

MARINE TIMES

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



Sauveur Du Monde - Photo by Donal Healy



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Fishing Industry Accuses Taoiseach of “Scandalous” Action “Entire Industry Apoplectic” As Taoiseach Reintroduces Penalty Points Was Micheál Martin misled by Marine Department officials?

“The fishing industry is apoplectic over what the Taoiseach has done to it.” That’s the view in the industry about the new political crisis for Micheál Martin who is under intense criticism in Ireland’s fishing ports for reintroducing the hated Penalty Points system.

Read inside this edition as we have the full, extraordinary background to this story. What is the involvement of the Department of the Marine? Did officials ‘blindsided’ the Taoiseach and “lead him by the nose?” See pages 8 - 11

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the fine Art of Marine Finance

by Art Kavanagh

Democracy?

Some years ago I listened to a lecture where the question of whether or not we in Ireland actually live in a Democracy was wittily discussed.

Theoretically in a Democracy we elect candidates to represent us in the management of our country. In the passage of time it became impossible for the elected representatives to do everything themselves and

so evolved the Civil Service who in theory would be doing the bidding of the elected representatives.

It might be interesting to examine what real influence those elected really have on

how things work and what real changes have occurred during the tenure of the various Ministers fortunate enough to get the "Management" jobs.

We could use Marine as an Example????

It is fairly clear that a new Minister does not have as much power as their name might suggest and I cringe as I watch various Ministers - in particular our Ministers for Health and Education try to answer questions for opposition members.

Have any of the opposition asked why Ireland does not have a quota for Bluefin Tuna or Bass in **IRISH** waters - Just think???

Do we really believe that these Ministers are calling all the shots or are they being "led" and if so by whom.

I marvel at the knowledge displayed by opposition members with absolutely no formal qualification at all in Medical, Financial and Educational matters and regret that they are not in charge.

I recently listened as a radio reporter discussed the Covid problem with an opposition TD who was emphatic in his assertion that the Government were making a Bags of it.

The reporter correctly suggested that anyone who could identify the failings in the management surely must have the solution and that any member of Dail Eireann whether in Government or not must have an obligation to publically offer a solution to a national problem.

They don't seem to be able to get beyond the point of criticizing the efforts of those who are trying to help. If you know or think you have an answer then suggest it publicly so we will all know.

My ongoing mantra of "**The Hurler on the Ditch Never Scores**" was never more relevant at the moment, and God knows we have plenty of them!!!!

I am getting Positive Vibes from many of my clients and a level of satisfaction that they are managing to survive the undoubted threats which the Covid Pandemic bred over the past 6 months.

I think that much of the Prawn Stores have been reduced as markets are opening on the Continent. The prices are down but

the lost income is being eased somewhat by the reduction in Fuel Costs.

As I have explained before (**Banks please note !!!**) with our system of Share Fishermen reductions in net income on a fishing vessel are borne in part by the crews - up to and including the skippers.

This is unique in Irish Industry and that together with the bravery and resilience of the fishermen makes fishing one of the most attractive lending propositions in the country.

I note that the Sector Specialists in the Banks are trying to talk themselves out of that Fact- but Fact it is and I believe that the Banks and the country in general needs to wake up and realize the value and the contribution which the fishing fleet brings to the economy with relatively little direct financial assistance from the State.

No Cheques in the Post No Marches up Kildare Street every time a difficulty arises.

The big lost opportunity here is in the lack of Irish bred Crews.

I firmly believe that there should be some form of recruitment programme to entice Irish School Leavers into the catching sector.

Years ago local BIM Officials visited the schools to explain what life at sea might be like and from those visits some of our most prolific owners were attracted to the Industry.

I hear people saying that it is a hard life.

Lots of Jobs are Hard but for those suited to fishing - like with many other jobs- if it suits you, you will love it.

It will not suit everyone but I believe they are not being offered the opportunity to choose.

A large portion of the earnings from our fishing vessels are being sent abroad. From a national viewpoint lads- that is not financially efficient.

"Keep away from people who try to belittle your Ambition. Small people always do that, but the really great make you feel that you, too, can become great."

Mark Twain



Ocean Breeze at Howth with Ireland's Eye in background - Photo by Phil Hanlon

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If only every day was like this - heading out potting from Killybegs - Photo courtesy Alan Hennigan / Mooney Boats

Engine reliability



Avoid dirty diesel tanks



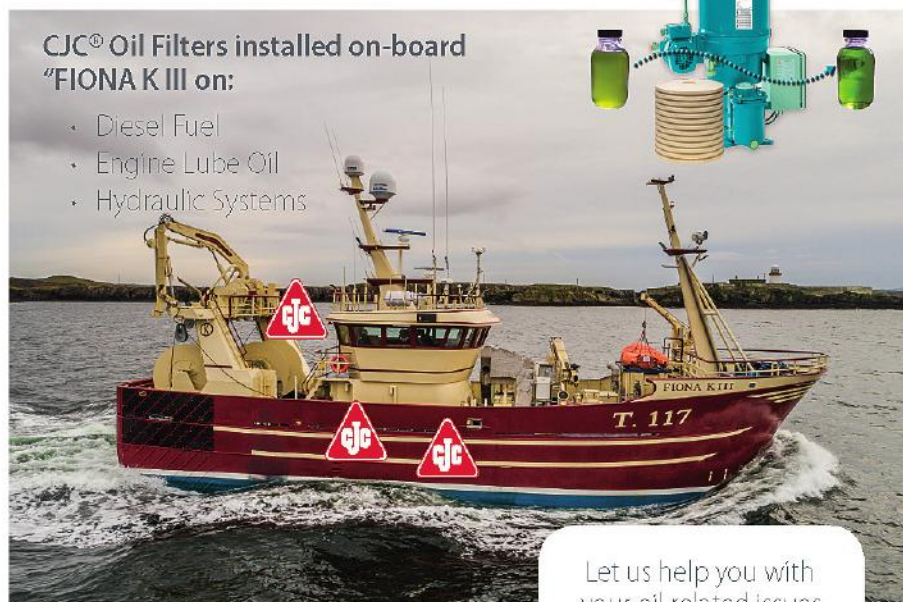
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Frozen Fish Consumption Increases But Fresh Sales Fall

"Support local fishermen" says Bord Bia

According to Bord Bia the Irish seafood sector grew by 4% up to June of this year, but this growth was driven by sales of frozen, not fresh, fish.

The reason was because consumers changed their frequency of shopping due to the impact of the Covid 19 pandemic, it says.

In an attempt to adjust this the Bord has launched a campaign encouraging the public to "support local fishermen by embracing Irish whitefish."

Bord Bia has released the findings of two research studies on consumer attitudes towards whitefish which were carried out before and since the Covid 19 pandemic.

"Of those who eat whitefish, one in four people say they eat it once a week. This increases significantly to two-to-three in the 65+ age group.

"Those aged 25-34 are the most likely to have started buying whitefish for its health benefits during Covid 19," according to Bord Bia.

Almost a quarter of those surveyed indicated that they were eating more whitefish at home since Covid 19, because of the perceived health benefits, while 12 % said they were doing this "to support the Irish seafood sector."

"We want the public to support local fishermen by embracing Irish whitefish for its local provenance, versatility and health benefits," says Bord Bia which is making available "easy-to-prepare recipes for home cooking."

Marine Times Newspaper - Thank You

We would like to thank all our readers, advertisers and contributors of news, views and photos for your continued support throughout these unprecedented times. Your support is truly appreciated and vital as we strive to bring you the best coverage of maritime news from this Island Nation. As always we value your feedback on each and every issue of the Marine Times Newspaper and if you enjoy it please let a friend know that they should pick up a copy - EVERY Month.

Mark Mc Carthy, Editor, Marine Times Newspaper

Invite for Applications to Fish for Irish Sea Herring

The DAFM (Department of Agriculture, Food & the Marine) invites applications from the owners of Irish registered fishing vessels with an OAL less than 90ft / 27.43m, who wish to fish the 2020 Irish Sea Herring quota.

The fishery will open at 00.01 hours on 20 September 2020 and close at 23.59 hours on 20 November 2020. There will be no reallocations after that date. The available quota is 2,351 (less contingency 251t) tonnes. Any remaining quota will be either carried over or swapped out.

Vessels authorised in the fishery are precluded from fishing for Celtic Sea Herring and North West Herring during the same week as Irish Sea Herring.

Vessels authorised in the fishery will incur a whitefish preclusion during any week (00:01 hours on Sunday to 00:01 hours on the following Sunday) where fishing for herring occurs in that week.

Landings of Irish Sea Herring in excess of permitted catch limits will be subject to quota balancing in accordance with the Minister's policy regarding Quota Balancing for Pelagic Stocks.

On application vessel owners must identify if they are applying as a single vessel or as part of an SFPA (Sea Fisheries Protection Authority) approved pairing. If part of a pair, the owner must specify any partner vessel.

Pairing arrangements must remain

unchanged for the duration of the fishery save for exceptional circumstances. Vessels under and over 65ft are not precluded from pairing together. All pairing arrangements will require the prior approval of the SFPA. Any changes to pairing arrangements will be subject to advance notification and approval by the SFPA.

Vessels who participate in 2020 fishery shall be precluded from the 2021 fishery.

For more information and to download the booking-in form, go to www.agriculture.gov.ie/seafood/seafoodpolicy/forms/irishseaherringfishery/



Unloading herring at Dunmore East (File photo Marine Times 2018 by W Power)

New Law Firm at Bruach na Mara, Killybegs

Donegal law firm Brian J McMullin Solicitors has opened an office in Killybegs at Bruach Na Mara, the Killybegs Fishermen's Organisation headquarters.



Brian McMullin, Solicitor and Principal, Brian J McMullin Solicitors, pictured with, from left, Solicitors Orla Moran and Jane Flannery.

The firm was a finalist at the Irish Law Awards 2019 and provides a wide range of legal services to individual, business and public body clients across Donegal, the North West, Dublin and further afield. It also provides in-house legal services to Waterways Ireland at that organisation's headquarters in Enniskillen.

The Ballyshannon firm incorporates VP McMullin (Ballyshannon), Brittons, Ramage & Britton and Lipsett & Ramage. It traces its origins to 1899 and is currently celebrating 120 years in practice. The firm merged with VP McMullin in 1991 and that practice was established in 1921 by Vincent P. McMullin in Donegal Town. Under the longstanding stewardship of Brian McMullin, former Partner in VP McMullin the practice continues to evolve and embrace technology and innovation for the benefit of its clients. He acquired the practice in December 2018.

Mr McMullin said, "We are absolutely delighted to open in Killybegs and to provide a more convenient base for our friends and clients in the Killybegs area and throughout West Donegal". He added: "The delivery of quality legal services in a cost-efficient manner has always been, and continues to be, our focus."

Whilst the present needs of the firms clients is always the primary focus, the firm is proud of its link with the past through our Principal Brian McMullin, grandson of Vincent P. McMullin and son of Eunan T. McMullin.

The firm was a finalist in two categories of the Irish Law Awards 2019. Its work for Waterways Ireland earned it a finalist's place in the 'In-House Legal Team of the

Year' category and Mr McMullin, was also one of four finalists in the 'Connacht/Ulster Lawyer of the Year' category.

Brian McMullin is assisted by solicitors Jane Flannery, Orla Moran, David Royston and a very dedicated support team. Jane Flannery worked for a number of years in Dublin gaining experience in Conveyancing, Litigation and Probate. She then returned to her native Donegal working initially in the Letterkenny office of VP McMullin before joining the Ballyshannon practice. Orla Moran was formally an Associate Solicitor with Callan Tansey Sligo before joining the firm and she specialises mainly in the area of Administrative Law. David Royston is a native of Sligo and is involved primarily in property and commercial Law. The Firms principal Brian McMullin is an experienced and skilled legal advisor and litigator with a proven track record. He has also had an involvement in the regulation of the Solicitors Profession in Ireland. He is currently a member of a number of Law Society Committees, chairs a division of the Solicitors Disciplinary Tribunal and is a qualified Mediator.

The Solicitors at Brian J. McMullin have a long-standing reputation for providing legal services that combine the highest levels of quality with professionalism and integrity. They enjoy an excellent reputation amongst their peers and with their clients. It is a full-service law firm, but is nonetheless able to provide advice that is uniquely tailored to suit the specific needs of its clients.

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Vehicles, Personnel Issues But No Prosecutions in Coast Guard Tragedies

The Coast Guard may have to purchase a new fleet of vehicles because of problems which have been detected with vehicles already bought at a cost of nearly one-and-a-half million Euro.

There has been no official comment from the Coast Guard. The issue appear to be related particularly to volunteer units needing to carry heavy equipment, such as for use in cliffside situations.

"This was raised with management but, as with several other issues which volunteers bring up, they are not dealt with when they should be," the MARINE TIMES was told by an OIC for one unit. He said he had to speak anonymously, "because anyone who speaks out publicly will be dismissed."

Management has been asked to explain how the vans could not carry a full crew and equipment without being overweight safely for the purpose.

"There was even a warning not to carry drinking water," the source told this paper.

"The number travelling in any of these vans had to be cut down substantially and so had the equipment that could be carried in relation to the numbers in the van at the same time."

Apparently the purchase decision for the

vehicles was made before the adaptation of them to cater for specific requirements.

"It should have been planned better. Volunteers know the situation on the ground where they are using vans," the Marine Times was told.

No Charges in Volunteer Death

The Director of Public Prosecutions is reported to have decided that no criminal charges should be brought in relation to the death of Coast Guard volunteer Caitríona Lucas at Kilkee in September 2016.

There were two State investigations into the incident in which she died. The findings of a Health and Safety inquiry were forwarded to the DPP. A separate Marine Casualty Investigation Board (MCIB) report, published two years after the incident, was critical of safety management systems and identified failures stated to at the Kilkee Unit.

The DPP informed Bernard Lucas, husband of Ms. Lucas, that no criminal charges would be brought arising from the HSA inquiry.

No Prosecutions in Mayo Helicopter Tragedy

Gardai are reported to have confirmed that the DPP has directed no criminal prosecutions will arise from their investigation into the Irish Coast Guard Rescue 116 helicopter crash.

Two pilots, Dara Fitzpatrick and Mark Duffy, and winch crew Paul Ormsby and Ciarán Smith died in the crash off the North Mayo coast in March 2017. A HSA inquiry is still underway, it is understood.

Unit Dismissals

The MARINE TIMES has been informed of further dismissals from volunteer units.

These are being checked as this edition goes to print. It has been noticeable from calls made to the paper that when dismissals are reported at Units, there will be further contacts from persons stating to be Unit members who state that they "know nothing" about what is reported to have taken place. But then, when matters are further checked, it is found that dismissals, for various adduced reasons, have taken place.

"What you are getting is reflective of the situation in several Units," the MARINE TIMES has been told. "Unfortunately, while the main focus of the great majority of Volunteers is to be active in their community, to serve it and to save life, which is what we are about, the organisation has disagreement, favouritism, discordancy, upset, definitely fear of action being taken against you if there is any criticism raised publicly and that is not the best atmosphere. You can expect to be hearing more in this vein. There is a need to improve the situation. It had been promised but not yet delivered on."



Looking out from Milk Harbour in Sligo, Photo by Jason O'Callaghan.



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SEA-FISHERIES
PROTECTION
AUTHORITY

Sea-Fisheries Protection Authority Recruitment

Sea-Fisheries Protection Officer (Killybegs and Howth)

The Sea-Fisheries Protection Authority (SFPA) are seeking to create a panel for potential future Sea-Fisheries Protection Officer (SFPO) vacancies in their Killybegs port office.

The SFPA are also seeking to recruit a an SFPO to work in their Howth Office.

The successful candidate will be responsible for multi-faceted front-line roles related to Sea-Fisheries conservation and Seafood safety. If you wish to apply for the two locations, please apply to each location separately.

Closing date for the Howth role is 5pm on Thursday 10th of September 2020. The closing date for the Killybegs role is 5pm on Thursday 17th of September.

To find out more and to apply please visit:
<https://www.sfpajobs.com/>

"The Summer of Inflatables" – Water Safety Ireland Chief Says They Would Welcome A Ban On Them

It has been called "the summer of inflatables" by rescue service personnel – the number of emergency calls to adults and children using what have been described as "killer" or "dangerous toy boats."

The Chief Executive of Water Safety Ireland, the statutory national water safety organisation has told the MARINE TIMES he would welcome them being banned from beaches around the country.

This can be done, CEO of Water Safety Ireland John Leech said, by local authorities and politicians who are members of them using bye-laws to control local beaches.

A number of local authorities are understood to be considering such a ban.

Mr. Leech said there is a lack of understanding by the users of these inflatables about the difference between offshore and onshore breezes which is crucial to safety.

John Leech said that this year, because most Irish people were not holidaying abroad where they may have used these inflatables, this lack of understanding that conditions on Irish beaches would be different to those abroad, where breezes would

blow back onto beaches whereas in Ireland they blew out to sea, was crucial to safety.

He said there were warnings on inflatable water toys when they were manufactured in European countries, but not when they came into Ireland from other countries, such as China. Mr. Leech draws a distinction between "inflatable toys" and stand-up Paddle Boards which have become popular, are rigid when inflated and recognised under the Recreational Craft Directive.

"We have to accept these are not toys. If they are used safely and correctly and if people recognise what the wind direction is doing there should not be an issue with them as long as people wear buoyancy aids and carry some means of communication so that if they do get into difficulty they can call for help," the CEO said.

Read more about this in John Leech's monthly column on Page 29

"The trade-off seems to be in cigarette lighters and some other commodities not linked to lobsters or fishing."

Removal of Tariffs on American Lobster Will Damage Island and Coastal Communities

Before he resigned from office in August, former EU Commissioner Phil Hogan concluded an Agreement which will eliminate tariffs on imports of U.S. live and frozen lobster products to the EU which were worth over \$111 million in 2017.



IIMRO are concerned to hear about the removal of tariffs on the importing of cheap American lobster in the recent mini-trade deal agreed by the EU trade commissioner and the US administration.

There is a real risk of a big impact on island and coastal communities if, as we fear, this deal results in a collapse of price for European lobster, particularly on top of the effects of the ongoing COVID-19 pandemic.

IIMRO have been in contact with MEPs and TDs regarding the serious consequences to our island fishers and communities if this deal comes to fruition.

We fear that we will again be forgotten in the large scale cut-and-thrust of these trade deals and would hope that our representatives would stand up for us as it seems the US administration is supporting the lobster fishers there. We note with interest that the trade-off seems to be in cigarette lighters and some other commodities not linked to lobster or fishing.

IIMRO Chairperson Jerry Early says: "There seems to be a lack of understanding by decision-makers on this side of the pond of the requirements of small-scale island and coastal fishers who depend on lobster. We are calling on our national and European representatives to reverse this decision to allow cheap American lobster onto the European market which has the potential to destroy what is left of the small scale inshore sector."

Before he resigned from Office, this joint statement "of the United States and the European Union on a Tariff Agreement Brussels, dated Brussels on August 21, was released in the names of United States Trade Representative Robert Lighthizer and

European Union Trade Commissioner Phil Hogan:

AGREEMENT on a package of tariff reductions that will increase market access for hundreds of millions of dollars in U.S. and EU exports.

These tariff reductions are the first U.S.-EU negotiated reductions in duties in more than two decades.

Under the agreement, the EU will eliminate tariffs on imports of U.S. live and frozen lobster products. U.S. exports of these products to the EU were over \$111 million in 2017. The EU will eliminate these tariffs on a Most Favored Nation (MFN) basis, retroactive to begin August 1, 2020. The EU tariffs will be eliminated for a period of five years and the European Commission will promptly initiate procedures aimed at making the tariff changes permanent.

The United States will reduce by 50% its tariff rates on certain products exported by the EU worth an average annual trade value of \$160 million, including certain prepared meals, certain crystal glassware, surface preparations, propellant powders, cigarette lighters and lighter parts.

The U.S. tariff reductions will also be made on an MFN basis and retroactive to begin August 1, 2020.

"As part of improving EU-US relations, this mutually beneficial agreement will bring positive results to the economies of both the United States and the European Union. We intend for this package of tariff reductions to mark just the beginning of a process that will lead to additional agreements that create more free, fair, and reciprocal transatlantic trade" said Ambassador Lighthizer and Commissioner Hogan.

Letters to the Editor

My Fishing Talk with John Hume

When John Hume died last month, Tom Baldwin who lives in County Cork, recalled meeting him at a hotel in Dublin in 2006 and recalling for him a story of the fishing industry. It emerged from a dispute between Southern and Northern fishermen at Dunmore East in 1969 and led to a fishery business in Northern Ireland.

It was June of 2006 when I was walking through the foyer of Jury's Hotel in Ballsbridge, Dublin and I saw John Hume seated on one of the sofas.

I smiled and said 'Hello'. His response led me to believe that he might like some company so I introduced myself and the warmth of that great man caused me to sit with him for a short chat that did not involve politics.

"I have a few connections with Northern Ireland," I told him. "Maybe you'd like to hear about them?"

He answered in the affirmative and I told John that my father, John Baldwin, a fish merchant from Passage East in Co. Waterford, who died in 2002, had sided with the Northern Irish fishermen during the Dunmore East herring fishing dispute in early 1969.

"Those fishermen from the North were both Protestant and Catholic. My Dad's intervention on the fishermen's behalf led to my father - John Baldwin - moving his fishery business to Annalong in Co. Down where my Dad had been friendly with several of the Chambers family of fishermen from that mainly Protestant village on the North East coast," I told John Hume.

John Baldwin insisted that some of the factory workers were recruited from the nearby (mainly Catholic) town of Kilkeel, as well as privately, thus providing local seasonal employment during the herring season at the fishing port of Ardglass. I had known that John Hume was most interested in badly-needed jobs being provided for areas of high unemployment in Northern Ireland.

Sadly, as the situation deteriorated in the North my Dad was unable to continue working there, due to safety concerns. On the advice of Victor Chambers my Dad sadly sold his interest in that unique venture.

"My uncle Patrick 'Pat' Baldwin (now deceased) is still a fisherman out of Kil-

keel,"

I informed John Hume "and I make occasional trips up there for family weddings, etc. It is because of the laudable peacemaking efforts of John Hume that I feel safe travelling North and crossing the Border in my Southern-registered car these days, John," I said to that wonderful politician.

My Dad was the 'main man' when it came to setting up Kilhorne Bay Seafoods. The Chambers were the financiers, but the design and all the ideas for the success of the factory were from John Baldwin's head. The fact that the company is still on the go is a tribute to John - 50 years on. My Dad regretted leaving the company, but he was advised that his security was at risk. My Dad stayed at a hotel in Kilkeel but drove to Annalong each day. We were glad that he decided to come home safely. The Chambers family had rewarded my Dad well for his initial investment back then.

My Dad was invited to Victor Chambers' 80th Birthday Party some years later and that was his final time visiting the Annalong factory. He was very proud of its success.

My Dad later took over another fish factory in Dunmore East, when asked by the owner to try and make it viable, but it was getting difficult to do business at that time.

Kilhorne Bay Seafood, established in 1969, is one of Northern Ireland's premier shellfish processors, sourcing its raw materials from throughout the island of Ireland.

Key export markets developed by the company include Italy, Croatia, France, Belgium and Denmark. It is based in Annalong, among the foothills of the beautiful mountains of Mourne and within easy reach of Kilkeel, Ardglass and Portavogie, the three main fishing ports on the County Down coast. The company has earned a reputation for supplying quality seafood products to the catering, wholesale and retail trade.

Change of Name Notice

We **Atlantic Rose Fishing Company Limited** give notice that we have applied to the Minister for Transport, Tourism and Sport under Section 67 of the Mercantile Marine Act 1955 in respect of our vessel **MIRACETI** IMO Number **9417610** of Registered Tonnage 54 Tons (Net) currently Registered in Saint Brieuc France (SB 907972) for permission to change her name to **Atlantic Rose** to be registered in the said name in the port of Skibbereen.

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

Atlantic Rose Fishing Co Ltd

Social Feedback



Big Phils Departing Gift of a Kick in the Teeth for Irish Inshore Fishermen

In what fishermen are describing as another kick in the teeth, Ireland's EU commissioner, the former trade commissioner, Phil Hogan has welcomed a trade deal that is likely to depress Irish lobster prices further.

Reacting to the news on social media, the NIFA commented that "American lobster are potentially an invasive species and there have been multiple instances where they have been captured in the wild in EU waters having been released after being imported. This poses a real threat to the bio security of our native lobster stocks as American lobster can potentially carry a shell disease that European lobster have little immunity to. As tariffs as reduced and imported volumes increase this is likely to become a more common occurrence. But when it comes to "big trade" big Phil doesn't seem to be too worried about bio diversity or the livelihoods of Irish lobster fishermen."

Penalty Points Again

"Easy problem to solve. Change your boats name to a Spanish boats name and stop speaking in English or Irish and the rules wont apply to you"

Taoiseach as Temporary Minister

"Make no difference, not one minister for Agriculture ever gave a toss for the marine. The same crew run the show regardless of who is the minister."

"Wouldn't know the difference between a cow and a fish"

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MARINE TIMES

NEWSPAPER FOR IRELAND'S FISHING, MARINE AND COASTAL COMMUNITIES



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Taoiseach Must Withdraw Flawed Penalty Points System

The Taoiseach acted against the fishing industry when he signed the new Statutory Instrument on Penalty Points and no amount of political 'spin-doctoring' will change that.

Mr. Martin should acknowledge the wrong he has done to the industry and correct it. Inclusions in the SI again criminalise fishermen in a way in which no other section of the population is treated by the State.

It isn't only those infected by disease in a pandemic who are isolated.

Taoiseach Martin has isolated fishermen from the rest of the Irish population by his action, treating them with less fairness than every other Irish citizen.

Fishermen made their point through the Courts system where it was accepted as high as the Supreme Court.

This has been ignored in the signing of the new SI. So has the historic Dáil defeat of a previous attempted introduction of the controversial system.

This is an extraordinary attitude towards the fishing industry, for which Mr. Martin has been accused of allowing himself to be "led by the nose" by officials in the Department of the Marine.

There appears to be an arrogance in this, an attitude cited by government towards those involved in 'Golfgate' in Clifden County Galway.

Here, there appears to be another example of arrogance, by those who drafted the SI, regarding fishermen as meriting less consideration than other sectors of the community.

We wonder why?

Is it because there are those within the Department of the Marine who resent that the industry defeated its previous attempts to force through a system which was clearly unfair?

The SI which the Taoiseach signed, in his role as Minister for the Marine, should be Revoked and amended. The industry has never objected to a Penalty Points system, required under EU regulations. It can be introduced with reasonable discussion and agreement.

There is no reason why this cannot be done in Irish law.



Sometimes dealing with all the hoops our coastal communities have to jump through can be all too overwhelming so it's important to find time to rest Two year old Lucy Morrison from Youghal making good use of a fish box. Photo courtesy of Lucy's grandfather, Finbarr Clohessy

Fishing Industry Accuses Taoiseach of “Scandalous” Action “Entire Industry Apoplectic” As Taoiseach Reintroduces Penalty Points Was Micheál Martin misled by Marine Department officials?

Report: Mark Mc Carthy and Tom MacSweeney

“We can only presume that An Taoiseach has been blind-sided by his officials” – Irish Fish Producers’ Organisation.

“Our industry is simply apoplectic” – Killybegs Fishermen’s Organisation.

“We are deeply disappointed with the Taoiseach and really wonder why he has done this to the industry” - Irish South and East Fish Producers Organisation.

“Micheál Martin as Leader of the Opposition put forward a motion to overturn the signing into law of a previous Statutory Instrument. What is the reason for his now contrary action. Our members are dismayed by what he has done.” – Irish South and West Fish Producers Organisation.

In the midst of the major political controversy which dominated public attention at the end of August, Department of the Marine officials moved to have a new Statutory Instrument introducing Penalty Points signed by the Taoiseach, in his role as Minister for the Marine, which he had assumed after the resignation of Dara Calleary from the post because of the Galway “Golfgate” furor. This despite this issue having been the source of disagreement, legal action defeat of previous Department proposals and a Dáil defeat for a former Government.

That defeat was the first rejection of a Statutory Instrument introduced by an Irish government since the foundation of the State.

Having suffered a High Court and Supreme Court legal and a Dáil defeat, there has been a high level of resentment within sectors of the Marine Department towards the industry. “Chips on shoulders,” is a regular description heard.

In what was a fast-changing story, with many developments, the core of what turned out to be vehement criticism of the Taoiseach’s action was the question of why he did it and various reasons were put forward for that.

Another suggestion made, though unconfirmed, was that a FF nominee for the vacant post of Minister for Agriculture, Food and the Marine had indicated that he wanted the Penalty Points issue resolved before he would accept the post and this was the reason for the signing.

Despite being well aware that a reintroduction of the Penalty Points would cause huge resentment and rejection in the industry why did Department officials push the signing through? One source said they had pointed to European Union funds for Ireland being delayed because such a system had not been introduced in Ireland, that further funding would be held up; that Ireland would face financial penalties through fines and could be taken to the European Court.

In the midst of the “Golfgate” controversy, on which government political attention was focused and on the very day that former EU Commissioner Phil Hogan yielded to pressure to resign, exerted by the trio leading government – Taoiseach, Tánaiste and Green Party leader – the Marine officials asked the Taoiseach’s Department to sign the new Statutory Instrument to reintroduce Penalty Points.

While the new SI changed a number of issues to which the industry had objected and which the officials suggested were a

concession, the changes crucially retained the most critical elements to which there had been most resentment and objection.

These included the burden of proof in allegations of fishing infringements brought against fishermen by the SFPA; the requirement that fishermen could only take legal action at the expensive level of the High Court and the maintaining of penalty points even if accused fishermen were exonerated in Court.

The announcement that Mr. Martin had signed Statutory Instrument S.I. No. 318 of 2020 - European Union (Common Fisheries Policy) (Point System) Regulations 2020, reintroducing the detested Penalty Points system, was conveyed to fishing organisations by Email on August 28.

That Email was sent from the Department of Agriculture, Food and the Marine two days after the Taoiseach had signed the SI.

It was headed “Quota Management Subject: S.I. No. 318 of 2020 - European Union (Common Fisheries Policy) (Point System) Regulations 2020. Good afternoon, Please

see attached S.I. No. 318 of 2020 - European Union (Common Fisheries Policy) (Point System) Regulations 2020 which was signed on the 26th August 2020.

The notice for the S.I. was published in today’s Iris Oifigiúil. Kind regards.”

In the role of Minister for the Marine, which he had added to the responsibilities he assumed after the resignation of former Minister Dara Calleary over attendance at the Oireachtas Golf Society dinner in Clifden, Mr. Martin had signed the SI on August 26, as the MARINE TIMES has seen.



GIVEN under my Official Seal,
26 August, 2020.

MICHEÁL MARTIN,
Minister for Agriculture, Food and the Marine.

Wednesday, August 26, was the same day on which Phil Hogan announced his resignation as EU Commissioner.

At the top-level of government, major focus was on the political row which had developed around the Commissioner, upon whom the three leaders had exerted huge pressure to resign.



Ailbhe Marie returning to Bunbeg. Photo courtesy Eimear Coll

Ag Méadú Eolas Muirí
Ag Soláthair Seirbhísí Mara

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That was the political scenario when Department of the Marine officials had the SI put before the Taoiseach/Marine Minister for his signature.

It has led to accusations from the industry that Mr. Martin was “led by the nose by Department of the Marine officials.”

The MARINE TIMES has been told, by reliable sources that, since the resultant and predictable row erupted, there have been heated interactions between the Taoiseach's office and the Marine Department, with claims that the Taoiseach was not fully briefed, not fully informed, was told only about the possibility of EU action, of fines and possibly Ireland being brought before the European Court, but was not fully informed of the likely reaction of the industry. He was, it is understood, told that changes had been made in the SI at the request of the industry and it was suggested that these concessions would satisfy the objections.

However, those changes were not made to the major issues about which there had been legal action and a Dáil defeat for the previous government. That parliamentary defeat was primarily engineered by Fianna Fáil.



Irish fish producers' organisation

The Chief Executive of the Irish Fish Producers' Organisation, John Ward, was blunt in response to the announcement of the SI, telling the government that the fishing industry will “fight the reintroduction of Penalty Points” as they fought and successfully opposed the previous attempt “to force these regulations on the industry.”



“I am shocked at the Taoiseach's action. The previous government was defeated by the efforts of Pat ‘The Cope’ of Fianna Fáil and Pauric McLaughlin of Sinn Féin. It was the first time in the history of the State that a Statutory Instrument was rescinded,” Mr. Ward told the MARINE TIMES.

“Micheál Martin has been sold a ‘pup’ and led by the nose by the Marine officials who did the same with Simon Coveney and Michael Creed who also supported this unfair legalisation while holding the Marine portfolio,” he said. “I want Micheál Martin to explain to the fishermen of Ireland how he can justify a person retaining Penalty Points after he has been exonerated in the Courts. This legalisation was already shot down in the Courts and this government has chosen to run with it again. The fishing industry will fight this tooth and nail.

“The previous attempt to introduce the Penalty Points SI had been rescinded for the first time in the State by the efforts of the FF party, SF and Independents during

the last government. To add insult to injury the government promised to introduce a fair Penalty Points system in their programme for government, yet this SI has been signed into law without any consultation with the Fishing Industry.

“The fishing Industry fully accepts that we must have a penalty points regime as it is required by E.U. law, but what we cannot accept is a flawed system, that has previously been shot down by Irish Courts. We require the offensive parts of this legalisation to be amended such as: no right to appeal except to the High Court on a point of Law and Penalty Points will remain on the licence even if the fisherman is exonerated in a Court of Law.

“We can only presume that an Taoiseach has been blindsided by his officials as neither of the two previous FF Marine Ministers took any action on this matter. We are looking for an urgent meeting with An Taoiseach to have this S.I. amended.”



Killybegs Fishermen's Organisation Ltd.

The Chief Executive of the Killybegs Fishermen's Organisation, Sean O'Donoghue said the signing of the SI was “not acceptable” and was done “without any consultation.”



“It is a disgrace and runs contrary to the Programme for Government which provides for a fair Penalty Points system. FF with the support of the other Opposition parties got the previous SI voted down in the Dail. Now in Government they are supporting the very provisions they voted against.

“We were never against the Penalty Points as they are an EU requirement but they have to be implemented in a fair and reasonable manner.

“The fishing industry is livid that Taoiseach, Micheál Martin, acting as Minister for Agriculture, Food and the Marine, enacted highly controversial Penalty Points legislation with zero consultation with fishermen and in spite of having stridently opposed it, while in opposition.

“This is quite simply, a scandalous and very mis-guided step by the Taoiseach. We have made our point regarding the Penalty Points measure on numerous occasions and we were fully supported by Fianna Fáil when they were in Opposition. We are not against a Penalty Points regime since it is an EU requirement, but there must be an equitable manner of administering this.

“Page 82 of the current ‘Programme for Government’ commits to ‘Implement a fair EU Points System in order to protect fish stocks and ensure the release of suspended EU funding.’ This signing of the Statutory Instrument (SI) by the Taoiseach has come completely out of the blue and putting it mildly, is neither fair nor reasonable and

runs contrary to the Programme for Government of introducing a fair system.

“Our industry is simply apoplectic. The SI must be amended and the offending parts removed such as the burden of proof to be changed to beyond reasonable doubt, no right of appeal to High Court except on a point of law and incredibly, even if the fisherman is successful in the High Court, the Penalty Points would still remain on the licence,” concluded Mr O'Donoghue.



IS&WFPO - Working For The Fishermen

The Chief Executive of the Irish South and East Fish Producers' Organisation, Hugo Boyle, is “frustrated, deeply disappointed and unhappy” that the Taoiseach had not raised questions about “why he was being asked to sign the SI so urgently and at a time when political focus was elsewhere.”



“Why had it to be done at such a time? Why was the document placed before the Taoiseach at that stage and by whom? Why did he not raise questions about this? He should have been aware that his own party were significantly involved in the rejection of the last attempt.

“We had put amendments to be included in any changes because we know and accept that there has to be a system under EU regulations. There is no issue with that. What there is issue with is the terms of what have now been brought forward. Some of our amendments were accepted, but the critical ones were not. They have not seen the light of day.

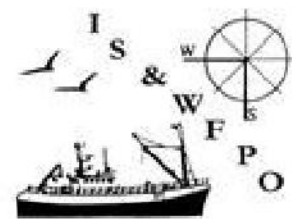
“I am very disappointed with the Taoiseach and as Minister for the Marine that he did not raise more questions about it before he signed it, that he did not question the immediate need for it. That is deeply regrettable.

“This is an extremely serious matter for fishermen, it is critical for them and that is

not being recognised. Why have fishermen been treated in what appears to be a manner of some arrogance towards the industry, to treat it in this fashion? Who is responsible for this situation, when we had indicated what would be acceptable to the industry, but the critical points have been ignored? The amendments that were most critical, that we put forward, that we believed had been agreed, have not been introduced.

“The result is that there is now another crisis, another issue for the industry and more upset and trouble for fishermen who have done so much that was very needed for the nation during the pandemic, when they went out and fished and continued to provide food supplies and then they are treated in this bad way.

“We are deeply disappointed with the Taoiseach and really wonder why he has done this to the industry.”



Irish South and West Fish Producers, whose members had successfully challenged the previous Penalty Points legislation in High Court and subsequently won their case against the State when it appealed to the Supreme Court said its membership were “dismayed as to why Michael Martin, Taoiseach of Ireland would sign into law S.I. No. 318 of 2020 as acting Minister for the Marine legislation.”



The South and West statement said: “Micheál Martin as the Leader of the Opposition put forward a motion to overturn the signing into law of a previous Statutory Instrument to introduce Administrative Sanctions and Penalty Points accumulating up to the suspension and further confiscation of licences put forward by the previous Minister Michael Creed.

Continued on page 10 & 11



Two Brothers steaming to the crab grounds off Kilkeel - Photo by Andrew Kearney

Fishing Industry Accuses Taoiseach of “Scandalous” Action

“Entire Industry Apoplectic” As Taoiseach Reintroduces Penalty Points

Was Micheál Martin misled by Marine Department officials?

This resulted in history being made for it was the first time a European Regulation had been rejected by the elected representatives of the people as Sinn Féin put forward a similar motion this rejection was also supported by many Independents.

Following this the Minister Michael Creed replying to a question posed by FF TD Pat the Cope Gallagher informed the Dail 11 months ago, in September 2019 that this European Legislation would only be introduced into Irish Law by an Act of the Oireachtas with the EU Regulation having been sent to the Attorney General to be drafted.

“Two members of the Irish South and West FPO successfully challenged this legislation in our High Court and subsequently won the Appeals brought by the State to the Supreme Court by Minister Michael Creed’s Department of the Marine.

“FF were very vocal in their condemnation of Minister Creed’s attempts to introduce this flawed legislation as late as September 2019.

“Our organisation have sought reasons for this contrary judgement from our Local FF TD Christopher O Sullivan and he, representing our concerns, has contacted the Taoiseach and asked him to meet with representatives of the Industry while also expressing that he too is seeking an amended SI that the Irish fishing fleet and Fishers might feel is fair to our fishermen and women.

“This legislation was signed in on Wednesday 26th of August with no consultation whatsoever with the Industry and no advance notification of the Taoiseach’s intentions and all that we received was an Email on Friday, 28th, to say it was published that day in Iris Oifigiúil.

“After contacting Local Senator Tim Lombard who supports the view that a meeting with our Taoiseach is critical he has also proposed he contact the Minister for Foreign Affairs to see if he too would attend for other issues that have our

Industry in its current critical condition to be discussed and addressed as a matter of urgency.

Issues such as the impact Covid 19 has had on the Markets resulting in the income of our members reduced by up to 50% on 2019 where only for the temporary cessation of loan repayments vessels operations could become unviable.

“The ever-worsening weather conditions due to climate change and the greatest challenge of all the loss of our fishing grounds in January 2021 if a No Deal Brexit that looks ever the likely comes to pass. This, fast-approaching, forcing of hundreds of foreign EU vessels into our Biologically Sensitive Irish waters could lead to the death of the rich Irish spawning & nursery Grounds! Surely the weight of these challenges are enough to carry for an Industry that risks life and limb to support their families and their Coastal Communities.”

WHAT WILL HAPPEN NOW?

The four Producer Organisations, KFO, ISEFPO, IFPO, ISWFPO, are united in seeking an urgent meeting with the Taoiseach. It is rather ironic that when the Dáil rejected the last attempt to introduce an SI, that effort was led by FF and particularly Pat ‘The Cope’ Gallagher from Donegal, which received a lot of cross-party support.

What was put forward in that debate for the content of the SI is understood to have been largely acceptable to the industry after discussion and consultation. However, the three parties now comprising the current Coalition government – FF, FG, Greens - have the numbers in the Dáil, to force through the reintroduction of Penalty Points should it come to a Parliamentary challenge. It will be interesting to see how Fianna Fail and Fine Gael TDs, particularly in coastal constituencies where Dáil seats could be under challenge will react should there be a vote called on the issue.

POLITICAL REACTION

Fianna Fail local TDs, in particular, felt the brunt of the industry’s anger. So did other Government TDs. The MARINE TIMES has been told that Coalition TDs in coastal areas have been calling the Taoiseach’s and Party offices to express “deep concern,” about Mr. Martin’s signing of the controversial SI, because of the reaction they have received from the industry.

The only political party to issue a statement, by the time of going to press with this edition, was Sinn Féin. Their Spokesperson on Fisheries and the Marine Pádraig MacLochlainn TD called on the Taoiseach to “urgently clarify” why he signed off on the SI without consulting with the industry.

He said it was “deeply disturbing”, considering the controversial history behind these enforcement measures.

“Micheál Martin knows full well the huge controversy around this proposed Penalty Points scheme over recent years. He needs to urgently clarify why he signed off on this Statutory Instrument as an acting Minister for the Marine and without

consulting with representatives of the Irish fishing industry.

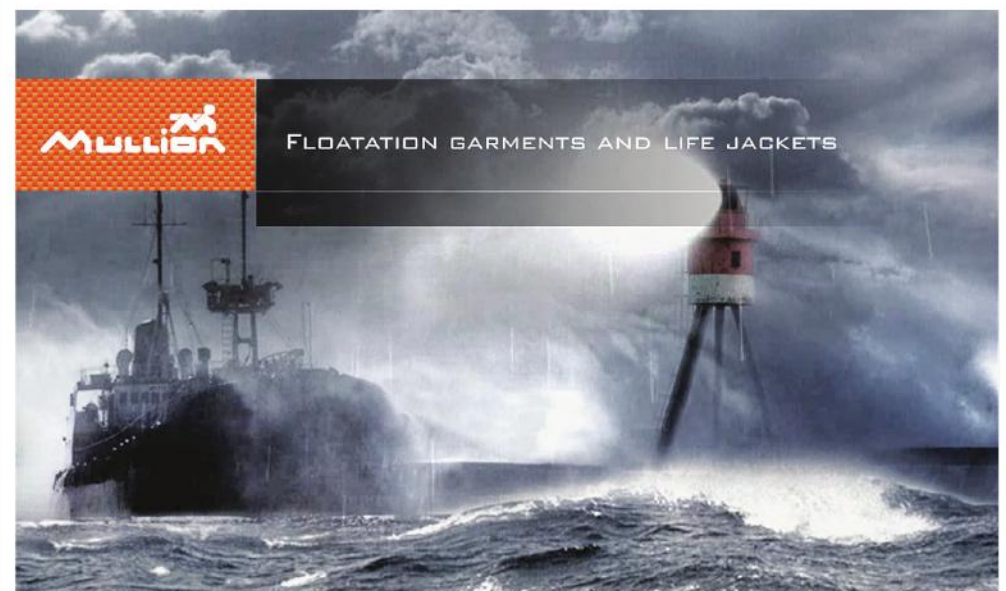
“The last two Fine Gael led governments attempted to introduce a Penalty Points system, but this was overturned in the Supreme Court as it was deemed unjust and then the last Dáil passed a motion to annul and rescind a subsequent S.I (S.I. No. 89 of 2018). Micheál Martin must remember this as the motion was put forward by his party’s then spokesperson on the Marine and Donegal TD Pat The Cope Gallagher.

“Fishing industry representatives have been clear all along. They are not opposed to a penalty points system but it must be a fair one, based on natural justice where the law enforcement agency (the Sea Fisheries Protection Authority in this case) must prove a person(s) guilty beyond a reasonable doubt, with the right to appeal to the High Court and that no penalty points would be apportioned to any boat if the owners are successful in their appeal or defence.”

“The fishing community around the Irish coast has been severely hit by the global pandemic and they have been abandoned by their government without any adequate financial support. They are also deeply worried about the growing danger to their



Ocean Harvester II - Photo by Donal Healy



Designed for and by fishermen

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industry from a no deal outcome in Brexit trade negotiations. In that context and considering the controversial history of this scheme, this is a deeply disturbing action by the Taoiseach."

ASPECTS OF THE NEW SI

The SI retains provision for the Sea Fisheries Protection Authority to judge its own actions, as it appears from the content:

"Where an Official detects an alleged serious infringement involving an Irish sea-fishing boat, wherever the boat may be, the SFPA shall send the report and any material collected to the Determination Panel to determine if a serious infringement has occurred. The SFPA, on receipt of a report citing an alleged serious infringement shall notify the licence holder -

(a) that an alleged serious infringement has been detected:

(b) that the matter shall be sent to the Determination Panel to determine if a serious infringement has occurred:

(c) of the opportunity for the holder of the licence to make submissions in writing to the Determination Panel within 30 working days from the date of the notification, and

(d) that the holder of the licence may, within 30 working days from the date of the notification, make in writing a request for an oral hearing to the Determination Panel.

The "Determination Panel" will be established by the SFPA and its three members will be appointed also by the SFPA to make a decision "for the purpose of determining whether a serious infringement has occurred." This Panel is given the authority to "arrange its own business as it sees fit" and make decisions by "simple majority." The Determination Panel shall, "if so requested by the licence holder, hold an oral hearing for the purposes of the determination," says the SI.

There is provision for the Minister to appoint "one or more than one person nominated by the Attorney General, who is a practising barrister or solicitor of not less than 5 years' standing to consider an appeal who shall, in relation to the appeal, be called the "Appeals Officer".

The SI again contains what has been strongly resisted by the industry, the provision under 'Matters relating to points assigned': "Points assigned to a holder of an Irish licence remain assigned regardless of any criminal proceedings pending, or the outcome of any such proceedings, in respect of the serious infringement concerned."

WHY THE INSISTENCE ON ISOLATING FISHERMEN?

If the SI is not amended it can be expected that its reintroduction will again be the focus of legal challenge.

What has been done, at the insistence it appears of the Department of the Marine, is that it has re-opened a major battle with the fishing industry which has consistently taken the position that it is not opposed to the requirement for a Penalty Points system to deal with alleged illegal actions under EU regulations, but challenges the legal unfairness involved in the SI, particularly in relation to retaining penalties on a fisherman even if exonerated of any offence in the Courts.

This is contrary to how all other Irish citizens are treated.

The maintaining of Penalty Points even after legal exoneration in the Courts is also extended to any sale of a fishing boat involved and there is provision to impact them on possible future purchasers.

"What is proposed could effectively be the form of a life sentence, never to be removed and that is not imposed with any other form of penalty or fine imposition on any other citizen of Ireland, so why on fishermen," a Skipper asked.

From the investigation of how this happened by the MARINE TIMES it is difficult to avoid the suggestion that there is determination by some sectors within the Department of the Marine "to bring fishermen to heel" as one source, requiring to remain anonymous because of being within government, told this paper.

"This stems from the way the industry fought the Department previously and won its case in Courts," we were told. "There are officials who were certain that they would get it through the Dáil when the then Minister for the Marine was prepared to move it there. That defeat in the Dáil, a historic one because it was the first time this ever happened to any government and any Department, particularly rankled in Marine which was seen as having suffered a major reverse at the hands of fishermen. The Department has officials who want to bring fishermen to heel, but they may have gone too far this time."

LATEST

As the MARINE TIMES went to press it was learned that the Taoiseach had agreed to meet the Fish Producer Organisations.



Ballycotton - Photo by Brian Motyer

news from Castletownbere

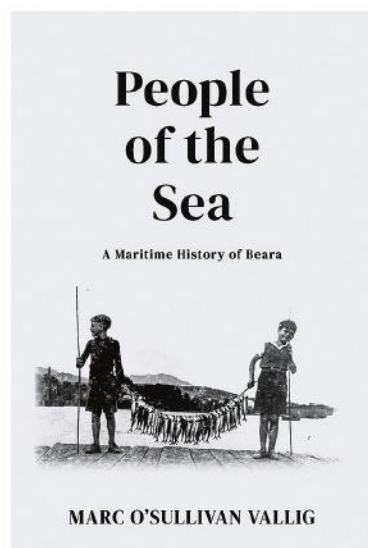
Helen Riddell



Dinish Island, Castletownbere. Photo courtesy Brian Motyer

New Beara Maritime History Book

A new book *People of the Sea: A Maritime History of Beara* by Marc O'Sullivan Vallig was officially launched in Beara by The British Ambassador to Ireland, Robin Barnett, on August 22nd.



Mr Barnett who was on a personal trip to Beara, said "It's my first time here in Beara," said Mr Barnett, "and it's fantastic. I'm learning about the British history in Berehaven, and the real importance of fishing in the area. I'm privileged to have been presented with a copy of *People of the Sea: A Maritime History of Beara*, which has given me some wonderful insights, through the voices of local people who have lived through these experiences. It's a great book."

Mr Barnett was welcomed to Castletownbere by Jim O'Sullivan of

Beara Tourism and Larry Murphy, owner and skipper of local fishing vessel, the *Menhaden*.

People of the Sea: A Maritime History of Beara by Marc O'Sullivan Vallig is published by Beara Tourism, with support from BIM. Signed copies are available from the Tourist Office, Castletownbere and can be ordered at bearatourism1@gmail.com (€20 plus postage). The book is also available on Amazon.

Late Michael D O'Sullivan

Sympathy is extended to the family of the late Michael D O'Sullivan (Slim) of Castletownbere and Bere Island who passed away on July 30th in the presence of his family at Castletownbere Community Hospital. In accordance with HSE guidelines Michael's funeral was private. Following the funeral service at the Church of the Sacred Heart, Castletownbere his cortege made its way along the town's main pier as fisherman and his many friends stood to pay their respects. Castletownbere RNLI Lifeboat station flew the station flag at half-mast. Michael is survived by his wife Angela, daughter Tracy, sons Darren and Joe, his sister Mary, brothers Pat, Dan and John and his extended family, neighbours and friends.

Castletownbere RNLI Lifeboat

In the last week of August the Castletownbere RNLI lifeboat came to the aid of two yachts in separate incidents, which saw them break their moorings. On Friday August 21st the lifeboat was launched to assist a yacht, which had

broken away from its moorings on Bere Island. The yacht was spotted drifting in the channel between the island and the mainland and being blown towards the shore in very windy conditions. A concerned member of the public raised the alarm requesting immediate assistance. The lifeboat was launched within minutes under the command of Coxswain Dean Hegarty and located the vessel drifting towards the shore in Force 6/7 winds. There was nobody aboard the yacht and no damage was sustained. At this stage a local boat from Bere Island had the yacht taken under tow and the lifeboat accompanied both vessels to safety. Commenting on the callout Castletownbere RNLI Lifeboat Deputy Launching Authority, Felix O'Donoghue commended the member of the public for raising the alarm and therefore avoiding the yacht being blown ashore.

On August 25th the lifeboat launched in gale force winds in response to a report that a yacht had broken its moorings near the Colt Rock in Berehaven Harbour. Within minutes the lifeboat had located the yacht, at this stage a member of the yacht's crew had brought the vessel under control. The lifeboat returned to the station and was made ready for service.

First Female Diver for Irish Navy

Irish Naval history was made in August when Sub Lt Tahlia Britton from Donegal became the first woman to qualify as a naval diver. Sub Lt Britton completed the final two weeks of what is one of the Defence Forces toughest courses at the Defence Forces base on Bere Island where

she was awarded her diver's badge along with two colleagues, Able Mechanic Rob Mulqueen from Limerick and Able Seaman Emmet O'Hanlon from Cork. Diving conditions around the island allow the trainee divers to dive to their qualifying depths.



A ceremony was held for the group on their return to the naval base at Haulbowline where Flag Officer Commander Michael Malone presented the three new divers with their diving logbooks.

Beara Film Fest

The organisers of the Beara Film Fest have announced that due to the continued threat of COVID-19 and its resurgence in Ireland it would not be deemed safe to go ahead with this year's Film festival in October. Festival director Ger O'Leary said "it is disappointing to us all, but the safety of the audience, volunteers and the wider community as a whole is paramount at all times." The Beara Film Fest 2021 will be held on Saturday July 3rd. All who successfully submitted for 2020 will automatically qualify for 2021.

news from **Howth** Tracey Floyd

It Is An Interesting Year With Not Much Happening

But the world hasn't stopped and the world keeps spinning. There are still a few things going on in Howth. Fingal Tourism where earlier this year, trying to persuade Howth Tourism into having a small Dublin Bay Prawn Festival this September. That was thought by the Howth Tourism group to be ill advised and local business decided to put the health and welfare of their customers and staff ahead of any potential local government funding and say No.

Most restaurants in Howth are still open for business and doing OK despite the stringent controls by the various powers that be. Large amounts of money have been pumped into each premises and the training of staff in order to achieve compliance. In most cases this requires a severely reduced capacity. Many of the local businesses here are generations in the making and not going to lay down for any virus. They are still committed to buying and selling your catch and keeping seafood and the industry at the heart of this nation.

Hand on heart everyone in Howth, just like you, all around the coast, are still reeling from the shock of not being able to just go for a pint!

Thank's to Harry McLoughlin and team the Middle Pier is also just about to be refaced and this will mean a welcome addition to the berths available to vessels in Howth Harbour, albeit it'll probably mean a bit of a disruption to the parking situation for the restaurants. We hope to keep you updated on the progress of this welcome development. After all at the end of the day it is a working harbour!

In other news! The Balcadden Bay Fishermans Coop has also been reclaimed. This wonderful building which has been allowed to become derelict over recent years, will now doubt be a wonderful site and hopefully become yet another terrific amenity on the harbour. Refurbishment has now begun and we will be watching with bated breath to see this sympathetic reconstruction and just who gets the tender for her. It will be interesting to see what will now become of her in her new life. Regardless it is surely better to be something other than nothing and derelict?

On a slightly more sour note, there is grave concern with regard to the Ice Plant in Howth, it would seem it is no longer functioning. Will it be fixed, replaced, changed, or refitted to better suit the need?

With so many of the vessels containing independent freezing ability nowadays there is a major concern among Fishermen of a more traditional nature, that the Ice Plant will go the way of many others such as in Dingle.

Like 2020 This Gift Will Keep On Giving

Rolled out in November 2018 the ILO C188 is now becoming apparent within the industry. There are a number of aspects involved under this piece of legislation and too much to encompass in one piece here.

In order to make it more digestible and attainable lets attempt to break it down into sections. The feeling is that although many parts of this legislation will not be monitored until a Marine Notice is issued it does not mean that it is of no concern for Owners, Skippers or crew. It would suggest the opposite. It is in fact an opportunity for the industry to begin to take some control of their own industry. You are not passive bystanders. This is your livelihood.

ENG11 Medical Form

On the face of it this is not a bad thing and indeed it is actually an opportunity for fishers to properly look after their health. It is a good thing. It essentially puts you up there with a Google employees conditions by being given the facility to avail of free health screening. Renewal is required every two years.

For those of you who have not yet had this Medical in the last month or so you should note that the system has now changed. Under the directive this is a condition of your employment on-board a vessel and one that the owner must comply with. It will be checked both sporadically and during two and four year surveys, in a similar way to your basic safety training cards.

The one change that has happened is that the registered doctors can now no longer take appointments for these medicals without the fisher having a Seafarers number. This I am told is because due to covid these registrations now need to be done on-line.

There was confusion at the outset, as when you go to the website to register the website would not allow registration unless you had either a skippers ticket or a radio ticket, your basic training certificate does not qualify you.

Upon investigation and discussion with the very helpful guys and girls at seafarers. ie it has transpired that you just ignore page 1 of the online registration (despite what the website says) and continue to the subsequent pages (next page) where it will ask you for the details of your passport, email and phone number and postal address. The registration itself is actually very simple. The final stage of the registration will require you verify via your email address in a similar to most online registrations. Click on the link and you are done. From there you contact a registered doctor and make your appointment using your number.

The question has been asked as to what the benefits there are for this registration



Heading out of Howth - Photo courtesy Phil Hanlon

and the current answer is none other than the completion of your ENG11 and your continued employment. From what I can gather at the moment there are no additional benefits to the Share Fishers revenue status however this is something that we will investigate further. The only current information is that it is a requirement for working aboard a vessel and or training in any seafarers course.

Watch Keepers Training

This is also an aspect of the ILO 188 which will likely bite the industry on the bum in due course and a bite that you could expect to be easily averted if the appropriate training were indeed available. Despite repeated official requests through the appropriate bodies, this training, is not available. Furthermore, it would seem that there are not any immediate plans to make it available.

In a straw poll of owners, skippers and crew there is literally 100% buy in of participants for this training, the hunger is there to upskill and make vessels more safe and efficient and the work time directive a more practical entity aboard vessels through the safe division of tasks to trained personnel.

Moreover, it also aids in making the fishing industry a more attainable and attractive employment perspective to new recruits while at the same time offering a trajectory for improvement for those already working in the industry to better themselves and to take their many skills to another level and achieve a certification that would be recognised across other seafaring industries.

Not everyone has the financial ability to buy a boat but everyone has the ability to work their way up through this industry in the best way possible and they should be supported in this, by means of attainable training and certification. A certified Watch Keepers course is the first step in achieving this. Times are hard and we cannot afford

to be complacent. Small steps to reach the ultimate goal.

With Covid 19 we have all suffered at its "hands" and perhaps it is time to re-assess. Valuable crew should be given the opportunity to challenge themselves and be rewarded with an achievement. An achievement that will ultimately improve the working of any vessel and enhance the entire safety protocols on-board the vessel.

On-line training has now become the norm and so there should be no reason why a Watch Keeping course should not be developed which could include on the job training on-board their respective vessels or sign off by industry/authority approved designated vessels.

The alternative is that, in a few weeks time, potentially, a Marine Notice could very well be issued, in line with the requirements of the ILO188 and each and every vessel without a trained Watch Keeper or Second Skipper on board will not be able to go to sea. Your vessel will be tied up, can you afford that? Now? Ever?

Whenever the Marine Notice is issued, the fact is that, it is currently part of law and you would hope or even expect, that the industry would be given the respect of having the ability to be "for once" ahead of the game and to be allowed to have their crew trained up to standard.

The long and short of it is, that it would appear that most owners, skippers and crew would prefer to have this training available regardless of any Marine Notice, how do we convince the authorities to listen to what the industry wants and needs even before it is imposed upon us like bold school kids in a way that will impact negatively on business?

I would welcome any feedback in relation to this and I promise it will be passed on to people who might listen. Email: doranskippersmate@gmail.com Mobile ; 086 2752784

The Value of Fishermen

The value of fishermen and a fishing family in the community was well proved in the rescue by Patrick Oliver and his son Morgan off Inisheer in the Aran Islands of the two missing women paddle boarders.



They had gone out searching, with their own calculation of to where the 17 and 23-year-old might have been taken by wind and tide after they disappeared having launched their paddle board at Furbo, Beach near Spiddal. Patrick is a member of Galway Lifeboat Station and his own daughters said that, when he heard the news of the missing women, he intended to help, as if it had been part of his own family who were in need of assistance. Father-and-son Patrick and Morgan located the missing paddle boarders 17 miles from where they had left, clinging to a lobster marker buoy. These were very lucky ladies whose lives were saved by fishermen.

“Dad had a plan about the ground we wanted to cover with the way the wind and the tide was going so there was possible sighting north of Inis Oirr. That didn’t work out, so we continued on that line, between Inis Oirr and Clare. We always felt we would find them,” said Morgan, “You can’t explain it, but some days you have a good instinct when you are leaving that it will work out and today was one of those.

They were conscious when we got them, a bit confused because they thought nobody was looking for them. I have been on boats since two days after I was born. It runs in our family and I have been on a few rescues before, but it doesn’t always work out. Thank God they are alive and well,” said Morgan.

All credit to Patrick and Morgan Oliver.

It Seemed Like A Miracle - The Head and the Foot of a Different Type of Rescue!

Paddy’s foot was stuck, the tide was incoming and the water was so high that only his neck and head were clear. He was near to drowning, one of his legs wedged underwater and the bolt cutters had failed to cut the thick steel bar that had him trapped.

“We were under pressure with the tide rising. We had about five minutes left to get him free,” says Michael O’Sullivan of Kinsale RNLI. That was when his special knowledge came to the rescue.

With three crew member colleagues in their Atlantic 85 they had been called out on a Sunday morning, not long after return from an early-morning exercise.

“We got to the scene where there were adults and kids in the water, trying to help the casualty but without success. They shouted that they couldn’t leave him – he was part of the family.”

Michael reasoned with the group to get them to move to safety from the rising tide in the tidal Rover Bandon and then approached the casualty – a tall Point-to-Point racing horse, with its foot stuck in an oyster bed trestle in the Bandon River. After the bolt cutters failed to free Paddy’s left hind leg Michael, who was familiar with horses from when he was a kid decided on what could be a dangerous move.

“I had to get carefully behind the frightened animal and try to calm him. I put my head underwater and as I put my foot down the back of his knee he lifted his foot, it was a conditioning response from being shod. I did it again, hit the back of his knee, wedged by foot under his hoof and it just popped out. He was free.”

For the family of Paddy’s owners, most of them apart from the owner, Paul, already shepherded to safety at the river’s edge, it was like a miracle.

“No magic, not even horse whispering, we were lucky,” says Michael.

Paddy had only a few scrapes and bruises from his ordeal. Just another RNLI rescue!

Launch A Memory

A new all-weather RNLI lifeboat, which will be permanently based at Clifden in Connemara, will proudly carry the names of up to 10,000 people, placed on it by their loved ones. The Shannon class all-weather lifeboat, which will be built in the RNLI’s All-Weather Lifeboat centre, is the second such lifeboat to be part of the charity’s ‘Launch a Memory’ fundraising campaign and the first to be based in Ireland.

Through the ‘Launch a Memory’ campaign, members of the public and supporters of the charity will be able to commemorate a loved one by making a donation online and submitting that person’s name. The name of each person being remembered will be featured within the lifeboat’s letters (RNLI) and numbers, or decal, displayed on the vessel’s hull in lettering 3-4mm in height. The first Launch a Memory lifeboat is due to go on service in Invergordon, Scotland.

The honour of the first name on the new lifeboat will go to a young lifeboat volunteer, Lee Early (26), from Donegal, who tragically lost his life last year when he was involved in an accident on Arranmore Island. Lee was the Deputy Coxswain at Arranmore RNLI and a Skipper of the local ferry, who loved the sea and the charity that saved lives at sea. In a tribute to him, that charity will put his name as the first one on the new lifeboat, contained in the letters RNLI, alongside others whose loved ones want to commemorate them.

Lee’s father Jimmy Early, Arranmore RNLI lifeboat Coxswain said, ‘I am so proud that my son’s name will be on the Clifden lifeboat that will be stationed off the west coast of Ireland. We live on an island off a larger island and so the sea is in our blood. I am very proud to be a lifeboat Coxswain, and I was so proud of Lee when he followed in my footsteps. He is with us always. Every time we launch the lifeboat, we think of him, and this is a very meaningful way to commemorate him.’

‘I know his name will be joined by thousands of others whose loved ones want them remembered in such a special way. That lifeboat will launch many times in its lifetime and bring many people to safety. I couldn’t think of a better way for someone to be remembered.’

Daniel Curran, RNLI Engagement Lead,

said: ‘We are so pleased to be able to bring ‘Launch A Memory’ to Ireland, with a lifeboat that will save lives off our coast for generations. Everyone who supports the campaign will receive email updates about the lifeboat, keeping them informed of all major developments on its journey to going on service and saving lives at sea in Clifden.’

‘RNLI lifeboat crews are busier than ever. The ‘Launch a Memory’ campaign, while a fundraiser for the charity, is also a way for us to say thank you to those people who support the lifeboat service and our volunteer lifeboat crew.’

There are three ways people can get the name of a loved one on the Launch a Memory lifeboat. Donations can be made online at rnlilifeboats.org/launchamemory by phone on 01-895 1800 (Monday to Friday 8am to 6pm) or alternatively by post to RNLI, Airside, Swords, County Dublin K67 WA24. There is a suggested donation of €30 with space to commemorate up to 10,000 names on the lifeboat.

John Killeen is New Chair of RNLI Ireland

Dr. John Killeen of Galway, noted engineer, businessman, national administrator and sailing enthusiast, has been elected Chairman of Irish Lifeboats in succession to David Delamer of Howth. The Galwayman will continue in his role as a member of the main board of the parent body, the RNLI. He is also Chairman of the Marine Institute.

Union Hall RNLI Launched to Aid A Fishing Vessel Experiencing Engine Difficulty

The volunteer lifeboat crew was requested to launch their inshore lifeboat Margaret Bench of Solihull, on the morning of Thursday 27th August at 5.37am to a fishing vessel, with two people onboard, that was just west of Glandore harbour in West Cork.

The lifeboat helmed by Chris Collins with Darren Collins and Jordan Limrick onboard, launched at 5.46am and made its way to the area where the vessel was fishing.

Once on scene, the volunteer crew spoke with the two people, who were well and wearing life jackets. A lifeboat crew member went aboard as the boat was experiencing engine trouble and attached a towline. The boat was towed back to Union Hall pier and tied up. The lifeboat was back on station at 7.05am.

Speaking following the callout John Kelleher, Union Hall RNLI Lifeboat Operations Manager said: ‘We would remind everyone going to sea always carry a means of communication, wear a life jacket and respect the water’.

It has been a very hectic month for our rescue services and the Marine Times would like to acknowledge the dedication and service of all who put their lives on the line for those at sea. Thank you.



Union Hall RNLI volunteers pictured following their callout of August 27th

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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

Why Does Ireland's Best-Known Whale 'Boomerang' Prefer Cork and Waterford to Kerry?

The "best-known whale in Irish waters" fascinated me this past month Boomerang, as he has been named, is an adult male humpback whale, first seen off the West Cork coast in August of 2001, nineteen years ago.



The stunning close-up photograph of him on this page is by Ronan Mc Laughlin, provided courtesy of the Irish Whale and Dolphin Group who describe Boomerang as "by far the best-known whale in Irish waters."

He returned to the waters of West Cork this August.

"His annual return in most years to our local waters is the strongest evidence we have as to the importance of our inshore waters for these gentle giants," Padraig Whooley, Sightings Officer of the Irish Whale and Dolphin Group told me.

Colin Barnes and his boat the *Holly Jo* are well-known for running Cork Whale Watch from Reen Pier outside Union Hall fishing village. He spotted Boomerang again.

Colin has 45 years' experience of the waters off West Cork where he gave up commercial fishing in 2000, moving into eco-tourism a year later with whale watching as his main activity. He works closely with IWDG in their scientific research and was involved in developing recommendations for responsible whale watching and marine eco-tourism.

"I have extensive records of year-round whale, dolphin and porpoise activity, which provide compelling evidence of how im-

portant West Cork is to cetaceans," he says.

Boomerang was spotted on a trip last month during which those aboard *Holly Jo* saw a mixed group of fin, humpback and minke whales.

"Three whale species seen at one time," Padraig Whooley said. "From the humpback images taken by Skipper Colin Barnes and sent to IWDG, we can confirm that one was none other than Boomerang, who is actually number three on our Irish catalogue and was first documented nineteen years ago.

"We have recorded him on 50 occasions since, in 15 of the past 19 years, between West Cork and Waterford. It doesn't seem that long ago when humpback whale sightings in Irish waters were a rare occurrence," said Padraig.

The first sighting made of whales in Irish waters was of three humpbacks off the Kinsale Gas Field in September 1999. It is amazing how they have arrived every year since. When reporting the first sightings I remember how unusual it was because most Irish people had never seen a whale in reality.

"It doesn't seem that long ago when humpback whale sightings in Irish waters were a rare occurrence," said Padraig.

Things have changed considerably in

Irish waters. Amongst a group of three humpbacks found in outer Dingle Bay in July by Nick Massett, also of IWDG, two were newcomers to the Group's observers.

You can read more about whales in Irish waters in Padraig Whooley's column from the Irish Whale and Dolphin Group on **PAGE 24** of this edition of the MARINE TIMES. He reveals that the Group now has a catalogue of 102 whales that have been seen in Irish waters. A number have come several times and a link has been established showing that they come to Ireland in Summer from their Cabo Verdes humpbacks breeding ground. Photographs of a whale taken off Boa Vista Island on February 25 this year confirm that the same whale was photographed on June 25 of last year off the Blasket Islands.

That is fascinating.

There is a very interesting aspect of Boomerang's visits to Irish waters, because he doesn't venture offshore off Kerry, "Interestingly," Padraig says, "Despite over 53 sightings in almost 20 years, Boomerang, has never once been recorded in Kerry. Only in Cork and Waterford."

There is no apparent reason.

I wondered if he was avoiding challenging Fungi's dominance in Dingle!

THE MARINE TIMES INTERVIEW

“The sector has proved itself able to get through a lot of challenges in the past, but this is unprecedented and that’s what it boils down to and down to jobs and employment, year-round jobs which can be few and far between in the coastal communities”



Alex Crowley, Secretary General NIFA

The National Inshore Fishermen’s Association has spoken out strongly about the treatment of their sector of the industry and the manner in which fishing generally, has been dealt with by government. When the most recent tranche of grant awards totalling €1.2 million was announced to 93 Fisheries Local Action Groups (FLAG) projects as part of Ireland’s European Maritime and Fisheries Fund (EMFF) Seafood Development Programme, NIFA commented that they included “grant aid for materials for painters and decorators yet nothing specific and meaningful to help the hundreds of inshore fishing enterprises that face a very uncertain future.”

Responding to the treatment of the industry during the Covid 19 health crisis, it said: “So it looks like this government’s praise for the fishing industry as an essential sector working during the pandemic is very similar to that of the last government’s.... in that it’s completely hollow

When Dara Calleary resigned as Minister for the Marine over the Golfgate

scandal, NIFA commented: “What a disaster, the inshore fishing sector is in the midst of an unprecedented economic crisis. Is a little political stability in this portfolio too much to ask for?”

NIFA says its purpose is “to make measurable and sustainable impact on the revenue and livelihood of Inshore Fishing folk.” Its focus is placed on the “needs and well-being of boat owners and their crews involved in Inshore Fishing.” It aims to ‘bring our members’ insights to policy-makers to ensure our members can compete effectively to sustain their families and to enrich rural Ireland.”

Alex Crowley from Caherciveen in County Kerry is NIFA’s Secretary General, a full-time fisherman who owns and Skippers the MFV *Emma Lou*, fishing a range of inshore species including: potting for brown crab, lobster and spider crab; gillnetting, trammel netting and tangle netting for crayfish. He has had wide experience and membership of several fishing organisations and State-established groups including Chairing the National Inshore Fisheries Forum for two years.

Tom MacSweeney, Deputy Editor, Marine Times Newspaper interviewed Alex Crowley in the aftermath of Mr. Calleary’s resignation and he made clear the concerns of the inshore sector:

“We are deeply concerned. We need representation at the Cabinet table. We need a strong Minister there for fishing but we haven’t had one there in that fashion for some time now and in the short-term, as of now, it is unclear who we will have. We’re suffering as a sector and we can’t afford that for our future. We are in an unprecedented crisis and if you look at what came out as help from the government in the pandemic, there was very little towards the fishing industry. You can’t help wondering that, if there was a strong voice for fishing at the Cabinet table that that should not have been the case. We haven’t had that and we are feeling the effects of that really.”

Q: Anybody appointed to the post is going to need time to get settled into the position so there will be all the business of reading into the job, the rounds of meetings and so on, so it will be some time before they are fully up to speed won’t it?

ALEX: Brexit is a huge issue and Agriculture, Food and the Marine is a huge folio so whoever steps in and that is likely to be September and that person is going to have to be fully briefed and meet the stakeholders and meet counterparts in the EU and all the rest of it, so even if whoever takes over is highly competent and highly dedicated it could be the end of September by the time the new Minister is up to speed on all the issues involved, many of which are highly complex to be dealt with.

Q: And that is all lost time which you are saying, particularly for the inshore sector, is facing a lot of difficulties that you have identified and which need attention.

ALEX: Talking to members over the last couple of weeks things are difficult. We have had the first Autumn storms, so Autumn is here and talking to members

most of them feel that their turnover is down 50 per cent, in some cases over 50 per cent. Traditionally Autumn and Winter would be a poor time, a very challenging time for inshore fishermen, so you are depending on the Summer to make your money and they have not been able to do that and they are facing into the difficulty of Winter.

There are challenging times ahead and in the context of Covid, the markets we depend on are quite unstable and at this stage even starting to slow down with more restrictions and lockdowns coming in countries like Italy, Spain, France and in Asia where we are seeing the effects on markets already.

There is a very uncertain time ahead. We are not prepared for it and we are concerned that there may not be the capacity to deal with it financially. There are a couple of tough months coming ahead and you would be worried until come next March when you would hope that things might, hopefully, pick up again.

Will all inshore fishermen be able to survive? That is the big concern we have.

Q: That seems to mean there are a lot of worried people in the inshore sector.

ALEX: It does. The sector has proved itself able to get through a lot of challenges in the past, but this is unprecedented and that’s what it boils down to and down to jobs and employment, year-round jobs which can be few and far between in the coastal communities. Though inshore fishermen do their best the traditional time is the Summer and that has been tough and difficult with the pandemic and now we are facing into tough months ahead and, without a strong voice at the Cabinet table to reflect that situation and do something about it and help the sector, it is not very encouraging really.



BIM CEO Jim O’Toole and former Minister Michael Creed, TD with Alex Crowley of the MFV *Emma Lou* T450, who was the winner of the Best in Sustainable Fishing Award in 2018

The South - West View



The Chief Executive of the South and West Fish Producers' Organisation, Patrick Murphy, says the fishing industry deserves better treatment by the State.

We Deserve Better

I feel the coastal communities who are supported by their fishing Industry need to understand that, without public support to highlight the importance of our Industry, our politicians and our mainstream media will pay us no mind.

We have lost not one but two Ministers at a time strong leadership is needed.

A taste, I fear of what is to come is howling at us now. Storm Ellen followed by Storm Francis, these coupled with the continuing depressed markets spells disaster in all languages for all fishermen and fisherwomen.

I too, feel we must howl and roar to be heard.

Our 'big brother' the farming community is unnaturally quiet in my view. Such uncertainty never before seen faces us both, as Brexit and the ever increasing probability of a "No Deal" looms ever closer.

The world is distracted.

Covid 19 and the run-up to the US Presidential election takes centre stage, interrupted by reports of flooding close to my home in Cork.

A few wise sayings spring to mind – "Time waits for no man and no one is irreplaceable, but this is no comfort for the hard working brave people who risk all in our Industry.

I feel we deserve better than what has NOT been given.

Action is needed, words are no longer

enough support and real support that will ensure we will have an Industry going forward is required now.

I truly believe the horse has left the stable - but we can still see it in the corner of the yard we have time, will those who are in a position to help us going to open the gate or help us put the valuable horse back in its stable?

On a positive note the Irish South and West continue to work hard for our industry. The implementation of the Demersal Quota balancing is now implemented with opportunities affected in September. The policy states the balancing must be carried out at the earliest possible opportunity. This however takes no account of the intervening months' landings that may be under the vessel's allocation and the massive effect this immediate payback could have on a vessel's financial viability.

We propose an amendment to the policy - a similar system afforded to operators in the pelagic fisheries one where it is allowed to balance any payback in a percentage rather than the Maximum amount in one month.

I hope the reader supports this view it is difficult enough without making it harder for ourselves.

Another Unusual Arrival in Irish Waters – The Oilfish

Report by Tom MacSweeney

The unusual fish being found in Irish waters are intriguing. The latest is an Oilfish, caught about 80 nautical miles south west of Castletownbere, only the third of its kind ever taken in our waters.



Padraig King holding the Oilfish caught by the 'Cisemair' out of Castletownbere

The first Irish specimen was caught 86 years ago and the second 17 years ago.

The first, measuring 109 centimetres and weighing 7.5 kilogrammes, was taken in a demersal trawl at a depth of 347 metres, also off the South/West coast, during September of 1934. It is preserved in the Natural History Museum in London.

The second, measuring 100 cm and weighing 6.36 kgs, was captured in a similar trawl at 1,100 metres off the South West in September 2003. It is preserved in the Natural History Museum in Paris.

The third to be caught, was taken by the trawler Cisemair out of Castletownbere in the past week, measuring 100 cm while pair-pelagic trawling for albacore with the Buddy M of Crosshaven.

Declan Quigley of the Sea Fisheries Protection Authority is an expert in fisheries research and has published 375 scientific papers about this work.

"The Oilfish is a wide-ranging benthopelagic and oceanodromous species found in tropical and temperate waters throughout the world," he told me. "This is usually offshore over the Continental Shelf at depths of 200 to 400 metres, but sometimes in oceanic waters down to 800 metres. The flesh is very oily, with purgative properties, and should only be consumed with caution. Although not uncommon off the Portuguese coast, it has rarely been reported further

northwards. The three Irish specimens represent the Northernmost records from the North East Atlantic.

The third specimen was discarded after being photographed and "unfortunately there are no specimens in the Natural History Museum in Dublin," said Declan.

In July the Wexford trawler of James Tait, the Tilly, out of Kilmore Quay, caught a fish that can actually shock a human being! This was a Marbled Electric Ray which it took while beam trawling at a depth of 120 metres in the Celtic Sea. Relatively small, with a maximum length of 100 centimetres and weight of 6/3kgs, it can be dangerous, having the potential to deliver an electric shock of up to 200 volts!

"It is common in the Mediterranean and along the European coast as far north as the Western English Channel," said Declan. "Tilly's catch was an adult-size female measuring 55 centimetres and weighing 4 kilogrammes. It is the westernmost-recorded catch of the species. The fishermen donated it to the Natural History Museum.

Declan is interested in receiving reports about unusual species being caught and asks fishermen if they come across an Oilfish to help fill the gap in the fish collection in the National Museum. He can be contacted on mobile 087 6458485 or email: declanquigley@eircom.net

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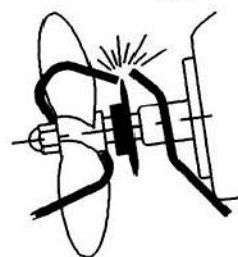
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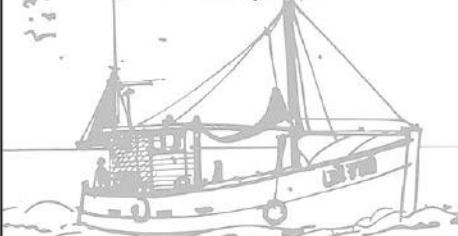
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news from the **North West**

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Killybegs 2040

Donegal County Council is delighted to announce that tenders are being sought for Architect Led Design Team services to deliver regeneration project 'Killybegs 2040' through the stages of detailed design and construction supervision to final certification and handover.

This significant regeneration project has a value of €4.84m and is funded by the Department of Rural and Community Development under the Rural Regeneration & Development Fund, which is a flagship element of Project Ireland 2040. The project is the result of collaboration with the local community, Donegal County Council and the Department of Agriculture, Food and the Marine.



Killybegs 2040 is a transformative town centre regeneration project with place-making at its core. It aims to transform the urban fabric of the town through environmental improvements that will contribute to a more attractive place for residents, visitors and business and be a catalyst in creating jobs, increasing revenue and activating the private sector. The proposed development will support the growing tourism sector through the dramatic redevelopment of Island House as a new tourism facility in conjunction with a digital hub targeted at fostering further business, enterprise and innovation in Killybegs. The Island House redevelopment is complimented by the proposed transformation of the existing public car park at the Diamond to a civic space with multi-user capacities for social function and commercial purpose that will encourage visitors and residents to the town centre.

Welcoming the progression of the project to this important milestone Cathaoirleach of Donegal Municipal District, Cllr Michael Naughton recognises the particular importance of the project to the town's tourism product stating: "the town is on the route of the Wild Atlantic Way and the regional route to Sliabh Liag, a Failte Ireland Signature Discovery Point. Capitalising on this market and the increasing number of visitors to the area through the new Tourist Information Centre

at Island House and associated civic space has the potential to elevate Killybegs to more of 'a destination in its own right' with related expenditure in the Town".

Local Councillor Niamh Kennedy who has championed regeneration efforts in the Town for a number of years, highlighted the importance of the project at this time in terms of creating opportunity for new and diversified jobs through the new tourist and digital hub. Cllr. Kennedy specifically recognised the contribution of the Killybegs community and local businesses in bringing this project and its associated investment

to this important milestone, saying "the importance of this project and the investment opportunity it presents was recognised by the Killybegs community who engaged with the Council in

the process of project development with great energy. Their commitment and collaboration was key to progression of the project and it is wonderful to see the project now on the cusp of delivery. I look forward to working with the Council, the community and the Design Team in the successful delivery of this exciting project."

Speaking about Killybegs 2040, Liam Ward, Director of Community Development and Planning Services with Donegal County Council says: "The proposed development forms part of a broader strategy for the regeneration of Killybegs and the enhancement of the town's public realm in order to strengthen the physical, social and economic capacity of the town and therefore support the identification of Killybegs as a Strategic Town in the County Donegal Development Plan 2018-2024, and implement the specific regeneration objectives of the Seven Strategic Towns Local Area Plan 2018-2024. The project has been led by the Councils Regeneration and Development Team and is also match funded by the Council, representing a significant commitment to the regeneration of Killybegs and south Donegal."

Paul Kelly, Senior Executive Planner of the Regeneration & Development Team of Donegal County Council said "we are looking for an experienced Architect Led Design Team with particular expertise in relation to architecture, urban design and place making to deliver this exciting project



Busy times at the syncrolift at Killybegs, pictured below is the Northern Celt after works at Mooney Boats. Photos courtesy Alan Hennigan / Mooney Boats.



to the highest standards of completion in line with community expectations and our regeneration ambitions. We plan to complete the detailed design stage in time for the commencement of construction in April 2021 with a scheduled build period of approximately 52 weeks."

James 'Dearg' Byrne RIP

James Byrne of Cashel, Kilcar was sadly identified as the fisherman who was found dead in the water after his boat was washed up onto rocks off the coast of Teelin on Wednesday night August 26th.

Members of the RNLI, Coast Guard and Rescue helicopter 118 were alerted at around 9pm when the boat was spotted. An initial search did not find anybody on board. Mr Byrne, a father of five, in his early 70s

and recently retired was found dead a short time later in the water. It is understood his body was discovered by local people and still had a lifejacket on.

A friend said: "James was recently retired and he just fished to pass the time. If you went down to the pier he would just give you the fish."

James was known to be an amazing person contributing passionately to his community and society. He was a great inspiration and mentor to many. He will be greatly missed by his family and friends.

The Marine Times Newspaper offer our deepest condolence to the family and friends of James Byrne

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(Above): New Chief Engineer aboard the Boy Jason, three year old Jessica O'Shea.
(Below): 19 year old Conor Clohessy aboard the Kay Paula C396, fishing out of Youghal with a Porbeag Shark caught four miles off shore.



Help to Win A European Award for Irish Sea Birds

BirdWatch Ireland is delighted to announce that the Roseate Tern LIFE Project has made the shortlist of 27 projects in this year's EU-wide Natura 2000 Awards.

"It's great to be nominated of course," says Bird Watch, "but it would be even nicer to win."

This is where the public and readers of the MARINE TIMES come in.

The staff and volunteers of BirdWatch need your vote and those of your friends and family too.

The public vote remains open until September 15th and taking part is quick and easy. Simply visit www.bit.ly/ternvote and show your support for Irish seabirds.



The first live Brown Booby seen on land in Ireland had no fear of humans. Something would appear to be changing in the oceanic environment, and climate change may very well be playing a role. But the outcome of its arrival in Greystones did not have a happy ending.

Niall Hatch Development Officer at BirdWatch Ireland tells the story of another remarkable arrival in Ireland from a long journey across the seas.

Yet another totally unexpected avian arrival made national headlines when a tropical seabird called a Brown Booby, a close relative of the Gannets that we are more familiar with here in the North Atlantic, was found standing on the South Beach at Greystones, Co. Wicklow.

Astonishingly tame and confiding, it was actively approaching beachgoers and even walking onto their picnic blankets.

It was a very striking bird indeed.

Chocolate brown above and on the head and neck, with a sharp border above the snow-white breast and belly, what drew the most attention were its huge, yellow webbed feet, which looked almost like out-sized Wellington boots. It also had a long, triangular yellow beak, and an endearing penguin-like waddling gait.



This was the first time that a live Brown Booby had been seen from land in Ireland. This one was far off course: they live in places like the West Indies, Costa Rica and the Cape Verde Islands. There was a previous record from 2016 of one that landed on a fishing vessel off the Skelligs, plus another record that same year of the remains of a long-dead bird found on the tideline in Co. Cork.

Brown Boobies are well known for their tolerance of humans. The name "booby" itself meant "fool" or "idiot", and was given to the birds centuries ago by sailors in the tropics who found that they could simply pick up these large seabirds, which had no fear of man, and take them for the pot.

The tameness of this ocean wanderer was indeed quite remarkable. Not alone did it have no fear of humans, it also seemed to have no fear of dogs. At one point a curious spaniel came over and started to sniff at the bird, which simply stood there, totally unconcerned. The lost seabird soon attracted a lot of attention, with birdwatchers and curious locals alike coming to see it. The bird seemed to be behaving normally enough, and made frequent flights out over the bay, diving into the water to catch fish. Unlike a Gannet, which makes a vertical plunge from the air, the booby made shallower, more angled dives. It then relocated to some nearby rocks to rest, before moving to the rock armour off Greystones Harbour, where it slept for the night.

By 9:30 the following morning, it was back at its original location at South Beach.

It alternated between resting on the shoreline and making those characteristic angled fishing dives, at least some of which were successful.

The booby had become something of a celebrity by this stage, having been widely reported on social media both by birders and delighted beachgoers. A crew from RTÉ television news even came to film it and to interview me and Sofia-Lily Guilfoyle, a wonderfully enthusiastic seven-year-old girl whose video of the bird approaching her and her mother on the beach had gone viral.

Unfortunately, by the evening it became clear that the booby was not doing well. It was seen floundering in the sea, so the National Parks and Wildlife Service made the decision to take it into care. It subsequently transpired that it was suffering from malnutrition and exhaustion and was 500 g under-weight – it had obviously been struggling to find enough food.

Despite receiving expert treatment at the Kildare Animal Foundation's rehabilitation facility, unfortunately the bird died a couple of days later. Presumably exhausted following its long journey northwards and unable to fish effectively in waters that were much colder than those it was used to, it was too far-gone to save.

Amazingly, news subsequently broke that, on the day before the Brown Booby was found in Greystones, a different individual alighted on a fishing vessel some 73 nautical miles south-west of Cape Clear Island, Co Cork, remaining on board until roughly noon the following day.

It's extremely interesting to see these exotic visitors in Irish waters, of course, but we also need to ask why increasing numbers of tropical seabirds, from both the Atlantic and Pacific, are turning up in European waters. Something would appear to be changing in the oceanic environment, and climate change may very well be playing a role.

If you happen to spot an unusual seabird in Irish waters, please do let my colleagues and I at BirdWatch Ireland know. If you can send a photo, that would be especially appreciated. You can find all of our contact details at www.birdwatchireland.ie.

(Inset photo): The Brown Booby arrived on Greystones beach. Photo by Dick Coombes courtesy BirdWatch Ireland

SCANMAR Strikes the Right Note for Irish Twin-Rigger

Castletownbere trawler owner Paddy 'Owenie' O'Sullivan says that having Scanmar technology on board his vessels "makes all the difference" when you need to rely on accurate data reporting for successful fishing.

Owner of four fishing vessels, Tea Rose, Owenie Padraig, Saint Marie de la Mer & Velvet Chord II, Paddy has a wealth of knowledge regarding boats, gear and successful fishing.

With Tea Rose and Owenie Padraig both seiners, the Castletownbere owner/skipper has had Scanmar technology installed on the single net trawler Saint Marie de la Mer and on the 1988-built, ex-Kilkeel and ex-Killybegs twin rigger Velvet Chord II.

"There was no Scanmar on board Velvet Chord II when we bought her in 2014 and in recent years I became convinced that Scanmar would greatly help us and we

asked George Youngson and his team at Scanmar Ltd. to install the 'SS4 door-to-clump' and 'door-to-door' system and, as they say, we've never looked back.

"With this technology, including door tilt angle, depth & temperature, the skipper (which in the case of Velvet Chord II is Kilkeel fisherman Andrew Campbell) literally has some top-of-the-range technology tools at his disposal to carefully monitor the doors, clump and trawls at all times," Paddy said, adding that he is always very impressed, and grateful, that George and his team always provide a rapid response when upgrades or minor issues are required.



Notice Issued for EPIRB Owners to Perform Beacon Tests and Inspections Regularly

The Department of Transport, Tourism and Sport (DTTAS) has issued Marine Notice No. 29 of 2020 to all fishing vessel owners/operators, skippers, fishers' and seafarers.

This notice is in relation to Ocean Signal EPIRB service information letter and a reminder to all EPIRB owners to carry out regular beacon tests and inspections

Ocean Signal has issued an important service letter relating to Ocean Signal Safe Sea E100 and E100G EPIRBs.

Owners of Ocean Signal EPIRBs are requested to review the information contained in the service information letter which can be found in full at <https://oceansignal.com/category/news/> and to carry out the necessary actions described within.

In the service information letter's summary, Ocean Signal Ltd. stated that it 'is continually monitoring the serviceability of its products to ensure they are maintained in optimum condition to meet regulatory and manufacturer's requirements.

Ocean Signal have been monitoring service returns of the SafeSea E100 and E100G EPIRBs and are offering the following exchange process for units that are not passing the self-test.

This service advisory notifies customers

of the Ocean Signal E100/E100G that they must perform a self-test on their EPIRBs as recommended in the product User Manual. The test should be performed as soon as practically possible.

All Ocean Signal EPIRBs should be routinely tested per the user manual on a monthly basis. All Ocean Signal beacons are designed to have sufficient capacity to accommodate a monthly self-test over the lifetime of the battery.

The DTTAS also wishes to remind the owners/operators of all EPIRB types of the importance of carrying out regular beacon tests and visual inspections. These checks should be carried out on a monthly basis, in line with specific manufacturer guidelines.

Additionally, owners/operators should ensure that EPIRBs are correctly registered with up to date contact information, EPIRB and vessel details.

The Department requests that if you encounter any issues relating to EPIRBs, or have any related queries, please contact radiusurveyors@dtas.gov.ie



Treasa Dolan with a good sized prawn caught aboard her fiancé Ciaran Quinn's vessel. Pictured at Newport is his boat Ophelia and his new arrival Treasa Q.



International Fishing and Maritime News

The Writing Is On The Wall for Supertrawlers in UK Waters Says Greenpeace

Fifty British Members of Parliament signed an open letter to the UK Environment Secretary George Eustice urging him to ban “super-trawler operations in UK waters.”

The cross-party group of MPs, along with scientists, campaigners and influencers, said “industrial fishing vessels must be stopped from operating inside the UK. Our most ecologically sensitive marine areas must be protected, and the government must ensure that marine protection is a top priority when Britain leaves the EU’s Common Fisheries Policy.”

The letter was co-ordinated by the environmental organisation Greenpeace UK and followed its investigation which claimed that “supertrawlers, industrial fishing vessels over 100 metres long, spend thousands of hours each year fishing in supposedly protected parts of the UK’s waters.”

“These destructive industrial fishing vessels must be stopped, there are no supertrawlers that are UK-owned. Allowing these floating fish factories to operate in our Marine Protected Areas undermines the Government’s vision for ocean protection both at home and on the world stage.”

Philip Evans, Greenpeace UK Oceans said that “the writing is on the wall for these, supertrawlers which have no place in our most sensitive and ecologically important waters. Destructive industrial fishing vessels must be banned from operating in UK Marine Protected Areas. The government must use new powers to manage UK waters after leaving the EU’s Common Fisheries Policy.”

Greenpeace claimed that 23 supertrawlers have been operating in UK waters regularly this year.

“The use of these ships around the UK has grown spectacularly rapidly. In 2017, supertrawlers spent just 475 hours fishing in UK protected areas. The figures for 2020 so far represent a 1077 per cent increase.”

Greenpeace says that a public petition calling for a supertrawler ban which it has launch has gathered over 213,000 signatures since June.

SCOTLAND Pelagic Association Surveying Herring

The Scottish pelagic industry is carrying out a project to improve knowledge on herring and provide data to ICES to assist in assessing the herring stocks and developing a rebuilding plan. Industry vessels have been involved with West Coast herring survey work over recent years, supporting the International Herring Acoustic Survey (HERAS) carried out by research vessels – the Celtic Explorer of

the Marine Institute, Galway and Scotia, the Marine Scotland Science vessel and also on their own. The Shetland pelagic fishing vessel Charisma from the port of Symbister on the island of Whalsay was the latest to carry out acoustic herring survey work on the West Coast. With scientific staff from the Scottish Pelagic Fishermen’s Association (SPFA), NAFC Marine Centre and the Scottish Fishermen’s Federation, Charisma spent eight days on a survey, completing 1,000 miles of transect lines around to the West and north of Scotland.



Acoustic surveying is used to estimate herring abundance, and biological samples of herring are taken from small-scale scientific sample hauls in order to determine the age structure of the stock. The acoustic survey onboard Charisma was the first of two planned industry surveys this year, with additional survey work planned onboard other Scottish pelagic vessels later this summer.

JAPAN MSC Tuna Certification Criticised

The Marine Stewardship Council (MSC) certification of the first bluefin tuna fishery, giving its global standard for sustainable fishing to a Japanese longline fishery has been met with criticism that it will “hinder the full recovery of one of the world’s most valuable fish stocks”.

The certification of the Japanese Usufuku Honten longline fishery has been given with the condition that “improvements” must be made. The World Wildlife Fund objected during the assessment process and says that it remains “opposed” to the certification. MSC Chief Science and Standards Officer, Dr Rohan Currey, said the that certification “reflects the positive, concerted action taken over many years, to support the recovery of bluefin in the Eastern Atlantic and we hope that Usufuku Honten achieving MSC-certification will raise the awareness of the importance of sustainably-sourced tuna with Japanese consumers. The independent assessment team found that the bluefin tuna stocks in the Eastern Atlantic are now at a healthy level to be fished sustainably.”

The improvements specified as part of the MSC certification must be met within the next five years, and include one that requires the fishery to work with ICCAT, its Member States and other fishing organisations, with support from the Fisheries Agency of Japan, to allow the bluefin tuna stock to recover further.

“The required improvements confirm our concern that the certification is premature and could put the long-overdue recovery of the bluefin tuna stock at risk,” retorted the WWF in trenchant criticism of the MSC approval.

UNITED KINGDOM Some British Seafood Businesses May Never Open Again

Seafish UK is carrying out a survey to determine “the financial and socio-economic impact of Covid-19 on the UK’s seafood processing industry.” During July and August seafood processors are being asked to provide information on how the pandemic has affected their business. The survey also asks for financial data and information on operations and recruitment to determine the size and economic performance of the sector. The organisation has said that returns so far show that many seafood processing businesses had to reduce production or close down completely in response to Covid-19 and lockdown restrictions. “Some businesses may never reopen, with smaller processors at particular risk of owners opting to wind down or retire early.”

ECUADOR Shrimp Industry Severely Affected

There has been a serious contraction in the production of the Ecuadorian shrimp industry seriously affecting its exports as a result of a marketing crisis and reduced demand on a scale not seen for more than a decade. China has been the main market for Ecuadorian shrimp, taking 62% of exports, with a 49% drop in June

UNITED STATES Aquaculture Opportunity Areas

Southern California and the Gulf of Mexico where waters are under Federal US control have been designated as the first two regions to be Aquaculture Opportunity Areas by NOAA Fisheries, the National Oceanic and Atmospheric Administration.



This is the first step in the programme to establish ten such areas nationwide by 2025. These two regions were chosen from available spatial analysis data and current industry will be urged to develop sustainable aquaculture operations in the region.

“Naming these areas will foster the US aquaculture industry as a needed complement to our wild capture fisheries,” said

Chris Oliver, Assistant Administrator for NOAA Fisheries. The programme was announced last May under an Executive Order to promote American ‘Seafood Competitiveness and Economic Growth.’ They are defined as geographic areas that have been evaluated for their potential for sustainable commercial aquaculture. To identify each area, NOAA will use scientific analysis and public engagement to highlight regions that are environmentally, socially and economically appropriate for commercial aquaculture.

“Each of the first two areas may accommodate around three to five commercial aquaculture operations. This will vary depending on the specifics of the location. The size and shape of operations in each area will be determined as part of identification process, looking at aspects such as type of species, maximum annual farm production and monitoring consideration compared to the previous month,” according to the NOAA announcement.

BRAZIL Breeding Tilapia



After two years of research a Tilapia breeding and genetics centre is to be built in the State of Tocantins in Brazil by the GenoMar Genetics Group. It will be the first of its kind for Tilapia species in the Latin American region and will have sufficient capacity to manage GenoMar’s breeding programmes as well as to produce parent stock for its distribution operations. The facility is intended to be operational in the first quarter of next year. The company intends to expand into Colombia and Mexico.

SPAIN Co-operating with Ireland



Current methods for counting populations of *Nephrops norvegicus* cannot account for variability in the animals emerging from their burrows. The Smart Lobster project aims to understand the magnitude of that variability and lead to more accurate assessment of population numbers. So scientists in Spain are co-operating with the Marine Institute in Galway on a project to monitor the digging activity and maintenance of burrows of the Dublin Bay Prawn, using the EMSO SmartBay Observatory located in Galway Bay. *Nephrops* are one of the most important commercial fishery resources in Europe. Over the next year they will be monitored at a depth of 20 to 25 metres on the seabed off the

coast of Spiddal which is also one of the North East Atlantic fishery grounds for this species.

The results of the project will have implications for stock assessment of Nephrops allowing standardisation of demographic data obtained with trawl nets and towed sledges upon animals' burrow emergence variability, according to information released about the joint Spanish/Irish project.

HOLLAND Major Event Cancelled

This year's Holland Fisheries Event which had been scheduled for October 2-3 has been cancelled. It would have been the eleventh year of the event. The cancellation has been forced by the uncertainty about the Covid 19 pandemic.



Toughening of restrictions in both the Netherlands and elsewhere in Europe have convinced the board of Stichting Visserijdagen Urk, the organisers of Holland Fisheries Event to cancel this year's exhibition. The next one has been set for October 7-8, 2022.

SCOTLAND Producing Flat Oysters On Land

A plan to produce native flat oysters on land has been announced by the Orkney Shellfish Hatchery in Scotland which has transferred broodstock from its offsite quarantine area to its hatchery. It is a part of the Cadman Capital Group's Aquaculture Division, a multispecies shellfish hatchery located at Lamb Holm and designed to provide premium seafood products including oyster spat, European lobster, microalgae and nutritional solutions to the aquaculture industry.



The Managing Director of the Cadman Capital Group's Aquaculture Division, Dr Nik Sachlikidis, said it was working "to achieve our first spat production of native oysters. The arrival of our first native oyster broodstock is an important milestone and has the whole Group excited, it also opens the door to the culture of other target species, such as lobsters, later this year.

"Biosecurity is key and Orkney Shellfish Hatchery implements strict movement

protocols within the hatchery and provides specialist equipment for its team. Additionally, broodstock wastewater is treated with a three-step process of micro-filtration followed by ultraviolet filtration and chlorination/neutralisation to kill potential pathogens such as viruses and bacteria."

NORWAY Government Sells Salmon Licences

"The aquaculture industry is important for Norwegian value creation and contributes to securing activity and jobs along the coast. We are now putting out new permits for sale," said Fisheries and Seafood Minister Odd Emil Ingebrigtsen when the Norwegian Government launched its "salmon auction" as it has been dubbed. Forty-two companies are bidding for fish farming licences worth billions of kroner.



Postponed from June because of the coronavirus pandemic, the potential to produce an additional 27,000 tonnes of salmon is available in nine areas of the country designated 'green', indicating they have the lice problem under control. Estimates vary, but in a similar auction two years ago salmon companies spent more than NOK three billion (Euros£256 million) for new licences. Expansion comes in two parts, the first at a fixed price and the remainder through an auction.

Big companies like Mowi, Lerøy, Norway Royal Salmon and Grieg are in the bidding.

Several smaller companies have also applied for licences.

Local communities where the fish farms are based because they are due to receive up to Euros £200-million under the Aquaculture Fund and more finance next year to to finance education, health centres and other community projects. This money comes from the bids made for the salmon production licences.

FAR EAST Action on Shrimp Urged

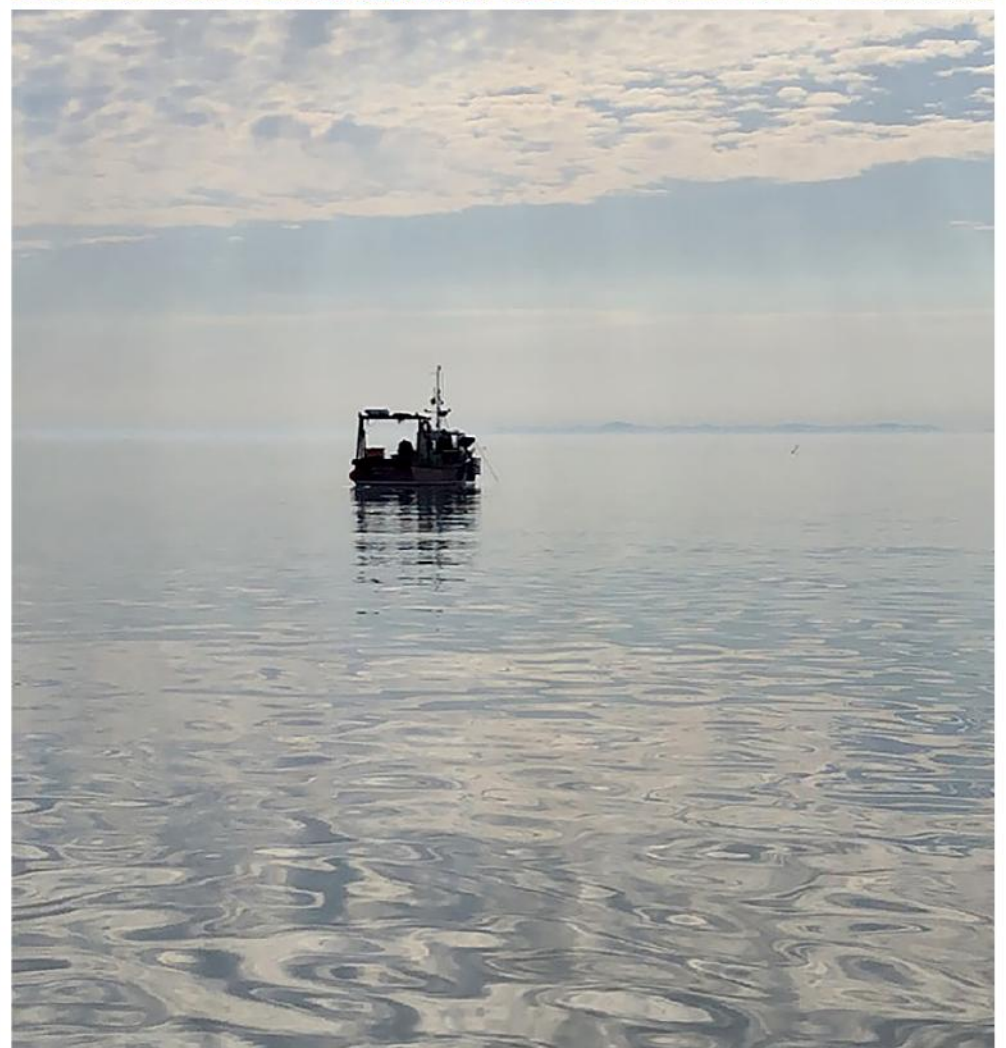
The Sustainable Fisheries Partnership in the UK has told the world's top producers of cultivated shrimp that action must be taken to deal with diseases.

Major retailers and seafood companies have joined with the SFP in telling the governments of China, India, Indonesia, Thailand and Vietnam that they need to take "immediate action to deal with continued outbreaks and emergence of new diseases in shrimp farms." Marks & Spencer, Sainsbury's, Tesco. Waitrose are amongst 25 companies which have signed letters to those governments.

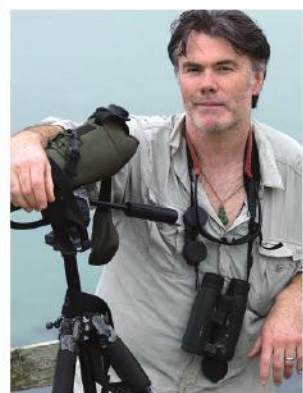
Anton Immink, aquaculture director at the SFP, said: "Disease disrupts the reliability of supply chains, threatens seafood sustainability and jobs and continually costs the industry billions of dollars each year," according to the SFP.



(Above) Boy Calum just home with his catch.
(Below): Ardglass fleet waiting to go fishing. Photos by Chris Feenan



3 Brothers on a fine day hauling out of Ardglass. Photo by Malachy Crangle



IRISH WHALE AND DOLPHIN GROUP IWDG NEWS

IWDG Welcome Humpback Whale #100 to Irish Waters

Report by Pádraig Whooley, IWDG Sightings Officer

It doesn't seem that long ago when humpback whale sightings in Irish waters were a rare occurrence..... they were something that happened to others and in hard to reach places. Then something special happened in West Cork in September 1999; we not only got a sighting report of three humpback whales off the Kinsale Gas Fields, but this rare event was captured on video and even better still, the analogue film was of sufficiently good quality that we could freeze that crucial moment when a fluking humpback whale reveals the expanse of its tail fluke and in so doing, a moment of pure magic was transformed into hard data.



Fin whale with dolphins on west Cork coast. Photo Tom Ormond courtesy IWDG

Although not quite a seminal moment, it was an important moment for the IWDG, as it heralded the beginning of the Irish Humpback Whale Photo ID Catalogue. It grew slowly at first. In fact during the first decade there were years

when it never grew at all, as humpback whale sightings remained worryingly rare. Year on year, sightings of humpback whales were outnumbered by fin whales by a ratio of about 10:1. I recall Dr. Emer Rogan of UCC, asking me if I'd compile any data

we had on humpback whale distribution in Irish waters, and her saying she was in no real hurry for this and that any time in the coming weeks would be fine. My reply was that I could give her the information over the phone.....as what we knew about humpbacks at the time, could have been written on the back of a postage stamp.

By the close of the 2010's, there were just 12 individuals on the catalogue. Ireland was still a quiet backwater on the international humpback whale circuit, with our only international match from 2007, to the Netherlands of our #7, which although of great interest to us, hardly set the world scientific literature alight.

Then during the second decade, there was a change. Humpback whale sightings became more numerous and West Cork it seemed no longer had a monopoly on the *Big Winged New Englander*, as individuals starting showing up as far east as Hook Head and Curracloe in Co. Wexford. But there was always a sense that these were outliers, the real range expansion was further west off the Sleat Head Peninsula, Co. Kerry.

During the second half of the decade it seemed fairly evenly split between the West Cork and West Kerry hotspots. That was until 2015 when something changed somewhere in the northeast Atlantic and in this year alone, we doubled the numbers of animals on the catalogue from 33 to 66, with most of these showing up in West Kerry and almost all of them being new animals, never previously documented in Irish waters. The international research community started paying more attention to what was happening in the Irish southwest, as although our numbers were still relatively low compared to the major league players like Iceland and Norway, we were producing a year on year increase in sightings and the discovery curve was and remains on an upward trajectory. The significance of what IWDG was recording was not so much the

increase in numbers, but that they were coming from a new area where previously few had been recorded.

We started off 2020 with 97 individually recognisable humpback whales, and it was always likely to be a big year for the catalogue, even with Covid. This came to pass this week, when on July 20th Nick Massett ventured out on his RIB in search of humpbacks and among a group of three animals he found in outer Dingle Bay, two were new to us, as neither their tail flukes nor dorsal fins matched any of the other 99 individuals; and so we are delighted to add #HBIRL100 (and #101) to this resource. This week Whale watch skipper Colin Barnes sent us in images he secured on Thursday 28th, which extended the catalogue further to 102 animals.

It's an important milestone and gives us a little space to reflect on just how far we've come with this long term monitoring project. By the end of 1990's we had just two humpbacks documented, this was thirteen by 2010, but to have reached 100 and counting by 2020, although not quite exponential, it is remarkable and surely reflects on the global recovery of this most iconic species.

Also this week on the humpback whale front, we received our third Irish match to the Cabo Verde breeding ground, as photographs of a whale taken off Boa Vista Island on Feb. 25th 2020, confirm this individual to be our #HBIRL73, whom we last photographed off the Blasket Islands on June 25th 2019.

And finally still on the subject of humpbacks, we have it seems yet another goods news story, as a whale watch trip with Cork Whale Watch out of Reen Pier near Union Hall on Tues. 28th produced a mixed group of fin, humpback and minke whales, yes 3 whale species; and from the humpback images taken by skipper Colin Barnes and sent to IWDG, we can confirm that one was none other than Boomerang, #3 on the Irish catalogue. This adult male was 1st documented by Colin back in Aug. 2001, and IWDG have recorded him on 50 occasions since, and in 15 of the past 19 years between West Cork and Waterford. He is by far the best known whale in Irish waters and his annual return most years to our local waters, is the strongest evidence we have as to the importance of our inshore waters for these gentle giants.

More whales, more re-sightings, more international matches to high latitude feeding areas and at last more matches to tropical breeding sites. It's a great story and one IWDG look forward to sharing with you over the next 21 years. It seems humpback whales have an endless capacity to inspire both whale watchers and whale researchers alike and IWDG are only too happy to share these stories with you.



Humpback whale feeding on sprat in Dingle Bay. Photo courtesy IWDG by Nick Massett

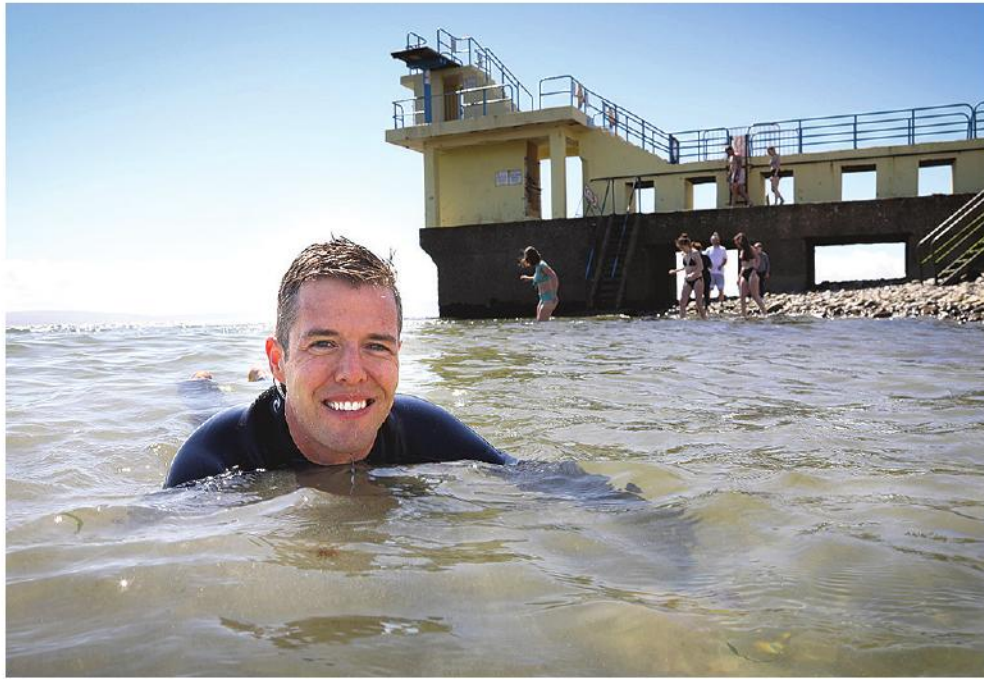
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New NUI Galway Project to Investigate Superbugs in Swimmers

Call for the public to help discover if recreational water users are more at risk of picking up lethal bacteria

A team of researchers at NUI Galway is calling on swimmers and surfers to take part in a project to find out if recreational water users are more at risk of picking up superbugs.



Dr Liam Burke, Co-Investigator on the PIER project at Blackrock in Salthill

The Antimicrobial Resistance and Microbial Ecology Research Group at the University is launching the PIER study (Public Health Impact of Exposure to antibiotic Resistance in recreational waters), funded by the Environmental Protection Agency (EPA).

Researchers are hoping to recruit 300 people to take part – one group of 150 sea swimmers, surfers and people who regularly use the sea, lakes or rivers for recreation, along with a second group of 150 people who rarely take to the water.

Anyone aged 18 or over who lives on the island of Ireland can take part and those interested in supporting the research can find out more and sign up at the PIER website www.nuigalway.ie/pier

A key part of the project will be understanding how superbugs get into human populations, particularly to help scientists learn how to control the spread of antibiotic resistant bacteria.

It is hoped that the findings of this study will contribute to improving policy regarding environmental monitoring of antibiotic resistance and the release of waste containing superbugs to recreational waters.

Professor Dearbháile Morris, Principal Investigator on the PIER project says: “In healthy people antibiotic resistant bacteria behave very similarly to other common bugs, they live harmlessly on the skin, in the nose or in the bowel. This is called colonisation. As long as a bug stays on the skin or in the bowel, it usually does not

cause a problem.

“However, once a superbug gets into a wound, into the bladder or into the blood, it can cause an infection that can be difficult to treat. This mostly happens in sick or vulnerable people with weaker immune systems, such as those in intensive care, the very old or the very young, and special antibiotics are then required for treatment, as ordinary antibiotics do not work.”

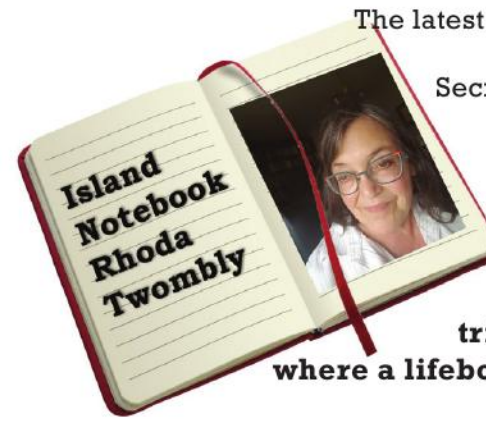
Professor Morris continues: “Unfortunately, superbugs can transfer easily from healthy colonised people to vulnerable people. The more people who are colonised with antibiotic resistant bugs, the higher the risk that these bugs will spread to vulnerable people and cause serious infection.”

Dr Liam Burke, Co-Investigator on the PIER project, says: “Some superbugs are now very common in the environment due to increased antibiotic use in humans and animals and the release of sewage, manure and effluent containing antibiotics and antibiotic resistant superbugs, which can end up in our lakes, rivers and seas.

“Although bathing waters are routinely tested for some bacteria, they are not tested for antibiotic resistant bacteria, so we don’t really know to what extent they are present. PIER will look into whether people who regularly use Irish waters for recreation are at risk of becoming colonised with superbugs.”

For more information and to register to take part visit www.nuigalway.ie/pier

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



In the midst of an emergency transfer of an ill islander to the mainland a leisure boat user tried to block the pontoon in Mayo where a lifeboat was going to land the patient.

Rhoda Twombly, Secretary of Comhdháil Oileán na hÉireann tells the shocking story of what happened as a resident of her island, Inishlyre in Clew Bay, was moved to hospital.

It is always frightening to see a loved one in pain and needing medical attention. For Islanders, the stretch of water between themselves and help magnifies the fear and feeling of helplessness.

This was the case when one of the three residents of our little Island, Inishlyre, developed severe back pain and could not walk. Following the protocol for out-of-hours medical assistance, WestDoc was called. Once they understood that we are on an off-shore island they organised the Achill Lifeboat to attend.

Islanders and coastal communities understand the importance of the service provided voluntarily by the RNLI crews. They are the lifeline to medical assistance. The crew of the Achill Lifeboat, in full PPE, handled the transfer of the patient remarkably gently and swiftly and departed for Rosmoney Pier in the bright sunshine of the day.

Unfortunately, although a side of the Rosmoney pontoon is clearly marked for Islander and emergency use only, this is not adhered to. Knowing there would be vessels tied up in the way of the Lifeboat, two men from Clynish Island were called to go out and move any boats out of the way. They then had to wait there to prevent anyone else tying up in the restricted area. Despite being told of the situation a speedboat did try to block the pontoon.

Thankfully, this story has a happy ending with the patient returning home some hours later after being diagnosed with a slipped disc, treated with strong painkillers and given orders to rest over the coming weeks.

The Achill RNLI and Mayo ambulance services have our undying gratitude. Rescue services, including the helicopter service of course, up and down our coast deserve the gratitude, support and respect that the majority of citizens give.

Attention needs to be paid to both the infrastructure and by-laws (where they exist) of piers, pontoons, slipways and harbours. This can be difficult as the ownership of these structures may be by one or more public body. An inventory of access structures needs to be done including recording of necessary repairs and maintenance requirements.

While there is public advertising around safety on the water the behaviour of boat and jet-ski users is difficult to police, particularly in areas where there are no harbour-masters. The few irresponsible boat users can ruin the enjoyment of all and create very dangerous situations: only last week, two jet skis sped through the yachts moored at Rosmoney and around the pontoon area where young people were swimming, narrowly avoiding running them over. These incidents have been reported all along the coast.

Islanders and coastal communities as well as County Councils and national government agencies all need to do their part to see to it that the rescue services are supported both in their finances and staffing, be it volunteers or employed. Piers, pontoons and slips must be kept fit-for-purpose and, where possible, by-laws enforced to promote greater safety. The power of volunteerism and meitheal cannot be underestimated: Whatever someone’s skill-set is there is a place in these organisations to lend a hand.

For now it’s slán from the Islands with a great dollop of appreciation to the Achill Lifeboat and Mayo Ambulance service from Inishlyre.



Achill lifeboat at Inishlyre Island



Shaun Shaun hauling bridles & net; Full Codend and emptying a good lift.
Emptying the Codend; Sorting Sharlisa's catch; Ready to shoot again.



Michael Moore surveys the catch and a happy crew on the Sharlisa



The Maritime Heritage Column

Killybegs Seine Netters - Shaun Shaun and Sharlisa

by Richard Mc Cormick, President Emeritus, Maritime Institute of Ireland

Having learned their fishing skills from their Dingle born father Paddy Joe Moore and their uncles Martin, Benny and Mossy, three Killybegs Skippers, Paidín, Hughie and Michael soon gained well-deserved accolades as 'great men with the ropes'.

In the early 1980's the prevailing trend in Killybegs was to build ever larger pelagic Refrigerated Sea Water tank vessels targeting mackerel, herring and scad, so investing in a brand new steel 50 foot (15.25m) whitefish seine netter powered by a 230 HP Gardner engine on the NW coast was a noteworthy event in the Irish fishing industry.

Hughie Moore's Van der Zwan designed seine netter MFV *Shaun Shaun* was built by the Killybegs Boatyard. On 1st May 1981, *Shaun Shaun* resplendent with flags and bunting was blessed by the Very Reverend Father Charles Mc Grenera Parish Priest of Killybegs. The traditional bottle of champagne was smashed across her bow by Bridie Moore, while her husband Hughie and sons Shaun and Paul, along with Patsy Mc Gowan from Killybegs Boatyard who shared the launch platform, looked on approvingly.

Notable guests included the Scottish born Master Mariner James Mc Leod, the founder of Bridport Gundry Ireland Ltd., suppliers of *Shaun Shaun*'s seine net gear and his wife Anna. Having witnessed the annual three month influx of Dingle trawlers to Killybegs, James purchased the 40 foot (12m) 44 HP Kelvin powered MFV *Martha Helen* from Scotland in 1936. Shooting six coils a side and with Francis Mc Callig from St. John's Point and his son plus another crewman, James successfully pioneered the Scottish seine net fly dragging technique in Donegal Bay until convoy duty took him overseas for the duration of World War Two. Like so many others, James rarely spoke of his harrowing war experiences.

Three years later in 1984, Michael Moore took command of the very similar Van der Zwan designed MFV *Sharlisa*, one of the very last vessels built at Killy-

begs Boatyard before it closed. She proved to be just as profitable an earner as *Shaun Shaun*. The accompanying photos show *Shaun Shaun* and *Sharlisa* experimenting with the pair seining technique with the magnificent backdrop of Sliabh Liag in the distance. Skipper Michael Moore fished *Sharlisa* with a crew of three on deck, Danny Moore, Hugh Shovelin and Raymond Mc Callig, while Dominic Mullen, Terence Cunningham and Noel Dorrian were the regular crew aboard *Shaun Shaun*.

Compared to traditional seine netting on the *Martha Helen*, the hydraulic rope reels on *Shaun Shaun* and *Sharlisa* avoided the very considerable labour involved manually coiling seine ropes while power blocks eliminated hand hauling the bridles and seine nets. Catches shooting 10 coils a side were promising enough, though the downtime between shots proved to be a disadvantage compared to single boat seine netting, particularly when whiting made up the bulk of catches during daylight hours.

The *Shaun Shaun* sank in 2008 and *Sharlisa* left Killybegs to fish the Irish Sea from Skerries under new ownership. Time moves on and memories of these two very unique Killybegs seine net vessels and those involved with them will soon fade, as they have for so many others. Nonetheless, those who retain historic photographic evidence of fishing vessels and their crews should make every effort to get them into the public domain through print or museums, because they are very much an integral part of the Irish fishing industry's maritime heritage and thus deserve to be recorded.

 **National Maritime Museum of Ireland**

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



Father Charles Mc Grenera PP blessing Shaun Shaun. (Inset pics): Shaun Shaun ready for Launching and Hughie Moore with Anna & James Mc Leod



Sharlisa closing the Seine and alongside Shooting the Seine Net at Sliabh Liag



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WATER SAFETY IRELAND REPORT

Inflatable toys used on beaches have caused several emergencies and potential tragedies this Summer. John Leech, Chief Executive of Water Safety Ireland, the national authority, says that Beach Lifeguards cannot prevent their use, but a political decision could be made to ban them and his organisation would welcome that.

Inflatable Toys Can Be Floating Killers

There have been several rescues of casualties from inflatable toys over the last few weeks. Two lucky men were rescued from an inflatable canoe off the approach to Cork Harbour who were not wearing lifejackets. They had lost one of their paddles and this toy cost €49.90 from a local supermarket. These casualties were very lucky that it did not cost them their lives and save for the vigilant eye of a former lifeboatman in Crosshaven who was out fishing they would almost certainly have drowned in their swamped canoe.



In May, six children were rescued in separate incidents along the west coast after their floating toys were swept out to sea. Then a five-year-old girl was taken to hospital after being rescued in the Shannon Estuary when she was swept out to sea on a Lilo. A few days later a six-year-old boy was rescued from the water at Renville in Co Galway after being swept out to sea.

We are fortunate to have a world-class Search and Rescue Service co-ordinated by the Coast Guard with declared resources from the RNLI and the Community Rescue Boats. Members in our organisation often refer to these floating toys as the “floating killers” as that is exactly what they have done over the years. These include look alike dinghies, canoes, kayaks, Lilo’s, rings, sharks, seals and other assorted fish and cetaceans. It is unfair on these Rescue services to have to respond to these avoidable incidents.

These toys are commonly used on the continent both in lakes, on the Mediterranean and on the Baltic. Continental weather during the summer months brings normally light or no winds or onshore sea breezes at the beach and these are more predictable than our winds. In the Mediterranean they experience diurnal tides while in Ireland we experience semi-diurnal tides. This means that they have comparatively small tidal ranges and virtually no tidal currents.

So, they have comparatively fewer incidents with these floating toys, as the toys

are blown ashore and not out to sea.

Conversely in Ireland we experience a Temperate Climate and have strong and changeable winds throughout most of the summer and very strong tides especially when we have a new or Full Moon.

To make matters worse for these inflatables, we are an island nation with many beautiful bays which allows for these floating toys to be blown offshore. The Lifeguards that we train, learn about the dangers of these floating toys and

therefore advise parents or guardians when children bring them down to the beach not to use them. Whilst they can advise, they cannot prevent a citizen from using them on our beaches. Some members of the public have suggested to me that they should be banned from our beaches and this could be done by the introduction of a ban through the Local Authority’s Byelaws.

This is a political decision to be made by Councillors and Water Safety Ireland would welcome such a ban as they are not safe on our waters and should be left behind following a holiday on the continent in the apartment or Hotel Room. This really is the safest place for them.

Remember in an emergency call 112 and ask for the Coast Guard and always call early so that they can deploy a lifeboat or helicopter in time to save the person in distress. Until next month stay safe on the water by wearing a lifejacket and ashore by maintaining your social distance and washing your hands.



New Figures Show a Drop in Landings from Irish Vessels Last Year

Figures just released by the Central Statistics Office (CSO) show that landings by Irish vessels decreased by almost 19,000 tonnes last year, a drop of 8.9%. Last year, 194,956 tonnes were landed by Irish vessels compared to 213,897 tonnes in 2018.



The statistics showed that ‘landings by Irish vessels into Irish ports dropped by 5.7% or 10,453 tonnes. Landings by Irish vessels in foreign ports decreased by 28.7% or 8,487 tonnes. Landings by foreign vessels in Ireland decreased by 22% or 29,091 tonnes.

The highest level of landings by Irish vessels in Ireland during 2010-2019 was in 2012 when 249,205 tonnes were landed. The highest level of landings by Irish vessels in foreign ports during the same period was in 2010 when 153,440 tonnes were landed. Almost half of this (73,535 tonnes) was Boarfish. In 2019 the species with the largest quantities landed by Irish vessels in Ireland were Atlantic Mackerel (45,986 tonnes), Blue Whiting (33,548 tonnes) and Horse Mackerel (27,898 tonnes).

Over the 2010-2019 period, Atlantic Mackerel and Lobster Norway have consistently been the two species with the highest value landings, a pattern continued in 2019 with Atlantic Mackerel at €66.7 million and Lobster Norway at €51.1 million.’

In terms of prices, lobsters, Black sole and Turbot obtained the highest prices. The median price per tonne of lobsters in 2019 was €18,000. In contrast species with much higher tonnages, like Atlantic Mackerel, obtained lower prices.

The statistics also showed that ‘Killybegs was the most important port for Irish landings in 2019 accounting for 63.1% (123,067 tonnes) of all landings by Irish vessels. Killybegs (74,693 tonnes) and Castletownbere (23,329 tonnes) were the ports with the highest tonnages landed by foreign vessels in Ireland.

The Celtic Sea accounted for 28% (48,620 tonnes) of catch tonnages by Irish vessels that were landed in Ireland in 2019. The South-West of Ireland was next highest at 22.6% (39,295 tonnes), followed by the West of Ireland at 12.9% (22,431 tonnes).’

The busiest months of 2019 in terms of tonnes landed were January to April with 64% of the catch landed by Irish vessels, and October to December.

Photo Castletownbere courtesy Brian Motyer

Year	Irish Vessels in Ireland	Irish Vessels in Foreign Ports	Total Landings by Irish Vessels	Foreign Vessels in Ireland
2010	164,615	153,440	318,055	81,340
2011	162,303	45,635	207,939	35,153
2012	249,205	57,339	306,544	80,349
2013	202,926	39,709	242,635	76,943
2014	220,344	55,352	275,696	74,039
2015	204,194	29,834	234,028	93,938
2016	207,620	33,933	241,553	68,012
2017	213,501	31,981	245,481	100,305
2018	184,375	29,521	213,897	132,477
2019	173,922	21,034	194,956	103,386

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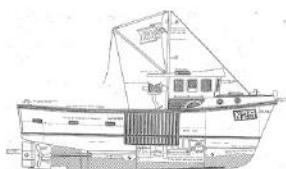
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A Journey Into the Ocean Wilderness

Galway 2020 presents Aerial/Sparks by Louise Manifold

Aerial/Sparks, created by artist Louise Manifold for Galway 2020 European Capital of Culture, invites you to connect in person and online with one of the last unknown spaces on earth, the ocean wilderness. Seven artists, writers and composers from across Europe have produced a series of compelling standalone artworks for exhibition and radio broadcast, inspired by their experiences of joining research expeditions on board the Marine Institute Ireland's RV *Celtic Explorer*.

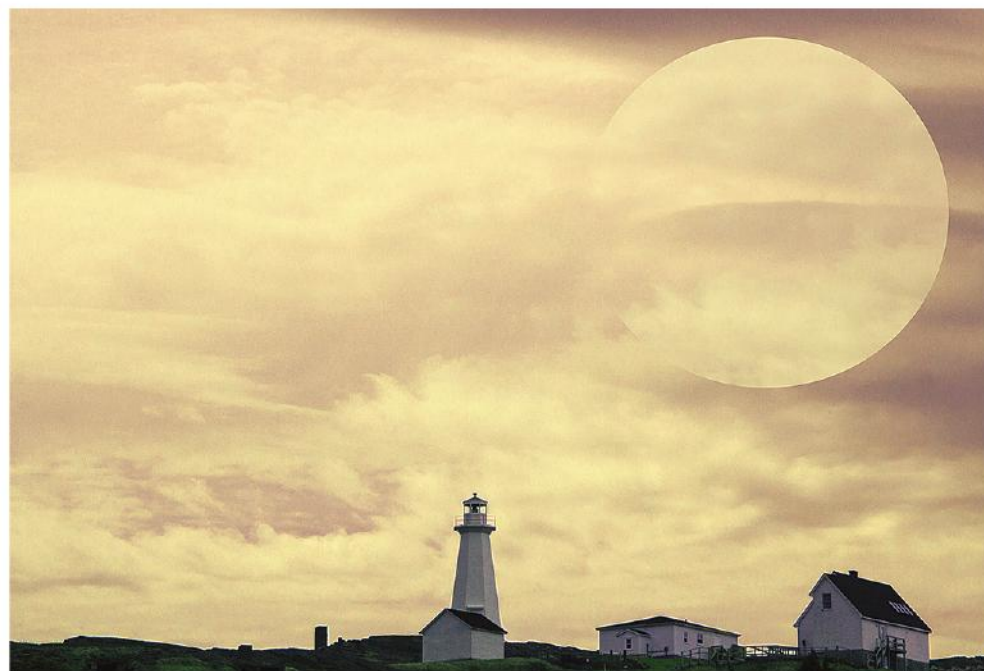
The rugged beauty of Inis Oírr, the smallest of the Aran Islands and with a deep-rooted maritime culture, is the setting for the Aerial/Sparks Art Trail from 11 - 27 September. At just 3km long by 3km wide, visitors can easily traverse the island by foot to discover sound works housed in a lighthouse, the local church, an old handball alley, and Áras Éanna, Europe's most westerly Arts Centre.

A virtual programme of events for Ars Electronica 2020, the world-renowned festival for art, technology and society, will accompany the main exhibition from 9 - 13 September. Titled Garden GALWAY by Aerial/Sparks, online events include a series of conversations between artists and marine scientists.

Aerial/Sparks started its journey by exploring the potential of radio

communication to reimagine our relationship with the ocean. Each artist's experience of ocean and water masses around Ireland and Europe has informed the production of individual work for audio and radio listening. Highlights include author Kevin Barry's 'Island Time', a monologue in nine chapters for a lovelorn lighthouse keeper as he dreams of distant

lands, sited at Inis Oírr Lighthouse; German composer David Stalling's 'Palace of Ships' created in collaboration with seismologist Sergei Lebedev; visual artist Carol Anne Connolly's acoustic portrayals of the ocean inspired by the use of soundwaves in acoustic mapping to create visuals of the sea bed; and UK radio artist Magz Hall's 'Waves of Resistance', a broadcast created in the spirit of transnationalism, relaying a message of peace, hope and unity across all borders.



Lighthouse on St. John's Newfoundland from 2017 Marine Institute survey led by Margot Cronin. Photo Louise Manifold. (Inset pics): Artist Carol Anne Connolly on the Marine Institute's RV Celtic Explorer survey in 2018 led by Dr Aaron Lim; East-West Where morning is the sea by Ailís Ní Riáin, Porthole on the RV Celtic Explorer, Marine Institute SeaRover 3 ROV survey in August 2019

For Aerial/Sparks creator Louise Manifold, Inis Oírr is the ideal home for these sound works: "I wanted to find a place more than a space for this presentation, a place rich with silence, where organic and human sound floats and carries through the wind. I wanted each work to be experienced in a way that would connect with and charge our experience of place."

Aerial/Sparks has taken shape through a long-term collaboration with the Marine Institute, the national agency responsible for marine research, technology development and innovation in Ireland. Since 2017, artists from Ireland, Germany, England and Slovenia have taken part in seven ocean surveys and a passage from Galway to Hamburg on the RV *Celtic Explorer*, one of the few marine research vessels with sonic capabilities. These expeditions have opened up unique opportunities to foster connections between art and science as artists work side-by-side with scientists who are monitoring our marine biodiversity and the impact of humans on our ocean environment.

"The collaboration between the Marine Institute and Aerial/Sparks has created an innovative opportunity for artists and marine scientists to connect and engage with the wider community through mediums such as art and music," says Dr Paul Connolly, CEO of the Marine Institute. "Using the concept of sound and the sea is a unique way of showing how both the arts and sciences can come together to highlight the value, opportunities and societal benefits of our ocean."

Marilyn Gaughan Reddan, Head of Programme at Galway European Capital

of Culture 2020, said: "Aerial/Sparks is a notable example of what a European Capital of Culture can bolster - new ways of thinking, new ways of working, new conversations and new partnerships. This artist-led project, created and curated by Louise Manifold, has been in development since 2016, with a significant and ongoing partnership with the Marine Institute. Aerial/Sparks has provided incredible opportunities for artists both creatively, collaboratively and experientially, resulting in seven new commissions for exhibition and radio broadcast sited on one of Galway's magnificent Aran Islands, Inis Oírr."



Aerial/Sparks by Louise Manifold is presented by Galway 2020 European Capital of Culture, in partnership with the Marine Institute Ireland; Commissioners of Irish Lights; Áras Éanna, Inis Oírr; Comhar Caomhán Teo, Inis Oírr; and Ars Electronica 2020. Supported through Arts Council of Ireland Project

Awards 2017 and 2019. For further information visit www.aerialsparks.org

11-27 September: Inis Oírr; 9-13 September: Ars Electronica Festival (online)

Participating artists: Kevin Barry (IRL), Ailís Ní Riáin (IRL), Carol Anne Connolly (IRL), David Stalling (DE), Kennedy Browne (IRL), Magz Hall (EN), Robertina Šebjanič (SI)

"Art and science was once a common theme on board an expedition and this tradition lives on in the form of Aerial/Sparks." – Rosemarie Butler, Scientific and Technical Officer, Marine Institute.

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Silent Valley, smallest crab boat in the Ardglass fleet heading out to haul the pots - Photo by C. Feenan

BIM to Host Webinar on the Role Cultural Values Play in Small-Scale Fisheries Management

Bord Iascaigh Mhara (BIM), Ireland's Seafood Development Agency, is to host a webinar on Wednesday 9th September 2020 at 2pm on how the role of cultural values can be integrated more in small-scale fisheries management.

The webinar, which will be chaired and facilitated by BIM and organised by the Cabfishman project, will address the role of cultural values in the management of small-scale fisheries in the Northeast Atlantic and how these values can be more adequately accounted for.

Commenting on the Cabfishman project and webinar, Richard Curtin, Senior Economist with BIM said, "The Cabfishman project is an important international project with partners from Spain, Portugal, France and the UK, addressing common issues facing the small-scale fleets along the Atlantic. A crucial element of the project is the assessment of cultural heritage associated with the sea, fishing and the small-scale fleets and how to value that contribution so it can be accounted for in decision-making and policies and that is something which we are going to explore in this webinar."

"One of the tasks of the project is to collate examples of cultural heritage and to create an open-access library of these examples that can be added to over time. From an Irish perspective we have collated over 400 examples, ranging from artwork by Paul Henry and others, traditional craftsmanship such as currach making, to ancient fishing knowledge such as 'marcanna na tallamh'."

This webinar, organised by the Cabfishman project, financed through the INTRE-

REG Atlantic Area Programme, aims to address several questions via the following presentations:

Speakers and topics:

- *Evaluating the cultural services of small-scale fisheries in the Atlantic Area* – David Castilla (University of Huelva)
- *Do small-scale fisheries need yet another research project? From output to outcome through stakeholder involvement* – Marta Ballesteros (CETMAR Foundation)
- *Do cultural values play a role in Small Scale Fisheries Management?* – Norah Parke (Killybegs Fishermen's Organisation)



The webinar is open to the public to attend and fishers, managers, officials, and those with an interest in the future co-management of small-scale fisheries in Ireland are actively encouraged to attend. To register for the free event visit www.cabfishman.net/webinars/ireland/



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