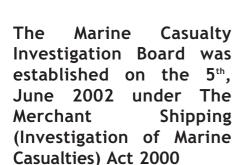
Leeson Lane, Dublin 2, Ireland. Tel: +353 1 678 2460. Fax: +353 1 678 2159. Freefone: 1800 202614.



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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

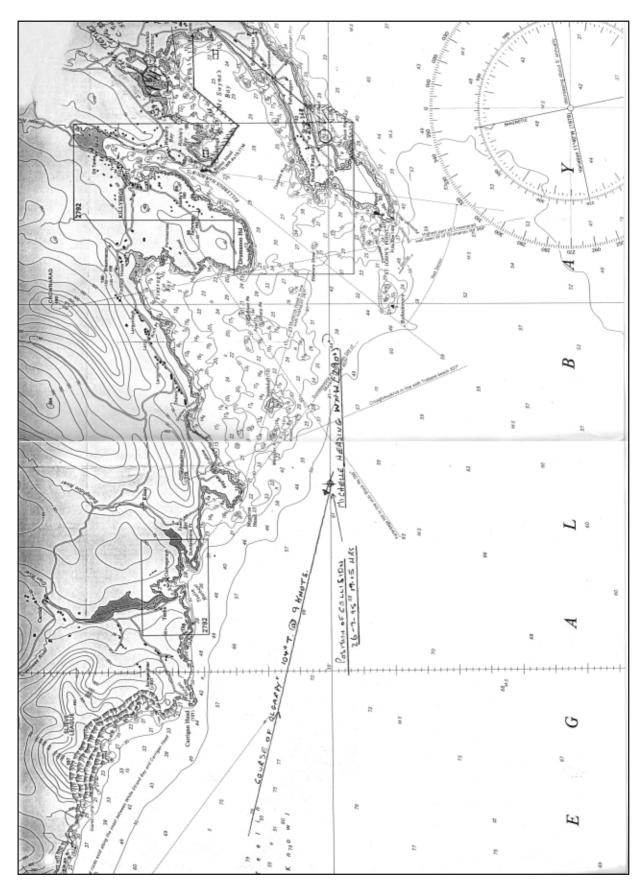
- 7.1 A proper lookout was not kept by a suitably qualified person on the board the "Olgarry".
- 7.2 The collision could have had serious consequences for the "Michelle" in that she was a far smaller boat in comparison to the "Olgarry". The "Michelle" was damaged on the forward port side, the wheelhouse,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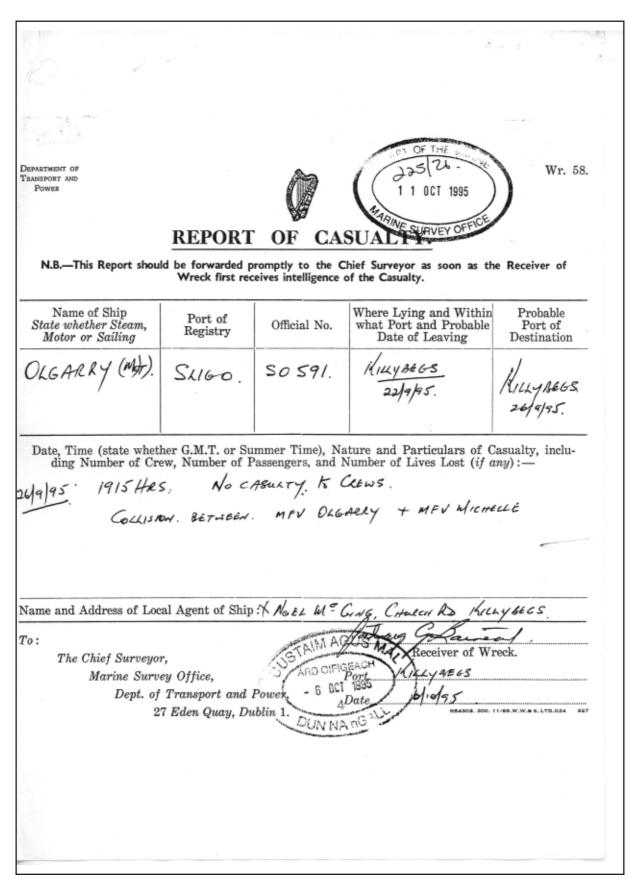
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APPENDIX D

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D Report of casualty - WR58



APPENDIX E

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E Report of casualty - form WR1 "Michelle"

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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
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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)		
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(b) Latitude an	d Longitude		State of	sea and swell	N	umber of live	s lost	Number of lives saved and by what
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(c) True bearing land or light	g and distance from , when in sight , FF	mapoint of 6 MILLAS EAS	Swe		/	Nor	ē/	
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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	(a) Gyro compasses(b) Magnetic compasses	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 -
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 -
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

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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	
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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	
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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		
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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.
 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) 		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.
μ/c . μ/c . Were the life-saving applicances on board in accordance with the statutory requirements? 36 $1/E \leq S$. Number of watertight compartments? 37 η/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	
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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.
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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.
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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
KGARAY, CREW MAN IN WHEE KGARAY, CREW MAN IN WHEE A BOARD COMPUTER OND. DID N AS ON AUTOMATIC PILOT WHEN COURD LAVE BEEN AVON 1) BETTER WATCH BY CREW MEMBER 1) CALLON MOTEN DIGALAY ON CHA	CC	COLLISION BUT THIS WAS NOT RECEIVED BY HOUSE 3 TATED THAT HE WAS OBSELVING SEE THE MEV WICHELLE. THE VESSEL OLLISION OCCULED. D. IF THE FOLLOWING ACTION HAD BEEN TAKE OLGARRY EL 16
CORRY: CREW MAN IN WHEN board Computer and Didn to an Automatic PILOT WHEN clident could have been Avon H BETTER WATCH BY CREW MEMBER (CALLED MIFV DLGALLY ON CHI) IF EVASIVE ACTION HAD BEE. DESADUED DICALLY BEARING DOW	ATT.	COLLISION BUT THIS WAS NOT RECEIVED BY HOUSE 3 TATED THAT HE WAS OBSELVING SEE THE MEV MICHELLE. THE VESSEL DELISION OCCULED. D. IF THE FOLLOWNE ACTION HAD BEEN TAKE OLGARRY BEL 16 AKEN BY SKIMML OF MEV MICHELLE WHEN HE
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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.