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An Industry In Crisis

Decommissioning Will Cause Job Losses and Damage Coastal Communities

Minister Still "Assessing" Fuel Support

"Government Attitude is Not Acceptable..."

Full reports and reactions inside this issue

Newspaper for Ireland's Fishing,
Marine and Coastal Communities

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the fine Art of Marine Finance

by Art Kavanagh

The 'Untouchables'

In the days before the "Confidence" Vote in the Dail it was interesting to watch the interviews with the various Independent TDs but one in particular struck a chord with me.

Verona Murphy in Wexford who I rate highly because of her no-nonsense approach which is based on her REAL experience of business in the haulage sector which would have given her many opportunities to interact with various Government Departments.

I am hoping that in the coming months she may bring the Coastal TDs - Party affiliated and Independents together in a group to lobby for the Fishing Communities.

Verona's reason for voting **AGAINST** the Government was described in her comment that "The Civil Service are dancing Rings around them".

There is absolutely no point in talking about changes of Government lads because the same people will still be in charge - and none of those really in charge will have been elected.

The question has to be asked - **Would Mary Lou be able for the Civil Service??**

As the law stands at the moment I fear not! There is a law there which basically

makes the Civil Service UNTOUCHABLE

I see TDs trying to stand over and justify complete catastrophes which were caused by mal administration. I can't understand why someone has not shouted **STOP**.

There must be some level of professional management and I am not suggesting for a second that there are many elected TDs with sufficient expertise - but there must be some. The Senior Civil Servants are unaccountable and suffer no sanctions or punishment for cockups.

The Government Ministers have to suck it up and face the prospect of losing their seats through no fault of their own - which in any society is not fair.

The basic rules need to change and that if the elected Government of the country makes a collective decision it will be carried out without being shredded to a point where it is unrecognizable.

In our Industry as I write the De Commissioning Scheme is being launched and for some reason the Fuel Subsidies for the

fleet have not been signed off.

Are they trying to "Starve" our Fishermen out, are they trying to force those who might have been resisting the De Commissioning Scheme to look again at it because their incomes have developed a slow puncture.

I am writing this with my Fishermen's Hat on - but the very same issues exist across many sectors; Health, Education, Defence where no matter what is suggested at Government level - someone in the opposition disagrees. In disagreeing we must assume that they have a better idea - and if they have, do they not have an obligation to share the better idea with the Government and the Irish Public who elected them and who are paying their salaries.

Should the Opposition Parties who appear to have a wealth of expertise and knowledge about **EVERYTHING** not come together and produce a list of real actions with the costings and implementation strategies.

Of course they should, but they are either afraid that their ideas might fail or they cannot agree amongst themselves. If they cannot agree amongst themselves, do they represent a viable alternative to whatever Government happens to be in power.

As a country we are blessed with the finest group of **Hurlers on the Ditch** (apart maybe from the UK- who are pulling ahead at the moment) in the World.

If you don't believe that Plan A will work- let's see Plan B Lads !!!!

Elected members are being paid €100,000 plus expenses and they need to actually contribute Lads.

Shouting objections from the opposition benches is not contributing unless a viable alternative is being offered.

There is an Act called the Ministers and Secretaries Act 1924 which some of those Legal Eagles on the Opposition Benches might have a look at. It may have been modified in the meantime, but I think that is what drives the power bestowed on our Civil Service.

Stay safe everyone and hope that the matters of the De Commissioning and the Fuel Subsidies will sort themselves out shortly.

Former Fisherman Pat Lawless Leaves for The Golden Globe Race

The former fisherman, 66-year-old Pat Lawless, left Cork Harbour on Tuesday morning, July 23, bound for the start of the solo, non-stop around the world race, the Golden Globe.



Flag-bedecked and accompanied by family and friends, escorted by Crosshaven Lifeboat, his Saga 36 yacht, Green Rebel, headed out of Cork Harbour, the last time he will set eyes on Ireland until he finishes the Race, he says.

He had sailed the boat from Kerry, where his home is at Ballyferriter, to make his final departure point from Crosshaven Marina in Cork Harbour. The marina is operated by Crosshaven Boatyard which is owned by the Green Rebel Company which is sponsoring him. A number of other sponsors are also supporting him.

He has said that his experience as a fisherman, deep sea for ten years, will be crucial to the success he hopes to achieve, which is to become the first Irishman ever to finish the Golden Globe Race non-stop around the world.

"Fishing is a fantastic way to make a living. I loved it," he told the Marine Times in last month's interview. "Fishing taught me a lot about the sea and the experience of it will stand to me. I learned a lot working on a fishing boat. It is a demanding, testing job. It brings out the best in you and you learn how to cope with what the sea demands of you."

He is originally from Limerick, but moved to Ballyferriter in Co. Kerry. "I built my first boat at the age of 12 and used it on the waters of the Shannon. I had a dream of sailing the Atlantic. The Shannon was my Atlantic as a youngster, but I never thought I'd race alone around the world."



Sean Carty with the bright orange lobster caught off Bundoran and returned safely to sea

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An Industry In Crisis

Decommissioning Will Cause Job Losses and Damage Coastal Communities

“The smaller the fleet the more difficult to keep the ancillary industries alive”

Report by Marine Times Deputy Editor, Tom MacSweeney

Once again, the fishing industry has been failed by the Government. That is the stark reality of the Brexit Voluntary Decommissioning Scheme for the Whitefish fleet.

Marine Minister Charlie McConalogue has welcomed the scheme, put at a total of €80m but there is little welcome for it in the fishing industry, the coastal communities or the ancillary industries dependent on fishing. These will suffer because the Government did not deliver on the undertakings it gave to the industry that it would get a good deal for Ireland in the UK's withdrawal from the EU.

The Seafood Task Force, which included representatives of the fish producer organisations and the fisheries co-operatives, recommended last October that a voluntary decommissioning scheme should be implemented to “help restore balance between fishing fleet capacity and available quotas,” following the reductions in quotas for stocks arising from the EU/UK Trade and Cooperation Agreement.

This meant that Ireland had suffered the heaviest losses in the fisheries negotiations section of the Brexit deal. The Government acknowledged this, but achieved no correc-

tion or adjustment, despite saying it would ensure “equal burden sharing” by other EU nations. It also failed to achieve that.

The Task Force had little alternative other than to make a recommendation for decommissioning because of the government's failure to protect Irish fishing entitlements. So the fishing fleet now faces the possible removal of close to a third of its numbers, perhaps as many as 60 vessels to be scrapped, their owners, crews, fishing families, culture and tradition in coastal communities to be removed from the industry.

Not a lot to welcome there!

Fish producer organisations are awaiting full details of the scheme and reserving further comment until that has been received and examined.

John Lynch, Chief Executive of the Irish South East Fish Producers' Organisation, says he is not a supporter of decommissioning and points out that scrapping boats from



the Irish fleet will make it difficult to keep ancillary industries dependent on fishing alive.

“Coastal communities will suffer job losses. We have a small fleet as it is and it means we will lose vessels out of the fleet. It's not good to see vessels leaving the fleet. We don't have a very big fleet. We only

have 200 vessels that are over 15 metres. So it's not good news for the fleet, but it's the effect of the size of the quota that we lost in the Brexit deal.

“I am not a supporter of decommissioning. We also haven't seen the detail of the scheme at present. If vessels and their owners and crews have to leave the fleet

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they should be able to do so with dignity. We want to see the details of the scheme before we make any real judgement on it. Is it going to be a fair deal for the fishermen because they have to leave the industry because of the Brexit loss?

“This decommissioning reduces the capacity of the fleet and we can’t bring extra vessels back into the fleet because we won’t have the capacity to do that. It affects the coastal communities and jobs because the smaller the fleet is the more difficult it is to keep the ancillary industries alive.”

Sean O’Donoghue, Chief Executive of Killybegs Fishermen’s Organisation, said: “This is a necessary evil and part of the fall-out of Brexit due to the permanent loss of quota to the UK. The entire industry very reluctantly supported a voluntary demersal decommissioning scheme as one of the Task Force recommendations. We were acutely aware that this could not be reversed in the future but as I already said this was a necessary evil to try to maintain some semblance of an economically viable whitefish fleet.

“We expected this decommissioning announcement to be official months ago. I have yet to see the detail in what is being proposed but based on the press releases it seems to have taken on board the Task Force recommendations. However, the devil will be in detail, and we will have to wait and see.”

Minister McConalogue said: “I have ensured that the dimensions of the Scheme will follow the Recommendations of the Taskforce. The scheme is most attractive to active vessels, whose voluntary departure

from the fleet can contribute most to re-balancing the remaining fleet with the reduced quota available.”

Patrick Murphy, CEO Irish South and West Fish Producers’ Organisation, has warned that fishing could become part of the “folklore” of Ireland.

“While the waters surrounding the Irish coastline are considered the ‘jewel in the crown’ of the EU fishing industry, Irish fishermen are now being told to decommission. We will see the destruction of our fishing industry as it requires the wiping out of a third of the 180 vessels operating in Ireland’s offshore demersal/whitefish fleet. Eighty-five percent of the fish in Irish waters are not open to our fishing vessels and we must decommission while in France and Belgium they are investing in their fishing industries and building boats as well,” he told the Oireachtas Joint Committee on Agriculture and the Marine meeting.

It seems that the only plan the Irish government can come up with for the fishing industry is decommissioning, cutting the size of the fleet, while other EU nations are not being subjected to a similar imposition.

Many years ago, in a previous decommissioning, I reported on television from Arklow during the filming of fishing boats being scrapped. It was not a nice sight. It was something I hoped never to see again. Regrettably, once again the Irish fishing fleet, the coastal communities and ancillary industries will suffer. Jobs, fishing boats, Irish marine tradition and culture will all be affected.

Minister McConalogue’s Statement

“The Seafood Task Force, which included representatives of the five fisheries producer organisations and the four main fisheries cooperatives, recommended in its October 2021 report that a voluntary decommissioning scheme should be implemented to help restore balance between fishing fleet capacity and available quotas, following the reductions in quotas for stocks arising from the EU/UK Trade and Cooperation Agreement.”

“I have ensured that the dimensions of the Scheme will follow the Recommendations of the Task Force which considered that a scheme targeting the voluntary decommissioning of vessels with total capacity of up to 8,000 gross tonnes and 21,000 kilowatts could restore the viability of the remaining fleet. Today’s decision makes way for implementing this key recommendation of the Task Force which will offer vessel owners a premium of up to €12,000 per gross tonne. This will comprise a basic premium of €3,600 per gross tonne and a catch incentive premium of up to €8,400. The catch incentive premium paid will reflect the TCA quota stocks catch history of the vessel applying, ensuring that the scheme is most attractive to active vessels, whose voluntary departure from the fleet can contribute most to rebalancing the remaining fleet with the reduced quota available.

“In line with the Recommendations of the Taskforce I am also requiring that owners of vessels who choose to participate in the scheme must ensure that crew working

on their vessel are compensated for their loss of livelihood following the decommissioning of their vessel.”

The scheme provides for a payment by the vessel owner to the crew member for each year of service in the fleet, up to a maximum of €50,000 for a crew member who had worked in the fleet for 40 years.

The Task Force recommended that in order to achieve the objective of improving the viability of the fleet within available fishing quotas post Brexit a package of tax measures be put in place to support vessel owners who choose to apply to leave the fleet under what is a voluntary exit scheme. The tax measures recommended by the Seafood Task Force in relation to payments under the scheme were enacted on 2 June 2022 through section 15 of the Finance (Covid-19 and Miscellaneous Provisions) Act 2022, which provide for beneficial treatment of the scheme payments with regard to capital gains and income tax with potential benefit up to €20m.

“This scheme flows directly from the recommendations of the Seafood Task Force. I have asked BIM to ensure that the scheme will allow for an adequate period of time for vessel owners to reflect before making what are important decisions in relation to whether or not they wish to avail of the Scheme. The overall package of measures that are being implemented on foot of the Seafood Taskforce Recommendations will contribute to the long-term viability of the fishing fleet, the wider seafood sector and the coastal communities dependent upon it.

DP Energy & Iberdrola publish EIAR* Scoping Report for Inis Ealga Marine Energy Park Located off the coasts of counties Cork and Waterford

* Environmental Impact Assessment Report

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

To view the EIAR Scoping Report please visit www.inisealgamarineenergypark.com/EIAR or to obtain a copy of the report please email inisealga@dpenergy.com

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

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

Consultation is now open until 21st September 2022



“An Bord Iascaigh Mhara (BIM) will administer the Scheme and will publish full technical details and open the scheme in a matter of weeks. A fund of up to €60m in direct payments is available.”

“Tragic Blow to Fishing and Coastal Communities” – Sinn Féin Statement

“This is another tragic blow to our fishing and coastal communities. The intentional and managed collapse of our fishing industry is truly shocking for an island nation that should be maximising the immense and precious resource for our people from the seas around us,” said Sinn Féin spokesperson on Fisheries and the Marine, Pádraig Mac Lochlainn, referring to the scheme. This will take the size of the offshore fleet over 18 metres to about one third of what it was in 2006 (280 down to 100).

“Reducing the size of the Irish fishing fleet to one-third of what it was 15 years ago is a damning indictment of successive Fianna Fáil and Fine Gael led Irish Governments that have allowed our precious fishing resource to be taken from our people. Every single day our fishermen have to sit back and watch the hoovering up of massive volumes of fish from our own waters and then transported back to various European fishing ports.

“Decommissioning will be accepted by some in the industry that have been broken by bureaucracy, inequality and unfairness from the unjust Common Fisheries Policy, and facilitated by a Department of Marine

and successive Irish Governments that have been unwilling to stand up and fight Ireland’s corner. We are paying the political and practical price of many years of weak representation at the negotiating table in the EU.

“Even at this late stage, I would appeal to the Minister for the Marine, Charlie McConalogue, and his Department to seek to amend this scheme to one where retirees could pass on their entitlements, (tonnage and horsepower) to young fishermen. To do anything else is to just wave the white flag of surrender rather than to fight for what is right, a fair share of the fish in Irish waters for our own fishing communities.”

“The Fishing Decommissioning scheme is a shafting exercise by the government of our coastal communities” – Deputy Michael Collins

Rural Independent TD for Cork South-West, Michael Collins, has described the European Commission’s approval of an €80 million decommissioning scheme, intended to reduce the Irish fishing fleet by a further 60 vessels, as another shafting exercise of the fishing sector, which is being treated deplorably by the current government.

Speaking from his Cork South-West constituency, Deputy Collins, said: “This scheme represents nothing short of a blatant attack on the human rights of Irish fishermen and women. It also represents another full-scale offensive on rural and coastal communities, affecting the size of the offshore fleet - over 18 metres – by slashing

it to about one-third of what it was in 2006 (280 down to 100).”

“The impact of drastically reducing the Irish fishing fleet is a result of successive Fianna Fáil and Fine Gael-led Irish governments deliberately cheating and mistreating both the sector and coastal communities; this is underhanded and below the belt.”

“Under the watch of the current Minister Charlie Mc Conalogue, the industry is being hollowed out and handed over to foreign vessels, as our fishermen are forced to keep their boats moored at piers, while 85 per cent of the fish in our coastal waters is scooped up and then transported to various European fishing ports.”

“The sense of betrayal and neglect felt by coastal communities, including here in west Cork, is palpable. Our fishermen are no longer allowed to harvest our natural resources, as foreign vessels are permitted to literally snatch food from Irish mouths.”

“The Irish fisheries industry has been in crisis for decades because of gross mismanagement and carelessness. However, under Minister Mc Conalogue’s supervision, the sector is being annihilated by Brexit’s quota sell-out deal and a scheme to decommission boats. His single-minded focus, on reducing Ireland’s fishing fleet, means his botched Brexit deal (amounting to a cut of at least 25 per cent in quota and income at a time when the sector is barely surviving) borders on treasonous.”

“Ultimately, this decommissioning scheme is an outcome of the Minister’s

failure to protect the sector during the Brexit deal, which resulted in Ireland losing a staggering 23,496 tonnes of pelagic quota per annum, 8 per cent of our whitefish quota and 13 per cent of our prawn quota. The cumulative monetary value of this loss amounts to €43 million per annum for the Irish sector and demonstrates that our Minister was asleep at the wheel, while other EU member states secured attractive deals.”

“The unfortunate impact of the Brexit deal and this scheme will cost thousands of jobs in rural communities. Therefore, the government’s failure to advocate for this crucial industry, which directly supports 16,000 jobs in rural regions, indicates where its loyalties rest.”

“While the government will dress this scheme up in fancy media soundbites and spin, the reality is that it represents nothing more than more nails in the coffin of a precious indigenous sector.”

“Under this decommissioning scheme, anyone who signs up will be prohibited from passing on their entitlements (tonnage and horsepower) to younger fishermen. All in all, this serves to highlight the government’s strategy to eradicate Irish boats completely, permitting foreign vessels to grab 85 per cent of the fishing quota off our coasts,” concluded Deputy Collins.

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The Department of the Marine says that “details of the Scheme” will be available from <https://bim.ie/fisheries/funding/>



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"Spatial Squeeze"

The Fishing Industry and Offshore Wind Energy Development

Report by Tom MacSweeney

The setting-up of the Seafood/Offshore Renewable Energy Working Group has introduced a new layer into the ever-expanding governance of Ireland's marine sector and led to the emergence of another issue – 'spatial squeeze.'

As more demands are made on the maritime sector, from offshore energy development, to marine protected areas, the 'traditional' sector – fishing – is coming under increasing pressure.

The Oireachtas Joint Committee on Enterprise, Trade and Employment discussed the 'Offshore Renewable Industry Forum and Ireland's Offshore Wind Industry' in June, with representatives from Wind Energy Ireland, the representative body for the Irish wind industry.

Wind Energy Ireland describes itself as "Ireland's largest renewable energy organisation with more than 150 members who have come together to plan, build, operate and support the development of the country's chief renewable energy resource." It is the industry's lobbyist on policy development. "We are working to promote wind energy as an essential, economical and environmentally friendly part of the country's low-carbon energy future," it says.

The Government's climate action plan sets out a target of 5,000 MW of offshore wind electricity by 2030.

The Government has set up the Seafood/Offshore Renewable Energy Working Group "established to facilitate discussion on matters arising from the interaction of the seafood and offshore renewable energy industries, to promote and share best practice and to encourage liaison with other sectors in the marine environment."

It is chaired by Captain Robert McCabe.

Just one politician at the Oireachtas Joint Committee raised issues for the fishing industry in relation to wind energy development, Independent Deputy Matt Shanahan from Waterford.

"Some of the largest spawning grounds in Europe are to be found off the South

Coast of Ireland," he said and expressed concern about "putting wind infrastructure out there."

Vanessa O'Connell, Head of Inis Offshore Wind and Vice-Chair of Wind Energy Ireland's offshore supply chain working group, has moved back to Ireland from the UK after spending ten years working in offshore wind there with Danish energy developer, Ørsted.

She replied: "I was working primarily in England but had some interaction with Scotland as well. It is always a challenge because it involves putting infrastructure in an area that may be fished, so we need to find a way to resolve that. In the UK, some lessons have been learned relating to co-existence and compensation and we have looked at opportunities to get the fishing industry involved in the offshore wind industry as guard vessels and in construction and operations. Nevertheless, it is important that we understand the concerns of the fishing industry here and how we can solve those problems. Some lessons will be learned, but Ireland is unique and the fishing industry is really important to the country. For us at Inis Offshore Wind, it is the number one stakeholder we have. Very early on, we engaged with it to understand its concerns and how we could mitigate its concerns whether through the wind farm design or by finding ways to co-exist."

In Scotland there have been protests by coastal and fishing communities, some having described themselves as being surrounded by a "ring of steel" due to the number and giant scale of turbines being built around them. Scotland has more than half of all operational wind turbines of over 100kw in the UK – 4,394 of the total 8,670.

At the Oireachtas hearing the Chief Executive of Wind Energy Ireland, Noel Cuniffe, told politicians: "With the right

approach - with Government, industry and coastal communities working together - we can build a new industrial sector, supporting regional development, creating thousands of jobs and driving sustainable growth."

There has been a first meeting between the Irish fishing sector and the offshore wind industry at the Seafood/Offshore Renewable Energy Working Group, which seems to have been an introductory session, mostly feeling out the attitudes of both sides.

The group is bringing together fishing organisations, the offshore wind sector, State Departments and agencies such as Bord Iascaigh Mhara.

The Chief Executive of the Irish Fish Producer's Organisation, Aodh O'Donnell, told the Marine Times: "It is necessary to establish some form of constructive engagement between the traditional sector, fishing and the offshore renewable energy. Obviously, it is a very worrying time for coastal communities, particularly on the East Coast where there are significant areas of the seabed mapped out for offshore renewable energy. The international perspective on that is that the co-location of offshore renewable fixtures, windfarms and so on, are not consistent with fishing on the same grounds."

Vanessa O'Connell of Inis Offshore Wind told the Oireachtas hearing: "There is a significant opportunity, so let the Government, industry and communities sit down and figure out what is right for Ireland, what our ambition should be and how we will work towards it together. In terms of working together.

Deputy Matt Shanahan said: "I am worried about how the coastal communities will be looked after. One issue I have previously raised relates to a community dividend. If a turbine turns at sea or on land, a community needs to be resourced from that. I am worried not only about amenities in tourism but also about the fishing industry. I have a specific concern about wind energy off the south-east coast, not least in the Copper

Coast area and the potential for damage to amenities."

A lease for use of the seabed for fixed wind farm installations, charges for floating installations and a community benefit fund will have to be specific contract requirements for wind farm installations offshore.

"When we develop these wind farms, we will be conscious of the impact they may have on marine biodiversity and the environment and, in particular, on the coastal and fishing communities that depend on those waters for their livelihoods," according to Wind Energy CEO Cuniffe. "Not only should these wind farms not be an impediment to them, there is enormous opportunity for people with marine skills and there are very few people in Ireland with more marine skills than fishermen. They would be able to work and be part of the development of offshore renewable energy."

"Potential" is a word that has often been used when major developments are talked about, but as Kieran Ivers, CEO of Green Rebel Wind Energy Ireland, told the Oireachtas Committee: "Ireland has a poor history in the context of benefiting from our own natural resources. We cannot make the same mistakes again."

As the Kinsale Head Gas Field is being dismantled off Cork, having reached its end of production. Mr. Ivers said: "We are well aware that the bounty achieved in Cork from the Kinsale gas field was the contract for catering. That needs to be reversed. We cannot make the same mistakes again."

"It is too early to judge in the process," says Aodh O'Donnell of the IFPO, referring to developments in Irish waters. "It is a really important process and it is really important that the fishing industry is moved centre stage in the process in terms of the engagement and to take account of their concerns and the impacts on the fishing sector and also the extensive ecological and environmental impacts as well. It is early in the stages and it is too early to pre-judge how it will develop."



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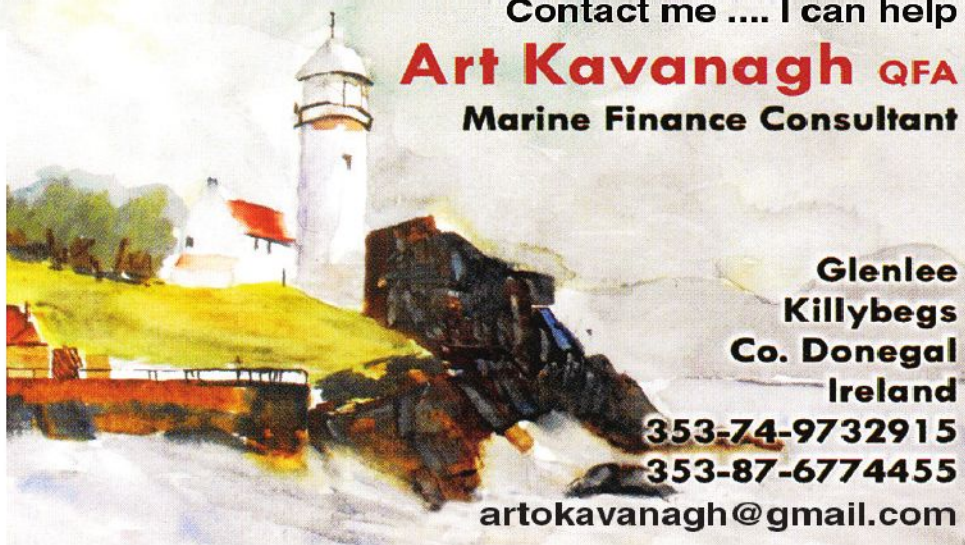
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The CEOs - News and comment from Chief Executives of the Fish Producers Organisations



John Lynch, Chief Executive of the Irish South East Fish Producers' Organisation, says he is not a supporter of decommissioning and points out that the EU approval of an €80m. scheme to scrap boats from the Irish fleet will

make it difficult to keep ancillary industries dependent on fishing alive and coastal communities will suffer job losses. He also highlights the continued lack of a decision by the Marine Minister to introduce a fuel subsidy and expresses concern about a new regulation proposed by the EU Commission which could affect prawn fishing in the Porcupine.

We have a small fleet as it is and it means we will lose vessels out of the fleet. It's not good to see vessels leaving the fleet. We don't have a very big fleet. We only have 200 vessels that are over 15 metres. So it's not good news for the fleet, but it's the effect of the size of the quota that we lost in the Brexit deal. I am not a supporter of decommissioning. We also haven't seen the detail of the scheme at present. If vessels and their owners and crews have to leave the fleet they should be able to do so with dignity. We want to see the details of the scheme before we make any real judgement on it. Is it going to be a fair deal for the fishermen because they have to leave the industry because of the Brexit loss. This decommissioning reduces the capacity of the fleet and we can't bring extra vessels back into the fleet because we won't have the capacity to do that. It affects the coastal communities and jobs because the smaller the fleet is the more difficult it is to keep the ancillary industries alive.

In the fuel crisis we have got no support from the Government even though the European Commission have given the go-ahead for the Government to use the European funding to support boats to be able to continue fishing. This is a very serious issue for the fleet which we have made very clear to the Minister but still there is no support.

Another concern at present is the European Commission's intention to implement a regulation – an implementing regulation – to have areas in the Atlantic, regarded as untouched, protected. But some of these areas have a big footprint which encroach on the Porcupine prawn fishing area. We are fine with protecting vulnerable marine eco-systems, we have no problem with that, but some of these areas have a big footprint and they are going to encroach on areas that are already fished by prawn vessels. There is no problem with us in protecting areas that are vulnerable and untouched. But if those areas are already being trawled, they are not untouched, so they should leave the trawling where it is and protect the areas that are outside the trawling zone. This is an implementing regulation under the Common Fisheries Policy. That is fine. We have no problem with that. We have no problem with protecting vulnerable marine eco systems. That is what we all need to do.

But some of the areas are already being trawled, so they are not untouched, so where there is trawling already should not be encroached upon.



Sean O'Donoghue, Chief Executive of Killybegs Fishermen's Organisation, describes the decommissioning programme as "a necessary evil to try to maintain some semblance of an economically viable whitefish fleet." He says he cannot understand why the Minister for the Marine and the Government

have not acted to support the fishing industry with a fuel subsidy to counteract the huge cost increases for fuel. The funding is there, he says, the money is available and the European Commission has made it clear that States can act to support their fishing fleets. Other governments have done so. Why is the Minister for the Marine not supporting the Irish fishing fleet in what is a dire situation?

On the decommissioning - This is a necessary evil and part of the fallout of Brexit due the permanent loss of quota to the UK. The entire industry very reluctantly supported a voluntary demersal decommissioning scheme as one of the Task Force recommendations. We were acutely aware that this could not be reversed in the future but as I already said this was a necessary evil to try to maintain some semblance of an economically viable whitefish fleet.

We expected this decommissioning announcement to be official months ago. I have yet to see the detail in what is being proposed but based on the press releases it seems to have taken on board the Task Force recommendations. However, the devil will be in detail, and we will have to wait and see.

The fuel subsidy is a huge issue. We have had no contact from the Minister or the Government which is not acceptable. Other States have made fuel subsidies available. Our Government's attitude is not acceptable. This is not just an issue for one port or one sector of the industry. We are at a stage now where every vessel in the Irish fishing fleet is being put in trouble. We have huge problems with boats not going to sea because it is not economic to do so and there is going to be a shortage of fish in the Irish market because fishing is being made totally uneconomic. Boats cannot operate under the present situation. The Irish government has to act to support the fleet. We have to get movement on this issue come hell or high water from the Minister and the government and I call on them to do so, to act immediately to support the industry. Our message seems to be falling on deaf ears. The Minister says he is listening, but there is no good in listening if he doesn't take action and we need action immediately. We are talking about falling over the cliff edge here, in terms of being totally uneconomic. Boats cannot operate, they will lose their crews and they won't get them back. So this is a dire situation. We have to get the fuel issue sorted out here and we have to be at a level playing field with our other European partners who have support from their governments.

I am at a loss to know why this has not been decided. The mechanism is there.. The money is there. Funding is left in the Maritime Fisheries Fund and that needs to be utilised immediately.

There are some schemes that have been announced for the Brexit Adjustment, but they have nothing to do with the fuel issue and the Ukrainian War which is a completely separate situation. They are to do with the very heavy losses we have suffered due to Brexit. Last year, because of Brexit we had to transfer 11,300 tonnes of mackerel, a value of about €17m. to the UK and it's a loss of about €18.5m. this year and it will be more again next year. The Brexit Adjustment is meant to cover that and there hasn't been one cent paid yet to the main sector affected.



Aodh O'Donnell, Chief Executive of the Irish Fish Producers' Organisation focuses on three issues – the fuel crisis; the 'spatial squeeze' of offshore renewable energy production on traditional fishing and the second consecutive

year of the Norwegians and Faeroese abrogating to themselves the majority quota of mackerel during the EU/Coastal State negotiations.

The fuel issue needs to be addressed. It is affecting the viability, the resilience, aspects of the fleet, because vessels are not going to continue to go to sea when it is economically unviable to do so. We have heard nothing since the industry met the Minister. The issue has to be addressed.

The other issue that is a focus for the industry is the 'spatial squeeze'. As part of that the sector had a meeting with the new Seafood/Offshore Renewable Energy Working Group.

We had our first meeting in relation to that. It was very much focused around introductions, setting terms of reference and so on. It is necessary to establish some form of constructive engagement between the traditional sector, fishing and the offshore renewable energy.

Obviously, it is a very worrying time for coastal communities, particularly on the East Coast where there are significant areas of the seabed mapped out for offshore renewable energy. The international perspective on that is that the co-location of offshore renewable fixtures, windfarms and so on, are not consistent with fishing on the same grounds.

It is too early to judge in the process. It is a really important process and it is really important that the fishing industry is moved centre stage in the process in terms of the engagement and to take account of their concerns and the impacts on the fishing sector and also the extensive ecological and environmental impacts as well. It is early in the stages and it is too early to pre-judge how it will develop.

There is an on-going process of the Coastal State negotiations between the European Commission and the UK, Norway and the Faeroes. During that process we have learned that the Norwegians and the Faroese have gone off for the second consecutive year and decided unilateral quotas for themselves amounting to a combined 56.4 per cent of the total catch for mackerel, which is a very cynical move by them and we have to work hard to try and get some form of engagement that the Commission negotiates very firmly so that our relative share of the mackerel quota is well protected.

Marine Times Newspaper

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Patrick Murphy, Chief Executive of the Irish South and West Fish Producers' Organisation points out that Irish boats fishing in the Bay of Biscay have received the Spanish fuel subsidy while they buy fuel there, but boats fishing in Irish waters can't get it. He

also highlights that delays in paying out the allocated Brexit tie-up money due to fishing boats which had tied-up under the temporary scheme introduced.

It is not only surprising that the Minister has not introduced a fuel subsidy for the Irish fleet which needs it urgently, but we have boats from our organisation fishing in the Bay of Biscay fishing, they diversified to get out of Irish waters and earn some money from what we are allowed to catch in other country's waters and we have information from them that there is 25 cent taken off the cost of fuel they get there and they are only paying around 83 cents a litre down there. That is the fuel subsidy in Spain.

It is incredible that our Minister is not helping out the Irish fishing industry. The money is there. The Minister himself has admitted the money is there from the Maritime Fisheries Fund. It is there and it can be spent on the priority of keeping fishing boats working and the fishing crews in jobs in an essential industry.

We were high priority when we kept seafood supplied during Covid, but now we don't seem to be so high priority.

I asked the Minister to come and talk to the crews if the Department doesn't believe what we are saying. A wage can't be made for crews under the present costs of fuel. We are not making this up. It is happening and for the Minister to ignore it, not to make the right decision, that is mind-boggling. Fuel bills are doubling. The processors, aquaculture, transporters for catches, all are suffering, right across the seafood sector. All the organisations told the Minister and it is hard to understand why he won't make a decision to support the industry.

It would be about 20 cents a litre to keep the industry going. It is small money in total which would be given to any other industry, in difficulty if they were making the case, so why not to the fishing industry.

On top of this we had to contact BIM because the tie-up money for the fall-out from Brexit is not being paid out, we have been told by some of our boats and it seems to be due to small formalities that are delaying this. Fishermen don't have the reserves, they need the money paid out.

The boat owners can't pay their crews until they get it, and we hope that is going to be solved quickly. That money was given to the boats and we welcome it, but they need the pay-out. There are small things holding it up it seems.

This is critical for our industry. We need the different agencies to sort this out in a timely manner.

Project Ireland is still failing within Europe as our answer is decommissioning again – IFPEA

See page 26

MARINE TIMES

The Strong Voice for Ireland's Fishing, Marine and Coastal Communities

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An Industry in Crisis - Government Is to Blame

Our main story in this edition is one which we would prefer not to have to be reporting – the fishing industry is once again in crisis and, once again, the blame can be laid at the door of the Government.

Once again it has failed to protect the fishing industry, an important part of the nation's food supply.

Now, the industry, the coastal communities and ancillary businesses dependent on fishing boats going to sea to catch fish, face job losses, because a third of the whitefish fleet is to be wiped out under yet another decommissioning programme.

The stark message from Government is harsh – “get out of the industry because there is no room for you.”

That is because the Government again misled fishermen. It assured them they would be protected during the EU-UK negotiations on Britain's withdrawal from the EU. It failed to do so. It then promised to ensure “burden sharing” by the other EU nations. Again, it failed to achieve this. So now up to 60 boats must be scrapped, their owners, crews, families, dependent sectors, cast aside.

There will be fishermen satisfied to get out of the industry, because of the bureaucracy, inequality and unfairness of the unjust Common Fisheries Policy, because of the attitude of the Department of the Marine and successive governments towards fishing and the coastal communities.

This is not a good time for the industry.

It is also being treated dismissively by Government and the Marine Department over the cost of diesel. While other EU States have subsidised the cost of fuel and that has been approved by the EU Commission, the Minister for the Marine is still “assessing” the situation, even as it is clear that there are boats which can no longer afford to go to sea to catch fish. That is a month after he met with the industry and was told how serious the fuel crisis is.

Less Irish boats, while other EU nations build new vessels to fish off Ireland.

Less Irish fishermen.

An Irish natural resource, our fishing waters, disregarded, our coastal communities facing job losses.

Why is the Government treating the fishing industry in this manner?



Aisling II at low tide in An Spideal, Co Galway - Photo Niall Conlon

A massive thank you to all who sent photos, news & views - we try our best to publish as much as possible in each issue. If you have photos, news & views that you would like to see in the Marine Times please do email them on to us at editor@marinetimes.ie or you can WhatsApp us on 087-7989582

Minister Still "Assessing" Fuel Support

**"Fishing is being made totally uneconomic"
"Government Attitude is Not Acceptable..."**

Marine Times Reporter

The Minister for the Marine has told the **MARINE TIMES** that he and his Department are still "assessing" the request by the fishing industry for a fuel subsidy scheme.

This is a month after being told at a meeting with all the main fishing industry organisations that boats would not be able to go to sea because of the rising cost of diesel and that seafood production would be affected,

Minister McConalogue said the issue was still being "assessed." He said he was introducing a range of schemes to address financial impacts on the industry.

But these are, as the industry has pointed out, all under the Brexit Adjustment provisions and have nothing to do with the Ukrainian War and the cost of diesel.

"I recognise that the seafood sector is facing particular challenges both arising from the impacts of the EU/ UK Brexit agreement and the Ukraine war resulting in very high fuel prices," Minister Charlie McConalogue said after the 7 July meeting.

"We have had no contact from the Minister or the Government which is not acceptable," said Sean O'Donoghue, CEO, Killybegs Fishermen's Organisation. "Other States have made fuel subsidies available. Our Government's attitude is not acceptable. This is not just an issue for one port or one sector of the industry. We are at a stage now where every vessel in the Irish fishing fleet is being put in trouble. We have huge problems with boats not going to sea because it is not economic to do so and there is going to be a shortage of fish in the Irish market because fishing is being made

totally uneconomic. Boats cannot operate under the present situation. The Irish government has to act to support the fleet."

Aodh O'Donnell, CEO, Irish Fish Producers Organisation said: "The fuel issue needs to be addressed. It is affecting the viability, the resilience, aspects of the fleet, because vessels are not going to continue to go to sea when it is economically unviable to do so. We have heard nothing since the industry met the Minister. The issue has to be addressed."

"It is incredible that our Minister is not helping out the Irish fishing industry. The money is there. The Minister himself has admitted the money is there from the Maritime Fisheries Fund," said Patrick Murphy, CEO Irish South and West FPO. "It is there and it can be spent on the priority of keeping fishing boats working and the fishing crews in jobs in an essential industry. We were high priority when we kept seafood supplied during Covid, but now we don't seem to be so high priority."

"We have got no support from the Government even though the European Commission have given the go-ahead for the Government to use the European funding to support boats to be able to continue fishing. This is a very serious issue for the fleet which we have made very clear to the Minister but still there is no support," John Lynch, CEO Irish South and East FPO told the Marine Times.



The last time west Cork fisherman Damien Turner (right) filled the fuel tank on his 24m (79ft) seiner *Róise Catriona* in Castletownbere his bill was over €10,000. Alan Carleton's 22m trawler *Syracuse* has been tied up in Castletownbere for the past two months and receiving funding under the Government's Brexit temporary tie-up scheme. Photo courtesy Anne Marie Cronin Photography

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€380m Catches of Quota Species Taken Annually From Irish Waters - Irish Vessels Get 34 Per Cent

Vast Majority of Catches From Irish EEZ Consist of Blue Whiting - Irish Vessels Take Around 10%

Report by Tom MacSweeney

More than €380m worth of quota species are taken annually from the Irish EEZ. Irish vessels take around 34%.

This is revealed in a Fisheries Fact Sheet prepared by the Marine Institute and the Sea Fisheries Protection Authority.

It says that “more than 500,000 tonnes of quota species are taken from the Irish EEZ annually. Irish vessels take around 20%, around 105,000 tonnes, of this.

“In terms of tonnage, the vast majority of the catches from the Irish EEZ consist of blue whiting. Irish vessels take around 10% of these.”

The figures give an indication of the extent of catches by foreign fishing boats in Irish waters and the value obtained by non-Irish vessels from the size of quotas allocated to them by the EU in comparison to the Irish fleet.

“Around €382m. worth of quota species are caught in the Irish EEZ annually. Irish vessels catch around €250m. worth of quota species annually. About half of these are

caught inside the Irish EEZ,” according to the document.

Amongst the aspects for Irish vessels, it indicates, are that they “take nearly all the herring that are caught in the Irish EEZ.” But in contrast, it refers to “the vast majority of catches from the Irish EEZ consist of blue whiting” of which Irish vessels take only around 10%.

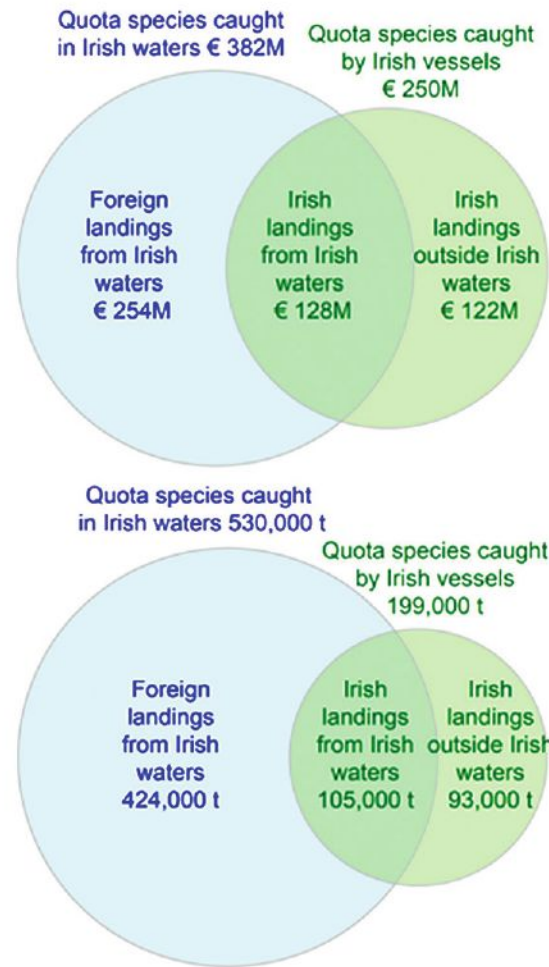
The Fact Sheet was prepared by the Marine Institute and the Sea Fisheries Protection Authority in May and is understood to have been submitted to the Seafood Task Force, during its work. It was made available to the Marine Times after requests by the paper to see it.

Other extracts from the document are reprinted here:

Landings from the Irish EEZ – tonnage by species

- In terms of tonnage, the vast majority

Landings from the Irish EEZ



Value

- Around €382M worth of quota species are caught in the Irish EEZ annually.
- Irish vessels catch around €250M worth of quota species annually; about half of these are caught inside the Irish EEZ.

Tonnage

- Around 530,000 tonnes of quota species are caught in the Irish EEZ; 70% of this consists of blue whiting
- 24% of the Mackerel and 60% of the Nephrops caught by Irish vessels is taken from the Irish EEZ. The remainder is caught outside the Irish EEZ.
- Irish vessels catch around 199,000 tonnes of quota species annually; most of this consists mackerel; blue whiting; boarfish and herring.

of the catches from the Irish EEZ consist of blue whiting; Irish vessels take around 10% of these.

- Irish vessels take nearly all the herring that are caught in the Irish EEZ; about three quarters of the Nephrops (Dublin Bay prawns) and roughly half of the mackerel and horse mackerel.

- More than 500,000 tonnes of quota species are taken from the Irish EEZ annually; Irish vessels take around 20% (around 105,000 tonnes) of this but take another 93,000 tonnes of fish outside the Irish EEZ.

- Irish vessels take most (81%) of the non-quota species that are caught in the Irish EEZ

Landings from the Irish EEZ – value by species

- In terms of value, the most important quota species taken from the Irish EEZ are blue whiting, hake and Nephrops (Dublin Bay prawns).
- More than 380 million euro worth of quota species are taken annually from the Irish EEZ; Irish vessels take around 34% of this.

- An additional 75 million euro worth of non-quota species are taken annually from the Irish EEZ (mostly by Irish vessels); brown crab is the most valuable of non-quota species.

Landings into Ireland and abroad – tonnage by species

- The majority of catches by Irish vessels are landed into Irish ports
- Tuna were mostly landed into France
- Herring landings into foreign ports were mostly into Norway; boarfish into Faroe Islands and mackerel into Norway and UK.

Landings into Ireland and abroad – value by species

- The most valuable landings by Irish vessels are Mackerel; most of these are landed into Ireland.
- Nephrops (Dublin Bay prawns) are the second most valuable species to be landed by Irish vessels; nearly all of these are landed into Irish ports

Landings into Ireland by foreign vessels

- More than 400 million euro worth of fish are landed into Ireland annually
- About two thirds of the landings into Ireland are from Irish vessels

Landings tonnage and value into Irish ports by Irish and foreign vessels

- The latter cannot be provided by species for confidentiality reasons.

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Shelmalere Offshore Wind Farm Announces Sponsorship to Provide Essential Funding for the Native Oyster Reef Restoration Ireland (NORRI) Project off the East Coast of Ireland

Sponsorship agreement will provide essential funding for habitat restoration and conservation of oyster reef habitats located off coast of Wicklow Town and Arklow

DP Energy, one of Ireland's leading developers of renewable energy, and global energy leader Iberdrola have announced a new sponsorship deal for the Native Oyster Reef Restoration Ireland (NORRI) project under the Joint Venture Shelmalere Offshore Wind Farm, located off the East Coast of Ireland.



The sponsorship deal will provide funding for the habitat restoration and conservation of oyster reef habitats by NORRI at two sites located off the Murrough in Wicklow Town and off the Arklow North/South coastal area, further demonstrating DP Energy and Iberdrola's commitment to supporting the restoration of biodiversity in coastal waters and coastal protection.

DP Energy entered into a Joint Venture with Iberdrola in February 2021 for a 3GW pipeline of offshore wind projects. As one of the world's largest renewable energy producers, Iberdrola has substantial experience in offshore wind development and importantly, shares DP Energy's commitment to a sustainable and ethical approach to development.

Located off the coasts of Wicklow and Wexford, the Shelmalere Offshore Wind Farm is a 1,000 MW (1GW) fixed-bottom offshore wind project.

The Shelmalere project is currently in its early development stage, with ecology surveys underway and site investigation surveys being planned. Once operational, it will generate enough green energy to power

the equivalent of nearly 860,000 homes. The project is programmed to be operational by 2030 and will significantly contribute to Ireland's Climate Action Plan target of 80% renewable electricity by 2030.

Commenting on the sponsorship milestone, Yvonne Cronin DP Energy's Community and Stakeholder Liaison Manager said: "We're delighted to sponsor the NORRI project and to be involved with the brilliant work that is done by the NORRI Team. This is a long term commitment by DP Energy to the biodiversity of the East Coast and underlines the commitment that the Shelmalere Offshore Wind Farm through DP Energy and Iberdrola has for an ethical and sustainable approach to offshore wind development."

Declan McMahon, Iberdrola's Offshore Development Senior Project Manager said "The NORRI project will enhance the biodiversity of Ireland's coastal waters for generations to come. Work to restore oyster reefs will protect the habitat for hundreds of species. It is an important project, and we are pleased to be able to play a role in supporting this work."

Prof. Anamarija Frankić, Ph.D. Native Oyster Reef Restoration Ireland Project Spokesperson said "NORRI has been working with local community stakeholders, and through this collaboration with DP Energy and Iberdrola, we are going to be able to implement the first pilot native oyster reef restoration project in Arklow."



DP Energy & Iberdrola publish EIAR* Scoping Report for Shelmalere Offshore Wind Farm Off the coasts of counties Wicklow and Wexford

** Environmental Impact Assessment Report*

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

**To view the EIAR Scoping Report please visit
www.shelmalereoffshorewindfarm.com/EIAR or to obtain a copy of the report please
email shelmalere@dpenergy.com**

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

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

Consultation is now open until 1st September 2022

Engineering, Scientific and Aquaculture Entrepreneurs Join Forces at BIM Aquatech Community Day

Engineering, scientific and aquaculture entrepreneurs gathered for the annual Bord Iascaigh Mhara (BIM) Aquatech Community Day at Dogpatch Labs in Dublin's CHQ Building on Tuesday, July 26.

The event, now in its fifth year, is the culmination of a month-long Innovation Studio where ten business start-ups from different disciplines took part in an intensive programme to help fast-track their business ideas for commercial viability in the Irish and global aquaculture industry.

To date 46 start-ups have participated from BIM's Innovation Studio, supported by the European Maritime, Fisheries and Aquaculture Fund and run in partnership with global aquaculture accelerator Hatch. To date, the initiative has seen more than €13 million invested and 130+ new jobs generated in aquatech in Ireland.

Lee Hunter, a young Donegal oyster farmer was among the start-ups taking part in this year's programme. His business, The Oyster Pitch, uses sound technology to monitor oyster welfare and to reduce mortality.

Another 2022 Innovation Studio participant included Aquamatrix, a continuous real-time sensor technology to monitor nitrate and nitrite levels in sea water.

Giving the opening address at the event, BIM CEO Jim O'Toole spoke about food security and the long-term strategy to develop and foster local aquaculture talent. This involves attracting other crucial disciplines like engineering, analytics and finance to help them develop Irish aquaculture businesses with a global reach.

"Investing in aquatech is specifically targeted in the Government's Food Vision 2030 strategy and is something BIM is intent on delivering. Our ambition is to position Ireland as a global centre for aquaculture innovation and to support companies to grow and develop in this sector in collabora-

tion with other agencies."

Wayne Murphy, Co-founder and Managing Partner at Hatch, referred to the risk-taking intrinsic to entrepreneurship and central to the continued innovation and growth within aquatech in Ireland and globally. He referred to the initial approach Hatch made some 5 years earlier with BIM and how the State seafood development agency had been supportive from the outset.

"Aquatech has entrepreneurship at its core - and entrepreneurship is about risk-taking. BIM were enthusiastic partners when Hatch first approached the agency. 5 years on and 46 start-up businesses from a wide range of disciplines have taken the risk, creating more than 130 jobs."

During a panel discussion with Teresa Morrissey, Irish Farmers Association (IFA) Aquaculture, Carsten Krome, Founder & Partner, Hatch, Martin Dempsey, Founder and CEO, Sealac Ltd. and Richard Donnelly, Shellfish and Salmon Manager, BIM, Richard Donnelly drew parallels with the IFSC's ability to spur investment and innovation following its established three decades earlier.

"It is just 35 years since the IFSC was established. It is remarkable to consider how its establishment was truly visionary at the time, and how many other sectors followed in its path. The aquatech sector in Ireland has the potential to achieve this same effect."

The global aquaculture industry is the fastest growing food sector today. Its value exceeds €280 billion. The Irish aquaculture industry is currently valued at €175 million with primary production (fin-fish and shellfish farming) at its core.

Minister Approves €20m. Scheme and Tells BIM to Open Applications

In late July Minister for the Marine, Charlie McConalogue, announced approval of the €20 million scheme for aquaculture.

The scheme will be open to aquaculture producers for the purchase and installation of new machinery and equipment, as well as construction of new premises, with the aim of increasing the production, enhancing the quality of the Irish Aquaculture products or substantially increasing energy efficiency. It will be financed under the Brexit Adjustment Reserve fund and will take the form of direct grants, covering up to 50% of the actual investment costs and will run until 31 December 2023.

Minister McConalogue said that investment will generally be supported at a maximum of 40% of eligible costs. A higher incentive rate of 50% will apply to certain climate change investments, to investment in seaweed aquaculture and to investment in Recirculating Aquaculture System (RAS) and Integrated multi-trophic aquaculture projects.

"Funding will be prioritised for projects that contribute most to the objectives of the scheme, to climate change objectives and to prioritisation of SMEs generally. This scheme will be a significant boost for the aquaculture sector and will allow for expansion which focuses on sustainability and which is sensitive to our natural environment. It will assist Ireland to maintain and grow its reputation as a producer of high-quality seafood, both at home and abroad, and help aquaculture producers achieve their ambitions for sustainable expansion."

BIM will be administering the scheme. The Minister said he has requested that it open a call for applications "as soon as possible." Due to time limitations placed on Brexit (BAR) funding, investment projects must be completed by October 2023 to qualify for funding.

Minister McConalogue Must Administer €20m Fund for Irish Aquaculture Quickly



IFA's Aquaculture Executive, Teresa Morrissey reports on the European Commission's funding to support the Irish aquaculture sector

IFA Aquaculture

The European Commission has approved a €20 million scheme to support the Irish Aquaculture sector affected by the withdrawal of the UK from the EU.

IFA Aquaculture welcome the announcement of the approval by the EU Commission. This scheme, funded by the Brexit Adjustment Reserve fund, is long overdue and needs to be administered as soon as possible.

The Aquaculture sector is the only food-producing sector without direct grant widely available currently and this €20m. funded scheme needs to be opened quickly to allow Aquaculture producers to make plans for future investment. Given the input costs crisis and rising inflation over the past few months, investment opportunities are becoming ever more difficult and those who are willing to take on investment projects must be supported.

The scheme will be open to aquaculture producers for the purchase and installation of new machinery and equipment, as well as construction of new premises, with the aim of increasing the production, enhancing the quality of the Irish Aquaculture products or substantially increasing energy efficiency.

The measure will be financed under the Brexit Adjustment Reserve fund, established to mitigate the economic and social impact of Brexit, as recommended by the

Seafood Task Force last year. The scheme will take the form of direct grants, covering up to 50% of the actual investment costs and will run until 31 December 2023.

IFA National Aquaculture Chair, Michael Mulloy, said the approval by the EU Commission of a €20m. scheme for Irish Aquaculture is very welcome, the scheme is long overdue and needs to be administered as soon as possible.

"The Aquaculture sector is currently without direct grant available and this €20m funded scheme needs to be opened to allow producers to make investment plans which are becoming more difficult.

"As this scheme is time-limited, Marine Minister Charlie McConalogue must direct his Department to open and administer this scheme immediately."

The scheme is aimed at mitigating the adverse impact on employment in the coastal communities, by supporting the development of an alternative source of raw material supply for seafood processors and by enhancing the viability of aquaculture companies.

The Seafood Task Force report contains recommendations regarding a €60m. fund being made available for initiatives in the Irish Aquaculture sector, required to overcome the impact of Brexit.

IFA Aquaculture was a member of the Seafood Task Force attending 14 meetings since it was first convened in March 2021.

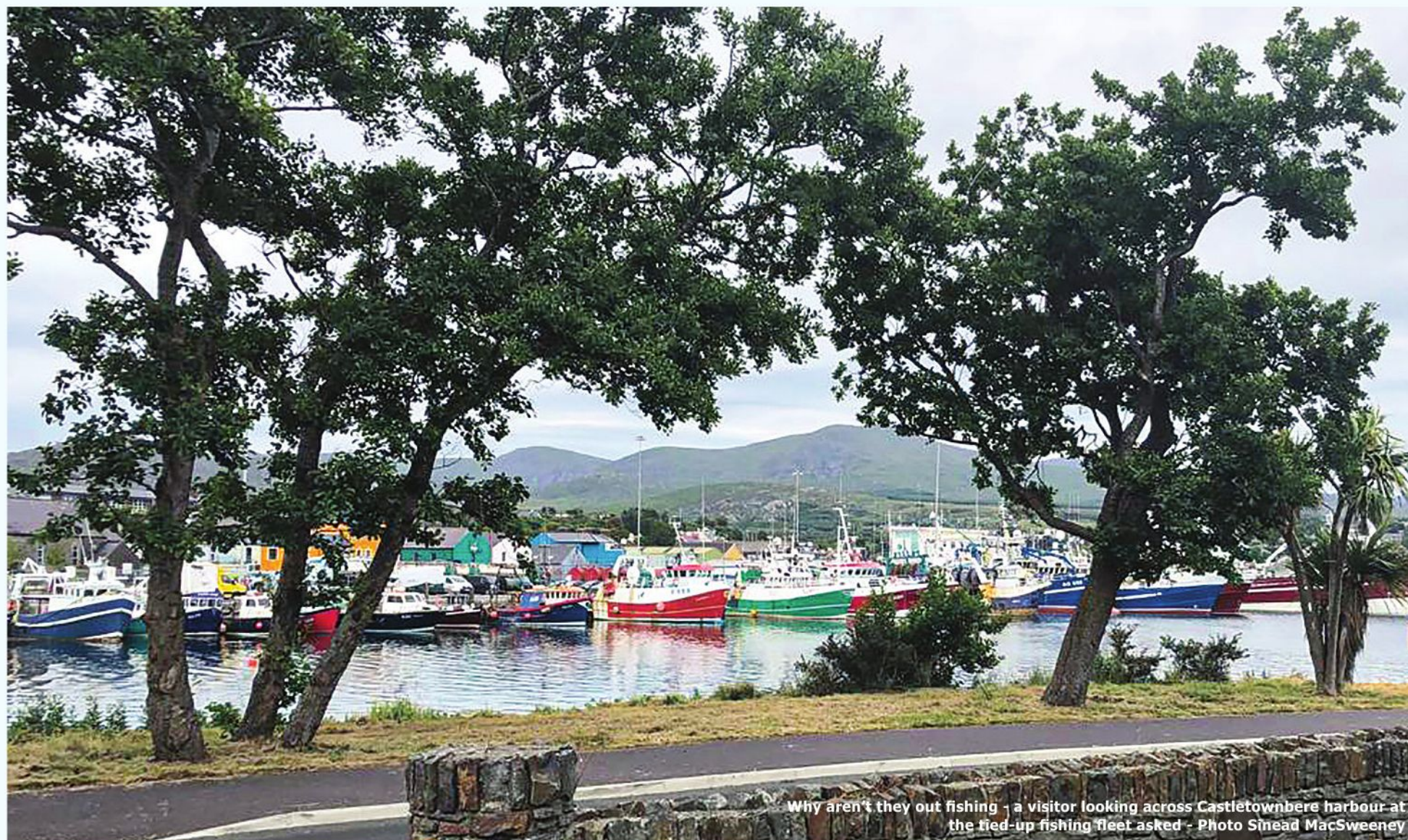


Engineering, Scientific and Aquaculture entrepreneurs join forces at Aquatech Community Day. Pictured from left to right, Lee Hunter, Founder and CEO, The Oyster Pitch, Jim O'Toole, CEO BIM and Tanja Hoel, Director at Hatch Innovation Services.

THE MARINE TIMES INTERVIEW

“What If There Is No Irish Fishing Fleet?”

Observations from Castletownbere by Tom MacSweeney



Why aren't they out fishing - a visitor looking across Castletownbere harbour at the tied-up fishing fleet asked - Photo Sinead MacSweeney

The quayside at Castletownbere does not look like it should on a good Summer's day.

There haven't been that many such days, but it looks like a good one for going to sea. So why are there so many fishing boats tied up.

“What if there is no Irish fishing fleet?”

That question has taken me slightly aback, but the Chief Executive of the Irish South and West Fishermen's Organisation can do that when he has a strong opinion to express.

Patrick Murphy comes from a fishing background and wants to make a point to me – that the Irish coastal communities have the rights of indigenous people to the biggest share of the resources of our national waters.

“Irish coastal communities have indigenous rights”

“The fishing communities are more than just physical, geographical places on the regional extremities of Ireland. They are people who make their living from the sea, providing food from a resource of the nation. Ensuring this widens to encompass many other sectors of Irish life who benefit - the food and hospitality industries, food processors and the providers of services to fishermen. Increasingly the cost of going to sea to fish has become so high that a profitable operational margin is not left, so a stage is being reached at which boats cannot afford to go to sea to catch fish,” he says.

The reason for several of the boats berthed at the pier not going fishing is the cost of diesel.

From a public viewpoint, not the usual media pictures of the fishing fleet, a visitor to the town, looking at the fleet from the roadway across from the harbour, as the photo on this page shows, seeing so many boats tied up at the quayside on a good weather day, asked: “Why aren't they out fishing?”

It is difficult to explain that the industry has been engaged in what is turning into a long battle to get the Irish government to do what other administrations have done – provide a fishing boat fuel subsidy. This is still ongoing at the time of writing. The industry is hoping for a resolution, but many fishermen wonder why the urgent response they need to a problem caused by a war, has not been implemented, even though approved by the European Commission.

However, there is more reason than just that to be concerned about the future of the fishing fleet, in Castletownbere and all around the Irish coastline.

“There will come a day”

“There will come a day when fellows will say that while they would love to stay fishing, that it is a job they love, it is what they know, but they will have to go somewhere else,” Patrick tells me. “So who'll take the boats out to fish? And then that means no fish. There doesn't seem to be an urgency to help the fishing industry, as if the government and the Department don't believe what they are being told about the crisis. Government policy is also decommissioning the national fleet, we won't have a lot of boats left. Is our government happy with that?”

Making calls to contacts around the fishing ports, I'm told repeatedly that “the cost of going to sea to fish has become so high that there isn't enough to meet the costs of

fuel, paying crews, looking after the boats.”

I'm also told that “government and political interest in the industry is minimal ... when did you last hear major statements by political party leaders, either Government or Opposition about the industry.”

I searched media reports and could not find any.

Minister for the Marine, Charlie McConalogue, who I interviewed a few weeks ago, issued a statement after meeting with the seven leading fishing organisations – the Irish South and East Fish Producers' Organisation, the Irish Fish Producers Organisation, Killybegs Fishermen's Organisation, the Irish Fish Producers and Exporters Association, the Irish South and West Fish Producers, IFA Aquaculture and the Irish Islands Marine Resource Organisation, about the fuel crisis, which said: “It gave me the opportunity to engage directly with industry representatives and to hear first-hand their concerns and priorities.”

The rest of a lengthy statement referenced previous commitments and allocations. It did not contain a decision about fuel.

The Minister acknowledged that he heard the concerns and priorities of the industry.

I heard this opinion expressed to me in the West in the past few weeks, when discussing the problems for the fishing industry: “We're an island nation – fishing should be a priority, the coastal communities should be a priority for government, but they're clearly not...”

So – what will Ireland be like, if there is no Irish fishing fleet left?

Ireland's New Research Vessel Tom Crean Arrives Home

Ireland's newest research vessel the RV Tom Crean arrived in Irish waters to the Port of Galway on Monday 18th July before embarking on its first survey towards the end of July and then making its way to Dingle in advance of its official commissioning due to take place in Autumn 2022. Ireland's latest marine research vessel has been named the RV Tom Crean, after the renowned seaman and explorer from Kerry who undertook three ground-breaking expeditions to the Antarctic in the early years of the 20th Century.

marine.ie

Our ocean is our greatest national resource

Ár n-aigéan an acmhainn náisiúnta is mó atá againn

The RV Tom Crean which will be based in Galway after its commissioning will enable the Marine Institute to continue to lead and support vital scientific surveys that contribute to Ireland's position as a leader in marine science. The research vessel will carry out a wide range of marine research activities including expanded fisheries surveys, seabed mapping and marine spatial planning, climate change related research, environmental monitoring, deep water surveys, and support increased research in the Atlantic Ocean.

Dr Paul Connolly, CEO of the Marine Institute speaking about the vessel's arrival into Irish Waters said: "This has been an extremely successful project with the vessel arriving on budget and on time into Irish Shores. We are delighted that Galway, is the vessel's first stop in Irish waters ahead of its official launch and commissioning due to take place in Dingle, Kerry in Autumn. The new vessel will be used by the Marine Institute, other state agencies and universities to undertake critical work to support fisheries assessment, offshore renewable energy, marine spatial planning, marine protected areas and addressing the challenges of climate change. After the official commissioning, the RV Tom Crean will be based in Galway, and it will greatly enhance our capacity

to undertake collaborative research and acquire the data and knowledge essential to sustainably manage our ocean resources."

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

date up to 3000 scientist days annually and is designed to operate in harsh sea conditions.

The vessel design incorporates the latest proven technologies to ensure that it operates as efficiently as possible, with reduced fuel

consumption and minimising the vessel's environmental impact and carbon footprint.

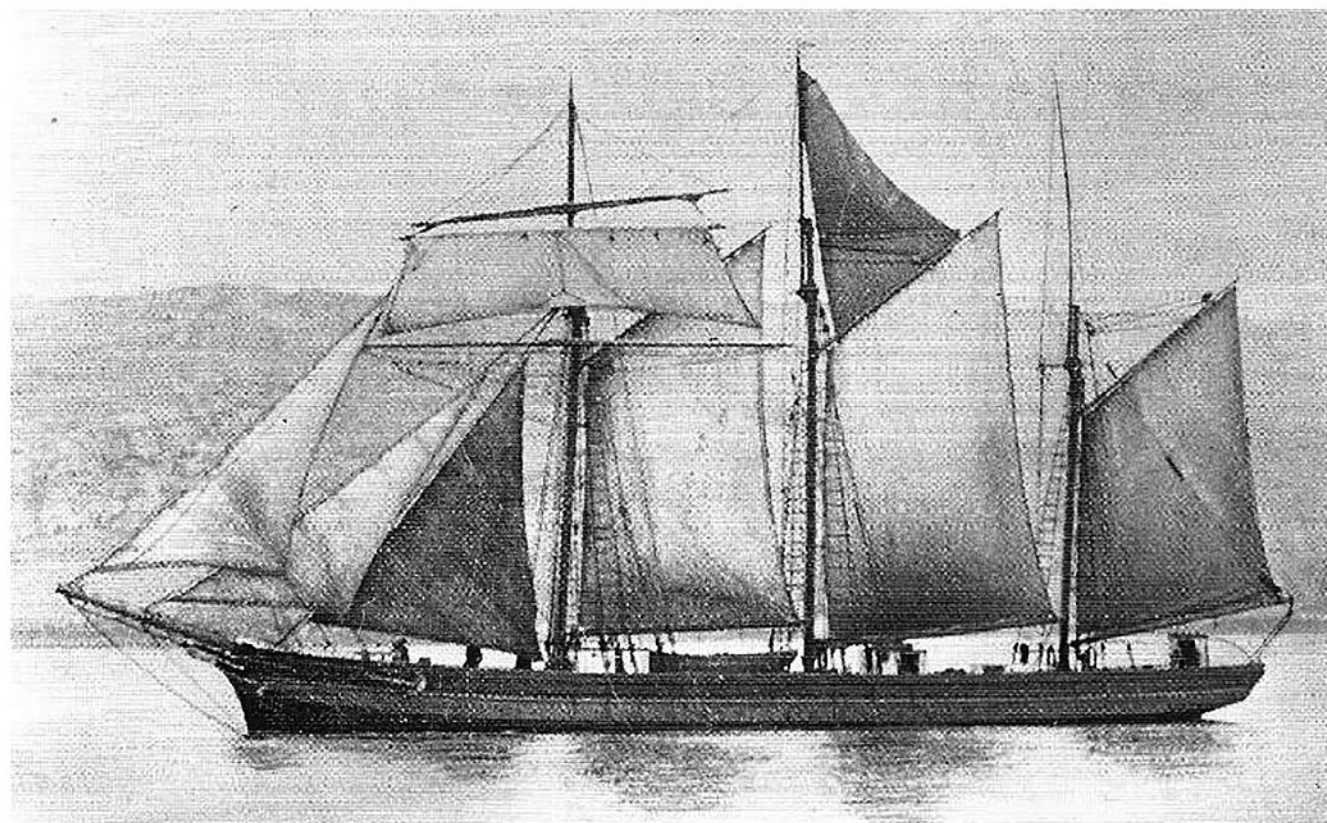
You can track the progress of the vessel in the lead up to its official commissioning in Autumn on the Marine Institute website. To get all the latest updates on the new vessel and find out about the exciting work of the Marine Institute follow them on Twitter @MarineInst Facebook @MarineInstitute and Instagram @MarineInstituteIreland.





A Ship That Didn't Like Engines and A Town That Likes the Water

At a time when coal has been demonised by climatologists and environmentalists, there is a lesson to be learned about its importance to the nation from the history of 'Sailing Ships of Ireland.'



Brooklands - The Queen of Ballinacurra - As pictured in Richard Scott's book - Irish Sea Schooner Twilight

This is an unique history of shipping in Ireland, written by a former Radio Operator in the Merchant Navy, Ernest B. Anderson. It was originally published in 1951. A facsimile was published in 1984.

It recalls the 'Queen of Ballinacurra': "In June 1944 (during World War Two) the last of the Irish coasting schooners was mobilised by the Irish Government and put under joint management to help out the country in its acute coal shortage. Some twelve vessels comprised the fleet, which carried 40,000 tons of coal across the Irish Sea from the Bristol Channel and Cumberland ports and in this, the last collective fleet of sailing colliers that will ever be seen in these waters, the flagship was the oldest stalwart of them all, the grand old Queen of Ballinacurra, the lovely old double topsail schooner Brooklands.' Known to thousands of sailing ship lovers in these islands, remarkable because she is the oldest schooner of her class still trading and the last of the sailing coasters to avoid the evils of an auxiliary engine."

The late, renowned maritime writer, Richard Scott, who wrote the 'Irish Sea Schooner Twilight', recording "the last years of the western seas traders" traced the history of the Brooklands and sailed on her. She was not always called the Brooklands. She was built in Devon in 1859 and named 'Susan Vittery' in 1917,

43-year-old John Creenan of Ballinacurra, who had been sailing on other UK schooners became her Master. Captain Creenan then bought her in 1923.

"She could carry 226 tons of coal, also malt, pitwood, working through difficult years around Ireland, to the British coast and along it, dealing with the vagaries of coasting under sail, the 'economic war' affecting trade with the UK from 1932 to 1938 and by 1939 was one of only three schooners still dependent solely on sail," recalled Scott.

"She had become a legendary Irish sailing vessel but, after her many years of service, in 1947, daunted by the probable cost of fitting engines, the Creenans put their beloved schooner up for sale."

There followed different owners, a number of refits and Brooklands did not avoid the 'evils of an engine' - two of 140 bhp each were fitted. On February 24, 1953, she sailed from Dublin bound for Dungarvan, Co. Waterford, carrying 200 tons of fertiliser.

"She was now a motorship, with only steadying sails. Despite plans for a new career of coastal and cross-Channel trading, her life had almost run its course. In thick fog she went aground off Dungarvan, the engine room flooding. With assistance to unload 100 tons of damaged cargo she was refloated after six days, only to ground again fifty yards from the quay. With local pumping assistance she got alongside a day later. On April 5 she sailed for Dublin. More trouble followed when she sprang a leak near the Saltee Islands at nightfall. As the water gained, her engines were put out of action, the crew used sails to get her round Carnsore Point, aiming for Rosslare, but by dawn the next day, it was evident the end was near. The crew got into their lifeboat and made it to safety, landing on the Tuskar Rock.

"So ended a great career of ninety-three years for the legendary 'Queen of Ballinacurra' wrote Richard Scott. "It almost seemed as if, having passed from Creenan ownership, the schooner missed her old Master. She was not a success under engine power and carried only two cargoes this way, despite what must have been a very considerable investment of capital by two owners. She was built to sail in deep water and adapted to trade coastwise and cross-channel. Once her power to sail was shorn she resisted to the end."

Killaloe - The Quintessential Waterways Town

"LUA, a celebration of wild water, will unfold on the west shore of a stretch of the River Shannon, on which the ancient settlement of Killaloe arose - Killaloe is a gift of the Shannon." Those are the words Rev. Paul Fitzpatrick, Dean's Vicar at St. Flannan's Cathedral in Killaloe, Co. Clare, uses to promote 'LUA,' the maritime event he has designed and developed to "explore our evolving engagement with wild water and how best to individually and collectively irrigate a more beneficial relationship with it, both culturally and environmentally."



St. Flannan's Cathedral Killaloe

It will take place from Friday, September 16, through Saturday and Sunday, September 17 and 18, with an exhibition on the theme of waterways and the environment and a presentation by the Director of the AK ILEN project, Gary McMahon, about the restoration of Ireland's last sailing schooner, which has been such a success, with overseas visits already to Iceland and London.

To Paul Fitzpatrick, Killaloe is "incredible, as our history is rooted in the ancient and contemporary, revolving around the life and times of what is the treasure of the maritime and the inland waterways.



Paul Fitzpatrick and members of his Killaloe Congregation

"Indeed Killaloe, like many ancient Irish settlements, is found at a natural nodal point - a dynamic human intersection of time-honoured water and land transport ways. Thus Killaloe, the quintessential waterways town, is the perfect place to celebrate LUA's first and soon-to-be annual event."

St. Flannan's Cathedral, where he is Dean's Vicar will be at the centre of this unique celebration of Ireland's waterways and maritime connections.

Killaloe has long been a centre of religious activity, named after St Molua, a 6th century contemporary of St Brendan the Navigator.

Paul Fitzpatrick is one of my interviewees on the August edition of the MARITIME IRELAND RADIO SHOW, which also features the story of “three souls and a cat locked inside a wooden nutshell at the mercy of the elements...” This is the story of a long lost logbook of the *Gay Gander*, a small, older-style yacht, on which a 23-year-old virgin sailor from England escaped unemployment in 1974, sailing across the Atlantic with an “unfathomable Irish skipper who was running away with his mistress, from a failed marriage in Ireland. The log was returned “unexpectedly by a former love” living in the United States during last year’s pandemic lockdown. Unbelievably, it has been published by a company run by the son of escaping Irish skipper! This true story, from an era when the oceans were free of plastic and a compass, clock and sextant were the tools of navigation before modern technology, is much worth listening to. Also on the programme, the lady from Waterville who is leading the campaign of the Ocean Race around the world to have rights granted to the ocean akin to those given by the United Nations to humans tells us why this is important.

The MARITIME IRELAND RADIO SHOW is issued on the first Friday of each month.

BROADCAST STATIONS: DUBLIN SOUTH 93.9 FM; DUBLIN CITY FM 103.2 FM; DUBLIN NEAR FM 90.3 F; DUBLIN LIFFEY SOUND FM 96.4FM; DUNDALK FM 97.7 FM; ERRIS FM 90.8 FM KILKENNY CITY RADIO 88.7 FM; RADIO CORCA BAISINN SOUTH WEST CLARE 92.5-94.8 FM; CONNEMARA COMMUNITY RADIO 87.8 FM and 106.1 FM; ATHLONE COMMUNITY RADIO 88.4 FM; CRY 104 FM YOUGHAL; WEST CORK FM; BERE ISLAND 100.1 FM; KINVARA FM; COMMUNITY RADIO CASTLEBAR 102.9FM; WEST LIMERICK 102 FM; TIPP MID WEST RADIO 104.8 FM AND 106.7 FM

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Researchers Discover Deep Sea Coral with Novel Drug Potential

Researchers at NUI Galway have discovered a coral in the Atlantic Ocean which contains a potential wonder drug chemical compound that acts against the virus responsible for Covid-19.

The cauliflower coral, so named due to its colour, shape and structure, was found on the seabed about half a mile below the surface on the edge of Ireland’s continental shelf. It contains a previously unknown chemical compound.

Professor Louise Allcock, Professor of Zoology at NUI Galway, said: “While we did not set out to find this specific species, we were hunting for corals, especially soft corals, because of their potential in bio-discovery.

“Nature never ceases to amaze - to think that a coral, which spends its life on the sea bed and is never exposed to viruses and diseases which affect humanity so profoundly, has the potential to influence treatments and therapies. Drug development is a lengthy process, but the first step is finding the magic compounds with bio-reactivity in the laboratory.”

Professor Allcock is Director of the Ryan Institute’s Centre for Ocean Research & Exploration (COREx) at NUI Galway. As part of a research project funded by Science Foundation Ireland, she deploys the ROV Holland I submarine from RV Celtic Explorer to hunt for deep-sea corals and sponges which may have novel chemical compounds with pharmaceutical potential.

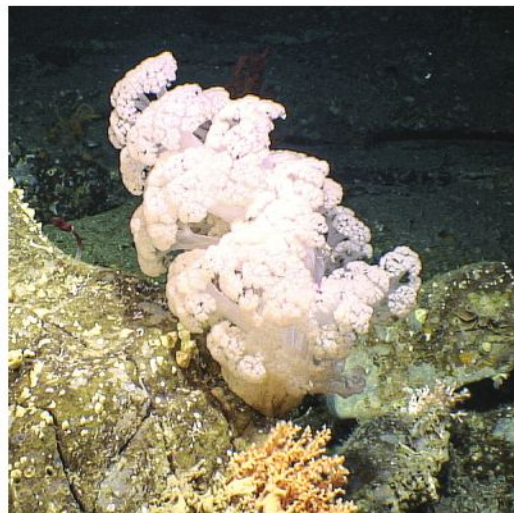
The research into the chemical make-up of the cauliflower coral is being conducted in partnership with South Florida University in the US.

The compound isolated has been named “tuaimenal”. The word is a portmanteau - blending “tuaim”, alluding to “tuaimneacha” as used in old Irish to describe the sounds of the sea, and “enal”, which is a chemistry term for a compound with an alkene aldehyde functional group.

Tuaimenal A was discovered to block the major enzyme of the Covid-19 virus, known as Main Protease, which is responsible for the manufacture of virus particles inside the infected cell.

Dr Carolina De Marco Verissimo of the Molecular Parasitology Laboratory at NUI Galway carried out detailed study of the coral-derived Tuaimenal and how it interacts with the Covid-19 enzyme.

She said: “Tuaimenal A represents what we term in science as a ‘lead compound’ – that is, a basic structure from which scientists can produce more potent and specific drugs that could be used for the treatment of Covid-19 and perhaps other viruses.”



Committed to Sustainability

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

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

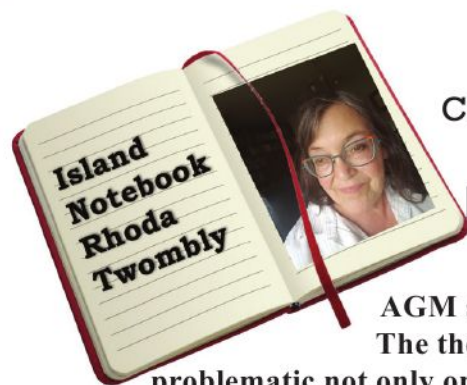
For more information visit www.bim.ie or simply scan here:



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



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



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

First Face-To-Face AGM in Three Years

Comhdháil Oileán na hÉireann will have its first face-to-face AGM since 2019 on Arranmore Island from 2nd September to the 4th. The theme of the conference will be Island Housing as this is proving problematic not only on all of our islands but throughout the European small islands.

There will be a presentation on different community housing schemes as one size does not fit all and there will be differing solutions across the offshore islands. A speaker from the Carbury Housing Association will discuss their experiences and it is hoped to have a representative of community housing on the Scottish Islands speaking as well.

A report on an on-going housing survey will be presented. Housing forums held across the offshore islands threw up many concerns as well as opinions on possible solutions. Interestingly, many of the same housing problems were found in work done by ESIN across the small European Islands. Islands have challenges in terms of, for example, availability of year-round rental properties, a disproportionate number of holiday homes, significant numbers of derelict/disused houses, numerous planning issues, and young and first-time buyers being priced out of the market to name a few.

The prevalence of housing issues and the direct effect it has on sustainability led Comhdháil Oileán na hÉireann with Comhar na Oileán CTR to enlist researchers from UCC to collect and analyse data collected from islands. The UCC team has already produced a significant piece of work on the West Cork Islands housing situation so this all-Ireland survey will further increase not only knowledge of needs and solutions but data to back up the need for creative housing solutions on the offshore islands.

An update on the island policy document being prepared by the Department of Rural and Community Development, Islands Division is also expected. This document is vital to the future development and sustainability of the islands so there is keen interest in its content.

Island Youth

Comhdháil Oileán na hÉireann feels it important that island youth have a voice not only on their home islands but with Comhdháil on a national and international level. Younger Islanders have definite views on the future of their islands, a valuable resource in the future planning of island development.

Foróige (the Irish Youth Organisation) included representatives from the islands in their group of speakers to the Joint Committee on Environment & Climate Action to discuss the Youth Perspective on the Climate Challenges. Youth members will give a presentation at the AGM not only on this climate meeting but other activities they have been engaged with.

Arranmore Amphitheatre

For delegates that arrive on Friday, 2nd September, there will be a tour of Arranmore in the afternoon, including historic landmarks as well as projects designed to improve the lives of islanders and visitors alike. This will include the recently opened shore front amenity – a gorgeous amphitheatre and performance area that is part of the larger €4.1 million project investment in the Burtonport & Arranmore 'Harbour to Island' rural regeneration project.

There will be a group meal followed by a night of music, dance and craic. We hope that this will be the perfect opportunity for islanders to meet and catch-up at last.

To register for the AGM please fill in the form at <https://forms.gle/g3CQ4DHRkcYZj33j8> or see the Comhdháil Oileán na hÉireann Facebook page.

Children's Playground on Inishturk



Residents of Inishturk, Mayo were delighted to finally open their state-of-the-art children's playground in July. A huge amount of work and planning went into the realisation of this amenity not to mention fund raising. Receiving €50,000 from CLÁR was a huge boost and the community club thanks Johnnie O'Malley and Paul McNamara for their efforts on this funding. Awarded funds from Lotto moved the project along and the Community Club did a lot of fund raising themselves, reaching out to residents and the wide diaspora. Already the playground is a huge hit with residents and visitors alike. Here's a date for your calendar: the Inishturk Regatta will take place on the 20th of August – not to be missed!

Cattle on Tory

The first cattle in three decades have landed on Tory island. Greeted by a large crowd of residents and a beautiful welcome from a piper, the cows were then blessed by the local priest. This is part of the Corncrake/Traonach LIFE project and is hoping to revitalise traditional farming practices on the island.

Islander is Youth Ambassador at UN

Treasa Cadogan of Oileáin Chleire, Cork, is an example of how important and influential island youth voices can be in the wider world. Currently one of two Youth Ambassadors from Ireland to the UN – and the only islander to ever hold this honour – has always had a strong interest in community projects and initiatives. Leading up to her appointment as Ambassador, Treasa worked on several community initiatives, sits on the Board of Comharchumann Chléire Teo, worked on island policy as well as with several community and social societies. During Covid, Treasa moved home (she is currently working in London) and threw herself into several projects such as the Food Summit 2021 and creation of the island farmers market which not only created a market for local goods but brought people together. Ms Cadogan has many interests and ideas for future work but believes that "Islands are living places and must adapt and change" with the times. She encourages island community and co-op Boards to be age-diverse and "open to young people coming in." There should also be ways to grow the youth community, of keeping younger islanders in the loop and included in projects and decision making. The phrase "young people are the future" may be a truism – but they will be the movers and shakers of island change, development and sustainability in the years to come – it is important that their voices can be heard and they are welcomed into community development conversations.

New Helipad for Inishturk

Inishturk is to get a new helipad for use by Coast Guard helicopters. Funding of over €350,000 has been approved by Minister for Rural and Community Development Heather Humphreys for the construction. That will cover up to 90% of the cost. Mayo County Council will provide the balance. The Minister has also announced an air service contract for the Aran Islands.



The new amphitheatre and performance area on Arranmore Island - Photo Donegal County Council

Making a Splash for Cromane Seafest 2022

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



Some of the Cromane Seafest Committee launching one of the best festivals on the Kerry Calendar at Cromane Beach. Back row (L-R) Margaret O'Shea, Sandra, Healy, Helena Joy, Patie O'Sullivan. Front: Nuala Hurley

Cromane's own, Tomás Hayes, opened the launch. He spoke about living near the sea 'The sea kept us going during the worst of COVID where taking a walk along the seashore, paddling in the sea or swimming was a great escape and continues to be so!' He continued 'We have a wonderful tradition here in Cromane, a great resource both tourist and economically through our salmon, mussel and oyster fishery. We are looking forward once again to showing off our beautiful village and gave guests an insight of what to expect at the event, detailing the attractions and activities that will be taking place with activities on Surf and Turf, Maritime Walks, Water Trampolining, Seafaris, BIM The ARC Project and our fantastic seafood,' Tomás added.

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

Tomás finished with a poem he wrote himself

*'Cromane is Gods gravel spit
The drool of heaven where now we sit
As Beárla is é 'the thigh bone'
It supports us and it is our home
Football, friends, shellfish, and Jacks
Strolls on the beach or well worn tracks.
Killorglin to our back, may have the Puck
But we look to the sea and make our own*

luck

*We are supporters of the sea and
Pioneers of the 'blue' economy.*

*So I am here today to launch Cromane's
Sea Fest*

It is an honour and I have done my best.

*So now let us celebrate our sea with mighty
zest*

*For to live in Cromane we are truly
blessed....'*

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

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

More Information is available on Cromane SeaFest website <https://www.cromaneseafest.com/> or you can follow all the updates on their social media channels on facebook & Instagram

"The current rush into Offshore Renewable Energy is concerning at many levels.... fishing is interwoven with culture and community..."

From Seamus Bonner, Secretary, Irish Islands Marine Resource Organisation Producer Organisation



Fishing by islanders around our offshore islands is carried out in small boats, typically crewed by one to three people and landing daily to small island harbours and piers. These boats are weather and range dependent and typically do not range far from their home ports.

In these days of doubling fuel prices this working close to home is a big benefit as fishers struggle with their already small profit margins being wiped out by increases in the price of petrol and diesel. The smaller scale helps maintain food security and supplies of quality local seafood to coastal communities across the country and with help and support can deliver a reliable, clean and sustainable source of food for our nation.

The current rush into Offshore Renewable Energy is concerning at many levels.

Floating wind turbines are a new and unproven technology especially in the waters of the North East Atlantic off our West coast where even the bays are subject to extreme weather conditions. The metals required for construction and connection are in short supply and of themselves create environmental damage in their mining. One thing we learn when dealing with the sea is that the ever-present dangers are amplified when rushing into things.

It is time to take an honest look at the risks involved at every level in this new

venture.

Further de facto privatisation by the Maritime Area Consent process will not enhance the energy security of the Irish State into the future. If anything it has the potential to lock users of the marine space out of vast tracts of ocean similar to what happened to 'commons' on land.

From the Small Scale Fleet perspective the allocation of space both for construction of offshore installations and ancillary on-shore and coastal infrastructure is of great concern.

If an area is denied to small vessels by incompatible and inappropriate development they do not have the option to move elsewhere. For islands in particular this is very worrying as fishing is interwoven with culture and community. Existing livelihoods and communities must be protected in the short to medium term while changes evolve.

Reducing national energy consumption should be the first step in reducing emissions. We should not be expanding industries and unnecessary activities that require ever more energy. We need access to food, water and shelter for life. Much of the rest is lifestyle choice and to a large extent not needed if we want to reduce emissions. As in First Aid, it is best to stop the serious bleeding before attending to superficial scratches.

There is a danger that this rush may have unintended consequences that will not improve life for our island and coastal communities.



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SFPA Publishes Annual Classification List of Ireland's Shellfish Production Areas

135 Classifications in 60 shellfish (bivalve mollusc) production areas safeguards public health and Ireland's reputation as a world-class producer

The Sea-Fisheries Protection Authority (SFPA) has published the annual classification list for commercial shellfish (bivalve mollusc) production areas across Ireland, assessing 135 classifications in 60 production areas against strict safety requirements for human consumption.

Ireland produces an estimated 28,100 tonnes of shellfish - including mussels, oysters, clams, cockles and scallops - from classified production areas annually, and an additional 2,700 tonnes of scallops are landed from offshore sites. The Irish aquaculture sector is worth an estimated €64 million annually (at the first point of sale) and employs around 1,984 people across the country. Around 90% of shellfish produced in Ireland is exported, principally to European and Asian markets, and Ireland is the second largest producer of oysters in Europe after France.

Live shellfish can only be harvested from production areas which meet strict classification requirements for human consumption, as set out under European and Irish Food laws. The SFPA, in collaboration with the shellfish industry, conducts regular shellfish sampling in all production areas, monitoring the levels of bacterial contamination of shellfish to determine the risk and classification status. Each production area is designated a rating that determines the conditions, if any, which need to be observed before shellfish can be sold for human consumption.

Across Ireland, nine production areas received 'upgrades' during the 2022 review of classifications, one production area received a shift in Seasonal A classification, twelve production areas received 'downgrades', one production area was de-classified for mussels, two production areas were declared as dormant, and two production areas received additional classifications during the 2022 annual review of classifications.

Paschal Hayes, Executive Chairperson of the SFPA said that Ireland's shellfish monitoring programme was important for both consumers and commercial producers.

"One of the principal remits of the SFPA is to ensure that Irish and international consumers can be assured of the quality and safety of fish and seafood harvested here, and that we have sustainable stocks for generations to come. Shellfish production is an important industry in many coastal communities around Ireland and it is essential that the highest standards of food safety are maintained at all times. The SFPA works in collaboration with industry and other state agencies to ensure that production areas are of the highest possible standard and meet rigorous assessment criteria to ensure that the safety and quality of the shellfish placed on the market is not compromised in any manner. This work is an important pillar in both preserving and further enhancing Ireland's global reputation for quality, safe and delicious seafood. It is incumbent upon all working in the industry to remain vigilant to any risks which have the potential to impact our seafood production areas and that we adopt a collective approach throughout with a focus on quality and sustainable seafood".

Sinéad Keaveney, Team Leader, Shellfish Microbiology, Marine Institute said: "The publication of the classification list is the annual culmination of the ongoing partnership between the Marine Institute and SFPA in the microbiological monitoring of shellfish production areas in Ireland. As the National Reference Laboratory for monitoring E. coli contamination in bivalve shellfish, the Marine Institute oversees the national E. coli testing programme ensuring high quality test results produced by the laboratories. This contributes significantly to the assessment of the risk of microbiological contamination in shellfish production areas and the overall classification status of individual production areas."



Paschal Hayes, Executive Chairperson, Sea-Fisheries Protection Authority (SFPA) with Tara Chamberlain, Phytoplankton Laboratory Analyst, Marine Institute at Roaringwater Bay, West Cork, to mark the SFPA's publication of the 2022/23 List of Classified Shellfish (Bivalve Mollusc) Production Areas in Ireland, which assesses 135 classifications in 60 production areas around Ireland against strict safety requirements to ensure that all commercially-produced shellfish is safe for human consumption.

'Loveen' To Travel Over Land and Sea to Meet Up With 7,000 Scouts in The Netherlands

A boat's natural home is on the water, but Loveen, the 97-year-old Galway hooker, will embark on a journey of her lifetime!

Along with 40 Galway Sea Scouts, their leaders and families she will travel via road and ferry to represent Irish traditional nautical heritage at NaWaKa, the Scout International National Water Kamp that's held every 4 years in the Netherlands with over 7,000 participants from all over the world.



Scouting Ireland is the largest youth-based organisation in Ireland, with 45,000 members. Once a youth member joins scout groups, they will join over one billion other Scouts. Port of Galway Sea Scouts (24th Galway) is a vibrant, energetic scouting group that has youth members ranging from 6 years to 18 years. They follow an exciting programme based on the national adventure skills framework, including sailing, paddling, hillwalking, pioneering, backwoods and camping. At the heart of scouting is youth empowerment.

At the heart of this story is Loveen, a gleoiteog originally built in Galway in 1925 and gifted by the Dolan family in 2011 to become a sail training vessel for the Port of Galway Sea Scouts. But the sea scouts needed help to make her seaworthy and so the Galway Hooker Sailing Club and it's numerous volunteers came together to bring back Loveen to her former glory. In October 2021 she was launched and today you can often catch a glimpse of her sailing in the Claddagh and on Galway Bay.

This month Loveen will join a flotilla of other national sailing vessels during Nawaka, between the 8th and 17th August. During Nawaka, Sea Scouts from all around Europe will gather in Landgoed Zeewolde (40 Km east of Amsterdam) in the Netherlands. Nawaka is a fantastic event because of the large number of participants and the scouting 'vibe' throughout. The activities in which the groups can participate make the camp an unforgettable experience.

Sea Scout groups are encouraged to bring their own national sailing vessel to the 10-day festival, so it can be part of the water-based programme, a shared learning experience & a vibrant cultural exchange for all participants. Port of Galway Sea Scouts are bringing 40 children and the Galway Hooker Loveen. 10 support crew from the Galway Hooker Sailing Club, will also attend to assist the scouts, and also use this trip as an opportunity to showcase and promote Galway's marine culture and heritage in Europe.

Contract Awarded for Smooth Point Extension Completion Works at Killybegs Fishery Harbour Centre

The award of a €10.5 million (excluding VAT) capital works contract to complete a 120 metre long quay development and associated works at Smooth Point, Killybegs Fishery Harbour Centre, Co. Donegal has been announced.

Welcoming the award of the contract to contractor Sorensen Civil Engineering Ltd., Minister McConalogue said: "Killybegs Harbour is Ireland's premier fishing port and as such can be exceptionally busy. This project will see the long-awaited completion of 120 metres of additional quay space in the harbour and, as a result will alleviate congestion during the peak fishing season at this major port."

This final phase involves the removal of the remaining uncontaminated sediments and construction of the additional 120m quay wall and was the subject of a public

tendering process. It is expected that works will commence in a matter of weeks and that the project will be substantially completed within 7 months.

The Minister concluded: "The Irish seafood industry faces ongoing challenges, such as the significant challenge of Brexit. The completion of this project at Killybegs contributes to protecting our coastal communities and creating the opportunity for the seafood industry to continue to grow, prosper and facilitate a simultaneous growth of other ancillary marine industries."

The Lifts Of Moher

Electric buggies wheeled out at Clare visitor attraction

People with disabilities or reduced mobility can now fully enjoy everything the Cliffs of Moher Experience in County Clare has to offer courtesy of two electric buggies.



Pictured at the Cliffs of Moher (L-R) Mark O'Shaughnessy (Head of Operations); Geraldine Enright, Director, Niall Hegarty, Customer Service Agent; Paul Hogan, Customer Service Agent; Bobby Kerr, Chair of the Board of Cliffs of Moher Centre DAC; Leonard Cleary, Director of Rural Development & West Clare Municipal District, Clare County Council; and Patricia McNamara – Customer Service Agent. Photo Eamon Ward

Operated by trained staff, the Burren Buggy and Wild Atlantic Shuttle provide visitors with a guided tour of Ireland's most natural attraction from the viewing platforms overlooking the majestic cliffs to the iconic 19th century O'Brien's Tower.

"The Lifts of Moher are proving to be hugely popular, particularly for individuals with mobility issues, those with disabilities, the elderly, their families and carers," explained Geraldine Enright, Director of the Cliffs of Moher Experience.

She continued, "This service is offered to those who are in need and the beauty of the experience is that users get to see and learn about the Cliffs in a way that they wouldn't have otherwise."

"The buggies are electric in keeping with our sustainability ethos and are widely accepted by onlookers recognising the care and service offered by the Cliffs of Moher Experience to those in need. The feedback has been overwhelmingly positive," she added.

U.S. tourist Laura Sitters, who recently suffered a hip injury, praised the initiative stating, "Upon my arrival, I was informed that I could get a ride in the golf cart in order to check out the views. Kieran Kelly (staff member) graciously drove me around to the various vantage points. People who have limited mobility for whatever reason should have the opportunity to see the cliffs and the waves crashing down at the base of the cliffs and that's only feasibly with people like Mr. Kelly and the golf carts."

The introduction of the buggies is the

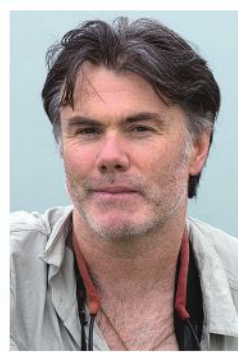
latest in a series of measures introduced at the County Clare visitor attraction to further enhance on-site accessibility.

According to Ms. Enright, "The Cliffs of Moher site is fully accessible throughout the visitor centre building and main viewing areas and provides ample disability parking and drop off. Wheelchairs also are available for use from different areas on-site. All our accessibility initiatives support the Clare Age Friendly Strategy & Action Plan, which was adopted by Clare County Council."

Cliffs of Moher visitor Eimear King said, "If you have limited mobility do not let that stop you going to this spectacular attraction. There is a golf buggy style transport available, specific parking and wheelchairs available. All of these provided the most accessible experience for one that cannot walk very far."

With free Wi-Fi available throughout the main visitor centre building and viewing platforms, visitors also can access a range of information about the Cliffs of Moher via their smartphone. The multilingual Cliffs of Moher Experience app contains 13 audio tracks narrated by Conor Tallon and featuring contributions from people with an intrinsic knowledge of the rich history, geology, flora and fauna of Ireland's most visited natural attraction.

The Burren Buggy and Wild Atlantic Shuttle are free of charge and are subject to availability. No pre-booking is required. Visit www.cliffsofmoher.ie for more information.



IRISH WHALE AND DOLPHIN GROUP IWDG NEWS

"As we're well into the summer season now when we receive and validate most sighting records, I'm trying to think if there has been anything particularly unusual about the season so far and on reflection the answer, till about two weeks ago, would have been a resounding "NO," writes Pdraig Whooley, IWDG Sightings Officer, but who wonders "where all our minke and humpbacks have disappeared to, because they certainly aren't in any of their usual West Cork or Kerry hotspots."

Two Near Misses in Two Weeks

So what happened?

Well on June 20 we received reports of a whale in Dursey Sound, on the Beara Peninsula. This is never a good place to see a whale of any species, especially a large one. But when the whale turns out to be a sperm whale, the alarm bells ring even louder. Even though it's still a sighting, you start preparing to hand over to our live stranding responders, as experience tells us that these situations inevitably result in the animal live stranding and dying. In this case, in fading light the observers felt it was still swimming strongly as it headed past Crow Head and out towards open sea, never to be seen again.

Just over two weeks later, on July 5 a group of pilot whales were reported swimming, close to the shore at Ballinskelligs beach, on the nearby Iveragh Peninsula. Once again, they appeared, outwardly, to be in good health and with a little gentle persuasion from colleagues at Sea Synergy, they were coaxed away from the shore and they crossed the bay towards Waterville and again found deeper water.

An IWDG responder team with a rescue pontoon based in North Kerry were stood down. After extensive searching the following day, we can say with some certainty that they never stranded. We can only hope that like the sperm whale, they made it back out to deeper and safer waters. The similarities between these two unusual sighting events were remarkable. Two deep-diving species, within the same fortnight, on neighbouring peninsulas, at locations separated by a mere 15 miles.

Coincidence? Who knows!

Such events remind us that not all situations play-out as the manual suggests they might and that we still have much to learn about the dynamics that prevail when deep-diving Oceanic dolphins and whales turn up in shallow coastal waters. It seems

the best we can do is to prepare for the worst and hope that it won't come to pass. Occasionally we'll get lucky

A Pair Of 'Killers'

On July 21, for the second time in just over three months, a pair of "killers" were observed off Bray Head, Valentia Island, Co. Kerry. On reviewing the video and images sent to IWDG, we can confirm they are the adult males known as John Coe and Aquarius, who together comprise what's left of the Scottish West Coast Community Group of killer whales, who hail from the Hebrides. This latest sighting brings to three, the number of killer whale sightings to date in 2022, with the other record offshore of Ardglass, Co. Down.

This serves to remind us just how rare sightings of this apex predator are in Irish coastal waters. Clearly marine apex predators are similar to their terrestrial counterparts in as much as they need the freedom to forage over a wide area, to maximise their chance of successfully locating and killing prey that often has a patchy distribution, which in their case includes other marine mammals such as seals and even minke whales.

All-Ireland Watch Day Returns

Finally, we are delighted to announce the return of our popular All-Ireland Whale Watch day, and so on Saturday 20 August, in association with Inis, we will present Whale Watch Ireland 2022, which comprises free, guided, land-based whale watches at 18 sites along the Irish coast. Please note, there are no boats involved or bookings necessary. As always, our advice is to dress for the weather, bring your optics and sense of humour and leave your pets at home. Further details of all local watches and contacts details on www.iwdg.ie/events

www.iwdg.ie



Saturday 20th August, 14:00-16:00



news from Castletownbere

Helen Riddell



MFV Róise Catriona passing through the new breakwater to Castletownbere inner harbour - Photo courtesy Catherine Turner

Coast Guard Call Out

The Castletownbere Coast Guard team were called out on Sunday July 3rd after a punt started sinking in the Glenarriff area, activating the EPIRB. The fisherman who had been onboard the vessel made it to the shore safely, and the Coast Guard team were stood down a short time later while preparing to travel to the location.

The Shannon-based Coast Guard helicopter Rescue 115, Castletownbere RNLI Lifeboat and Bantry Inshore Search and Rescue Association were also tasked to the incident. On July 19th the team was called out when a visitor from the UK who had been out shore fishing for the day in Clonach near Allihies could not be contacted or located by his partner. The alarm was raised and the Coast Guard team were joined by the Castletownbere RNLI Lifeboat and the Shannon based Coast Guard helicopter was also tasked.

The missing fisherman was located safe by the Castletownbere Coast Guard crew members and all assets were stood down.

Festival of the Sea

The 2022 Castletownbere Festival of the Sea opened on Friday July 29th and running until Saturday August 6th with a packed programme of events, including all the regular and ever popular events, fishermen's skills competition, best dressed baby competition, gig races, live music as well as many new events. To check out all the excitement of the festival see the Castletownbere Development Facebook page.

Beara West Family Resource Centre

On Wednesday August 24th MABS (Money Advice and Budgeting Service) will give a general talk on money

and budgeting at the Beara West Family Resource Centre starting at 10.30am. Topics will include budgeting, options for maximising income, the options open to people who are struggling to make ends meet and having difficulties with mortgage or loan repayments. Booking is essential by contacting Claire on 083 159 9748.

Dursey Island

The Mayor of the County of Cork, Cllr Danny Collins visited Beara in July to see the construction works at the Dursey Island Cable Car which got underway on July 18th. The €1.2million project will see the replacement of the towers and island anchor frame to facilitate the reopening of Dursey Island Cable Car in November of this year.

Mayor Collins welcomed the start of the works, saying "this is an important step in reopening the system which is vital to the island residents and businesses of the Beara Peninsula. Dursey Island Cable Car was officially opened on December 5th 1969 to provide access for islanders and visitors. It is truly unique in that it is the only cable car in Europe that crosses open seawater and is an attraction in itself. It is used by more than 20,000 people a year and this work will safeguard it for future generations." The contractor, TLI Group Ltd are based in Abbeydorney, Tralee and the transport of materials to the island will be provided by a local marine contractor from Castletownbere.

Antrim to Allihies

Geraldine Lynch completed her 1000km fundraising hike from Antrim to Allihies, arriving into Allihies last Saturday July 23rd forty-one days after starting the hike in Antrim on June 13th. Geraldine undertook the walk to raise funds in aid of Breakthrough Cancer Research. Donations can be made at <https://www.idonate.ie/GeraldineLynch>

Coastal Walk

Clare Heardman, Conservation Ranger for Beara will lead a Coastal Walk on Sunday August 21st leaving Trafrask Pier, Adrigole at 10am. The event is part of National Heritage Week and participants will be lead on a 3km walking looking at the variety of coastal plants along the shores of Bantry Bay. This is a free event but advance booking is required by contacting 087 6781613 or botanistellen@gmail.com

Allihies Festival

The Allihies Festival will run from August 11th to 15th with a packed programme of events. On Thursday August 11th the Bernie O'Neill Memorial football blitz will start at 6.30pm at Cahermore GAA Pitch. Later that day at 8.30pm there will be a table quiz in Jimmy's Bar. On Friday August 12th the Allihies Singers will perform in O'Neill's bar from 9.00pm. Further events will be announced and advertised on the Allihies Hall Facebook page.

Bere Island Festival

The Bere Island Festival returned this year running from Tuesday August 2nd to Sunday August 7th with the children's and adults biathlons, sports day, water sports, 5-a-side football, a festival BBQ, live music and much more. www.bereisland.net

Fundraising Swim

Ken O'Shea has successfully completed a fundraising swim in aid of Castletownbere RNLI lifeboat from the Bull Rock Lighthouse to the Beara Peninsula. The five hour swim has already raised over €1500. Donations can be made at <https://www.justgiving.com/.../castletownbere>

International Fishing and Maritime News

Fishing Could Be Squeezed Out of Existence

Fishing is being subjected to 'spatial squeeze' by pressure exerted from other sectors and through government policies affecting traditional fishing grounds, that want to expand into the marine environment, a report commissioned by the UK National Federation of Fishermen's Organisations in the UK (NFFO) and the Scottish Fishermen's Federation (SFF), has concluded.



"The competition for marine space needs to be carefully managed to ensure that new industries can establish, co-existence can occur where feasible and existing sectors are able to thrive, the 29-page report says in an analysis of various threats to fishermen's access to traditional fishing grounds.

23% of the existing UK EEZ will be affected by proposals for offshore wind development and restrictive measures on fishing in Marine Protected Areas and this will increase to 49% by 2050, according to the analysis.

Wind, wave, tidal, offshore energy developments, dredging, aquaculture, finfish, shellfish, seaweed, power cables for inter-connectors, telecoms, are at a scale never before seen, with significant implications for fisheries and their future survival.

"The displacement of fishing activity under these future scenarios could be substantial and of a magnitude that cannot be absorbed by the remaining fishing grounds. This could lead to reductions in output and job losses in the fishing industry and upstream and downstream impacts on associated land-based industries, with

particular effects in coastal communities.

The full report can be downloaded on either the NFFO or SFF website.

Dutch Ports Closed by Fuel Protests

Fishermen in the Netherlands blockaded ports and disrupted ferry services in July, protesting against high fuel prices. Ijmuiden, Vlissingen, Haringen, Den Helder and Lauwersoog were affected.

Dutch skippers and crews were also objecting to the mandatory introduction of technology to remove NOx emissions from shrimp vessels fishing near to, or within, EU-designated 'Natura 2000' conservation areas where, they said, much of available shrimp catches were located. The 'scrubbing' equipment to remove emissions costs €75,000 per vessel and is not grant-aided by government. "Dutch fishing will be heading for extinction if we do not get support soon. There must be space left for fishermen. It's time that fishing got something back for all its efforts and hard work," fishing organisations said during the protests which went on for several hours.



Are Scientists Realising That Fishermen Are Right?

Scientists seem to be recognising what fishermen have been telling them for some time in advising that the North Sea allowable cod catch quota will be increased by 44 per cent next year to 22,946 tonnes, according to UK fishing organisations.

An increase in haddock on the Northern shelf by up to 160 per cent is also being recommended, according to initial reports. There is the possibility of an update of the initial TAC advice in February, but fishermen are being cautious about these changes and have stated that they come after several years of reductions and that the 2023 TAC will still be below what skippers and crews have noted on the fishing grounds about stocks.

NFFO, the UK National Federation of Fishermen's Organisations, is carrying out its own review of the differences between scientific advice and the experience of fishermen in the North Sea, particularly in relation to cod stocks. It is planned to put a submission, including proposals of how to deal with these issues, to a meeting of ICES, the International Council for the Exploration of the Sea.

A big increase in catches of whiting, smaller for plaice and a cut of 40 per cent in North Sea sole are also in the recommendations. There is disagreement over the ICES proposals for a zero catch of cod on the West Coast of Scotland. Scientists say that recruitment and spawning stock biomass continue to be very low, which is disputed by skippers who say there are abundant cod, particularly on the north west coast.

The CEO of NFFO, Barrie Deas, said differences between the scientific advice and management decisions on final TACs must take into account factors such as the socio-economic implications of changes in catch limits.

"From an industry point of view, it's good to know that our perception of the stock is being taken seriously. The fact that ICES is talking in these terms is an important development."

Norway Reaches Out to Sea for Fish Farming

Norway's Fisheries Directorate has chosen trial areas for offshore salmon farming as a number of the country's major fish companies are either planning or considering setting up operations away from what is becoming an increasingly crowded Norwegian coastline. The areas, from top to bottom of the country, are Norskerenna south, Frøyabanken

Nord, and Trænabanken. Norskerenna south is the area across is about 230 nautical miles from the UK coast.

Norway is also putting money into research on new strategies for feeding farmed cod. The Research Council of Norway is offering £800,000 in grants to cod farming businesses to fund this research to develop a feeding concept that takes into account cod's environmental response, eating behaviour and nutritional potential.

Mowi Doubles Profits

Mowi doubled its operating profit during the second quarter of this year with Scotland producing an improved financial performance from higher salmon prices, so the group's earnings before interest and taxation was €320m. against €137m. last year.



There was a dramatically improved performance from Canada, which turned an operational loss last year into a healthy profit. Farming Norway and Farming Ireland also reported higher operating profits. The global salmon farming group announced a total harvest of 103,000 tonnes, 5,000 tonnes down on a year ago.

Fish Only Exist on Paper

A 'Brexit bonanza' in sprat, promised in non-sector quotas, issued for the first time in the UK did not materialise along the East Coast, where fishermen reported that the fish did not exist, where there had been a thriving fishery.

On the Thames, where an extra sole quota was allowed, fishermen could also not find the fish to support it. "The fish only exist on paper or in the spouting mouths of politicians," fishermen reported.

EU and Norway Controls Agreed

The EU and Norway have agreed to 'modernise' the exchange of fisheries data for control purposes.

A common software platform for data exchanges, the FLUX Transportation Layer, developed by the European Commission, will be used. The new system will not come into use until January 1 of next year when it will include the use of software to exchange vessel position data.



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RNLI Lifeboat Crew Take to the Pitch at Croke Park to Promote Water Safety Partnership with the GAA



Lifeboat crew from around the island of Ireland, took to the pitch during the All-Ireland Senior Hurling semi-final at Croke Park at the beginning of July, to promote the charity's partnership with the GAA on water safety. Before Limerick and Galway battled it out for a place in the final and in front of a packed stadium and TV audience, RNLI volunteers, dressed in their full kit, unfurled a giant flag showing an all-weather lifeboat in action.

Alongside this activity, pitch-side interviews were done by RNLI Coxswain and Trustee Paddy McLaughlin, Antrim Hurler Neil McManus and the RNLI's Head of Water Safety Gareth Morrison, who all shared water safety advice and highlighted the importance of the work of the partnership. Flanking the tunnel where the players came onto the pitch were RNLI volunteers Damien Payne from Dun Laoghaire and Jen Harris from Howth, who also stood alongside the team captains for the coin toss ahead of the match.

The RNLI and GAA water safety partnership was established in 2017 to raise awareness of drowning prevention and to educate communities on how to stay safe in and around the water. The partnership is part of the GAA Healthy Clubs' programme and has seen RNLI lifeboat crew visiting GAA clubs around Ireland to deliver water safety talks to all age groups. Within a 10km radi-

us of the 46 RNLI Lifeboat Stations on the island of Ireland, there are 333 GAA clubs. From the first year of the partnership, the GAA have invited the RNLI to Croke Park for an All-Ireland Semi-Final, where the charity has reached new audiences that may someday save a life themselves with water safety advice.



Also in attendance at the match was the RNLI's Director of Lifesaving Operations, John Payne, Chair of the Irish Council, John Killeen, RNLI Head of Ireland, Anna Classon, Head of Lifeguard Services, Robbie Warrington and

Natasha Davies, Head of Business Performance and Strategic Services. The RNLI hopes the success of the GAA partnership can be replicated with other organisations and groups to share the message of water safety as widely as possible.

Speaking about the event, Gareth Morrison, Head of Water Safety said, 'This

was an amazing opportunity to be given by the GAA and it shows the importance of working in partnership with organisations who share our values. With so many people watching and listening, we are bringing important water safety messages to a huge audience, that could one day save a life.'

Commenting on the partnership and his role in it, Antrim Hurler Neil McManus said, 'I am proud to have been involved in this partnership from the beginning.

Growing up in Cushendall, the sea is on our doorstep and there are more people using it and enjoying it, all year round. In our community, the lifeboat station and the GAA club are next to each other, and you see the shared values of volunteerism and pride in where you live.

'I know we can save lives in sharing this advice and I hope we can bring more people with us as we do it and make everyone a lifesaver.'



Wicklow RNLI were delighted to welcome Jordann Wizowski and his mother Megan to Wicklow lifeboat station for a very special presentation. Five year old Jordann completed a walk between the present Wicklow RNLI lifeboat station and the former station on the Murrough as part of the RNLI Maydaymile challenge and raised €250 from family and friends in the process. Jordann who is a RNLI Storm Force member presented the cheque to Santiago Balbontin from the Wicklow RNLI Fundraising branch, and was delighted some of the volunteer crew gathered for a photograph.

Project Ireland Is Still Failing Within Europe as Our Answer Is Decommission Again



Brendan Byrne, Chief Executive of the IFPEA reflects on the past thirty years in the industry where we have a complete absence of innovation, development and progress over the past thirty years from those that are charge of policy and direction of the industry who have become overly fixated on regulation



IFPEA

For the August bank holiday weekend, I attended the 30th year reunion of my secondary school, the class of 1987 to 1992 that attended the Carrick Vocational school, a small technical school in southwest Donegal. While the reunion was enjoyable, I used the time since then to review the same period within the Irish fishing industry especially now in my position of CEO of the IFPEA. I can safely state that the Irish fishing industry was in a much better and stronger position during the years 1987 to 1992, than it currently is and that my friends sums up the problems we face as an industry presently.

We have a complete absence of innovation, development and progress over the past thirty years from those that are charge of policy and direction of the industry who have become overly fixated on regulation. We have allowed a situation to develop where we have gone from occupying a centre stage position to the current reality where we have no political presence whatsoever.

Politically we have gone from having Minister for the Marine, with full responsibility for all matters marine and fisheries to our present position whereby we are occupying a proportion of an overall incredibly busy department made up of all matters agricultural, from farm to fork, from forestry to horticulture, from food production to food marketing and finally from fish to failure.

In 1987 the year I commenced my secondary school education, the Minister appointed for Marine affairs was Brendan Daly, John Wilson succeeded him as Marine Minister in 1989 and in 1992 Micheal Woods was made Minister for the Marine – three very capable Ministers in their time. So throughout the period of my secondary education Marine was viewed by three different governments as sufficiently important to warrant a full ministry at Government.

Why then, has things deteriorated and changed so badly against us since 1987, 30 years is a long time in an individual's life but not long in political circles. An island nation with 12% of EU waters, the most valuable fishing grounds in all of western Europe and fishing as an industry is in constant decline especially over the past 20 years? Surely such an outcome would not be possible! How can an industry surrounded by the greatest available asset which is the supply of fish be under pressure?

While individual fish processors and producers over the past 30 years have driven the change at their respective levels, the overall national picture in marine has been a complete disaster. The transformation we have witnessed within fishing during this period has been driven by industry, the investment made was by industry and they invested heavily

in the future. While, it must be added during the same period we have gone from an active mainstream department of Government, to a department that has lost its way with industry, no longer commands the respect of industry and is completely out of touch with project Europe in terms of how our EU coastal state colleagues have progressed their respective industries during the same period. Why would I be so critical, it is simple the European statistics prove the case beyond any doubt we are failing within project Europe.

Yet again another set of Eurostat's show, Ireland fish processing sector in decline. Between 2014 to 2019 with the exception of 2017 when output increased that year, our fish processing value has declined by 16% from the 2014 baseline. The decline would not factor in any of the Brexit quota transfers or TCA agreement, and therein is the real worry.

Others succeed while we falter - During the same period, other EU Member states succeed in fishing, let's look at Belgium for example. Belgium a country with an overall coastline of 67km, in 2019 their fishing processing industry turnover was worth €961 million, Ireland's fishing processing turnover for the same period was €622 million. We have a coastline of over 4,500 kms and 12 % of EU fishing grounds, Belgium have less than 1% of EU waters.

For the same period, we recorded the decline of 16% in fish processing (2014/2019), the Belgium fishing industry actually grew in size, as did the French, Spanish and German fish processing. Therefore, why are we declining consistently, while other member states record growth in scale and size in their industries.

The reality, especially in the case of some of these EU states, the percentage of the fish they process that is actually caught in the Irish EEZ is extremely high, so they are rapidly expanding on the basis of stocks caught by them in Irish waters, that we are prevented from catching in the waters around our island. Can the Common Fisheries Policy be held responsible for all our woes or are we just failing to drive the change necessary at European level through successive governments?

The seafood taskforce demonstrated to me first hand, that some of our greatest challenges still remain at home as opposed to blaming Europe for everything. I always compare our industry to others, if any other sector continuously recorded decline, new approaches would be found and direction would be changed by Government – nothing changes in this industry it seems and that is now the greater part of the problem we face.

The fact is Ireland just makes the top ten of the fish processing countries of the EU at present, we are placed 10th in the league table of states – The countries ahead of us are; Spain €6.930 billion, France €4.823 billion, Poland €3.326 billion, Denmark €2.503 billion, Germany €2.196 billion, Italy €2.165 billion, Portugal €1.354 billion, Netherlands €1.039 billion, Belgium €961 million and Ireland in tenth position with €622 million. Again, these are the figures for

2019, and do not consider the TCA/Brexit quota transfers. All data used is from EUROSTAT.

Well done to these countries that have grown their fish processing industries, we do not begrudge your success we only hope to someday replicate it. But, before we ever get to the point of recovery, we need to take a cold hard look at what has led us to the place we now find ourselves in – the bottom of the league table of success.

Decommissioning solves nothing it only steals the future from another generation.

The IFPEA cannot support decommissioning of any of our fleet, this is our consistent view and the recent announcement that we are to decommission 30% of our white fish fleet is a sad day for our island nation. No processor can ever support the reduction of a fleet, and while the baseline for supply is getting narrower, which is regrettable and concerning for all small-scale processors and especially the fish retail sector. One needs to start to ask the question, what is the overall plan for the future.

The past number of months have proven extremely difficult for sourcing supplies for our fish shops, retail outlets and small-scale processors, these occupy the frontline of the Irish fish industry, as it is they that meet the general public on a daily basis. The decommissioning was announced the very same day as the Common fisheries policy review group signed off on their final report into sets of advice to the Minister for future quota opportunity, lets hope our decommissioning is not jeopardising any potential opportunity which might present itself through that report.

Still no support measures in energy crises for processing sector - Despite the EU Commissioner permitting it and bringing in guidelines for the support in March 2022 and the EU Parliament voting to support it; while other EU countries implementing actual measures, which is currently compensating energy costs facing the fishing fleet and processing sector including aquaculture - the Irish Government are failing to offer any assistance for the fishing industry by way of energy relief measures.

EMFF and EMFAF are funds which are available and identified by the EU Commission for providing relief for the sector. But, our Government seems to believe that the global energy crises resulting from the invasion of Ukraine and world inflation is having no effect in Ireland.

The reality is a majority of processors are currently experiencing price hikes of 200% in energy costs, many of whom are coming out of fixed term contracts for the purchase of energy and in the intervening two years prices have risen by 150 to 250%; how our Government cannot see that is baffling, the French have recognised it, as have the Spanish as both these countries have already put in place support measures.

The level playing field is our own to give. - One would still hope that even yet, that our industry can be supported in line with other EU Coastal states by our own Government, this time "the level playing field" is solely at the discretion of our own politicians as opposed to Europe.

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Your Industry Needs You Minister McConalogue!



In an open letter Cormac Burke, Chairman of the Irish Fishing & Seafood Alliance asks the Minister to come out in genuine support of the Irish Fishing industry



Dear Minister,

As the Irish fishing industry begins to crumble under the burden of crippling fuel costs it has become clear that your actions, or rather your lack of action, is contributing greatly to the decimation of all sectors of the fleet and of the rural coastal communities that rely on them.

Despite attempting to give your parliamentary colleagues (and the general public) the impression that all is well and is 'under control' with your marine brief, the reality is that, through a term of office rife with poor decisions and voluntarily completely ceding control to your Dept. Marine officials, you are presiding over the ruination and eventual termination of an industry that has played a critical role in the economies and traditions of Irish coastal regions for

many generations.

At a recent meeting with fishing industry representatives (of which you again excluded the IFSA but that's okay as people by now understand your reluctance to involve this body and to try to keep quiet the fishing organisation with the highest number of supporters in the country as you don't want their voice heard), you informed the meeting that you had no intention of aiding fishermen with any sort of fuel assistance because other nations are not doing so and therefore this is "a level playing field".

Well here's your level playing field....

Three similar sized demersal fishing trawlers all on a trip working in Irish waters – one Irish, one Spanish and one French – again, to emphasise, all fishing in IRISH waters.

Under current diesel prices, it cost each of the vessels approximately €40,000 to fill

up before going to sea and, given an average to good trip, the gross revenue from fish sales would be in the region of €72,000

Therefore, with zero fuel subsidy, the Irish skipper's 'net' revenue is approximately €32,000 from which he must then deduct costs of food, insurance, and new or upgraded trawl gear before dividing up the remainder amongst himself and his crew as salary for the trip which could be anything from 8 to 15 days long.

With the same gross revenue, but also with a 20% fuel subsidy IF this fuel is purchased in their home nation (a subsidy that the Irish minister claims doesn't exist), the Spanish vessel has a net revenue of €40,000 and the French vessel, with a 35% fuel subsidy (again that the Irish minister claims doesn't exist) enjoys a net revenue of €48,000 – some €16,000 more than his Irish counterpart, fishing in Irish waters.

But now, to rub salt into the Irish skipper/owner's wounds, French and Spanish vessel are also able to spend a portion of their trip to nip on to the Porcupine Bank and pick up ten tonnes of prawns with a conservative price return of €150,000 and meanwhile the Irish vessels are not permitted to go to the Porcupine Bank for reasons of not having enough quota left and yet must watch French, Spanish and even non-EU U.K. vessels all fish away on this same stock as they do have this quota remaining.

And, just to twist the knife, the lorries that come to Ireland to collect the fish caught in Irish waters by French and Spanish vessels are also considered by their governments as being part of the fishing industry and therefore their transport costs

are eligible for the same fuel subsidy that their fishing vessel are.

A "level playing field" Minister? Why would you even think that Ireland's fishermen will accept this situation?

One cannot help but go along with the general opinion in the industry that this "to hell with them" attitude is little to do with funds or budgets and more to do with leaving fishermen to drown in their own unsupported unworkable ventures and that they will eventually have no other option other than to run for the fleet decommissioning scheme as soon as it becomes available.

It seems clear that the strategy is to make lemmings out of fishermen and hope that they themselves will jump off the cliff before they have to be pushed off.

This outrageous mishandling of the catching sector cannot and will not be allowed to continue and the people of this industry urge you Minister to take what time you have left in office to come out in genuine support of this industry – not what you have thus far classed as 'support' in forming task force groups and think tanks – but real financial support in the form of something that will physically give people a few euros back so that they might at least try to survive the current crisis.

The management of our fishing industry is once again making all Irish people the laughing stock of Europe and making many of our fishing communities ashamed to be part of what looks like will be the last generation of fishing families.

**Sincerely,
Cormac Burke,
Chairman, Irish Fishing & Seafood Alliance (IFSA)**

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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).

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



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Darragh O'Donoghue with a very rare Flying Fish caught with his grandfather Taigh O'Regan of Union Hall on the beach and subsequently photographed and released.

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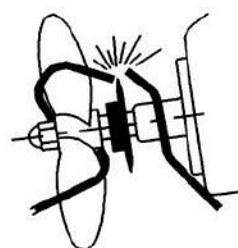
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New Species of Sunfish Discovered in NW European Waters: Sharptail Mola (*Masturus lanceolatus*) in the NE Irish Sea

Declan Quigley reports

On 3 November 2021, Niamh Gilmore discovered a dead, albeit fresh specimen of the Sharptail Mola (*Masturus lanceolatus*) measuring c.50 cm total length (TL) stranded on Powillimount Beach (54.8895°N, 3.5698°W), near Kirkbean, Solway Firth, Dumfries and Galloway, SW Scotland in the NE Irish Sea (Fig. 1). The specimen represents the first record of *M. lanceolatus* from NW European waters.



Figure 1. Sharp-tail Mola (*Masturus lanceolatus*) from the NE Irish Sea (03.11.2021)

Although the taxonomy of the Sunfish Family (*Molidae*) is still in a state of flux, at least three genera and five species are currently recognized. Up until recently, only two species of Sunfish were known to occur Irish and other NW European waters: Ocean Sunfish (*Mola mola*) [and Slender Sunfish (*Ranzania laevis*)].

Sharptail Mola (*Masturus lanceolatus*)

The Sharptail Mola (*Masturus lanceolatus*) is found throughout the world's oceans. However, apart from a few isolated records from the tropical NE Atlantic (Azores, Canaries & Senegal), the species appears to be more common in the Western Atlantic where it ranges from North Carolina southwards to SE Brazil. *M. lanceolatus* is easily identified by its unusually pointed tail which becomes increasingly prominent as the fish grows (Fig. 2).

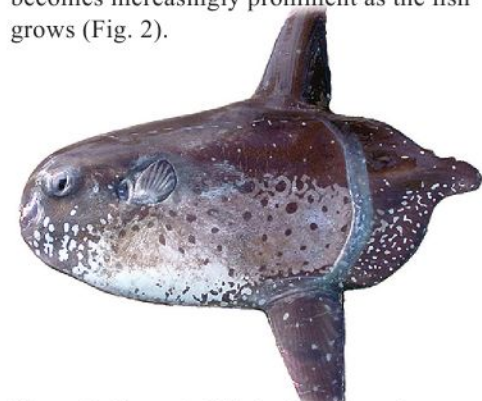


Figure 2. Sharp-tail Mola (*Masturus lanceolatus*) (Photo Dr. Kwang-Tsao Shao, Taiwan)

Ocean Sunfish (*Mola mola*)

The Ocean Sunfish (*Mola mola*) [Fig. 3] is generally considered to be a relatively common summer time visitor to NW European waters. Specimens measuring up to 333 cm TL and weighing up to 1.32 tonnes have been reliably recorded off Santa Catalina Island (California) [September 1919], and off Mihonoseki Lighthouse (Japan) [November 2017] respectively.

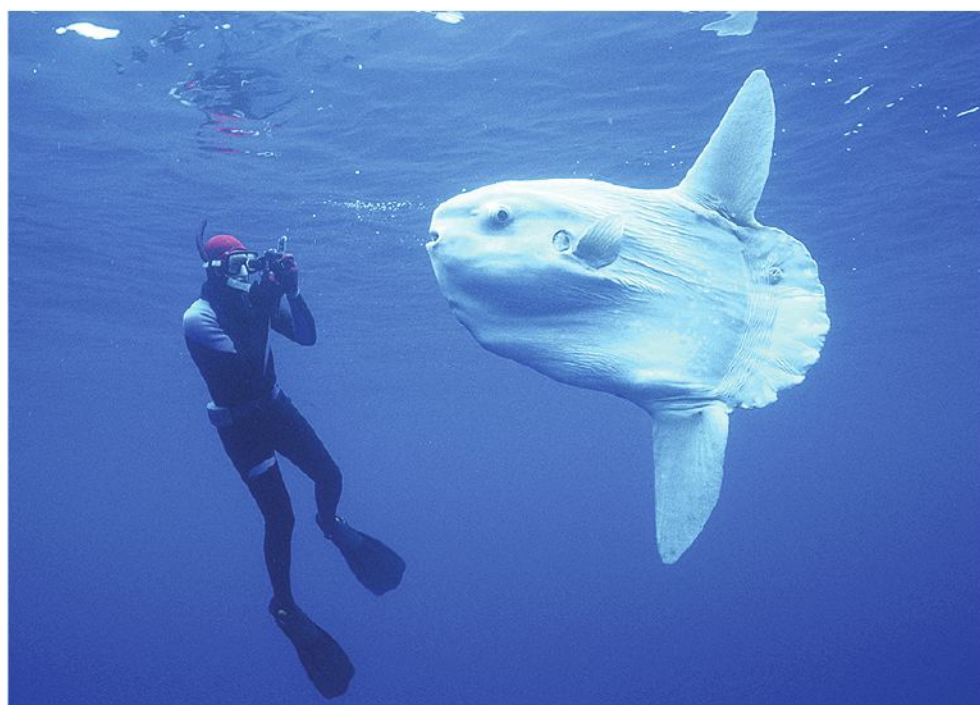


Figure 3. Ocean Sunfish (*Mola mola*) (Photo Mike Johnson)

Slender Sunfish (*Ranzania laevis*)

The Slender Sunfish (*Ranzania laevis*) [Fig. 4] has rarely been recorded from Irish and NW European waters. Indeed, there are only 6 records from Irish waters and about 15 records from UK waters. However, during September 2000, about 200-300 specimens were captured by French tuna drift-netters in the Bay of Biscay and Celtic Sea, which suggests that the species may occur more frequently in offshore waters. *R. laevis* is the smallest species of sunfish. Specimens measuring up to 74 cm TL and weighing up to 8.2 kg have been reliably recorded in the Atlantic, and in Palk Bay (India) [March 1998] respectively.



Figure 4. Slender Sunfish (*Ranzania laevis*) [Photo Declan Quigley]

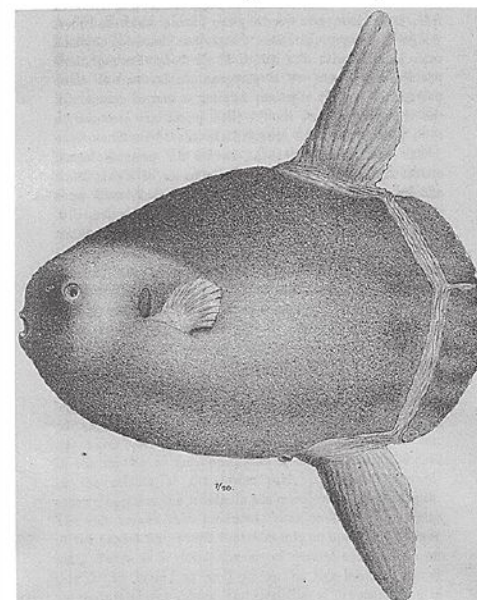
Hoodwinker Sunfish (*Mola tecta*)

Although the Hoodwinker Sunfish (*Mola tecta*) [Fig. 5] is primarily confined to the southern hemisphere, there is an unconfirmed but creditable late-19th century (December 1889) report of a large mature female specimen measuring 223 cm TL stranded on the Dutch coast (Ameland Island) [Fig. 6]. Specimens measuring up to 242 cm TL and weighing up to 52 kg (but most likely much heavier) have been reliably recorded from Otago Harbour (New Zealand) [1961], and off North Taranaki Bight (New Zealand) [December 2015] respectively.



Figure 5. Hoodwinker Sunfish (*Mola tecta*) [Photo Laith Jawad, New Zealand]

Figure 6. Hoodwinker Sunfish (*Mola tecta*) from the Dutch coast (13.12.1889)



Giant or Bump-head Sunfish (*Mola alexandrini*)

During November 2017, a fifth species, the Giant or Bump-head Sunfish (*Mola alexandrini*) [Fig. 7], formerly known as the Southern Ocean Sunfish (*M. ramsayi*), was positively identified from Norway (Buvika, near Trondheim, Trøndelag County; 63.3000°N), representing the first record of this species from NW European waters.



Figure 7. Giant or Bump-head Sunfish (*Mola alexandrini*) [Photo Erik van der Goot]

Prior to this, *M. alexandrini* had only been previously recorded in the NE Atlantic as far north as NW Africa (Cape Verde Islands, Canary Islands, Madeira and the Azores). *M. alexandrini* is the world's heaviest bony fish. The largest authenticated specimen weighing 2.3 tonnes and measuring 272 cm TL, was captured off Kamogawa (Japan) during August 1986. However, an even longer specimen, measuring 332

cm TL, was taken off Aji Island (Japan) during August 2004.

Considering its recent discovery in Norwegian waters, it seems likely that *M. alexandri* may also be in Irish waters. Indeed, some 19th century illustrations (Figs. 8-10) and a more recent press photograph (Fig. 11) of exceptionally large Sunfish from Irish waters may have been this species.

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ILLUSTRATED LONDON READING BOOK.

SUN FISH.

While lying in Little Killery Bay, on the coast of Connemara, in her Majesty's surveying vessel, *Sphinx*, we were attracted by a large fin above the surface, moving with an oscillatory motion, somewhat resembling the action of a man sculling at the stern of a boat; and knowing it to be an unusual visitor, we immediately got up the harpoon and went in chase. In the meantime, a country boat came up with the poor animal, and its crew belittled upon it sundry blows with whatever they could lay their hands on—oars, grappling, stones, &c.—but were unsuccessful in taking it; and it disappeared for some



few minutes, when it again exhibited its fin on the other side of the Bay. The dull and stupid animal permitted us to place our boat immediately over it, and made no effort to escape. The harpoon never having been sharpened, glanced off without effect; but another sailor succeeded in securing it by the tail with a boat-hook, and passing the bight of a rope behind its fins, we hauled it on shore, under Salrock House, the residence of General Thompson, who, with his family, came down to inspect this strange-looking

FRONT VIEW OF SUN FISH.

Figure 8. Sunfish from Little Killery Bay, Connemara (Illustrated London Reading Book, 1850)
Figure 9. Sunfish caught off Cork Harbour (Illustrated London News, 22.09.1855)

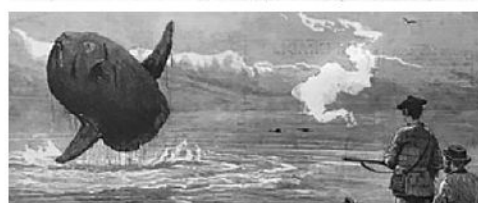
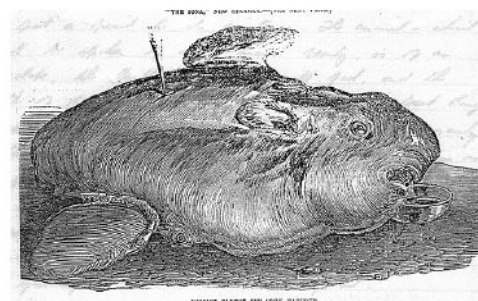
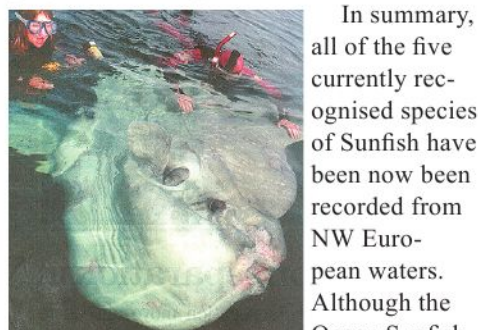


Figure 10. Sunfish Hunt, West coast of Ireland (Harpers Weekly, May 1883)
Figure 11. Sunfish from Maharees, Co Kerry (September 2003)



In summary, all of the five currently recognised species of Sunfish have been now been recorded from NW European waters. Although the Ocean Sunfish (*Mola mola*) was generally assumed to be the commonest species, it is clear that this may not always be the case (particularly based on sightings), so all specimens should be critically examined.

Declan is always interested in receiving reports about unusual specimens from Irish waters (WhatsApp: 087-6458485; Email: declanquigley2021@gmail.com)

Brexit Liquidity Aid Scheme Announced for Fisheries Cooperatives

A new Brexit mitigation scheme has been announced for fisheries co-operatives negatively impacted by the reduction in quotas arising from the Trade and Cooperation Agreement. The Brexit Fisheries Cooperative Transition Scheme delivers on a recommendation of the Report of the Seafood Task Force.

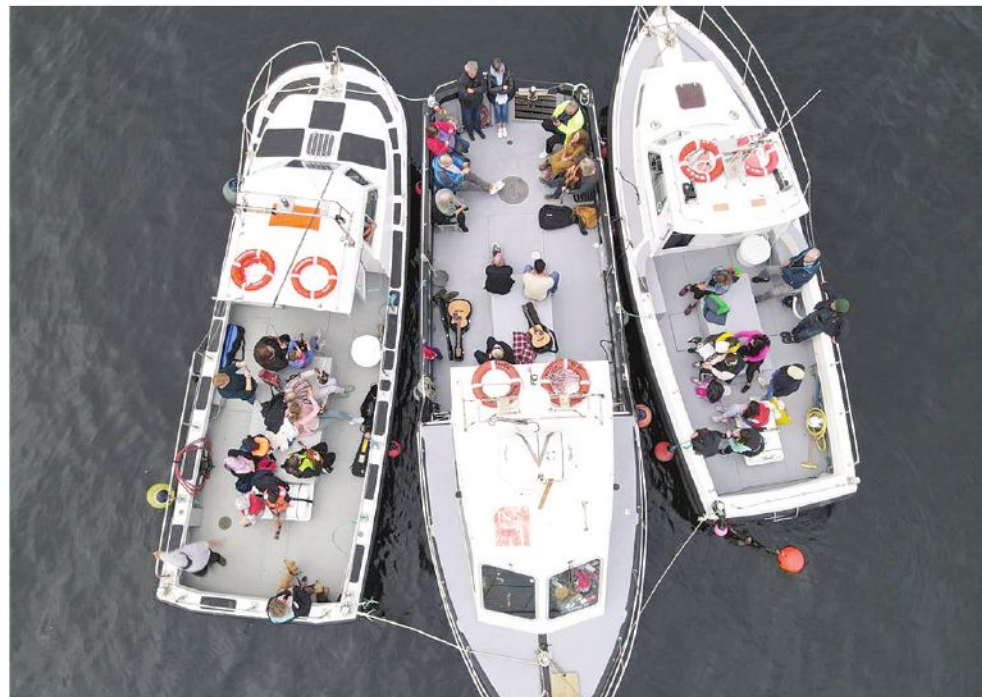
Announcing the Scheme, Minister McConalogue said: "I am pleased to announce the implementation of a further recommendation of the Seafood Task Force, designed to assist fisheries cooperatives to overcome the impacts of the reduction in quotas arising from the Trade and Cooperation Agreement. Our Fisheries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

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

"The Brexit Fisheries Cooperative Transition Scheme I am announcing will provide liquidity aid of 7.5% of the reduction in fish

sales for the Co-operative's boats compared to 2019, up to a maximum payment of €250,000 per qualifying Co-operative.

"The Scheme will be open to fisheries cooperatives that are primarily focused on TCA quota species, that is, cooperatives whose members' landings comprise 75% or more TCA quota species."



Passengers all aboard for the Sliabh Liag Boat Trips in Teelin - Photo courtesy Paddy Byrne

Watch Officer Shortages at Coast Guard Stations Questioned by West Cork TD

An 'outage' at Valentia Coast Guard Radio Station in Kerry for what was stated to be 12 hours on a Sunday night was reported in the media last month and cited as being indicative of a lack of Watch Officers.

The issue was raised by West Cork Dáil Deputy Christopher O'Sullivan who said that all Coast Guard stations should be fully staffed and he was seeking to have the matter looked into. The Department of Trans-

port said the responsibilities at the time of the quoted 'outage' were shared between Malin Head and Dublin Centres and that this arrangement had been pre-planned due to staff availability issues.

There are understood to be vacancies for Watch Officers at all three Coast Guard stations. Six are said to have been recruited and more will be advertised for.

It was reported that staff members at Valentia had been covering extra shifts because of the shortage of personnel.

Royal Navy May Protect Underwater Cables in Southern Irish Waters

Marine Times Reporter

About 140 nautical miles South West of Cork a group of underwater cables converge, which were mentioned in the Commission on the Defence Forces report that suggested the Naval Service needed an enhanced capability to monitor these and other cables.

The Government has undertaken to upgrade the Naval Service fleet but, with typical Departmental civil service insouciance when seeking to avoid direct commitment on a specific issue, the Department of Defence has said that the recommendations of the Commission did not specify subsurface capability requirements. It seems that the British Royal Navy is taking a different approach which stems, it is understood, from concern about the vulnerability of these cables which pass through the Irish EEZ, maintaining connections between the UK and USA.

Last January Russian Naval exercises

were planned to include the area where the cabling converges. These were moved after protests, emanating mainly from the South/West fishing industry, later added to by the Irish Government.

Russia has naval capability to interfere with underwater cables, according to security sources.

The Royal Navy is reported to be building a multi-role ocean surveillance ship to operate in the North Atlantic sector, its design incorporating protection and surveillance of the security of underwater cables, to "safeguard critical infrastructure."

Bord Bia to BIM back to Bord Bia

An interesting development at the national fisheries board, Bord Iascaigh Mhara where it has been announced that its CEO, Jim O'Toole is to be the new CEO of Bord Bia.

The CEO at BIM which he succeeded, Tara McCarthy, also moved from the main role at BIM to the same position at Bord Bia from whence they both moved to the CEO role at BIM.

Tara McCarthy is moving to Alltech as GLOBAL Vice President. It employs 6,000 around the world engaged in animal and plant nutrition. Based in Kentucky, USA, it was founded by an Irish scientist, Pearse Lyons.

Jim O'Toole will take up the role at Bord Bia from 1st November.



Isaac White age 10 and Seren Flavin age 9 at Galway Docks welcoming the Tom Crean on its maiden voyage home to Ireland. Picture Jason Clarke

Boost For Coastal Communities, As Skills Development and Training Eligible for Funding under Brexit Blue Economy Enterprise Scheme

The fast-changing and evolving landscape of Ireland's post-Brexit blue economy mean the skills needed for the types of jobs in these coastal communities are also changing and evolving.

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

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

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

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

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

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

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

The Scheme has a €25 million budget available in 2022 and 2023, funded under the EU Brexit Adjustment Reserve. In Ireland, about 1.9 million people live within 5km of the coast and many communities along the Irish coast depend on blue economy industries such as tourism, fishing and aquaculture.

For more details visit bim.ie

National Fisheries Colleges of Ireland



Upcoming Courses 2022

AUGUST

- Deck Officer Second-Hand Full Certificate of Competency:
22nd Aug - 9th Dec - Greencastle
- Deck Officer Second-Hand Full Certificate of Competency:
29th Aug - 14th Dec - Castletownbere

SEPTEMBER

- Enhanced Safety Training:
1st Sept - Greencastle
- Three Day Basic Safety Training:
5th - 7th Sept - Greencastle
- Three Day Basic Safety Training:
6th - 8th Sept - CTU 2, Howth
- STCW Medical Care Aboard Ship:
12th - 16th Sept - Castletownbere
- Three Day Basic Safety Training:
12th - 14th Sept - Greencastle
- Deckhand Foundation Course:
12th Sept - 20th Oct - Greencastle
- Three Day Basic Safety Training:
13th - 15th Sept - Castletownbere
- Three Day Basic Safety Training:
13th - 15th Sept - CTU 2, Howth
- STCW Personal Safety and Social Responsibility:
15th Sept - Greencastle
- Commercial Scuba Diving Operations:
26th Sept - 21st Oct - Castletownbere

OCTOBER

- STCW Advanced Firefighting:
3rd - 7th Oct - Castletownbere
- Three Day Basic Safety Training:
11th - 13th Oct - Castletownbere
- Three Day Basic Safety Training:
17th - 19th Oct - Greencastle
- Three Day Basic Safety Training:
25th - 27th Oct - Castletownbere
- Enhanced Safety Training:
27th Oct - Greencastle
- Surface Supplied Diving Operations:
31st Oct - 25th Nov - Castletownbere

NOVEMBER

- STCW Fire Prevention and Firefighting:
15th - 17th Nov - Castletownbere
- Navigational Command & Control (Fishing):
21st Nov - 2nd Dec - Castletownbere
- Three Day Basic Safety Training:
22nd - 24th Nov - Castletownbere
- STCW Medical Care Aboard Ship:
28th Nov - 2nd Dec - Castletownbere

DECEMBER

- Three Day Basic Safety Training:
6th - 8th Dec - Castletownbere

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

Castletownbere College - Della O'Sullivan
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Rialtas na hÉireann
Government of Ireland

www.bim.ie