

Réalt an Oiléain joins Kerry inshore fleet



The Réalt an Oiléain berthed at Westport pier

FATHER and son team Kevin and David Heaney from Clifden in Co. Galway have just completed building their new crabber from a bare Cygnus hull. The labour of love took approximately 17 months as the shell lay on a trailer on the quay at Westport while they spent many hours working in between fishing trips.

The Réalt an Oiléain (G733) is virtually completed and she is a vessel

they are both immensely proud of. She is jointly owned by Kevin and David and will be worked by them both when she takes to sea off the Kerry coast to fish. Their general area for potting will be from Sline Head to Achil Island fishing mainly for brown crab with some lobster fishing too.

It is envisaged that the vessel will be doing day trips for crab and lob-

ster in early spring/summer for the Continental market to begin with on a 25-mile radius from port. Later in the year brown crab will be landed for the processing factories in Mayo and Cork.

The basic hull built by Cygnus Marine in 1986 was transported over from Cornwall in the UK and then the work began after it was completely stripped down. With expert

technical advice throughout from Noel O'Regan of Promara the refitting GRP hull commenced.

Measuring 11.98m in overall length, 4.72m wide and 2.28m deep, the vessel has been finished to a high standard. A new watertight bulkhead, new decking and wheelhouse were constructed by Patrick Heaney and Michael Wood fibreglassed these areas. The decks were constructed



The Heaney family pictured at the launch of the Réalt an Oiléain at Westport Pier. From left, Aisling, David, Kevin, Fionnuala, Emer and Sinead



The wheelhouse of the Réalt an Oiléain well fitted out with navigational and communications equipment



The Beta Marine auxiliary engine

of 3/4inch marine plywood with five layers of fibreglass. All materials for this process were supplied by Cleggan Marine. Dominick Heaney constructed the lightweight gantry for the two jiggging machines and loading winch, and Enda Kerrigan made the aluminium mast.

The Réalt an Oiléain is powered by a Cummins 6CTA 8.3 litre engine with twin disc 4.5:1 gearbox. The

engine was supplied by Rynn Engineering from Galway and is located directly below the forward wheelhouse in the spacious engineroom with easy access through a hatch in the floor. The engine room has all stainless steel piping for the vivier tank and aeration system. And on the main and auxiliary engine there are stainless steel silencers. All piping was supplied by Rynn Engineering.

And supporting the main engine is a Beta Marine 10.8KVA 3-phase auxiliary engine supplied by Ryan and Roberts. Sweeney Oils supplies the diesel for the vessel. There is a 2100 litre tank and also a 200 lubricant tank. BT Marine Propellers were the original manufacturers of stern gear for Cygnus Boats and therefore had all the technical information to assist Kevin and David.

A 44x45 inch 5-blade propeller from BT Marine on a 3-inch stainless steel shaft gives the vessel considerable thrust and economy.

The Réalt an Oiléain has an 8-tonne vivier hold built in the centre of the vessel with the hatch located in the middle of the work deck. It is serviced with a 3cm 65 Cleghorn water pump driven from the main engine providing six changes of fresh water per hour.

The aeration system runs via 3-phase electric blowers driven from the Beta Marine auxiliary generator. The deck wash system is from a 1 1/2 inch Jabsco pump with an electric clutch driven off the main engine.

The electrical wiring for the Réalt an Oiléain was completed to a high standard by O'Toole Electrical from Cleggan who installed a 220 and 24V distributor boards located in the engine room.

The hydraulic systems and parts were supplied by Derek Noble of Kerry from Hi-Power Hydraulics from Cork. Hosing and fittings were also fabricated by Rynn Engineering. A 1 1/2 tonne slave is also driven off the 35 gallon pump.

Two Rapp Ecosse jiggging machines are also driven off 10 gallon pumps and have separate remote controls. This is an important feature of the vessel giving her the option to fish for bait or catch prime mackerel and other species for a growing market on non-trawled fish. Also running off the hydraulic system is a 0.5 tonne Spencer and Carter landing winch.

The wheelhouse which was fitted out by Peter Kane and Jackie Coyne which has good visibility of the deck work area from its position forward in the vessel. There is an excellent mix of electronic equipment all supplied and installed by Barry Electronics. There is a Furuno 1832 radar; Furuno FCA 295 dual frequency

sounder; a Max Sea 2D/3D plotter; a Siewa Explorer 3 chart plotter; Furuno GP32 navigator; an Icom 401 VHF and an Icom 1C 505 DSC VHF supported through the emergency power supply.

All the safety equipment on board was supplied by Cleggan Marine bringing the vessel up to mandatory standards. And the Réalt an Oiléain has been very well finished off with an excellent coat of marine paint supplied by Jotun Ireland from Cork.

Along the way to achieving the completion of the vessel, Kevin and David had excellent help and advice on the financial side of the project from the AIB in Clifden.

The gear

THE crab/lobster pots for the Réalt na Oiléain are made and supplied Philip Doherty Pots from Malin Head and Frankie Byrne from Burtonport. The Réalt an Oiléain will shoot 1000 pots in strings of 50.

There is a Celtic Slave 1 1/2 tonne pot hauler positioned just below the starboard side of the wheelhouse



Some of the guests pictured aboard the Réalt an Oiléain at Westport

window to retrieve the strings of pots, and the crab is emptied from the hauling station into a sorting trough which incorporates a bait trough.

The crab claws are nicked before they go down a chute into the

vivier hold. The crabs can be stored there for up to a week. There is also a separate dry hold with access from a deck level hatch on the starboard side. The pots are rebaited and stacked ready for self shooting through the stern shooting hatch.

A long potting journey for Kevin

FISHING is part of the family tradition and since his early days growing up and going to sea on Inisturk Island



The entrance to the dry hold

off the Kerry Coast, Kevin has dedicated himself to the crabbing business and has earned an excellent reputation. "I know the area very well," he said, "My father fished in his day too. Basically when we lived on the island of Inisturk, that's about all you could make a living from then."

Present at the launch ceremony were Peter O'Toole who Kevin had bought the Westering Home from in 1979, and Manus Bonner from Burtonport who sold Kevin the BIM 50-footer Rath Connla in 1991.

Back in 1975 Kevin began potting for lobster and crayfish on a currach. "I have seen huge changes in the fishing industry over the past thirty years," he said, "adding but I have stuck at it and built up a good business."

In 1979 he moved to the 26-foot Westering Home and from 1981-91 fished the Réalt na Maiden. This was followed by the Rath Connla until 2000 when Kevin and David moved to the Star of David which they fished until 2009.



Kevin Heaney chats to Manus Bonner from Burtonport who sold him the Rath Connla in 1991

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**Wishing every
success to Kevin,
Fionnuala, David
and family with
Réalt an Oiléain**

**We were delighted
to have been
chosen to supply
your Cummins
main and auxiliary
engines.**