

MARINE TIMES

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



Killybegs Harbour - Photo courtesy Alan Hennigan / Mooney Boats

POWER MANAGEMENT ON BOARD

MASTERVOLT



✓ FREE DELIVERY TO IRL & NI FOR ORDERS OVER €50
✓ NEXT DAY DELIVERY NATIONWIDE

call us for
expert
advice

CH Marine
www.chmarine.com

021 4315700
sales@chmarine.com

Groundhog Day Penalty Points ... AGAIN!

**Draft Legislation for Penalty Points Underway
'Without Sufficient Thought or Consultation
with the Fishing Industry' ... Report on page 3**

**Will Politicians Campaign for the
Total Removal of the Concept of
"Relative Stability"
from the CFP?**

**The Irish South and West Fish
Producers' Organisation has
challenged all General
Election candidates to make
their policy positions about
the fishing industry clearly
and publicly known ...
Read the challenge to the
candidates on page 10**

**Newspaper for Ireland's
Fishing, Marine
and Coastal Communities**

Published Monthly Volume 32 No. 09
ISSN 0791-1548 February 2020
Price: €3.00 - (Stg. £3.00)

ISSN 0791-1548



9 770791 154114



the fine Art of Marine Finance

by Art Kavanagh

Equal Opportunity

The recent programme from TG4 on the fishing industry which was centred on the southern fishery was excellent and clearly explained some of the difficulties being experienced by our fishermen at the hands of our own regulators. Being simplistic I suppose we could describe these injuries as "Self-Inflicted" as we appear to apply European Rules far more stringently than our European neighbours.

A simple example is the treatment of the regulations governing the exportation of Live Crab to China - In simple terms it appears that a crab caught and landed in the UK can travel but his Irish neighbour cannot travel.

I was very taken by the dignity displayed by the Fishermen, their Co Op Manager and

their PO Leader throughout the programme with almost no "whinging".

As normal the fishermen are facing their difficulties in a spirit of resignation and determination without any march on Kildare Street.

In fact I detected a certain atmosphere of humorous resignation at having to contin-

uously accept conditions and rules which serve to make their lives more and more difficult as the boffins in the department dream up more impediments.

I think if I were in the Department and watching that programme I would have felt seriously embarrassed

I believe that "Joe Public" needs to see this programme and I call on RTE to show it on the Main Channel to display how the attitudes of the fishermen and the farmers differ.

The fisherman wants No Handouts or Subsidy.

He just wants to be allowed to do his work

He will deal with increased fuel costs, Insurance costs if they arise and accept whatever price the market will pay for his Catch.

If we were to take one phrase from the TG4 Documentary the expression "Equal Opportunity" which arose frequently described the current situation best.

Let's hang on to that Catchphrase Lads because we certainly don't have Equal Opportunity and while it's not all inflicted by our own regulators Far too much of it is!!!!!!

Some weeks ago my friend Cormac Burke in his Blog "FishComm Ltd" published an excellent piece on how Ireland manages its Quotas and I hope he will forgive me for quoting a small passage and I believe that you all should read Cormac's piece in full.

Amongst other things he says: "It's not enough to keep saying the well-worn phrases "oh the Irish Farmers wouldn't put up with this" or "the Spanish and French fishermen would kick up war if this was happening to them"- but year after year Ireland puts up with this and worse by owning up to 20 % of the waters and accepting less than 4 % of EU Quotas. The Saddest part of the Scenario is that while certain Irish Political in Industry representatives believe themselves to be very important people, in reality the EU Regime actually sees them and probably the Irish Fishing Industry in general as the Village Idiot- the idiot who not only allows the EU reduce the number

of animals he has on his farm but also lets them send in the cattle from other EU nations to eat his grass and to be shipped back home when they are fat enough. *Although not encouraging any form of militant action one can't help be reminded of the quote "The leaders are the few and we are the many. When the many stop fearing the few then change is inevitable"*

Well written Cormac

We are now about to elect a New Government which may or may not give us a New Minister but I wonder what difference that will make for our Industry.

We have had regular changes in our Ministers but no change in the overall management of the Industry and an outsider might be tempted to ask why this has been.

What power does the Minister actually have?

Who is in charge?

I have heard it questioned whether or not we actually live in a democracy at all as so many of the promises made by Politicians during Election Campaigns fail to materialise.

Why might that be???

Senior Civil Servants appear to have more power than any Politician.

There have been some serious "Cock Ups" in recent times which would have resulted in serious demotions if not dismissals in the Real World.

Not here lads

We watch unfortunate Ministers trying to justify decisions and actions taken in their Departments and having to take the Hit when things go wrong

Abraham Lincoln once said "Nations do not die from invasions; they die from internal rottenness"

As I write, thankfull the body of Willie Whelan has been recovered from the 'Alize' and we send our deepest sympathy to his family, the fishing community of Wexford and the family of Joe Sinnott at this terrible time. All our thoughts are with you.

Stay safe everyone

BIM Returns as Main Sponsor to Skipper Expo 2020

BIM is returning as headline sponsor for the Skipper Expo Int. this year. The trade show event has moved to Limerick this year and is being held in the Sports Campus on the grounds of the University of Limerick on the 13th and 14th of March, 2020.



Hugh Bonner, MD Skipper Expo; Caitlin Uí Aodha, Founding Member of the Women in Fisheries Network and Jim O'Toole, BIM CEO and joint sponsor. Pictured with selective gear net at the Skipper Expo International 2019. Sponsored by BIM (Bord Iascaigh Mhara) and Cavanagh Hooper Dolan Insurances.

BIM's recent study of the economic impact of the Irish seafood industry on the country's 10 main ports will form the focus of a breakfast seminar at this year's event.

The BIM stand this year will include live demonstrations of the digitised version of the fisheries management chart. Up until now, the chart has been produced on an annual basis in paper form and this will continue to be the case. The printed chart and its online counterpart feature key regulations such as quota and technical conservation measures that are applicable to the fishing industry in Ireland.

Examples of selective gear will be suspended over the BIM stand as underwater footage taken during recent gear trials with members of the Irish fishing industry plays on screens.

The coastal training unit will be on site at the entrance to the show throughout the two days. Water and fire safety at sea are among the safety training planned.

Visitors to this year's Skipper Expo Int. Limerick will also be encouraged to sign up to the Clean Oceans Initiative and BIM staff will be on hand throughout the two-day event to provide support and information on fleet and training grant aid.

GK Nets Ltd.

MANUFACTURERS OF FISHING TRAWLS SINCE 1976

SPECIALISTS IN THE DESIGN, MANUFACTURE & REPAIR OF PRAWN TRAWLS, DUAL PURPOSE TRAWLS, WHITE FISH TRAWLS & QUAD RIGS

Contact us on: (01) 8391833 Mobile: 087-6798866

For information on all our products & prices

or email enquiries to: gknets@eircom.net

Foresters Hall, Balglass Road, Howth, Co. Dublin

Groundhog Day – Penalty Points ... AGAIN!

Draft Legislation for Penalty Points Underway 'Without Sufficient Thought or Consultation With the Fishing Industry'

Minister for Agriculture, Food and the Marine Michael Creed is set to bring the General Scheme of the Sea-Fisheries (Amendment) Bill 2020 to the Joint Oireachtas Committee on Agriculture, Food and the Marine for pre legislative scrutiny before its drafted. This current attempt to introduce the controversial Penalty Points system for Irish fishermen who breach strict EU fishing rules is underway again, without any consultation with the fishing industry.

Since 2014, Fine Gael has brought forward three Statutory Instruments to try and bring the EU Penalty Points system for fishermen into Irish law, but were all deemed excessive and unfair to fishermen and failed to provide an appropriate appeals mechanism. Two successful High Court challenges to the Penalty Points system were taken by Irish fishermen. A successful appeal was also taken by fishermen in the Supreme Court.

In principal the Irish fishing industry accepts that the EU Penalty Points system needs to be implemented in Ireland, but refuses to accept the continued attempt to apply Penalty Points to a vessel's licence even after the vessel is cleared of all wrong doing.

Patrick Murphy, CEO of the IS&WF-PO (Irish South and West Fish Producers Organisation) told Marine Times, "Our organisation has been consistent in its acknowledgement of Ireland's obligation to implement a new administrative law system for the regulation of sea fishing through the introduction of Penalty Points against

fishing boat licenses pursuant to Council Regulation (EC) No 1224/2009 & Council Regulation (EC) No 1005/2008 establishing a community system to prevent, deter and eliminate illegal, unreported and unregulated fishing (IUU Regulation).

"We believe the Penalty Points system that Minister Michael Creed is once again trying to introduce is a complete hybrid in Irish Law that was introduced previously without sufficient thought or consultation with the fishing industry.

"Two separate actions were commenced in the High Court in 2015, by individual members of the IS&WFPO, challenging the validity of a previous Statutory Instrument that purported to implement this punitive Penalty Points system, namely Crayden Fishery Company Ltd -v- Sea Fisheries Protection Authority Ireland & Minister for Fisheries, and O'Sullivan -v- Sea Fishery Protection Authority et al. Judgments in both of these cases were issued in favour of the plaintiffs and these judgements were upheld by the Supreme Court following the State's failed Appeals."

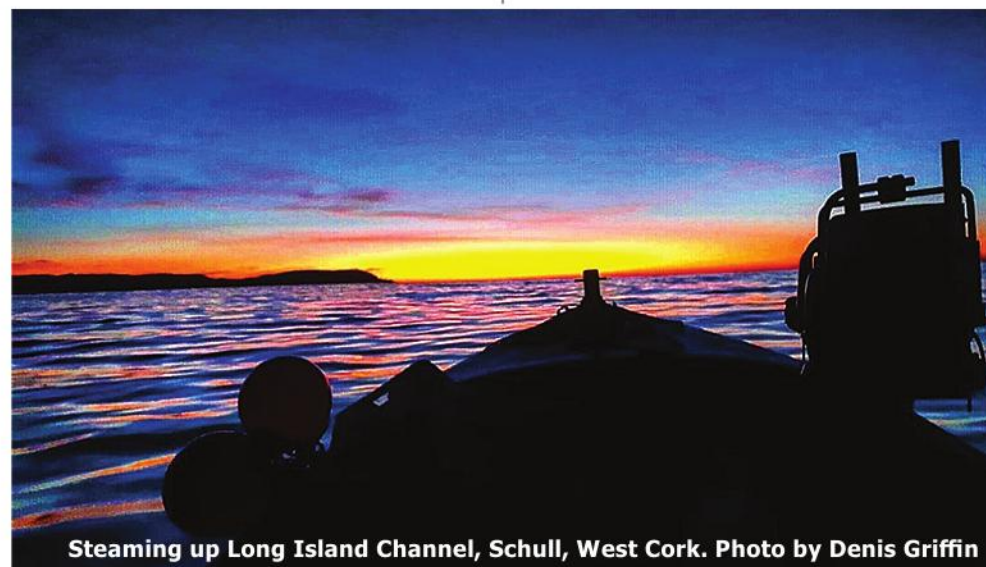
He added, "Minister Creed has stated that Ireland, as a Member State will be subject to fines and financial penalties arising from its failure to bring forward and pass into Irish law the legislation required to introduce the novel and highly punitive concepts inherent in the European Council regulation, but to date, has failed to consider what is the price of justice for ones citizens! A state that fails to protect its citizens through an equitable and fair system of justice is bad enough, but for this to be shown not just once, but twice to Minister Michael Creed in our Courts only for him to ignore it in the context of the newly proposed legislation, is unforgivable.

"Instead of engaging with the fishing industry with a view to coming to an eq-

uitable, fair and reasonable system for the implementation of Penalty Points, Minister Creed is once again trying to introduce this flawed legislation through the Houses of our Parliament without consultation, discussion or consideration by and with the fishing industry.

"Even more surprising is that Minister Creed has embarked upon this path with the clanging sounds of an Election ringing loud and clear!

"This hardly surprising failure to consult clearly shows the inherent contempt embedded in those upon whom our Constitution grants the honour and duty to protect Irish fishermen and Irish fisherwomen and their choosing not to consult with the fishing industry and to once again, knowingly act to their detriment, says it all," Mr. Murphy concluded.



Steaming up Long Island Channel, Schull, West Cork. Photo by Denis Griffin

National Fisheries College of Ireland Schedule for early 2020



Skipper Full

- 14 April-17 June, NFC Castletownbere
- 14 April-12 June, NFC Greencastle

Deckhand Foundation Programme

- 03 February-13 March, NFC Greencastle

Navigation Control Courses (Fishing)

- 22 June-03 July, NFC Castletownbere
- 22 June-03 July, NFC Greencastle

Marine Engineering Processes (3 weeks)

- 11-29 May, NFC Castletownbere

Enhanced Safety Training (Under 15m)

- 04 February, NFC Greencastle
- 19 February, NFC Castletownbere
- 03 March, NFC Greencastle
- 18 March, NFC Castletownbere

Basic Safety Training

- 03-05 February, NFC Greencastle
- 04-06 February, Lettermore, Co. Galway, contact 087 6837134
- 11-13 February, Lettermore, Co. Galway, contact 087 6837134
- 11-13 February, NFC Castletownbere
- 17-19 February, NFC Greencastle

- 25-27 February, Inis Mór, Co. Galway, contact 087 6837134
- 10-12 March, NFC Castletownbere
- 09-11 March, NFC Greencastle

PHECC First Aid Responder

- 17-19 February, NFC Castletownbere

STCW Personal Safety & Social Responsibility (PSSR)

- 06 February, NFC Greencastle

Fire Prevention and Fire Fighting (3-day)

- 24-26 February, NFC Greencastle
- 01-03 April, NFC Castletownbere
- 06-08 April, NFC Greencastle

Advanced Fire Fighting (5-day)

- 03-07 February, NFC Castletownbere
- 18-22 May, NFC Castletownbere
- 06-10 July, NFC Greencastle

Medical First Aid Aboard Ship

- 01-03 April, NFC Greencastle
- 06-08 April, NFC Castletownbere

GMDSS General Operators Certificate

- 09-24 April, NFC Castletownbere
- 14-28 April, NFC Greencastle

GMDSS Short Range Radio Proficiency (Modules 1 & 2)

- 11-13 February, NFC Greencastle
- 17-19 February, Doolin, Co. Clare, contact 087 6837134
- 30 Mar-02 April, Killybegs Co. Donegal, contact 087 6837134
- 06 April-08 April, Kilrush Co. Clare, contact 087 6837134
- 04-06 March, NFC Greencastle

QQI Level 6 Commercial Scuba Diver

- 24 February-20 March, (pre-week medical course 17-21 February), NFC Castletownbere

Surface Supplied Diver (4 weeks)

- 30 March-24 April, NFC Castletownbere

Passenger Boat Proficiency

- 24-28 February, NFC Castletownbere
- 20-24 April, NFC Castletownbere

NFC Greencastle +353 74 938 1068
NFC Castletownbere +353 27 71230

To confirm the mobile training schedule on the west coast please contact 087 6837134 and on the east coast call 087 2334620. Funding for the course fee may be available through BIM's Seafood Training Scheme.



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



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

www.bim.ie

news from the North West

editor@marinetimes.ie



This one raised a few eyebrows and confusion on Facebook recently when Ross Mulhall (Ross Boat Photos) posted it simply stating it was in Donegal - Can you tell where? I'll put you all out of your misery the answer is published on page 7

Claims Donegal Island Communities Largely Absent from Political Party Promises

"Political parties have failed to commit to protecting island community life and tradition" says Thomas Pringle TD.

Speaking on the campaign trail from Árainn Mhór Island, Independent TD for Donegal Thomas Pringle says "it's a disgrace that no political party has mentioned the need to protect island life and tradition after being abandoned by Fine Gael in Government".

"After a great day canvassing on the island and meeting with the community it was clear that greater focus on policy for the sustainable development of islands off Donegal's coast is urgently needed. Islands and their communities continue to be at risk due to the lack of sustainable policies regarding their culture and traditions. Everything possible must be done to protect the livelihoods of island communities in Donegal and across Ireland.

"In 2014 I worked on a Committee Report that recommended actions to promote sustainable rural coastal and island communities, proposals which Fine Gael has failed to deliver 9 years on. With my work on the Agriculture Committee I've campaigned for greater resources for island and rural coastal communities and visited the islands off Donegal to hear directly from them.

"Now on the election campaign I fail to see any recognition of the needs of these island and rural coastal communities and I'm concerned we'll enter another Dáil term with much of the same.

"We need to amend legislation to protect our dwindling fishing resources, protect traditional ways of seaweed harvesting and recognise and protect our unique and

culturally important islands. I will continue to visit island and coastal communities throughout my campaign and speak up on their behalf" concludes Pringle.

Donegal Fisheries Must Be Supported and Protected

Sinn Féin Deputy Pearse Doherty TD said that the fishing community in Donegal deserves to have the support and protection of a Government that will stand up for their rights and interests at the negotiating table in Brussels.

Speaking while canvassing in the fishing community of Killybegs, Deputy Doherty said: "The fishing industry in Ireland, which has played such an important role in sustaining coastal communities in Donegal and around the island of Ireland, has been let down by weak voices at the negotiating table in Brussels.

"We have seen a decline in the number of local fishermen in recent years who work in harbours such as Killybegs, Burtonport, Bunbeg, Magherroarty and on our islands of Arranmore and Tory.

"This is because successive Fianna Fáil and Fine Gael ministers have not supported and not protected the rights and interests of our fishing communities. It is not right that our waters are being unfairly decimated by over-fishing carried out by foreign super-trawlers while the local fishermen struggle to make ends meet.

"The vested interests that have lobbied for this should be challenged. Those who have worked the sea for generations should not be forced from their livelihood by the corporations who only care for profit.

"Sinn Féin in government would stand up for the rights of those working in inshore

fisheries and we would support the local businesses that are providing employment in the industry in coastal communities.

"Our fishing communities and our local fishermen deserve a government that will help rejuvenate fishing to ensure their survival well into the future."

2019 – A Turbulent Year for Irish Brown Crab Stakeholders

Brown crab, a non-quota species but not without substantial constraints, has undergone a year of uncertainty and mixed fortunes. A positive outcome for the brown crab industry, following consultation and requests from a substantial number of crab fishermen, was an increase in the MCRS (Minimum Conservation Reference Size) which came into force on March 1, 2019. While many in the catching sector were already grading above the original MCRS of 130mm, the protection to the stock by raising the MCRS to 140mm in ICES Areas

6 and 7 was generally welcomed.

In early 2019 there was concern for those fishing in the Biologically Sensitive Area (BSA) regarding a repeat of 2018 early closure of the crab fishery due to insufficient KwDays at Sea. This fishery has only been able to operate in recent years with the support of substantial quota swaps with France which creates considerable uncertainty from year to year. The fleet affected, consisting of vessels less than 15m, mostly less than 12 metre dayvessels targeting a variety of inshore species, was using the available days very quickly even if they only spent a short period fishing crab. In 2019 a pragmatic solution was found when the SFPA defined a KwDay at Sea for crab fishing as being one where the crab catch was 90 per cent or more of the total catch. This has had a significant positive effect and reduces the need for large swaps of scarce quota from other sectors.

However, the steadily increasing and lucrative trade in brown crab exports to China, both live and processed, and worth almost €16.5 million in 2018, has been brought to a halt. Both product types require Export Health Certificates as they are being sent outside the EU and, while both the EU and China have the same permitted level of the heavy metal Cadmium (0.5mg per Kg), the Chinese authorities apply the level to "all edible parts" including the brown meat in the crab back, while the EU only apply it to the white meat of the claws and legs. Brown crab may display levels greater than 0.5mg/Kg if a combination of brown and white meat is tested which has created concerns among Irish authorities regarding the Chinese certification requirements.

Exports of brown crab to China have had a huge impact on price to fishermen. Already there are reports of substantial falls in both demand and price. This will have very serious consequences for those in peripheral fishing communities where brown crab fishing has been the backbone of their industry in recent years.

Ironically, our competitors are now our best customers as UK demand is strong for crab which is being exported to other EU countries where there is no difficulty obtaining Health Certificates and onward shipping to China. The industry will continue to make every effort to find a resolution to the problem, including further research into the actual risk to consumers of brown crab.

BIM New Fishermen Scheme

Need help with your Grant and Bank Applications?

Contact me I can help

Art Kavanagh QFA
Marine Finance Consultant



**Glenlee
Killybegs
Co. Donegal
Ireland**

353-74-9732915

353-87-6774455

artokavanagh@gmail.com

KFO CEO Warns of 'Catastrophic Consequences' from 'No Deal' Brexit

Sean O'Donoghue says "array of environmental issues" will have to be dealt with by the fishing industry

A "No Deal" Brexit is, yet again, a likely option in light of what UK Prime Minister Boris Johnston has said about inserting into UK law that the EU trade deal has to be done by the end of 2020. 'No Deal' would have catastrophic consequences for the fishing industry with its very high dependence on access to UK waters, according to Sean O'Donoghue, Chief Executive of the Killybegs Fishermen's Organisation.

Writing in the KFO Newsletter he says that "rapid manoeuvring by the UK" can be expected in the coming months with the possibility of "No Deal" Brexit very much on the cards.

"This past year saw the Brexit process bogged down in political stalemate which absorbed huge time and other resources but never made any significant headway. This scenario has now changed and we can expect rapid manoeuvring by the UK in the coming months with the possibility of "No Deal" Brexit still very much on the cards.

"It is imperative that no stone is left

turned to protect the Irish seafood sector in the future trade negotiations which, last year alone, was valued at €1.25 billion, employing more than 14,300 people predominantly in rural, coastal locations," says Mr. O'Donoghue. "Michel Barnier and Trade Commissioner Phil Hogan will play key roles, along with our Government, to negotiate the retention of the close linkage between fisheries and the wider trade relationship in order to maintain existing access to fishing waters and existing resource allocations. This linkage is absolutely critical."

The Killybegs CEO says that December

2019 may have seen the final Fisheries Council in its contemporary format.

"The annual Council of Fisheries Ministers which is widely attended by a host of stakeholders had become a landmark event for all those involved in the fishing and seafood industries, but the departure of our UK colleagues will create a gap which will require a complete revision of how we do this work."

Mr. O'Donoghue also refers in his article to "the array of environmental issues which we need to deal with in the near future," and which he says are a great challenge.

"Environmental problems may be linked with knock-on consequences which are frequently unpredictable. In this instance, climate change and the adaptations which will be required by every sector, is probably the most serious and far-reaching for the fishing industry in this century. Not alone will we have fewer fish, the diesel-fuelled vessels we use to catch them will probably be phased out as the world struggles to produce less carbon dioxide. However, the FAO Report urges us to plan and cooperate to manage the changes which, if properly handled in a timely fashion, may be inevitable, but not disastrous."



Maarten Luther and Fertile - Photos courtesy Donal Healy



Castletownbere Managing Director Calls for EU to Right the Wrongs Done to Irish Fishing Industry

Ireland's European partners should recognise that Ireland was 'robbed' when it entered the EU and was given a bad deal in fishing quotas.

As a community, they should take action to correct that, the Managing Director of Castletownbere Fishermen's Co-op has suggested. He cites a failure of State vision to see the enormous resource of the fishing industry and Irish waters.

"We are said to be good Europeans in Ireland so, thinking outside the box, which the politicians and civil servants don't seem to do, I think our European partners should recognise that we've been robbed and that they should do something about that over a period, over a certain number of years to try and right that wrong. We don't have our rightful share of quota," says John Nolan from the West Cork town which is the biggest whitefish centre in the country.

"Ireland doesn't even look for opportunities. The attitude is just - 'this is what we got, keep your mouth shut.' Fishing doesn't matter politically. We have the result of that attitude," he says in this month's MARINE TIMES INTERVIEW which you can read on page 16.

"There is no acceptance at national level that the fishing industry is different from other industries and that there have to be different solutions for it. It is a different job, a different environment of working, weather-dependent, conditions at sea dependent. Conditions ashore can't be applied in regulations, for example, to fishing which must be respected, but what is often being brought into the industry by the State is driving people out of fishing."

NOTICE



An Bord Iascaigh Mhara (BIM) wishes to notify training providers offering training for workers in the seafood industry including fisheries, aquaculture and seafood processing that European Maritime Fisheries Fund (EMFF) aid is available to support relevant industry training.

The Seafood Training Scheme is administered by BIM and promotes the development of professional training, new professional skills and Lifelong Learning. Please complete a course evaluation form, which you will find at the link below, to get your course included on the BIM approved course list.

For further information:

go to the Seafood Training funding page on <http://www.bim.ie/schemes/seafood-training-scheme>

Contact: Darina Plunkett BIM: (01) 2144224 or Email: training@bim.ie

www.bim.ie



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



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

PUBLIC NOTICE OF APPLICATION FOR A FORESHORE CONSENT



Shannon Foynes Port Company Foreshore Application for a Jetty Structure at Foynes, County Limerick

Notice is hereby given pursuant to Section 19A of the Foreshore Act 1933 (as amended), that the Shannon Foynes Port Company, Harbour Office, Mill House, Foynes, Co. Limerick has applied for consent under the Foreshore Acts to occupy an area of foreshore for a Jetty Structure at Foynes, County Limerick

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

Newcastle West Garda Station, (Open 24 Hours)
Churchtown Road,
Newcastlewest,
Co. Limerick
V42 YX31

**Foynes Library (10am-5pm Tuesday, Thursday Friday;
Main Street, 10am-1pm and 4pm-8pm Wednesday)**
Corrig,
Foynes,
County Limerick

Limerick City and County Council (9am-5pm Monday to Friday),
City Hall,
Merchants Quay,
Limerick,
V94 EH90.

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

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

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

<http://www.foreshorefoynes.sfpc.ie> and on the Department's website:

<https://www.housing.gov.ie/planning/foreshore/applications/shannon-foynes-port-company-0>

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

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

Submissions, comments in relation to the proposal may be made in writing within 8 weeks from the publication of this notice to the Minister for Housing, Planning and Local Government at Foreshore Unit, Department for Housing, Planning and Local Government, Newtown Road, Wexford, Co. Wexford or by e-mail to foreshore@housing.gov.ie (Quoting Ref: MS FS006837). The closing date for the receipt of written submissions, comments or questions is therefore 17:30 on 23/03/2020.

Within 8 weeks from the publication of this notice, a copy of the application, the Environmental Impact Assessment Report and any other relevant report or information (including copies of any submissions, comments, or questions received by the appropriate Minister) may be inspected free of charge at the Foreshore Unit, Department for Housing, Planning Local Government, Newtown Road, Wexford, Co. Wexford during the hours 10:00 to 13:00 and 14:00 to 17:00 Monday to Friday. All of this material, including submissions from the public, will also be published on the website of the Department for Housing, Planning and Local Government at: <https://www.housing.gov.ie/planning/foreshore/applications/shannon-foynes-port-company-0>

Dated this 23rd day of January 2020

Name and Address:

John Carlton, Shannon Foynes Port, Mill House, Foynes, Co. Limerick

Letters to the Editor

Having to Go Further to Make Catches

Dear Sir,

The fishing boat tragedy off Hook Head reminded me of warnings that my Dad, John Baldwin, made some years ago when he predicted the demise of many fishermen, caused by the need for them having to go further from the coast than they had gone previously, in order to find shoals and make catches and also having to venture out in more inclement weather than they would have chanced in a previous era, just to make a meagre living from searching for 'allowable' fish per quota.

My Dad made most of his living at the Fish Trade and the majority of that time as

a Wholesale Fish Merchant. But Dad was also a part-of-the-year salmon fisherman, an occupation in which he was most proud.



John followed the shoals of herring around Ireland, from Dumore East to Killybegs, to Castletownbere, Rossaveal and many of other smaller fishing ports. Then to the Isle of Man. Then to Great Britain - Whitehaven, Whitby, Holyhead and finally to Mallaig and Peterborough ports in Scotland - throughout his years.

Photo shows my Dad in his own salmon fishing boat.

Yours faithfully,
Tom Baldwin, Co.Cork.

Keeping Traditional Fisheries Alive

Dear Editor,

Thanks for keeping the issue of the traditional fisheries alive. As we go in to the 2020s let's hope someone in power sees merit in saving our maritime cultural heritage.

Regards,
Sean Doherty, Waterford.

Photo teaser from page 4 - It was taken at Gortahork- Curransport, Donegal



THE FISHERMEN'S FLING!

LIVE BAND & DJ / DANCING TILL LATE

**A CHARITY GALA EVENING
IN AID OF LAST
(LOST AT SEA TRAGEDIES)**

**DRINKS RECEPTION SPONSORED BY THE SKIPPER
& 4 COURSE CELEBRATION OF IRISH SEAFOOD
DINNER SPONSORED BY BIM**

**CASTLETROY PARK HOTEL
FRI 13TH MARCH 2020 @7.00PM
TICKETS: €80 PP**

Available at www.eventbrite.ie

MARINE TIMES

Newspaper for Ireland's Fishing, Marine and Coastal Communities

Published Monthly Volume 32 No. 09 ISSN 0791-1548 February 2020

W: www.marinetimes.ie

There is More Than One Way to Look at History

While retrospect is fine, history should not only be written looking back.

It gives the opportunity for balanced assessment at a distance from events.

There is also the view that history should be written with an awareness of what people knew and did not know at the time they were making choices and decisions.

Were the 'imponderables' of the time taken sufficiently into account in the decision-making? Was advice from the most experienced properly considered and applied? Can the context of the history under consideration explain the decisions then made? Can it be used to justify the evolution in attitudes over time since those decisions were made.

The relevance of this approach to history, writing it forwards not backwards, applies to the attitude displayed by government ministers of various political hues who, over the years, have told the fishing industry that it should stop looking back to the concessions given by Ireland when it joined the EU and handed major fishing rights in Irish waters to other nations.

That history cannot be changed. It was fundamental political and State civil service failure to understand the economic importance of Ireland's natural resource of Europe's most valuable fishing waters, which were sacrificed.

In the current General Election, farmers are angry that government is not protecting agriculture or fully understanding its national economic importance. Rural areas claim they have been neglected, while urban centres were preferred in State policies.

How often have the fishing industry, the coastal communities, the maritime sphere in general been the topic of major debate in the campaign?

Hardly at all.

There is, however, a chance for government and politicians to redeem themselves, which has been offered in the challenge issued by the Irish South and West Fish Producers' to all election candidates, asking if they will commit themselves publicly to campaigning for the total removal of the concept of "Relative Stability" from the EU Common Fisheries Policy.

The Irish South and West describes it as "a rigged system which is decimating the Irish fishing industry and coastal communities."

Removing this concept would be fairer to Ireland they say, a point also made by John Nolan, Managing Director of Castletownbere Fishermen's Co-op.

The EU is a 'community' and he makes the point in this month's MARINE TIMES INTERVIEW (Page 16) that uncaught fishing quotas assigned to nations which do not fill them, should be reallocated to Ireland.

That would show a community helping each other, but unfortunately the EU does not appear to be a 'community' in that truest sense of the word.

Nor do Irish politicians appear to understand the concept of community, particularly in the maritime sense.

They are being afforded an opportunity to change that by the Irish South and West challenge, which they should accept.

Marine Times Newspaper Editorial Contacts:



Editor: Mark Mc Carthy
T: 074 9736899
editor@marinetimes.ie



Deputy Editor: Tom MacSweeney
T: 087-2555197
tommacsweeneymarine@gmail.com

MARINE TIMES | m a r i n e s e r v i c e s d i r e c t o r y**marine services****Irish Marine Surveys**

Code of Practice
Approved Surveyor
Nationwide Service

Ray@MarineSurvey.ie

086 2667188

O'HARA MARINE LTD

NAVAL ARCHITECTURE &
MARINE SURVEYING
SERVICES

Commercial Craft Services

- Fishing Vessel Code of Practice Surveys
- Vessel Design and Analysis
- Stability Books & Inclining Experiments
- Submissions to MSO

M: +353 (0) 86 4059426

E: niall@oharamarine.com

W: www.oharamarine.com



ATLANTIC MARINE SURVEY

Kevin O'Callaghan

- Fishing Vessel Code of Practice Surveyor
- Pre Purchase Surveys
- Evaluation Surveys
- Insurance Assessment
- Vessel Safety Manuals
- New Build & Upgrade
- Compass Adjustment

Mobile: 086 8913200

kevin@atlanticmarinesurvey.com

painting services

GCM PAINTING



- MARINE PAINTING
- PAINT SPRAYING
- POWER WASHING

Contact: Glen Campbell

Call: 086 1567411

E: gcmpainting@hotmail.com

fish merchants

Gallagher Bros
1919 - 2019

Gallagher Bros.
(Fish Merchants) Ltd.

G B **Ocean Farm** **Irish Organic Salmon** **OCEAN TRAWLERS LIMITED**

EST 1819

KILLYBEGS ~ CO. DONEGAL ~ IRELAND

TEL: 074 9731004 ~ FAX: 074 9731509

EMAIL: fish@gallagherbros.ie WEB: www.gallagherbros.ie

ships agents

SINBAD
MARINE SERVICES LTD.

Shore Road, Killybegs, Co. Donegal, Ireland

Shore Based Facilities • Stevedores
Fish Transport • Marine Oil Provision
Repairs • Cargo Handling

Tel: +353 74 9731417
Fax: +353 74 9731864
VHF: CH14

Email: info@sinbadmarine.com
Web: www.sinbadmarine.com

financial services

You bring out the best in us!

AIB BANK
Killybegs
John Mc Neill, Manager

T: 074 9731451 F: 074 9731662

electronics

Sodena
Sales and Service

NEW SYSTEMS
Fanless Computers
Rebuilds & Backup
C-Map Charts - Tides
AIS - ARPA

Belco Marine Electronics Ltd
Skibbereen, Co. Cork

086 2607994
Belcomar@icloud.com

websites

FAFB
findafishingboat.com

The **EASY** way to
BUY or SELL
fishing boats and equipment

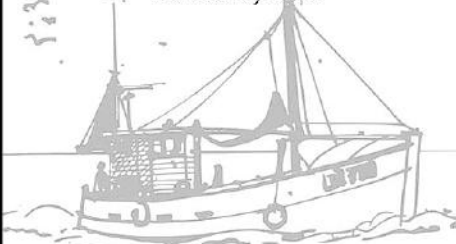
Commercial & Recreational boats,
Marine equipment, Crew adverts
Weather Forecasts...and much more

The website for all commercial fishermen

legal

D. P. Barry & Co., Solicitors

Kelly's Quay, Killybegs, Co. Donegal
Telephone 074 9731174 Fax 074 9731639
E-mail - info@barrylaw.ie
www.barrylaw.ie

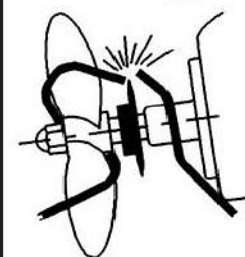


Providing expert legal advice to the
Irish fishing and maritime industries
for over thirty years.

24/7 Emergency response service, nationwide.
Contact Diarmuid Barry on 087 2582847

prop protector

CLEGGAN MARINE
www.clegganmarine.com



Install some
peace of
mind, fit a
**Prop
Protector**
today!

Tel: (095) 44037

Mob: 087 7759405

E: sales@clegganmarine.com

The Pier, Cleggan, Co. Galway

pumps

CHARLES CLEGHORN LTD

We look forward to meeting your continued
requirements for:

- NEW PUMP DESIGN
FOR FASTER PRIMING
- MARINE FANS,
HEATERS, CHARGERS
- INVERTERS

Cleghorn's AM40 & AM50 pumps,
serving the Irish Fleet from 1986 -
compact, long-lived & economic

Croydon, Royston, Herts. SG8 0DN, UK

enquiries@ccleghornltd.com

www.ccleghornltd.com

Tel. 0044 (0)1223 208384

Mob. 0044 (0)7770 721 933

azcue

pumps

A wide range of
bronze pumps
& a large selection of
spare parts in stock

Con O'Shea

MARINE ENGINEERING

**Irish distributor for
Azcue pumps**

Tel: 028-21907

M: 087-9600303

osheamarine@eircom.net

Marine Times Newspaper

Editor: Mark Mc Carthy Deputy Editor: Tom MacSweeney

Send us your News, Views and Photos

T: 074 9736899 E: editor@marinetimes.ie W: www.marinetimes.ie

Cranny Road, Inver, Donegal F94 WC67

Alize Tragedy Off Hook Head

Naval Service divers, operating from the Irish Lights' vessel, *Granuaile*, recovered the body of 41-year-old Wexford fisherman Willie Whelan from a depth of over 50 feet off Hook Head, twenty days after he had gone missing when the scallop boat, *Alize*, sank off Hook Head.

Also aboard the boat when it sank was 65-year-old Joe Sinnott from Kilmore Quay, Co. Wexford.

An alarm was raised after an EPIRB emergency radio beacon from the boat was activated on Saturday night, January 4 and a search operation was launched by the Coast Guard and the RNLI.

Mr. Sinnott, from Kilmore Quay in Co Wexford, was taken from the sea by crew members of the R117 search-and-rescue helicopter, but was pronounced dead in hospital.

The search for Willie Whelan, from Saltmills, Fethard-on-Sea in Co Wexford, had been going on for almost three weeks. His body was located by members of the Hook Sub Aqua Club. Following that a team of divers from the Irish Naval Service, who had carried out extensive mapping and preparatory work at the site off Hook Head, made a number of dives after deploying a remotely operated

vehicle (ROV), using the Irish Lights vessel as their operational base, to capture footage of the wreck of the *Alize* on the seabed.

The naval team of up to 15 divers used the ILV *Granuaile* as a base during the recovery of Mr. Whelan's body which was taken aboard *Granuaile* and then transferred to the Naval vessel, L.E. Samuel Beckett, to be taken ashore.

Editors note:
Tragedies at sea rip the heart out of families and communities - but they also unite and it was evident as families, friends, colleagues and the wider coastal

community came together to not only mourn the loss of both men but carried on their valiant search for Willie as his crewmate Joe was being laid to rest. The *Marine Times* pay tribute to all those who carried out the search and offer our thoughts and prayers to the family of Willie and Joe.



Irish Fisherman's Son Finally Recognised for Discovering Antarctica

Several hundred people were present at the unveiling of the long-awaited memorial to Cork seafarer, Edward Bransfield, at Ballinacurra in East Cork on the edge of Cork Harbour on Saturday, January 25.



Irish deep-sea diver and Great Britain and Ireland Explorers Club Chapter, Rory Golden and Eugene Furlong of the Bransfield Memorial Committee at the unveiling of the Bransfield Memorial.

"Beyond our wildest dreams," said Chairman of the Memorial Committee, Jim Wilson, describing the attendance. The Committee had campaigned for several years to erect the memorial to honour the memory of Bransfield, the Irish-born navigator and commander of the British Navy's expedition, the first to see and chart the Antarctic mainland on January 30, 1820.

"He made the first confirmed sighting and maps of the Antarctic mainland and arguably the continent 200 years ago," said Wilson. Antarctica is the fifth largest Continent on Earth, covers the South Pole and is sheeted in ice.

Bransfield had been 'press-ganged' - forced into the British Navy - as a youngster when he was forcefully taken from his father's fishing boat in Cork Harbour.

The Chief of Staff of the Irish Defence Forces, Vice Admiral Mark Mellett (inset photo), stressed the importance of honouring Ireland's seafarers for what they had achieved. He made the keynote speech in which he said that a Russian claim that it was they had first seen Antarctica could not be proven from the records of the time, which showed that it was Bransfield. He said that Bransfield's expeditionary achievement was amazing, in a wooden sailing ship, by comparison about a twelfth in size of the present Naval Service vessels.

The head of the Naval Service, Flag Officer and Commodore, Michael Malone, was also in attendance.

Mr. Wilson said their presence was an important recognition of Edward Bransfield.



Engine reliability



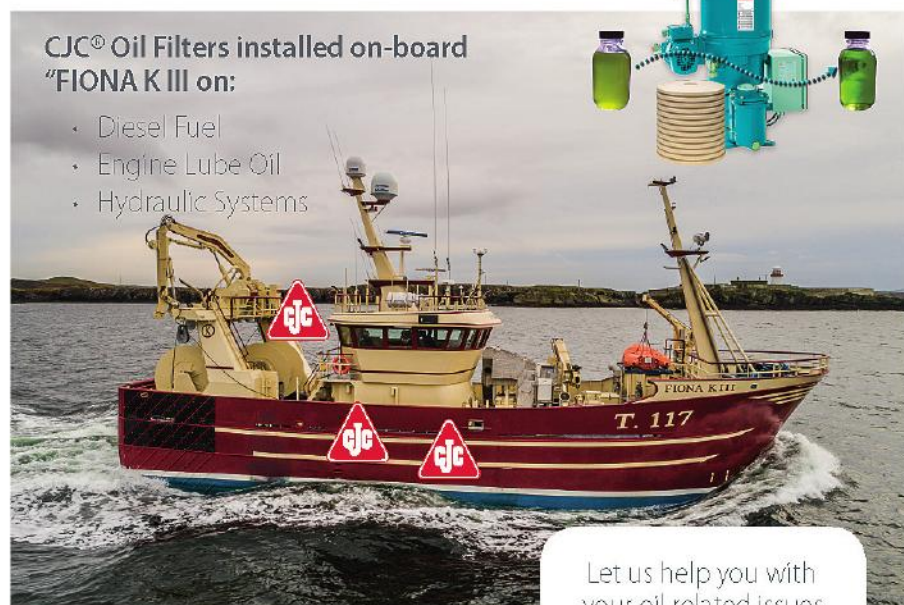
Avoid dirty diesel tanks



Bacteria growth - risk of blockage of in-line filters



Save your injectors



CJC® Oil Filters installed on-board "FIONA K III on:

- Diesel Fuel
- Engine Lube Oil
- Hydraulic Systems

Let us help you with your oil related issues

C.C.JENSEN Ireland
086 82 71 508 - www.ccjensen.ie - jfp@ccj.dk

CONTACT
Jan Foged



Rebecca Jane at Boatstrand, Co. Waterford coming in just before Storm Brendan - Photo courtesy Susan Marie Rowe (one of our many readers who have sent us some wonderful photos this month - if you have a photo that you would like to see published in the *Marine Times* please do send them on to the Editor via email to editor@marinetimes.ie with full details of the photo attached)

The South - West View



In this month’s article from South/West waters, the Chief Executive of the Irish South and West Fish Producers’ Organisation and its Chairman, Damien Turner, ask a joint question of all candidates seeking election to Dail Eireann in the General Election – the main thrust of which is to ask them if they have “a policy or policies on the Irish Fishing Industry and its future development” and that, if they have, would they make them known. In the midst of the General Election campaign, with a plethora of political policies about a wide variety of topics, but a lack of major political interest being shown towards the industry, their letter points up a core issue about interest in the future of the fishing industry.

Will Politicians Campaign for the Total Removal of the Concept of “Relative Stability” from the CFP?

From the Irish South and West Fish Producers’ Organisation to All Candidates seeking Election to Dail Eireann at General Election on 8th February 2020 - Re: General Election 2020: Maritime & Fisheries Policy

Dear Candidate,

We are the Chairman and Chief Executive respectively of the Irish South & West Fish Producers Organisation CLG (IS&W-FPO) based at the Pier, Castletownbere, County Cork.

Our Organisation represents upwards of 60 Fishing Vessels with crews averaging 7 men per boat with families’ dependent on the sustainability of the shared stocks in our Irish EEZ based in Constituencies all along the coastline from Galway to Castletownbere to Dundalk. All these coastal communities are heavily dependent on a vibrant fishing Industry.

On behalf of our Membership and the often-remote communities plus the many families within the coastal service Industries in our coastal communities that rely upon their success at sea-fishing we would be very grateful if you would please outline your policy position on the Fishing Industry and on the development of our Maritime Environment in this time of great upheaval triggered by Brexit. Specifically, we would be most grateful if you would let us have your views and/or policies on the following specific issues whether these be Party positions or personal views:

1. Do you have a Policy or Policies on the Irish Fishing Industry and its future development? If you do have such Policies we would be grateful if you would furnish us with a copy or a link to your website.
2. What is your specific Policy towards the Irish Fishing Industry in the context of the enormous damage that may be

- done by Brexit to Coastal Communities and Businesses that depend for their livelihood on a vibrant, healthy and profitable Fishing Industry? If you do have a Policy position on this specific issue of Brexit’s effects on the Irish Fishing Industry we would very much appreciate your sharing a copy with us.
3. If you represent a Political Party we would most grateful if you would indicate who it is within your Party is responsible for formulating Policy on the Fishing Industry and generally on the Maritime Environment.
 4. What specifically is your position on the concept or principal of “Relative Stability” first introduced into Governance of the EU Fishing Industry in the Common Fisheries Policy (CFP) of January 1983 that has underpinned and governed the rigged share-out of Fishing Resources in accordance with that CFP ever since and that has been the direct Policy ‘trigger’ leading to the decimation of the Irish Fishing Industry and Coastal Communities all along our coastline ever since?
 5. In the context of the overhaul and amendment of the CFP by the EU due this year and in the context of Brexit do you undertake to campaign for the total removal of the concept of “Relative Stability” from that Policy if you are elected to Dail Eireann?
 6. In the context of the overhaul and amendment of the CFP by the EU due this year do you undertake, at the very minimum both to campaign for and ensure that no Fishing Boat from any other EU Mem-

ber State that is displaced from British Waters by Brexit will be allowed to fish in Irish Waters?

7. Do you or your Party have any policy addressing the Fishing Industry’s very serious concerns regarding recruitment, training and education of new entrants into our Industry?
8. If elected to Government post-Election will you undertake that Sea Fisheries and our Maritime Environment will, together constitute FULL Cabinet Ministerial Representation rather than being tacked on as an after-thought to some other area of Responsibility as has, unfortunately, been the case for far too long?

These are **Red Line** issues for us in the context of an Irish Fishing Industry that is dying on its feet despite the fact that, at present, we hold some 20% (approx) of Europe’s Fishing Waters bearing in excess of 30% of Fish-Stocks. These figures will undergo dramatic expansion post-Brexit at which point Ireland will hold almost 30% of Europe’s Fishing Waters bearing upwards of 43% of Europe’s Fish Stocks.

We wish you well in your efforts to win that privileged position of representation of the People in your part of Ireland in Dail Eireann.

Yours sincerely

Patrick Murphy, Chief Executive Officer and Damien Turner, Chairman, IS&WFPO, Castletownbere.

Industry Innovation for Gigas and Native Oyster Industry Among Topics Discussed at BIM Workshop in February



BIM is hosting a Shellfish Workshop for the gigas and native oyster industry on Thursday the 13th and Friday the 14th of February in Carlingford, Co Louth.

The two day event includes a conference in the Four Seasons Hotel, Carlingford on day one with discussions on the topics of innovation, technical developments and commercially relevant scientific research from BIM, MI, SFPA, Bord Bia and the industry. Site visits to Carlingford Oyster Company and Ferguson Shellfish Farms are taking place on day two.

• • • • •

• Marine Times Newspaper •

• Postal Subscriptions •

• Order online at www.marinetimes.ie to avail of a special discount offer •

• Annual Subscription: Ireland [] €40 •

• N. Ireland [] £40 •

• UK [] £40 •

• I enclose € / £ cheque / postal order payable to Marine Media Ltd. •

• * Credit or debit card payments must be made via PayPal on www.marinetimes.ie •

• Please send subscription to: •

• Name: _____ •

• Address: _____ •

• _____ •

• _____ •

• _____ •

• Return To: The Editor, Marine Times Newspaper, •

• Cranny Road, Inver, Co. Donegal. •

• • • • •

Potting Gear & Accessories

Plastic Coated Frames + End Door + Hook and Bungee Cord

22" x 8mm x 16"/18" Wide x 16 Bar Base
 22" x 10mm x 16" Wide or 18" Wide x 14/16 Bar Base
 24" x 8mm x 16"/18" Wide x 16 Bar Base
 24" x 10mm x 16" Wide x 14/16 Bar Base
 24" x 10mm x 18" Wide x 14/16 Bar Base
 24" x 10mm x 18" Wide LOW/WIDE 16 Bar Base
 24" x 10mm x 18" Wide **HIGH Type** x 14/16 Bar Base
 24" L x 10mm x 21" W x 17" H 4 Bow Dee Type **Spider Crab Pots** To suit 10" Pot Neck
 26" x 10mm x 18" Wide **HIGH Type** x 14/16 Bar Base
 30" x 10mm x 18" W x 16 Bar Base Top Entry Parlour Pots
 30" x 10mm x 18" W x 16 Bar Base Side Entry Parlour Pots
 36" x 8mm x 18" Wide x 17 Bar Base Side Entry Parlour Frames
 36" x 10mm x 18" Wide x 16 Bar Base Side Entry Parlour Frames
Rectangular Storage Pots – Double Netted + Opening Door
 22" x 20" x 14" x 8mm Steel
 30" x 22" x 15" x 8mm Steel

Creel Type Storage Pots - Double Netted + Opening Door

30" x 10mm x 18" W x 16 Bar Base

Pot Doors – Any Size Made to Order (8mm or 10mm Steel)

All our Pots are Made From European Steel, Fabricated Locally and Netted in our own premises by our own workers. We do not import or Sell Chinese Pots!

Full range of pot frames in sizes 22" to 36" in 8mm, 10mm and 12mm steel, plastic coated or a combination of steel sizes – Made To Order. These frames are available in various different designs – details on request. These pots can be finished to any stage of completion; frames, netted only (Orange or Black Netting), topsides roped, fully roped top and bottom, or base rubbered.

We also can tie on a toggle or spinner to the end of the pot if required. We can also fit extra steel reinforcing bars on the base of the pot, fitted lengthways or across the 3 'D' sections.

Please phone for a quotation on any of the above listed options.

On Pot Netting – We can Offer Mesh Sizes 40mm, 48mm, 50mm, 60mm, 65mm & 75mm (Inside Mesh Measurement). Supplied in a mixture of colours. Green, Black & Orange Available. All European Manufactured. Available in 3mm, 3.5mm, 4mm & 5mm.

Rolls of Bait Bag Netting Available or Bait Bags Made up Singly to Any Specification. Rolls of **210/66** and **Heavy 210/84** Nylon Entrance Netting Available or Nylon Eyes Made up Singly to Any Specification.

Heavy duty Nylon Spinners available in sizes 1.5ton BL, 2.5ton BL and 3.5ton BL & 3 Hole Nylon Spinners.

Plastic Pot Bases – 25" x 18" x 5mm Black

Plastic Pot Bases – 26" x 16.5" x 5mm Black –NEW SIZE!

4mm, 5mm, 6mm and 8mm Bungee Cord x 100m Rolls

Stainless Steel Hog Rings for Bungee Cord. Hog Ring Pliers.

Pots Hooks Supplied Loose or Fitted With Bungee Cord. SEAL Deterrent Hooks.

8" and 10" Pot Necks + PVC Round Rings – All Sizes!

All Sizes of Green, Orange & Black Braided PE Twines

6" and 9" Toggles drilled to suit 12mm Rope.

Rubber Bands Small And Regular

Reflective Tape For Marker Buoys.

Full range of Serrated Knives • Crab Nicking Knives

8" and 10" Serrated Bait Knives • Engel Rope Cutting Knife (Hot Knife)

We also Carry Spare Blades for Engel Hot Knives.

Full Range of Guy Cotton Clothing & Sleeves + Clothing. Full range of Showa Gloves.

Rolls of Pot Rubber – Narrow Strip.

1 Ton and ½ Ton Spencer Carter Potting Blocks. Spares Also Available.

Oliveira Sa of Portugal - Potting Ropes

LEADED SIZES 8mm up to 16mm. UNLEADED SIZES 6mm up to 20mm

These ropes are produced to full diameter specification by the top rope makers in the cordage business.

Let us quote you for any specific item.

We can arrange delivery of small parcels up to 30kg by Courier.

For larger items we can arrange pallet delivery / Van or Lorry Delivery.

We can accept payment over the telephone on Debit / Credit Cards.

Visit our website: www.cavanaghnetsltd.com


CAVANAGH-NETS LTD
FISHING GEAR SUPPLIERS

Drumaweir House, Greencastle, Co. Donegal F93 CK44

Tel: 00 353 74 93 81178 Fax: 00 353 74 93 81014

Email: sales@cavanaghnetsltd.com

SFPA Urges Safe Shucking to Safeguard Scallops Sector

Sea-Fisheries Protection Authority issues new guidance on shucking scallops

The Sea-Fisheries Protection Authority (SFPA) has issued updated guidance on the correct processing or shucking of scallops so as to remove or minimise the risk of food illness from marine biotoxins in these shellfish. With Ireland's growing reputation for producing quality, healthy seafood scallops continue to be one of the most popular shellfish both at home and for export.

Purification or cooking of the shellfish does not remove the risk of food illness, whereas correctly shucked scallops are a low risk and the SFPA is urging industry to familiarise themselves with the correct steps to follow.

Phytoplankton, upon which the shellfish feed, are occasionally blighted by blooms of plankton species that produce marine toxins, which the bivalve molluscs accumulate in their digestive tract. These naturally occurring toxins do not harm the shellfish but they can cause human illness. Due to their physical size, scallops can be eviscerated or shucked which is highly effective in removing the majority of any biotoxin contamination that may be present. Shucking correctly involves the extraction of the adductor muscle (white meat) with the attached gonads or roe only from the shell. Adductor muscle rarely tests above the EU regulatory limit for marine biotoxins in live Bivalve Molluscs, while the gonad only occasionally exceeds the limit. However, routine analysis conducted by the Marine Institute shows that whole scallops landed by Irish fishermen frequently contain multiples of the regulatory limit.

Dr Susan Steele, Chair of the SFPA,

states: "Ireland's seafood sector continues to grow apace with the sector successfully targeting new business opportunities at home and abroad. The quality and safety of Ireland's seafood produce to the consumer is integral to the continued expansion of the sector and it is essential that those working in the sector continue to take every step to ensure that only produce that is safe to eat is put on the market. In the case of scallops, correct shucking will minimise the food safety risks to consumers and safeguard that reputation."

The guidance, available on the SFPA website, provides step-by-step instructions for those intending to shuck scallops before selling them. The guidance includes:

1. The food hygiene measures handlers should take
2. The safest and most effective ways to handle the knife when shucking in order to avoid injury
3. The washing and inspection of scallops that should take place after the appropriate parts of the scallop have been shucked

The full guidance can be viewed on the SFPA website – www.sfpa.ie

Thundering Through Storm Brendan



Safehaven Marine put Thunder Child II through her paces in Cork Harbour during Storm Brendan. The vessel has been developed by the Cork-based company to set a new transatlantic world record from Canada to Ireland across the notoriously unpredictable North Atlantic. The company says the test proved "her exceptional seakeeping ability and rough weather handling." The powerful and extraordinary photograph of the test was provided by Safehaven. Thunder Child II was launched in early 2019. Following initial sea trials the vessel had further modifications over the course of that year including the fitting of a hydrofoil and was re-launched in November 2019 with a new look. "Subsequent sea trials of Thunder Child II have proven extremely successful and the vessel is now almost ready for her transatlantic record attempt on a proposed route from St John's in Newfoundland, via Greenland and Iceland, to Killybegs," says Safehaven.

Five Years Down, Three to Go for the Man Photographing All 238 RNLI Lifeboat Stations on Glass



The Lifeboat Station Project: 12x10 inch Clear Glass Ambrotypes by Jack Lowe
Dunmore East RNLI Crew, 6th September 2017 and Castletownbere RNLI Crew, Wednesday 27th September 2017

Five years ago, a man driving an ambulance he bought on eBay turned up at a lifeboat station hoping to make a portrait of the volunteer crew on a glass plate using a 115 year old camera.

Although Jack Lowe had been practicing the Victorian photographic technique at home for a couple of years, this was to be the first time he would put his skills to the test.

He had persuaded the RNLI, the charity that saves lives at sea, to let him visit all of their lifeboat stations including 46 in Ireland to photograph them using the unusual photographic process, which is called 'wet plate collodion'.

He had put a halt to his print-making business to devote himself to this new project; bought an old ambulance on eBay to convert it into a darkroom and stocked up on glass plates and litres of developing chemicals.

Recalling the start of the project, Jack Lowe from Newcastle in England, remembers his feelings: 'On that dreich and stormy Monday, my nerves were truly jangling. I knew I'd come up with a fantastic idea and I'd publicly shared what I intended

to do. Friends, followers and loved ones were rooting for me. The pressure was on and I felt very aware that so many great ideas fall by the wayside simply because they turn out to be too difficult to execute. In those moments, it was time for me to turn my words into actions and I was determined to succeed. As the project's grown in stature over the years, it's a determination that's only grown stronger and stronger.'

Five years later, Jack has photographed 147 operational stations including to date 26 Irish stations, over 2,000 RNLI volunteers – and around a dozen dogs, who are often included if their owners are on the crew!

He has travelled about Ireland and the UK in 'Neena', driving over 35,000 miles, equivalent to nearly one and a half times round the world.

He and 'Neena' have also taken to the water, travelling by ferry to some of the furthest outposts of the RNLI.

His provisional end date is the latter half of 2022, so there are still three years of photographic adventures. Jack has still yet to journey to some of the RNLI's more remote stations, like those on the West Coast of Ireland.

His remit has broadened too – when he first started, he planned to make three images at each station: the crew, the view from the station and the Helm or Coxswain. But now he also uses his time at each station to capture portraits of women crew members and station mechanics, in order to highlight their presence as part of the RNLI's lifesaving family.

In addition to that, he makes sound recordings: interviewing crew members about their experiences and capturing the 'behind the scenes' stories of the Project.

This year, Jack plans to photograph 30

more RNLI lifeboat stations, bringing the completion of this unprecedented odyssey truly within reach.

But it hasn't all been plain sailing. When Jack completed his 100th station, Valentia in Ireland in September 2017, he revealed to his social media followers that he was struggling to keep going. His struggles were physical, emotional and financial – as the Project is largely self-funded.

Since then, he discovered the crowd-funding platform **Patreon** that allows people to support him by contributing a monthly amount, starting from a few pounds a month. This support has allowed him to continue his work on a more secure financial footing.

Jack, who is the grandson of Dad's Army star and fellow RNLI supporter Arthur Lowe, said: "Ultimately, I'm honoured beyond words to be making this archive. It's a privilege spending time with so many lifeboat volunteers, preserving their bravery and devotion for future generations.

"This journey is unprecedented in so many ways. The further I travel, the deeper the body of work becomes on just about every level and in ways that I could never have foreseen or imagined.

"When looking at a freshly-made crew portrait last year, a lifeboat volunteer said to me, 'We look like those heroes of old'. I replied, 'That's because you're the same people.' The Project closes the circle of photographic and RNLI history and gives these unsung heroes a fresh spring in their step and a sense of renewed pride."

Follow Jack's RNLI photographic mission on Instagram (@lordlowe), Facebook (fb.com/LifeboatStationProject), on Twitter (@ProjectLifeboat) or on the Project's dedicated site (<http://lifeboat-stationproject.com>).



Jack Lowe at Castletownbere - Photo by Duncan Davis



WATER SAFETY IRELAND REPORT

"It has been a tragic start to the New Year in the fishing industry as we lose two fine fishermen to drowning," writes John Leech, Chief Executive of Water Safety Ireland in his monthly column. This time of the year, he says, has been historically a sad and tragic time for the Fishing Industry and the tragedy off Hook Head is a further reminder of the dangers which fishermen, "to whom we all owe a great debt of gratitude," encounter in providing supplies of fish to the nation.

A Tragic Start to the Year in the Fishing Industry

It was a very tragic start to the New Year when we all woke to the news that the fishing vessel *Alize* from Kilmore Quay had disappeared approximately 9 nautical miles south of Hook Head with Joe Sinnott and Willie Whelan onboard.

I understand from what I have heard that the fishermen had been fishing for scallops off Hook Head when the trawler sank. It's believed both men had a good safety record and the trawler was well maintained. The Coast Guard staff and volunteers, RNLI staff and volunteers, the Naval Service ships and crew as well as the many fishing vessels who searched the surface as well as the members of the public who searched the shorelines must be congratulated for their efforts.

It is at times like this that we remember the crews of the *Pere Charles*, *Honeydew II*, *Maggie B*, *Rising Sun* who also perished in the waters nearby.

This time of the year has been historically a sad and tragic time for the commercial Fishing Industry to whom we all owe a great debt of gratitude for keeping our fishmongers supplied with fresh fish and for keeping our processors in business.

Mr. Sinnott, from Kilmore in Co Wexford, was recovered from the sea by crew of the Sikorsky R117 search and rescue helicopter but pronounced dead in hospital.

The search had been ongoing for almost three weeks for Willie Whelan, who is from Saltmills in Fethard-on-Sea in Wexford, involving multiple State and voluntary agencies as well as individual fishermen, divers and members of the public.

Members of the Hook Head Sub-Aqua Club carried out a dive on Wednesday, January 22 at the wreck site and one of the divers located his body on the trawler, giving solace and a certain amount of closure for his loving family. The Marine Casualty Investigation Board is conducting an investigation on how she sank so that we can all learn from this awful tragedy.

Naval divers used the Irish Lights Vessel *Granuaile* as a diving platform in a recovery operation off Hook Head from Thursday, January 22 and on Friday, Janu-

ary 23, brought Mr. Whelan's body to the surface. Also taking part in the operation were Garda specialists and Coast Guard members. The divers filmed the wreck site with an ROV launched using the *Granuaile* as their operational base and with a view to ascertaining how the vessel sank in such a fast and catastrophic manner, not giving the crew time to embark into their life raft.



I very strongly commend the divers who searched for Willie's remains at a depth of about 51 feet. Being the former Officer-in-Charge of the Naval Diving Section I have had first-hand experience of diving on such wrecks and there is a high risk of divers getting fouled in floating lines and nets around the wreck, so a well-cal-

culated risk assessment is required to find settled surface conditions and as near slack tidal stream as possible to reduce the risk to divers.

This tragedy is a sorrowful, but real reminder of the dangers of fishing at this time of the year.

So, to fishermen, please be careful out there.

Ensure that your vessel complies with all the requirements of the Marine Surveyors Office. Keep safety to the forefront of your mind; always wear a

lifejacket; keep an eye on the weather with the Irish Lights / MetOcean buoys that update the weather for you every 15 minutes. Always check them before you go to sea. They are based at the Fastnet Lighthouse, Kish Bank Lighthouse, with buoys at Ballybunion, Coningbeg, Dublin Bay, Finnis, Foyle, Splaugh, South Hunter and South Rock. Follow them on Twitter for the most accessible results, also available on their website <https://www.irishlights.ie/technology-data-services/metocean-charts.aspx>

Until next month, an appeal and reminder to please use your influence to further reduce the number of drownings on our island nation.



"Problem-to-Pitch" TY Design Challenge Week Comes to Killybegs

Students from St. Catherine's Vocational School, Killybegs recently joined forces with MarPlas on creating solutions for waste fishing net material.



Conor Quinn, Donatas Zutantas, Orla Mc Gonagle, Sian Gavigan all from TY class at St. Catherine's School, Killybegs with Dr. Anita Mckeown, MARplas, Design team lead. On computer screen, Tara Boath Mooney, MARplas, Design team.

In Ireland's premier fishing port, Killybegs, TY students have joined forces with MarPlas to apply circular economy thinking to the repurposing of fishing net waste material. MarPlas is an innovation and demonstration project funded under the Environmental Protection Agency's *Green Enterprise: Innovation for a Circular Economy*.

Fishing nets have a limited lifespan, but what can be done with them once they can no longer be used to fish? Ireland's rural communities have several traditional ways to repurpose these nets – turf covers, on gates to hold in livestock, for hammocks and storage in sheds. But the truth is there's simply more net than is needed for these purposes, so what can we do with it?

Bord Iascaigh Mhara have conducted research into cleaning, shredding and pelleting the nets which begins the process of recovering the raw materials. Treating the nets in this way can open up possibilities for creating new products through light industrial processes such as 3D printing or injection moulding and could provide a solution for some of the used net material. The challenge remains to find solutions for all used nets and net material and to test this material for use in the creation of new products.

It is in this space that the MarPlas project is operating. Using a circular economy approach and a community co-design methodology this project is not only focusing on possible marketable products but on embedding the creation of these products within our coastal communities and in doing so supporting local economies.

Working with the MarPlas team, students from the TY class in St. Catherine's spent the beginning of the week learning about cradle-to-cradle and circular economy design methods followed by a visit to the Swan Net Gundry workshops. At the



workshop, Kieran Keaney, showed the students the processes involved in the design and making of nets including the issues faced in recovering or repurposing the material at its end-of-life. Kieran explained that this will be of increasing importance under the European Strategy for Plastics in a Circular Economy and obligations regarding fishing nets under EU legislation.

On day 4, the students began the difficult task of integrating all they'd learnt

through the week into prototyping their own product ideas using net off-cut material, kindly provided by Swan Net Gundry. This was then presented on the final day in a Dragon's Den style – 'Problem-to-Pitch' Pecha Kucha style presentation. The Pecha Kucha presentation prepares them for a 6 min 40 second pitch incorporating a LEAN Canvas business plan, the problem they are addressing, their design process and the results they have developed over the week.

This is a tough task and would challenge many adults but by the end of the week, we had three possible products, from high fashion items to practical storage solutions and ideas for living walls, with a lot of laughs and learning along the way.

If you would like to hear more about this project visit our website at www.seasynergyresearch.org

Argo Float Deployed in Atlantic by Galway Family

A Marine Institute Argo Float was deployed in December 2019 en route from Cape Verde Islands to French Guiana by the Quinlan-Owens family from Galway, on board their yacht *Danu*.

Vera Quinlan, Peter Owens and their two children Lilian and Ruairi, deployed the Argo Float as part of their 14 month sailing trip around the Atlantic Ocean from Galway to New York. Vera is a hydrographer for INFOMAR, the national seabed mapping programme, which is jointly managed by the Marine Institute and Geological Survey Ireland.

Argo Floats are deployed across the world's oceans to continuously monitor the ocean and provide essential data to help scientists understand oceanic conditions, interactions between the ocean and the atmosphere, as well as long-term climate trends. Argo Floats distribute real-time information on temperature and salinity up to a depth of 2,000m below the ocean's surface. Measuring the temperature and salinity of the ocean is crucial in better understanding climate change and the role of our oceans on our climate.

Before departing on their sailing voyage in June 2019, Lilian and Ruairi showed the Marine Institute's Argo Float to their classmates at Kilcolgan Educate Together National School. The primary school students signed their names on the Argo Float, which is now floating in the Atlantic Ocean and collecting measurements on temperature and salinity. This data is transmitted via

satellite every 10 days for the three to four years of the Argo Float's lifespan and its location can be tracked at digitalocean.ie

Alan Berry, Ocean Science and Information Services at the Marine Institute said,

"The Institute usually deploys Argo Floats on research surveys carried out in the North Atlantic Ocean. Vera's sailing trip offered the opportunity for an Irish Argo float to be deployed much further south, near the equator. We thank Vera and her family for participating in the Argo Programme, and to Lilian and Ruairi for sharing this experience with their classmates so they can also learn about the importance of monitoring our oceans."

As part of the Marine Institute's participation in

the Euro-Argo ERIC programme, 20 Argo Floats have been deployed by the Marine Institute in the North Atlantic over the last 10 years, with a sustained deployment of three Argo floats per year since 2015. The international Argo Programme currently has a network of approximately 4,000 Argo Floats taking measurements in the world's oceans.

For more information about Ireland's involvement in the Argo Programme visit <https://www.marine.ie/Home/site-area/areas-activity/oceanography/euro-argo>



Colin Cashman with his crew Deedan on the Sarah Jane out of Courtmacsherry - Photo courtesy David Edwards

RNLI REPORT

Niamh Stephenson, the RNLI's Public Affairs Manager, pays tribute to two stalwarts of the RNLI in the South East who retired on the same day.

'Blondie' and Hugh Retire from Kilmore Quay & Fethard RNLI



The retirement of one of the most respected and loved lifeboat men in the RNLI, Brian Kehoe or 'Blondie' as he is affectionately known, marks the end of an era.

Brian retired from Kilmore Quay RNLI after fifty years' service, during which he was a lifeboat volunteer for twenty-five of those years before becoming the Station Mechanic. His encyclopaedic knowledge of lifeboats was called on many times by both staff and volunteers and everyone knew him. Every crewmember on a call-out or exercise had absolute confidence in the lifeboat under Brian's care and this meticulous nature continued inside the lifeboat station.



Brian was joined afloat by lifeboat crew from the flanking lifeboats stations of Ross-lare Harbour, Fethard-on-Sea and Dunmore East RNLI along with colleagues from

Kilmore Quay Coast Guard Rescue 117, for his last exercise. In a fitting 'ending,' Brian was winched from the lifeboat up to the helicopter before returning to the harbour where he walked back to the shore through a Guard-of-Honour and applause.

Brian is not the only recent retirement of a lifeboat crewmember.

On the same day as he retired, a well-respected crew member who was a 'fountain of knowledge' on the inshore lifeboat retired from lifeboat duties at Fethard RNLI.

This was Duncannon man, Hugh Burke, who gave 24 years' voluntary service in the Hook Peninsula area with Fethard RNLI. He joined the lifeboat there in 1996, advancing to the position of Helm after a few years, then continued in the position of Deputy Launching Authority after his service finished afloat. In this role, his watchful eye ensured the safety and well-being of the Fethard crew.



Duncannon man Hugh Burke has given 24 years voluntary service to the Hook Peninsula area with Fethard RNLI but has decided to hang up the 'yellow wellies'.

Wicklow RNLI Annual Service of Remembrance

Wicklow RNLI held its annual Service of Remembrance in memory of all deceased lifeboat volunteer members, sailors from the town and all those associated with the sea from Wicklow.



The ceremony began with a short religious prayer conducted by Fr. Donal Roche and Rev Jack Kinhead, who blessed the flowers and wreaths. After the blessing, Coxswain Nick Keogh and the lifeboat crew took the floral tributes out into the bay and placed them on the water.

A minute's silence was also held in memory of all the former members of Wicklow lifeboat who have risked everything to save the lives of others ever since the RNLI Lifeboat station was established in 1857.

THIS ISLAND NATION RADIO MARITIME RADIO FOR MARITIME IRELAND

Supported by the MARINE TIMES, the programme about Ireland's maritime culture, history, tradition and development



RADIO STATIONS BROADCASTING THIS ISLAND NATION:

CORK - CRY 104 FM YOUGHAL
MONDAYS 6.30 p.m.

WEST CORK FM

CORK CITY COMMUNITY RADIO

COMMUNITY RADIO

BERE ISLAND 101.1FM

DUBLIN SOUTH 93.9FM

DUBLIN NEAR FM 90.3 FM

DUBLIN LIFFEY SOUND 96.4FM

DUBLIN CITY FM 103.2

CASTLEBAR COMMUNITY RADIO 102.9FM

ERRIS FM 90.8 FM

KILKENNY CITY COMMUNITY RADIO 88.7 FM

ATHLONE COMMUNITY RADIO 88.4 FM

DUNDALK 100 FM

CLARE

RAIDIO CORCA BAISINN 94.8 FM

GALWAY - KINVARA FM 92.4

CONNEMARA COMMUNITY RADIO

87.8 FM and 106.1 FM GALWAY

LIMERICK - WEST LIMERICK 102FM

PODCASTS

iTUNES: <https://podcasts.apple.com/ie/podcast/this-island-nation/id1451636162>

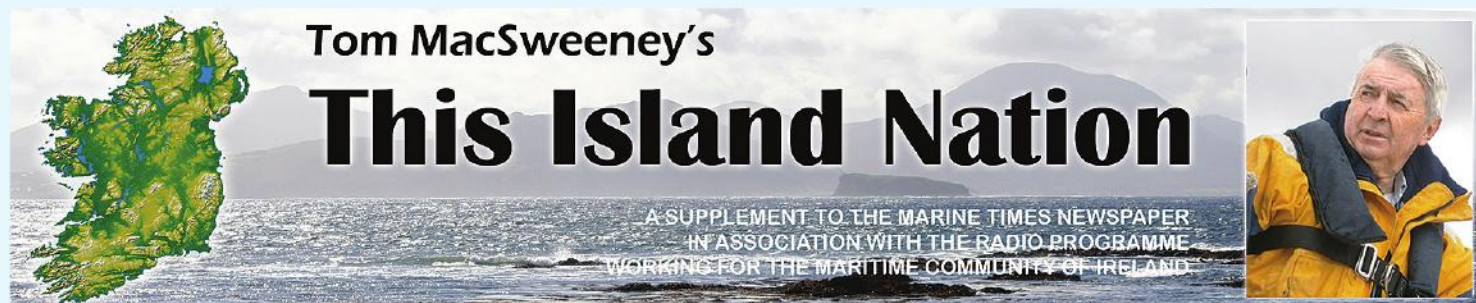
MIXCLOUD: <https://www.mixcloud.com/CRY104FM/this-island-nation-28th-october-2019/>

SPOTIFY: <https://spoti.fi/2DX9F5F>

You can also hear the Podcast of the current programme and archived past editions on the Marine Times website www.marinetimes.ie

I'm always interested to hear your stories, comments.

Email: thisislandnation@gmail.com



Tom MacSweeney's

This Island Nation

A SUPPLEMENT TO THE MARINE TIMES NEWSPAPER
IN ASSOCIATION WITH THE RADIO PROGRAMME
WORKING FOR THE MARITIME COMMUNITY OF IRELAND

A Marine Scribe's Diary

About the culture, history, tradition and developments in MARITIME IRELAND

A Very Special Award in Castletownbere

The photograph on this page is a special story in itself. It shows Castletownbere RNLI Coxswain, Dean Hegarty, being congratulated by Castletownbere RNLI Lifeboat Operations Manager, Paul Stevens, on being told that he was being awarded a Bronze Medal for Gallantry by the RNLI. It is ten years since the RNLI awarded a Medal for Gallantry to a lifeboat station in Ireland.

That shows, despite the many rescue services carried out by lifeboat crews around Ireland every year, how difficult it is to earn such a medal and how challenging the rescue involved has to be to earn such an award.

There is another story to the photograph - Paul Stevens, was Principal of the school which Coxswain Dean Hegarty attended as a pupil.

That underlines the pride of a community in having a local lifeboat station, which is very evident in the fishing town of Castletownbere. That pride creates strong local support and can lead to local young people volunteering to crew the lifeboat, as Dean Hegarty did.

I have a particular interest in the West Cork Lifeboat Station because I had the honour of performing the official opening of the new station there in May 2013. I remember at that time that one of the points made to me was that it would cut six minutes off the time it took to get the lifeboat moving in answer to an emergency call-out.

There had been some planning opposition to the building of the station at its location.

The rescue for which the Gallantry Award is being made underlines the importance of where the station is located.

The award is for the rescue of the 25-metre fishing vessel, *Clodagh O*, on the evening of October 10, 2018 at an area known as 'The Pipers' immediately South-West of the harbour entrance at Castletownbere. Dean Hegarty and his crew answered the Mayday call from *Clodagh O* in darkness into a Force 9 gale, driving rain and heavy squalls, on that October evening. The fishermen were in grave and imminent danger. Their vessel had lost all power after its propeller became fouled in the boat's fishing gear. That can happen and is one of the dangers of fishing.

Arriving at the scene, the lifeboat crew saw that the fishing vessel was located in a precarious position. Coxswain Hegarty made the immediate decision that the best and quickest response would be to tow the boat to safety. With four-to-five metre swells, which is up to 16 feet high, that was a huge challenge.

Deteriorating weather conditions gave



Paul Stevens, Operations Manager, with his former pupil, Castletownbere RNLI Coxswain Dean Hegarty

them only a short window of opportunity to save the men before the vessel would hit the rocks or cliff face and be lost. Skilfully manoeuvring the lifeboat into position and holding it steady in mountainous seas, Dean Hegarty and his crew established a tow at the first attempt. That was a great achievement on the heaving deck of the lifeboat.

Coxswain Hegarty then had to steer the lifeboat out to sea to gain a safe separation between the rocks and cliffs before he could turn the lifeboat and start the journey back to the harbour. The tow had to be done at a speed of a half-a-knot, really slow in the difficult conditions, to ensure that the tow line would not part. Once inside the harbour two local tugboats helped to secure the fishing boat alongside the pier.

The Lifeboat Mechanic on the rescue was Martin O'Donoghue, with the crew of Seamus Harrington, John Paul Downey and David Fenton. The Launching Authority on the evening, who decides that the lifeboat will launch on a rescue, was Michael Martin-Sullivan, DLA. They will all receive a framed Letter of Thanks from the Chairman of the RNLI, the rescue organisation's traditional way of recording its thanks and appreciation for an outstanding service.

The high level at which this award is regarded was underlined by the journey of the RNLI's Lifesaving Manager Sean Dillon; Owen Medland, RNLI Lifesaving Lead and Brian O'Driscoll, Area Lifesaving Manager, to the Castletownbere Station. They arrived at a station meeting to deliver a formal letter from RNLI Chief Executive Mark Dowie that RNLI Poole Headquarters had decided on the Award.

The last Medal of Gallantry awarded in Ireland went to Portrush RNLI Station Mechanic, Anthony Chambers for leading the rescue of two boys trapped in a cave by a rising tide.

Paul Stevens said: "The RNLI does not give out awards for gallantry lightly and to receive one is a great privilege. We are a strong fishing community here and we have seen too much loss at sea. This rescue was relatively fast in lifeboat terms, but was carried out in extremely challenging conditions and needed absolute precision and split-second decision-making by the Coxswain. The skill and expertise of the lifeboat crew meant that every action was well-executed and successful, along with the sound judgement of the Launching Authority."

THE MARINE TIMES INTERVIEW

“We Got Robbed in Europe in Fishing”



John Nolan is Managing Director of Castletownbere Fishermen's Co-op and has been 37 years in the fishing industry. At a national level, fishermen and the industry are considered unimportant, he says. “There is no acceptance at national level that the fishing industry is different from other industries,” he tells Marine Times Deputy Editor, Tom MacSweeney.

It's not a good morning when I call John Nolan in his Castletownbere office. The weather is wet and miserable. There is a strong, biting wind battering the West Cork town and fishing harbour. It is not the best weather to be fishing.

Not surprising then that just two or three of the more than 62 boats of the Fishermen's Co-op have been out fishing for the past few days.

One of the Co-op's smaller boat owners has been analysing his prospects of remaining in the industry, John tells me and the outcome wasn't encouraging. That skipper, with a family of 5, had reckoned that if he was on the dole, with all the social welfare supports from the State, he might get as much as €750 a week. In fishing for the last year he had averaged €300. The man had told John: “I don't think I'll be here next year in fishing.”

Over the last three years “our smaller boats, under 20 metres, have really struggled. The West coast for a boat that size is not the best place to be,” John says. “Small boats get fishing when everybody is fishing, when there's loads of fish around, so there's no big price for it and it doesn't compensate then for the days when they are tied up and can't go fishing.”

In the industry for 37 years, he is Managing Director of Castletownbere Fishermen's Co-op. The Co-op has different sized boats in its membership, from under 20 metres, up to 26 metres and a few over 30 metres.

“There is no acceptance at national level that the fishing industry is different from other industries and that there

have to be different solutions for it. It is a different job, a different environment of working, weather-dependent, conditions at sea dependent. Conditions ashore can't be applied in regulations, for example, to fishing which must be respected, but what is often being brought into the industry by the State is driving people out of fishing.”

In Castletownbere, as in many other coastal communities, the future of the industry is of major concern. Shortage of crews has resulted in recruitment from abroad. Fishing is the economic support of the community, but “we certainly have young people who do not consider fishing as a career choice and we have fishing families looking to do other things.”

I've known John for a long time, a man who speaks out strongly, with particular concern for those in the industry – fishermen, their families, processing workers, the coastal communities.

“We got robbed in Europe as a country in fishing and nobody in Ireland expresses that anger. If you go to Europe and really fight for the Irish jersey and get nothing, I can accept that, but what I can't accept is that we don't even fight as a country. It's like, ah sure they're only fishermen, don't worry about them.

“It frustrates me at times that farmers are organised and get loads of compensation from Europe and we, the fishing industry, get nothing.

“At a national level fishermen and

the industry are unimportant and yet if Ireland had negotiated a correct deal first day, the potential of what we could have achieved in the industry is enormous. It drives me around the bend that in our waters something like monkfish, we get five per cent of the quota and yet the French get 50 per cent of the quota in our waters. We get no monk in French waters.”

Another source of concern is the Bluefin Tuna in Irish waters. “We could get 10/12 Euros a kilo for Bluefin, but we haven't even a quota nor an attempt to get it.” That's even while the stock is acknowledged to have recovered and improved, but again the initiative is with other countries, no strong Irish government attempt to get a commercial quota.

There were reasons for Ireland being “robbed” when the country entered the EU and gave away fishing rights. In the 70s Irish fishing was mainly in the bays, in small boats. There was no major State investment, no vision about the value of Irish fishing waters: “At political and civil service level there wasn't the vision to see that we had a resource.

“They should have known that the Spanish were off our coast for years, so

were the French and it was for our resource. When Spain came into the EU after us they negotiated that any new quota would have 10 per cent reserved for them. Ireland never negotiated anything like that.

“We are said to be good Europeans in Ireland so, thinking outside the box, which the politicians and civil servants don't seem to do, I think our European partners should recognise that we've been robbed and that they should do something about that over a period, over a certain number of years to try and right that wrong. We don't have our rightful share of quota.”

A lot of the French quota for monk in Irish waters is uncaught. Ireland should ask for a portion of that uncaught quota every year on the basis that it would be sold in French auctions, so the French industry would not suffer a loss by doing so, he suggests.

“Ireland doesn't even look for opportunities. The attitude is just – ‘this is what we got, keep your mouth shut.’ Fishing doesn't matter politically. We have the result of that attitude.”

Marine Times Newspaper

Editor: Mark Mc Carthy Deputy Editor: Tom MacSweeney

Send us your News, Views and Photos

T: 074 9736899 E: editor@marinetimes.ie W: www.marinetimes.ie
Cranny Road, Inver, Donegal F94 WC67

NEWSMAKERS of the Month

Dublin Port's Oldest Boat Replaced - Fleet Now Numbers Six

DPC Tolka is the newest addition to Dublin Port's fleet of working vessels, which includes tug boats Shackleton and Beaufort, multi-purpose workboat the Rosbeg, and Pilot Boats Liffey and Camac. She replaces the Port's oldest pilot boat Dodder, which was retired from service after 23 years.



"A vital upgrade in the provision of pilotage services at the Port," said Eamonn O'Reilly, Chief Executive, "allowing Dublin Port's team of marine pilots to reach and board large ships in all weather conditions from a greater distance out into Dublin Bay."



Pilots have been training on the new vessel since her arrival.



The new vessel was named by the boat's 'godmother', Eileen Murray, a local resident of Ringsend who is Vice Commodore of Poolbeg Yacht Club where the naming and blessing ceremony was carried out. Her father was one of the club's founding members.



Father Ivan Tonge of Ringsend Parish and Reverend William Black, Port Chaplain from the Mission to Seafarers, blessed the 17.1 metre vessel.



DEFINITELY NEWSMAKERS THIS MONTH - The lifeboat crew from Castletownbere who are to receive RNLI Gallantry Awards. (l-r): Crew member John Paul Downey; Mechanic Martin O'Donoghue; Coxswain Dean Hegarty; Crew Members Dave Fenton and Seamus Harrington. Coxswain Hegarty is to get the first Medal for Gallantry awarded to an Irish lifeboat station in ten years. The crew will all receive a framed Letter of Thanks from the Chairman of the RNLI, which is the rescue organisation's traditional way of recording its thanks and appreciation for an outstanding service. More about their rescue in THIS ISLAND NATION on Page 15.



SAVING 7,000 HISTORIC DUBLIN DOCKLAND PHOTOGRAPHS

Dublin Port Company saved 7,000 unique and historic photographs of Dublin Docks and Dockworkers, the entire collection amassed by the Dublin Dock Workers' Preservation Society. They were threatened with being lost, deleted by the host website company which told the Society it could no longer store them. Their loss would have been a huge disaster for the Society and for the history of Dublin Port. After the Society made a public appeal for help Dublin Port stepped in and offered to download and store all the photographs which they are made available free of charge to the public. Ancestry.com have also agreed to retrieve the photos and put them on a hard drive.



Ralston Johnston being congratulated by Lee Mooney, Managing Director, Mooney Boats and the Mooney Boats team on the launch of the Amethyst



Celebrating 85 Years of Business

With a long and distinguished history-powered by the quality of its products and service, Kort Propulsion provides a single source from which vessel designers, builders or operators can secure a complete package of propulsion, manoeuvring devices and Hercules Deck Hatches.



Kort Propulsion Co Limited

The Boat House, 20 High Street, Erith, Kent DA8 1QY, United Kingdom

T: +44 (0) 1322 346346

F: +44 (0) 1322 347346

W: www.kortpropulsion.com

Best wishes to Ralston Johnston, family and crew
with your new vessel AMETHYST

Mooney Boats Delivers its Latest Build 'Amethyst'

Mooney Boats Ltd, in Killybegs have quite the reputation for delivering state of the art new build vessels for their customers and the recently completed 20.25m, 7.30m beam Amethyst (BF19), a twin-rig trawler for skipper/owner Ralston Johnston and his crew, is no exception.



MB
MOONEY BOATS LTD.
THE COMPLETE MARINE SOLUTION

SHORE ROAD, KILLYBEGS
CO. DONEGAL IRELAND
INFO@MOONEYBOATS.IE
PHONE: +353 74 97 31152



**WISHING RALSTON, FAMILY & CREW EVERY
SUCCESS WITH THE NEW "AMETHYST"
FROM ALL AT MOONEY BOATS LTD**

**BOAT BUILDING • VESSEL REPAIRS
MARINE CHANDLERY**

www.mooneyboats.ie

Made to replace the 2008 Macduff Shipyard built boat of the same name, the Amethyst is an Ian Paton of SC McAllister & Company Ltd. design and is finished to the highest level of specification, featuring a number of innovative ideas.

Designed to enhance fishing efficiency, crew comfort and safety, the Amethyst reflects the detailed thinking and quality workmanship that the owner and boatbuilder put into the design and fitting out of this vessel. Every effort has gone into maximising the interior working and living areas to give the feel of a much larger fishing vessel.

Unlike many new vessels nowadays which have the shell of the hull manufactured in eastern Europe and then towed to a yard for completion, Mooney Boats took complete responsibility from keel to finish of the Amethyst, its keel was laid in the last quarter of 2018. The vessel was built to SeaFish & MCA standards and the hull was constructed from Lloyds grade A treated steel plate.

The Amethyst is powered by a Mitsubishi S6R2-T2MPTK-3 480kw @1350 rpm coupled to a Reintjes WAF 374L, reduction 7.091:1 driving a 2.1m fixed pitch, four blade Kort propeller through a 2.1m Kort Nozzle. Kort Propulsion also supplied the vessel's KT120 bow thruster.

Auxiliary power is supplied through a

Mitsubishi 6D16-T 120 kva and hydraulic power is supplied through a Mitsubishi 6D24-TC 218 kw@1800 rpm. The engines and gearbox were supplied by Padmos Ireland.

The Amethyst's deck equipment was supplied by EK Marine of Killybegs and Mooney Boats. The EKM 24-tonne 3-barrel trawl winch is situated in the forepeak section which contributes to the vessel's spacious arrangement. EK Marine also supplied the two 12-tonne double split net drums, power block, Gilson winch and the 1-tonne/8metre discharging crane. The vessel's one tonne clump roller was supplied by Macduff Shipyards Ltd.

The Amethyst is equipped with Thyboron type 16 trawl doors and 3 x 225 20mm Fibre core wire

which was supplied by Karl Thomson in Buckie. The vessel's twin rig trawl gear was supplied by Faithlie Trawls of Fraserburgh which includes standard 180ft scraper nets and specialised low-flyer trawls with no headline overhang ahead of the footrope, designed to avoid any whitefish catches when concentrating on Nephrops.

Premier Refrigeration from Fraserburgh installed the fish room, chiller system and the icemaker. Mooney Boats Ltd. fitted the catch handling system, hydraulic systems and installed all the Amethyst's electrics



as well as providing much of its chandlery. The vessel's safety equipment was supplied by Blue Anchor Fire & Safety Ltd. of Fraserburgh.

The Amethyst's state of the art wheel-

house is extremely well laid out providing plenty of space and comfort for its crew. Its layout has a centre island consisting of two Norsap chairs which are separated by the central console and to the rear beside the door there is a fitted console fully equipped for operating the deck gear when hauling aboard the fishing gear.

The wheelhouse has a suite of electronics supplied by Barry Electronics in Killybegs and McMinn Marine of Fraserburgh, including a JRC 130 echo sounder with a 50kHz transducer and a pair of Sodena chart plotting systems. Furuno FAR1518 X-Band BB Type approved ARPA Radar with Neovo Monitor. Furuno M1835 10.4" Radar

4kW with 24" Radome.

Olex 3D Bottom Mapping Plotter with hardness, connected to wind speed and direction sensor. NT921 MK 2 Autopilot with watch alarm and NFU Lever. JRC JLR-21 Satellite compass for heading information for the radar and autopilot. 2 Furuno GP-39 GPS Navigator. Furuno FA-170 AIS identification system.

An Icom GM800 150W MF/HF DSC radio, Sailor 6215 DSC (class D) VHF radiotelephone, Furuno PR300 power supply unit (auto change over), Victron Skylla-TG charger for GMDSS batteries, Victron GMDSS remote battery monitor, 2 x 140Ah batteries for GMDSS power, Furuno NX-300 Navtex receiver and an

ACR float free GPS EPIRB.

For onboard communications, a Sailor 6210 VHF with telephone handsets, Icom IC-GM1600E GMDSS approved hand-

held, 2 CCTV analogue systems for 9 cameras with wide screen Neovo monitors and an underwater prop-inspection camera housed within the hull itself. 5 Station Phonotech intercom system, 2 in the cabins, and in the aft and forward deck area with external speakers. Engine room station with noise reduction headset.

The Scanmar trawl monitoring setup includes a QBC-X1 smart charger, a SS4 Master double distance sensor, SS4 clump sensor and SS4 slave distance sensor, with the data routed through the ScanBas 365 computer. Pat Maguire was responsible for the commissioning of the Scanmar trawl monitoring technology.

Below deck Mooney Boats Ltd. highly skilled carpenters and fabricators created unique custom-made furniture and fittings which seamlessly integrate into the accommodation areas on board the vessel. High quality wood expertly finished ensures the two four men cabins and crews living quarters retain a lasting strength while remaining a comfortable area of work and rest for those onboard.

Modernising the design in Mooney Boats style, LED mood strip lighting can be found throughout the vessel along with other unique modernising features such as USB charging points, entertainment sound system, modern efficient electrical heating, high power efficient LED work lights.

Some of the vessel's chandlery was supplied by Scotnet and Caley Stores in Fraserburgh. Mooring ropes and fenders were supplied for the Amethyst by KT Nets in Killybegs.

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

Mooney Boats would like to take this opportunity to thank Ralston Johnston and his family for selecting their yard to complete this project for them.

The staff at the Marine Times would also like to wish Ralston Johnston, his family and the crew of the Amethyst every success with their new vessel.

All photos courtesy Mooney Boats

From Start to Finish

This was the first fully new build painted from start to finish for GCM PAINTING and they are proud of the end product.



Speaking to the Marine Times, Glen Campbell, MD of GCM Painting said that "Every compartment on the boat got painted and to the correct spec. We were given the application spec from Jotun and worked closely with Mooney Boats and the client on the final colour scheme and the boat looks great!



"This was a great opportunity for GCM PAINTING to show case our work up in the north west and show what we can do."



Glen would like to take this opportunity to thank Lee, Darren and Paddy from Mooney Boats along with their staff for helping them get this project done. And a big thank you to the staff at GCM PAINTING for the long hours and fantastic work to complete this project.

GCM Painting would like to wish Ralston, his family and all the crew every success on the new boat in the future.



Ralston Johnston with his wife Jane officially launching the Amethyst.

TOP QUALITY PRODUCTS: Various Sizes of OLIVEIRA Pot Rope, Danfender Buoys, Galvanised Anchors, S/S 4 Fluke Graplines all in stock at the keenest prices



The management and staff at KT NETS extend congratulations and continued success to Ralston Johnston with the AMETHYST
Thank you for your business

Contact: 074 9741498 / 087 2347601 and 087 4175301
www.ktnets.ie danny@ktnets.ie info@ktnets.ie

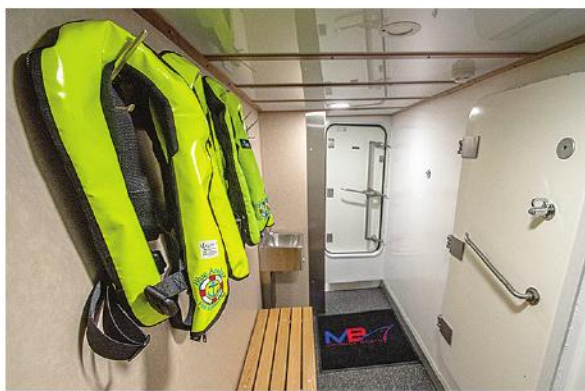


Best wishes to Ralston and crew with the 'AMETHYST' from

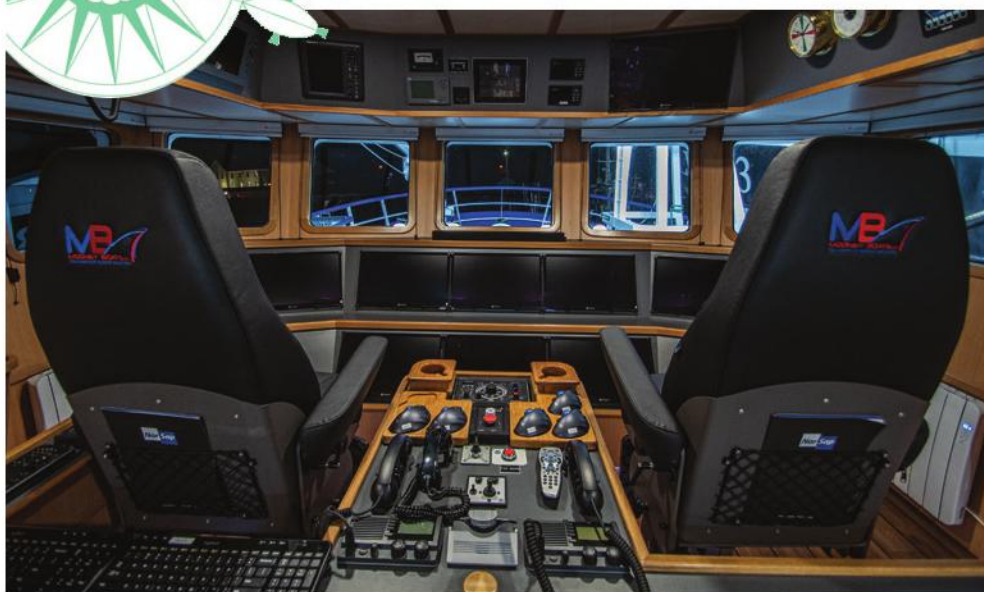


• MARINE PAINTING • POWER WASHING •
• PAINT SPRAYING •

Call GLEN CAMPBELL: 086 1567411
Email: gcmpainting@hotmail.com



Barry Electronics Ltd.
Exclusive suppliers of Olex Chart Plotting Software in Ireland



*Best Wishes to Ralston Johnston, family and the crew
with your new vessel "AMETHYST"*

We are delighted to be
selected as suppliers of
electronic equipment
for the "AMETHYST"

FURUNO
SAILOR® Olex
Thrane & Thrane



St Catherines Road, Killybegs, Co. Donegal
Tel: 074 9731215 Fax: 074 9731739

EK Marine

Marine & Hydraulic Engineering

Designers, Manufacturers and Installers of the
EKM Range of Deck Equipment



**Congratulations to
Ralston Johnston,
all the family
and safe fishing
to the crew of the
MFV 'Amethyst'
from all the team at
EK Marine**



Roshine, Killybegs, Co. Donegal
T: 074 9741683 F: 074 9741686
info@ekmarine.ie www.ekmarine.ie



International Fishing and Maritime News

Dutch Industry Shows Complications of Interwoven EU Fishing Market

The Dutch fishing industry is worried that it could lose up to half its catches if Britain excludes its trawlers from UK waters after Brexit. There are also concerns that fish processing factories could lose produce and fish auction houses much of their business. Fishing industry organisations have called on the Dutch Government to “roll up its sleeves and fight for the future of the industry.”

The situation in the Netherlands, where the possible impact of Brexit has become of more concern to the fishing industry over recent weeks, is complicated because so much of its catch, processing and marketing is interwoven with the UK. The industry contributes only about one per cent of Dutch GDP and is concentrated in small coastal communities, so there is concern that the Netherlands Government is not taking possible fishing problems seriously enough.

The association representing Dutch pelagic freezer trawlers has been lobbying Government Ministers to ensure Dutch fishermen can keep their current quotas. Herring is a particularly iconic Dutch dish, with its quota mostly caught in UK water. There is no similar desire for eating this fish amongst British consumers and over 90 per cent of the catch taken in UK waters is exported to Norway and Holland.



In the historic fishing town of Urk, with a population of 20,000 where there are many fish processing factories, lemon sole, caught by local trawlers in British waters, are filleted, processed and sold back to British supermarkets.

“Such is the interdependency of the UK-EU fishing industry that historic ties are hard to unravel without both sides taking an economic hit,” according to Dutch industry organisations.

While UK interests argue that if the Dutch are forced out of British waters, UK fishermen could catch more fish, the Dutch processing industry has claimed that British producers cannot produce marketable product to the standard achieved in Holland.

WASHINGTON Fish Stocks are Not All Declining Around the World

“There is a narrative that fish stocks are declining around the world, that fisheries management is failing and that we need new solutions. It's totally wrong.” That view was expressed by Ray Hilborn, Professor at the University of Washington's School of Aquatic and Fishery Sciences in the US. “Fish stocks are not all declining around the world. They are increasing in many places and we already know how to solve problems through effective fisheries management.”

Nearly half of the fish caught world-wide are from stocks that are scientifically monitored and, on average, are increasing in abundance, according to a new study by the Washington university's scientists. This concluded that “effective management appears to be the main reason these stocks are at sustainable levels or successfully rebuilding.” Details were published in the US ‘Proceedings of the National Academy of Sciences’ based on the international project which compiled and analysed data from fisheries around the world conducted. It was a decade-long international collaboration estimating the status of fish stocks around the world. The database amassed includes information on nearly half of the world's fish catch. The research team built a network of collaborators in countries and

regions around the world, in the Mediterranean, Peru, Chile, Russia, Japan and Africa. About 880 fish stocks are included in the database.

ICELAND Fish Waste for Profit

“The reutilisation of fish processing by-products is a lucrative add-on to regular fish processing, serving the cosmetic, pharmaceutical and agricultural industries. You could be throwing away up to 43% of potential profit that can be generated from otherwise discarded material,” according to the organisers of the Icelandic Fisheries Conference who will run ‘Fish Waste for Profit 2020’ as the fourth edition of the event alongside the IceFish Exhibition on September 24/25.



“Estimates reveal that 43% of fish and shellfish resources end up as wastage, which represents a significant amount of potential profit that could be generated from otherwise discarded material.”

Fish Waste for Profit is intended to provide knowledge on how to maximise return on investment from potentially discarded parts of the catch that can be turned into high value products for non-food sectors, discovering new innovations and industry insights and developing relations with key industry stakeholders.

CONGO Fish Help Find Deepest River on Earth

Scientists have concluded that the Congo River is the deepest river on the planet – after studying fish which died in the lower part of the river. In that area raging rapids, powerful currents and submerged “waterfalls” are river barriers which isolate fish populations and, as a result, have led to the emergence of hundreds of species.



This was reported at the annual meeting of the American Geophysical Union. Scientists discovered a spotted pale, blind fish, seen only when dying or dead. Scientists concluded that they were killed by the ‘Bends’ - the decompression syndrome which affects human divers and in which air bubbles form in the blood and in body tissues. From their research, the scientists have concluded that parts of the bottom of the river are many hundreds of feet below the surface, deeper than in any other river on Earth.

SWITZERLAND World Wildlife Fund Recognises “Positive Impact of Farmed Salmon

The World Wide Fund for Nature is an international non-governmental

tal organisation founded in 1961 in Morges, Switzerland. It was formerly named the World Wildlife Fund and its headquarters are at Gland in Switzerland. Its President Emeritus is the UK's Prince Philip, Duke of Edinburgh. The organisation declares its mission as “the reduction of human impact on the environment.”

In an article, published on its website, the WWF has recognised the “positive impact on sustainability” made by the Global Salmon Initiative (GSI), a group which represents 50 per cent of the world's farmed salmon production.” It says that the salmon producers' model of pre-competitive collaboration has “helped transform the industry towards a more sustainable future” offering a “faster path to innovation and progress in addressing environmental, sustainability and reputational challenges.”

Disease and sea lice management are among the areas in which information sharing among the producers has been most beneficial, said the WWF. “The GSI is an example to other industries wanting to accelerate their sustainability goals,” it said. Aquaculture, a relatively young industry in terms of global commercial growth, has received a great deal of scrutiny regarding its negative environmental impacts, and salmon in particular has been in the limelight.

With mounting negative press, pressure from buyers and limitations to expand operations, or even just to operate in some cases salmon farming companies looked for alternative ways to address these challenges. A number of fish farming industry CEOs set up the GSI to voluntarily report on “key indicators of sustainability performance” – metrics on fish escapes, antibiotic use and marine ingredients in feed. Member companies in the GSI are in various locations around the world. They include AquaChile, Bakkafrøst, Mowi, Grieg, Cermaq, Tassal and New Zealand King Salmon.

“While sustainability reporting is becoming mainstream, it is not common for an industry to agree upon which metrics to use, how to measure them and then provide data on a public platform, side-by-side with the competition. The work of the GSI members has resulted in a significant perceived improvement in reputation for the industry and even helped secure the future of the businesses involved,” according to the WWF website article. “The lessons learned from the GSI can be applied to other industries to accelerate progress towards sustainability across industries and the planet. The GSI is the leading example of industry leadership in transforming an entire sector towards a more sustainable future.”

NEW ZEALAND Fishermen Charged for 20 Tonnes of Illegally Caught Fish

After two months of investigation and searches by 45 Fisheries Officers together with police in the Auckland area of New Zealand, a number of commercial fishermen in the Thames region on North Island are expected to be charged with allegedly under-reporting catches

Your next customer starts here ...

Contact us to avail of our value for money display advertising opportunities

Marine Times Newspaper
Tel: 074 9736899 Email: editor@marinetimes.ie
www.marinetimes.ie

and unlawfully supplying snapper to an Auckland fish supply business.

The Ministry for Primary Industries (MPI) investigated unlawful trade of commercially caught fish. The Manager of Fisheries Compliance in the North Island, Andre Espinoza, said that a group of eight fishermen may have supplied more than 20 tonnes of unreported fish over the past 12 months.

“There are measures in place to ensure the sustainability of our fisheries including accurate and truthful catch reporting. Those who don’t respect the rules will be appropriately dealt with under the law,” he said. Fisheries officers and the New Zealand Police conducted searches at five locations. Over NZ\$25,000 in cash was seized along with six fishing vessels, a refrigerated truck, electronic devices including phones and computers. Approximately 800kg of undocumented grey mullet and kahawai were also located, along with 230kg of undocumented snapper.

NORWAY Fish Farmers Don’t Like Election Prospect

As voting day approaches in the Irish General Election, fish farmers in Norway are worried about the prospect of a General Election there.

A political crisis arose when the Progress Party decided to leave the Conservative coalition government over a decision to allow a woman who was a member of Islamic State back into the country. The anti-immigrant Progress Party was prepared to allow the woman’s seriously-ill young son return to Norway, but not the mother. Norway’s Seafood Minister, Harald Tom Nesvik, is a member of the Progress Party. As a result of the party leaving he is no longer in the government at a time when Norway was in negotiations with the UK for a post-Brexit seafood deal. While Conservatives are continuing as a minority government, the future is uncertain. The crisis occurred just a few days after Norway’s seafood employers proposed a compromise in an on-going row over how the industry should be taxed in the future.

Seafood Norway, which represents fish farming companies, along with the Norwegian Industry Federation and one large coastal municipality, suggested an alternative ‘land’ tax on sea and land areas occupied by each company. This was to counter a controversial recommendation for higher taxes on the aquaculture and fishing sectors. This was proposed by a State committee report on the industry, which countered by proposing a flat 40 per cent basic tax on company profits. The industry said the State-proposed tax level would take investment away from Norway to rival fish farming countries. Norwegian salmon production has been earning big prices, as a result of which aquaculture companies had big profits. Public opinion, outside fish farming areas, is not on the side of the industry. Left-wing politicians have described producers as ‘salmon barons’. There are fears of what Labour would do to the industry if it got into government.

SCOTLAND Brendan Wreaks Havoc

Mowi’s Scotland site off the island of Colonsay is one of the most isolated and exposed net pen farms in the world. Storm Brendan wreaked havoc there in January with the company confirming that 73,600 salmon averaging 1.9 kilograms had escaped from the site off the island of Colonsay after a pen was damaged by Storm Brendan. Post-storm inspection revealed a structural failure in one of the 12 pens, which caused a tear in the netting.



“We are very disappointed that this structural failure has occurred,” David MacGillivray, Mowi’s Regional Farm Manager, said in a statement. “Despite Storm Brendan severely battering many parts of Scotland’s coast last week and Colonsay being a remote and particularly exposed location, we expect our modern infrastructure to withstand these challenges. The farm’s net pens exceed both the Scottish and Norwegian technical standards for net pen design.”

This was the third major escape from Mowi’s new generation of offshore, high-energy sites in Scotland in the last 14 months. It follows on from two incidents at their Hellisay sites, in October 2019 and November 2018, in which 23,970 and 24,572 salmon respectively escaped. The company and its equipment supplier are reviewing the net pen’s manufacturing process.

INDONESIA New Walking Sharks Discovered

Four new species of shark, with what is described by researchers as “a surprising way of moving through the water,” have been discovered in the tropical waters of the Indo-Australian Archipelago between mainland Indonesia and Australia.



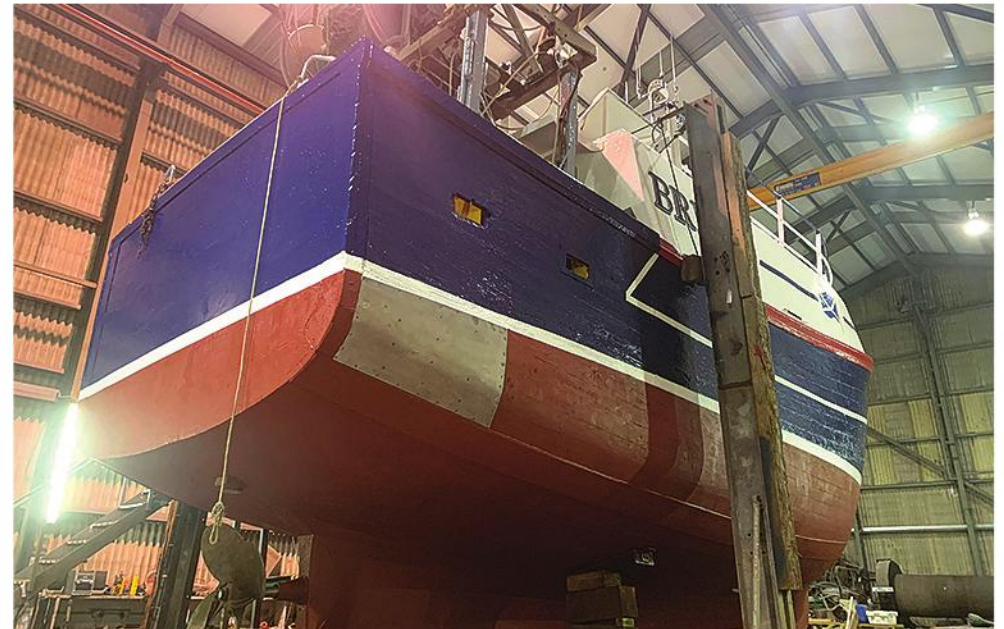
Researchers from Australia’s University of Queensland saw them using their fins to walk across the sea floor while they were working on a 12-year global conservation study in shallow reef waters.

The sharks were less than a metre (3.2 ft) long on average. “Their ability to withstand low oxygen environments and walk on their fins gives them a remarkable edge over their prey of small crustaceans and molluscs,” said Dr Christine Dudgeon from Australia’s University of Queensland.

While some shark species have been seen to ‘walk’ before, this set of four brings the known total to nine.

Mevagh Boatyard Completes Maintenance Work on Scottish Prawn Vessel

The 12m vessel Eilidh (BRD149) is one of the latest vessels to get work done at Mevagh boatyard. Owned by Donald Matheson from the Isle of Skye, the Eilidh fishes mainly for prawn and she arrived at the Donegal based boatyard to get her annual maintenance done, along with a number of other minor but necessary jobs.



Built of wood by C. Toms & Son Ltd. in 2001, the Eilidh was hauled out of the water and high pressure washed from top of the mast to the keel in preparation for works to begin. Once dry the vessel was cleaned and scraped, and the timber and steel were completely sanded down to deliver the finest finish possible. Some caulking and sealing were done to make all the seams watertight on the Eilidh.

The propeller and old shaft were removed and due to the deteriorated condition of the shaft, a new 316 stainless steel main shaft and bearings were fitted in the vessel, the main shaft and intermediate shaft were then re-aligned. New cutlass bearings were also installed.

New stainless steel protective sheeting was fitted around the stern to protect

the vessel’s timbers from the daily wear and tear of shooting and hauling the gear onboard. A number of other smaller but essential jobs were also carried out on some of the vessel’s steel work and some timberwork was completed on the wheelhouse.



When all the required works were completed, the Eilidh received a full paint job, she was anti-fouled, painted from its keel to the top of the mast and had a complete new set of MG Duff anodes fitted, before going back on the water.

The Eilidh is now back fishing off the Isle of Skye.

For more information on Mevagh Boatyard contact Dominic on 0878355373 or email mevaghboatyard@gmail.com



IRISH WHALE AND DOLPHIN GROUP IWDG NEWS

The well-known and respected marine commentator and analyst, Dr. Simon Berrow, Chief Executive of the Irish Whale and Dolphin Group, is not too optimistic about building a sustainable future for the species with which we humans share Planet Earth.

New Decade, Last Chance?

They say we have 10 more years before climate change reaches a point of no-return, a tipping point which could lead to profound and irreversible catastrophic changes in our life support systems. Biodiversity loss was supposed to be ended by 2020, but the current rate of global diversity loss is estimated to be 100 to 1000 times higher than the naturally occurring background extinction rate and is expected to grow further in the coming years.



Common Dolphins - Photo by Cian Clarke for IWDG

As we enter a new decade, does this provide a new start, a new beginning to build a sustainable future for us and those species we share this planet earth with?

I'm not too optimistic.

It's not like we don't know what to do. Many citizens want to do the right thing but it's very difficult when we need a fundamental change to our structures and institutions as well as our mind-set.

Planet Earth is 70% ocean, Ireland is an island. This provides huge benefits and resources but also challenges. We import and export most of our goods by sea. We are surrounded by potentially incredible rich and productive fisheries. Energy from offshore wind, wave and tidal resources could provide many times our energy requirements if only we could capture and store it.

In the short term we need fundamental changes to our fisheries management, driven by natural constraints and not by economic or political bargaining. Surely we can develop strategies to only remove the surplus, those individuals which are old enough to have bred, a number of times, and not deplete the breeding population. Can't be that difficult? Can we not use methods that do not destroy a habitat purely to remove a single, or small number, of species from a complex ecosystem? Surely we are smart enough to achieve this?

We need immediate designation and management of Marine Conservation Zones. The target should be at least 30 per cent of our inshore waters and 50 per cent of our offshore waters where fishing, farming and prospecting would be managed sustainably or prohibited. Offshore wind-farms will be rolled out at an incredible rate over the next decade but can these be designed and situated to provide additional benefits from artificial habitats and no take zones as well as providing energy?

Stop prospecting for oil and gas, which should be left in the ground, and not dug up just to be burnt! Foreign navies must stop killing our whales while playing hide and seek between submarines and warships, in our waters.

We already have legally binding legislation requiring us to achieve most these objectives, but still progress is at best very slow, too slow. We have some financial structures in place to fund the cost of transition to these new techniques. But there is no real desire, no political leadership and a fair bit of apathy by us, the stakeholders, to really change the course we are on. We are all on the same planet and we will all suffer the consequences of our failure.

I hope my pessimism is ill founded and we, as a resourceful and co-operative species, will make the right decisions and sacrifices to change the current bleak future on planet Earth and the island of Ireland.



BirdWatchIreland
protecting birds and biodiversity

Ireland's world-class seabird populations will play a starring role in a European-wide project to help blind and visually impaired people to observe birds through sound and senses. Niall Hatch, Public Relations and Development Officer with BirdWatch Ireland says the experience of appreciating a seabird colony should be enjoyed by everyone.

If you visit a seabird breeding colony on a warm Summer's day, although the sights are spectacular, you will probably be struck even more by the sounds . . . not to mention the smells!

If you have never taken the time to experience a seabird colony before, may I suggest that you take the time to do so this summer? Wherever you go, be it Ireland's Eye, the Skelligs, the Saltee Islands or the Cliffs of Moher, when you are there please take a few moments to close your eyes and let your other senses take over. If you do, I'm sure you will agree that it is an experience that should be enjoyed by far more people and that children in particular would love.

There is a growing understanding in Ireland of the need for better environmental education, as well as to foster an increased appreciation of wildlife amongst children.

We often talk about the pursuit of birdwatching, but that in itself is a somewhat inadequate description. There is a growing trend to refer to it instead as "birding", given that it frequently involves senses other than sight. Thanks largely to European Union funding, BirdWatch Ireland and other organisations have begun to produce workbooks and educational materials for teachers, with the aim of properly equipping them to pass natural history knowledge on to their pupils. Birds are an ideal vehicle for introducing children to Nature.

When it comes to birds, it is just as important, if not more so, to listen as it is to watch. Think of the dawn chorus, for example, when hundreds of individual birds may be heard singing their hearts out before the sun has even risen. Or what about the 'otherworldly moans' and wails of Manx Shearwaters and European Storm Petrels returning to their remote island nests under cover of darkness, having spent the daylight hours out foraging over the open ocean? In both cases the ears reveal what the eyes cannot.

To date, however, there has perhaps been too much focus on how birds look, on observing their behaviour . . . on literal birdwatching. This is a great pity, especially because it has made it harder for blind and visually impaired people to engage with nature, as natural history educational materials have by and large ignored their special needs.

BirdWatch Ireland, in conjunction with its fellow BirdLife International partner organisations in Poland, Malta and Cyprus, has decided to do something about this. Thanks to funding under the EU's Erasmus+ scheme, these NGOs have joined forces with experts from the Polish Association for the Blind on a landmark new project called 'Seeing the World through Nature.'



Arctic Tern and Chick in Tern Colony on Dalkey Island County Dublin

The aim of this project, which will run until March 2022, is to develop environmental educational resources for teachers who work with blind and visually impaired children, in consultation with international experts in this field. These resources, as well as a mobile

application to assist children in the recognition of birds and their songs, will then be made available free of charge to educators in each of the partner countries, and across the BirdLife International partnership.

We know that birds in particular can help to connect people with visual impairments to nature in a very special way. We now need to ensure that teachers have the necessary training and resources to help blind and visually impaired pupils make that connection.

The project will build on the successes of other recent environmental education initiatives that have involved the BirdLife International partnership, most notably the award-winning Erasmus+ 'Empowering Teachers and Pupils for a Better Life through Nature' project which concluded in 2018, culminating in an international workshop for teachers at Maynooth University and the production of detailed teaching resources for educators and youth workers.

The project is still in the early planning stages, but it is already clear that Ireland's world-class seabird populations will play a starring role.

• BirdWatch Ireland is Ireland's largest conservation charity. For more information about its education work, please visit www.birdwatchireland.ie and go to the 'Our Work' section.

**Irish Whale
and Dolphin Group**



news from Northern Ireland

editor@marinetimes.ie

Seafood Firm Gears Up for Christmas 2020

Kilkeel-based Rooney Fish is already taking orders from its overseas customers for this year's festive season.

While the rest of the world settles into the new year, Kilkeel-based seafood company Rooney Fish is getting ahead of the Christmas 2020 rush and already taking orders from customers including Michelin-star restaurants, five-star hotels and supermarket chains for this year's festive season.

Established in 1975, the second-generation family business specialises in catching, preparing, farming and processing the finest seafood sustainably sourced from the Irish Sea. Its products include langoustines, crabs, whelks, scampi whole tails, scallops, lobsters and Millbay Oysters which are exclusively available from Rooney Fish.

Andrew Rooney, Managing Director of Rooney Fish, said: "We pride ourselves on the quality of our seafood, which is what sets us apart and has helped us build a global reputation. We have customers across Europe calling to book Christmas orders in the first week of January – never mind Valentine's Day or Easter.

"There is growing demand for our products so we're looking to take our Millbay Oysters to Japan and Singapore. We now need a licence for another oyster farm which will help us employ more staff.

"Selling overseas has always been an integral part of our business as it is crucial to boosting profit, and the support we've received from the UK Government has been incredible. I would encourage other businesses in Northern Ireland to consider exporting and find out how the Department for International Trade can help."

With 67 employees based in its 6,000sq

metre high-tech processing plant in Kilkeel, exports to 15 countries across Asia, Europe, the Middle East and South America account for 99% of the company's turnover. Orders for next Christmas started rolling in last week from customers in Spain, France and Italy. By February, Rooney Fish expects to receive Christmas orders from South Korea.

Last October, the UK Government's Department for International Trade provided financial support for Rooney Fish to attend the China Fisheries and Seafood Expo in Shanghai. During the show, the business exhibited its products and met a buyer in Taiwan who ordered 50 tonnes of crab on the same day. Rooney Fish now sells 800 tonnes of crab to China each year and is looking to export its Millbay Oysters to Japan and Singapore in 2020.

In 2018, Rooney Fish became the first Northern Ireland winner of the Supreme Champion title in the Blas na hEireann, the Irish National Food Awards, for its Millbay Oysters which have also been awarded 3 Gold Stars from the Great Taste Awards.

RNLI Wants Lifeguard Recruits in Northern Ireland

The RNLI is in search of new recruits to spend a season working on some of Northern Ireland's most popular beaches, as applications open for 2020 beach lifeguards. So you can start your career on the beach with the RNLI.

At the forefront of the RNLI's lifesaving work, the charity's lifeguards who seasonally patrol 11 beaches along the Causeway Coast and in County Down, responded to 283 incidents and came to the aid of 252 people in 2018. Successful applicants receive world-class training in search and rescue, lifesaving and casualty care techniques, good rates of pay and the chance to develop valuable skills for a future career.



Off the coast of Gormanston on Razor Trawler, Our Rose - Photo by Cormac Dunne

Karl O'Neill, RNLI Lead Lifeguard Supervisor, says: "Working as a lifeguard is a unique and rewarding experience – you get to call the beach your office for a start. But far more importantly than that, you are there to make sure the public stay safe while enjoying their visit, and ultimately to help save lives at sea.

"This is a demanding job requiring commitment, skill and a clear head, but it's also a job that is truly life changing. We're looking for people with courage, determination and the ability to put their training into action and make the right decision if someone's life is in danger. It is an incredibly rewarding role."

And it's not just on the beach where life-guarding skills can be put into practice. The training provided by the charity can be an ideal first step towards many career paths, including continuing to work for the RNLI or for a career in the emergency services.

Find out more about how you can make a difference and apply to be part of our amazing lifesaving team at rnli.org/BeALifeguard

MCA to Step Up Monitoring of Fishing Safety Legislation ILO 188

ILO 188 legislation came into force a year ago and was brought into law to improve safety and well-being for everyone working on fishing vessels.

Commercial fishing is still the most dangerous profession in the UK with a total of seven lives lost in the UK fleet in 2019.

The Maritime & Coastguard Agency (MCA) is stepping up monitoring of the fishing industry and compliance with ILO 188. The MCA will be taking full advantage of resources and new technology, for example, the use of new fixed-wing aircraft

with high quality cameras onboard.

When the aircraft are looking for pollution at sea or helping with search operations, they will also be equipped to observe and report on the operations of fishing vessels which are not complying with UK legislation, for example the wearing of personal flotation devices (PFD) and life jackets on a fishing vessel.

David Fenner, Head of Fishing Safety at the MCA, said: "Fishing is still the most dangerous profession in the UK today and, whilst we are seeing improvements in safety, tragically there were seven lives lost in the industry last year, all of which could have been prevented. The introduction of ILO 188 at the end of 2018 was a considerable change in the way safety in the industry is managed. These regulations introduced new requirements for the safety and protection of fishers and powers of enforcement where unsafe practices are observed onboard."

Neil Cunningham, Head of Enforcement at the MCA, went on to say: "The biggest challenge to the MCA in ensuring requirements of regulations are followed has always been that we are unable to see what actually happens onboard a vessel once it leaves port. We will be using new resources including two new fixed-wing aircraft. While they are looking for pollution at sea or helping with searches, they will also give us the opportunity to have a clear sight into what is happening on vessels at sea and where it is clear that legal requirements are not being met (for example, not wearing a PFD) we will take appropriate action to continue to support the industry in improving safety. Appropriate and proportionate action will be considered and that may ultimately result in a prosecution."

DORANS Skippers Mate

Giving Skippers Peace of Mind

With an ever growing list of rules and regulation, fishing vessel owners and skippers are finding it more time consuming and complex to adhere to the many rules and regulations covering fishing vessels and their crews.

Doran's are offering a service to assist skippers in complying with these regulations and to give them a "Go to Person" to act as a buffer between the MSO, SFP, HSA and BIM etc. Talk to us today for a no obligation assessment.

Contact us to learn of our extensive range of services - Let us be your "Go to Person" to ease the burden on busy Skippers and Owners.

Contact - Tracey Floyd Mobile: 00353-(0)862752784

e-mail: doransskippersmate@gmail.com

Website: www.doransskippersmate.wix.com/doransskippersmate

Let us help you and your crew stay safe at sea



Hauling Pelagic Trawl onto Net Drum; Flaking BMRT's Pelagic Trawl; Good Haul.



Barry Fisher with crew and below good catch of Hake for processing



Russian BMRT hauling full Codend; Russian Water Taxi and the Taxi coming alongside.



The Maritime Heritage Column

Barry Fisher & the Oregon Hake Fishery 1978

By Richard Mc Cormick, President, Maritime Institute of Ireland

Some individuals encountered in the course of a lifetime stand out as impressive due to their abilities and sheer strength of character which helps them confront obstacles and succeed in spite of overwhelming odds. The fishing industry in every nation abounds in such personalities otherwise it could never flourish. On the west coast USA, the larger than life Captain Barry Fisher of Newport Oregon was a particularly outstanding exemplar.

Born 1928 in the fishing port of Gloucester, Massachusetts, Barry Fisher, though far too young, tried to enlist in the army during World War Two. He succeeded in joining the civilian U.S. merchant marine in 1943 and survived being torpedoed by a German U-Boat on the treacherous Arctic convoy supply route to Murmansk. After the war aged 17, he turned to the hazardous occupation of dory fishing on Grand Banks schooners, which he wrote about fondly many years later. Two tours of Korean War combat duty yielded two Bronze Stars for heroism, the Combat Infantry Badge, three Purple Hearts, plus the Army Commendation Medal, US and Korean Presidential Distinguished Unit Citations and four Battle Stars on his Korean Service Medal. It also left him seriously wounded.

Benefiting from the far-sighted GI Bill for US military veterans, Barry caught up on missed educational opportunities and obtained his General Education Diploma, went to Harvard, completed a BA in History and married his wife Carol Lee Smith. After another spell at sea in merchant and fishing vessels, he obtained a Master's Degree in Education at Harvard and taught fisheries subjects in Oregon State University.

Restless by nature Barry went back fishing to become a 'highliner' skipper. When we met he owned the very successful 56 ft. (17m) *Excalibur* and had just commissioned the brand new 86 ft. (26m) *Lady of Good Voyage* which was specially designed for the expanding pelagic Pacific Hake (*Merluccius productus*) fishery,

known locally as Pacific Whiting. This hard chine steel vessel had two 365 HP Caterpillar engines driving twin screws enclosed in Kort Nozzles. The wisdom of two independent propulsion units soon became apparent when a stray drifting log from the Colombia River forestries was reduced to matchsticks, fortuitously without serious misalignment.



When the US 200 mile limit was introduced in 1977, the *Lady of Good Voyage* was chartered to deliver pelagic caught Pacific Hake previously heavily exploited by the Russians to the BMRT factory ship *Eighteenth Congress* from the Far East port of Nakhodka situated in the Sea of Japan. In truly pragmatic American style, until such time as US processing capacity was developed, a mutually beneficial arrangement allowed the Russians to fish their quota inside 200 miles under the watchful

eye of National Marine Fisheries Service onboard observers and the Coast Guard, while US catches were processed aboard *Eighteenth Congress*.

This was effected by detaching full co-ends of abundant hake caught by the *Lady of Good Voyage* earning 6 cents a pound for her four man crew and delivering them to the *Eighteenth Congress* for processing by its 110 crewmembers. Maximum operational efficiency was essential as this delicate-fleshed and parasite prone species had to be processed by the Russians within 2 hours or it became unsuitable for human consumption. Relations between the Russian and the American fishermen were excellent, largely due to the fortuitous charismatic combination of Barry Fisher and the enigmatic Russian Fleet Commander Oleg Portenkov on *Eighteenth Congress*. Absolutely no detail escaped their attention to ensure the success of this new joint venture.

The Russian crew appeared satisfied with their employment which attracted decent pay and compensatory privileges within the Soviet system. The officers on the *Eighteenth Congress* were qualified to serve in fishing, merchant and Russian naval vessels and her Skipper had a Fisheries Science Degree. Despite the BMRT being at sea for ten months under the watchful gaze of their ever vigilant Political Commissar, the crew avidly watched American TV programmes while the women aboard yearned for a shoreside USA shopping trip.

Barry Fisher pioneered another successful Russian joint venture in the Bering Sea during the 1980's. He became Professor of

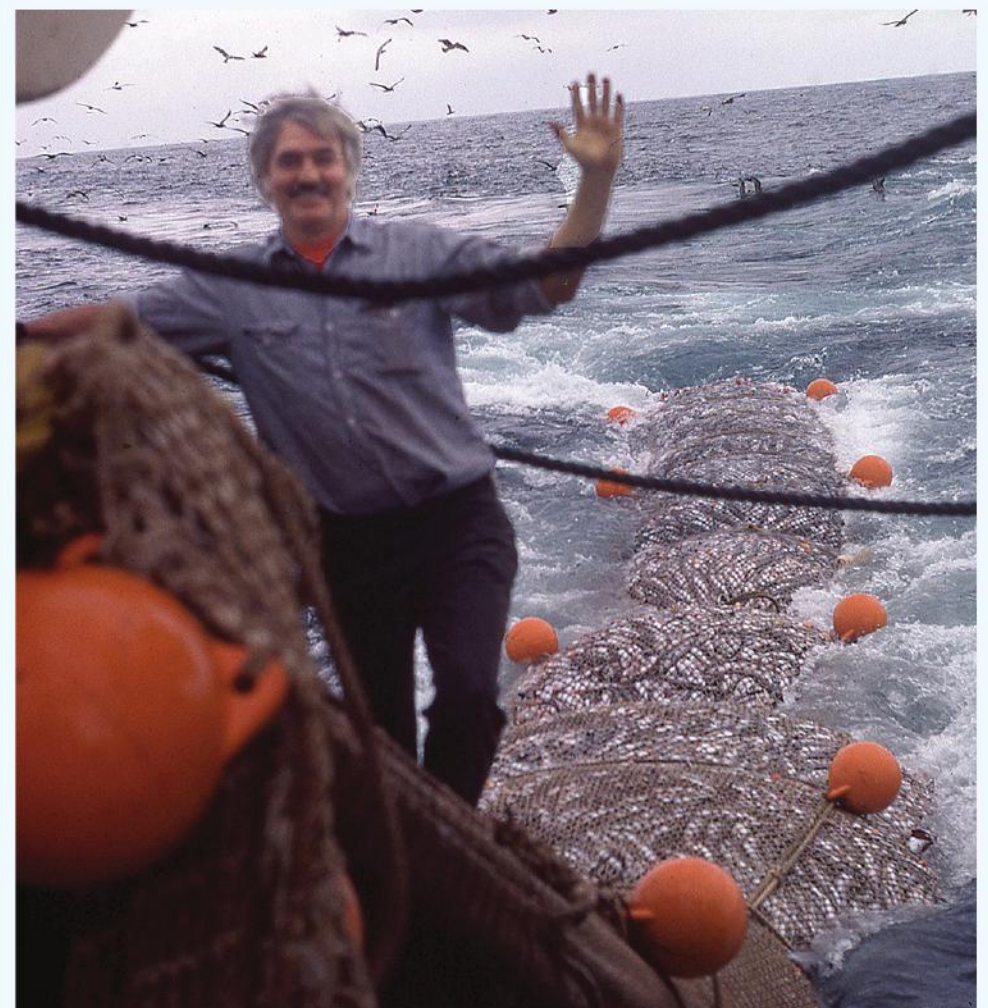
Fisheries in Oregon State University in 1985. He died in 2001 and a Fisheries Research Centre is dedicated to his memory in Newport, Oregon, an entirely appropriate means of commemorating this truly great pioneering American fisherman who was also an untiring advocate for West Coast Pacific commercial fisheries.



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



(Above): *Lady of Good Voyage* hauling
(Insert image) *Lady of Good Voyage* hauling Polish Rope Trawl
(Below): Barry Fisher & good bag of Hake



Marine Times Classifieds



ENGINE FOR SALE: Wartsila Poyaud UD25V12M3D. 55,000 hours. 850hp. New Waterpump. New Injectors. New Turbo. Selection of Oil Filters. Auxiliary Engine. 2nd Engine for Spare Parts Included in this Sale. Price: Open to Offers
Contact - Michael Mobile: 0877652284.
Email: theseagull@eircom.net (02)

SPECIAL OFFER: Cod and Pollack Nets 4 1/2" x 4 3/4" x 60 MD and 45 MD. Tangle Nets 10 1/2 x 10 1/2 With or Without Walls. Plaice and Sole Nets Rigged. Shrimp and Crab Pots. Polysteel Rope. Mackerel Nets and Traces of Hooks. Longlines Ready to Fish. Cray Nets Mono and Multi Mono, Tangle Nets, All Sizes, Rigged or Sheets. Keenest Prices. Multi-Mono Salmon Type Nets 45 MD, 200 Yards. Tel: 086-8600739. (01)

Man Available to Rig Turbot Nets, Cray Nets, Gill Nets. Tel: 087-2483606. (01)

FOR SALE: 131 Refrigerated Transit Van. Good Condition, Good Tyres, Tested Till March. 10 Boxes Floor. Also For Sale Mackerel Nets Mounted Ready to Shoot. Gill Nets 3/4 Mile, 45 Mesh. Also Some 30 Mesh. Good Second Hand Pot Rope 14mm. 10 Wire Pots, Top Entry. Also For Sale 13ft Fibreglass Punt, Perfect Condition. Also 11ft in Need of Repair. Tel: 087-2399944. (01)

I am your Lifejacket.
When we are on the water,
I will make you feel safe.
And when we are in the water,
I will keep you alive.
I will stop you from panicking.
I will keep you afloat.
Even in rough weather.
Even if you are unconscious,
I will support and protect you
until help arrives.
All this I will do for you
if you do one thing for me.
Please. put me on.



In charity registered in England and Wales (223902) and Scotland (SC257725).
Charity number 01457876 in the Republic of Ireland.



L.A.S.T.
LOST AT SEA TRAGEDIES

e: info@last.ie w: www.last.ie

Wanted
• **Brown Crab**
• **Whelks**
Looking for an all year round supply
Transport arranged anywhere in Ireland, Scotland, Wales & UK. Top prices paid & immediate payment.

Fish / Shellfish Buyers, Processors & Exporters

For more information contact Alan on
+353 87 9583648
+353 1 8417874
aprice@rockabill.ie
www.rockabill.ie

ATLANTIC MARINE SEAFOODS



LIVE SHELLFISH WANTED

- Shrimp
- Prawns
- Winkles
- Spider Crab
- Lobster
- Cray Fish
- Brown Crab
- Velvet Crab

**Good Prices & Prompt Payment
Weekly Nationwide Collections**

For More Information Contact
Cathal King on 00 353 87 744 9905
Cleggan, Co. Galway
atlanticmarineseafoods@gmail.com
www.kingsofconnemara.com

Marine Times Newspaper Classified Section

Sell Your Boat, Fishing Gear, Tonnage, Etc
with the Marine Times Newspaper
Our Classified Adverts Reach Your Market
So, Place an Advert Today **FOR FREE***

Simply fill in the form attached and post it to:
Editor, Marine Times Newspaper
Cranny Road, Inver, Co. Donegal F94 WC67
or email: editor@marinetimes.ie

Advert sent by:

Address:

Email / Contact No.:

* Please note that this free offer is for classified adverts only and we have a limited amount of space so please do send your advert before our next deadline date of Friday 21st February 2020.

CLASSIFIED ORDER FORM

Word No's.				
(1)				
(6)				
(11)				
(16)				
(21)				
(26)				
(31)				
(36)				
(41)				
(46)				
(51)				

(Please ensure to include Tel. No.)
Use additional paper if necessary

Marine Times Classifieds



FOR SALE: Pro-Fisherman 33. Heavy Duty Hull, Frames, Wheelhouse Fitted. No Fit Out.
Prices from: €49,500 + VAT. To Order.
Contact: Fitzgerald Marine 021 4772582.
Email gearoid@fitzgeraldmarine
Builders of Workboats 16-43ft.

(03)



FOR SALE: New FM 20, Heavy Duty Hull, Frames etc, Ready for Water Gantry, Bollards, Cleets.
Price: €10,000 (was €11,500). Engine Not Included.
Passenger boat licence available on above as extra item.
Contact: Fitzgerald Marine 021 4772582.
Email gearoid@fitzgeraldmarine
Builders of Workboats 16-43ft.

(03)



FOR SALE: 16ft Fibreglass Boat. Fully Rebuilt to Highest Standards. Snipe Trailer. 9.9HP Yamaha Engine. In Excellent Condition. Price: €2,250.
Tel: 086-8313278.

(02)



FOR SALE: New FM21 Open Work Boat. High Spec, Stainless Steel Gantry, Loads of Extras.
Was €18,000 - Now €16,000.
Passenger boat licence available on above as extra item
Contact: Fitzgerald Marine 021 4772582.
Email gearoid@fitzgeraldmarine
Builders of Workboats 16-43ft.

(03)



FOR SALE: Fastworker 6m Built by Costelloe Boats for Commercial Use. Powered 2012 90HP Mariner Optimax Serviced. Electronics Include EPIRB, VHF, Nav Lights, Deck Lights. Galvanised Road Trailer Included.
Tel: 086-1657196.

(02)



FOR SALE: FM20 Angling / Fishing boat (2012)
Fwd Wheelhouse, Seating. 20hp Marnier, Electric Start, Low Hours. Price Reduced from €15,800 to €12,800.
Passenger boat licence available on above as extra item
Contact: Fitzgerald Marine 021 4772582.
Email gearoid@fitzgeraldmarine
Builders of Workboats 16-43ft.

(03)

FOR SALE: 31ft Decked Fishing Boat. Ford Engine. Borg Warner Gearbox. COP Oct - Will Pass Again No Problem. Price: €3,000.
Tel: 087-2345861.

(10)

FOR SALE: 26ft Boat Larch on Oak. 56HP 3 Cylinder Perkins. Pot Hauler. Stainless Shaft and Tank. Radio. 3 Years Code of Practice. Price: €4,000.
Tel: 087-6724621.

(11)

* Please note that classified adverts are free to place for two issues but we only have a limited amount of space so please do send your advert before our next deadline date of Friday 21st February 2020.

If your boat or gear for sale sells please let us know and please pass on to others how you were able to sell it through our classifieds in the Marine Times.

Thank you for your support



FOR SALE: New FM23 Workboats to Order. Biggest in Her Class, Wide Beam, Deep Draft, Excellent Sea Boat. Kit Form (Bare Hull, Frames) from €12,500. Finished boats from €45,000 + VAT.
Passenger boat licence available on above as extra item
Contact: Fitzgerald Marine 021 4772582.
Email gearoid@fitzgeraldmarine
Builders of Workboats 16-43ft.

(03)



FOR SALE: Guard Dog Steel Tug / Fishing Boat. Used for Work on a Fish Farm. LOA: 8m. BOA: 2.7m. Draft: 1m. Engine: 120HP Naturally Aspirated Sabre Marinised 6 Cylinder Ford Dover Industrial Engine Close Coupled to a Twin Disc Hydraulic Reversing Gearbox. Gross Tonnage: 7 tons. Builder: Cheverton 26ft 1984. Propellor 3 Blade. Hydraulic Steering with Emergency Tiller Arm. Price: €8,000 O.N.O.
Tel: 074-9737871.

(11)



FOR SALE: 'Laura Lena' 17.14m Steel Gillnetter. Just Re-Engined. For Sale With or Without Licence. (Castletownbere).
Tel: 086-2364761.

(11)



FOR SALE: Jacqueline Ann. 10.64m, 3.4m Beam. Wooden Build Larch on Oak. Engine: Perkins 6354. Gearbox: PRM402. Both Perfect Condition. All Hydraulics Are There But No Hauler. Electronics: Sounder, GPS & VHF.
Tel: 087-6187164 (Cork).

(12)



FOR SALE: Storebro 34 Workboat. Volvo TAMD60B's @ 235hp each. Max Speed 22kts, Cruise 14kts. 15 x 7.5' Flush Aft Deck. Hydraulic Drop Down Transom. 1.5t Hiab. Spencer Carter Hauler. PTO Hydraulics and Electro Hydraulics. Two Side Scan Sonars. Lower Cargo Hold. Dive Ladder. Nice Accommodation. Construction Drawings, Etc. Can Be Sold With or Without Passenger License. Price: €55,000.
Contact: 087 6578353 for more info. (Galway)

(12)

MARINE TIMES | m a r i n e s e r v i c e s d i r e c t o r y

Marine Insurance Specialists

We can arrange cover for all types of commercial craft including
Potting & Netting Boats
Work & Charter Boats • Passenger Boats
Crew Liability • Boat Yards • Employers Liability

For quotations call **091 773601**
 or email conor@aquabroker.ie



AQUABROKER

MARINE INSURANCE SPECIALISTS

Aquabroker Ltd., 7 Kilkerrin Park 4, Tuam Road, Galway.
Tel. 00 353 91 773601 Fax. 00 353 91 773603
www.aquabroker.ie

Aquabroker Ltd. t/a Aquabroker is regulated by the Central Bank of Ireland

insurance

INSURANCE

"Looking after the Insurance needs of Fishermen at Home and at Sea"

- Marine • Life Group • Pension •
- Permanent Health • Mortgage Protection •
- Group Personal Accident •

I.F.O. CO-OPERATIVE SERVICES LTD



Tel: 01-2986236
M: 087-2595898

E: ifoservices@gmail.com

I.F.O. Co-Operative Services Ltd is regulated by the Central Bank of Ireland

pots

FRENCH SHRIMP POTS FOR SALE

Why buy imitation when you can have the original

French Shrimp Pot
in Ireland.

"Fishes twice as much, lasts twice as long!"

Tel: (091) 572157

Philip Doherty Pots

Lobster / Crab Velvet / Shrimp Pots For Sale

Plastic Coated Frames in 8mm & 10mm Steel in all sizes. Pots can be supplied Frames only or ready to fish.

- Also In Stock -

Pot Netting, Twine, Bait Bags and Eye Netting, Head Buoys, Pot Rubber, Pot Ropes, Spinners, Knives, Pot Hooks, Bungee Cord Etc.
 Next Day Courier Service Available For All Small Items

Tel: 074 - 9370164

Mobile: 086 - 8727268

boatyards

YOUR BEST CHOICE IN IRELAND

CORK DOCKYARD

Dry Docking - Ship repair - Conversions

Dock Capacity up to 164m
Berthing for any Size of Ship
Suitable for fishing vessels

Rushbrooke, Cobh, Co. Cork, Ireland
Tel: 021-4811831 Fax: 021-4811595
 (International Code +00-353)



C. Gallagher Marine

C. Gallagher Marine Ltd.
 Killybegs, Ireland

- Caterpillar Dealer -
 Maintenance, Refurbishment,
 Engine & Part Sales

Castrol Agents
 Supplier of all types of
 Marine Lubrication Oils
Crane & Forklift Hire

Nationwide Delivery

Tel: 074 9731237
con@congallaghermarine.com
www.congallaghermarine.com

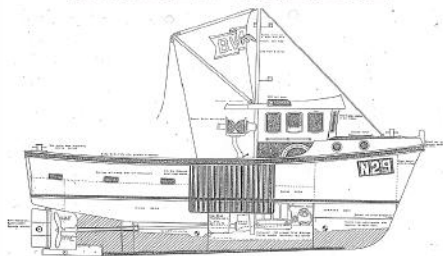
Your Next Customer Could Be Found Right Here
Marine Times Newspaper Services Guide

Advertise in this space for €30 per Issue
 or Avail of our Special Offer €300 per Year

Contact: 074 9736899
E: editor@marinetimes.ie

* Please note prices quoted exclude VAT

Fitzgerald Marine Ltd.
Tel. 021 4772582



Builders of GRP Fishing, Work, Passenger Boats 16 - 43ft

gearoid@fitzgeraldmarine.com
www.fitzgeraldmarine.com

fire safety



Standard Fire Safety Ltd.

Carrigaline, Cork - 021 4373031

Gregg Walsh, EngTech, GFireE.
 086 2535840

Adam Walsh, BEng Marine.
 086 0892466

www.standardfire.ie
 Email: standardfire@eircom.net
www.facebook.com/standardfiresafety



LR Approved - DNV-GL Approved

solicitors / legal

Conways Solicitors

MARITIME LAW

DERMOT F. CONWAY B. COMM, B.C.I.

40 YEARS EXPERIENCE IN FISHERIES LAW

DETENTIONS AND ARRESTS
MARITIME MORTGAGES - COLLISIONS AT SEA
TRANSFERS OF QUOTA / VESSELS

WE PROVIDE A 365 DAY 24/7 ALL IRELAND SERVICE

CONTACT US AT: 021 4901000
Fax Number: 021 4905624
Dermot F. Conway Mobile 087 6793478

D&D INSURANCES LTD

Block A - Unit 3, Nutgrove Office Park,
 Rathfarnham, Dublin 14

For all your Marine Insurance Needs

Tel: 01-2051405

Fax: 01-2051357

Email: info@ddinsurances.ie

www.ddinsurances.ie

D&D Insurances Ltd is regulated by the Central Bank of Ireland

MCM

MCM Insurance Brokers Limited

Hull & Machinery • Crew Liability
 Personal Accident • Full All Risks Cover
 Marine Cargo • Charter Vessels

We can provide highly competitive quotations along with a prompt claims service. We access both Marine Mutual and Lloyds Markets.

Contact us at 096 72977
or Fax 096 73165

For a Free Written Quotation

MCM Insurance Brokers Limited is regulated by the Central Bank of Ireland and by the UK FC for conduct of business rules

Cavanagh Hooper Dolan Insurances Ltd.

All classes of marine and general insurance

Cavanagh Hooper Dolan Insurances Ltd.

Cavanagh Hooper Dolan Insurances Ltd.

Associate Offices: Letterkenny and Sligo
Tel: Letterkenny 074 9177500
and Sligo 071 9144333
Mobile: 086 2504826
Email: info@chd.ie
Website: www.chd.ie

Cavanagh Hooper Dolan Insurances Ltd is regulated by the Central Bank of Ireland



European supplier of
MARINE GRADE WIRE
 PVC Coated Mesh - Galvanised (after welding)

Ideal for fishing and aquaculture purposes.

We supply full rolls, cut panels, clips and hog-rings with hand tools. We fabricate pots, cages and other items to buyer's specifications using marine grade aluminium and stainless steel fasteners. Also available - Traditional boat tar and pitch, nylon spinners, plastic hooks, shock cord, etc.

Contact John at Cleggan, Co. Galway
Tel: 095 44664 M: 086 2374819

news from Castletownbere

Helen Riddell



RNLI Fundraiser Retires

Vince Harrington, one of Castletownbere RNLI Lifeboat's main fundraisers has hung up his collecting bucket after 30 years of service.

Vince, a native of Gour, Castletownbere started fundraising for the RNLI following the tragic drowning of a young Irish Navy sailor during a rescue in Berehaven in January 1990. Prior to this, locals had already been campaigning for a number of years to have a lifeboat based in Castletownbere.

Following the tragedy Vince joined others in actively fundraising for a Lifeboat to be permanently stationed in Castletownbere. On October 27th 1997 the campaigning paid off when an RNLI Severn Class lifeboat arrived into Castletownbere to take up a permanent base in the town.

His record collection day was at the 2018 Castletownbere Regatta when he collected a staggering €3,900 in 24 hours. A presentation was made to Vince at a function held at the lifeboat station (see photo above).

Castletownbere RNLI Honoured

Castletownbere RNLI lifeboat crew are to be honoured by the charity for a dramatic rescue of a fishing crew that took place in challenging conditions and resulted in the lives of six fishermen being saved. Coxswain Dean Hegarty is to be awarded a Bronze Medal for Gallantry, which will be first RNLI Medal for Gallantry to be awarded in Ireland in ten years by the Institution. Also being honoured are Lifeboat Mechanic Martin O'Donoghue, lifeboat volunteers Seamus Harrington, John Paul Downey and David Fenton, along with Deputy Launching Authority Michael Martin-Sullivan who will all receive a

framed Letter of Thanks from the Chairman of the RNLI.

See more on this story in the months This Island Nation on page 15 and our 'Newsmakers of the Month' on page 17.

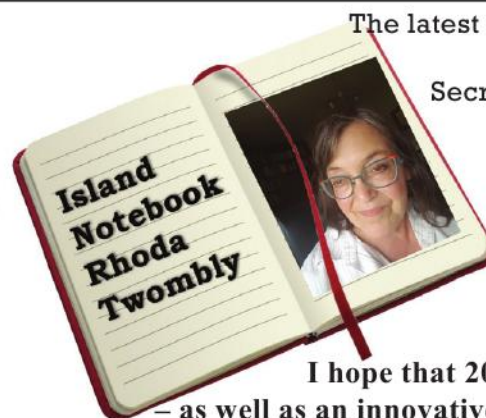
Coast Guard

Castletownbere Coast Guard team have responded to their first incident of 2020. On January 9th the team were contacted by Valentia Marine Rescue following a report of an upturned speedboat near Cloonaghlin on the south side of Bere Island. As it was approaching nightfall, the crew waited until dawn on the Friday morning to take the Coast Guard boat and crew over to investigate. The boat crew towed the vessel to Cloonaghlin pier and secured it there for recovery later. On Sunday January 12th, as part of a planned boat exercise, the boat crew returned to the location while a shore crew took the jeep and trailer to the island on the ferry. The wreck was loaded on the CG boat trailer by the two crews and brought back to their base in Dinish.

On late December, the Coast Guard unit's boat crew underwent familiarisation training for the new Crewsaver 380N life jackets. This was as a result of the recall of another life jacket model previously used by the IRCG and the grounding of all Coast Guard rescue boats since mid-November. After completing the training session, Castletownbere Coast Guard's boat crew is once again fully operational and ready for taskings.

Christmas Jumper Fundraiser

A fundraising Christmas Jumper party held in O'Shea's Bar, Castletownbere in December raised €4018 which will be split between Make a Wish Ireland and Cancer Research at UCC. The organisers extended thanks to all those who supported the event.



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

Innovative Action Plan Needed!

I hope that 2020 bring us all health and happiness – as well as an innovative action plan to tackle our challenges and increase sustainability on the islands.

The Department of Culture, Heritage and the Gaeltacht is visiting the islands as part of the public consultation on Island Policy. Launched at the end of November by Minister of State Seán Kyne and Tánaiste Simon Coveney on Sherkin Island, the Department is keen to hear from as many individuals and committees as possible to listen to their views on Island policy and ideas on the future development and support of Island communities.

This is a hugely important process that will feed strongly into the creation of the first Islands policy in 23 years. The consultations will begin in the second week of January on the Cork Islands and continue for about three months. It will be helpful for residents to meet ahead of the consultation workshops to map out in detail their vision for their Island into the future. The big questions to answer are, how do we see our Islands in 20 years' time? What direction do we want to move in and how will we get there?

The Discussion Paper is available to the public on the Department website www.chg.ie (<https://www.chg.gov.ie/app/uploads/2019/12/2019-islands-policy-consultation-paper.pdf>) and hard copies will be available at the workshops. The document is thorough and outlines the policies and programmes already in place – thereby

highlighting what needs to be added to the action plan. It has been stressed that contributions will be welcomed from all interested parties so don't hesitate to contact the Department with your ideas.

The workshops will be organised through the individual Island Development Offices and Co-Ops. Efforts will be made by the Department through the communities on Inishturk, Clare Island and Inishbofin to organise workshops as these Islands are currently without Development personnel.

The inaugural Leigh Early indoor football tournament on Arranmore was hugely supported by the community and €1,371 was raised for the RNLI. Leigh was a dedicated lifeboat volunteer who tragically lost his life in November so it was most appropriate to set up this tournament in his name. With a spot of humour on their Facebook page, Arranmore RNLI noted that "The RNLI teams who were involved will need physio to put their old knees back in place and the oxygen cylinders will be replaced on Monday!" Well done, lads and ladies!

Be on the look-out for new Island products: lovely gin from Oileáin Chléire and seaweed-based products from Inis Mór.

For now, it's slán from the Islands!



Clare Island - Photo courtesy Mick Marilyn Moran

Your Community. Your Industry. Your Paper. Marine Times Newspaper

Published Monthly - Available in all good shops nationwide

T: 074 9736899 E: editor@marinetimes.ie W: www.marinetimes.ie
Cranny Road, Inver, Donegal F94 WC67



Pearse O'Driscoll with his friend in Schull, Co. Cork. Photo by Denis Griffin

Irish South and West Says Industry is 'Dying On Its Feet' Despite Irish Waters Holding 20% of European Fishing Waters

"Relative Stability is a Rigged System Which is Decimating the Irish Fishing Industry"

The Irish South and West Fish Producers' Organisation has challenged all General Election candidates to make their policy positions about the fishing industry clearly and publicly known.

This is an industry response, in the midst of the General Election campaign during which political parties have issued a plethora of political policies about a wide variety of topics, but when there has been an evident lack of priority shown in these policies towards the industry.

ISWFPO Chairman and well-known fisherman, Damien Turner and the Organisation's Chief Executive, Patrick Murphy, have made this a core issue in the Election, emphasising widespread concern about the future of the fishing industry. They want to know if candidates will commit themselves publicly to campaign for the total removal of the concept of "Relative Stability" from the EU Common Fisheries Policy.

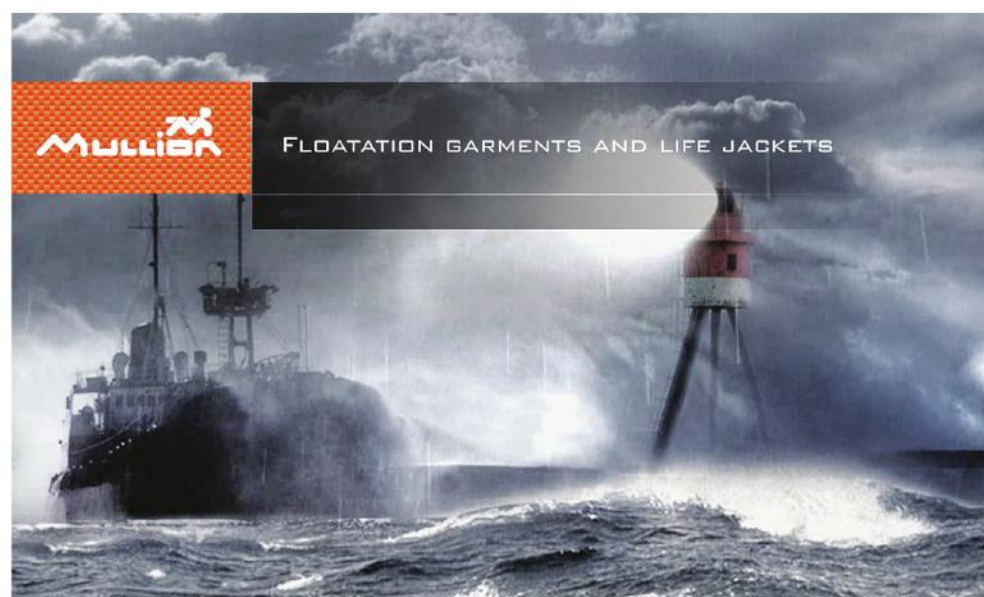
"What specifically is your position on the concept, first introduced into Gover-

nance of the EU Fishing Industry in the Common Fisheries Policy (CFP) of January 1983?" they ask. They describe this as "the rigged share-out of fishing resources leading to the decimation of the Irish Fishing Industry and Coastal Communities."

In an open letter to all candidates they have identified eight 'Red Line' issues for Irish Fishing Industry which, they say, "is dying on its feet" despite the fact that, at present, Ireland holds some 20% (approx) of Europe's Fishing Waters bearing in excess of 30% of Fish-Stocks.

These figures, they say, will undergo dramatic expansion post-Brexit at which point Ireland will hold almost 30% of Europe's Fishing Waters bearing upwards of 43% of Europe's Fish Stocks.

• Read more on Page 10



Designed for and by fishermen

For further info contact Adrian Towey

Sioen Ireland

SIOEN

Tel: 074-95 31169

Fax: 074-95 31591

adrian.towey@sioen.be

www.mullion.be