

MARINE TIMES

IRELAND'S LEADING MARITIME NEWSPAPER

JULY 2022 - PRICE €3



A La Garde De Dieu - Photo courtesy Donal Healy



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Unused Quotas Held by EU Member States in Irish Waters Should Be Ended

CFP Review Group Will Tell Minister to Target Them Are Marine Department Officials Blocking a Fuel Subsidy Scheme for the Fishing Fleet?

Newspaper for Ireland's Fishing, Marine and Coastal Communities

Published Monthly Volume 35 No. 02
ISSN 0791-1548 July 2022

Price: €3.00 - ISG. £3.001

ISSN 0791-1548



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the fine Art of Marine Finance

by Art Kavanagh

"Failing to Plan was Planning to Fail"

A wise man once observed that "Failing to Plan was Planning to Fail". An essential element of any planning process is the availability of some knowledge on which to base assumptions.

In fishing at the moment Planning is difficult in that we cannot predict what our quotas might be going forward. What fuel costs will be. Will we be allowed access to Rockall? Not sure if anyone knows the answers to any of these things.

The other big elephant in the room is De-Commissioning. **SOMEONE** does know what the proposals on that are because we are told that they have been sent to Brussels for approval despite having had tacit approval after the report of the Task

Force.

Maybe if those in charge were to share the proposals with the industry some advance planning might ensue.

Lads might decide to consider the Scheme or maybe having previously been inclined towards it- having seen the proposals decide not to go ahead.

Why are those who the scheme is aimed at supporting not being kept in the loop.

How secret can it be???



Gene O Sullivan with his son Jamie on the MFV Sainte Marie De La Mer following the new arrival MFV Dillon Owen II at Castletownbere - Photo by Lisa O Donovan

Do they think that fishermen are completely incompetent, or Stupid, or so crooked that they will manipulate the conditions of the Scheme if they have some advance knowledge of what it will contain.

At the moment we have figures being thrown about with absolutely no substance.

This in any business setting is extremely dangerous and is I suppose typical of the way in which our Government manages its affairs.

The art of making a total hash of everything you touch is a special gift granted to only a few, many of whom have the @ **GOV.IE** in their email address.

The same few who are managing the Health Service, The Education and Housing Sectors and God help us all the Transport and Local Government Sectors.

The fuel price issue is absolutely terrible for the fishing fleet and may push lads into considering the De-Commissioning option.

It is for lots of sectors but for the fleet landing fresh wet fish it is almost terminal. I suggest that some inclination of what the De-Commissioning Scheme might offer would allow those "on the edge" to make some decision.

Obviously the EU might refuse to allow the Scheme to go ahead and that can be dealt with at the time.

I say to the Minister and to his officials - If you have no Interest in allowing our fishing sector to survive and develop- **THEN SAY IT !!!**

Don't lie to us and pretend to be something that you are not.

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In our planning for the future now we must factor in the effects of the fuel price. Your fishing effort must be more targeted and the days of speculative fishing must be forgotten.

Every fish landed now must count and be sold for the Maximum Price.

We must try to calculate the actual cost of catching the various species in terms of the fuel cost per kilo of fish caught. That will determine if it is worth your while targeting certain species.

One of my more eminent fishermen

clients coined the phrase "**SPEND EARN RATIO**" which describes the concept in three words.

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BIM have launched a series of Grant Aids under the title of BREXIT BLUE ECONOMY ENTERPRISE DEVELOPMENT SCHEME

This is well worth a read lads as it may afford you an opportunity of creating efficiencies within your business which may help to overcome other difficulties.

Many of the difficulties stem from outside sources over which we have no control.

Sadly many difficulties are created by our own administration which we might have hoped would help us. This in industry terms is a form of "Self Mutilation"

Maybe this scheme will do this. Have a look at it and maybe BIM might organise some local information evenings to explain the workings and what the grants might actually cover.

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These are tricky times lads and we must hurl it cute and examine the options. Those options can include advice on the targeting of specific species, the markets to optimise the prices, fuel efficiencies which may result from gear changes.

I'm not expert enough to speak on the technicalities- but amongst yourselves there are many experts.

I suspect on the opposition benches in Government there are many experts, as they are on everything. This morning (Sunday 26 June) I watched in awe and disbelief at one of the PBP Deputies basically promoting the establishment of a Socialist State.

Who votes these people in???

Do they not know that each of them costs the State over €100,000 per year???

Maybe they know someone who is geared up for the manufacture of Grey Suits because that's where they would be pointing us Lads. Like CHINA!!!!

Stay safe everyone!!!!

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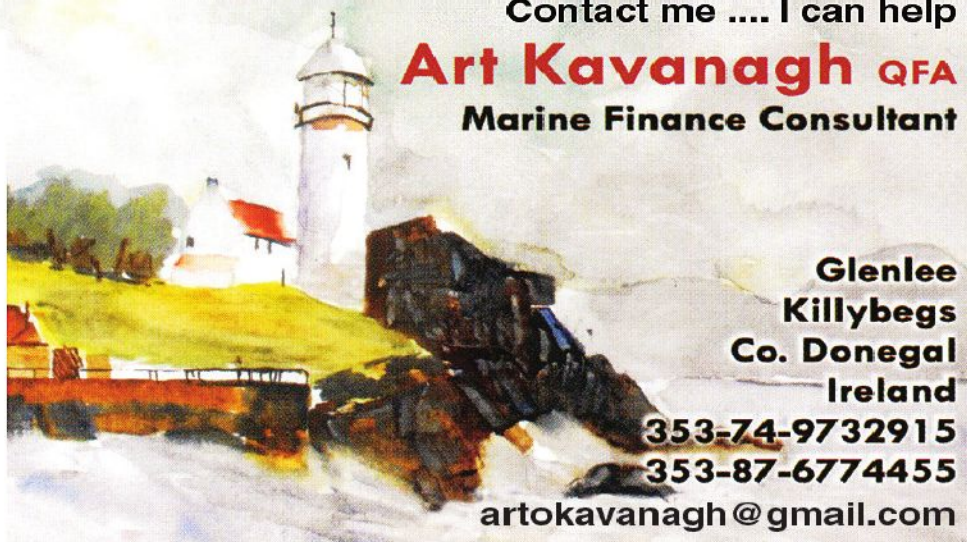
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Dillon Owen II making her maiden voyage to sea. Wishing Paddy "Ownie" O Sullivan, family and crew safe seas and good fishing. Photo © Anne Marie Cronin Photography

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The Future for Retired Fishing Gear Under the Clean Oceans Initiative



At the launch of the Bord Iascaigh Mhara Clean Oceans Initiative Fishing Gear Retirement Scheme to coincide with World Oceans Day are BIM Chairman Aidan Cotter, fisherman David Kirwan, Minister McConalogue and BIM CEO Jim O'Toole.

A Fishing Gear Retirement Scheme, as part of the 2022 Clean Oceans Initiative has been recently launched by Minister McConalogue. BIM plays a key role in supporting the Irish seafood sector and our local communities together under the Clean Oceans Initiative to ensure waste impacts are minimised and mitigation efforts are developed and recognised.

Plastics in the marine environment are now high on the sustainability agenda. In response to this, the EU has published several strategies with supporting legislation for Member States. These cover areas such as the circular economy, waste action plans and accountability for priority areas such as electrical waste, construction and demolition waste, food waste, textiles and plastics. Many other sectors have existing Extended Producer Responsibility (EPR) Schemes for packaging, electrical goods, batteries, vehicles and farm plastics. New EPR schemes for specific types of packaging (including drinks bottles and tobacco products) as well as fishing and aquaculture gear will be coming into

place over the next four years. The Clean Oceans Initiative will work with the wider marine sector in developing pathways for the responsible retirement of end-of-life fishing gear, in advance of the upcoming EPR.

BIM, in partnership with the sector, will be developing the coordinated recovery and recording of retired gear (both placed on and taken off the market). Working with new stakeholders in the plastics supply chain to ensure the transparent management of these materials will be a key aspect, and one that aligns with the new directives and the forthcoming EPR for fishing gear due to be in place for December 2024.

Developing the interest of a committed Irish fleet, the expertise of fishing gear suppliers, the knowledge of local harbour masters and the Irish businesses eager to advance a national plastics recycling industry will ensure that the introduction of the upcoming EPR can be seen as an opportunity rather than a burden. Through a transparent and effective national net recovery system, Ireland has a great opportunity to become a leader in this field.

In order to prepare the sector for this new approach, the Department of Environment, Climate & Communications (DECC) funded two related projects, in 2021, under their Circular Economy Innovation Grant Scheme – one looking at how Irish polyethylene (PE) nets can be recovered and recycled, the second developing an online system to track the recovered materials so that the 'recycling story' can be told. The collective impact that these two projects bring - the correct sourcing and transparent tracking of materials - is very important for manufacturers who want to use recovered plastics with a provenance story in their products. In fact, the narrative of the origin of these plastics - the local fishermen and gear suppliers supporting the initiative - increases their monetary value.

Such authentic stories are increasing in recognition as global brands such as Hyundai and Patagonia are expanding their use of responsibly sourced plastics from the fishing industry.



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

Are Marine Department Officials Blocking a Fuel Subsidy Scheme for the Fishing Fleet?

**Report by Deputy Editor,
Tom MacSweeney**

The Minister for the Marine has agreed to meet fishing industry representative organisations on Wednesday, July 6, to discuss their calls for a fuel subsidy.

This meeting will be online and the organisations will be limited to one representative each.

There is a serious crisis in the industry because of soaring fuel prices due to the Russian-Ukrainian War, but while other European nations, including France and Spain, have introduced a fuel subsidy, the Irish Department of the Marine has so far not responded to the industry calls.

Sources have told me that Department officials have indicated that the Brexit payments should be sufficient for the industry to continue fishing operations.

“But these payments have nothing to do with the Ukrainian War, it wasn’t even happening when Brexit issues were being resolved. It has absolutely nothing to do



Killybegs harbour - Photo courtesy Alan Hennigan / Mooney Boats

Harbour Master Castletownbere Fishery Harbour Centre

The Department seeks to employ a Harbour Master. The post will be located at the Castletownbere Fishery Harbour Centre, Castletownbere Co. Cork

The Harbour Master has responsibility for the safe and efficient operation of the harbour as well as the day-to-day management and maintenance of the harbour and its installations. This will include the enforcement of Harbour Bye-Laws, Rules and Regulations and the collection of all monies due to the Department. The Harbour Master will be expected to contribute constructively to the development of the harbour and its facilities. The Harbour Master is the Person of Responsibility for the Buildings (PRB) held within the FHC. In addition, the Harbour Master will be expected to be able to act on his/her own initiative, and keep Headquarters informed of any matter that may require attention or action.

Further information including essential requirements, pay scale and an application form are available from:

www.gov.ie/en/organisation-information/a6f25-dafm-upcoming-competitions/

Closing date for receipt of applications is:
4pm on Tuesday 12th July 2022.

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Food and the Marine

with the current crisis,” is the general view coming from fishing boat owners to the *Marine Times*.

A suspicion has been expressed to me that Department officials advice to the Minister may reflect what has been indicated about Brexit payments and be holding up the introduction of a fuel subsidy.

While the effect of high fuel costs has been widely publicised and commented upon in regard to other industrial and business sectors, there has been less public, media and political interest shown in the impact on the fishing industry.

The situation is causing increasingly serious problems, impacting on earnings for crews and owners’ costs, earnings and operational expenses.

“It doesn’t seem to be understood that fishing supplies a food source which the nation needs. If we can’t fish that will stop,” a North/West coast Skipper said.

“Are Department officials trying to defer any support until the Budget in October and by then they will have stopped the supply of seafood,” was an East Coast comment.

On March 23 the European Commission introduced Emergency Measures Provisions under the European Maritime Fisheries and Aquaculture Fund.

So there is no block from there to a fuel subsidy.

European sources confirmed that fuel subsidies are being operated to help the French and Spanish fishing fleets and in other countries. Receiving that confirmation included expressions of “surprise” that the Irish government was not supporting its fleet.

Analysing the situation, from any perspective, with permission granted from the European Commission to introduce a fuel subsidy, with the money for it being made available without cost to the Government, with a source of food supply at issue, it is difficult to why Ireland is not supporting its fishing fleet.

Could it be that those who think the block is the attitude of Department of the Marine officials be correct?

At the time of going to print marine diesel prices in Ireland were as high as €1.30 per litre. The break-even point for the European fishing industry, as indicated from the European Commission, for operational costs is 60 cent. So the price at the end of June was more than twice above that.

• Read more about fuel costs on ‘The CEOs views’ Page 8



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Unused Quotas Held by EU Member States in Irish Waters Should Be Ended

CFP Review Group Will Tell Minister to Target Them

Report by Tom MacSweeney

The final meeting of the Common Fisheries Policy Review Group established by the Minister for the Marine was held in late June. Its report is being drafted for submission to Minister Charlie McConalogue and will point the way to how better catching quotas for the Irish fishing industry could be achieved.

The Group reached the conclusion, though not with easy or total agreement it is understood, that it will be difficult to force a complete review of the Common Fisheries Policy. Pressure from nations with access to the biggest quotas in Irish waters is being exerted on the European Commission to prevent that. The Commission has already been signalling that what will be undertaken under the required 10-year time frame on

the CFP is a report on how is being applied. This is an indication that political pressure from the larger nations, France and Spain particularly, is being applied to prevent a full review which might result in those nations having to give up some of their quotas.

Minister McConalogue told the *Marine Times* in last month's interview that he

would focus on the relative stability aspect of the CFP, citing how it was applied to Ireland on the basis of the size of the fleet 40 years ago and has not been reviewed since to take account of the modern Irish fleet.

However, there appears to be a recognition at the Minister's CFP Review Group that achieving major changes in the CFP will be extremely difficult, because of the political complexities of the Policy. Changes would require agreement of nations that will fiercely defend its 'relative stability' basis which has favoured them and accorded them huge catch resources in Irish waters.

The Hague Preferences have been

discussed at the Review Group meetings, but another aspect has emerged as a way to get a better deal for Ireland. This was identified, the *Marine Times* understands, in research by the Marine Institute which we reported on last month – the unused quotas which other nations possess in Irish waters and which they have not caught and are not believed to have the capability to catch.

This was also identified by marine scientist Dr. Kevin Flannery of Dingle who compiled and released statistics showing the extent of these catches, which were published in the *Marine Times* in April.

"The true figures of what are being taken from Irish waters are frightening," he said, producing statistics that showed "how European countries have taken over Irish fishing waters. These unused quota figures should shock the Irish public, they show the stark reality of the extent to which European countries have annexed Irish waters for the benefit of their own fishing industries."

The CFP Group refused to disclose the figures it had been given by the Marine Institute when asked to do so by the *Marine Times* last month. It appears that these unused quotas, held by other nations while Irish fishermen are restricted to low quotas levels in their own waters, are likely to be targeted in the report of the CFP Group to the Minister.

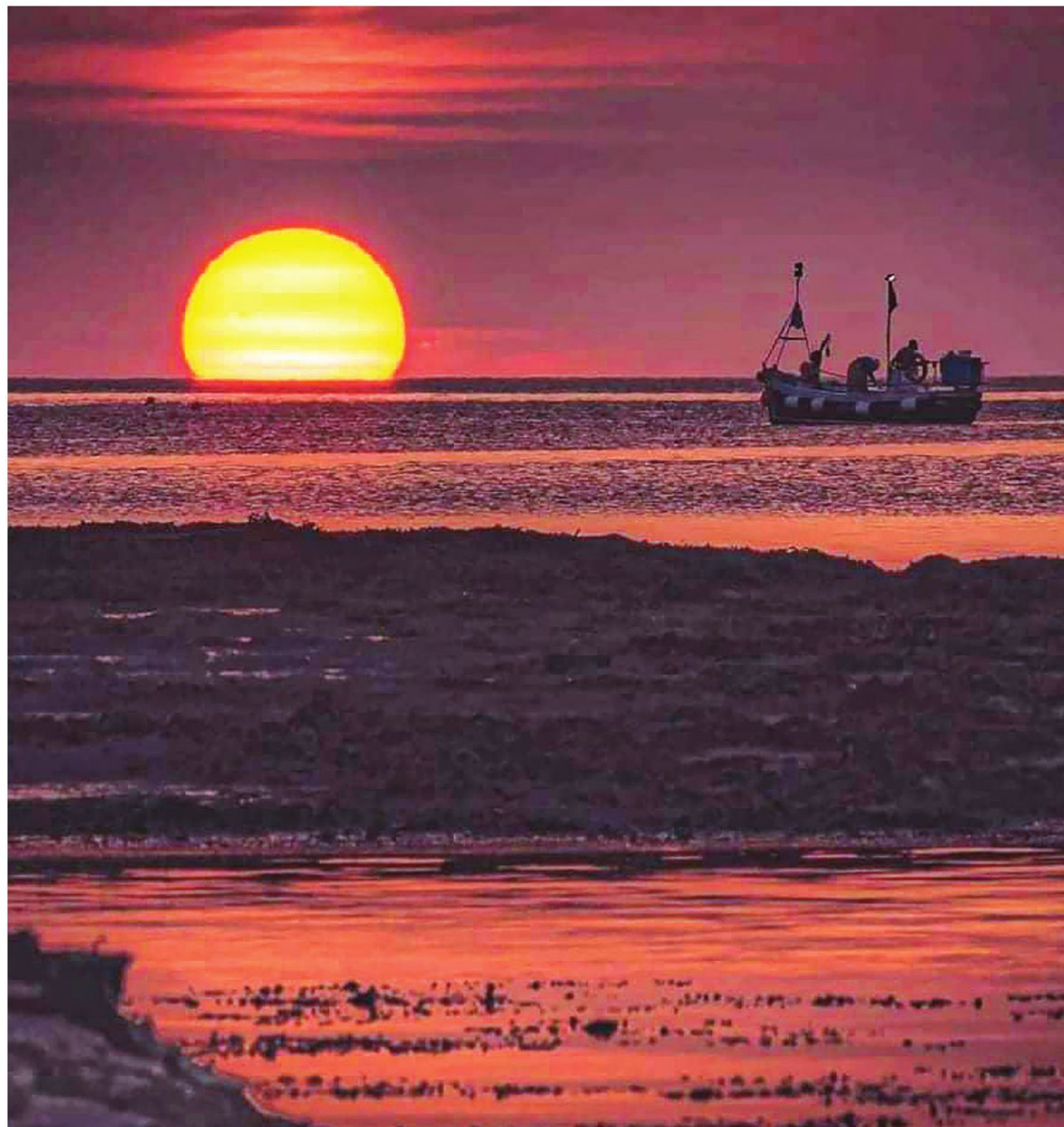
"It is illogical and unfair that such a situation of unused quotas should be allowed continue under an EU policy which should enshrine equitable fairness of treatment to all Member States and uphold the rights of the nation closes to the resource," the *Marine Times* said in an editorial commenting on the revelation of these figures.

"The EU can be accused of perpetuating an inequity in allowing this situation to continue."

"It is a ridiculous situation in that a number of Member States have quotas that they cannot fish or cannot catch themselves and these fall within recommended levels of catching by the scientists," said Aodh O'Donnell, CEO of the Irish Fish Producers' Organisation. "We can avail of these uncaught quotas to the benefit of the Irish fishing community."

The difficulty with any changes in the CFP is that they need the support of other Member States who are unlikely to give up any portion of the quotas they hold to the benefit of Ireland. However, pinpointing what they are holding and what they do not and cannot catch is a logical, fair and balanced approach. Socio-economic aspects of the CFP highlight the requirement to support coastal communities and to underpin both the fleet and the processing sectors which depend on it.

Equity requires fairer treatment for Ireland which has suffered badly from the exploitation of its rich waters by other nations.



Simply stunning MFV Katie C2 out of Bundoran fishing pots off the Leitrim coast - Photo courtesy Sean Carty

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Greencastle College

National Fisheries College of Ireland,
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The CEOs - News and comment from Chief Executives of the Fish Producers Organisations

The Chief Executives express continued strong concern about the cost of fuel and its impact on the fishing fleet and warn that it could result in halting fishing operations and thus endanger food supplies. They also outline their views on a review of the Common Fisheries Policy and a question is raised as to whether the Department of the Marine is seeking to drive fishermen out of the industry.



"At some point in time a large part of the fishing fleet will determine that it is not economic anymore due to the cost of fuel. On the CFP, there is a ridiculous situation in that a number of Member States have quotas that they cannot fish or cannot catch themselves."

Aodh O'Donnell,
Chief Executive, Irish Fish Producers' Organisation

There are two things that are really important and current at the moment. One is the CFP, the other for the fleet is the cost of marine diesel which is really threatening the future of a whole lot of vessels making it uneconomic to fish. This is made worse by the fact that other European States have proceeded to subsidise, reduce the cost of fuel, particularly the French by up to 35 cents per litre.

The POs and various industry representatives have pressed very hard with the Government and we have secured a meeting for July 6 with the Minister to review this matter. It is important that we meet. There are a number of measures which have been approved at EU level to provide assistance to the fleet to remain at sea. The economics of fleet operations are threatened by the cost of fuel which is much higher than it should be.

At EU level it is determined that the economic rate for the cost of fuel is 60 cent per litre. At the moment it is ranging from €1.18 to €1.30 per litre. At some point in time a large part of the fishing fleet will determine that it is not economic anymore and that will threaten food supplies at a time when the EU is pressing for food security. So we need to get an alignment of policies here. We need Ireland as a Member State to follow the initiative of the French, for example and to give the necessary supports to the catching fleet.

On the CFP our process is still underway. We have had our penultimate meeting. The Report is being prepared in draft format. The reality is that, whilst we are pressing for a Review of the Policy as it stands, in actual fact it is intended that this is going to be a report, not a Review which we want. So we have to be very realistic that we don't see very significant changes out of this, but we are putting significant emphasis on this in relation to the socio-economic aspects of the CFP to support coastal communities and to underpin both the fleet and the processing sectors which depend on it.

That is difficult because in the final analysis we rely on support from other Member States. There is a very strong political element to this. We are cognisant of this but we are going to make a very strong case with the Minister to focus on things like quota swaps, for example to see can we improve the situation for us under the Policy. There is a ridiculous situation in that a number of Member States have quotas that they cannot fish or cannot catch themselves and these fall within recommended levels of catching by the scientists. So we are pressing very hard for a mechanism to be introduced whereby we can avail of these uncaught quotas to the benefit of the Irish fishing community. That is logical but it needs work, attention and discussion. There is a need for government to deliver to the industry.



"Unviable fishing and decreasing crew shares will drive fishermen out of the industry,"

John Lynch, Chief Executive Irish South East and East Fish Producers' Organisation

The fuel crisis continues to be the issue of most concern to the fleet with fuel prices being reported at up to €1.30 per litre. This of course makes fishing totally unviable and ever decreasing crew shares will eventually drive fishermen out of the industry if some action is not taken.

The industry representatives are meeting with Minister McConalogue on July 6 to impress on him the need for a fuel subsidy scheme using EMFAF funding in line with the European Commission proposals. This will have definitive implications for the future of the industry as there is no sign of the war ending in the Ukraine nor of other suppliers coming into the oil market which would possibly bring fuel prices down in the longer term.

This year's Brexit tie-up scheme for the Demersal fleet began in June after a long wait and vessels can avail of two months tie-up from the six-month period from June to November which has recently been approved. The inshore scheme has also recently paid out to our vessels.

Of particular concern to the ISEFPO is the Scallop scheme which is a recommendation of the Sea Food Task Force and has not yet been approved to compensate the scallop fleet for the very serious adverse conditions created by the TCA as a direct result of Brexit. This should be dealt with as a matter of urgency as the scallop vessels have waited and watched others being compensated while they have been left out in the dark. This is simply not good enough.

Something which has come to light recently is the European Commission's intention to introduce more closed areas in the North East Atlantic as 'Vulnerable Marine Ecosystems.' This could affect Irish fishermen and work is on-going with the DAFM to ensure as little impact as possible on our industry. The ISEFPO are also part of the European Bottom Trawling Alliance whom are totally opposed to this as there are scientific gaps, lack of proper consultation and no comprehensive socio-economic impact assessment.



ISEFPO - Working For The Fishermen

Marine Times Newspaper

The only publication dedicated entirely to Irish fishing and coastal community interests



"Are we being forced to an end of Irish fishing? There does not seem to be any urgency to help the fishing fleet. There will come a time, if things don't change when fishermen will decide they have to go elsewhere to make a living and then who will take the boats out, who will go fishing, who will provide the fish?"

Patrick Murphy, Chief Executive, Irish South and West Fish Producers' Organisation

The Commission have helped us by providing the tools of a fuel subsidy which are taken from the European Fund not the Irish coffers and 35 cent subsidy is being contributed. We are dismayed why this has not been utilised to alleviate the pressure of the Ukraine War when other countries are doing that but not ours, why?

The Minister is also restricting the attendance of representatives from fishing organisations to one when meeting him and that is difficult if there are other meetings that one has to be at, so there should be better provision, for at least two. This restriction is sending a message to me that we are not welcome. In the meeting on July 6, it must be seen that we are different to other sectors. We are food producers, providing food and economic drivers to other sectors of the community. That we have not been given a fuel subsidy makes no sense. It must not be delayed.

We are a start of the food chain and without us it will be gone, there will be no food to process, no fish to process, no fish for restaurants, for the homes, the fuel costs are making it prohibitive to go to sea. The money is there, the EU have approved it, it makes no sense that we are being treated in this way. Is the way we are being treated an objective to force us out of the industry and this is what fishermen are asking, are they trying to force people out of the industry, to cripple them financially. People who have worked in the industry for many years are being treated appallingly. The fuel crisis is on top of all the other weight put on the industry. The problem it is creating has been seen by Europe, there is money available for a fuel subsidy and we cannot use it because of the attitude of our government who won't make a fuel subsidy available, even though they have been told what the situation is. This has to change. Fishermen may have to take to the public again to protest to show what is happening, like we did before. Things cannot go on as they are. Fishermen are part of the heritage of our country. They are entitled to get and must get protection.

Fishermen are being asked to go out, even though they might not earn the amount of money they could, because the fuel cost is so high. There will come a time, if this doesn't change when fishermen will decide they have to go elsewhere to make a living and then who will take the boats out, who will go fishing, who will provide the fish?

Are we being forced to an end of Irish fishing? There does not seem to be any urgency to help the fishing fleet, as if the Department doesn't believe what they are being told. We are telling the Department what the situation is and why is the reason that no action is being taken when it is clearly evident that it is necessary, that the resources are there to do it?

We have 180 boats left, 60 are being targeted to go in the decommissioning. Is our government wanting to get rid of more, to get rid of our fishing fleet. Is that what the government is after?



Curious Concretion Crops Up in the Irish Sea

Declan Quigley reports

On 7th July 2021 the MFV Eblana (D379) [Skipper: Brendan Lynch, Howth] retrieved a curious concretion while demersal trawling at a depth of 99 m in an area known as "The Peaks" in the central Irish Sea off Co Wicklow (ICES VIIa, 35E4; 53.0333°N, 5.5347°W). The unusually layered mineralized structure, resembling a fossilized **Doner Kabab Rotisserie**, measuring 24 cm in height, 23 cm in width, and weighing 7.445 kg, was discovered and photographed by crewman Andrew Nealon while sorting through the catch.



According to the provisional opinion of Dr Ronan O'Toole (Senior Geologist, Marine and Coastal Unit of the Geological Survey of Ireland), the structure 'is possibly a *Methane Derived Authigenic Carbonate* (MDAC) or similar construct formed in the presence of naturally occurring shallow gas/fluid seepage at, or close to the seafloor in unconsolidated mud or other Quaternary sediment'.

Dr O'Toole remarked that this natural geological process is pretty widespread in the northern part of the Irish Sea, particularly around the *Codling Bank Fault Zone*. MDACs are formed when prolonged methane gas seepage at the seabed interacts with surrounding minerals to form a carbonate precipitate cement, binding the sediment matrix and forming hard resistive rocks. With continued seepage over time, MDACs can continue to precipitate and grow into sizable mound-like features (*Croker Carbonate Slabs*) 5-10 m in height, 80m in width, and 250 m in length. It is thought that MDAC formations in the Irish Sea have been continually developing since the *Last Glacial Maximum*, c.26, 000 years ago.

At the *Holden Reefs* (70-100 m) in Tremadog Bay (c.30 km SW of Anglesey, Wales), MDACs occupy c.40,000 m² of a 3.4 km² area within the *Pen Llyn a'r Sarnau Special Area of Conservation* (SAC), representing the most extensive area of MDAC formations known in European waters. This important site has been designated as a *Marine Protected Area* (MPA) under the *European Commission's Habitat Directive* as an example of 'Submarine structures formed by leaking gases'. In an otherwise featureless unstable sedimentary environment characterized by sparse epifauna, MDACs support a diverse range of soft corals, sponges, tubeworms, anemones, barnacles, scour-resistant hydroids and bryozoans.

Perhaps MDACs could best be described as 'a rock in a soft place'

Declan is always interested in receiving reports about unusual discoveries in Irish waters (declanquigley2021@gmail.com; 087-6458485).

MARINE TIMES

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

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What If This Happened?

What if there was no Irish fishing fleet?

That may seem an extreme thought, but it has been voiced in discussion with active fishermen and industry representatives who are deeply concerned about the State attitude towards the fishing industry, which can also be summed-up in another question which has been raised several times, referring to the Government and the Department of the Marine – 'Do they want an Irish fishing industry?'

That such opinions are in circulation should be of concern to those charged with managing this island nation.

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, like the rippling circles of a pool, to encompass many other sectors who benefit - the food and hospitality industries, food processors, the providers of services to those on the front line of

providing a food supply – the fishermen.

Increasingly the cost of going to sea to fish has become so high that a profitable operational margin is not left, a stage at which businesses ashore or afloat cannot survive.

It is shocking that, as we report in our news pages, the Irish government has not responded to the fishing industry's call for several months for the implementation of a fuel subsidy, as approved by the European Union and introduced in several countries. Has this been held up by the attitude of officials in the Department of the Marine towards the fishing industry?

A meeting is to be held shortly at which the matter should be resolved and a fuel subsidy immediately implemented.

Those who have any doubts about that should return to the opening paragraph of this editorial, read again and think



MFV Cisemair pictured during last years tuna season in the Bay of Biscay - Photo by Roger Murphy
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

Show Some Respect



Cormac Burke, Chairman of the IFSA says that the word 'respect' seems to be a thing of the past when it comes to the Irish fishing industry and how it is viewed by our own Government.



Everyone in every sector of the commercial marine industry, from Malin to Mizen and from Louth to Mayo, can attest to the rapid decimation of the fishing industry which, in just one generation, has seen a profitable way of life and vibrant coastal regions become shadows of their former selves and sadly, it appears that this trend is set to continue in its downward spiral.

As people who have given their entire lives to the fishing industry in one form or another (of which I include myself) we could never have envisaged, just 40-odd years ago, that things would ever come to the sorry state that they are in now.

But while many will blame the EU Fisheries Commission (with good cause) for Ireland's current problems and lack of quota, the fact of the matter is that the defence and

support of any Irish industry and way of life begins at home and why would any other EU Member State nation have respect for the plight of Irish fishermen when Ireland's own Government clearly show that they have no respect for their own?

It has become obvious over the past few elections that the bigger political parties have adopted a policy of 'looking after' the urban voters - win the seats in the cities and take their chances in the rural regions as winning or losing the odd electoral seat is neither here nor there when it comes to the final tally count.

This is evident with the lack of support, indeed almost an attack, on the Irish rural way of life in the past decade alone - slowly wind down the fishing tradition in coastal regions, hit the small crofter farmers, hike up taxes wherever possible, pander to Green Party clowns who want country folk to stop selling turf while they themselves are tucked up in nice urban homes with

oil-fired central heating letting off far more emissions than any cottage turf fire ever would.

Once upon a time, even after Ireland joined the EEC, the only thing that Irish fishermen had to worry about was the weather forecast and the price for their catches - nowadays its finding a way of going to sea without breaking some rule or other, its about trying to squeeze a living out of a miserly quota while other nations enjoy a bonanza in Irish waters, its about worrying about where the money is going to come from to keep the vessel in good working order so it can pass its next Code of Practice - on a vessel that will probably be scrapped whenever a decommissioning scheme comes in.

At the next election, the FF, FG or Green politician who comes to your door and says he "cares about the coastal communities" should be chased - every single one of them over the past 40 years has said that and then, once elected, allowed themselves be ruled by the marine civil servants who have willingly been given 'carte blanche' by successive governments to continue to work against, and not for, this industry and those who make a living from it.

Fishermen are proud people and come from proud communities - from the man fishing pots in his small punt right up to the owners of fleets of vessels - every one

of them are proud of what they and their families have achieved - until now when the only things that are increasing are the numbers of wind farm applications, the numbers of anti fishing legislations, the numbers of fishery officers - and all the while the numbers of fishermen, vessels and industry related employers continues to dwindle under the reign of an anti fishing, anti coastal regions government and civil service department.

Even the poorly written scripts supplied to and read out by marine ministers in recent years describes the people of this industry by using the Americanism, politically correct term of "fishers" - a phrase that greatly irritates fishermen (and women) to the point of it being an insult and is never used by anyone other than marine department and BIM press releases who, if one looks at the evolution of media in this industry over the past decade, will note that the term 'fishing industry' has become a dirty term and has been replaced with 'seafood sector' as that somehow sounds sexier for the people reading and writing such reports for Government - people who generally know nothing about the real facts of the Irish fishing industry.

And so, before we seek some justice from the EU (which we undoubtedly deserve), we should be demanding that our own political leaders stop allowing themselves be led by the nose by the marine civil servants and start showing some respect to Ireland's fishermen, Ireland's fishing industry, and Ireland's rural coastal regions' populations.

YOUR INDUSTRY NEEDS YOU!

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

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

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

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

Bank details below and when you make a payment, please email ifsacormac@gmail.com and a formal receipt will be issued for your files.

Account name: Irish Fishing and Seafood Alliance
Acc No: 65603742 Bank: Bank of Ireland, Killybegs, Co. Donegal
Sort Code (NSC): 904907 IBAN: IE29 BOFI 9049 0765 6037 42 BIC: BOFIE2D

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



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



Call To Action for Small Scale Fishers

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



A delegation from the Low Impact Fishers of Europe (LIFE) travelled to Lisbon to the United Nations Oceans Conference at the end of June with a call to action to support small scale fisheries across the world.



[Pictured above] Brian O Riordain (Belgium), Cristina Pita (Portugal) and Seamus Bonner (Ireland) joined with conference delegates at a series of events to insist that challenges faced by small scale, low impact fishers are addressed to protect and restore the communities that contribute to our local economies, health, culture and wellbeing.

The SSF call to action is based on UN sustainable goal 14.b which calls on states to secure access to marine resources and markets for small scale fisheries. Small scale fishers which make up 90% of fishers worldwide are not part of the decision making process. SSF typically do not have access to the fishery resource and are being increasingly displaced by other "blue economy" sectors such as offshore renewables, aquaculture, industrial fishing, marine environmental designations, marine protected areas, oil and gas and deep sea mining. One African small scale fishing representative who participated in the call to action expressed it best when he stated that when fishers hear about the "Blue Economy" what they think about is "Blue Fear".

The call to action has 5 points which were developed by representative organisations from Europe (LIFE, AKTEA), Africa (CAOPA, CANCO, FPAOI), the Pacific (LMMA), Asia (KNTI), South (CONAPACH) and Central America (RAMPR).

Call To Action for Small Scale Fishers:

- Urgently secure preferential access and co-manage 100% of coastal areas
- Guarantee the participation of women and support their role in innovation
- Protect small scale fisheries from competing blue economy sectors
- Be transparent and accountable in fisheries management
- Build resilient communities to face climate change and offer prospects to youth

The development of national strategic plans to implement these actions must be adequately funded by governments and monitored to ensure timely implementation.

More details and a full list of signatories can be found at: www.cffacape.org/ssf-call-to-action

One Minister with Two Differing Priorities

Department facilitates landings from Russia but imposes sanctions against the landings of fish from Northern Irish Ports – IFPEA

On the one hand we have Minister for Agriculture Deputy Charlie Mc Conalogue sidestepping the European Union - Russian sanctions to facilitate the landing of products directly from Russian flagged vessels into Irish ports, while at the same time we have Minister for Marine Deputy Charlie Mc Conalogue presiding over a department that imposes sanctions against Irish Fish processors for transporting fish from Northern Ireland to their fish processing plants in Killybegs, as we witnessed first-hand recently.

Speaking to the Marine Times, Brendan Byrne of the Irish Fish Processors and Exporters Association (IFPEA) says that; "There is an EU ban on Russian – flagged cargo docking into EU Ports, but Governments are allowed to claim derogations or exceptional circumstances to permit certain cargos to be landed.

"As revealed in an interview by the Minister, when he spoke on RTE Radio 1, the origin of these six vessels was Russia and the landings into Ireland occurred in May and early June. It cannot be confirmed where the exact origin of these grain products was from within Russia itself or not, we certainly hope it is not appropriated from the Ukraine; many international commentators and news agencies are reporting that food supplies are being forcefully taken from the Ukrainian people by the invading Russian forces.

"While exemptions can be claimed from the EU Ban on

Russian cargo landings, international opinion is very much against trade with Russia, especially while they illegally occupy the Ukraine and continue in their illegal war on the independent and sovereign Ukraine.

"Meantime, the very same department is actively facilitating the penalising of individual fish processors for the landing of fish from a Norwegian registered vessel through a Northern Irish port, a landing carried out under the guidance of the competent authorities of Northern Ireland. In addition to that fact, it is correct to state that over 20 years of historical precedent exists for similar fish landings through Northern Ireland's ports, in an identical manner and exact comparable circumstances to what was the case in April of this year with the landings of the blue whiting through the Port of Derry.

"Outwardly, it validates an opinion of the Department, that it completely lacks a genuine understanding of all matters marine and are grossly inconsistent in their approach particularly in terms of the Irish fishing industry.

"While a massive food security issue looms for not alone this country but for the entire world in the critical times ahead, it is imperative that food production is prioritised in all sectors of the food production economy.

"The Irish Fishing Industry deserve the same support as other sectors of food production that fall within the remit of the Department of Agriculture, Food and the Marine but this clearly is not the case!" concluded Brendan Byrne, CEO of the IFPEA.

New Public Online Aquaculture Information Management System (AQUAMIS)

Phase 1 of the new state of the art Aquaculture Information Management System (AQUAMIS) has been launched. The online viewer was developed as part of Phase 1 of this project, which will develop an overall aquaculture management information system for aquaculture licences in Ireland.

The online viewer will allow members of the public to freely access and view licensed aquaculture sites and mapping information through a public portal and was developed in collaboration with the Marine Institute.

Speaking at the announcement the CEO of the Marine

Institute, Dr Paul Connolly said: "The Aquaculture Licensing Sites Viewer provides an important digital tool to facilitate the management of aquaculture in Ireland's marine and fresh waters. The system will assist with the licensing and management of aquaculture operations throughout the country. This new digital application enables high-quality marine data and information to be more readily available for all, and is part of the Marine Institute's service delivery to government, industry and the public."

The viewer can be accessed at <https://dafm-maps.marine.ie/aquaculture-viewer/>

Every month, with the publication of the print edition of the MARINE TIMES we bring you MARINE TIMES RADIO with more news, comment and opinion from the fishing industry and the voices of the fishing community, highlighting what matters in and about the fishing industry.



WhatsApp your news and opinions to 087-7989582 Make the voice of the fishing communities heard on MARINE TIMES RADIO - Listen at: www.marinetimes.ie

Marine Institute enters MoU with Instituto Português do Mar e da Atmosfera (IPMA)

The Marine Institute (MI - Ireland) and the Instituto Português do Mar e da Atmosfera (IPMA - Portugal) have signed a Memorandum of Understanding (MoU) in Lisbon. The MoU will enhance cooperation in the Atlantic Ocean area between the two organisations, particularly in relation to strategic cooperation on marine research.



Dr Paul Connolly, CEO of the Marine Institute, Dr Jorge Miguel Alberto de Miranda, IPMA, José Maria Costa, Portuguese Secretary of State for Maritime Affairs and Ralph Victory, Irish Ambassador to Portugal, attended the MoU signing in Lisbon.

The agreement was signed by Dr Paul Connolly, CEO of the Marine Institute, and Dr Jorge Miguel Alberto de Miranda, President of the IPMA, at the latter's headquarters in Lisbon on 23rd June. The Secretary of State for Maritime Affairs, Jose Maria Costa and the Irish Ambassador to Portugal, Ralf Victory attended the signing ceremony.

The MoU recognises the importance of cooperation to enhance marine sciences and technology, and will focus on collaborations that build up our knowledge base for the Atlantic Ocean. The IPMA is a public institution and an equivalent marine science organisation to the Marine Institute.

Dr Paul Connolly, CEO of the Marine Institute, said, "I am delighted to be signing the MoU with the IPMA today. This strategic alliance will tap into the scientific

talent pools in both organisations, develop research partnerships in the Atlantic area and build up our ocean of knowledge base for the benefit of our coastal communities".

Dr Miguel Miranda, President of IPMA, said "Ireland and Portugal have been working together for many years on marine science issues and we know each other and work well together. It is very important for us to continue to cooperate and be a strong voice for marine science and the Atlantic into the future".

Both organisations agreed to pursue an MoU in 2020, but the Covid 19 pandemic stalled progress. The duration of the agreement is five years, with an option to renew for a similar period. A joint MI-IPMA Working Group will be set up in September to implement and steer the MoU.

Irish ambassador Ralph Victory echoed the importance of marine science and highlighted that next week, the UN Ocean conference organised by Portugal and Kenya, would be held in Lisbon and see many countries discussing the ocean and marine research.

Jose Maria Costa, (Portuguese Secretary of State for Maritime Affairs) was very supportive of the MoU and stressed the importance of growing the relationship between Ireland and Portugal in relation to the Atlantic.

The implementation of cooperation within the MoU's framework will include capacity building, training and exchange of expertise and staff, and developing strategic alliance to build research proposals. It will also include conducting joint research projects, co-organisation of conferences, seminars and workshops, and more.

The broad areas covered by the MoU are multi-faceted and will focus on:

- Marine environmental monitoring
- Harmful algae bloom, toxins and forecasting
- Aquaculture and farmed fish/shellfish health
- Marine Spatial Planning
- Benthic Mapping, Biodiversity, Climate and Ocean Change
- New seafood products
- New approaches to improve seafood quality and safety

• Fisheries and marine science cooperation within in the framework of International Council for the Exploration of the Sea (ICES)

• Marine research infrastructures.

• Renewable energy science and technology

• Promotion of joint, high-level scientific publications

• Promote common and joint leadership opportunities in the All-Atlantic Ocean Research and Innovation Alliance

• Cooperate on building mutually beneficial strategic research alliances that build research proposals that target funding under the EU Mission Starfish, the EU Horizon Europe and Atlantic Strategy programmes

Many of the scientific leaders in IPMA were present at the signing of the MoU. During informal conversations after the ceremony, they all mentioned the current cooperation with the Marine Institute in areas such as research vessel operations, monitoring of harmful algal blooms, fisheries and aquaculture and the need to grow this cooperation into areas that ensure the health of our ocean such as Marine Spatial Planning and the monitoring of biodiversity and the ocean environment.

There are very exciting times for marine science in the Atlantic. There is a great opportunity to address many important societal and government questions on the health of our oceans and how to achieve a sustainable blue economy for our coastal communities.

marine.ie

Our ocean is our greatest national resource

Ár n-aigéan an acmhainn náisiúnta is mó atá againn

Change of Name Notice

We **Buddy M Fishing Limited** give notice that we have applied to the Minister for Transport, Tourism and Sport under Section 67 of the Mercantile Marine Act 1955 in respect of our vessel **Ronan Finbar II** Official Number 404676 of Registered Tonnage 1.7 Tonnes (Net) for permission to change her name to **BETTY M** to be registered in the said name in the port of Skibbereen.

Any representations or comments on the application should be sent to the Superintendent, Mercantile Marine Office, Leeson Lane, Dublin 2 within seven days of the appearance of this notice.

Signed: Buddy M Fishing Limited

State-of-the-Art Fishing Vessel Navigation Simulator Unveiled at Bord Iascaigh Mhara (BIM) Training College in Greencastle

During a recent visit to Greencastle, the Minister for Agriculture, Food and the Marine, Charlie McConalogue T.D. visited BIM's National Fisheries College to officially launch new high tech simulator suites that will enable skipper students to pilot and berth a vessel and navigate it through adverse weather conditions.

The simulator and radio suites - recently installed both at the college in Donegal and its sister college in Castletownbere - are designed to imitate real-life navigational conditions for helm, ship control training and practice, and for vessel routine and distress alert training. Gale force winds, rain, waves and even snow conditions simulated!

The equipment is currently in use by a cohort of students whom the Minister met and will enable Ireland's next fishing skippers to hone the skills needed to safely practice vessel navigations, in a series of compromising conditions including major storms. The state-of-the-art suites now in place at both colleges, represents a government investment of €465,000.

Minister McConalogue said he was greatly impressed with how closely the simulators were able to replicate the real-life conditions that can be faced at sea: "Every time our fishers set to sea, they potentially face adverse conditions, which they must be prepared for to ensure the safe return of all those on board. It was with this in mind that I approved this additional investment in the new simulator in the BIM Training College.

With this new facility and training, we are ensuring that our students have access to the highest standards for skippering fishing vessels. The BIM colleges here at Greencastle, and in Castletownbere, are vital cogs in the seafood and wider marine sector."

Bord Iascaigh Mhara (BIM) chief executive Jim O'Toole said, "This investment is very welcome and upgrading our equipment to world class standards, allows BIM to provide training to new entrants and those already in the sector to the highest level. This will also enable us to develop future navigation simulation courses as legislation progresses."

This funding is part of a wider capital programme that involves overall €1.7 million investment in the Greencastle Training College, recently approved by Minister McConalogue including a 12-metre sea survival training pool at Greencastle. The project, when delivered, will create a cost-effective Maritime Centre of Excellence that provides a modern sea survival training unit for students and instructors, on-site in the National Fisheries College, Greencastle, supporting a safe and professional sea fish-



NFC students Liam Carlin and Brendan Quinn with Minister McConalogue and Joe O'Toole, CEO, BIM at the simulator in Greencastle.

ing industry. The new facility will significantly complement the extensive training infrastructure already in place in the Donegal college including a fire-fighting unit, a fully integrated fishing vessel simulator, vessel dry land trawler deck, engine room, workshop and seven classrooms.

New legislative changes mean that fishermen in vessels under 15 metres are now required to undertake this safety training at a minimum every five years, and this is now being implemented.

BIM offer these training course through its colleges and coastal training units.

Aran Islands RNLI Say a Céad Míle Fáilte as New Shop Opens on Inis Mór

The RNLI's most westerly shop in Ireland has opened its doors on Inis Mór, the largest of the Aran Islands, to raise vital lifesaving funds for the charity that saves lives at sea.

The new shop which is located inside Aran Islands RNLI's lifeboat station at Kilronan Pier, is quickly becoming a key attraction for both the islanders and the many visitors who come each year. The shop means visitors can leave Inis Mór with a memory of their time on the island while supporting the charity.

Volunteers plan to have it open seven days a week during the tourist season (Easter through to Autumn) with opening times coinciding with the ferry arrival and departure times.

The shop offers a wide range of unique RNLI goods, including clothing and accessories, home and kitchen gadgets, toys and games, books and stationery, and gifts.

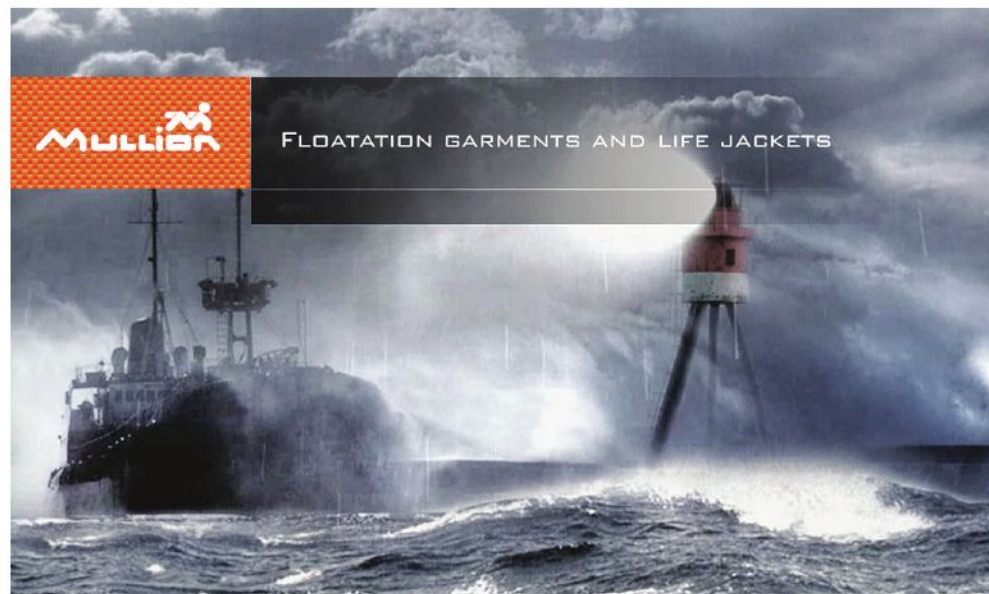
The shop crew include volunteers Amy Williamson, Breda O'Donnell, Daniel and Lena O'Connell, David Terry, Margaret Jackie Gill, Shane Dirrane, Siobhán McGuinness and Treasa Ni Bhraonain, all of whom are looking forward to a busy summer after an exceptional first week serving local islanders and visiting tourists.

Speaking following the first week of trading, Brian Wilson, RNLI Community

Manager, shares the shop team's excitement: "We are delighted that Inis Mór is joining the rich heritage of lifeboat station shops in the RNLI. This is the second RNLI shop on the west coast of Ireland, along with Sligo Bay which is celebrating its 20th anniversary this year. The response in the first week has more than exceeded our expectations. We have had a wonderful response from locals and tourists alike and I want to thank the team here for their efforts in getting us to this point as well as thanking everyone who has visited and shown their support since the opening last week.

"RNLI shops started 100 years ago as cake stands before they expanded into selling commemorative souvenirs and cards, and now we offer an excellent range of RNLI products with all profits helping to save lives at sea. So, we are all thrilled that this piece of RNLI heritage has reached Inis Mór and that the proceeds raised can now help to power the lifesaving work of the volunteer crew on the Aran Islands."

The shop team at Aran Islands RNLI are looking for more volunteers. If you think you can give some time to help out, please call into the shop for more information.



Designed for and by fishermen

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THE MARINE TIMES INTERVIEW

66-year-old Pat Lawless who lives in Ballyferriter, Co. Kerry, is setting off this month to spend between eight and ten months alone on a thirty-six foot boat traversing the most dangerous oceans in the world, a boat on which he is not allowed to carry any technology developed after 1986.

Speaking to Deputy Editor, Tom MacSweeney he says that his experience as a fisherman 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 taught me a lot about the sea, it is a fantastic way to make a living 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.”

We meet on one of the few pleasant June mornings there have been in Cork Harbour, sitting in the sunshine at the Royal Cork Yacht Club in Crosshaven, overlooking the Owenabue River as it flows into Cork Harbour and thence out to the sea. Later this month Pat Lawless will be setting out from this village, with its strong maritime and fishing connections, leaving Ireland astern as he heads for Spain to take part in the Golden Globe Race.

“I won’t be back in Ireland until I complete the race,” he says.

That will be pretty tough in itself, because finishing is not easy.

He has just come from the Boys’ National School in the village where he has been telling them about his solo, non-stop around the world adventure, as part of the educational project by the race organisers. This links schools in nations that have an entrant in the race with other schools around the world, tracking competitors as they sail. The Crosshaven school will be linked with one in France.

“The race is part of sailing history and I cannot wait to get started,” he told the young pupils. “There have been 11 solo non-stop sailing races around the world. The first, original Golden Globe Race was won by Sir Robert Knox-Johnston, an Englishman. All the other ten races were won by the French. We need to get Ireland on this list. While I’m in it to win, this race is all about survival and arrival, which means finishing it and I believe I have the right boat and a better chance of finishing than most.”

Crosshaven has another connection for him and it also stems from fishing.

He has named the boat he will race around the world the ‘Green Rebel’. It is a 36ft. Saltram Saga, a double-ender, which he chose for its safety. It is named after the company founded by former East Cork, Ballycotton fisherman, Pearse Flynn, which has a base for its own fleet at Crosshaven Boatyard. Engaged in offshore wind energy project support, Green Rebel is Pat’s main sponsor.

The Golden Globe Race was started by The Sunday Times newspaper in 1986, following the achievement of legendary British yachtsman Francis Chichester who sailed solo around the world via the five Great Capes in the 16-metre Gipsy Moth IV in a bid to beat the Clipper ship records.

Pat says that Chichester followed the spirit of Conor O’Brien from Foynes Island, “the first skipper to take a small boat around the world via the three great Southern Capes. O’Brien’s voyage began and ended at the Port of Foynes, County Limerick.

“I will bring with me the candle holder that Conor had with him on his journey.”

“It is the longest and loneliest sporting event in the World. It will entail stepping back to the golden age of

“Fishing is a fantastic way to make a living. I loved it.”



solo sailing, with no modern technology,” he tells me and says his determination is to ensure he finishes.

In fact, very few people have ever done what he is attempting. Around 6,000 people have climbed Everest while 556 have been to space, but only 100 have ever sailed solo non-stop around the world via the five great Capes and even fewer in the old-style yachts which Pat Lawless will attempt to do. No GPS, no satellite or mobile phones, navigation by sextant, chart and compass only.

As well as being a former fisherman, Pat is also a carpenter and his family has a strong maritime tradition. His late father, also named Pat, sailed around the world single-handed himself at the age of 70, though not in the manner his son plans to do. He stopped in various locations. Pat’s brother, Peter, had tried to sail solo non-stop around the world last year, not in a race, but had to abandon the attempt after damage to his boat, Waxwing. His rudder was hit in an unidentified impact off Portugal and steering problems ended his voyage.



To raise money for the entry, involving purchase and preparation for the past of the boat over recent years, Pat

cashed in a pension fund and sold his father’s boat, made furniture during the pandemic and barometers to sell to raise funds, held raffles and has raised funding from a variety of other sponsors.

“Irish people are great, the ‘meitheal’ is still alive in our tradition. I’m conscious of being the only Irish sailor in the race and of my family’s maritime history, so I want to do well for the nation, for my family and all who support me.”

Living now in Ballyferriter, he is originally from Limerick, “where 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.”

He went fishing for a living in 1985, after being married for four years and being self-employed. “I decided to make my living at sea and the only way I could think of doing so, because you are never secure as self-employed, was to go fishing and I became a fisherman and went deep sea for ten years. Then I came in and served my time as a cabin-maker and was back making furniture and lobster fishing for the summers for another ten years or more. So I think my time fishing will hugely stand to me. I have seen serious weather off the West Coast. I bought a big boat in Iceland in partnership. I fished with the Flannerys in Winters off the West Coast of Ireland. Between Rockall and the Porcupine Bank you will see weather, not Southern Ocean weather, but a bit like it, big seas, big waves. It was in bigger boats than I will have in the race, but the fact that I have seen and know the power of the waves, such as the depression I was in off Rockall one time 950 and the power, it was hurricane force. The seas weren’t huge but the wind blows the tops off the waves and when you’re on deck and level with the tops of the waves, it’s like a power hose and the weight of that water hitting the boat, it increases the weight to make the boat heel over.

“Fishing is a fantastic way to make a living, there is great camaraderie in the crew on a boat. You have fantastic company and support. It is fine, bad weather is part of the day. In sailing it’s easier, because in the fishing boats you are working in the bad weather. The self-steering in the sailing boat, it steers itself. I can get ready before the gale comes in.”

All of his experience has led him to believe that the mast is the most important part of the equipment on his boat. So he has taken extra precautions and put a lot of effort into the mast.

Pat plans to make Crosshaven his Irish port-of-departure, leaving on July 24 to head to Gijon in Northern Spain, from where there will be a ‘prologue race’ to France on August 13. The Golden Globe Race itself starts on September 4, from Les Sables-d’Olonne, France, where it will also finish.

As we part I wish him well and he says, in the old Irish tradition, “touch wood...” and we both touch the wooden bench and table we have been sitting at.

Fair sailing Pat and I hope you make it to the finish...

• Pat Lawless discusses his voyage on the July edition of the Maritime Ireland Radio Show & Podcast.

Legacies & Names

Four new lifeboats named in June following legacies to the RNLI

'Your legacy will be more than a gift in your will. It will be the lifeboat that launches at 2am in sub zero temperatures. It will be the training that guides our crew through 40 foot waves and gale force winds. It will be the tow rope that pulls a vessel out of danger. It will save lives at sea Your legacy is our lifeline!' RNLI

The RNLI stations and crews around our coast and indeed inland have been blessed with legacies bequeathed to the charity which has led to the supply of numerous new lifeboats and essential life-saving equipment. Following new lifeboats in Courtown, Fenit and Clifden (see June issue of the Marine Times) in May, the month of June has seen the opening of a new lifeboat station and four new lifeboats named in honour of such people who have left lasting legacies that will be forever remembered by the wider coastal communities.

At a special naming ceremony and service of dedication held on Saturday 11th June, Lough Ree RNLI officially opened its new state-of-the-art lifeboat station and named its in-shore Atlantic 85 class lifeboat, *Tara Scougall*, in memory of a beloved, daughter, wife and mother. The event coincided with Lough Ree RNLI's tenth anniversary on the lake.

The honour of officially opening the station went to the RNLI's Chief Executive Mark Dowie who was visiting from England, while the privilege of naming the lifeboat went to Eleanor and Edward, children of the late Tara Scougall, who the lifeboat is named after.

Tara, daughter of John and Diana, and wife to James, was only 43 when she died prematurely from cancer. She had lived an active life on the water having been introduced to it as

a child by her late father John. Tara shared her father's passion for sailing and for a period, she also ran an online yachting and boating magazine. An avid traveller and explorer in her professional life, Tara was one of a Microsoft team which was responsible for the creation of Expedia. Tara's father John, meanwhile, received a lifetime achievement award from the RNLI for his work in supporting the charity.

The new lifeboat station at Lough Ree was built at a cost of €1.2m on a site kindly donated by the Inland Waterways Association of Ireland. It has taken just over two years to complete construction. The state-of-the-art facility provides an ideal training base for the volunteer crew and immediate access to the lake for the lifeboat. It replaces the temporary accommodation at Coosan Point where the volunteer crew first launched their lifeboat from 10 years ago on the 28 June. During the last decade, Lough Ree RNLI has responded to over

460 calls for help and brought more than 1,400 people to safety.

During the naming ceremony, Mark Dowie officially opened the lifeboat station before handing it into the care of Damien Delaney, founding member of Lough Ree RNLI who received the keys to the station.

James Scougall, husband of the late Tara, then handed the lifeboat into the care of the RNLI and having accepted the lifeboat on behalf of the charity, Mr Dowie then handed her into the care of the station where it was accepted by Kevin Ganly, Lough Ree RNLI Lifeboat Operations Manager.

During his address, Mr Ganly said the event was a special occasion for the lifeboat station adding that the crew were most grateful to the Scougall family for their generous gift in memory of their daughter, wife and mother:

'As Lifeboat Operations Manager along

with the deputy launching authorities, part of my job is to authorise her launch when requested. It's my job to send a message to the volunteers, asking them to get down to the station as quick as possible.

'When the crew arrive here and get kitted up and head out on the lake, we'll have peace of mind because this lifeboat will help to keep them safe as they save others. On behalf of all the station volunteers, I would like to thank Diana, James, Eleanor and Edward and the late John and Tara. Your generosity has given Lough Ree a lifesaver.'

The *Tara Scougall* replaces the first lifeboat in service at Lough Ree, the *Dorothy May*.

'As Lough Ree RNLI embarks on its latest phase,' Mr Ganly continued, 'it's apt that the volunteer crew on the Lake of Kings will use a lifeboat

Contd on page 16

Inset photo: RNLI's Chief Executive Mark Dowie handing the keys of the new RNLI Lough Ree station to Damien Delaney, founding member of Lough Ree RNLI.

Photos top to bottom: Atlantic 85 class lifeboat, Tara Scougall being welcomed to Lough Ree; Dun Laoghaire RNLI's new D-class lifeboat was named Joval; Dunmore East RNLI officially named their all-weather Shannon class lifeboat, William and Agnes Wray; Union Hall RNLI's Atlantic 85 lifeboat, 'Christine and Raymond Fielding.'





Eleanor, Edward and James Scougall who officially named the new Lough Ree lifeboat Tara Scougall in honour of their mother and wife.

Contd from page 15

.... named after a woman whose first name invokes Tara – the seat of the High Kings of Ireland.’

Father Patrick Murphy and Reverend William Steacy led the congregation in a Service of Dedication before Eleanor and Edward were invited forward to do the naming.

A crowd of well-wishers turned up to see the lifeboat officially named with a bottle of champagne poured over the side before it launched at the end of the ceremony.

Throughout the event, guests were treated to music and song performed by Dermot Foy and P.J. Stacey, who together delivered the lifeboat anthem, *Home from the Sea* and *Where the Three Counties Meet*. The national anthem was led by the Band 2 Brigade who also led the lifeboat launch at the end of the ceremony with a performance of *Zadok the Priest* by George Frideric Handel.

Among the guests on the platform party were Mary Hearty, Lough Ree RNLI Lifeboat Administrative Officer, who welcomed guests and opened proceedings, RNLI Chief Executive Mark Dowie who officially opened the lifeboat station and accepted the lifeboat on behalf of the RNLI, Damien Delaney, founding member of Lough Ree RNLI, James Scougall who handed the lifeboat into the care of the RNLI and his children Eleanor and Edward who named the lifeboat, Kevin Ganly, Lough Ree RNLI

Lifeboat Operations Manager, and Lough Ree RNLI Helm Shane McCormack who gave a vote of thanks and closed proceedings.

Dun Laoghaire RNLI's new D-class lifeboat was named *Joval* in a ceremony held on Sunday 12th June at the bandstand on the East Pier. The unusual name comes from a request by the late donor, Mrs. Valerie Staunton, that an inshore lifeboat be funded by her legacy and that the vessel be named after both her and her late husband, John. The couple, both from London, fell in love with Ireland when visiting the country in the 60's and settled here in their later years.

For the ceremony, the station turned the iconic bandstand on the East Pier into a stage with music provided by both Kilmacud Crokes Choir and musicians from Comhaltas Ceoltóirí Éireann.

The donor, the late Mrs. Valerie Staunton, was well represented by friends and former neighbours who were delighted to see the lifeboat that bore John and Valerie's name and to meet the lifeboat crew who would be carrying out rescues in the new craft. Amber Craughwell, daughter of Mrs. Staunton's Executor attended with her husband Manus Hingerty and neighbours and friends of the couple from Offaly, Maria McGarry Curley and Jacqueline Duffy,



Visiting the new lifeboat 'Joval' at the inshore boathouse before the ceremony, Trustee and Irish Council Member Paddy McLaughlin with friends and neighbours of the late Mr and Mrs Staunton; Amber Craughwell, Manus Hingerty, Maria McGarry Curley and Jacqueline Duffy

named the lifeboat.

Master of Ceremonies was Dun Laoghaire RNLI Lifeboat Operations Manager Ed Totterdell.

The lifeboat was accepted into the care of the Institution by RNLI Trustee and Irish Council member Paddy McLaughlin, who himself is a lifeboat Coxswain from Red Bay in county Antrim. In accepting the vessel Paddy said, "I know how special these events are to a station. This isn't just an occasion but rather an acknowledgement of an incredible lifesaving gift that a donor has given us, a gift that will go on many journeys with the lifeboat crew and one which will save many people over its lifetime."

"The power and the responsibility of the D-class can't be denied. It was designed and built for a very clear purpose, it's speed and efficiency making it so effective in saving lives. A highly manoeuvrable, inflatable lifeboat, it generally operates close to shore, coming into its own for searches and rescues close to cliffs and shores, something very familiar to this lifeboat crew."

The honour of accepting the lifeboat into the care of Dun Laoghaire RNLI fell to the station's newest lifeboat Helm, Ms. Laura Jackson. Speaking on behalf of the crew she added, "It is a very proud and memorable day for us all. Unfortunately, we do have to say goodbye to our last D class lifeboat *Realt na Mara*. It served the station faithfully for twelve years but we are very excited to start a new chapter on *Joval*."

Laura continued, "The D-class lifeboat is the smallest in the fleet, but it saves the most lives. Here in Dun Laoghaire it is put to the test. The lifeboat could be called multiple times a day to a range of different scenarios. From people being cut off by the tide at Sandymount Strand to a swimmer that urgently needs to be rescued. The versatile and adaptable lifeboat is well suited to Dublin Bay and its surrounding shoreline. The lifeboat has been part of the harbour's history since the 1800s and it remains so to this day."

A Service of Dedication was then held with Rev Gary O'Dowd, Deacon Kellan Scott, and Father Paul Tyrell.

Before the naming of the lifeboat, Maria McGarry Curley and Jacqueline Duffy, friends and former neighbours of Valerie and John Staunton, who had both made the journey from Offaly, shared some details of the couple's life with the crowd. They came from London and fell in love with Ireland on their first trip here, cruising on the Shannon in the late 1960s. They made many trips to the country and toured the island before they bought their own boat for fishing in the 1980s which they moored in Lusmagh, County Offaly. It was here they retired to in 1993 and their motivation to fund a lifeboat came from their love of the water. The couple also had a great awareness of the dangers of the water and the need for lifesaving equipment. The lifeboat they have funded is the manifestation of that wish, and the couple would be very proud to see to see where their legacy has gone.

The new lifeboat was helmed for the occasion by Nathan Burke, with crew members Chris Watson and Hazel Roe. The champagne for the naming had been carefully stored aboard the lifeboat at the

time of its launch and with the signal given, the lifeboat was officially named *Joval*, and the champagne was poured over the bow by the Helm.

The final Vote of Thanks was given by Deputy Launching Authority Robert Fowler and refreshments were provided at the National Yacht Club. Guests who attended the ceremony included An Cathaoirleach of Dun Laoghaire Rathdown County Council, Councillor Lettie McCarthy, and members of Dun Laoghaire Coast Guard. The station would like to extend their thanks to everyone who attended and made the day one to remember.

A crowd gathered on Keelbeg Pier on Saturday 25th June for a special ceremony and service of dedication to name Union Hall RNLI's Atlantic 85 lifeboat, '*Christine and Raymond Fielding*.' The funding for the lifeboat came from the late Dr. Raymond Fielding, a keen mariner and proud Corkman. While Raymond and his wife Christine did not live to see the lifeboat put into service, Raymond asked that it bear both their names.

The lifeboat has been on service since June 2021, but the ceremony was postponed to allow the community to celebrate together. The lifeboat was officially handed into the care of the Institution by Eddie Fitzgerald, a close friend of Mr. and Mrs. Fielding. The couple were described by Mr. Fitzgerald as a great team who had been married for 48 years before Christine predeceased Raymond. The Fieldings loved sailing, spending a great deal of time off West Cork, in particular.



RNLI Trustee, John Killeen accepted the lifeboat from Mr. Fitzgerald, on behalf of the charity, before giving it into the care of Union Hall Lifeboat Station, who were represented by Deputy Launching Authority, Peter Deasy (pictured above). Speaking during the handover, John Killeen said, 'All of us in the RNLI are one crew and we need the tools of the trade to carry out our lifesaving work. One part of that is the lifeboat, while the other is our volunteers. The lifeboat crew give a lot of their time and take a risk in going out to save people. It's a fantastic day for the community here in Union Hall.'

In accepting the lifeboat on behalf of the station Deputy Launching Authority Peter Deasy added, 'While we're sad to say farewell to our former lifeboat '*Margaret Bench of Solihull*,' which has served the station faithfully for five years, we look forward to writing a new chapter in the station's history with the arrival of this new Atlantic class lifeboat.'

'This Atlantic class lifeboat means that we now have the latest and finest rescue equipment available. I know that when the

crews head out to sea, we will have peace of mind that this lifeboat will help to keep them safe. We also remember today the people who worked so hard in setting up this Station and who sadly are no longer with us, particularly Paddy O'Donovan, our former Chairperson of the lifeboat station, who was passionate about establishing a lifeboat here.'

A service of dedication was led by Reverend Chris Peters and Father Gerard Thornton. Following this, the lifeboat was officially named by Bill Deasy, Union Hall RNLI boathouse Manager, with the occasion being marked by Helm Chris Collins pouring champagne over the bow of the lifeboat.

A vote of thanks was delivered by Brian Crowley, Chairperson of Union Hall RNLI. Music for the ceremony was provided by St Fachtna's Silver Band and The Union Hall and Castlehaven Parish Choir. MC for the event was Fundraising Chairperson Carmel McKenna.

The Atlantic 85 class lifeboat is one of the fastest vessels in the fleet; with a top speed is 35 knots. Designed to operate in shallower water, the B class can handle challenging open sea conditions. It is ideal for rescues close to shore, near cliffs and rocks and areas inaccessible to all-weather lifeboats. It is also capable of being beached in an emergency without sustaining damage to the engines. In addition to night vision equipment, the B class lifeboat carries a searchlight and parachute illuminating flares to light up the surrounding area, helping to keep crew members safe as well as locate those in need of help. The B class has a manually operated righting mechanism in the event of a capsize which involves inflating a bag on top of the roll bar. The engines are inversion-proofed so that they shut down should the lifeboat capsize and can be restarted after she has been righted.

The Atlantic 85 class lifeboat *Christine and Raymond Fielding* replaces the Atlantic 75 lifeboat, *Margaret Bench of Solihull*, which had been on service since 2017. Before this, the lifeboat *Maritime Nation* was in service from 2014. Both lifeboats came from the RNLI's relief fleet, making the *Christine and Raymond Fielding* the first lifeboat to be built especially for service at Union Hall RNLI. Since the station opened in 2014 Union Hall RNLI have launched 68 times and brought 98 people to safety.

At a special naming ceremony and service of dedication held on Sunday 26th June, volunteers at Dunmore East RNLI officially named their all-weather Shannon class lifeboat, *William and Agnes Wray*.

The lifeboat which went on service in September last year is named after the Manchester couple who were happily married for over 60 years and who had three children, all of whom have had a proud connection to the sea.

The honour of handing over the lifeboat and officially naming her, went to Robin Malcolm, a representative of David Malcolm, a secondary funder of the lifeboat, assisted by crew member Brendan Dunne. The Shannon is the third all-weather lifeboat that Brendan, a volunteer with the RNLI for 37 years, has served on. He was also crew on the Waveney class, *St Patrick*

and the Trent class *Elizabeth and Ronald*.

The lifeboat now stationed in the popular Waterford fishing village is the first Shannon class in the RNLI fleet to be based in the south-east of Ireland.

The Shannon replaces the station's Trent class lifeboat which was on service in Dunmore East since 1996. During those 25 years, *Elizabeth and Ronald* launched 412 times, bringing 821 people to safety, 20 of whom were lives saved.

During the naming ceremony, John Killeen, RNLI Trustee and Chair of the RNLI Council in Ireland, accepted the lifeboat on behalf of the charity before handing her into the care of Dunmore East RNLI.

Deputy Launching Authority Karen Harris accepted the lifeboat on behalf of the station ahead of the Shannon being blessed in a service of dedication led by Father Brian Power and the Reverend Bruce Hayes. The lifeboat was then officially named *William and Agnes Wray*.

During her address, Karen said the event was a special occasion for the lifeboat station adding that the crew were most grateful to the donors for their generous gift which had funded the lifeboat.

'As Deputy Launching Authority, part of my job is to authorise her launch when requested. It is my job to send a message to the volunteers, asking them to get down to the station as quickly as possible. When the crew arrive here and get kitted up and head out to sea, we will have peace of mind because this lifeboat will help to keep them safe as they save others. So, on behalf of all the station volunteers, I would like to thank the donors. Your generosity has given Dunmore East a lifesaver.'

The Shannon class lifeboat is the first modern all-weather lifeboat to be propelled by waterjets instead of traditional propellers, making it the most agile and manoeuvrable all-weather lifeboat in the RNLI's fleet. The naming of the class of lifeboat follows a tradition of naming lifeboats after rivers. When the Shannon was introduced to the RNLI fleet, it became the first time an Irish river was chosen, and it was done so to reflect the commitment and dedication of Irish lifeboat crew for generations.

Dunmore East RNLI was established in 1884. Since then, the crews have received 18 awards for gallantry.

Among the guests on the platform party were Eddy Stewart-Liberty, Lifeboat Management Group Chair, who welcomed guests and opened and closed proceedings, RNLI Trustee John Killeen who accepted the lifeboat on behalf of the RNLI and handed it into the care of Dunmore East Lifeboat Station, Karen Harris, Dunmore East RNLI Deputy Launching Authority, Robin Malcolm representing David Malcolm and Brendan Dunne who named the lifeboat and David Carroll, author of *Dauntless Courage*, who delivered a vote of thanks.

The Marine Times wishes the very best and safe shout outs to all stations and crews with their new lifeboats and a big thank you to all who supply us with news releases and photographs - we endeavour to publish as many as possible in our paper and online at www.marinetimes.ie to highlight the hard work of everyone in the RNLI.



Dunmore East resplendent in sunshine for the official naming ceremony for the Shannon Class 'William and Agnes Wray'



(Above): Union Hall RNLI Helm Chris Collins and lifeboat crew Darren Collins, Riona Casey and Hugh McNulty celebrate after the 'Christine and Raymond Fielding' lifeboat is named. (Below): Union Hall RNLI boathouse manager Bill Deasy, who named the lifeboat, pictured with his daughter, station lifeboat press officer and fundraiser, Pamela Deasy.



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Tom MacSweeney's

Maritime Ireland Diary



Over the past month I launched the Dursey Clipper at Garnish Pier near Allihies, saw the history of the whaling industry of Achill and was served fish and chips in Mayo by robot waiters!



The Dursey Clipper lovingly restored by members of Allihies Mens Shed was launched at Garnish Pier. It was fitting that it was taken to sea by Paddy O Sullivan and fishermen who have fished these waters all their lives Donal Healy, Frankie Sheehan and Denis Healy. Picture: Anne Marie Cronin Photography

I learned about the seine fishermen of Garnish Bay close to Dursey Island on the West Cork coastline who, on September 25, 1905, made fishing history when they landed 79,000 mackerel in one enormous haul that took twelve hours to complete. It is part of the marine lore of the area.

P.J. O'Sullivan told me about it, part of the family history of which he is proud: "The people could judge when the fish were coming. At Garnish, when the islands were white with gulls, they knew the mackerel would be arriving in a few days."

According to the history of "Seine Boats & Seine Fishing" produced by the Allihies Folklore Group "when the mackerel were landed, many families had curing stations and the whole family would work together salting and barrelling the fish for sale."

Fishing in Garnish was on a greater scale in those days than other areas of West Cork. The best and most seaworthy boats were built in Castletownbere by Mike and his son, Jim Fitzgerald, made of hard wood, the stern-post and keel usually of elm, the body of the boat of a lighter wood, often larch brought from the woods at Lauragh and the frames made of oak. Before use, the hardwood was sometimes buried in the mud of the strands to harden it further.

The 'seine' method of fishing, in open, rowed boats, was introduced to Ireland around 1622, for pilchard fishing and later adapted for mackerel fishing and 'ring seining.' Two boats formed a seine team, the lead one could have up to ten men and the 'faller' (the following boat) six or seven. Oars were made of white deal, or very rarely, ash. The most likely times for fish to 'run' were dusk and dawn. 'Seining' involved the main boat casting the net and the 'faller' helping to pull it tight into a purse shape around the fish and towing the catch to the land.



Tom MacSweeney receives a lamp custom made by P.J. Sullivan, member of the Allihies Men's Shed for launching the Dursey Clipper - Photo: Anne Marie Cronin Photography

The fishery gave considerable local employment, but "seining could be dangerous and many men were lost over

the years," according to the history which records that the record catch was made by the crew of Joe Sullivan, the 'huer' – the 'leader' with J. Cummins the Cox; and crew – Paddy Sullivan, Ds.M, Sulliivan, Ed. Sheehan, J. Morley, Con Sullivan, P. McNally, Pat Sullivan, Michael McCarthy. Cox of the 'Faller' boat was D. Neill and the crew were Mort McCarthy, J. Neill, Jack Sullivan, Jas. Sullivan and Dan Sullivan.

A big attendance gathered in lovely weather for the launch of the Dursey Clipper, the 60-to-70 year-old seine boat restored by the Men's Shed in Allihies, about which I described here in detail last month. Sun sparkled on the pristine, translucent waters of the bay on one of the few fine summer days of June. The sound of sea shanties, sung by the attendance, mixed with the sound of the incoming tide which decided when the launch would happen. It poured in quickly and I 'did the honours' having taken off my shoes and socks and rolled up the trousers. The water was pleasant enough! In her new outfit of, blue, white and black colouring the Dursey Clipper was quickly afloat, rowed to the cheers of those present, by members of Castletownbere Rowing Club.

I was taken out for a trip in the bay on one of the impressive RIBs with which Paul O'Shea and his colleagues of Dursey Boat Trips operate tours of the coastline from Garnish Pier: "We're all locals here and we saw an opportunity to show off the rural, coastal area we live in. We operate tours out to the Bull Rock and in Castletownbere Harbour."

A lighthouse on the Bull Rock was manned from 1889 to 1991. A natural tunnel passing through the centre of the Bull was said to be “a path to the underworld” and on a good weather day it can be traversed, though the underworld is not visited!

Whaling and Robots Serving Fish in Mayo

I also spent a few days on the Mayo coastline, stunning scenery on challenging coastal roads, though some of the driving I encountered from other road users was exceptionally reckless. Apart from that, it was impressive to hear the story of Mayo's Whaling Past in an exhibition at Ballycroy Visitor Centre in Nephin National Park.



I had not before seen the extensive photography by Richard Barrington of the whaling industry that started off Achill in 1910. It is displayed in the Centre, recording that there were three whaling companies, the last being the Blacksod Company which was dissolved in 1932.



From there onto Mulrany and the restaurant and bar of Nevin's Newfield Inn at Tiernaur where I heard about local fishing from John Nevin, having tasted mussels and fish and chips, provided from local catches, so he told me. Always good to hear about local fish catches being used locally. How they were served was unusual – by robots – a waiter and waitress named Bertie and Bella. Wow! They are technologically well advanced at Nevin's in Mulrany.

The Man Who Invented Fish and Chips!

Speaking of fish and chips, closures of fish and chip shops are feared because of increasing costs, so I have been told this past month. The cost of ‘fish and chips’ has gone up around the country. Fish and potatoes are costing more, so are flour, electricity and gas for cooking and there is a shortage of cooking oil developing. Closures of fish and chip shops are feared.

Researching the background of ‘fish and chips’ I found that the man who first introduced them to public consumption has been described as “the chef that history forgot” and, while he was born in France and became famous in England he was involved in voluntary relief support during the Famine of 1847 in Dublin. I had never previously heard him mentioned in that context.

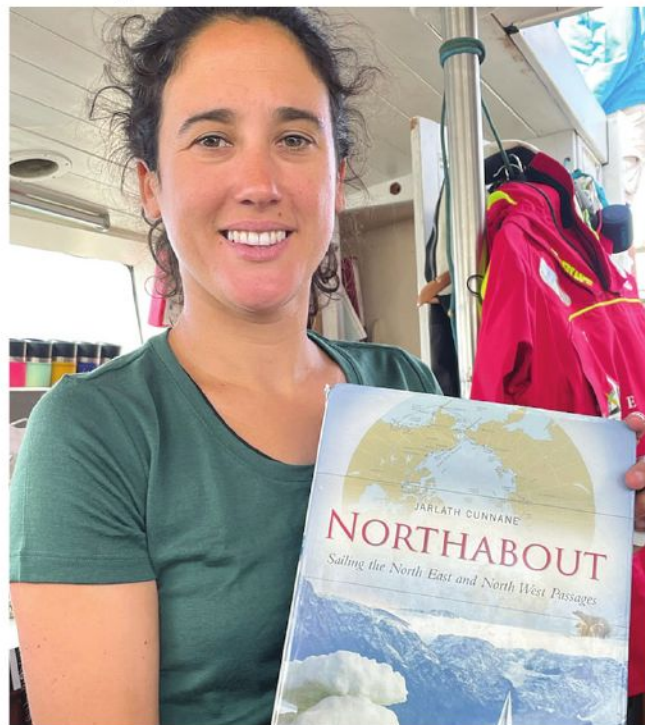
He was Alexis Benolit Soyer, born in France on February 4, 1810, who lived most of his life in England where he achieved fame as a Chef. Amongst his achievements were developing cooking for the British Army on the battlefield of the Crimean War. He set up soup kitchens in Dublin during the 1847 Famine, which served 5,000 people daily and have been regarded as models for those of modern

charities. Soyer came across chips in Belgium, where he also found Jewish street traders selling hot cod in a coating. Something like the idea of today's batter and it was wrapped in newspaper. When he got back to the UK he combined both and recommended ‘fish and chips’ in a book named “Shilling Cookery for the People.”

So came about the UK ‘takeaway’ dish which spread to Ireland. “He was the greatest chef in the world, but has been forgotten,” according to his biographer, Frank Clement-Lorford. “He deserves to be better known.”

Northabout Heading for Greenland Via Ireland

Northabout, the 47-foot Westport expedition yacht of Jarlath Cunnane from Mayo, which with a crew, many of them Galway Hooker sailors, completed an Arctic circumnavigation of the world with a transit of the Northeast Passage north of Russia, has been back to Ireland after being sold to France.



Crewed “exclusively by women,” the yacht put into Dun Laoghaire en route to Greenland on another expedition. The leader of this expedition, from France, is Marta Goumes (pictured above), who learned her sailing in West Cork – at the former Glenans base in Baltimore. Interesting how the Irish marine sphere, boats, places and people, resonates around the world.

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Antrim Coast Half Marathon to Help Save Lives at Sea as Larne RNLI is Chosen as Charity Partner

Larne RNLI has been chosen as a charity partner for the Antrim Coast Half Marathon. The event takes place on Sunday 28 August.

With its flat and fast course, the race is one of the fastest half marathons in the world.

Starting at the beginning of the Antrim Coast Road, the course sweeps into Larne Harbour and through Larne town before moving onto the Antrim Coast Road.

Speaking of the partnership, James McIlroy, Antrim Coast Half Marathon Race Director said: ‘We are delighted to be able to support the RNLI in Larne. This partnership made perfect sense because the race starts and finishes at Larne harbour and last year, race participants were able to see the lifeboat in the water as they ran along the beautiful coastline. We hope to grow this partnership over the next few years.’

Larne RNLI was established in 1994 and has two lifeboats, a Trent class all-weather lifeboat and a D class inshore lifeboat. Last year, the volunteer crew launched their lifeboats 31 times bringing 36 people to safety, two of whom were lives saved.

As well as responding to call outs, the volunteer team at Larne RNLI work to share vital water safety messages in the community.

Throughout the pandemic, the station remained operational, and the volunteer crew continued to be on call. With restrictions on travel and holidaying during the period, many people took the opportunity to visit coastal areas in Northern Ireland - engaging in activities such as open water swimming, paddle boarding and kayaking and when called to help anyone in need, the lifeboat crew responded. Covid-19 restrictions did however mean normal fundraising activities couldn't happen which in turn had an impact on funds raised.

Nuala Muldoon, Northern Ireland Community Manager for RNLI said: ‘As a charity, the RNLI relies on the generosity of the public and the support of communities to power our lifesaving service, so we are delighted and grateful to all involved with the Antrim Coast Half Marathon for choosing Larne RNLI in this way.’

‘We hope to raise as much funds as possible in the run up to the event and on the day itself. We will have collection buckets, a pop-up shop and our mascot Stormy Stan will also be doing the rounds. Funds raised will go towards crew training and essential lifesaving kit.’

There are a number of free places for the Antrim Coast Half Marathon available for those who pledge to raise at least £100 for the RNLI. For more information, email Nuala_muldoon@rnli.org.uk

If you can't attend on the day but would still like to add your support, you can click on donate online at <https://www.justgiving.com/fundraising/larne-lifesaversfund2022>

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Naval Service Numbers at Lowest Level

- Core Issue Is Pay

Report: Tom MacSweeney

The personnel strength of the Naval Service at present is 841, according to latest available information. This compares with the highest number it had, which was in 2015, when the personnel level stood at 1,090. That figure was just four short of what has been stated to be the minimum level of servicemen and women which the Navy needs which is 1,094.

The *Marine Times* understands that between twenty and thirty applications for discharge were pending at the end of June, though the figures could be more or less than quoted to the paper by non-official sources. It has not been possible to establish how many are going through the process at present, whether having signed for discharges or awaiting approval of applications.

The “critical personnel operational level” of the Navy has not been officially released, but various statements have put the figure at around 800. Any further numbers leaving from the present number could get close to that figure. So any discharges which would hit that number might not be approved.

Recruitment campaigns have been underway and have received some positive response, but not to the level required. Training recruits takes time to bring them to operational capability and competency, particularly in sea-going conditions,

Last year the Naval Service marked the 75th anniversary of its foundation. There is a pride in being part of the Service expressed by those I have talked with who served previously or are serving personnel at present. There is clear concern about pay levels, but most Service personnel preferred to discuss the issues without being named personally. Former personnel, some of whom had been engaged in discussions about Service conditions and pay levels, requested anonymity in briefing about current staffing levels and concerns.

The core issue, pointed to by various sources, is pay levels. Some concerns about aspects of conditions have been expressed from time-to-time but the main complaint from personnel who have left focused on basic pay. That is reflected also by serving personnel and the representative associations.

Comparing Naval personnel strength at present with its highest level in 2015 must also take into account that back then the Navy had fewer vessels and less commitments to undertake.

The Commission on the Defence Forces, amongst its report findings, referred to a complicated system of payments to personnel when on sea-going duties, to which it recommended urgent reform. There are allowances for patrol duties and tax credits can be available against pay for the number of days served at sea. But these payments come into effect after a number of years in the Service, according to personnel who have left and have told this paper “the system is complicated and people often

don’t know whether they are getting what they should, how they become entitled to them, why some people get them and others don’t... it’s complicated and gets people frustrated and annoyed.”

PDFORRA, the representative association for the Defence Forces, has called for a single payment which would reflect the nature of seagoing duties to replace the system.

“The failure of engagement on the issue of payments, despite repeated attempts by our association has undoubtedly contributed to the current crisis,” PDFORRA said recently when commenting on the current personnel crisis.

One of the factors particularly annoying to existing personnel and quoted by former Naval Service members who have retired or taken early discharge, was repeated a number of times - the view that other sectors of State services were facilitated by Government to expand staff numbers, but the Navy had been neglected, despite the issue being raised a number of times.

“At the top level, those leading the Navy have done their best to represent the case for Naval Service personnel to get a better deal and their situation in a sea-going context to be noted, respected and improved,” a former officer said. “The fault is at Government level and that comes down, bluntly, to the attitude of civil servants in the Department of Defence who don’t understand the demands of sea-going and service at sea.”

RACO, the Representative Association of Commissioned Officers in the Defence Forces described the Naval Service as “living on borrowed time” last year after it had been reported that the *LE William Butler Yeats*, didn’t go on sea patrol because it was short a technical specialist.

The year before, in the Summer of 2019, there were media reports that the *LE Eithne* and *LE Orla* were taken off patrolling at sea due to crew shortages. These were based on a note sent to personnel by the FOCNS, Flag Officer Commanding the Service, Michael Malone. They were denied by then Minister of State with special responsibility for Defence Paul Kehoe, who said the ships were taken out of service for routine maintenance and not because of crew shortages.

Personnel problems in the Naval Service have been going on for some years and the views of former and present service members is that the Service should be given much more prominent attention by government and politicians.

There has been some recruitment into the



On Monday, June 27, LE SAMUEL BECKETT (P61) departed the Naval Base at Haulbowline on a resupply mission to Lebanon carrying stores to Defence Force Units serving with UNIFIL and UNDOF. The return journey via the Atlantic and Mediterranean is expected to take 24 days. The ship will also return stores to Ireland from those mission areas. Photo (Naval Service Facebook) shows the ship leaving from the Naval Base in Cork Harbour.

Naval Service. The latest four recruits of the 60th Cadet class were inducted at Naval Services headquarters in Haulbowline last month. However, recruitment is not meeting the total overall requirements. Sources told the *Marine Times* that an intake of at least 120 is needed annually. This is not an official figure.

“There is a crisis, it is now being admitted, but that should have resulted in much more committed action in recent years when the representative associations were making it known that there was a crisis approaching. The Naval Service should have more priority,” a retired, former officer told me. “The Service has, for some time, been on borrowed time. It is fortunate that there are enough dedicated personnel to keep it going.”

Commodore Malone was interviewed by the *Marine Times* in our monthly feature in February and said that it was “a challenging time,” for the Service in staffing and recruitment, “but we have seen peaks and troughs over the years. I have 40 years’ service and I have seen this happen previously. It has been exacerbated by the Covid challenge. People are slow to engage in joining the defence forces, but we will turn that corner.”

Analysing the ‘Report of the Commission on the Defence Forces’ Defence Min-

ister Simon Coveney, said it had found that “in broad terms, levels of average turnover are not out of line with other military organisations internationally. However, there are gaps in specialist areas which have a disproportionate impact on operations. The Commission believes that greater transparency of the wider benefits of membership of the Defence Forces should become a central feature in future recruitment campaigns and that the visibility of the total remuneration package should be increased. In terms of specialist posts. The Commission recommends that there should be increased direct entry with appropriately adjusted training and physical fitness requirements. Recommendations are also made around affiliation to ICTU and pay structures. I intend to follow up on those issues as quickly as possible.”

That commitment is understood to be the focus of attention by the representative associations at present and in discussions at top levels of all of the Defence Forces, including the Naval Service.

The message which the *Marine Times* has been given by present and former personnel appears clear, the government of an island nation should prioritise its primary maritime service – the Naval Service.



MFV St Jean Baptiste - Photo courtesy Donal Healy

Have Your Say at BIM's Regional Gear Workshops

Report by Dr Ronán Cosgrove, Fisheries Conservation Manager, BIM

BIM held a gear workshop on the pier in Castletownbere on June 16th. This followed on from an event in Killybegs in May and is part of a series of Industry workshops being held around the coast during the summer months which aim to share knowledge on gear-based developments and challenges. The Fishery Improvement Projects (FIPs) and the Marine Institute (MI) are also collaborating to discuss opportunities in this area.



Matthew McHugh, Development Executive, BIM; John D O'Sullivan, owner MFV Ronan Ross and Ronan Cosgrove, Fisheries Conservation Manager, BIM.

Discussions in Castletownbere focused on a range of selective gears developed and implemented as technical measures in Irish waters. Thanks to extensive R&D by the Industry and BIM in response to the landing obligation, most Irish vessels are now actively using more selective gears such as T90 codends for whitefish and enlarged mesh escape panels for fish in the Nephrops fishery.

The FIPs provide an opportunity for Industry to capitalise on such improvements through demonstration of environmental credentials and enhanced market access. As well as providing essential data towards development of sustainable fisheries, the MI/Industry fish self-sampling programme provides an opportunity for vessel owners to record their use of more environmentally friendly gears – an important component of FIPs.

Given the ongoing energy crisis, there was also a lot of interest in the net model of our new four-panel trawl which has shown major potential for improving energy efficiency in the Nephrops fishery. Lifting parts of the gear off the seabed can also improve energy efficiency and help reduce seabed

impacts of bottom trawls.

Reducing seabed impacts is likely to be a major new challenge for bottom-contact gears given plans for widescale introduction of marine protected areas, increased protection of marine biodiversity and carbon stores. Gear-based research in this area is at an early stage, however, and its essential that gear modifications are practical and commercially viable as well as good for the environment. The workshops provide a good opportunity for fishers to share ideas in this area which we can build into more R&D and collaborations in the years ahead.

The next workshops will take place in Dunmore East in mid-July and Clogherhead in mid-August. Please keep an eye out for messages from your Producers' Organisation and on social media for specific dates.

Thanks to the Industry participants and to Shane Begley and crew at the National Fisheries College of Ireland in Castletownbere for use of the facilities. This work is funded by the Irish Government and part-financed by the European Union through the EMFAF Operational Programme 2021 - 2027 under the BIM Sustainable Fisheries Scheme.

IRISH WHALE AND DOLPHIN GROUP IWDG NEWS



Dr Simon Berrow, CEO of the Irish Whale and Dolphin Group discusses the Fair Seas Report which urges the Government to designate a minimum of 30% of Irish waters as Marine Protected Areas by 2030. Not surprisingly this has caused quite a reaction. "This is not a list of MPAs that will be designated, but a first look at the data to identify potential areas of interest that could be explored more deeply," he writes. "Extensive stakeholder engagement and discussion is essential, he says, but it is not the remit of Irish NGOs to lead this process. That is a matter for government agencies that must drive this engagement forward.

Marine Protected Areas

There has been a lot of discussion in recent months in Ireland about Marine Protected Areas. What is a Marine Protected Area? What does it look like? How would it restrict activities within the area of interest?

With all this talk it's been very hard to actually visualize what a coherent network of MPAs would look like. Following the publication of the Fair Seas report *Re-vitalizing Our Seas*, an MPA Map of Ireland was published. This map shows 16 areas of interest which could be potential MPAs. An Area of Interest was defined as a key diversity hotspot for one or more species of conservation interest. The map presented defines just under 36% of Ireland's marine waters as MPAs, given that currently only 2.1% of the Irish maritime area is designated as MPAs, all under the EU Habitats Directive, this is an 18 fold increase and exceeds the 30% designation required under law by 2030.



cluded in the future to enhance and further define these areas.

Clearly there'll be huge debate over whether these areas are suitable for MPA designation and engagement with all communities that it might affect is essential. MPAs are not purely designated on their marine biodiversity but include a variety of other factors including economic and social issues. From a coalition of environmental NGOs perspective it is important to use the available data to start the debate. Five species groups were considered in

this study; marine mammals, seabirds, elasmobranchs, commercially exploited species and sea bed features. These were all brought together into GIS and mapped to see where the overlaps in distribution and abundance were greatest. It was a process which took many months of hard work to identify the 16 areas of interest described. It should be remembered

that it is not Irish NGOs that designate MPAs but the state under the Department of Housing. They are charged with identifying, designating and managing MPAs but following months and months of talk it's really important to start looking at the available data and what areas could potentially be considered. Extensive stakeholder engagement and discussion is essential but is not the remit of Irish NGOs to lead this process. We will of course contribute and try and engage with those interested parties through our own platforms, be them meetings, newsletters or social media, but it is really government agencies that must drive this engagement forward.

Later this year, legislation which will provide the legal framework for the designation and management of MPAs will go through the Dáil. This is a really important first step in the MPA process and we encourage all those interested, affected and concerned individuals and organisations to get involved, be informed and shape our future seas.

The Fair Seas report is available for download at: fairseas.ie

www.iwdg.ie



James keeping a close watch on three week old baby Emma O Donovan snug as a bug on the Sainte Marie De La Mer oblivious to what is happening - the flotilla to welcome Dillon Owen II arriving to Castletownbere from Denmark - Photo by Lisa O'Donovan

New Dillon Owen II

Congratulations are extended to Paddy "Owenie" O'Sullivan his family and crew on the new Dillon Owen II which arrived into Castletownbere on June 4th.

The vessel was met by a flotilla of local fishing vessels and tug boats to escort her into the harbour. As the Dillon Owen II left for her maiden fishing trip in mid-June, she sailed a traditional ring around Castletownbere Harbour for luck.

Castletownbere RNLI

Castletownbere lifeboat was launched on Saturday June 25th to assist two sailors who were crossing the Atlantic and had run into challenging weather off south-west Ireland.

The Vermont based couple had set out in their 37 foot yacht from Boston in early June and were crossing the Atlantic on route to Scotland. The Irish Coast Guard's Marine Research Coordination Centre in Valentia advised the yacht to change course and make for Castletownbere due to deteriorating weather conditions. As the evening progressed and weather conditions became increasingly challenging, Castletownbere lifeboat, Annette Hutton, was tasked at 10.00pm and launched immediately under the command of Coxswain Dean Hegarty with crew Dave O'Donovan, David Lynch, Marc O'Hare, Alan Cody and Dion Kelly.

The lifeboat located the yacht at 10.46 pm, ten miles south-west of Castletownbere. A local fishing boat assisted while the lifeboat escorted the yacht. Once in calmer waters, a lifeboat volunteer went aboard to assist with berthing the yacht at Castletownbere pier. When ashore, the sailors had refreshments in the lifeboat station and expressed their gratitude to the Irish Coast Guard, the Castletownbere lifeboat and the skipper of the local trawler. One of the sailors commented: 'It was so reassuring to see

the lifeboat coming, we were tired and sea conditions were challenging and we are so delighted to be safe and on dry land now!'

This was Castletownbere lifeboat second call-out in two days, on Friday June 24th, the lifeboat was involved in a multi-agency search for a missing person in the Ballylickey area.

Adrigole Harbour Plan

West Cork Councillor Danny Collins and head of Cork County Council Services, Mac Dara O'Hici recently met with members of the Adrigole Harbour Group and Boat Club to discuss their plans to build a new pontoon.

Chair of the Harbour Group Mike O'Shea said "the harbour is very busy over the summer and we felt it was time to get together and see if we can get some funding and help to build a pontoon which will improve safety and make the harbour more usable. We are in the early stages but Councillor Collins was kind enough to set up this meeting and has promised support after seeing just how many people use it."

Anyone interested in joining the group and helping with the project can contact secretary Wayne Brearley at waynebrearley@gmail.com.

Bere Island Receive Funding for Electric Bus

Bere Island Projects Group have been awarded €72,693 of CLÁR funding from the Department of Rural and Community Development to purchase an electric wheelchair accessible bus and install a PV charging point at the island community centre.

The funding was announced by Minister Heather Humphreys, as part of an overall €412,000 funding package for eleven projects on the offshore islands. The funding is part

of a new 'Our Islands' measure under the Department's CLÁR Programme and is designed to make the offshore islands more attractive places to live and visit.

Allihies Men's Shed

On Sunday June 12th, Allihies Men's Shed launched a traditional boat the group had restored, to great celebration at Garnish Pier, Allihies.

The restored boat, named the Dursey Clipper, was rowed by a crew from Castletownbere Rowing Club on her maiden voyage around Garnish Harbour. Members of the Allihies Singers sang sea shanties on the pier which was thronged by well-wishers. Allihies Men's Shed received assistance from the Cork Education and Training Board who arranged for boatbuilder Dave Nolan to provide tuition assistance to the group.

They also applied for BIM FLAG funding and were granted an 80% grant to complete the project. The remainder of the funding was donated by local fishing companies, Paddy and Elnora O'Sullivan of POS Fishing and Fast Fish Ltd each donated €500.

Beara Race Series

Beara Athletic Club have announced the dates of their 2022 five mile autumn race series.

The Glengarriff race will take place on September 3rd, the Allihies race on September 17th, the Bere Island race on October 13th and the Eyeries race on November 12th. For further details see the Beara Athletic Club Facebook page.

Theresa Murphy RIP

Sympathy is extended to Patrick Murphy, CEO of the Irish South and West Fish Producers Organisation on the death of his mother Theresa Murphy. Ar dheis Dé go raibh a hanam.

International Fishing and Maritime News

Fuel Costs A Problem but UK Government Refuses Help

Several European nations have provided special funding assistance, with EU approval, to assist fishing businesses and ensure food security, with financial aid to cover any lost income or additional expenses resulting from the war in Ukraine. The Irish Government has still refused to do so, though a meeting with the fishing industry has been agreed for early this month.



In Scotland the cost of marine diesel has reached nearly three times the price of last year and Shetland fishermen have warned the UK government that there is a risk of fishing businesses failing, particularly in the whitefish sector, as boats face rising and sustained high fuel costs at a time when, its representative body says "mis-matched quota for important species like cod has been slashed in recent years, despite crews reporting an abundance of fish."

"When Shetland fishing crews can justify the cost of fuel to go fishing, they find themselves towing alongside visiting vessels from France or Spain – whose national governments have subsidised marine fuel to help their fleets. The future for Shetland's modern and forward-thinking fishing fleet now hangs in the balance without similar assistance from the UK or Scottish governments."

The Shetland Fishermen's Association has called on the UK and Scottish governments to step up and help the nation's food producers through these troubled times. The SFA's Daniel Lawson said that promises and priorities around food security had been made by Government and must be delivered on. "Shetland boats face tying up while the waters around here are fished freely by vessels from other countries where fishing is clearly valued and governments have agreed to help their fleets bear the escalating costs. Fishing vessels in Shetland have seen the cost of marine diesel almost treble this year – and quadruple since the start of the COVID-19 pandemic."

However, the UK's Minister for Farming, Fisheries and Food Victoria Prentis,

has ruled out any fuel subsidies for the UK fishing fleet. She said she was aware of the problems facing the fishing industry due to the rising cost of fuel, but the government was wary of breaching any international agreements on fuel subsidies.

David Stevens from Newlyn, Chairperson of Fishing Into the Future, said fuel costs were affecting boat costs and crew wages. "Many of the beamers and small trawlers are laid up because of the fuel price."

US Shellfish Growers Set Eyes on Europe

Seafood companies in the North East of the United States will arrive in Europe on a trade mission to increase exports of their shellfish. Food Export Northeast, a non-profit organisation which assists companies in the region to build export markets is leading the mission which will visit the Netherlands and Paris in September.



"The goal is to expand the market for U.S. shellfish growers hoping to export live shellfish. The trade mission itself is possible thanks to recent developments in the ability for two U.S. states to ship live shellfish to

the European Union," the organisation has said. "After over a decade of work, the U.S. Food and Drug Administration finalised an "equivalence determination" finding that the Netherlands and Spain can ship live shellfish to the U.S. Soon after, the E.U. established similar new rules, clearing the U.S. states of Massachusetts and Washington to send live shellfish to countries in the E.U."

The first live shipments of shellfish have already been exchanged. In March, the Dutch Fish Federation celebrated the new trade destination during the 2022 Seafood Expo North America with a tasting of oysters from the Netherlands.

Food Export Northeast represents 10 states throughout the Northeast U.S., from Maine to Delaware. Massachusetts is currently the only state in the region approved to send shellfish to the EU.

Herring Catch Quota Reduced by Canadian Government

Canada has reduced the total allowable catch for the Southwest Nova Scotia / Bay of Fundy Atlantic herring stock by 33% decrease from last year's TAC of 35,000 tonnes. It will now be 23,450 tonnes.

Minister of Fisheries, Oceans and the Canadian Coast Guard, Joyce Murray, said that the 2022 catch decision would reduce pressure on the stock, while recognising the needs of communities that depend on this fishery for jobs and bait.

"The Atlantic herring stock in Southwest Nova Scotia and the Bay of Fundy is in critical condition and we must take action to regenerate the stock. Despite a number of measures taken in recent years to encourage rebuilding, the herring stock remains in the critical zone. Stronger sustainable management actions are needed to protect this important species and return it to abundance."

Fisheries and Oceans Canada will closely monitor the status of this stock and will continue to work with harvesters, Indigenous communities and other partners to responsibly rebuild this stock to the healthy zone over time.

Caribbean Water Quality Deteriorating

Deteriorating water quality in the U.S. Caribbean is causing concern. The Caribbean Fishery Management Council, San Juan, Puerto Rico, shares management of fish stocks with Caribbean nations and is responsible for the creation of management plans for fishery resources in the U.S. Caribbean EEZ off Puerto Rico and the U.S. Virgin Islands.

It is staging workings for 300 fishers, coastal businesses, conservation organizations and scientists to develop a fishery ecosystem plan for the management of the region's fisheries, focusing on ecological, economic, and societal factors.

"Stabilisation of fish populations is essential because of climate issues, erosion and poor water-quality control," it says. A public education campaign is planned to spread understanding of the problems.

Norwegian Exports Soaring

Norwegian seafood exports have reached all-time highs. In May €1.2 billion worth of fisheries and aquaculture products were sold to overseas markets. That was an increase in value of 49 percent, compared to May of 2021. "The second highest in a single month, only beaten by March this year," said the Acting CEO of the Norwegian Seafood Council, Børge Grønbech.

In ten years there has been a huge increase in the value of Norwegian fish exports. In 2012 seafood exports amounted to €5.2 billion. This has been passed in the first five months of 2022. Growth was mainly due to increased export prices, primarily for salmon, but also for trout, cod, saithe, haddock, and herring, even though Russia's invasion of Ukraine has been affecting the market.

WTO Reduces Support for Fishing

The World Trade Organisation has agreed to prohibit support for illegal, unreported, and unregulated fishing by banning subsidies for fisheries deemed to be overexploited. It has been welcomed by environmental non-governmental organisations.

Isabel Jarrett, Manager of Pew Charitable Trusts section for reducing harmful fisheries subsidies project, said the measures being introduced will enhance transparency and accountability for how governments support their fishing sectors.

"These requirements apply to all 164 WTO member governments which have agreed to continue negotiating rules that would curb subsidies that contribute to fishing in other countries' waters and to overfishing and overcapacity within a nation's own waters."

WTO Director-General Ngozi Okonjo-Iweala said the agreement was a "first but significant step forward" toward curbing subsidies for fleet overcapacity and overfishing by ending subsidies for fishing on the unregulated high seas.



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news from the **Portside**
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Lord Mayor of Dublin 'Casting of the Spear' Tradition

Lord Mayor continues tradition dating to 1488

The Lord Mayor of Dublin, Alison Gilliland, took to the waters of Dublin Bay to take part in the annual 'Casting of the Spear' ceremony, the first time the tradition has been observed since before the pandemic.

The 'Casting of the Spear' is a tradition dating back 531 years for the incumbent Lord Mayor, who becomes Honorary Admiral of Dublin Port. The title of Honorary Admiral of Dublin Port has been bestowed on the Lord Mayor of Dublin for over 20 years.

Historical records show that the maritime tradition of the Casting the Spear dates back to 1488 when Thomas Mayler, who was then Lord Mayor of Dublin, rode out on horseback and cast a spear as far as he could into the sea – this was to mark the city's boundaries eastwards. Centuries later, the re-enactment ceremony reminds us of Dublin's role as a port city in medieval times and highlights Dublin Port's remarkable history since its establishment as a trading post some 1,200 years ago.

Lord Mayor of Dublin Alison Gilliland said: "I am absolutely thrilled to have had the honour of Casting of the Spear and marking the eastern boundary of our City. I feel privileged being the Honorary Admiral of the Port for the duration of my term of office.

This ancient tradition of marking the City's maritime boundary with a spear has always fascinated me. It also highlights the strategic economic importance of Dublin Port to our City and indeed our country and how it has grown and developed over the centuries."

Dublin Port CEO Eamonn O'Reilly commented at the ceremony: "I would like to thank Lord Mayor Gilliland for her participation in this year's annual Casting of the Spear ceremony as we celebrate our heritage as a port city. It is heartening to be able to return to these time-honoured traditions after the disruption of the last few years. Looking back, now more than 530 years, it is extraordinary to think that our city's boundaries were established by Thomas Mayler's spear in the waters of medieval Dublin. Today's re-enactment symbolises Dublin Port's continued commitment to preserving an understanding of the history that binds the port and the city together."



Lord Mayor of Dublin, Alison Gilliland casting the spear into Dublin Bay alongside Dublin Port CEO, Eamonn O'Reilly.

Port of Cork sees Significant Opportunities for Supporting Renewable Energy Activities from Cork Harbour

Sharing similar visions for the future, the Port of Cork Company was delighted to meet with Inis Offshore Wind, one of Ireland's leading renewable energy firms, to discuss the future of Ireland's Offshore Renewable Energy (ORE) sector and to explore the opportunities for Cork Harbour.

As part of its commercial energy strategy, the Port of Cork Company is actively engaging with organisations within the renewable energy sector, to discuss the potential for future development opportunities. The Port of Cork Company (PoCC) is keen to engage with organisations within the energy sector that share the same ethos around sustainability, to facilitate a sustainable future for the region and for Ireland.

In December of 2021, the Government published a Policy Statement setting out the strategy for commercial ports to facilitate offshore renewable energy activity in the seas around Ireland. The Government has also decided that a multi-Port approach will be adopted, with a number of Ports being required to provide facilities for the different activities at several locations around the country, and at different times for the various phases of the fixed and floating ORE developments. The PoCC will utilise its strategic location and considerable experience in the offshore energy sector to make its contribution to supporting the development of renewable energy opportunities, as outlined in the Port of Cork Company's commercial energy strategy and government policy.

Conor Mowlds, Chief Commercial Officer of Port of

Cork Company, said: "There are significant opportunities for the Cork region to become a hub for renewable energy, which will benefit the environment, local businesses and create employment in the region."

Mr. Mowlds added "We welcomed the opportunity to meet with the Inis Offshore Wind team and to show them first-hand the range of facilities in the Harbour. Taking the time to visit in person gave the team an understanding of the scale and the size of the harbour, the opportunities, and the challenges, as well as giving us the chance to discuss the potential for future developments both in and out of the water."

Backed by the Temporis Aurora Fund, whose investors include the Ireland Strategic Investment Fund (ISIF), Inis Offshore Wind is an Irish renewable energy firm, committed to supporting the delivery of the Irish Government's offshore wind target by 2030.

Vanessa O'Connell, Head of Inis Offshore Wind, said:

"As an organisation, our mission is to enable a sustainable energy future for the people of Ireland. We believe that the Cork region can play a pivotal role in the future of Offshore Renewable Energy in Ireland. The Port of Cork Company is a forward-thinking state agency that understands both the complexity in developing offshore renewable energy but also how important this source of energy will be for future generations.



"The proactive approach from the Port of Cork Company towards the future of renewable energy in the south is hugely encouraging. I would like to thank Conor and his team for our recent productive and informative visit."

To find out more about the Port of Cork Company, visit www.portofcork.ie. For more information on Inis Offshore Wind, visit www.inisoffshorewind.ie

[Inset photo: Conor Mowlds, Chief Commercial Officer, the Port of Cork Company (PoCC) and Vanessa O'Connell, Head of Inis Offshore Wind]

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Busy Busy Times for the RNLI



Niamh Stephenson, Media Manager for the RNLI says it's hard to know where to being this month with so much happening.



Working With the GAA

By time of going to print you will have hopefully seen RNLI lifeboat crew, once again, taking to the pitch during one of the All-Ireland semi-finals in Croke Park, to promote the GAA and RNLI's partnership on water safety.

Lifeboat crew from fifteen stations were represented and the welcome from the crowds in the stadium always gets a reaction from those of us lucky enough to be there. This partnership is a community one and as such has its roots in the lifeboat stations and our volunteers. The RNLI has produced a short film to promote the work of the partnership, featuring volunteer lifeboat crew from Cork, at Courtmacsherry and Ballycotton RNLI, along with members of Barryroe GAA. The film was made by Banjoman Productions and was shown

on the big screen in Croke Park before the semi-final. There are 46 lifeboat stations on the island of Ireland, with 333 GAA clubs within a 10km radius of them. On average 111 people drown in Ireland each year and the work being done through the partnership aims to give as many people as possible the knowledge of what they can do to both keep safe or help someone in trouble on the water.

One of the volunteers to feature in the film is Vincent O'Donovan, Courtmacsherry RNLI Deputy Launching Authority and Lifeboat Press Officer. A volunteer in both the RNLI and the GAA, Vincent hopes that the film will encourage more people to get involved in their community and think about water safety. If you haven't seen it yet, you can find it by searching online or on the RNLI news centre (rnli.org/news)



Newcastle lifeboat towing a stricken endurance boat with 6 crew to the safety of Ardglass harbour - Photos: Christopher Feenan

Naming Ceremonies Finished

We have finally finished our run of naming ceremonies (for the time being), many of which were postponed during the pandemic.

Dunmore East RNLI officially named their all-weather Shannon class lifeboat, William and Agnes Wray after the lifeboat went on service in September last year. It is named after a Manchester couple who were married for over 60 years and who had three children, all of whom have had a proud connection to the sea. The honour of handing over the lifeboat and officially naming her, went to Robin Malcolm, a representative of David Malcolm, a secondary funder of the lifeboat, who was assisted by crew member Brendan Dunne. The Shannon is the third all-weather lifeboat that Brendan, a volunteer with the RNLI for 37 years, has served on. He was also crew on the Waveney class, St Patrick and the Trent class Elizabeth and Ronald.

The day before, in rainy conditions, a crowd gathered on Keelbeg Pier to name Union Hall RNLI's Atlantic 85 lifeboat, 'Christine and Raymond Fielding.' The funding for this lifeboat came from the late Dr. Raymond Fielding, a keen mariner and proud Corkman. While Raymond and his wife Christine did not live to see the lifeboat put into service, Raymond asked that it bear both their names. The couple were married for 48 years before Christine predeceased Raymond. The Fieldings loved sailing, spending a great deal of time off West Cork. The late Paddy O'Donovan was also fondly remembered. A former Chairperson of the station, Paddy was passionate about establishing a lifeboat in the area. Since the station opened in 2014 Union Hall RNLI have launched 68 times and brought 98 people to safety, a record Paddy would certainly be proud to see.

Northern Call-Outs

It has also been busy on the rescue front too. With changeable conditions, lifeboat crews have had some very challenging weather to navigate. Over one weekend in Northern Ireland, Red Bay and Newcastle lifeboat crews were out to rowing vessels in trouble.

The crew from the GB Row Challenge had left Tower Bridge London on the 12 June to circumnavigate Great Britain and to collect important environmental data. The crews were made up of very experienced rowers who had crossed oceans in every type of weather but conditions this one weekend made continuing with their mission impossible. On the Saturday evening, Red Bay RNLI all weather lifeboat was launched to reports of six people in trouble sixteen miles east of Cushendall. The lifeboat crew safely recovered all six people onboard the lifeboat in hugely challenging conditions with the lifeboat at sea for 6 hours in gale force conditions. The mission was coordinated by Belfast Coastguard, who organised a passing 300m long bulk tanker BORIS WILKITSKY to divert and shelter the lifeboat from the storms to allow the volunteer lifeboat crew to get the crew off the rowing boat. The Coastguard Rescue helicopter crew from Scotland provided top

cover and got some amazing footage from overhead as the lifeboat crew recovered the casualties onto the lifeboat. The six survivors were landed at Red Bay Pier where lifeboat crew arranged accommodation, clothing and food for them. A more grateful group you could not find.

The next morning Newcastle RNLI rescued five people after they got into difficulty in challenging weather conditions 23 nautical miles north east of Ardglass. The vessel had been monitored throughout the night by HM Coastguard with frequent radio transmissions. During a check at 7am on Sunday, the rowers explained they had capsized and righted themselves but were unable to row. Newcastle RNLI was requested to launch their all-weather lifeboat in Force 7 southerly wind and very rough seas. Conditions deteriorated following the launch with weather increasing to a Force 9 southerly wind and high seas. On arrival, the volunteer crew assessed the situation and decided a tow was necessary to bring the vessel's crew to safety. Such were the conditions at sea that it took three attempts before a tow was successfully established. Newcastle RNLI then towed the vessel to the nearest safe port at Ardglass, a passage that took two hours. Newcastle RNLI Coxswain Gerry McConkey commended his volunteer crew who used their skills and training to work in what were extremely challenging conditions.

Carrybridge RNLI assisted a 35-foot cruiser on fire on Upper Lough Erne. Douglas Euan & Kay Richards was launched at the request of Belfast Coastguard, to assess a 35 foot cruiser which was reported by a member of the public to be on fire, in the vicinity of Tamlaght Bay. Winds were Westerly, Force 1. Visibility was good with clear skies. Once on scene, the lifeboat located the casualty vessel which had a well-established fire on board, and it was resting against the reed line close to the shore. No people were to be seen close to the vessel, so the volunteer Helm placed two crewmembers from the lifeboat ashore to carry out a land search whilst the lifeboat continued to carry out a water-based search around the location of the vessel. The volunteer crew carrying out the shore-based search established further information from a member of the public that the owner of the burning vessel had managed to disembark from it and get onto another passing vessel. This information was relayed to the Coastguard who were trying to establish contact with the owner.

Due to the vessel still rapidly burning, and where it was situated at the edge of a main navigation channel, the Coastguard requested for the volunteer crew of the lifeboat to remain on scene until the fire had burned itself out, to make sure it did not move from its current position and cause a further hazard to water users. The lifeboat crew monitored for other vessels moving in the vicinity and keep them at a safe distance from the burning vessel. Northern Ireland Fire and Rescue Service (NIFRS) who were in attendance, assessed the burning vessel, but due to the extent and progression of the fire they were not able to tackle the fire and they decided to allow it to burn itself out.

Castletownbere

Down the other end of the country, and while Red Bay were out, Castletownbere RNLI was launched to go to the assistance of two sailors who were crossing the Atlantic and had run into challenging weather and needed assistance.

A couple had set out in their 37ft yacht from Boston a number of weeks ago and were crossing the Atlantic on route to Scotland. The Irish Coast Guard's Marine Research Coordination Centre in Valentia advised the yacht to change course and make for Castletownbere due to deteriorating weather conditions.

As the evening progressed and weather conditions became increasingly challenging, Castletownbere RNLI's all-weather lifeboat launched. The yacht was located 10 miles south west of Castletownbere. Conditions on scene were westerly Force 6-7 winds and a 3m sea swell. A local fishing boat assisted while the lifeboat escorted the yacht. Once in calmer waters, a lifeboat volunteer went aboard to assist with berthing the yacht at Castletownbere pier.

Baltimore

Baltimore RNLI were called out to provide assistance to a yacht with two people onboard that got into difficulty off the coast of Cape Clear Island.

The volunteer lifeboat crew launched their inshore lifeboat at 11.57am, following a request from the Irish Coast Guard to go to the assistance of a 28-foot yacht, with two people on board, which was propped on a pot buoy near Bird Island off Cape Clear Island in West Cork. The Baltimore crew arrived at the casualty vessel at 12.10pm. The lifeboat crew were able to free the casualty vessel from the trailing fishing gear however as there was still rope wrapped tightly around the propeller, Helm Kieran Collins decided that undertaking a tow was necessary.

Volunteer crew member David Ryan was put aboard the casualty vessel to assist rigging a tow from the lifeboat, to Baltimore Harbour, arriving at 1.20pm. The casualty vessel was secured alongside the pier in Baltimore Harbour, the lifeboat returned to the station, arriving at 1.25pm.

There were four volunteer crew onboard the lifeboat, Helm Kieran Collins and crew members James Kitt, Kieran O'Driscoll and David Ryan. Assisting at the station were Jerry Smith and Rianne Smith. Conditions at sea during the call were calm with a westerly force 1-2 wind and no sea swell.

Long Service Awards

Finally, the RNLI recently held two recognition events in Dublin and Belfast for RNLI volunteers who had received long-service awards over the past three years.

It was a late and overdue thank you due to the pandemic, but nevertheless an important one. Some awardees had done decades of volunteering for the RNLI, and I hope they take great pride in that record. We in the RNLI certainly do.

Five Young Chefs Announced as this Year's BIM Taste the Atlantic Ambassadors



Five young chefs have been announced as the BIM Taste the Atlantic Young Chef Ambassadors for 2022. The programme, now in its second year, was created by BIM, and is a collaboration with Chef Network and Fáilte Ireland as a way to give emerging young chefs in-depth experience of the Irish aquaculture, seafood, and coastal tourism sectors.

During the immersive four-month programme, each of the chefs will embark on a seafood journey along the Taste the Atlantic trail, familiarising themselves with the salmon, oyster and mussel producers working along the Western seaboard.

So far the chefs have visited seafood producers in the West of Ireland, including a visit to the Burren Smoke House, Co Clare where owner and producer, Birgitta Curtin gave a demonstration at her Irish salmon smokery. This was followed by a visit to Flaggy Shore Oysters in Co. Clare where the chefs learnt about oyster production, and a visit to Moran's Oyster Cottage in Kilcolgan, Co Galway to further their understanding of the importance of oyster production in the area.

Additional field trips to Connemara and West Cork are included as part of the programme and the chefs will spend two days developing their culinary skills with Michelin star chef JP McMahon at his Aniar Restaurant in Co Galway.

Master fishmonger Hal Dawson will also provide training to the chefs in fish quality and preparation skills at the BIM Seafood Innovation Hub in Clonakilty, Co Cork where they will also attend a culinary business workshop.

One of the unique features of the BIM Taste the Atlantic Ambassador programme is the pairing of chefs with seafood producers helping them to gain a deeper understanding of the provenance of Irish seafood.

The programme will culminate with an event at the Galway International Oyster and Seafood Festival in September.

Details about the 2022 young chefs are as follows:

Roann Byrne, Commis Chef, Bryanstown Social, Drogheda (Louth)

Aged 21 and originally from Drogheda, Roann showed an early ability in baking and enterprise by establishing a cake business while still in secondary school. Having completed Baking and Pastry Arts in Technology University Dublin, she discovered a love for the kitchen and progressed into a BA in Culinary Arts, which she completed this year. Roann was nominated for the programme by Mikey Sweeney, former Head Chef in Bryanstown Social where she has worked for the last 2 years. Roann is looking forward to visiting seafood producers during the programme as she is passionate

about the role chefs can play in promoting local produce on menus.

Rebecca Sweeney, Head Chef, Hooked Restaurant (Sligo)

Rebecca is 23 and from Kilcolgan, Co. Galway. Rebecca has a degree in Culinary Arts Management from ATU Galway, and has spent time working in Adare Manor, Co. Limerick. She recently took up the position of head chef at Hooked Restaurant in Sligo, where she has worked for the past 2 years. She was nominated for the programme by Hooked owner Anthony Gray. Rebecca has seen the food and tourism scene develop in Sligo in recent times and is driven to grow its food tourism potential. Over the last two years she has developed relationships with local seafood suppliers and would love to grow that list and gain new ideas, explore new methods, and bring something different to the food scene in her adopted county.

Robin Martin, Chef de Partie, Mulcahy's Restaurant (Kerry)

Hailing from Kenmare, Co. Kerry, Robin is 24 years old and has spent several years working in the hospitality industry both back and front of house. Discovering that his passion was for the kitchen, Robin returned to education to train as a chef and this year completed year two of a Higher Certificate in Culinary Studies in MTU Cork. He was nominated for the Taste the Atlantic young chef programme by his lecturer Breda Buckley. He is Chef de Partie in Mulcahy's in Kenmare where he has worked for the last three years. Robin is passionate about sustainable cooking, and wild and foraged food. He is keen to learn more about aquaculture and working more closely with producers.

Stephen Cronin, Chef de Partie, The Bayview Hotel, Ballycotton (Cork)

Stephen, aged 21, is originally from Ballycotton and has completed 2 years of a Bachelor of Business in Culinary Arts MTU Cork. He was nominated by Kieran Scully, who has been his lecturer at college and also his Head Chef at the Bayview Hotel where Stephen has been working over the past two years. Having grown up in the fishing village of Ballycotton, Stephen is eager to learn more about aquaculture and the seafood sector along the Wild Atlantic Way and to work closely with producers to promote the best of Irish produce on menus.

Torin Small, Chef de Partie, Lough Erne Resort (Fermanagh)

Aged 24, Torin is originally from the small village of Annacloy in County Down. He studied at SERC in Downpatrick and is learning his craft at Lough Erne Resort in Co. Fermanagh, where he has worked for one year to date. Torin was nominated by Lough Erne Resort Culinary Director Noel Mc Neel. Torin has the opportunity to use lots of local products from great suppliers in his work and is looking forward to seeing what the Taste the Atlantic Seafood producers have to offer and how those produce can be used to produce fine dining dishes.

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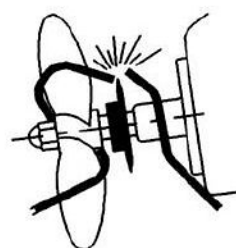
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First Successful Trial of a Wireless Sensor on Scallop Gear to Measure the Pitch and Roll in Real-Time

Stephen Jones, i-Fish Marine Electronics



One of the most common questions asked to i-Fish Marine Electronics, based in Kilkeel Northern Ireland from scalloper skippers was how they could monitor, in real-time, the angle of pitch of their scallop dredges. Having this information at hand would allow the skipper to adjust the amount of wire quickly during fishing operations, to set the dredges at the most effective towing angle. To the casual observer, it would be assumed that when fishing for scallops, the wheels on the end of the dredge bar rolled along the seabed when towed, and this in turn dictated the angle of the dredge teeth in relation to the seabed.

However, scallop dredge skippers will tell you that the normal practice is to shoot more or less wire warp as the best method to change the towing angle of the dredges. Having the correct towing angle can significantly improve the scallop yield per tow and therefore is a crucial piece of information to know.

As the Simrad Dealer for Northern Ireland, i-Fish owner Stephen Jones, contacted Andrew Masson, UK Commercial Fishery Sales Manager of the Simrad UK distributor, Echomaster Marine Ltd. for advice. Echomaster Marine have over three decades of experience with wireless trawl monitoring systems however, using such a system of a scallop vessel would be a first for them too.

Due to the heavy nature of scallop fishing gear, and the continuous shooting, hauling, tipping operations a solution

would require an extremely robust sensor. Another concern was the system would require exceptional signal handling in order to overcome the localised low frequency noise generated by the scallop dredge teeth striking the often-stony ground. Echomaster Marine suggested a trial be organised utilising the tried and tested Simrad PX Multisensor, coupled with the Simrad TV80 gear monitoring software. The signal from the sensor would be picked up by a portable hydrophone for the trial, although this would be a hull mounted hydrophone in a permanent installation.



Portable hydrophone

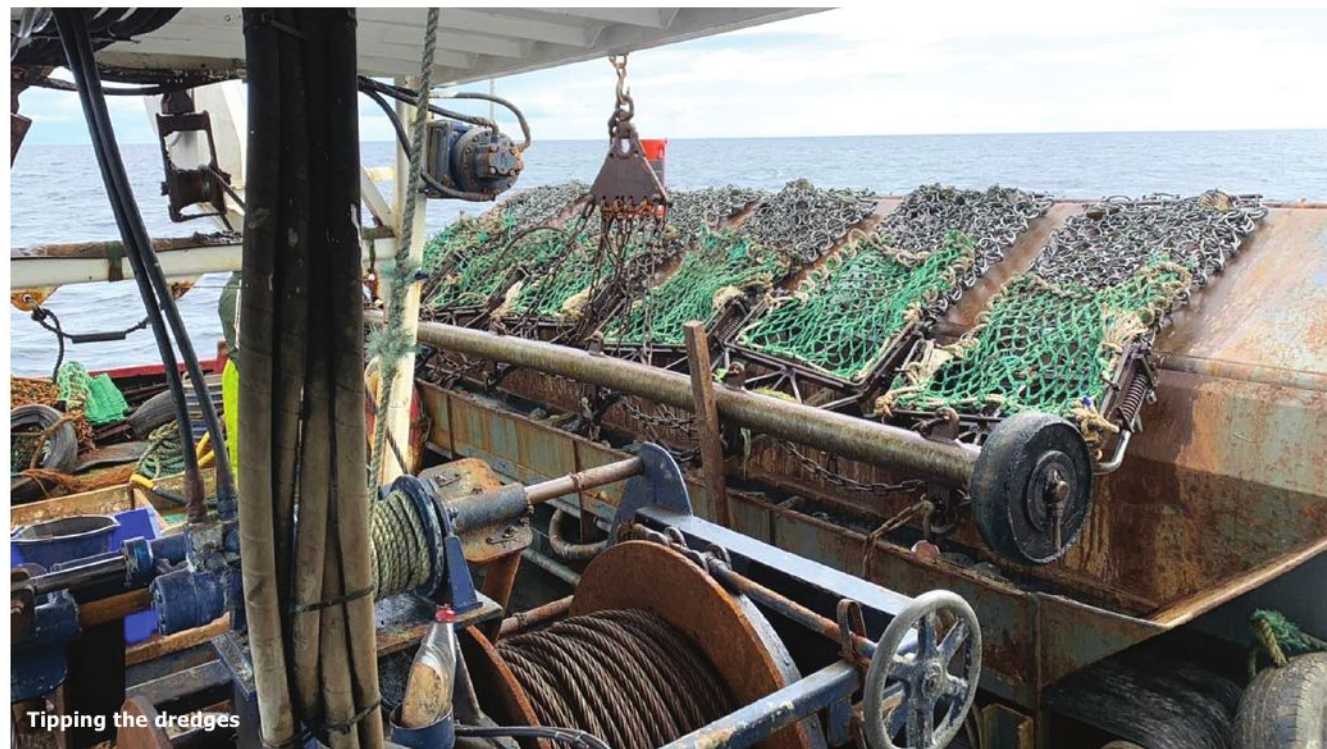
Stephen Jones talked to Mark McKee, skipper of the Cowrie Bay, who kindly agreed to trial the system while the vessel was working, day fishing off Kilkeel, at the end of the season. The ground off Kilkeel is very rough and the trial was based on the presumption that if it works on very rough ground, where there will be maximum noise and vibration, then it should work anywhere. i-Fish engaged local fabricators Samuel & Raymond Patterson and discussed how the sensor housing was mounted.



Simrad sensor housing welded onto triangle

The mounting solution had several requirements. For example, the sensor must not interfere with the balance of the towing bar. Also, there was the possibility of damaging the sensor on the seabed if it ended up being towed upside-down. Ultimately it was agreed that mounting the sensor on the towing triangle would avoid these issues and provide the vital information back to the wheelhouse. At this location there was a suitable area to weld the Simrad PX sensor housing while also considerably reducing the risk to the sensor itself during normal fishing operations. Crucially it would not interfere with the emptying of the scallop dredges.

Leaving Kilkeel Harbour at 8am, the Cowrie Bay made the short journey to the fishing grounds. Tows lasted for approximately 50 minutes, and it took around 10 minutes to haul and shoot. This timeline allowed for 11 tows throughout the allowed fishing day. The Simrad PX sensor on the towing triangle quickly reported the pitch angle being towed which was displayed on the Simrad TV80 software in the wheelhouse. The towing angle pitch quickly changed from 15 degrees to 22 degrees depending on the length of wire used. The pitch and roll angles were plotted over the whole tow to let the skipper see how much it varied when

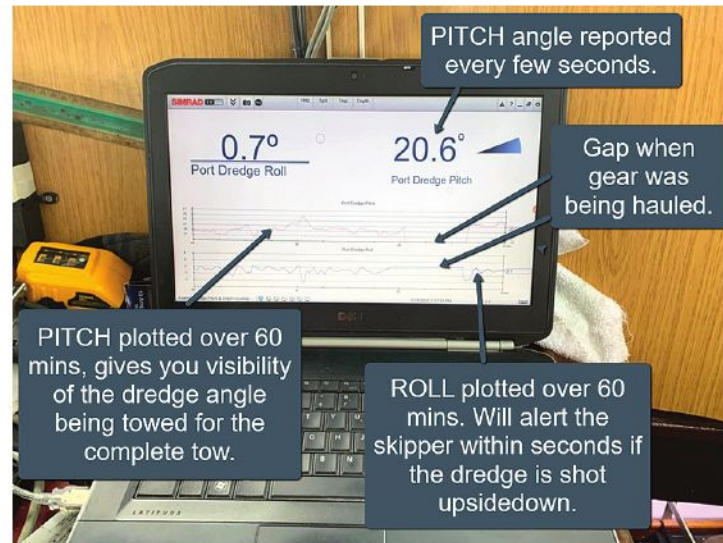


Tipping the dredges

turning. It was noted that the reported angles from the PX sensor were consistent throughout the tows.

Continuous reporting of the roll angle of the dredge allowed the Skipper to know within seconds if the dredge bar had ended up on the seabed upside down when it was being shot away. This prevents one side of the vessel's scallop dredges being completely unproductive for a tow and incurring damage by being towed upside down over rough or stony ground. Having this information early means the gear does not require to be repaired saving on cost & time.

Under normal conditions the roll measurement would be within a few degrees of zero, but if upside down it would read on the TV80 software around 180 degrees.



TV80 on laptop aboard the Cowrie Bay

Mr McKee concluded that it wouldn't take long when fishing the same patch of ground to make note of the angles against different wire shot, and what catch was obtained for each tow to then determine what is the best angle in that area. Unlike the trawlers spread, the scallopers angle is very easily adjusted, and a few fathoms of wire in or out could make quite a difference. Once the skipper is happy with the desired angle to work in a certain area it would be this pitch range to be used no matter the state of tide and wind.



The conclusion is that the use of a Simrad Multisensor system onboard scallopers is very helpful in setting the gear quickly at the preferred angle of attack for each tow and knowing that the gear is on the ground the right way up, and therefore can enable the skipper to increase the catch and lower running costs. The standard system setup suits most scallop fishing vessel sizes.

Generally, grant aid is available for these type of systems in the UK & Ireland.



Johnny & Chris McKee shooting wire with skipper Mark McKee in the wheelhouse of the Cowrie Bay





At a special naming ceremony and service of dedication held on Sunday 26th June, volunteers at Dunmore East RNLI officially named their all-weather Shannon-class lifeboat, William and Agnes Wray

Protect What's Left of our Fishing Industry

Sinn Féin Councillor Tom Cunningham has told Braymore Wind Farm to 'think again' about the proposed location of their Wind Farm along the coast of County Louth.

Cllr Cunningham was speaking at a recent presentation to Louth County Councillors given by Braymore Wind farm who are proposing to place their wind farm near Clogherhead right on what Cllr Cunningham describes as 'valuable prawn grounds.'

Cllr Cunningham agreed that "while wind farms are the way forward in minimising our dependence on fossil fuels, this can not and must not be at the expenses of the fishing industry and their livelihoods.

"Unfortunately after years of neglect by successive governments, the Irish fishing industry has been decimated so what is left of it, needs to be protected. The area in which Braymore Wind Farm is proposing to put this wind farm is very valuable prawn grounds, not only to the fishermen in Clogherhead but to those in Skerries, Balbriggan and in Howth.

"What is happening at the minute is due to the rising cost of fuel, the prawn fishermen are depending on working in this area which is close to home, in order to make a living. They will simply not be able to move from these valuable grounds for a number of years to make way for the construction of a windfarm.

"Even after the windfarm has been completed, would it be possible for the fishermen to return to these grounds bearing in mind that they need to be able to navigate the area with their nets?"

The Braymore Wind Farm presentation spoke of increased employment in the area but Cllr Cunningham said that "any benefits in the area of employment would be negated by the loss of employment and livelihoods in the local fishing industry."

Councillor Tom Cunningham was a part of a delegation that has recently returned from the European Parliament where he, several Sinn Féin TDs and Irish fishing representatives met with Charlina Vitcheva, the director-general for maritime and fisheries and other MEPs. The meeting was very positive especially around unused quotas allocated to foreign fishing fleets being returned to Ireland.

Cllr Cunningham said "the fishing representatives felt they were listened to in Europe and that Europe understood their issues, now it's time that people at home, like the Irish Government and Braymore Wind Farm listened as well and give more consideration to our fishing industry."



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