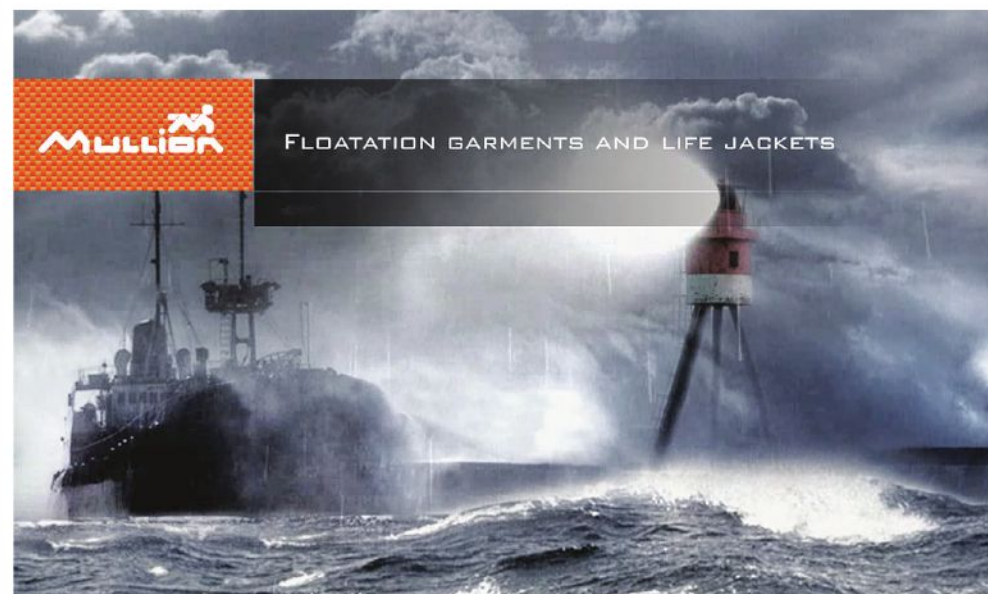
The MARINE TIMES has comprehensive coverage from industry representative organisations throughout this edition.

What appears clear is that the fishing industry cannot continue on the current trajectory of loss and failure. The government has so far failed to achieve any correction

THIS IS WHAT IRISH FISHERMEN GET FROM EUROPE

TOTAL ALLOWABLE CATCH	EU	IRELAND
MONKFISH	66,000	3,472
HADDOCK	10,850	2,413
WHITING	10,863	4,072
PLAICE	2055	74
HAKE	112,903	3,493
MEGRIM SOLE	20,526	3,100
POLLOCK	12,401	963

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or improvement of the bad Brexit deal which the EU imposed on the Irish fleet and ancillary industries, threatening 16,000 Irish jobs.

“Whereas, Brexit/TCA is a once in a lifetime hit to the Irish economy, it is in reality a recurring hit to the Irish Fishing Industry, each year, year-on-year, with accumulative losses of €215.653 million in the period until 2026 alone,” said the IFPEA.

2026 is the earliest date suggested by the EU for a renegotiation of the CFP, but it appears that it will resist any major changes, which would continue the discrimination against the Irish fishing fleet.

Decommissioning and tie-ups will not restore the Irish fishing industry according to Sinn Féin spokesperson on Fisheries Pádraig Mac Lochlainn TD speaking to the MARINE TIMES, he said that the Report of the Seafood Task Force released by the Minister will not address the fundamental problems in the Irish Fishing Industry.

Teachta Mac Lochlainn said: “The recommendations contained in this report are an acknowledgement of the failure of the Irish Government to stand up and defend Irish fishermen during the Brexit negotiations and subsequent trade deal with Britain.

“While temporary cessation and voluntary permanent decommissioning may suit a small number of people involved in the fishing industry, for the vast majority these proposals will be another body blow to an industry that is now fighting for it’s

survival.

“And even the small number of people who will want to avail of permanent decommissioning scheme will do so with a heavy heart following years of government neglect and not being listened to.

“60 vessels are proposed to be decommissioned from an already reduced Irish fishing fleet.

“I am failing to see in this document the drive of the Department, Minister and Irish Government to stand up and fight for our industry.

“It is more of the same I am afraid. A step back approach as fishermen’s livelihoods are destroyed.

“Where is the commitment to seek full reform of the Common Fisheries Policy? Where is the commitment to seek fair and equal burden sharing and where is the commitment to seek new quota and new opportunities?

“When I meet and talk to Irish fishermen, they don’t ask for supports to tie up their boats or to take their boats out of the water altogether, they ask to be able to fish.

“This Report will reduce fishing opportunities, will further reduce the Irish fishing fleet and is a big disappointment.”

Meanwhile the Irish South and East Fish Producers Organisation (ISEFPO) broadly supports the recommendations contained in the final report of the seafood sector task force.

In a statement to the MARINE TIMES

they said; “The temporary cessation scheme is a welcome measure to help the fleet to adapt to the new reality of having less fishing opportunities in the short term. This scheme is now up and running for the last three months of 2021. However we do have an issue with the modalities of the scheme in so far as it appears vessels will not receive payment until after the tie up period when the vessel has gone back to sea. Both crews and owners are not in a position to wait for payment due to the financial constraints they have experienced due to Brexit and also the negative effects of Covid 19. Therefore it is imperative that payment for the temporary tie up scheme be made in short order soon after the vessel hands in its license.

“While not welcomed by fishermen in general the permanent cessation scheme or decommissioning has become a reality as the impacts of Brexit take hold on the wider industry.

“The loss of €43 million in fish quota to the UK in the TCA agreement was a huge blow to the Irish fishing industry. Our top priority in the task force was to achieve some burden sharing within the European Union as Ireland had taken a hit of 25% of the €180 million given to the UK in the closing stages of the agreement on Christmas Eve 2020. We do not accept that the principles of the European Union were upheld in this agreement nor was there any compliance with the ideals of a level playing field. To date no progress has been made in achieving support for equal burden sharing due to the TCA, though the ISEFPO still supports any efforts being made to advance this.

“To this end we look forward to Minister Mc Conalogue setting up the national forum of stakeholders to analyse and progress Ireland’s case for an improved share in essential quota stocks both pelagic and demersal as recommended by the task force in its final report.

“The ISEFPO would advocate that the recommendations of the Seafood Sector Task Force are given the necessary support from Government to ensure they are advanced as soon as possible to allow the sector to rebuild and develop into the vibrant industry an Island Nation like ours should have.”

It wouldn’t inspire confidence says Independent TD for Donegal, Thomas Pringle: ‘The interim report of the Task Force would not inspire confidence that the taskforce or the government has any hope or aspirations for the fishing industry or communities.

“While on the one hand they are saying that support has to be there to allow fishing develop they are also outlining detailed compensation scheme for the permanent removal of vessels from the fleet. If there was any plan to grow the industry or right any of the wrongs done to fishing communities over the period of the EU surely the fleet as it stands would not be big enough rather than too big to survive with the Brexit cuts. So, our government has already given up the fight and I would not unfortunately hold out much hope for the future.

“It was always going to be a tough ask but when government has given up before we start, we are going nowhere.”



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We Are The Laughing Stock Of Europe

Pádraig Mac Lochlainn TD, Sinn Féin Spokesperson on Fisheries and the Marine is not surprised at all that adequate investment in our piers and harbours and investment in our fishing communities is not a priority for this government again next year. According to the Donegal TD, they are presiding over the winding down of our fishing industry and not the enhancement of it.

Speaking in the Dail, Deputy Mac Lochlainn directed these words at the Taoiseach and the Minister of State for Europe, Thomas Byrne; “On the challenges the Government faces, my colleague and party leader, Deputy McDonald, has referenced fisheries. There is a seething anger across fishing and coastal communities at the ongoing failure to ensure there will be burden-sharing of the quota loss that arises from the EU-UK trade and co-operation agreement.

“As the Minister of State is aware, in some cases, especially with mackerel, there is a huge loss of quota that has a devastating impact. That is why the Government is suggesting 60 more vessels will have to be decommissioned. It is because of the failure of Government after Government to secure a fair share of the fish in our own waters.

“The Government has not secured burden-sharing despite repeated assurances it would seek it. The EU Commissioner for Environment, Oceans and Fisheries was in Ireland recently. When the question was put to him, it was clear we had not put any pressure on him to agree to burden-sharing of the quota loss that would have prevented the need to decommission these 60 vessels.

“Right now, Irish fishermen around our

coast can only attain 15% of the fish in our waters under the Common Fisheries Policy. If that was not bad enough, we now have an additional hit from that trade agreement. This is ongoing.

“We are the laughing stock of Europe. When we talk to MEPs and senior politicians in Europe privately, they cannot believe we allow this situation to continue. It is a profound injustice. We talk about all the legislation we are bringing in around the marine at the moment, the immense resource it is and the potential for coastal communities. What has more potential than the fish in our own waters?

“We have a situation where on the south coast, our boats are tied up while day after day, Spanish, French and Belgian boats land fish at our harbours, with no checks from the Sea-Fisheries Protection Agency, SFPA, to be exported back to their own country. There is no value, no checks and no equality for the fishermen there.

“I am asking for the Minister of State, along with the Minister for Agriculture, Food and the Marine, Deputy McConalogue, to get some fire in their bellies and stand up and fight for Irish fishermen. That is their challenge”.

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NUI Galway Study Solves Long-Standing Enigma of Oceanic Squids

Research identifying and naming families may give evolutionary clues about the marine creatures

Scientists at NUI Galway have identified family relationships among lineages of oceanic squids which have been puzzling researchers for more than a century.

The breakthrough was achieved by a team at the University's Ryan Institute which comprehensively named the different groups, providing important clues as to how squid evolved. The findings have been published in the *Zoological Journal of the Linnean Society*.

Dr Fernando Angel Fernández-Álvarez, lead author of the study, Irish Research Council Fellow and researcher at NUI Galway's School of Natural Sciences, spent five years collecting tissue from squid while on oceanic cruises and sampling from commercial trawlers.

"The aim was to solve the relationships among this amazing group of animals. I believe this study is an important milestone for the field and a good starting point for performing in-depth studies on the evolutionary trends that shape the huge diversity of oceanic squids," Dr Álvarez said.

"Our research could also be useful as we try to understand how our oceans will respond to ever increasing pressures from human activities."

The research team used a method known as genome skimming to reveal the full sequence of DNA and identify relationships among squid. Each of the discovered groups was named based on the rules dictated by the International Code of Zoological Nomenclature, and in the future scientists will have a way to accurately identify and describe the biodiversity of these marine creatures.

Oceanic squids are a hugely important part of the marine food web. They are voracious predators and the main meal of toothed whales and other endangered megafauna. They include the largest group



Top: Flying squid (family Ommastrephidae) sitting on the deep-sea floor at the Fangorn bank (Ireland). Photo: Louise Allcock, NUI Galway

Middle: Oceanic squid on the bottom of the ocean floor with relatively close-up view of tentacles and suckers. Photo: NOAA OKEANOS Explorer Progra, 2013 Northeast U. S. Canyons Expedition

Bottom: An oceanic squid resting on the sea-floor, changing colour as it sits on its elbows to breathe. Photo: NOAA OKEANOS Explorer Program, 2013 Northeast U. S. Canyons Expedition

of commercially fished cephalopods, the flying squids.

The researchers also discovered unexpected and as yet, unexplained, relationships. For instance, delicate deep-sea glass squids are more closely related to powerful muscular Humboldt squids and to the un-

usual monogamous diamondback squid, than to other oceanic squids.

Professor Louise Allcock, School of Natural Sciences, Ryan Institute, NUI Galway, said: "How these remarkable changes in form came about is not yet understood. Oceanic squids are an amazingly diverse group of cephalopods – molluscs with arms and tentacles like squid, octopus and cuttlefish - with fascinating adaptations to their watery environment. For example, glass squids use their body cavity as a fluid filled buoyancy chamber, while chiroteuthids

develop fishing lures at the end of their tentacles. This study also highlights the importance of public scientific collections in addressing long-standing scientific issues. We supplemented the material we collected ourselves with samples from various museums including the Smithsonian Institution in the USA, the Biological Reference Collection of the Marine Science Institute in Spain and the Australian Museum, allowing us to have a truly comprehensive oversight of oceanic squids globally."

Explorers Education Programme Expands to all Coastal Counties with a Strong Marine Outreach Team

The Marine Institute are delighted to announce the expansion of the Explorers Education Programme, which is now delivering modules to primary schools in all of Ireland's coastal counties.

The Explorers Education Programme was established in Galway over 15 years ago and is funded by the Marine Institute. Over the years the programme has expanded around the coast of Ireland, and will now be reaching schools all around the coast, including in North Dublin, Wexford, Limerick and Leitrim offering a wide range of marine project modules in the classroom and fieldtrips to the seashore. With this expansion, the teams will also be able to offer online and blended learning modules to classes from inland counties.

Sheila Byrnes, Communications Manager of the Marine Institute welcomed the new outreach team and the expansion into new counties by the Explorers Education Programme this term. "As an island nation, it is important to promote the value of Ireland's marine resource, the importance of our ocean, as well as the work of the Marine Institute. By creating a community of ocean advocates at national, regional and local level, and building long-lasting networks and partnerships, we look forward to working with the Explorers Education team engaging with educators and children throughout Ireland."

The Explorers outreach teams are based in coastal counties from Donegal to Kerry, and from Cork to Louth. Each county boasts a rich marine heritage, supporting Ireland's marine research activities, industries, recreational activities, to even having the shortest coastline in Ireland. "With an increasing awareness of ocean literacy and the value of ocean sciences in Ireland, we can't wait to share all of what the Explorers team have to offer with primary schools in these new counties," said Cushla Dromgool-Regan, Strategic education and communications manager, the Camden Education Trust.

"We have been very lucky to have been working with a group of marine education experts and outreach officers for a number of years, and we are now extremely pleased to be working with additional new members joining the team. They have all showed how extremely passionate they are about sharing their ocean knowledge with children, as well as supporting teachers with the deliv-

ery of marine themed content, that can be used on the primary school's curriculum," Ms Dromgool-Regan said.

The Explorers team members will be working with primary school teachers introducing a range of exciting Explorer marine projects and resources to the children over the coming months, covering topics such as marine biodiversity and living things, environmental awareness and care to a range of STEM topics leading up to maths week in October and Science week in November.

"The teams can reach classes delivering face-to-face project modules held in the class, seashore safaris, as well as through online and blended learning. Our new Explorers Back to School Brochure also provides information about our modules and links to the centres for bookings," explained Cushla Dromgool-Regan

The outreach teams that deliver the Explorers programme to primary school children include: Leave No Trace - Ireland, Galway Atlantaquaria, Sea Synergy Marine Awareness Centre, Old Cork Waterworks Experience, Oceanics Surf School, and Marine Dimensions.

Enquiries about bookings can be made directly to the Explorer Outreach centres. Schools and classes located within inland counties should be sent to the Explorers Support Services team at Galway Atlantaquaria to check on an outreach centre's availability. To ensure that teachers have accessibility to education resources, the Explorers Education Programme also has a wide range of teaching materials that are freely available on the explorers.ie website. These include Wild about Wildlife on the Seashore resources including films and activities for within the class, fabulous STEM and STEAM project ideas. Also check out our Explorers Publications and Explorers Lesson Plan pages for new content being published – all these resources are available on www.marine.ie

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

EXPLORERS BACK TO SCHOOL PROGRAMME!

The Explorers Education Programme provides engaging activities, resources and support for teachers and children, delivering ocean literacy to primary schools.

EXPLORERS EDUCATION MODULES FOR CLASSES
Children can take part in engaging and interactive face-to-face classes, outdoor field trips, as well as blended learning activities, with a dedicated outreach officer

EXPLORERS - WE ARE OCEAN CHAMPIONS AWARD
Teachers have an opportunity to enter their school into a collaborative project, that inspires children to become marine leaders and ocean champions.

EXPLORERS.IE Book your module at your nearest Education centre.

Foras na Mara Marine Institute
The Explorers Education Programme is funded by the Marine Institute

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

Port Láirge for Waterford Port

Safehaven Marine have launched 'PORT LÁIRGE', the Port of Waterford's new pilot boat. "It was wonderful to have built another pilot boat for Ireland. She's our 15m Interceptor 48 pilot and is the 48th pilot boat we've supplied to ports globally and the 23rd pilot 48 showing how well regarded the design has become, offering a fine balance of speed, economy and safe seakeeping abilities, to this end she has true 'all weather capabilities' as she is fully self-righting and capable of recovering if capsized by a large breaking sea," says Frank Kowalski, MD of Safehaven Marine.



"Powered by a pair of Scania D13 500hp engines through Twin Disc 'Quickshift' gearboxes she has an operational speed of over 25kts and is capable of carrying 5 pilots and 2 crew in comfort all on air suspension shock mitigation seating in her well-appointed cabin. Featuring our new Polyurethane fendering system to protect the hull during boarding's and allow safe transfer of the pilot. She is fitted with lifting eyes and a powered version of our proven MOB recovery platform. 'PORT LÁIRGE' is very striking in her red and blue livery and emphasizes the fine, graceful lines of our Pilot 48's design."

Esri Ireland Puts Simply Blue at The Crest of The Marine Development Wave

Esri Ireland, the market leader in Geographic Information Systems (GIS) software, is today announcing that its interactive digital mapping system is being used by marine developer Simply Blue to build a sustainable blue economy and pioneer projects such as floating wind farms, wave power and aquaculture schemes.

Headquartered in Cork, Simply Blue is the leading early-stage developer of transformative floating wind, wave energy and sustainable aquaculture projects in Ireland and the UK. Its aim is to optimise the sustainable development of the ocean's vast resources in an ethical manner.

Initially, Esri Ireland's digital mapping system, ArcGIS, will be used to support in-house decision-making. This will include identifying suitable locations for wind

turbine fields and assessing how productive they might be by using a wide range of environmental and commercial criteria to analyse vast amounts of data and narrow down a shortlist of potential sites. Underpinned by this advanced technology, Simply Blue has also recently partnered with traditional energy companies to develop floating wind farms in the Celtic Sea.

Simply Blue also plans to deploy ArcGIS to the area of aquaculture, such as a scheme to create new low-impact salmon farms, *Loch Long Salmon*, in Scotland.

The interactive mapping features will be used to communicate projects to communities and stakeholders, and ArcGIS could play a critical role in helping to convey how big wind farms will be, where they are and what they will look like from different vantage points. Simply Blue hopes to use interactive maps to show communities what offshore wind farms will look like from their homes and to reassure fishermen that proposed marine developments will not affect fishing grounds.

The solution will also allow Simply Blue to collaborate more effectively with clients and consultants. The company will be able to view and share geospatial data in real-time and leverage GIS, especially in the planning and development phase of new sustainable energy projects, which is a focal point for the organisation as an early-stage developer.

Sam Bouma, Energy Resource Modeller and Data Specialist, Simply Blue: "We are passionate about oceans and the huge potential that they offer for renewable energy

generation and sustainable aquaculture.

"We needed a reliable GIS that would meet our immediate requirements, but also support us in achieving our longer-term goals. We selected Esri Ireland's ArcGIS because it has credibility. It is used by lots of other companies in this industry, so contractors and partners are familiar with it.

"We don't live in a paper world anymore, and being able to interact with maps to explore data on demand creates all kinds of opportunities. ArcGIS will also help to open up conversations with communities and key stakeholders to deliver information clearly and concisely, and help to avoid any misunderstandings.

"As things in the marine development industry are moving so fast, ArcGIS enables us to keep our options open. As new opportunities come up, we will be able to pivot and deliver whatever is needed to ensure the sustainable use of the world's oceans."

Dermot O'Kane, Head of Sales, Esri Ireland: "Esri Ireland has delivered a highly-interactive digital mapping solution which is set to play a key role in helping Simply Blue to continue to accelerate its business, and ultimately achieve its goal of building a sustainable blue economy. The solution is scalable and will align with Simply Blue's business objectives and requirements as it continues to grow.

"Esri is delighted to work with Simply Blue on these exciting projects and help to drive the future of sustainable energy in Ireland and further afield."

Port of Cork Powered By 100% Green Energy After Teaming Up with Energia

Energia, Ireland's greenest electricity supplier has announced that it will supply the Port of Cork Company with 100% renewable energy.

The green electricity will power several facilities at Cork City Quays, Tivoli Container Terminal, Ringaskiddy Deepwater Berth and Ro-Ro berth, Cobh Deepwater Quay and Cork Container Terminal soon. The Port of Cork is the second largest Port in Ireland and is a Tier 1 Port of national significance, operating six shipping modes (Lift on Lift off, Roll on Roll off, Dry bulks, Liquid bulk, Break bulk and Cruise). The Port's capacity to carry export goods estimated to value in the region €20 billion and imports to the value of €10 billion, underpin the importance of the Port's contribution to the national economy.

The agreement with Energia was signed by the Port of Cork as part of their commitment to lead the wider port community in minimising environmental impacts, reducing CO2 emissions, and conserving natural resources. This agreement is in line with the Port of Cork's broader sustainability aims. Henry Kingston, Port Engineering Manager, Port of Cork said; "The Port of Cork are committed to leading the wider port community through coordinated safety, environmental and energy initiatives, as well

as reducing CO2 emissions and respecting the principles of environmental sustainability. Our partnership with Energia will see the Port using 100% green energy which will positively influence the Port's carbon footprint going forward."

Aidan Brennan, Key Account Manager with Energia commented; "We are excited to partner with Port of Cork to provide it, and its 14 different facilities across the county, with 100% renewable energy. The Port plays a prominent role within local communities across Cork, as well as the broader regional and national economy. As a landmark infrastructure, its commitment to green energy serves as an example of best practice. At Energia we are also committed to supporting the sustainability efforts of business all across Ireland, helping organisations such as the Port of Cork make changes that have profound impacts locally and nationally, and we look forward to being part of their ongoing and future sustainability journey".

Renewable energy is tailor made for Irish businesses and Energia makes switching to clean, renewable energy easy. In a world tackling climate change, getting energy from clean sources shows customers, investors, employees, and the wider community that businesses are serious about commitments to sustainability, and decreasing their carbon footprint.

Irish Floating Offshore Wind Company Simply Blue Group and United States based TotalEnergies announce Joint Venture - TotalEnergies SBE US

Cork based Simply Blue Group, a pioneer in floating offshore wind and US company TotalEnergies have launched a joint venture, TotalEnergies SBE US, to unlock the vast potential for floating offshore wind projects in the United States.

TotalEnergies SBE US will combine TotalEnergies' expertise in large-scale offshore projects with Simply Blue Group's floating know-how and team of pioneers of the U.S. offshore wind industry, to unlock untapped deep-water opportunities that will provide renewable electricity to millions of U.S. homes.

Headquartered in Cork, Simply Blue Group is a developer of marine projects focused on floating offshore wind. It has developed a pipeline of over 9GW of floating offshore wind projects to-date, primarily in Ireland and the UK. It is developing the Emerald Floating Wind project in the Celtic Sea off Kinsale with Shell and the Blue Gem Wind portfolio of floating wind projects in the Welsh waters of the Celtic Sea with TotalEnergies. In August of this year Simply Blue Group announced that Octopus Renewables had invested €15m in the company to help accelerate its expansion in Ireland, the UK and Internationally.

Simply Blue Group has more than 3.2 GW of offshore wind in development off Ireland and the UK.

Your Community. Your Industry. Your Paper.

editor@marinetimes.ie www.marinetimes.ie

TotalEnergies has over 6 GW of offshore wind in development around the globe, of which over 40% is comprised of floating offshore wind including over 2 GW of floating wind projects in South Korea.

Simply Blue Group's joint venture TotalEnergies marks a significant step for the company in its ambition to develop floating offshore wind projects in the US market.

"The future and next frontier of U.S. offshore wind is floating. This joint venture with TotalEnergies has everything we need to deliver floating offshore wind on America's coasts," said Sam Roch-Perks, CEO, Simply Blue. "Almost two-thirds of U.S. offshore wind resources are found in deeper waters that require floating wind platforms. TotalEnergies SBE US brings together the scale, expertise, and international track record to responsibly develop floating offshore wind power on all of America's coasts."

"Our ambition is to install 100 gigawatts of global renewable power generation by 2030, part of which will come from floating offshore wind projects. We are eager to see this partnership with Simply Blue help our Company meet this goal," said Stéphane Michel, President, Gas, Renewables & Power at TotalEnergies. "We are convinced of the large potential of floating offshore wind to provide U.S. coasts with renewable electricity, and are committed to contribute our extensive expertise in offshore projects to make it happen."

"Offshore wind has arrived. To bring its full benefits to market, we need to go big and go deep," said Stephanie McClellan, Ph.D., Chief of Strategy & Policy, TotalEnergies SBE US and founder, Special Initiative on Offshore Wind. "TotalEnergies SBE US will accelerate development of U.S. floating wind, and help states and the federal government meet their clean power goals."

Dublin Port Company to Open €48m Dublin Inland Port

Dublin Port Company (DPC) has announced that Dublin Inland Port will open in early November 2021, with Dublin Ferryport Terminals (DFT) confirmed as the first company licenced to begin operating at the state-of-the-art facility in North Dublin.

The move will enable DFT, as the operator of one of the country's largest container terminals, to increase its total throughput handling capacity at Dublin Port by 20%.

DPC has invested more than €48m to date acquiring and developing Dublin Inland Port on a 44-hectare site some 14km from Dublin Port, with direct access to the M50 and to Dublin Port via the Dublin Port Tunnel.

The opening of Dublin Inland Port delivers on a key commitment in DPC's Masterplan 2040 to maximise the use of existing port lands by allowing port-related, but non-core activities - such as empty container storage - to be relocated away from Dublin Port.

The development at Dublin Inland Port will result in more efficient use of the Dublin Port Tunnel and of Dublin Port's internal network by diverting HGVs dropping off or collecting empty containers to Dublin Inland Port.

The first operator at Dublin Inland Port is Dublin Ferryport Terminals (DFT). DFT has signed a 20-year lease with DPC to run a new five-hectare empty container depot at the facility. The empty container depot will be run under the brand name Dublin Ferryport Inland Depot (DFID).

DFT, owned by Irish Continental Group (ICG), is also the operator of one of Dublin Port's three container terminals, identifiable by its red cranes.

DFT will relocate its current empty depot business to Dublin Inland Port from its container terminal in Dublin Port, thereby freeing up capacity to handle more full containers. The freed-up space at DFT will increase its capacity by 20% from the second half of 2022 after completion of further development at the terminal including the delivery of five new Rubber Tyred Gantry Cranes.

Declan Freeman, Managing Director of ICG's Container and Terminal Division, said; "The new licence to operate our Dublin Ferryport Inland Depot (DFID) at Dublin Inland Port comes at an important time for our business. To meet growing customer demand for our Lo-Lo freight handling services, we need to be able to move containers through the DFT terminal at Dublin Port in greater numbers than before, and more frequently. Dublin Inland Port will give us the flexibility, and much needed additional capacity to do that."

"Dublin Inland Port is in an ideal location just off the N2 at Coldwinters, only 15 minutes from our terminal in Dublin Port. It will allow our customers to maximise their trucking capacity and provide a modern empty depot facility with the enhanced possibility to upgrade both dry and refrigerated containers to meet the growing demands of exporters in the pharmaceutical and agri-food sector."

"The relocation of our empty depot business, the investments we will make in groundworks and the delivery of five new Rubber Tyred Gantries (RTGs) at our DFT terminal will provide much needed capacity in Dublin Port from the second half of 2022. We are delighted to partner with Dublin Port on this exciting development at Dublin Inland Port and assist Dublin Port in delivering on its Masterplan 2040 objectives."

Cormac Kennedy, Head of Property, Dublin Port Company, said; "DPC has invested more than €48m to date acquiring and developing this state-of-the-art hub. This first phase of Dublin Inland Port will be ready to hand over to DFT in time to commence operations in November. We look forward to welcoming DFT and seeing their business go from strength to strength at the facility."

"This depot has been constructed to the highest of standards and occupies one of the best locations to access Dublin Port. The current phase at Dublin Inland Port is capable of accommodating up to 6,000 shipping containers at any one time when fully operational, in an area the same size as Merrion Square. Other shipping and logistics operators will join DFT at the facility as DPC continues to maximise the capacity of Dublin Port's existing footprint to meet national port capacity requirements in the period of Masterplan 2040."

East Wall School Community Benefits From Dublin Port's MP2 Project

Minister for Finance, Paschal Donohoe, T.D., has officially opened a new state-of-the-art playground for the 240 pupils of St. Joseph's Co-Ed. Primary School in Dublin's East Wall.

This is the first time in more than 10 years that the school has been able to carry out a major upgrade on the senior playground for pupils at the 62-year old school, which is located just 10 minutes from Dublin Port. The playground is part of the local community benefit from Dublin Port's MP2 Project.

The new facilities bring to life what was once a large open space on the senior playground in the school grounds. In its place is a new multi-purpose all-weather pitch that is wheelchair accessible, with equipment to cater for both team sports and individual play. Basketball, football, gymnastics bars, a swing, roundabout and boxing bags have all been incorporated into the new design, finished in a cushioned surface.

Paschal Donohoe, Minister for Finance and T.D. for Dublin Central, who unveiled a plaque at the school, said: "I am delighted to open the new playground at St. Joseph's Co-Ed Primary School in East Wall. My compliments go to the entire school team who have created a vibrant outdoor space

where pupils of all ages and abilities can learn and play. Recreation is such an important part of the school experience, supporting children's development and the wellbeing of the wider community. I have no doubt that the playground will be a huge hit with the boys and girls who returned to school in September to discover their school yard transformed."

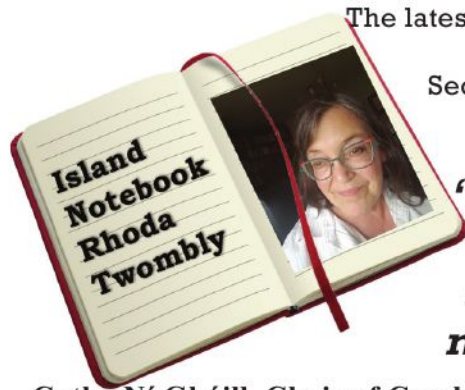
Maureen O'Sullivan, Chairperson of St. Joseph's Co-Ed Primary School in East Wall, said; "The entire school community is excited to celebrate the opening of the new playground with Minister Donohoe as guest of honour. A special word of thanks goes to Dublin Port Company whose ongoing support has been such a positive in the lives of our community. It means so much to provide the pupils with a dedicated and modern space designed to encourage healthy, active lifestyles from a young age."

Eamonn O'Reilly, Chief Executive, Dublin Port Company, said; "Dublin Port's Masterplan includes a commitment to sustainable economic development in ways that improve quality of life for the port's communities. Our MP2 Project to develop part of the north port area prioritised local education as a community gain, and the school then identified a real need for modern playground facilities. It's wonderful to see the playground come to fruition and finished to such a high standard. I have no doubt the benefits will be enjoyed by all at St. Joseph's for generations to come."



(Above): CHILD'S PLAY! Pupils Leo Smith (age 6) and Ines Tanasa (age 7) take centre court with Minister for Finance and T.D. for Dublin Central, Paschal Donohoe, Maureen O'Sullivan, chairperson of St Joseph's Co-Ed National School and Eamonn O'Reilly, CEO, Dublin Port Company to officially launch the new playground at St. Joseph's Co-Ed National School, East Wall, as part of the community gain from Dublin Port Company's MP2 project. **(Below):** Dublin Port Company are proud to sponsor Sheriff Street Football Clubs' - Girls Team! Sheriff YC Schoolboy/girl was founded nearly 50 years ago and has a large footprint in the North Wall Community, with the clubs continued growth with kids teams reaching the All Ireland Finals, winning Leinster Youths Cup and the Senior Team winning their first AUL Premier A trophy! Until this year the club never had a dedicated girls team, with the help of sponsorship, the club now have over 70 girls playing weekly which they are hoping to increase next season.





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

“There is a popular notion of island life being idyllic, however, there are many difficult challenges”

Cathy Ní Ghóill, Chair of Comhar na nOileán CTR and Manager of Comharchumann Forbartha Árann on Inis Mór made that point when the Comhdháil met the Joint Committee on Social Protection, Community and Rural Development and the Islands.

Comhdháil Oileán na hÉireann and Comhar na nOileán CTR addressed the Committee on policy measures as outlined in Chapter 10 of the Government's document, 'Our Rural Future.'

Opinions were presented on actions needed for the offshore islands to thrive – or indeed to survive.

Máire Uí Mhaoláin, CEO of Comhar na nOileán CTR noted that previous reports on Island issues need to be revisited with their recommendations acted on.

In her opening statement, Comhdháil Oileán na hÉireann Chair Aisling Moran of Sherkin Island noted that, “Our Rural Future addresses the need to progress vital infrastructure for our island communities. A housing report produced by Comhdháil in 2021 highlighted recurring issues impeding long term permanent housing: lack of year-round rental properties, houses available for winter are often poorly insulated or difficult to heat, disproportionate number of holiday homes, derelict houses, planning issues, resident buyers priced out of the market and lack of available council, community, or gateway style housing.”

Simon Murray from Inishbofin, Co Galway, who is a life-long islands advocate and member of the Comhdháil Oileán na hÉireann Board, said that Islands are on the edge, literally and figuratively. Islands are net contributors to the economy through tourism, business, fishing and farming and that islands need funding to be reinvested back into the islands. He referenced the depopulation of the islands caused by the lack of Government focused island funding and that historically islands have become depopulated for the want of very small expenditure. Requesting reinstating the Island Capital Funding, with a meaningful

budget, Mr. Murray stressed that while the population figures are small it is paramount for the state to retain its island populations and not allow another island to become depopulated.

Cathy Ní Ghóill, Chair of Comhar na nOileán CTR and manager of Comharchumann Forbartha Árann on Inis Mór, spoke passionately about the future of offshore islands. While she welcomes the proposed Islands Action Plan, she has seen many plans in her 30-year experience as a development officer, most suffering from a lack of implementation. Ní Ghóill points out that there is a popular notion of island life being idyllic, however, there are many difficult challenges. She believes that the islands are Ireland's “poor relations”, and it is a constant battle to preserve existing essential services with little resources to fight for additional beneficial programs. Government needs to ask itself are they serious about sustaining the islands into the future and hopes that the Committee follows through on its work as the islands are now at a crossroads where a way of life, a culture, may be lost without implementation of an action plan.

Máire Uí Mhaoláin, CEO of Comhar na nOileán CTR, congratulated Minister Humphries on her work in finalising the transitional LEADER funding as well as pushing forward with a 10-year islands development plan. However, she noted that previous reports on Island issues need to be revisited with their recommendations acted on. Additionally, the offshore islands should be treated as one area especially with regard to LEADER and SICAP funding and that this funding should be administered by an island-based company.

We await further news on this vital work – but till then it's slán from the islands.



Plans have been submitted for a state-of-the-art RNLi lifeboat station on the Donegal island of Arranmore on the site of the current station on the NE side of the island. The original RNLi station was first established in 1883 with the present all weather station opened in 1997 by Daniel O'Donnell.



IRISH WHALE AND DOLPHIN GROUP IWDG NEWS

We are entering an unprecedented period of marine planning with pressures on our marine space coming from many quarters says Dr. Simon Berrow, CEO of the Irish Whale and Dolphin Group, but consultation fatigue has set in.

Consultation Fatigue

The level of stakeholder consultation at present is over-whelming. So many issues of great importance to not only coastal communities, but the whole of the island of Ireland.

National Maritime Planning Framework, Offshore Renewable Energy Development Programme, Marine Planning Bill, Expanding Ireland's Marine Protected Areas. Huge issues with huge implications for decades to come.

Consultation can mean many things including “a discussion about something that is being decided” or “opinions that are exchanged”.

Too often in the past consultation meant being told (telling you) about decisions that had already been made and “consultation” was merely a box-ticking exercise.

I hope things have changed and those consulting with stakeholders do seek constructive input and ideas.

We are moving towards “engagement”, where those who may be affected by the decisions can influence the implementation of these decisions.

Under the Aarhus Convention, EU Member States are legally obliged to engage and not just consult with stakeholders. The Aarhus Convention legally enshrines access to information, access to public participation and access to justice, as key pillars of sound environmental governance. Ireland ratified the Aarhus Convention in June 2012, but clearly it takes time to embrace these principles and put in structures and procedures to enact.

The IWDG considers itself as a key stakeholder in specific aspects of marine biodiversity and conservation management. We publish Policy Documents which are drafted and discussed internally before release. Considered, often reflective explorations of the issues with positive recommendations. Our recent Offshore Windfarm Policy Document was well received and has stimulated discussion “what do you think of the IWDG proposal to ...”

Recent consultations on huge marine policy issues are overwhelming.

Consultation fatigue has set in.

Most of us who contribute to eNGOs, do so on a voluntary basis and try and stay on top of the current issues as much as we can. But it's hard, especially when consulting with teams of full-time staff. The IWDG does have credibility and influence and with that comes responsibility. It would be wrong to contribute opinions and endorsements without having the time and resources to explore all the issues and nuances.

Currently the IWDG does not have the resources for effective engagement on many of these very important issues. We try and focus on those most relevant to our Mission Statement “to promote better understanding of cetaceans and their habitats through education and research”. These constraints, I would assume, are common throughout a range of maritime stakeholders from fishers to fish producers, marine tourism to communities.

If government and industry were serious about stakeholder engagement they would resource NGOs as well as representative bodies to create time to deeply consider these issues and provide a thoughtful and supported opinion rather than an immediate knee-jerk reaction.

We are entering an unprecedented period of marine planning with pressures on our marine space coming from many quarters. It is great we are talking and planning and considering our marine resources but I fear that decisions made in haste without full engagement with stakeholders will lead to bad decisions with dire consequences.

www.iwdg.ie

Irish Whale
and Dolphin Group



Your Community. Your Industry. Your Paper.
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Peter Riddell - RIP

Remembering One of the Last Claddagh Boat Builders

Peter Riddell, one of the last boat builders from Claddagh, Galway, died at his home in Terryland, Galway on October 22nd aged 81.

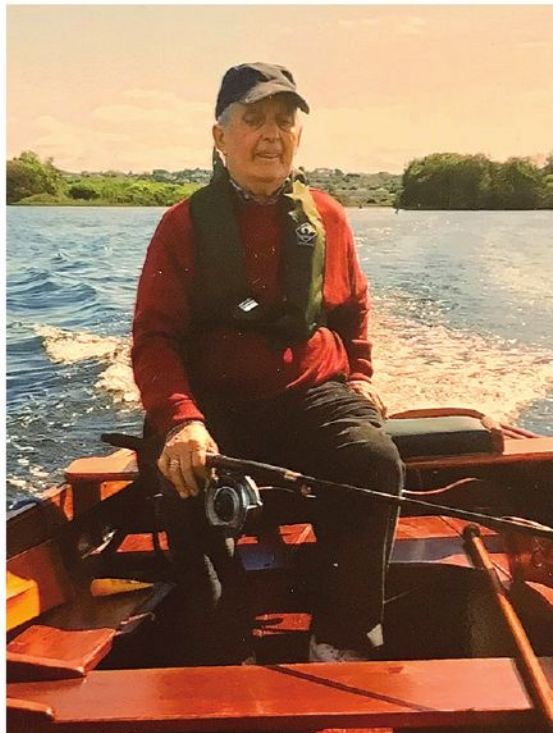
One of a family of nine, Peter was born at Father Burke Road, Claddagh. He gained his love of the sea from joining the Galway Sea Scouts as a young boy, and would begin his career in boatbuilding as an apprentice at Hickey Boats, Galway, along with his late brother Michéal.

In the late 1950s, Peter and Michéal together with an old school friend, Dermot Walsh, came together to buy the Galway Hooker St Patrick, and restored her to her full glory.

At the time, the St Patrick, was in disrepair and was tied up at a pier in Carraroe. The three men, were all in their early twenties when they took on the restoration of the St Patrick, and as Peter commented, it was entirely due to the goodwill from the people of Galway that they were able to undertake the massive restoration project. The Galway Harbour master at the time, arranged for a yard at Galway docks for them to work in and to secure the boat. The 40-foot hooker was lifted from the docks by a hand operated crane supplied by the Limerick Steamship Company, and secured on one of only two low loaders, which were then in use in Galway. It was a risky and dangerous operation, but once secured on scaffolding, they were able to start work on restoring this old workhorse of the seas.

The three men installed a cabin on the St Patrick along with a new deck and put in engine, drilling the propeller shaft by hand. When she was ready for launching, the Saint Patrick was lowered into Galway

docks, again with the use of a hand operated crane, and in time honoured nautical tradition a bottle of champagne was smashed on her hull.



Peter, Michéal and Dermot enjoyed many sailing trips around Galway Bay and made numerous trips out to the Aran Islands on the St Patrick. This was a turning point in the use of a Galway Hooker and was the first time such a boat was used primarily for leisure. By the late 1960s, work and family commitments led them selling the Saint Patrick to Jim O'Meara in West Cork, who later sold her to Paddy Barry. Under Paddy Barry's command the St Patrick would become the first Galway Hooker to sail the Atlantic and cross the North West Passage.

Peter later emigrated to join his brothers Michéal and Tommy in Ealing, London. He would eventually return to his beloved Galway, where he met his wife Olive.

Peter worked on a number of carpentry projects from his workshop in Galway and only earlier this year, launched a traditional Corrib lake boat, the Eve Lynn, which he had built himself.

Peter is survived by his wife Olive, his sister Josie, nephews and nieces, and his many friends and neighbours. Following requiem Mass at St Mary's Church, Claddagh, he was laid to rest at Bohermore Cemetery.

Ar dheis Dé go raibh a anam.



A fitting tribute. As Peter's funeral cortège left the Claddagh, the Galway Hooker Naomh Cronan raised her sails in his honour.



The Importance of The Small-Scale and Inshore Fleets Needs to Be Addressed

Seamus Bonner, Secretary of the Irish Islands Marine Resource Organisation, writes in response to the BREXIT Seafood Taskforce Report

The Irish Islands Marine Resource Organisation IIMRO have recently written to Minister Charlie McConalogue to raise concerns about the approach taken to the small-scale and inshore fleets in the final Brexit Seafood Taskforce report. IIMRO has participated in the Taskforce attending meetings and making a number of submissions since the Taskforce was established.



IIMRO have proposed that information, or lack thereof, on the importance of the small-scale and inshore fleets needs to be addressed and that a new precautionary approach to maintain small operators and encourage new entrants is needed. The data used to make decisions on effort, decommissioning and economic activity in the small scale and inshore fleets is flawed and needs to be urgently updated and brought into line with the situation on the ground. Small fishing vessels are often not visible in national datasets, through no fault of their own, but their importance to island and coastal communities socially, economically and culturally is undisputed.

IIMRO propose that any decommissioning scheme must address the effort mismatch that currently exists in the wider fleet and ensure that small-scale island and coastal fleets have access to fishing opportunities to enable them to survive and prosper, while providing access and certainty for new entrants into the industry. The issue of quota access under Article 17 of the CFP is due to be discussed this week at an EU PECH committee hearing.

IIMRO maintains that the decision not to include the small-scale and inshore measures under the Brexit Adjustment Reserve Fund should be revisited. The fund does have the flexibility to support measures for the small-scale and inshore fleet segments and moving the required supports from the BAR fund to the new EMFAF, or other Exchequer funds, will

take resources away from vital investment in measures to support the industry. There is also a danger that due to changing national financial circumstances Exchequer funding will not be available when needed. Measures for supporting the small-scale and inshore fleet segments under the BAR fund should be brought to the EU Commission for consideration. Other measures such as support for Northern Irish registered vessels which were required to reflag at significant cost should be considered as this is a direct consequence of Brexit.

The funding of onshore infrastructure which will support fisheries in island and peripheral coastal communities should be prioritised in IIMRO's view. This will facilitate development and progression of community-based fisheries and ensure that they are put on a sustainable footing, encourage new entrants and support local economies across the state.

IIMRO have since the outset of the process insisted that the taskforce should not reinforce inequities in the industry but we are very fearful that the current approach outlined in the final report only serves to reinforce the current inequitable status quo. We are hopeful that the Minister will take these concerns, which are in line with the requirements of the CFP, into account when developing a new way forward for the whole fleet.

PHOTO: Inishbofin Harbour © IIMRO

International Fishing and Maritime News

North-East Atlantic Pelagic Stocks Warning

The EU, Iceland, the Faroes, Russia, Norway and Greenland, are the NEAFC nations which began talks on shared pelagic stocks – mackerel, blue whiting and Atlanto-Scandian herring. There was a call for “coastal states to work together for sustainable fisheries”. These are complicated negotiations with allegations of overfishing resulting in loss of MSC accreditation amongst the issues arising.

Iceland and Greenland joined the talks but had awarded themselves TAC shares even though no mackerel were found in their own waters. A move of mackerel northwest of their traditional migration routes in 2013-14 led to repeated unilateral increases of self-awarded quotas, with Faroe following before returning to the existing consensus agreed between the EU and Norway in 2014, for a five-year period, which rolled over to 2020. 2021 quota shares were complicated by the UK declaring itself an independent coastal state following Brexit, although its position appears close to that of the EU. Failure to reach agreement between the “coastal states” led to what was called a ‘free-for-all’, when Norway and the Faroe Islands unilaterally increased their 2021 mackerel quotas by 55%. With the actions of Iceland, Greenland and Russia there was an overshoot of unilateral TACs by 42% on the TAC recommended by ICES. Reciprocal access between some coastal states to each other’s waters was not agreed. Only Norway has come close to being able to catch the 2021 quotas that have been awarded.

The UK’s largest seafood processor, Young’s Seafood, has threatened to stop sourcing fish from the North-East Atlantic unless coastal states, including the UK and countries in the EU, reach suitable agreement. Tesco, Co-op, Princes, Aldi, Asda, Waitrose, Marks & Spencer and other retailers and suppliers have called for urgent action to manage populations of mackerel, herring and blue whiting more sustainably.

The Scottish Pelagic Sustainability Group (SPSG) said it is ‘deeply disappointed’ by the statement of Young’s which said in a statement that, if the issue of some countries setting unilateral quotas was unresolved and catches continued to be in excess of ICES (International Council for the Exploration of the Sea) advice, ‘Young’s would cease sourcing from these fisheries’.

Ian Gatt, chairman of the SPSG said: “In this statement, Young’s appear to be making no differential on sourcing from those countries doing the right thing, such as the UK, who continue to fish sustainably and within historic shares and all fished within our own waters. This compares starkly with some of the northern countries who have set huge quotas, aren’t fishing all their quota and are doing so unregulated in international waters. Given this background of disparity, SPSG is deeply disappointed by the Young’s statement, and we urge that the company,

along with other seafood suppliers who may shortly be deciding upon their sourcing policies, give due recognition to those nations who are fishing responsibly.”

What’s In A Name? – A Lot In Scotland

The organisation representing Scottish salmon farmers is changing its name this month when the Scottish Salmon Producers Organisation becomes known as Salmon Scotland, with a new logo which includes a classic salmon fillet.



The change of name reflects the organisation’s mission to represent not only farmers but also the wider supply chain in the salmon industry, according to Tavish Scott, Chief Executive of Salmon Scotland. “This is a logical evolution of our trade body. Our reach and role is already wider than just Scotland’s salmon producers. This subtle but important name change reflects our responsibility to speak for and champion the interests of people, businesses and companies across Scotland’s salmon sector. There are businesses and companies working in the salmon sector in every part of Scotland – in each parliamentary constituency. So it is essential that we reflect that in our name and our activities.”

Seafood Norway Welcomes Strategy

Seafood Norway, the country’s industry employers’ organisation, has broadly welcomed the new Labour-led coalition

government’s strategy for the sector. The plan includes a commitment to encourage investment and innovation, and increased funding – generated by the aquaculture sector – for local authorities.

Seafood Norway CEO Geir Ove Ystmark said: “Seafood is designated as a key in all these aspects and thus undoubtedly becomes a sunrise industry in our country. It is designated as a strong investment plan for export industries, along with a green shift and profitable jobs. The world needs more climate-friendly and nutritious food and Norway has all the prerequisites to become an even stronger power in seafood. The government has seen the enormous opportunity this industry has to build new green industry and create many more jobs along our coast.”

Called ‘The Hurdal Platform,’ the government’s plan responds to requests for simplification and facilitation of business activity, which Seafood Norway had called for.

“Seafood Norway also believes the government’s policy on aquaculture is sound,” said the CEO, “establishing coastal and fjord-oriented aquaculture as the mainstay of the industry, while at the same time there are promising ambitions for innovation in new technologies and aquaculture at sea. It is very important that there is a high pace in the development of the licensing system for aquaculture at sea, and we look forward to constructive cooperation with the government on this in the future.”

The Norwegian government also intends to continue the aquaculture tax settlement where a production tax was introduced in addition to the aquaculture companies paying for the opportunity to produce more fish. The industry organisation said this is crucial and it recognises that the industry must contribute to the community, giving back to areas where it operates.

Europêche Concern Over Baltic Sea Quotas

Europêche has expressed concern about the catch limits for 2022 for the ten main commercial stocks in the Baltic Sea, arguing that it is becoming economically unviable for some fisheries to keep working.

Europêche is the representative body for fishermen in the European Union which says that it represents 45,000 vessels, both artisanal and large scale and 80,000 fishermen.

U.S. Shrimp Collapse Due To Warming Ocean And Squid Predation

NOAA Fisheries, the United States government organisation has linked a collapse in Northern Shrimp stocks to warming ocean temperatures and squid predation. An extreme heatwave in the Gulf of Maine in 2012 resulted in the warmest ocean temperatures in the region in decades it says after extensive studies.



By 2013, the Atlantic northern shrimp population in the gulf had experienced a stock “collapse.” That is a rapid decrease in numbers that is not a natural fluctuation in stock size. Scientists studying the collapse have found that during this time, warmer temperatures were linked to increases in longfin squid, a major shrimp predator. They arrived in the Gulf of Maine sooner than usual and in more areas where shrimp occur.

“Our results suggest that longfin squid may have been a major player in the collapse of Gulf of Maine northern shrimp during an extreme heat wave event,” said Anne Richards, a biologist at the Northeast Fisheries Science Center’s laboratory in Woods Hole, Massachusetts.

NOAA Fisheries employs about 4,200 staff including scientists, policy managers, and enforcement officers, located across the country at regional offices, science centres and labs, and national headquarters in Silver Spring, Maryland.

105 Million Year Old Crab

The fossil of a crab discovered by Burmese miners in Myanmar in 2015 has been identified as dating from between 95 million and 105 million years ago.



It was found encased in amber and marine scientists say that it could be a freshwater or semi-terrestrial crab. Dating back to the Cretaceous period, this perfectly-preserved crustacean might be among the earliest examples of a crab occupying a freshwater habitat.

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Fully funded counselling for seafarers & their families

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the relationship people

Loughs Agency Announces First Female Board Chair

Loughs Agency has welcomed the announcement of its new Board Chairperson, Heather Mackey, who is also the first female appointee in the role. The appointment was officially announced at a meeting of the North South Ministerial Council (NSMC).



Loughs Agency's Board is responsible for ensuring that the Agency's statutory functions and strategic plans are implemented effectively and efficiently.

Ms Mackey, a native of Co. Galway, has served as an independent non-executive Board Member of Loughs Agency since 2016. Her appointment as Chairperson will take effect from 13th December 2021.

Loughs Agency CEO, Sharon McMahon congratulated Ms Mackey on her appointment as incoming Board Chairperson. "Heather has served on Loughs Agency's Board for the past five years and is a dedicated ambassador on behalf of the Agency. She brings a wealth of expertise and guidance to the Board in setting the strategic direction for the Agency and is passionate about the work that we carry out in the Foyle and Carlingford areas."

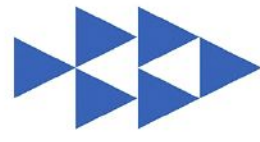
"I am delighted that Heather will also become the first female Chairperson of our Board and we all look forward to working with her in her new capacity, taking over the reins from our esteemed Chairperson Laurence Arbuckle."

Commenting on her appointment, Heather Mackey said it was an honour and a privilege to be stepping into the role as Chair of Loughs Agency's Board which reports to the NSMC and its government Sponsor Departments – Department of Agriculture, Environment and Rural Affairs (DAERA) in Northern Ireland and the Department of the Environment, Climate and Communications (DECC) in Ireland.

Ms Mackey said: "I am delighted to have received the opportunity to serve on Loughs Agency's Board as Chairperson. I am looking forward to further assisting and supporting the excellent work carried out by the Agency as part of their functions providing effective conservation, management, promotion and development of the fisheries and marine resources of the Foyle and Carlingford areas in a key time for the organisation, particularly whilst we all help address the climate crisis."

Laurence Arbuckle, outgoing Chairperson of Loughs Agency's Board, also expressed his best wishes to the new incumbent following the announcement and thanked Ms Mackey for her valued contribution to date as an independent non-executive Member of the Board.

The Inshore Smaller Boats Are The Future



NIFA

National Inshore
Fishermen's Association

We are focused on the needs and well-being of boat owners and their crews involved in Inshore Fishing and nothing else. Our purpose is to make measurable and sustainable impact on the revenue and livelihood of inshore fishing folk.



The contribution the tens of hundreds of small local fishing boats make to their local coastal communities is often overlooked. When a new small boat joins the fleet it usually does so without much attention or fanfare.

It was refreshing to get this letter from West Cork Marine Services a small business in a coastal community that appreciates their value. It tells some home truths that not everyone will like or even agree with, but our Industry is in a place where some honesty is badly needed.....

This is an edited version of the letter, due to space constraints. The full letter can be read on the NIFA & NIFO Facebook Page:

"My name is Brendan Collins, I run a small boat repair business in West Cork. My father had a fishing boat FV *Johanna* which myself and my brother fished with him, mainly targeting lobster, crab and shrimp. From there my love of the sea and boats was born. My father also worked as a welder/fabricator in his workshop in Union Hall for many years, carrying out all types of work including on fishing vessels in the area, which is where I gained the interest in boat repairs. We moved away from Union Hall in 1997. My father had finished fishing at that stage opting for a steady job ashore in the chemical factories around Cork County.

"I gained a Passenger Boat Proficiency Certificate in 2013 and worked as Skipper on the MFV *Norvic* out of Schull and Baltimore and on the MFV *Lisscanor Star* out of Baltimore taking people out on tours of the area, angling and whale-watching. If I wasn't on the boat, then I was repairing boats and outboards for people, which was my main source of income in the winter time. Steadily growing my repair business, I eventually decided to do it full-time and give up my Skipper's job as, while I loved the sea and my job as Skipper, I also am a father of three and needed a steady income year-round to support my family and this is where my business came from. I mainly work on pleasure craft, ribs, angling boats etc., but I have worked on all types of vessels from building freezers in big trawlers to patches on fiberglass punts.

"I feel the fishing sector is not supported well in Ireland and is treated badly by Europe and our own government. Fishermen are at a huge disadvantage where they are not seen by the general public carrying out their work. They are seen leaving the pier and again on their return. Very little is known of what work goes into catching fish or of the different techniques used to catch different species!

"This is especially the case when it comes to inshore boats, smaller vessels with one or two people working on them, usually out of quiet harbours and inlets. Where they

do work out of bigger piers they are overshadowed by the larger trawlers and usually go unnoticed. If the general public could be made aware of the value that these small inshore boats are to the local economy, more notice would be taken of them, better understanding of their issues would be gained by ordinary (non-fishing) people and the industry would gain more support.

"People generally think that bigger boats are obviously worth more in every way in comparison to smaller boats. It is my opinion that this is certainly not the case when it comes to the local economy. I have formed my opinion on this over many years.. The bigger trawlers have gotten too big and need to catch too much to be viable. Massive expenses mean these boats must catch vast amounts of fish to make any profits. Many in the industry decided that multiple vessels was the way to go and are in a mess as the quotas aren't there and will never be there to support the fleet, as our government would rather pay to tie them up rather than fight to let them catch a fair share. So these big trawlers will spend more and more time tied up and eventually the majority will be sold off or decommissioned, until a smaller viable number remain.

"The inshore smaller boats are the future, should be supported and nurtured and are more sustainable. With proper supports this industry could play a huge part in the revival of the fishing industry in Ireland. Ireland's fishing industry has been based on quantity for too many years. Quality is the way forward. Protecting the inshore fishing grounds should become priority. We have sadly lost the fight offshore to the EU quotas. Smaller vessels bring in less catch, but concentrating on quality to get better prices is the route the industry should take. Size control, proper management of catch, hook, line or pot-caught fish. The use of these methods is sustainable and would have far reaching benefits to both the local and country's economy and would revive an industry very close to being lost ashore too. This is boatbuilding, once a thriving industry that trained many a great tradesman who unfortunately, subsequently left the industry due to bigger boats being built abroad. Two of my own uncles fully trained shipwrights left in the 80s for England with many others in search of work due to the downturn in boatbuilding in Ireland.

"The inshore fleet can revive much of that industry to a thriving and sustainable Irish industry. These boats are very valuable to both the local and Irish economy, far more than most people would believe. From the day they are designed and built they can support many families and businesses in Ireland, with the correct supports in place."



RNLI REPORT

**Niamh Stephenson,
Ireland Media Manager for the RNLI**

Restoring The First Lifeboat His Father Helmed In Clifden

A text out of the blue from a Coxswain in Clifden led to a tale that was worthy of sharing.

James 'Digger' Mullen loves the lifeboats and, as a favour a while back, he recorded a piece with his son for Father's Day, giving water safety advice, which was shared on the RNLI's social media. You can take it as given that crew families are extensions of the station, they live and breathe it. They may not go to sea, but they do everything else; they keep the show on the road when their loved one is out on a shout. And so it is with the Mullen family. Two brothers are two Coxswains and I'm sure at least some of the children are future crew.

One will be and this is why. The story, (after the text) was relayed to the Clif-

den RNLI's lifeboat Press Officer Mella Walsh, and it's a wonderful one. James has been a Coxswain at Clifden RNLI for over 27 years on the West Coast and a proud Dad to four boys who have inherited their father's passion for the sea, the RNLI and everything to do with boats. It's this passion which inspired James's son Ronan (age 14) to track down and buy the very first lifeboat his father helmed back in 1996.

There was something about the C-class 522 inshore lifeboat which was stationed in Clifden between 1989 and 1997. The boat holds many memories for James as a teenage RNLI recruit. When his sons would ask him for the history of the station and his

favourite lifeboat, the stories he told them always came back to the C-class.

At 17 years old and with his parent's consent, James became lifeboat crew. He remembers many call-outs on the C-class and also that it never failed to bring them home. His beloved C-class was retired from service in 1997 but not much was known about her fate after that. However Ronan, inspired by his father's stories, embarked on an internet search to track her down. Through various searches and online forums Ronan established that the lifeboat went from Clifden, to Ballyglass for a short period, from there to the RNLI Museum in Poole and eventually, to a private owner in the UK.

Ronan located the owner, who happened to be an RNLI crew member based in Weston-Super-Mare. A deal was done and Ronan purchased his father's favourite old lifeboat and the family brought her back to Clifden to the delight of the whole Mullen clan, Clifden RNLI crew and the many locals who remember her dutiful service.

We'll leave the last word on this to Ronan Mullen (age 14): "When I finally came across a photo of the C-class I said to Dad, is that her? And he said 'it definitely is.' After that I knew we had to have that boat. I love the boat; I love being out on the water and the minute I am old enough I will be joining the RNLI."

Huge thanks to James for this story, to Mella for sharing as Station Press Officer and most especially, to Ronan, for never giving up on finding his father's favourite lifeboat.

Hurricane Rescue

You may remember that the RNLI recently announced that the rescue of the Lily B off Hook Head, which saw nine lives saved and averted an environmental disaster when the 4,000-tonne cargo vessel was prevented from getting dashed on the rocks is to be recognised with a Gallantry award. The meeting of the RNLI's Trustee's where this was decided also recognised another rescue from the South-East and one which saw three lives saved during hurricane conditions. That rescue happened on the 16th of October 2017 during 'Storm Ophelia' and the Coxswain Eamonn O'Rourke will receive the Thanks of the Institution inscribed on Vellum and the lifeboat crew involved will each receive Vellum Service Certificates.



The call-out took place in conditions described by the lifeboat crew involved as some of the worst they had ever witnessed as they battled 10-metre seas in force 12 conditions. The RNLI recognised the Coxswain for his boat handling and exemplary leadership in hurricane force weather conditions and the lifeboat crew involved for their teamwork, courage and collective

efforts in the rescue of the crew and the yacht. The full lifeboat crew for the call-out were, Coxswain Eamonn O'Rourke, Mechanic Michael Nicholas and lifeboat crew, Art Sheil, Micheal Ferguson, Keith Morris, Padraig Quirke, Stephen Breen and Richard Parish.

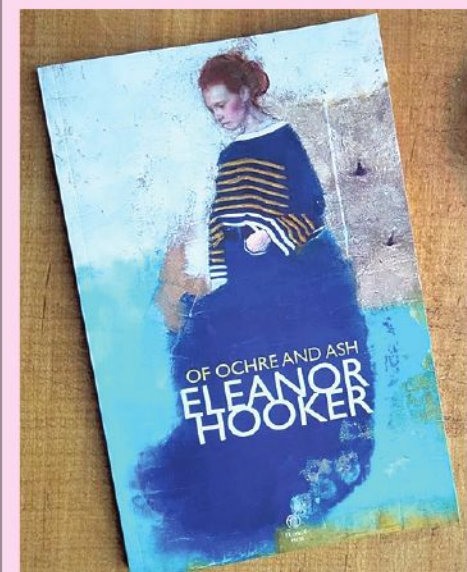
A 'Mayday' was received by the Irish Coast Guard from the skipper of Second Love, a 10-metre Dehler yacht, in serious trouble en route from the UK to Malahide. With conditions deteriorating rapidly the crew were struggling to keep control of the yacht. They had planned to berth in Rosslare but decided to head to Arklow in a bid to outrun the weather. Rosslare Harbour RNLI lifeboat was launched, and the rescue lasted four hours in severe weather and sea conditions. In what proved a vital course of action on the day, a decision was made to pass a drogue (a device trailed behind a vessel to slow it down in rough conditions) to the casualty yacht and then establish a tow to bring the vessel to safety. These actions took place in 10-metre seas and required great skill and patience from all involved.

The skipper of that yacht is now a lifeboat crewmember in the UK.

I contacted him to let him know about the award and to make sure he was aware of the announcement. He was delighted for the station. He has been on the lifeboat side of many rescues.

Poetic Press

Finally, huge congratulations Lough Derg RNLI Helm and Volunteer Press Officer Eleanor Hooker on publishing her latest poetry collection, 'Of Ochre and Ash.' I knew way back in the day when I would hear Eleanor talking about call-outs on Lough Derg that there was something special about her writing; the descriptions of the water, the weather and her surroundings were incredible.



Her poetry is wonderful and of course she mentions the lifeboat, the name of one of her poems. I had the pleasure of attending her launch and pride of place sat her lifeboat colleagues, sharing in her good fortune and ready for a 'shout' if it came. Another lifeboat family of course.

'Of Ochre and Ash' is published by Dedalus Press and is available at www.kennnys.ie



(Above): Clifden lifeboat crew at the old D-class station in 1995, when James was 18 years old. l-r: Jackie O Grady (RIP), Dave Griffin, Bernard Whelan, Saul Joyce, James Mullen, PJ Canavan, John Wesley Brittain and David Barry.

(Below): The Mullen Family; Cian (12), Ronan (14) Liam (9) and Enda (6) and Dad James in their C-class 522, pictured with Clifden RNLI Shannon Class All Weather Lifeboat in Clifden Bay.





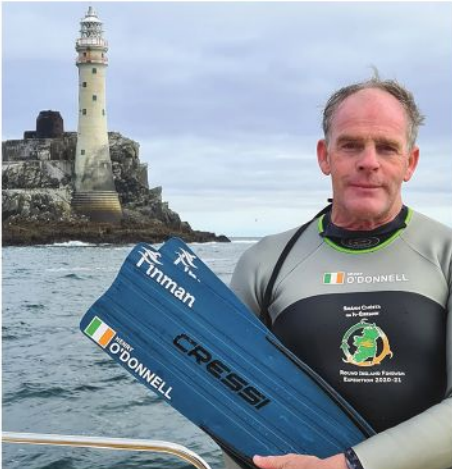
WATER SAFETY IRELAND REPORT

John Leech, Chief Executive

The Finman Is Moving Again!

The Finman, Anrí O'Donnell who you will have heard of previously in this column has re-commenced his intrepid expedition to finswim around our island nation. He had to give up off Helvick Head, Co Waterford earlier this year due to the pandemic. At the time of writing, he had passed Mizen Head.

He has been fundraising for the Irish Cancer Society and Water Safety Ireland since he started from his native Carrickfinn in County Donegal on the 17th of September 2020. He has been a great Water Safety Ireland ambassador; he is a qualified lifeguard and swim teacher and he has promoted water safety in many ways and to many people on his circumnavigation. He has visited schools and has ensured that safety is the main priority of his expedition throughout.



He just recently completed a tribute swim around Carraig Aonair (Fastnet Rock Light House). Children from nearby Baltimore picked fresh flowers which Anrí placed on the waters near the Rock after completing his tribute swim for all those lost at sea in the area and around our island of Ireland. The local Community were very grateful to him, they lit a bonfire on Cape Clear Island and flags flew over Mizen Head. He delivered a presentation to Colaiste an Phiarsaigh in Glanmire and was hosted by Mayor of Cork County in Kinsale. On behalf of our members, we wish Anrí and his expedition team success as he takes on the seas off our western approaches to fulfil his ambition to be the first person ever to circumnavigate a country by fin swimming more details at <https://finswim2020.com/>

300 Competitors At National Championships

The National Surf Lifesaving Championships took place at Kilkee Beach, Co Clare on the 2nd and 3rd of October. The weather and sea conditions were challenging with strong southwest to northwest winds and strong surf, which is unusual in this beautifully sheltered horseshoe shaped bay.

There was no competition held last year due to the COVID-19 pandemic and

this year's event had to be modified considerably to avoid close contacts between athletes. In a normal year the pool lifesaving competitions takes place in early Spring and the combined points from both competitions goes towards the much-coveted Presidents Trophy which was presented by President Seán T O'Kelly in 1950, consequently the organisers decided not to present the trophy this year.

Three categories competed, juniors, seniors and master's over the two days. Overall, the competition was a great success with over 300 competitors taking part, it made for a great carnival type atmosphere.

For most of the athletes, they were just pleased to be back down on the beach competing against each other. One photographer turned around to me and said with a wry smile, this is like a fashion show for Dry Robes, such was the variety of colours, shapes and sizes of them on the beach worn by the athletes.

A Vital Point About Lifejackets

As you will be aware our organisation promotes the wearing of lifejackets as they save lives and have helped greatly in reducing the number of drownings on our island nation. Last year, off the coast of Cornwall a small motor cruiser capsized in rough seas. The crew were wearing self-inflating lifejackets, however two of the crew, a mother and daughter were in the forward cabin and when the boat capsized, they became trapped when their lifejackets inflated automatically. The mother managed to remove her lifejacket and escape, but tragically the daughter was unable to deflate or remove her lifejacket and drowned. This is a very rare and unusual occurrence. It is a reminder to us all that wearing these self-inflating lifejackets in an enclosed space on any craft can be hazardous and should be avoided and when done so, that the wearer has the realisation that they could become trapped if the lifejacket is not deflated or removed, deflating it is the recommended action to take, because then you can orally reinflate the lifejacket when you rise to the surface. The full details of this tragedy are available on the UK's Marine Accident Investigation Branch website www.gov.uk/maib-reports

Please enjoy your aquatic pursuits or sports safely by always wearing a lifejacket on or near the water and use your influence to further reduce the number of drownings on our island nation.



news from Castletownbere

Helen Riddell

Castletownbere Rowing Club

At the recent World Rowing Coastal championships in Portugal, Castletownbere Rowing Club were represented by Miriam Sheehan in the sculls and in the quad by Orla Gilshan, Nina Murphy, Cliona Regan, Roisin Merz and cox Carmel Connolly.

Miriam represented Ireland in the beach sprints losing out by .02 of a second to an Olympic silver medallist and in the 6k offshore sculling she came in seventh in the world a terrific result for her.

The women's quad of Orla, Nina, Cliona and Roisin coxed brilliantly by Carmel won the B final convincingly from a field of 20 other crews. They sprinted out from the start and rounded the first buoy ahead of the chasing pack to stay ahead and come home victorious. All the hard training up and down the bay stood to them.

A fantastic result by the women of Castletownbere Rowing Club.

Beara Further Education

The Beara Further Education and Training Centre will be running a number of short courses throughout November. Family Food Made Easy start on Wednesday November 10th from 10.00am to 12.30pm and run for four weeks. Supporting Your Child's Language and Speech starts on Thursday November 11th from 10.15am to 12.15pm. Painting on Glass will start on Thursday November 18th from 7.30pm to 10.00pm and run for four weeks, and Painting on Slate will start on Friday November 19th from 9.30am to 12.00pm and also run for four weeks.

A Level 4 Office Skills course will start on Tuesday November 2nd and Tuesday November 4th. All the courses are free of charge. For further details and to book contact Noreen on 086 8239147.

Allihies Men's Shed

The Allihies Men's Shed is open every Tuesday from 7.30pm and on Thursday from midday for tea, coffee and a chat. All are welcome to attend and all safety measures will be in place with hand sanitizer at the main door.

Eyeries Road Race

The Eyeries 5 mile road race will take place on Saturday November 6th, starting at 2.30pm in Eyeries Village. This is the fourth race in the Beara AC autumn five mile race series. The event is sponsored by Murphys Supervalu, Castletownbere and the organisers extended their thanks to An Garda Siochana and the Irish Coast Guard

for their co-operation in staging the event. For further information and to register see www.popupraces.ie

Beara Film Fest

Beara Film Fest 2021 was held in Castletownbere on Friday October 1st and Saturday October 2nd in St Peters Church.. All money raised at the event was in aid of Cork Street Cafe for Corks Homeless, a voluntary organisation based in Cork City that feeds the poor and homeless. This year was the third year the event was held in Castletownbere and is fast gaining international interest.

Beara Film Fest is supported by Cork County Council Arts Grant Scheme 2021 and Creative Ireland Arts Grant Scheme County Cork 2021, and sponsored locally by Murphy's Super Value, Castletownbere and Castletownbere Development Association. The festival organiser Ger O'Leary extended thanks to the local community of Castletownbere for their support of this year's festival, and all those who helped to stage the event.

Beara was well represented at the festival, featuring up and coming local director Finbarr O'Donovan, Droum Cross with his short Oilean Bheara, Fionn Walshe from Inischara with his short featuring Dursey Island cable car and Martin Vallely, Clonakilty with his short Schmuck featuring in the lead role, local actor Ger O'Leary.

The organisers said they decided early on that this year's event was going to be a two night screening rather than one, due to the small number of people currently allowed attend an indoor live-event due to Government restrictions. Both screenings were full to a maximum of 50 people and a total of €771.41 was raised over the weekend for Cork Street Café. The award winners on the night were:

Best Director Shaun O'Connor for Mary. Rising Star Award - Jean Van Sinderen Law. Best Cinematography Philip M Connolly for Choices. Best of the fest audience award Shaun O'Connor for Mary.

Ger O'Leary said Beara Film Fest are hoping to be back in their usual slot of July for 2022. Submissions for the 2022 festival will be advertised in early November.

Clothing Collection

Beara Ladies football are holding a fundraising clothing collection. Bags of clothes, shoes etc can be dropped to Fast Fish from Monday to Friday between 10.00am and 4.00pm. Please note, no bedding, blankets or pillows can be accepted.

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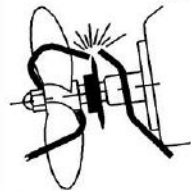
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Global Fishing Industry Applauds New 'Pinger' System as The Solution to The Problem of Locating Lost Gear

Since its inception over a year ago by researchers at the Norwegian-based Ocean Space Acoustics (OSAC) the international fishing industry is eager to see the arrival of the 'PingMe' system - a reporting tool that is set to bring an end to the financial and environmental impacts for fishermen who lose their pots, gill nets and even trawls.



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

And, as senior Sales Executive Petter Pettersen explains, when OSAC set about finding a solution, they collaborated with SINTEF, Norway's largest research institute, to find a workable and affordable solution to work towards achieving cleaner oceans but to also aid fishermen to avoid potential costly losses of fishing equipment.

From this collaboration of high tech R&D the 'PingMe' was born - a smart tool for tagging gear and objects under water which, with new transponder technology either integrated with the boat's sonar or as a stand-alone ('plug and play') system, makes it easy to find and identify lost gear underwater.

Following some delays in development and production due to the global pandemic, PingMe will initially be on the market as an affordable 'standalone' system (i.e. sensor and wheelhouse-based signal reader) but work is already under-

way to provide a system that will allow for simple integration of the signal reader into any vessel's existing sounder.

System

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

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

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

The transponder itself is passive and reflects the sound

waves originating from the sonar. The reflected signal is encoded with a unique identity so that the sounder with PingMe software integrated can identify the transponder and calculate its position. This information can be encrypted if the information is to be transferred to the cloud.

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

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

Market forces

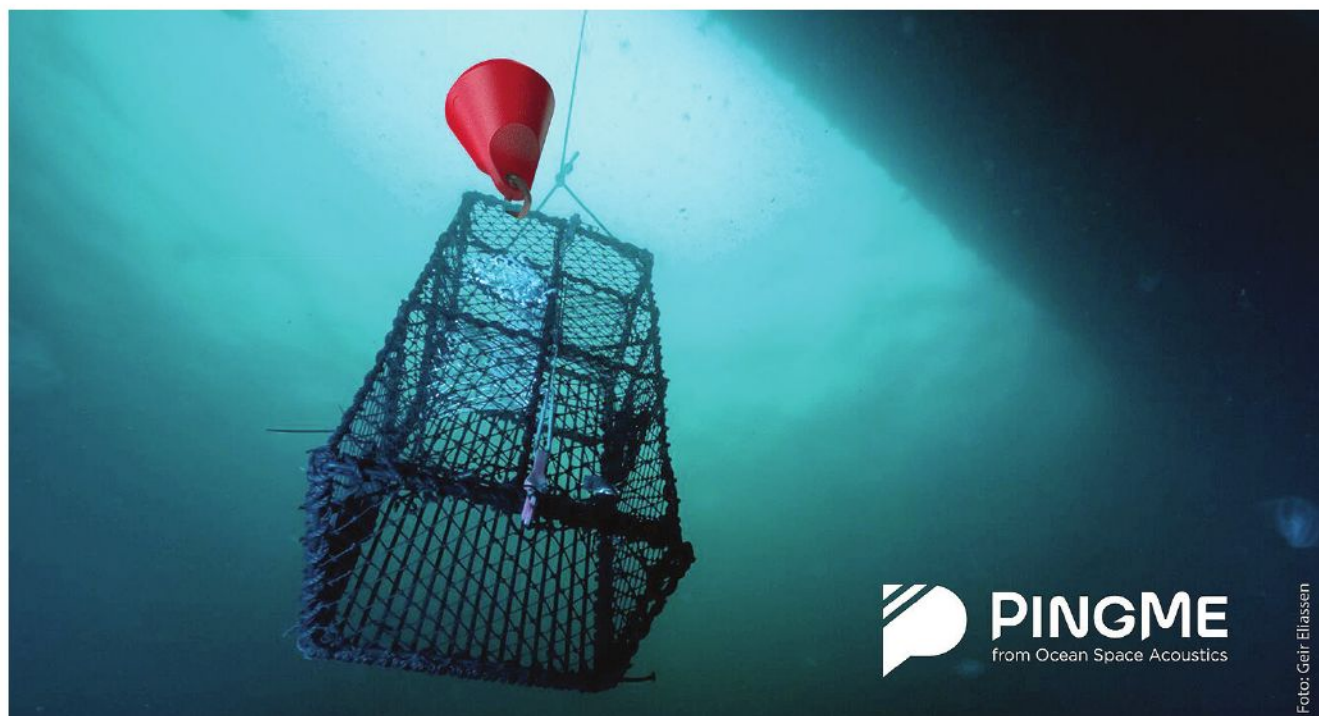
While initial interest was expressed by some fishermen across Europe, it was when renowned Norwegian gear manufacturer and supplier Morenot, with 33 outlets worldwide, became the registered dealer for PingMe that new avenues began to open up.

Fred Helge Kaald, Marketing Manager for Morenot's Russian operation says there is much anticipation for the PingMe, particularly for their crab fisheries in the Bering Sea. And the Icelandic and Faroese crabbing fleets have also expressed an interest.

"Previously the biggest challenge to pot fisheries in colder waters has been that when the seas have iced up and trapped the fishing gear, once the ice packs begin to move they drag the fishing gear out of position and traditionally this has caused many problems for fishermen to relocate their gear - the PingMe tool will now do away with this problem," Mr Kaald commented.

"We had originally hoped to launch this to the market last autumn at NorFish but Covid caused the postponement of all such events - so now we're hopeful of launching in the coming months," he said, adding that the benefits and potential of this tool are not limited to pot fisheries.

"There are many long line vessels working in the South Pacific fisheries such as Patagonian Toothfish and the fact that there are stringent criteria attached to this fishery due to environmental concerns, the availability of a device that can ensure the recovery of any lost gear has been welcomed by this fisheries managers and participants alike," he said.



Juvenile Boarfish (*Capros aper*) Captured in Dingle Bay, Co Kerry

Declan Quigley reports

On 12 October 2021, the *MFV Genesis* (G793) [Skipper: Jason Hand, Dingle] discovered a live juvenile Boarfish (*Capros aper*) measuring c.25 mm total length (TL) in his shrimp pots in Dingle Bay, Co Kerry (Fig. 1).

The Boarfish was first reported from Irish waters during 1858 when William Andrews described a specimen measuring 156 mm TL which taken in a trawl off Ventry Harbour (Dingle Bay). Although the species was considered to be rare up until the late 1950s, increasing numbers of adult-size fish (Fig. 2) were recorded during the 1960s and 1970s, particularly from inshore waters along the south-west, but juveniles were rarely recorded.

Indeed, there is only one known previous record of a dead juvenile measuring 28 mm TL which was found by Dr Paddy Sleeman (UCC) stranded on the shore of Long Island, west Cork during December 1993.

However, unlike the current live juvenile from Dingle Bay which presumably actively migrated from offshore spawning areas off the SW, the Long Island juvenile may have been washed ashore dead during winter storms.

During the late 1980s Boarfish were discovered to be seasonally abundant in Irish offshore waters (depths >200 m), particularly along the edge of the continental shelf where they were initially considered to be a nuisance by-catch by pelagic trawlers targeting Atlantic Mackerel (*Scomber scombrus*) and Scad (*Trachurus trachurus*). However, since the mid-2000s, the species has been commercially targeted primarily for fishmeal. More recently, its

valorisation potential as a source of human food and other value-added products has also been under investigation.

Although Ireland's share of the total EU Boarfish TAC was 69% during 2020 (13,235 tonnes with an estimated potential first sale value of c.€3 million), it represents only 15% of the 88,500 tonnes landed by Irish vessels during 2010 prior to the introduction of an initial EU TAC of 33,000 tonnes during 2011 (Fig. 3).

The Boarfish is a small laterally compressed, well armoured, gregarious, mesopelagic, zooplantivorous species usually found at depths of 40-600 m. The species exhibits size-related sexual dimorphism, with females reaching a slightly larger size than males. Mature males are easily distinguished from females by the distinct pattern of vertical red and white bands on their flanks. Spawning aggregations are found along the shelf edge off the west and south-west coast of Ireland from June to August.

Irish research has shown that although Boarfish initially have a relatively fast growth rate, they are subsequently slow-growing, late maturing (c.5.25 years), and may reach an estimated maximum age of over 30 years. The maximum reported TL and weight for the species is 300 mm and 91 g respectively.

Although the apparent exponential increase in the abundance of Boarfish in offshore NW European waters since the mid-1990s has been attributed, *inter alia*, to increasing sea water temperatures in the NE Atlantic, perhaps the species was always relatively common but their presence remained covert until the development of large-scale offshore pelagic fisheries.

Indeed, relatively large, albeit sporadic influxes of Boarfish were recorded from inshore waters in the western English Channel between the 1840s and 1880s and again during the early 1950s.

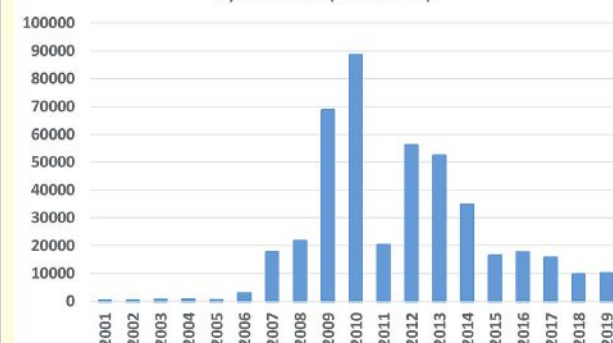


Figure 1. Juvenile Boarfish (*Capros aper*) c.25mm TL captured in Dingle Bay (12.10.2021)

Figure 2. Adult Boarfish c.150 mm TL (SW Ireland)



Figure 3. Annual landings (tonnes) of Boarfish (*Capros aper*) by Irish vessels (FAO 2001-19)



Many species of deep-water demersal fish were previously regarded as 'rare' in Irish waters until vessels capable of exploiting them were constructed.

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

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Kia Ireland is initially offering the EV6 in two specifications; EV6 Earth and EV6 GT Line, both rear-wheel-drive. The Earth model on 19-inch wheels has a full charge range of 528 kilometres with the GT-line on 20-inch wheels (506 kilometre range). Both models are the long-range version with 77.4 kW/h battery pack paired to a 168 kW electric motor, while both models are also fitted with a heat pump to maximise range and performance.

The EV6 Earth (€51,900 including SEAI Grant) comes with 19-inch alloy wheels, Dual 12.3-inch curved driver display screens, Kia Connect, vegan leather upholstery with premium relaxation seats, LED headlamps and a smart power tailgate. Key additions to the EV6 GT Line (€56,400 including the SEAI Grant) include GT-Line styling, 20-inch alloy wheels, suede/vegan leather seats (front ventilated), Blind Spot View monitors, AR Heads-Up Display and a panoramic sunroof.

Kia's partnership with part-owned IONITY also gives EV6 customers access to over 400 high power charging stations across 24 European countries including six locations in Ireland. At IONITY charge points it takes 18 minutes to charge the EV6 from 10% to 80% and less than 4.5 minutes for a 100 kilometre range top up. All EV6 buyers will receive a free 12 month Kia Power Package subscription that offers the IONITY fast charging service at just €0.29 (normally € 0.79) per kWh.

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Some of the Ardglass fleet back in port after a weeks fishing in the Clyde Scotland - Photo by Christopher Feenan

Inland Fisheries Ireland Seeks Views on Ways to Improve Wild Salmon and Sea Trout Tagging Scheme

Inland Fisheries Ireland, the state agency that has responsibility for the protection and conservation of freshwater fish and habitats, has launched an important public consultation on the future management of the Wild Salmon and Sea Trout Tagging Scheme.

The state agency is encouraging anyone with an interest in the area to submit their views on how the tagging system, which started in 2001, can be improved and modernised. It is especially keen to hear from salmon and sea trout anglers, angling clubs, commercial fishermen and those businesses that distribute salmon and sea trout licences, such as fishing tackle shops.

The Wild Salmon and Sea Trout Tagging Scheme was set-up twenty years ago to record the issuing of wild salmon and sea trout licences, gill tags and logbooks to both recreational anglers and commercial fishermen and to process details of fish catches on a database for further analysis. It was part of a series of measures introduced to help with the management and conservation of Ireland's wild salmon and sea trout populations, which have been in decline. Figures from the 2020 Wild Salmon and Sea Trout Statistics Report show that 14,138 salmon and sea trout licences were sold to recreational anglers in the state last year, which were a mixture of virtual licences sold online and hard copy licences sold over the counter in shops. In addition, 78 public commercial licences were made available to commercial fishermen in 2020.

Inland Fisheries Ireland is now carrying out a review of the whole tagging system, to see how it can be made more user-friendly in the future and to ensure that

it can provide the agency with real-time, accurate data to assist with the protection, management and conservation of wild salmon and sea trout.

The Head of Business Development with Inland Fisheries Ireland, Suzanne Campion, said: "The Wild Salmon and Sea Trout Tagging Scheme was first introduced two decades ago and since then, we've seen a seismic shift towards buying and selling online, with many technological advances along the way that we'd like to harness. As we're undertaking a review of the tagging system, we see this as the perfect opportunity for the public, especially those involved in the angling sector, to have their say on the management of how licences, tags and logbooks are issued and distributed in the future. In other words, how can Inland Fisheries Ireland make the tagging system as user-friendly as possible in the future and a better service for all?"

Public consultation for the Wild Salmon and Sea Trout Tagging Scheme closes at 5pm on Wednesday, December 1st 2021 and members of the public are invited to make submissions by completing a short survey online at <https://www.surveymonkey.com/r/BradánConsultation>.

Alternatively, written submissions can be emailed to bradanconsultation@fisheriesireland.ie or posted to Inland Fisheries Ireland's head office address in Citywest Business Campus, Dublin 24.



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