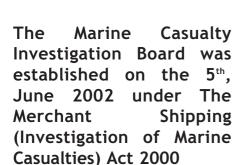
Leeson Lane, Dublin 2, Ireland. Tel: +353 1 678 2460. Fax: +353 1 678 2159. Freefone: 1800 202614.



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## REPORT INTO THE COLLISION BETWEEN THE FISHING VESSELS"OLGARRY" AND "MICHELLE"OFF INISHDUFF NEAR KILLYBEGS, CO. DONEGAL ON 26TH SEPTEMBER, 1995.

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### OLGARRY

#### 1. DETAILS OF "OLGARRY"

- 1.1 The MFV "Olgarry" was returning to Killybegs after an unsuccessful fishing trip. The fishing was cancelled due to the heavy swell which made pair trawling impossible.
- 1.2 The MFV "Pacelli" was accompanying the "Olgarry" on her return to port.
- 1.3 The Skipper, Mr. Noel McGing was in the wheelhouse in charge of the watch. He had Mr. Eamon Molloy on watch as a lookout.
- 1.4 At approximately 19.00 hours Mr. McGing went below to go to the toilet. He left Mr. Molloy in the wheelhouse in charge of the watch. The vessel was about 3.6 miles from the alteration point South of Inishduff.
- 1.5 Whilst Mr. McGing was below, Mr. Molloy was on his own in the wheelhouse. The vessel was approaching a Waypoint, where an alteration of course was necessary. As Mr. Molloy was not completely familiar with the Video Plotter on which the Waypoints were displayed, he was studying the system to see how it worked and was not keeping a proper lookout. He did not see the "Michelle" until the "Olgarry" collided with it.
- 1.6 About 19.15 hours as Mr. McGing was returning to the wheelhouse he felt a thud, as if the fishing boat had hit an object. Mr. McGing immediately went to the wheelhouse and stopped the engines where he saw that the "Olgarry" had collided with a small GRP fishing boat, the "Michelle".
- 1.7 Mr. McGing contacted the "Michelle" and found out that the boat was not seriously damaged enough to affect her seaworthiness. He cancelled the Mayday sent out by the "Michelle" and escorted her into Killybegs.
- 1.8 The "Michelle" was lifting lobster pots at the time of the collision and could not easily get out of the way of the approaching "Olgarry".

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#### 2. DETAILS OF "MICHELLE"

- 2.1 Mr. Anthony Doherty, Skipper of the "Michelle", saw the "Olgarry" approaching from a distance of about three miles. He saw the "Olgarry" when his boat was on the top of the swell, which was large, about 20 feet in height.
- 2.2 Mr. Doherty thought that the "Olgarry" would keep out of his way as he was stopped and working his lobster pots. As the "Olgarry" got closer, Mr. Doherty realised that the "Olgarry" was not going to alter course, he attempted to cut the line of the lobster pot that he was hauling, and put his boat's engine to full ahead.
- 2.3 The "Olgarry" struck the "Michelle" on the Port shoulder at a very acute angle. This last minute alteration was vital as the "Olgarry" would almost certainly have struck the "Michelle" at almost right angles, with serious consequences. The "Michelle" was struck by the upper part of the bow of the "Olgarry", which was the bluntest part of the bow.

### CONDITIONS

#### 3. SEA & SWELL CONDITIONS

3.1 At time of the collision a heavy swell of about 20 feet was running. This made the task of observing small boats extremely difficult as they tend not to be on the top of the swell all the time. As the "Michelle" was built of Glass Reinforced Plastic (GRP) it presented a very poor Radar Target, making radar detection almost impossible.

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#### 4. VISIBILTY

4.1 The visibility was very good all round, so if a proper lookout had been kept, the "Michelle" would have been easy to spot, especially as the "Olgarry" became closer.

### MANNING

#### 5. MANNING

5.1 The "Olgarry" was manned with 9 crewmembers, two of whom had Certificates of Competency.

Mr. Noel McGing possessed a Skipper Limited Certificate Number 217 issued 10/12/68.

Mr. Gary McGing possessed a Second Hand Full Certificate of Competency Number 083 issued 24/01/95.

- 5.2 The "Olgarry" Regulations were correctly manned according to the 1988 Fishing Officers.
- 5.3 The "Michelle" was under 16.5 metres and therefore did not require a Certificate of Competency on board.

#### 6. COLLISION REGULATIONS

MCIB 🚿

## 6.1 Collision Regulations (Ships and water craft on the Water) Order 1984 S.I. No. 29 of 1984.

- The Collision regulations shall apply to- -
- (a) all ships on the surface of the water,
- (b) all water craft on or above such surface.

The "Olgarry" was a "power driven vessel" under Rule 3 (b) "General Definitions" as she was not fishing, but returning to port.

The "Michelle" was a "vessel engaged in fishing" under Rule 3 (d) "General Definitions" as she was restricted in her ability to maneuver as she was in the process of lifting lobster pots. This definition is open to question in this case depending on whether a lobster pot line can be defined as "other fishing apparatus" which may restrict her ability to maneuver.

#### 6.2 Under Rule 5 "Look-out" the following applies:

"Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision".

The watchman on board the "Olgarry" did not maintain a proper look-out as required by the above Rule 5.

#### 6.3 Under Rule 6 "Safe Speed" the following applies:

"Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing conditions and circumstances".

The Skipper did not make sure that the "Olgarry" was proceeding at a safe speed.

#### 6.4 Under Rule 7 (a) "Risk of collision" the following applies:

"Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt, such risk shall be deemed to exist."

The watchman did not use any of the available means to determine if risk of collision existed.

#### 6.5 Under Rule 8(a) "Action to avoid collision" the following applies:

"Any action taken to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship".

No action was taken to avoid the collision by either vessel.

#### 6.6 Under Rule 18 (a) (iii) "Responsibilities between vessels" the following applies:

- (a) "A power driven vessel underway shall keep out of the way of":
- (iii) "a vessel engaged in fishing".

The "Olgarry" did not keep out of the way of the "Michelle".

6.7 In conclusion the Skipper of the "Olgarry" appears to be in contravention of the following rules under the Collision Rules, namely:-

- Rule 5 Look-out.
- Rule 6 Safe Speed.
- Rule 7 Risk of collision.
- Rule 8 Action to avoid collision.
- Rule 18 Responsibilities between vessels.

#### 7. CONCLUSIONS

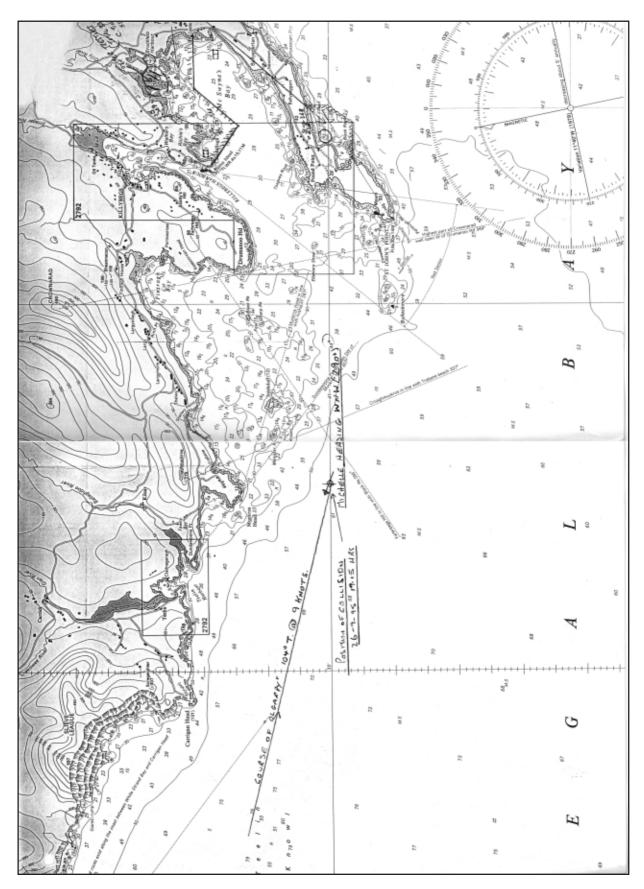
- 7.1 A proper lookout was not kept by a suitably qualified person on the board the "Olgarry".
- 7.2 The collision could have had serious consequences for the "Michelle" in that she was a far smaller boat in comparison to the "Olgarry". The "Michelle" was damaged on the forward port side, the wheelhouse, the port whaleback and shoulder.

### APPENDICES

#### 8. APPENDICES

- A Details of the "Olgarry" and "Michelle".
- B Map of Killybegs harbour area
- C Copy of examination results of Mr. Noel McGing, Skipper, F.V. "Olgarry".
- D Report of casualty WR58
- E Report of casualty form WR1 "Michelle"
- F Report of casualty form WR1 "Olgarry"

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A Details of the "Olgarry" and "Michelle".

### APPENDIX B



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C Copy of examination results of Mr. Noel McGing, Skipper, F.V. "Olgarry".

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APPENDIX C

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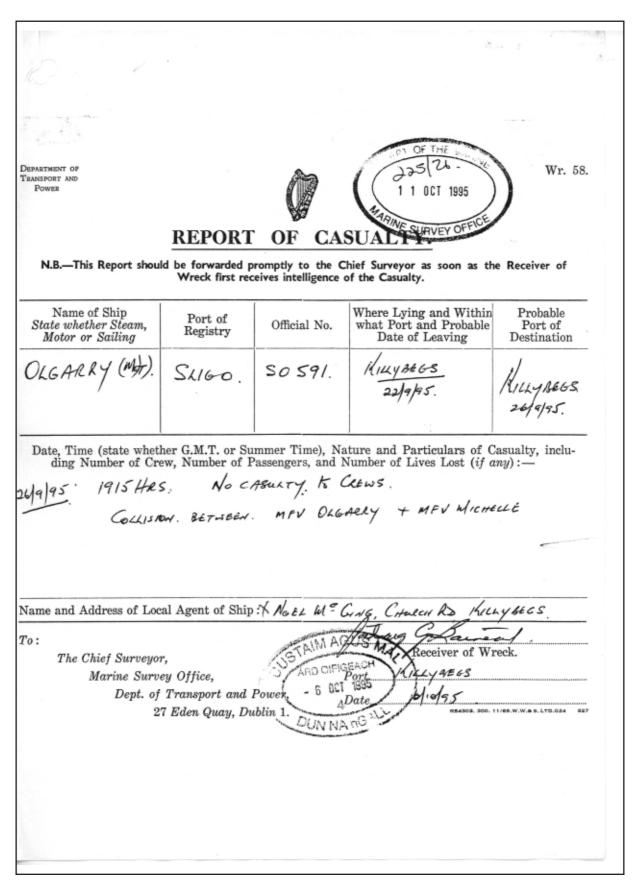
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APPENDIX D

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D Report of casualty - WR58



## APPENDIX E

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#### E Report of casualty - form WR1 "Michelle"

VR. 1.	-	PI	PORT OF A SHI	PPINC CAS		ENDIX	E	- )
07	ту		LTY Co.					Year of Casualty
<b>MA</b>	And Transmission	(Enter "Col	llision", "Founder	ring", "Miss	ing", "Fire" e	tc.)	21	1995
- 149 Talana	Name of S	Ship (Block Letters)	Gest St	Officia	Number or Nati	onality	Port	of Registry
s.s. m.v	AICHELLE	5		NOTY	let REGISI	The & D.		
Gross Tonnage 4	Length overall 5	Iron, Steel or Wood 6	Year of Build 7	Speed 8	No. of Crew 9	No. of passenge 10	rs	Nature of Employment 11
11.6 Ton.	3947.	GRP.	1986	12 Kusa	5 2	NI	L. F.	SHING.
(a) Name of Ma (b) No. of his C	ster		(a) Name of Pile (b) By whom Li			Name	and Rank of time of	Officer in charge at Casualty
(a) ANT	Hony	OHERTY	(a)	13			HONY D	4 OFFRTY
Original Po	rt of Departure ar te of sailing 15		ort last sailed from and date of sailing 16	1	Port of Destin		Nam	e and Address of Owners 18
Port Killy Date 2	1 5665 6/9/95	Port Date	/		Kury m	\$65.	ANTHON FINT KIL	
No She	readity day	Particulars of Ca	asualty (State whe	ther G.M.T.	, B.S.T., or lo	cal time)		
(a) Name of pla	19 ice where casualty	occurred	Date and hour 20	State of Tide 21	State of weath and atmosphe 22		of	n and force wind 23
Done	cae Bay and	•	24/9/95 1915Hes	HEA SEA.	GOOD VISI CLEAR	surg F	RCE 7	wINW
(b) Latitude an	d Longitude		State of	sea and swell	N	umber of live	s lost	Number of lives saved and by what
54.3	5 NTH 8	F. 35" NEST		24	Crew 25	Pa	ssengers 26	means 27
(c) True bearing land or light	g and distance from , when in sight , FF	mapoint of 6 MILLAS EAS	Swe		/	Nor	ē/	
f salvage services whom and when salvage or or	dinary rates	deser	Account of casualty, w	ith remarks as t	to cause and whet 29	her it could h	ave been avo	ided
f salvage services whom and whe	ther paid for at dinary rates	MEV ST. WHILST	tenck my I was H	VESSEL AULING	29 4 on F 4013576	RU AR	D Por	TSIDE EN 9
f salvage services whom and when salvage or or	ther paid for at dinary rates	MFV ST. WHILST - SAW OLG 12 - Twi To CALLS.	tenck my I was H	VESSEL AULING ACNING NCC OF CALL O	29 4 on F 4 con F 9 conc CHANNEL n CHANN	69. B 8 16 F	D POR , WH n RAZ NT NO	T SIDE LEAN 9 NO - CHANNEL RESTONSE FORE
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BIJBHDIN PARILL	LAKS	REQUIRED FOR STRANDINGS
If Decca Navigator fix obtained, state decometer reading	51	
What, and at what time, were the last landmarks beacons, or buoys visible? State whether G.M.T., B.S.T. or local time	52	
Were these marks seen directly or by radar? Give visual bearings or radar ranges and bearings	53	
Were bearings obtained from any beacon or direction-finding station? If so, state bearings obtained? (State whether bearings are true, compass or relative)		
How long before stranding were these bearings obtained?	55	ß
Were soundings taken? How long before stranding?	Rt	n
What was the depth at first and last sounding?	57	
Course steering when casualty happened (State whether True or Magnetic)	58	
Speed at time of stranding	59	
Direction of ship'r head after stranding (State whether True or Magnetic)	60	
Was the casualty due to an uncharted obstruction?	61	
PARTICU	LARS	REQUIRED FOR COLLISIONS
Course of own vessel when other was first observed? (State whether True or Magnetic)	62	STATIONERY
Speed of own vessel when other was first observed?	63	N/A.
What was: (a) bearing of other vessel when first seen? (b) bearing and range of other vessel when first observed by radar? (State whether True or Magnetic)	64	appeoriering FROM WEST DIRECTION - I MILE FIBRICK.
Colour of light or lights of other vessel first seen, and how long before the collision?	65	N/A.
Course of other vessel when first observed? State how obtained, visually, or by radar plot.	66	VISAAL South /S.E.
Direction of own vessel's head at time of collision (State whether True or Magnetic)	67	WEST/N.W.
Direction of other vessel's head at time of collision (State whether True or Magnetic)	68	S/E
Were the engines of own vessel slowed or stopped? Give particulars.	69	SLOWED + IDLEMG.
Own speed when collision took place	70	STATONERY
Were lights properly fitted and shown and fog signals made in accordance with regulations?	71	HAT. YES.
Did the other vessel give her name and stand by after collision, in accordance with the statutory requirements?	72	YES. MEN ORGHERY
Name, nationality, port and official No. of other	73	OLGARRY - IRISH - SLIGO

What was vessel's draught of water forward and aft?	32	Forward JREP SEA.	Aft
Title, number, date and publishers of the chart in use at the time of the casualty and number of last large and small correction.	33		
Number of compasses. Were they in good order?	34	<ul><li>(a) Gyro compasses</li><li>(b) Magnetic compasses</li></ul>	I YES
Could any part of the cargo affect any compass?	35	NO.	in the second
Were the life-saving applicances on board in accordance with the statutory requirements?	36	YES	7 <del>-</del>
Number of watertight compartments?	37	n/A	
Did they prove of use in this case?	38	NA	
Were the fire appliances on board in accordance with the statutory requirements?	39	NA ·	
Was the vessel well found in all respects?	40	YES	
f coal was carried as boiler fuel how were the bunkers ventilated?	41	N/A.	
Cargo and/or ballast:— (a) what kind and quantity of cargo and/or ballast was carried? (b) where was it carried?	42	LOBSTER POTS.	
Had vessel a deck load? f of containers were they properly secured, and in what manner?	43	LOBSTER POTS	
If of timber, was it in accordance with the statutory requirements?	44	N/A.	
Was she overladen?	45	~/ o	
Was the cargo properly stowed?	46	YES	
If vessel had a grain cargo, was it stowed in accordance with the statutory requirements?	47	NA	and a second sec
if a coal cargo, were all holds completely full, if not, state capacity of empty space left in each hold? How were the holds ventilated?	48	n/A.	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
State of weather at time of shipment	49	Good VISIBILITY - Swell	
What navigational and communication aids were carried and which were in use prior to the casualty? (Insert tick in Box A if carried and in Box B if in use)	50	Decca	A B
State radar range scale in use prior to the casualty	50a	Autor M.F. M.F. V.H.I	Sounder

21

PARTICULARS REQUIRED FOR FOUNDERINGS Had the main engines broken down or become inoperative before foundering? 74 Had the steering gear broken down or become inoperative before foundering? 75 Had any of the ship's pumps broken down or became inoperative before foundering? 76 A 77 ✓ Date and hour of springing leak or of vessel shipping heavy seas 78 Course steered prior to vessel foundering? 79 Circumstances of the voyage immediately preceding the foundering Details of measures taken to prevent the foundering 80 Account of casualty (continued from page 1) IF PROJER WAYCH WAY KEPT BY CLEW OF OLGARRY. Signature and Title of person providing the above information Dohen MA TER 17.095. Date ..... The Secretary, Department of Transport, Marine Branch, Apollo House, Tara Street, Dublin 2. Above is my report on the casualty to the MEV MICHELLE AIM AGUS MA 0 SFEIGERCH Signature 1998 istri 2 OCT 1 4 Sate DUNNARIG Wt. 140205. 500. 10/82. Cahill. (7553). G.1005.

## APPENDIX F

22

F Report of casualty - form WR1 "Olgarry"

WR.1.       PEPORT OF A SHIPPING CASULATY       24 DCT 1995       Per dissuit         TYPE OF CASULATY       Cald.I.S.I. O.M.       19 93         Nume of Ship (Block Letters)       Otional Number of Nacionality       19 93         Nume of Ship (Block Letters)       Otional Number of Nacionality       Soi 571         Soi OLG ARRY       Soi 571       Soi 000       Soi 000         Soi OLG ARRY       Soi 000       Soi 000       Nume of Ship (Block Letters)       Soi 000         Soi OLG ARRY       Soi 000       Soi 000       Nume of Ship (Block Letters)       Soi 000         Soi OLG ARRY       Soi 000       Nume of Ship (Block Letters)       Soi 000       Nume of Ship (Block Letters)       Soi 000         Soi 000       Soi 000       Soi 000       Nume of Ship (Block Letters)       Soi 000       Soi 000         Soi 000       Soi 000       Soi 000       Soi 000       Soi 000       Nume of Ship (Block Letters)       Soi 000         Soi 000       Soi 000       Soi 000       Soi 000       Soi 000       Soi 000       Soi 000         Soi 000       Soi 000       Soi 000       Soi 000       Soi 000       Soi 000       Soi 000         Soi 000       Soi 000       Soi 000       Soi 000       Soi 000       Soi 000		en des antes en la seconda de la seconda en la seconda de la seconda en la seconda de la seconda en la seconda de la seconda d en la seconda de la seconda de en la seconda de la seconda de en la seconda de la se	n - Ang Albany Alba Balan - Malan Angel Malan Angel			1		239/11		. 5	
Name of Ship (Block Letters)     Official Number of Nationality     Port of Registry       S.S.     OLGARRY     So 57/     Shildoo.       Stress     Length     Iree, Soed     Year of Boy     Speed     No. of Particle     Shildoo.       Gress     Length     Iree, Soed     Year of Boy     Speed     No. of Particle     No. of Boy     Desp(Desp(Desp(Desp(Desp(Desp(Desp(Desp(	WR. 1.	TYI							FFCE	Casualty	
1     So     Split     Shifter       1     So     Split     Shifter       1     So     Split     Shifter       1     So     Split     Speed     No. of Split     Shifter       301     IoS H     STEEL     1976     John of Split     Explicit       10     Name of Matter     10     Speed     No. of Split     Split     Explicit       10     IoS H     STEEL     1976     John of Split     Split     Split       10     None of Matter     10     Name of Name     Split     Split       10     None of Split     10     Name of Name     Split       11     12     IoN     Split     Split     Split       11     Split     Split     Split     Split     Split       12     IoN     Split     Split     Split     Split       13     Ion     Split     Split     Split     Split       14     Split     Split     Split     Split     Split       15     Ion     Split     Split     Split     Split       16     Port     Hill Split     Split     Split     Split       15     Port     Date and     S		Name of Sh		sion", "Found		_			_		
Tomage     or Wood     Build     8     Crew     passengers     Employment       301     105 Fr.     STEEL.     1976. 106 Knmg     9     NUL.     DeepSet Frsunce       (a) Name of Maser     (b) Non of the Crimics     (a) Name of Plot (if any)     Name and Rank of Office in charge at time of Casually.       (a) Name of Maser     (a) Name of Plot (if any)     Name and Rank of Office in charge at time of Casually.     Name and Rank of Office in charge at time of Casually.       (a) MOREL     M <sup>2</sup> Crime     (a)     Name and Rank of Office in charge at time of Casually.     Name and Address of Owners       (b)     (c)     10     10     Name and Address of Owners       (a) MOREL     M <sup>2</sup> Crime     (a)     Name and Address of Owners     Name and Address of Owners       (c)     15     16     17     18       Port     If Address of Owners     10     Name and Address of Owners       (a) Name of place where casually occurred     10     10     Name of Name of Owners     10       10     10     Date     State of Marker Structure     10     Name of Structure       10     10     Date and State of Mession Structure     10     10     10       11     Address of State of Marker     State of Wession Structure     10     10       12     10 <td>III.V CONTRACTOR</td> <td></td> <td>i i i i i i i i i i i i i i i i i i i</td> <td>2</td> <td>S</td> <td>5</td> <td>2 91 .</td> <td></td> <td></td> <td>3</td>	III.V CONTRACTOR		i i i i i i i i i i i i i i i i i i i	2	S	5	2 91 .			3	
(a) Name of Master       (a) Name of Pilot (I ary)       Name and Rank of Officer in sharinge at inter of Causalty         (b) No. of the Certificate       (a)       Id       Id         (a) No. of the Certificate       (b) By whom Licensed       13       En nonre Alockorf Mark Home         (b) Original Port of Departure and date of saling       Port last salied from and date of saling       Port of Destination       Name and Address of Officer in sharinge at inter of Causalty         (b)       Original Port of Departure and date of saling       Port last salied from and date of saling       Port of Destination       Name and Address of Officer in the component of Saling         (c)       0riginal Port of Departure and date of saling       Port of Destination       Name and Address of Officer in the component of Saling       Name and Rank of Officer in the component of Saling         15       16       17       Name and Rank of Officer in the component of Saling       Id       Name and Rank of Officer in the component of Saling         16       15       16       17       Name and Rank of Officer in the component of Saling       Id       Name and Rank of Officer in the component of Saling         15       16       16       16       16       Name and Rank of Officer in the component of Saling       Name and Rank of Officer in the component of Saling         16       16       16       16       Name of D	Tonnage	overall	or Wood	Build			Crew	passengers	1		
(a) Name of Master (b) No. of his Certificate (c) State of State State of State State of State State of State State	30/ /	05 FT.	STEEL.	1976	5.106 K	ions.	9	NIL .	DEEP	SEA FISHING	
(a)       (b)       Note: At Control (Attraction)         (b)       (c)       (c)       (c)         (c)       (c)       (c)       (c)       (c)         (c)       (c)       (c)       (c)       (c)       (c)         (c)       (c)       (c)       (c)       (c)       (c)       (c)         (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)         (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)       (c)	(b) No. of his Certif	ficate 12	y happy and a back		Licensed				time of C 14	asualty	
Original Port of Departure and date of saling       Port last sailed from and date of saling       Port of Destination       Name and Address of Owners         15       16       17       18         Port       Mill My Sto S       Port       16       17         Date       24       16       17       18         Particulars of Casualty (State whether G.M.T., B.S.T., or local time)       16       17       18         Particulars of Casualty (State whether G.M.T., B.S.T., or local time)       17       18       16         19       Date       Date       16       17       18         19       Date       Date       State of weather and atmosphere       Direction and force of wind 23       23         19       Date and boar       State of sea and swell       State of weather and atmosphere       Direction and force of wind 23         10       19       State of sea and swell       Number of lives lost       Swed and by what means         11       11       11       11       12       12       12       12         12       24       25       12       12       12       12       12         12       13       Account of casualty, with remarks as to cause and whether it could have been avoided       12       <	(a) NOEL	Mª GIN	G	(a)		_		-	_	1	
Ore date of sailing     Owners       15     16       17     18       18     17       19     16       17     North Milling General State of State o								NOEL M			
Port. <u>AILAY 5265</u> <u>Date</u> <u>22/7/95</u> <u>Date</u> <u>22/7/95</u> <u>Date</u> <u>22/7/95</u> <u>Date</u> <u>22/7/95</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State whether G.M.T., B.S.T., or local time)</u> <u>Particular5 of Casualty (State of sea and swell</u> <u>State of sea and swell</u>			Port	date of sailing	ind .	Po			of	Owners 18	
19     Date and hour     State of Tide     State of and atmosphere     Direction and force of wind       (a) Name of place where casualty occurred     20     21     22     23       Downe CM     3.0.4     21     23     23       Downe CM     3.0.4     21     20     23       (b) Latitude and Longitude     3.1     195245.     19584.     Food dualtable       54.35     Moth     8.35     19504     3.1     Number of lives lost     Number of lives lost       1and or light, when in sight     8.35     16     24     25     26     27       1and or light, whether paid for at salvage or ordinary rates     23     24     25     26     27       If salvage services rendered, state by whoth and whether paid for at salvage or ordinary rates     23     26     27       If salvage or ordinary rates     28     Account of casuality, with remarks as to cause and whether it could have been avoided       19 salvage or ordinary rates     28     16     56     57     0.1     10       19 salvage or ordinary rates     28     16     16	Port KILAY	5±05.		/		Kizi	(YB665.		CHURCHRD		
Downe C.M. Bray     Particles     N/A     Cleast.     Facce 7     N/N       (b) Latitude and Longitude     54.35     Not 1     1915/45     N/A     Good duitleff     Errisan Showhers       54.35     Notre     8.35     Wat     24     25     26     27       (c) Ture bearing and distance from a point of land or light, when is sight     24     25     26     27       316     Swetch     Night     Night     Night     Night       If salvage services rendered, state by whom and whether pid for at salvage or ordinary rates     Night     Night     Night       Nowie     Nowie     Account of casuality, with remarks as to cause and whether it could have been avoided     29       Nowie     Nowie     Night First With First Park Fir	(a) Name of places	19	and have a second state	Date and hour	State of Tide	St	ate of weather d atmosphere		ofw	vind	
State of sea and swell       Number of ives seat       Number of ives seat         54.35 Notre       8.35 Workf       24       25       26       27         (c) True bearing and distance from a point of land or light, when in sight       14       24       25       26       27         If salvage services rendered, state by whom and whether paid for at salvage or ordinary rates       Account of casuality, with remarks as to cause and whether it could have been avoided       29         28       Account of casuality, with remarks as to cause and whether it could have been avoided       29         28       Vessel       State of sea and skell       Account of casuality, with remarks as to cause and whether it could have been avoided         29       28       Vessel       State of sea and skell       Account of casuality, with remarks as to cause and whether it could have been avoided         29       28       Vessel       State of sea and skell       Account of casuality, with remarks as to cause and whether it could have been avoided         29       Vessel       State of sea and skell       Account of casuality, with remarks as to cause and whether it could have been avoided         29       Vessel       State of sea and skell       Account of casuality, with remarks as to cause and whether it could have been avoided         11       Nowé       Skippée       Keff to at sea and skell       Account of casu		M BAY		26/9/95	N/A Deep St. 4.	llear.		Ford		,	
54.35 Notre       8.35 Work         (c) True bearing and distance from a point of land or light, when in sight       316 Swell.         If salvage services rendered, state by whom and whether paid of or at salvage or ordinary rates       Account of casualty, with remarks as to cause and whether it could have been avoided         11 salvage services rendered, state by whom and whether paid for at salvage or ordinary rates       Account of casualty, with remarks as to cause and whether it could have been avoided         28       Vessel slearning ts Killey SECS AFFTER FISHING.         NowE       Shipper herr wheel Hourse to construct the set of the	(b) Latitude and Lo	ongitude		State	of each and enco	and small N		Number of lives lost			
Iand or light, when in sight     If a suff.	54.35 Not	74 8.	35 Worl-							means	
whom and whether paid for at salvage or ordinary rates     29       28     Vessel stearing to Killy SEGS AFTER FISHING.       NowE.     Skipper herr wheter House to conformer. ONE MAN       NowE.     KEFTIN UHEELHOUSE TEMPURARING.       Did not ossake of       WFV WARHELLE NALLING LOBSTER fors -       Vessel Stearing to damage to ship and cargo	land or light, wh	ien in sight									
NOWE LEFTIN UHEELHOUSE TEMPOLARIKY. DID NOT OBSERVE WIFV WIRHELLE NAULING LOBSTER FOTS - VESSEL STEUCK MFV MICHELLE ON FORWARD PORTSIDE. Continued on page 4 Extent of damage to ship and cargo 30 NI ONIE .	whom and whether	paid for at	abel		- Sector	2	9				
Extent of damage to ship and cargo $\frac{30}{30}$ .	28	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Se	HEFTIN UN MFU MICHE	LLE HAUS	LING L	Porta 065T	ally .	Did no	F 0 89	shere 120	
				Extent of dama	age to ship and 30	cargo					
FOR USE OF DEPARTMENT OF TRANSPORT ONLY	ofeners		~	NONE -		•.	1 Contractor				
		nor edar	FOR US	E OF DEPARTM	ENT OF TRA	SPORT	ONLY				

If Decca Navigator fix obtained, state decometer reading	51	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
What, and at what time, were the last landmarks, beacons, or buoys visible? State whether G.M.T., B.S.T. or local time	52	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Were these marks seen directly or by radar? Give visual bearings or radar ranges and bearings	53	
Were bearings obtained from any beacon or direction-finding station? If so, state bearings obtained? (State whether bearings are true, compass or relative)		
How long before stranding were these bearings obtained?	55	
Were soundings taken? How long before stranding?	56	
What was the depth at first and last sounding?	57	$ \langle \rho \rangle$
Course steering when casualty happened (State whether True or Magnetic)	58	
Speed at time of stranding	59	
Direction of ship's head after stranding (State whether True or Magnetic)	60	
Vas the casualty due to an uncharted obstruction?	61	

Course of own vessel when other was first observed? (State whether True or Magnetic)	62	STEERING 104°
Speed of own vessel when other was first observed?		9 KNOTS.
<ul> <li>What was: (a) bearing of other vessel when first seen?</li> <li>(b) bearing and range of other vessel when first observed by radar?</li> <li>(State whether True or Magnetic)</li> </ul>		STRTIONER Y - SLOWLY MOUNG - LIFTING LOBSTER POTS -
Colour of light or lights of other vessel first seen, and how long before the collision?	65	NA.
Course of other vessel when first observed? State how obtained, visually, or by radar plot.	66	STATIONERT - HAWRING LOGSTER POTS.
Direction of own vessel's head at time of collision (State whether True or Magnetic)	67	104°. TRUE .
Direction of other vessel's head at time of collision (State whether True or Magnetic)	68	280°.
Were the engines of own vessel slowed or stopped? Give particulars.	69	1/0.
Own speed when collision took place	70	9 KNOTS
Vere lights properly fitted and shown and fog signals made in accordance with regulations?	71	N/A.
Did the other vessel give her name and stand by after collision, in accordance with the statutory requirements?	72	YES. MEN MICHELLE.
ame, nationality, port and official No. of other vessel	73	MEN MICHELLE - IRISH - 9

#### PARTICULARS REQUIRED FOR COLLISIONS

of last large and small correction, and induce of large and small correction, and induce of large and large of large	aft? 1 Leaf	34	DEEP SEA. 20 FATTHOMS applon.
(a) Gyro compasses $-\frac{1}{L}$ $Y \notin S$ (b) Magnetic compasses $\frac{1}{L}$ $Y \notin S$ Could any part of the cargo affect any compass?       35 $M/o$ .       36         Were the life-saving applicances on board in accordance with the statutory requirements?       37 $1/E S$ . $1/E S$ .         Number of watertight compartments?       37 $M/A$ . $1/E S$ .         Were the fire appliances on board in accordance with the statutory requirements?       39 $Y \notin S$ . $1/E S$ .         Was the vessel well found in all respects?       40 $1/E S$ . $1/E S$ .         Was carried as boiler fuel how were the bunkers ventilated?       42 $FISH$ is $FISH HoLLS.       FISH HoLLS.         Had vessel a deck load?       43         f' of ontainers were they properly secured, and in what manner?       44         n/A.       N/A.         Was she overladen?       45         f' of timer, was it in accordance with the statutory requirements?       n/A.         Was the cargo properly stowed?       45         M/A.       n/A.         Was the cargo properly stowed?       46         N/A.       N/A.         Was the car$	in use at the time of the casualty and number	33	DECP SEA. 20 FATTHOMS. applon. BRITISH ADMIRATTY CHARTS. OF DONEGOE BAY.
$\mu/c$ . $\mu/c$ .         Were the life-saving applicances on board in accordance with the statutory requirements? $36$ $1/E \leq S$ .         Number of watertight compartments? $37$ $\eta/A$ .         Did they prove of use in this case? $38$ $N/A$ .         Were the fire appliances on board in accordance with the statutory requirements? $39$ $y/E \leq S$ .         Was the vessel well found in all respects? $40$ $y/E \leq S$ .         If coal was carried as boiler fuel how were the bunkers ventilated? $41$ $N/A$ .         Cargo and/or ballast (b) whate was it carried? $42$ $FISH$ in $FISH HOLD$ .         If of containers were they properly secured, and in what manner? $43$ $N/o$ .         If of containers were they properly secured, and in what manner? $45$ $A/o$ .         Was the cargo properly stowed? $46$ $y/E \leq S$ .         If was the cargo properly stowed? $46$ $y/A$ .         Was the cargo properly stowed? $46$ $y/A$ .         Was the cargo properly stowed? $46$ $y/A$ .         If was the the statutory requirements? $47$ $A/A$ Was the cargo properly stowed? $46$ $y/A$ .         Was the cargo properly stowed? $46$ <	Number of compasses. Were they in good order?	34	
accordance with the statutory requirements? $1/2 > .$ Number of watertight compartments?       37 $u/A$ .         Did they prove of use in this case?       38 $n/A$ .         Were the fire appliances on board in accordance       39 $y/E > .$ Was the vessel well found in all respects?       40 $1/E > .$ If coal was carried as boiler fuel how were the       41 $n/A$ .         Cargo and/or ballast:— <ul> <li>(a) what kind and quantity of cargo and/or ballast:—</li> <li>(b) where was it carried?</li> <li>(c) what was carried?</li> <li>(d) what was carried?</li> <li>(e) what was carried?</li> <li>(f) what manner?</li> <li>(f) o containers were the property secured, and in what manner?</li> <li>(f) o containers were the property secured?</li> <li>(f) <math>\sqrt{A}</math>.</li> </ul> Mo         Was the cargo property stowed?       45 $1/o$ .         Was the cargo property stowed?       46 $y/E > .$ (f) ressel had a grain cargo, was it stowed in a cargo were the holds completely full, if a coal cargo, were all holds completely full, if not, s	Could any part of the cargo affect any compass?	35	alo.
$\mu/A$ Did they prove of use in this case?         38 $n/A$ Were the fire appliances on board in accordance with the statutory requirements?       39 $y/ES$ .         Was the vessel well found in all respects?       40 $1/ES$ .         If coal was carried as boiler fuel how were the bunkers ventilated?       41 $n/A$ .         Cargo and/or ballast:—       (a) what kind and quantity of cargo and/or ballast was carried?       42 $FISH$ im $FISH HOLD$ .         (b) where was it carried?       43 $N/o$ .          (f) of containers were they property secured, and in what manner?       43 $N/o$ .         If of timber, was it in accordance with the statutory requirements?       45 $\Lambda/o$ .         Was the cargo properly stowed?       46 $Y/ES$ .         Was the cargo properly stowed?       46 $Y/A$ .         Was the cargo properly stowed?       47 $\Lambda/A$ .         If a coal cargo, was it stowed in accordance with the statutory requirements?       48 $n/A$ .         Mot state cargo and/or ballast:—       10.       48 $n/A$ .         If a coal cargo, were all holds completely full, if not, state capacity of empty space left in each hold? How were the holds ventilated?       50       Radar       2         State of weather at time o		36	1/65
And the statutory requirements?       Image: statutory requirements?         Ware the fire appliances on board in accordance with the statutory requirements?       Image: statutory requirements?         Was the vessel well found in all respects?       Image: statutory requirements?       Image: statutory requirements?         If coal was carried as boiler fuel how were the bunkers venilated?       Image: statutory requirements?       Image: statutory requirements?         Cargo and/or ballast:         (a) what kind and quantity of cargo and/or         ballast was carried?       Image: statutory requirements?       Image: statutory requirements?         Had vessel a deck load?       If of containers were they properly secured, and         in what manner?       Image: statutory requirements?       Image: statutory requirements?         Was she overladen?       Image: statutory requirements?       Image: statutory requirements?       Image: statutory requirements?         Was she coreladen?       Image: statutory requirements?       Image: statutory requirements?       Image: statutory requirements?         Was she coreladen?       Image: statutory requirements?       Image: statutory requirements?       Image: statutory requirements?         Was she cargo properly stowed?       Image: stower stower stower stower stower statutory requirements?       Image: stower stowerestower stower stowerestower stower stower stower stower stower s	Number of watertight compartments?	37	N/A.
with the statutory requirements? $90^{\circ}S$ .         Was the vessel well found in all respects?       40 $1/l \leq S$ .         If coal was carried as boiler fuel how were the bunkers ventilated?       41 $N/A$ .         Cargo and/or ballast:— <ul> <li>(a) what kind and quantity of cargo and/or ballast:—</li> <li>(b) where was it carried?</li> <li>(c) where was it carried?</li> <li>(d) where was it carried?</li> <li>(e) where was it in accordance with the statutory requirements?</li> <li>(f) of containers were they properly secured, and in what manner?</li> <li>(f) of mimer, was it in accordance with the statutory requirements?</li> <li>(f) <math>N/A</math>.</li> </ul> <li>Was the cargo properly stowed?</li> <li>(f) essel had a grain cargo, was it stowed in accordance with the statutory requirements?</li> <li>(f) <math>N/A</math>.</li> <li>Was the cargo query were the holds were the and in Box B if in use)</li> <li>State radar range scale in use prior to the casualty for the casualty?</li> <li>(f) M.F. Radio telephone</li>	Did they prove of use in this case?	38	N/4.
If coal was carried as boiler fuel how were the bunkers ventilated?       41 $N/A$ .         Cargo and/or ballast:— <ul> <li>(a) what kind and quantity of cargo and/or ballast was carried?</li> <li>(b) where was it carried?</li> <li>(c) where was it carried?</li> </ul> 42     FISH in FISH HOLD.         Had vessel a deck load?       43       No       .         If of containers were they properly secured, and in what manner?       43       No       .         If of timber, was it in accordance with the statutory requirements?       44       N/A .       .         Was she overladen?       45       N/o .       .       .         Was the cargo properly stowed?       46       YES .       .       .       .         If a coal cargo, were all holds completely full, if accordance with the statutory requirements?       48       N/A .       .       .       .         If a coal cargo, were all holds completely full, if a coal cargo, were the holds ventilated?       49       VISI GUTT / Good /AECL SwELL .       .         What navigational and communication aids were carried and which, were in use prior to the casualty?       .       .       .       .       .       .       .       .       .       .       .       .       .       .       .       .       .       .       .		39	YES.
bunkers ventilated? $N/A$ .         Cargo and/or ballast:	Was the vessel well found in all respects?	40	YES.
(a) what was carried?       (b) where was it carried?         (b) where was it carried?       (c) where was it carried?         (c) where was it carried?       (c) where was it carried?         (c) where was it carried?       (c) where was it carried?         (c) where was it carried?       (c) where was it carried?         (c) where was it carried?       (c) where was it carried?         (c) was the cargo properly secured, and in what manner?       (c) was the cargo properly stowed?         (c) was the cargo properly stowed?       (c) was the cargo properly stowed?         (c) was the cargo properly stowed?       (c) was it stowed in accordance with the statutory requirements?         (c) was the cargo properly stowed?       (c) was it stowed in accordance with the statutory requirements?         (c) was tate capacity of empty space left in each hold?       (c) was tate capacity of empty space left in each hold?         (c) was tate capacity of empty space left in each hold?       (c) was the hold were the holds ventilated?         (c) state radia and communication aids were carried and which were in use prior to the casualty?       (c) was the can awigator         (c) was the in use prior to the casualty       (c) was the cargo difference was accordance with the statutory is prior to the casualty?         (c) was the in use prior to the casualty       (c) was the can awigator was accordance was accor		41	NA.
If of containers were they properly secured, and $N \circ$ If of timber, was it in accordance with the statutory requirements?       44         Was she overladen?       45         Was she overladen?       46         V/A       V/A         Was the cargo properly stowed?       46         V/A       V/A         Was the cargo properly stowed?       46         V/A       V/A         Was the cargo properly stowed?       47         Vascordance with the statutory requirements?       47         N/A       N/A         If a coal cargo, were all holds completely full, if not, state capacity of empty space left in each hold? How were the holds ventilated?       48         State of weather at time of shipment       49       Visi & Vis	<ul> <li>(a) what kind and quantity of cargo and/or ballast was carried?</li> </ul>	42	FISH in FISH HOLD.
statutory requirements? $N/H$ .         Was she overladen?       45 $\Lambda   o$ .         Was she overladen?       45 $\Lambda   o$ .         Was the cargo properly stowed?       46 $YES$ .         If vessel had a grain cargo, was it stowed in accordance with the statutory requirements?       47 $N/A$ .         If a coal cargo, were all holds completely full, if not, state capacity of empty space left in each hold? How were the holds ventilated?       48 $N/A$ .         State of weather at time of shipment       49 $V_{ISI & BKITT f & Good D - fARGEL & SwELL .         What navigational and communication aids were carried and which were in use prior to the casualty?       50       Radar       adio direction finder - Content in the casualty $	Had vessel a deck load? If of containers were they properly secured, and in what manner?	43	No
Was the cargo properly stowed?       46 $465$ .         If vessel had a grain cargo, was it stowed in accordance with the statutory requirements?       47 $N/A$ .         If a coal cargo, were all holds completely full, if not, state capacity of empty space left in each hold? How were the holds ventilated?       48 $N/A$ .         State of weather at time of shipment       49 $V_{151}B_{L1T} + Goodb = -f_{ARGL} Swetch =$ .         What navigational and communication aids were carried and which were in use prior to the casualty? (Insert tick in Box A if carried and in Box B if in use)       50       Radar       A       B         State radar range scale in use prior to the casualty       50a       Radio direction finder       Image: Complete the optimized scale in use prior to the casualty       50a         State radar range scale in use prior to the casualty       50a       Image: Complete the optimized scale in use prior to the casualty       50a         M.F. Radio telephone       Image: Complete the optimized scale in use to the casuality       50a         M.F. Radio telephone       Image: Complete the optimized scale in use the optimized scale in use the optimized scale in use to the casuality       50a         M.F. Radio telephone       Image: Complete the optimized scale in use the optimized scale in us		44	N/A.
If vessel had a grain cargo, was it stowed in accordance with the statutory requirements?       47 $N/A$ If a coal cargo, were all holds completely full, if not, state capacity of empty space left in each hold? How were the holds ventilated?       48 $N/A$ .         State of weather at time of shipment       49 $V_{151} \delta_{L1T} f_{000} D_{.} - f_{MCGL} SweetL .         What navigational and communication aids were carried and which were in use prior to the casualty?       50       Radar       A         If in use)       50a       State radar range scale in use prior to the casualty       50a       A B         State radar range scale in use prior to the casualty       50a       A B A         M.F. Radio telephone       V V V V V $	Was she overladen?	45	10.
accordance with the statutory requirements? $N/A$ If a coal cargo, were all holds completely full, if not, state capacity of empty space left in each hold? How were the holds ventilated?       48 $N/A$ .         State of weather at time of shipment       49 $V_{1S1 & SLIT + f} & Goodb - f_AACGL & SweelcL .$ What navigational and communication aids were carried and which were in use prior to the casualty? (Insert tick in Box A if carried and in Box B if in use)       50       Radar       2         State radar range scale in use prior to the casualty       50a       Radio direction finder       -         M.F. Radio Telegraph       M.F. Radio telephone       M.F. Radio telephone       V	Was the cargo properly stowed?	46	YES.
not, state capacity of empty space left in each hold? How were the holds ventilated? $N/A$ .         State of weather at time of shipment       49 $V_{1SI & GLITT + Goods} - \int_{AAGGL} Sweet L .         What navigational and communication aids werecarried and which were in use prior to thecasualty?(Insert tick in Box A if carried and in BoxB if in use)       50       Radar       A       B         State radar range scale in use prior to the casualty       50a       Radio direction finder       -       -         State radar range scale in use prior to the casualty       50a       M.F. Radio telephone       V       V   $	If vessel had a grain cargo, was it stowed in accordance with the statutory requirements?	47	NA
What navigational and communication aids were carried and which were in use prior to the casualty? (Insert tick in Box A if carried and in Box B if in use)       50       Radar       2       2         State radar range scale in use prior to the casualty       50a       Radio direction finder       -       -         State radar range scale in use prior to the casualty       50a       M.F. Radio Telegraph       V       V         M.F. Radio telephone       V       V       V       V       V	not, state capacity of empty space left in each	48	N/A.
carried and which were in use prior to the casualty? (Insert tick in Box A if carried and in Box B if in use) State radar range scale in use prior to the casualty State radar range scale in use prior to the casualty M.F. Radio Telegraph	State of weather at time of shipment	49	VISIBILITY Good LARGE Swell .
Automatic steering	carried and which were in use prior to the casualty? (Insert tick in Box A if carried and in Box	50	Radar
Others (name them)	State radar range scale in use prior to the casualty	50a	Echo Sounder Automatic steering
50 AS- buile one			

PARTICUL	ARS F	REQUIRED FOR FOUNDERINGS
		tal Operating the set of the set
Had the main engines broken down or become inoperative before foundering?	/4	Contraction conferences The Contraction of the Cont
Had the steering gear broken down or become inoperative before foundering?	75	· · · · · · · · · · · · · · · · · · ·
Had any of the ship's pumps broken down or became inoperative before foundering?	76	
Date and hour of springing leak or of vessel shipping heavy seas	77	
Course steered prior to vessel foundering?	78	NA
Circumstances of the voyage immediately pre- ceding the foundering	79	
Details of measures taken to prevent the foundering	80	
BOARD COMPUTER and DIDA	SL H	MAJDAY CALLON (HANNER 24. HE CALLES COLLISION BUT THIS WAS NOT RECEIVED BY HOUSE 3TATED THAT HE WAS OBSELVING SEE THE MEV MICHELLE. THE VESSEL
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## CORRESPONDENCE

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#### Mr. Noel McGing

Church Road. Killybegs, Co. Donegal. 18/03/2003 Your Ref.: MCIB 33 Mr. Dick Heron, 1.52 12-Secretary, Marine Casualty Investigation Board, Leeson Lane, Dublin 2. Dear Mr. Heron. My Comments on the collision between M.F.V. 'Olgarry' and M.F.V. 'Michelle' on the 26/09/1995 are as follows:-M.F.V. 'OLGARRY' - Course 104° (T) 9 knots. Waypoint 1 Mile South Inishduff This is the route used by all the fishing vessels in Killybegs to and from the fishing grounds to the West and North. It is a recognised fairway and has been the route prior to the inception of plotters and radars. The pot fishermen are aware of this and never shoot their gear in the fairway (Rule 9BC). Fishing is also a lot better to the North closer to the Island of Inishduff where gear is easier to work as the water is shallower. It is custom for all pot fishermen who fish in an area where trawling is possible to inform all vessels where pots are shot. However it is never done in a recognised fairway. There is actually a service provided by Mr. Norbid Fox from Co. Mayo who informs all vessels by fax of this. The skipper of the Michelle did not do this. It is to the advantage of both, as pots are lost and serious damage can be caused to stern tube seals, sonars and sounders on trawlers. On this occasion due to weather conditions it was virtually impossible to see the Michelle as the skipper himself could only see the Olgarry when he was on the crest of a wave. For 95% of the time the hull of the vessel was invisible. There was no radar target. The Michelle had no radar reflector. It is difficult to understand how the Michelle having gone full ahead on her engine (bearing in mind that this was a very powerful vessel capable of over 20 knots with 300HP+) hit the Olgarry (port shoulder of the Michelle). It is fair to say had she not moved a collision would have been averted.

### CORRESPONDENCE

CONTD.

#### **MCIB** Response

	It is much more likely that the Michelle was on the starboard side of the Olgarry, going astern keeping off her gear. The bow of the Olgarry caught the rope leader pulling the Michelle port bow to the bow of the Olgarry. The impact broke the rope and caused the damage. The Olgarry was listening on Channel 16 as obliged. The Michelle was obviously unaware of this.	
	Thanking you.	9 S
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	Signed,	
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	Novel 11 egg	
	NOEL MC GING	

# MCIB REPONSE TO THE LETTER FROM MR. NOEL MCGING OF 18TH MARCH, 2003

Inspection of the chart for the area and local knowledge clearly shows that the collision occurred in an area that does not lie within a recognised fairway. The reporting system to highlight presence by local pot fishermen has no offical mandate and is not compulsory.