



**REPORT OF THE  
INVESTIGATION INTO THE LOSS  
OF THE FISHING VESSEL  
"LISA SELINA"  
IN LOUGHROS MORE BAY,  
CO. DONEGAL ON  
31ST OCTOBER 1998**

The Marine Casualty Investigation Board was established on the 25<sup>th</sup> March, 2003 under The Merchant Shipping (Investigation of Marine Casualties) Act 2000

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## 1. SYNOPSIS.

- 1.1 The fishing vessel "Lisa Selina" a 36-foot half decker, sailed from Killybegs at about 0930 hours GMT on 31st October 1998 with two crewmembers on board. Local divers subsequently found the "Lisa Selina" in position 54° 47.9 N 008° 36.38 W in 42 metres of water at 1501 hours on the 1st November 1998.
- 1.2 The two crewmembers are still missing, believed drowned.

## 2. FACTUAL INFORMATION

### 2.1 Particulars of the Vessel "LISA SELINA"

**BUILT:** 1989 by John Tyrrell, Arklow.  
 1990 Fitted out by Sean Craig, Inver, Co. Donegal.

**OWNER:** Michael John Boyle, New Eden House, Rosbeg, Co. Donegal

**PURCHASED:** 1990

**Registered Length:** 31.80 ft  
**Registered Breadth:** 10.10 ft  
**Registered Depth:** 2.35 ft  
**Gross Tonnage:** 6.31 tons  
**Register Tonnage:** 4.29 tons  
**Port of Registry:** SLIGO  
**Regd Number:** SO 875

**Machinery:**

- a) Cummins Diesel Type 48 3.9m  
50 H.P. 2500 R.P.M.  
The above engine was fitted new in March 1997 giving a speed of approximately 7.5 knots.
- b) Bilge pump with automatic float switch.

**Description of vessel:** Carvel built, wooden constructed fishing vessel with a transom stern. The vessel had no watertight bulkheads fitted. The "Lisa Selina" was used for fishing of crabs and lobsters using patent steel pots. (see Appendix 10.1).

### 2.2 Lifesaving Appliances available on board:

**Lifejackets** 3 Lifejackets  
**Lifebuoys** Two Lifebuoys  
**Pyrotechnics** 4 Parachute Flares  
 4 Hand Flares

### 2.3 Navigational aids provided on board:

One Furuno radar installation  
 One Furuno GPS Navigator GP50  
 One ICOM V.H.F. Installation M. 56  
 One Furuno colour fish finder

2.4 The crew of the "Lisa Selina" on 31st October 1998 consisted of the following persons:

- a) Mr. Michael John Boyle aged 45 years of Rosbeg, Co. Donegal; and
- b) Mr. Thomas Moore aged 24 years of Co. Donegal.

Michael Boyle had up to 20 years experience in sea fishing and was issued with a Second Hand Special Certificate of Service on 30th April 1993. The records show that Mr. Boyle was the holder of a basic sea survival certificate and Restricted Radio Telephony Certificate.

He had been fishing on the "Lisa Selina" since 1990.

Thomas Moore had been fishing on the "Lisa Selina" intermittently for about two years. He was not in the possession of any formal seagoing qualifications or training.

### **3. THE CIRCUMSTANCES OF THE FOUNDERING**

- 3.1 The vessel, manned and equipped as stated in section 1 of this report, sailed from Killybegs at about 0930 hours GMT on 31st October 1998. The intended voyage was to proceed to the Loughros More Bay area to recover and bring ashore crab pots for the winter period. The "Lisa Selina" would probably have arrived in the bay at about 1330 hours and commenced recovering the pots.
- 3.2 Approximately 320 crab pots had been deployed about 6 weeks previously in the Loughros More Bay and Dawros Head area. The pots were laid approximately 40 to a line with a surface marker at each end. The pots were spaced about 15 fathoms apart along the main leader line and were attached to it by a line about 2 fathoms long. Each end of the leader line was attached to a tyre filled with concrete, which was also attached to the surface marker. Both the main leader line and the line attached to the pots were of 12mm polypropylene rope. (see sketch in Appendix 10.2).
- 3.3 In the six weeks, from the time the pots were deployed, up to October 31st 1998, weather conditions off the Donegal coast had been very bad with frequent gales. This was the first favourable weather opportunity that had presented itself to recover the pots and bring them ashore for the winter period.
- 3.4 The "Lisa Selina" proceeded to recover the crab pots and it is known that at 1424 hours they had recovered about 40 pots.
- 3.5 There were subsequent sightings of the "Lisa Selina" in various areas of Loughros More Bay by people on the shore during the afternoon apparently recovering pots. The last known sighting was at approximately 1645 hours.
- 3.6 By the following morning, when the crew of the "Lisa Selina" had not made contact with family members and the vessel had not been sighted great concern was felt for the safety of the vessel and its crew. At 0905 hours Malin Head Coast Radio Station was advised that the fishing vessel "Lisa Selina" was overdue.
- 3.7 The weather conditions from 1700 hours on 31/10/'98 to 1000 hours on 01/11/'98 were good with clear spells and occasional light showers and a moderate North-to-North West breeze. The sea conditions were moderate with a west-northwest swell. Visibility was good. (see Met Eireann report in Appendix 10.3).

# SEARCH AND FINDING OF THE WRECK

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## 4. SEARCH AND FINDING OF THE WRECK

- 4.1 At 0925 hours on November 1st, 1998 the first PAN message was broadcast by Malin Head Radio regarding the overdue fishing vessel "Lisa Selina" and requesting any vessels in the area to report to Glen Head radio.
- 4.2 Four fishing vessels, which were in the area, commenced searching for the "Lisa Selina" and at approximately 1127 hours the fishing vessel "Sheanne" in position 54° 47.90N 008° 36.2W picked up six coils of rope. At 1231 hours the "Sheanne" located an oil slick and located more rope, which was floating on the surface in position 54° 47.90N 008° 36.5W.
- 4.3 The rope located at 1231 hours could not be taken on board as it was attached to a weight on the sea bottom. A red buoy was attached to this rope.
- 4.4 Malin Head Coast Radio Station was informed of the findings.
- 4.5 Five local divers arrived on the scene at approximately 1400 hours and two separate dives were carried out.
- 4.6 The "Lisa Selina" was located in position 54° 47.90N 008° 36.38'W in 42 metres of water at 1501 hours. (see Appendix 10.4).
- 4.7 At 1807 hours Glenhead Radio broadcast a PAN message on Channel 16 giving the position of the wreck of the "Lisa Selina".
- 4.8 A radio navigational warning was issued at 2240 hours on 1st November 1998 and was broadcast by Malin Head Radio four times daily at 0033 hours, 0433 hours, 1633 hours and 2033 hours. The warning which stated **"Fishing vessel Lisa Selina 36 foot half decker sunk in depth of 42 metres in position 54° 7.88N 008° 36.35W marked by red buoy"** was broadcast on all Malin Coast Radio Station VHF working channels after an initial announcement on Channel 16. The navigational warning was cancelled at 1245 hours on 2nd December 1998.
- 4.9 On November 2nd 1998 the Garda sub-aqua team of divers arrived on the scene, and over the following week, carried out a number of dives on the vessel when weather permitted.



## 5. CONDITION OF THE WRECK

- 5.1 The vessel was found sitting upright on the sea bottom with approximately 40 crab pots stacked four high on the after end. Some reports indicate that some pots with lines attached had fallen off the after end of the vessel and were lying on the seabed.
- 5.2 No damage was observed to the sides, bow or stern of the vessel by any of the divers.
- 5.3 No lines were found extending from the vessel to the sea bottom. The only ropes from the vessel were polypropylene ropes leading upwards. These lines were attached to rails on the vessel.
- 5.4 One tyre filled with concrete was found on the deck of the vessel.
- 5.5 No fish boxes were found on board either on deck or in the hold.
- 5.6 The hold was open with the lid found alongside on the deck.
- 5.7 All the freeing ports on each side of the vessel were free and operable.
- 5.8 No lines were found attached to the pot hauler or the cleat which was generally used to pull the pots free.
- 5.9 From November 1st to November 15th weather conditions in general had not been favourable for diving on the wreck. On numerous days diving could not take place. Unfortunately, before the diving investigations were complete the wreck was damaged.

### 6. DAMAGE TO THE WRECK

- 6.1 On Sunday November 15th 1998 when local divers again dived on the "Lisa Selina" they found that the vessel had been seriously damaged and broken up on the seabed.
- 6.2 The damage found was consistent with the vessel having been trawled through. The damage was not consistent with weather break-up.
- 6.3 The wheelhouse and after frame were found on the seabed.
- 6.4 The hull was cracked and the gunwale twisted.
- 6.5 Despite radio navigational warnings being issued four times daily from 1st November 1998 giving the position of the wreck a number of large trawlers from Killybegs were seen and reported by local people to have been fishing in the inshore area of Loughros More bay. The Merchant Shipping (Salvage and Wreck) Act, 1993, Section 56 (4)(e) states that a person shall be guilty of an offence if, in relation to a wrecked or stranded vessel or other wreck, such person interferes with any wreck in any way.
- 6.6 This damage to the wreck prevented any further evidence being obtained to assist the investigation into the sinking of the "Lisa Selina".
- 6.7 Due to the weather conditions the gathering of the evidence from the wreck had not been completed at the time of this damage.

## 7. OTHER FACTS TO BE CONSIDERED

- 7.1 At 1652 hours GMT on 31st October 1998 Malin Head radio via Glen Head Radio picked up a very faint "Mayday Mayday" on the V.H.F. It cannot be established with any certainty if this related to the "Lisa Selina". The sender only said those two words and there was no panic in the voice, which sounded like that of a child. Malin Head made a PAN radiobroadcast to shipping to which there was no response.
- 7.2 When hauling the pots the leader line is first recovered. Normally this is done by recovering the marker buoy and then the weighted tyre which is attached to the leader line. If the marker buoy is missing then a grapnel is pulled along the seabed to recover the leader line. The leader line is then hauled in by the pot hauler. On the "Lisa Selina" if the pot hauler was unable to heave the leader line due to the line becoming fouled on the sea bottom then the leader line was transferred and secured to a cleat on the starboard side bulwark. The line was then hauled clear by using the engine on slow speed ahead. This method usually pulled the leader line free and it was then possible to resume hauling the line on the pot hauler.
- Normally the pots would be hauled, emptied and re-laid every two days.
- 7.3 The weight of a crab pot is approximately 9 kgs. (see Appendix 10.5).
- 7.4 The weight of a tyre filled with concrete, which is used at the end of the leader line and to which is attached the surface marker, is approximately 65 kgs. (see Appendix 10.6).
- 7.5 On previous voyages the "Lisa Selina" had carried up to 120 pots or a combination of 80 pots and 8 fish boxes.
- 7.6 From previous experience it has been known that the rope may jump off the hauler when the weight comes off the line.
- 7.7 Michael Boyle normally had the hatch lid on when hauling pots, and only removed it to place fish boxes in the hold.
- 7.8 The pots had been laid for about 6 weeks. Local experience indicates that the pots would then be usually buried in the sand and difficult to haul after the weather conditions experienced. In the past large trawlers had come through the bay and damaged pots on the bottom.
- 7.9 The bottom edge of the freeing ports are at deck level. Stainless steel flaps had been fitted to the freeing ports so as to ensure that they would not seize.

7.10 On 16/2/'98 a Department of the Marine and Natural Resources Surveyor attended the vessel at Killybegs and notified the Skipper in writing that the following life saving appliances had to be placed on board before going to sea.

1. One additional lifebuoy to supply with 10 fathoms of buoyant line.
2. Light to repair on existing lifebuoy.

The Skipper was asked to advise the Marine Survey Office when these items were rectified. There is no record to show that the Skipper did contact the Marine Survey Office.

7.11 From all accounts, Michael J. Boyle was a safety conscious fisherman and the "Lisa Selina" was a well-maintained vessel. It is known that Mr. Boyle only proceeded to sea when weather conditions were favourable.

7.12 Regulations have changed since this sinking and an Emergency Position Indicating Radio Beacon (EPIRB) is now required to be carried on all fishing vessels from 31st March 1999.

7.13 Although the bodies of the two fishermen had not been recovered and regular radio navigational warnings were being issued by Malin Head Radio giving the position of the "Lisa Selina", these warnings were ignored by the large trawlers.

## 8. CONCLUSIONS

- 8.1 As no damage was observed to the hull of the vessel the sinking would not appear to have been caused by a collision with another vessel or object.
- 8.2 As the propeller and rudder were intact the sinking was not caused by damage to either of these.
- 8.3 As the crab pots were found stowed on the after end of the vessel and all ropes were leading upwards the vessel appears to have sunk bodily and did not turn over or sink bow or stern first.
- 8.4 The vessel was hauling pots and had about 40 pots on board. This is the same number of pots that were reported to have been on board at 1424 hours.
- 8.5 It cannot be established with any certainty what caused the sinking of the "Lisa Selina" but a possible cause may be that the vessel was unable to haul the pots with the pot hauler due to them being tangled together or buried in the sand after the bad weather conditions.

In an effort to free them the hauling line may have been transferred to the starboard side cleat and the engine put ahead in order to pull the pots clear.

This may have placed extra weight on the "Lisa Selina" and with the moderate swell and low freeboard of the vessel together with the working of the engine it is possible that a large quantity of water could have come onto the deck.

If for any reason the hatch lid was off then this water could have entered the hold and gained access to the rest of the vessel and caused it to sink bodily, very rapidly.

There was no rope found attached to the cleat but this may have been thrown clear by one of those on board as the incident developed.

## 9. RECOMMENDATIONS

- 9.1 All fishermen should wear either an approved Lifejacket or a suitable buoyancy aid at all times when working on open decks (See Statutory Instrument No. 586 of 2001 - Fishing Vessel (Personal Flotation Devices) Regulations 2001- which came into operation 1st March 2002, in Appendix 10.7). Marine Notice No. 16 of 1995 should be reviewed, updated and reissued. A copy of this proposed marine notice is at Appendix 10.8.
- 9.2 A Liferaft with a Hydrostatic Release Unit attachment large enough for all crewmembers should be carried on all fishing vessels. At present a liferaft is not required to be carried on a fishing vessel of less than 40 feet. See Marine Notice No. 8 of 2002 in Appendix 10.9 .
- 9.3 The dangers of open hatchways with the potential for flooding when water is taken on deck cannot be over emphasised. When at sea hatches should be dogged down so that if water comes on deck it cannot gain access to the interior of the vessel. A Marine Notice should be issued highlighting this danger.
- 9.4 Care should be taken when hauling pots with account being taken of the extra sinkage of the vessel when the weight of the pots is taken by the vessel. A Marine Notice should be issued highlighting this matter. A copy of this proposed marine notice is at Appendix 10.10 which, cover the issues raised in 9.3 and 9.4.
- 9.5 Large Fishing Vessels should at all times operate in the sea areas specified on their fishing licence. As the Loughros More Bay area is inside the Irish coast baseline data, it would appear that the large vessels involved were contravening the conditions set out in their fishing licences
- 9.6 Radio navigational warnings indicating the position of a wreck should be obeyed at all times.

## 10. LIST OF APPENDICES

- Appendix 10.1      Photograph of fishing vessel "Lisa Selina".
- Appendix 10.2      Arrangement of pots and lines.
- Appendix 10.3      Weather Report from Met. Eireann.
- Appendix 10.4      Position of wreck of "Lisa Selina".
- Appendix 10.5      Steel Crab Pot.
- Appendix 10.6      Tyre filled with concrete.
- Appendix 10.7      Statutory Instrument (SI) 586 of 2001.
- Appendix 10.8      Proposed new Marine Notice to replace Notice No. 16 of 1995.
- Appendix 10.9      Marine Notice No. 8 of 2002
- Appendix 10.10     Proposed new Marine Notice.

## APPENDIX 10.1

### Appendix 10.1

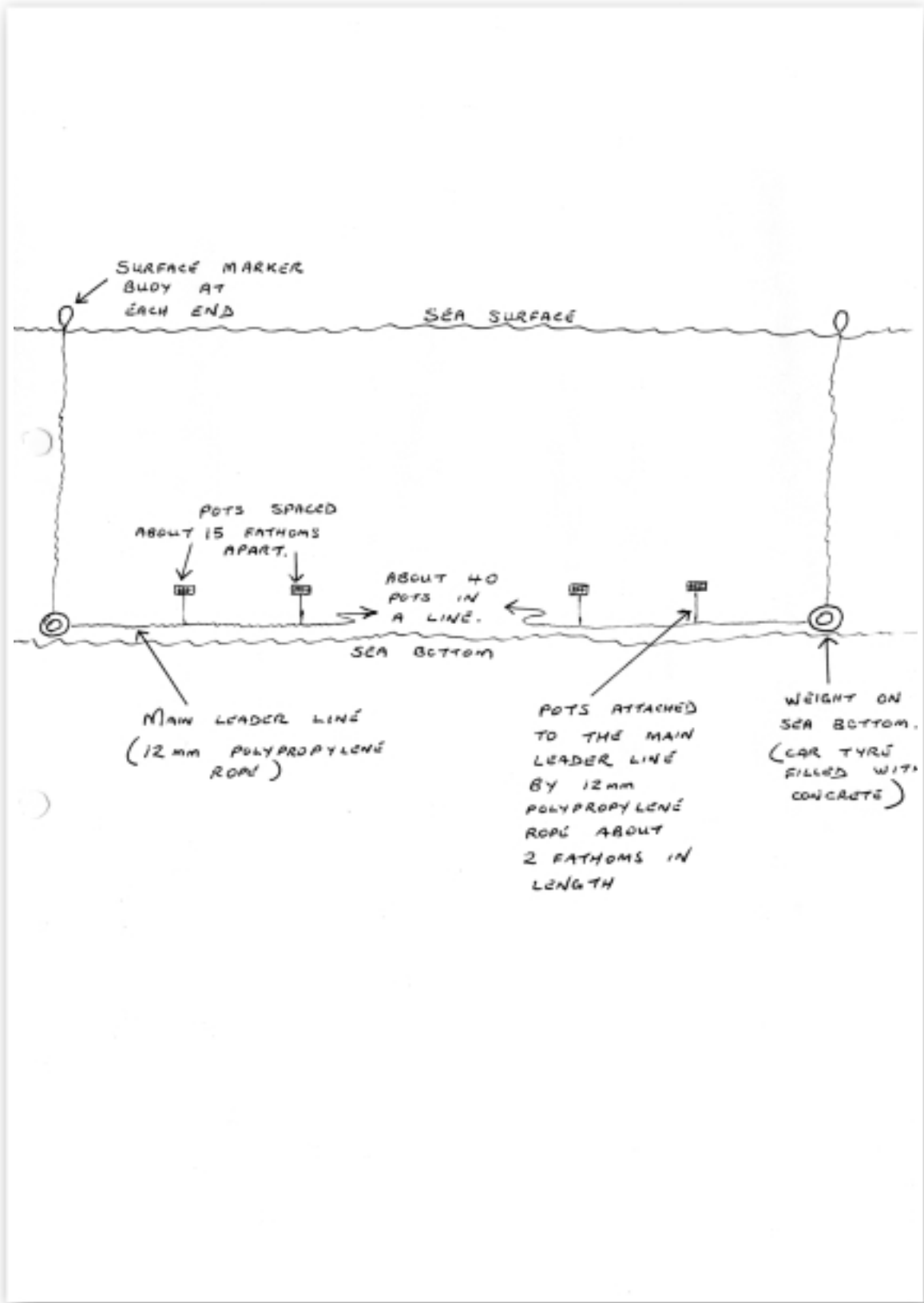
Photograph of fishing vessel "Lisa Selina".





Appendix 10.2

Arrangement of pots and lines.



### Appendix 10.3

Weather Report from Met. Eireann.

**Weather Report for Loughros More Bay  
from  
17hrs 31/10/98 to 10 hrs 1/11/98**

**General Situation**

A complex area of low pressure over the North-East Atlantic gave a north later north-west to west airflow over Ireland.

**Details:**

31/10/98

17 - 23 hours

Winds: North to north-west Force 4.

Weather: Clear spells and occasional light showers.

Visibility: Good.

1/11/98

0 - 10 hours

Winds: North-west to west Force 3 to 4 initially but increased to Force 4 to 5 between 6 and 10 hours.

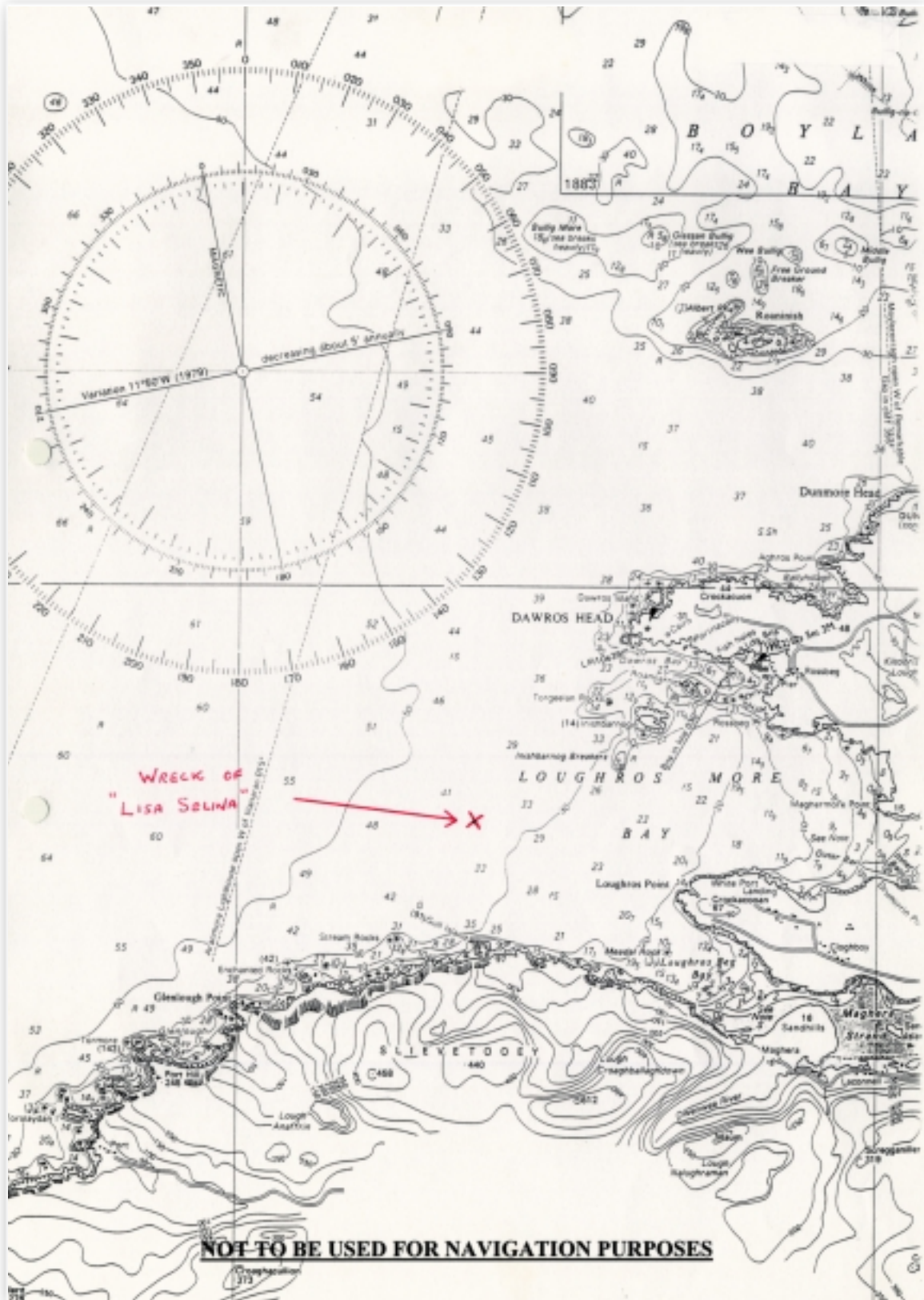
Weather: Clear and later sunny spells with occasional light showers.

Visibility: Good.

The **sea conditions** throughout were MODERATE (1.25 - 2.5 metres Significant wave height) mostly due to a west-north-westerly SWELL.

Appendix 10.4

Position of wreck of "Lisa Selina".



## APPENDIX 10.5

### Appendix 10.5

Steel Crab Pot.



## Appendix 10.6

Tyre filled with concrete.



## Appendix 10.7

Statutory Instrument (SI) 586 of 2001.

### S.I. No. 586 of 2001

#### Fishing Vessel (Personal Flotation Devices) Regulations, 2001

I, FRANK FAHEY, Minister for the Marine and Natural Resources, in exercise of the powers conferred on me by section 19 of the Merchant Shipping Act, 1992, as amended by section 44 of the Merchant Shipping (Investigation of Marine Casualties) Act, and the Marine (Alteration of Name of Department and Name of Minister) Order 1997 (S.I. No. 301 of 1997), hereby make the following Regulations:

#### Citation and Commencement

1. (1) These Regulations may be cited as the Fishing Vessel (Personal Flotation Devices) Regulations, 2001.
- (2) These Regulations come into operation on 1 March 2002.

#### Interpretation

2. In these Regulations, unless the context otherwise requires:

*"crew member"* means the skipper or any other person gainfully employed or engaged by the owner or skipper in any capacity on board a fishing vessel;

*"fishing vessel"* means any vessel designed, equipped or used commercially for catching or taking fish or other living resources of the sea (including the sea bed) but does not include a boat that is registered under the law of any State, other than the State;

*"suitable personal flotation device"* means a flotation device-

- (a) sufficient to give a person using it a positive buoyancy in waters which are likely to be encountered where the vessel on which it is required to be used is reasonably likely to be,
- (b) which is appropriate to the body weight of the person who is to wear it and also to the type of work being done, and
- (c) which has on it the CE conformity marking consisting of the initials "CE" taking the form of the specimen given in Annex IV of Council Directive 89/686/EEC of 21 December 1989<sup>1</sup> (as amended by Council Directive 93/68/EEC of 22 July 1993<sup>2</sup>)

<sup>1</sup> O.J. No. L399, 30.12.89, p.18

<sup>2</sup> O.J. No. L220, 30.8.93, p.1

and Council Directive 96/58/EC of the European Parliament and the Council of 3 September 1996<sup>3</sup>).

#### Application

3. These Regulations apply to all crew members of fishing vessels.

#### Selection, Carriage and Wearing of Personal Flotation Devices

4. Every fishing vessel shall carry a suitable personal flotation device for every person on board. The personal flotation device shall be worn at all times by the crew of the fishing vessel, when on the exposed deck of the vessel, or, in the case of open undecked vessels, on board the vessel, whether at sea, in harbour or coming to and from moorings.
5. The skipper of a fishing vessel shall take all reasonable steps to ensure that all crew members wear a personal flotation device when on deck of the vessel, or, in the case of open undecked vessels, on board the vessel, whether at sea, in harbour or coming to and from moorings.

GIVEN under my Official Seal

this 14<sup>th</sup> day of December 2001

Frank Fahey

Minister for the Marine and Natural Resources

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<sup>3</sup> O.J. No. L236, 18.9.96, p.44

Pn No. 10941

Price £0.60

€0.76

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**EXPLANATORY NOTE**

**(THIS NOTE IS NOT PART OF THE INSTRUMENT AND DOES NOT PURPORT  
TO BE A LEGAL INTERPRETATION )**

These Regulations require all crew members of a fishing vessel to wear a personal flotation device at all times when on the deck of any fishing vessel or boat irrespective of its size, whether at sea, in harbour or coming to and from moorings.



## Appendix 10.8

Proposed new Marine Notice to replace Notice No. 16 of 1995.

**PROPOSED MARINE NOTICE.**

**Notice to all Owners, Skippers, Second Hands and Fishermen.**

**Re: Personal Safety on board Fishing Vessels.**

Several lives have been lost in fishing vessel casualties over the years. In many cases a fisherman would have had a good chance of survival had he been wearing a lifejacket or other suitable device to keep him afloat. Such equipment was available in some of the vessels involved.

As an ongoing measure, all fishermen are urged to have regard for their personal safety by wearing either an approved lifejacket (as stated in the Fishing Vessel Safety Booklet page 6, paragraph 9) or a suitable buoyancy aid at all times when working on open decks.

Preliminary guidelines with regard to suitable buoyancy aids are that they should provide minimum buoyancy of 100 Newtons and that they may be in the form of an inherently buoyant body warmer, working jacket or working suit type of garment. The cover material should be of a highly visible colour and of good quality strong synthetic material.

This applies to all fishing vessels irrespective of length, type or area of operation.

Marine Notice No. 16 of 1995 is hereby withdrawn.

## Appendix 10.9

Marine Notice No. 8 of 2002

### PROPOSED MARINE NOTICE.

Notice to all Owners, Skippers, Designers and Builders of fishing vessels under 40 feet registered length.

#### Re: Carriage of Liferaft on Small Fishing Vessels.

1. Fishing vessels of less than 40 feet in length are required to carry the life-saving equipment prescribed by Rule 17 (10) of the Merchant Shipping (Life-Saving Appliances) Rule 1967.
2. The equipment listed in this Rule was related to the custom that such vessels were mainly engaged in inshore fishing. In recent years however, a number of fishing vessels of this size have been designed to participate in various types of fishing activity entailing long trips out to sea, very often unaccompanied.
3. Recognising that inflatable liferafts have been effective in providing essential out of water support in a cold climate for crews in the event of a casualty, the Department strongly recommends that all fishing vessels under 40 feet in length which go to sea should carry an approved type liferaft capable of accommodating all persons on board. The following brands of liferafts have approved models: Beaufort, Dunlop, RFD, Viking and DSB.
4. The liferaft will be additional to the equipment required to be carried under the Rules outlined in paragraph 1 and should be stowed, if practicable, in such a position that it can be easily and quickly launched on either side of the vessel and also be fitted with a hydrostatic release unit.
5. The liferaft should be serviced at an approved servicing station at intervals not exceeding 12 months
6. Marine Notice No. 11 of 1986 is hereby withdrawn.

## Appendix 10.10

Proposed new Marine Notice.

**PROPOSED MARINE NOTICE.**

**Notice to all Owners, Skippers, Second Hands and Fishermen.**

**Re: Dangers of Downflooding.**

A recent casualty to a fishing vessel has again highlighted a lack of awareness by many persons of the dangers of downflooding. Downflooding is the entry of water into the hull of the vessel which results in progressive flooding and loss of stability.

In order to prevent this ingress of water, the importance of keeping all deck openings closed, in all weather conditions, cannot be too highly stressed. It is equally important to maintain all means of closure in good working order. Skippers should be aware of the status of all watertight and weathertight closures at all times. They should be closed except when being used.

Potential downflooding points include doors to engine rooms and crew spaces, hatches, portholes, ventilators and escape hatches.

Vessels with low sill heights to any of the above potential downflooding points should be especially vigilant.

All fishermen must be aware that when crab / lobster pots are being carried the freeboard of the vessel is reduced by the weight of the pots. This increases the danger of water coming onto the deck of the vessel and downflooding occurring through the above mentioned potential downflooding points.

Additionally, the presence of water either on deck or in the hull of a vessel causes a free surface effect, which reduces the stability of the vessel and may cause it to become unstable in a seaway and capsize.

Stability is always a very important factor to be taken into account when carrying pots, as the number and height that they are stowed at in the fishing vessel will have an adverse effect on the stability of the vessel, by raising the centre of gravity of the vessel.

Caution must be exercised at all times with regard to the stability of the vessel and the dangers of downflooding.

## 11. LIST OF CORRESPONDENCE RECEIVED

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MCIB Response	32

RE. DRAFT REPORT INTO THE  
LOSS OF THE FISHING VESSEL  
"LISA SELENA" IN LOUGHROS  
MORE BAY, Co DONEGAL ON  
31st OCT 1998.

Mrs ALMA Boyle  
New EDEN HOUSE,  
Rosbeg,  
Co DONEGAL.



Dear Sir,

I would firstly like to  
thank MCIB for their investigation  
and for sending me a draft  
report of their findings.

I note from reading  
this report that the  
investigation could not be  
completed due to the fact  
that the wreck was badly  
damaged by the actions

2  
OF some Killybegs trawlers.

I also note that by their actions a number of offences were committed by these trawlers.

1. Ignored Radio Safety Navigation warnings.

② The Merchant and Shipping Act (Salvage and Wreck) 1993 Section 56(4)(e).

③ Contravening conditions set out in their licences, fishing inside the Irish Coast baseline data.

I would like to know if there was or will be any attempt to bring the skipper's responsible to task?

At the time of this incident I myself contacted Joey MURRIN, then chairman

→

Of the Killybegs Fisherman's Association. I asked him about the wreck being towed over and what was to be done about it? His reply was that "there was nothing to be done about it" and that "I wouldn't have the money to take on them boys".

I wish to conclude by thanking MCIB once again and look forward to hearing from you.

Alme Boyle

**MCIB RESPONSE TO THE LETTER FROM MRS. ALMA BOYLE  
DATED 10TH NOVEMBER, 2003.**

The MCIB notes the contents of Mrs. Boyle's letter. The MCIB has no prosecutorial role. Its sole function is to find fact and to make suitable recommendations to the Minister for the avoidance of similar tragedies in the future.

The MCIB wishes to sympathise with Mrs. Boyle on the tragic death of her husband.