

CONTD.

MCIB Response to Mr. Eamon Torpay's (Irish Coast Guard) letter of 7th April, 2003

With regard to the draft report into the grounding of the MFV "Western Viking" the MCIB has amended the report in view of the comments as set out in this letter.



**REPORT INTO THE GROUNDING
OF THE IRISH REGISTERED
FISHING VESSEL MFV
"WESTERN VIKING" ON
RATHLIN O'BIRNE ISLAND, CO.
DONEGAL ON 3rd AUGUST
1994.**

The Marine Casualty Investigation Board was established on the 5th, June 2002 under The Merchant Shipping (Investigation of Marine Casualties) Act 2000

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SYNOPSIS

1. SYNOPSIS.

- 1.1 At approximately 0330 hours on the 3rd August 1994 the MFV "Western Viking" ran aground on Rathlin O'Birne Island, Co. Donegal at a speed of about 7.5 knots bow first. No lives were lost.

2. FACTUAL INFORMATION

- 2.1 The MFV "Western Viking" left Killybegs Co. Donegal at approximately 0130 hours on the morning of 3rd August to fish for scad off the North Donegal Coast. The MFV "Western Viking" was a steel-built vessel of 737 GRT.
- 2.2 When the vessel was South of Carrigan Head, a crewmember Paul Gallagher, altered course to take it to the South of Rathlin O'Birne Island.
- 2.3 Neither of the two crewmembers (on watch) knew of the vessel's close proximity to the island until the vessel hit the island.
- 2.4 No positions were taken either visually or by radar. A chart was not in use. No positions were recorded from the time of sailing until the grounding occurred. The watch keepers used the satellite plotter to follow the coastline without apparently being aware of what they were actually doing.
- 2.5 Paul Willoughby, who was "in charge", thought the Radar was on 6 mile range when it was actually on the 12 mile range.
- 2.6 Both men saw the Light (the White Sector) on the Island that has a range of 20 miles but did not realize that the MFV "Western Viking" was heading straight for the island.

3. THE EVENTS PRIOR TO THE INCIDENT

- 3.1 The Skipper, Seamus Doherty went to bed at about 2300 hrs on the 2nd August 1994 and the Mate, Charles Doherty sailed the vessel from Killybegs. This was a normal occurrence.
- 3.2 When the vessel was about 1 mile South of Inishduff Island the Mate handed over to two of the crew, John Gallagher and Paul Willoughby, who were due to go on watch.
- 3.3 He told them to take the vessel to a position West of Arranmore Island off Donegal. He then left the wheelhouse.
- 3.4 Of the two left in the wheelhouse, Paul Willoughby was in charge. He sat in the Skipper's chair.

4. THE INCIDENT.

- 4.1 At approximately 0330 hrs on the 3rd August 1994, the MFV "Western Viking" hit Rathlin O'Birne Island at a speed of about 7.5 knots bow first.

5. THE EVENTS AFTER THE INCIDENT.

- 5.1 Charles Doherty maintains that when he arrived in the wheelhouse he sent a Mayday on VHF Channel 16, to which he did not get a reply. There is no Irish Coast Guard (IRCG) record at Malin Head CRS of such a mayday call being made and the IRCG maintains that no such call was received. There were no reports of a distress call being heard by other vessels operating in the area at the time.
- 5.2 "The sequence of events recorded by the IRCG at Marine Rescue Co-ordination Centre (MRCC) Dublin and Malin Head Coastal Radio Station (CRS) are as follows:
- 5.2.1 MRCC Dublin received a mobile telephone 999 emergency call from the FV "Western Viking" at 02.38 UTC on 03/08/94. This 999 call was from a mobile phone on board the fishing vessel, through the Eircom 999 service to MRCC Dublin. There was no Marine VHF radio involvement in this call. The vessel reported that it was taking in water and sinking fast in position 5439n 00847w. The phone signal faded out before a telephone number could be obtained from the fishing vessel. MRCC Dublin established this position to be off Rathlin O'Birne.
- 5.2.2 MRCC Dublin immediately advised Malin Head CRS of the situation and contact was established with the FV "Western Viking" on Glen Head VHF Ch 16 at 0240 UTC. Radio signals from the fishing vessel were breaking up. The fishing vessel advised Malin Head CRS that its pumps were holding, that the "Western Viking" was heading for Killybegs and that it was not in immediate danger."
- 5.3 Glen Head Radio is an unmanned remotely operated VHF site controlled from the Coast Radio Station at Malin Head. It was therefore not possible for a crewmember on board FV "Western Viking" to make a mobile telephone call to Glen Head Radio.
- 5.4 One of the crew then called the Eircom Emergency Service Operator by mobile telephone.
- 5.5 Please refer to observations by the Irish Coast Guard letter dated 7th April, 2003 (see Appendix 4).

6. CONCLUSIONS AND FINDINGS

- 6.1 The MFV “Western Viking” ran aground as the persons on watch at the time of the incident were not keeping a safe navigational watch.
- 6.2 None of the crew manning the bridge at the time of the incident had any form of training in navigational, watchkeeping duties, radar-plotting or chartwork.

6. RECOMMENDATIONS.

- 6.1 Owners and operators of fishing vessels, skippers and watchkeepers should ensure that a proper navigational watch is kept at all times in accordance with the International Maritime Organisation Resolution A.484(XII), Annex: "Recommended Basic Principles to be observed in keeping a navigational watch on board Fishing Vessels". The basic principles have been reproduced in the Annex to Marine Notice No. 9 of 2002 and should be observed by all concerned. (See Appendices 1 & 2)
- 6.2 All fishing vessels should be properly manned with qualified Deck and Engineer Officers in accordance with the Regulations.
- 6.3 A Marine Notice should be issued stating that all fishing vessels must be manned as required by the Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations, 1988 (S.I. No. 289 of 1988), as amended. A Marine Notice is given at Appendix 3.

7. APPENDICES

7.1 Appendix 1: International Maritime Organisation Resolution A.484(XII).

7.2 Appendix 2: Marine Notice No. 9 of 2002.

7.3 Appendix 3: Marine Notice No. 10 of 2002.

7.1 Appendix 1: International Maritime Organisation Resolution A.484(XII).

ANNEX TO I.M.O. RESOLUTION A.484 (XII)**RECOMMENDED BASIC PRINCIPLES TO BE OBSERVED IN KEEPING****A NAVIGATIONAL WATCH ON BOARD FISHING VESSELS**

1. The competent authority should ensure that owners and operators of fishing vessels, skippers and watchkeeping personnel observe the following principles to ensure that a safe navigational watch is maintained at all times.
2. The skipper of every fishing vessel is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe navigational watch. Under the skipper's general direction, the officers of the watch are responsible for navigating the vessel safely during their periods of duty when they will be particularly concerned with avoiding collision and stranding.
3. The basic principles, including but not limited to the following, should be taken into account on all fishing vessels. However, an Administration may exclude very small fishing vessels from fully observing the basic principles.
4. **EN ROUTE TO OR FROM FISHING GROUNDS.**
 - 4.1 **Arrangements of the navigational watch.**
 - 4.1.1 The composition of the watch should at all times be adequate and appropriate to the prevailing circumstances and conditions and should take into account the need for maintaining a proper look-out.
 - 4.1.2 When deciding the composition of the watch the following factors, inter alia, should be taken into account :
 - .1 at no time should the wheelhouse be left unattended;
 - .2 weather conditions, visibility and whether there is daylight or darkness;

- .3 proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
- .4 use and operational condition of navigational aids such as radar or electronic position-indicating devices and any other equipment affecting the safe navigation of the vessel;
- .5 whether the vessel is fitted with automatic steering;
- .6 any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

4.2 Fitness for duty.

- 4.2.1 The watch system should be such that the efficiency of watchkeeping personnel is not impaired by fatigue. Duties should be so organised that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.

4.3 Navigation.

- 4.3.1 The intended voyage should, as far as practicable, be planned in advance taking into consideration all pertinent information and any course laid down should be checked before the voyage commences.
- 4.3.2 During the watch the course steered, position and speed should be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the vessel follows the planned course.
- 4.3.3 The officer in charge of the watch should have full knowledge of the location and operation of all safety and navigational equipment on board the vessel and should be aware and take account of the operating limitations of such equipment.
- 4.3.4 The officer in charge of a navigational watch should not be assigned or undertake any duties which would interfere with the safe navigation of the vessel.

4.4 Navigational equipment.

- 4.4.1 The officer in charge of the watch should make the most effective use of all navigational equipment at his disposal.

4.4.2 When using radar the officer in charge of the watch should bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the applicable regulations for preventing collisions at sea.

4.4.3 In cases of need the officer of the watch should not hesitate to use the helm, engines and sound signalling apparatus.

4.5 Navigational duties and responsibilities.

4.5.1 The officer in charge of the watch should :

- .1 keep his watch in the wheelhouse which he should in no circumstances leave until properly relieved;
- .2 continue to be responsible for the safe navigation of the vessel despite the presence of the skipper in the wheelhouse until the skipper informs him specifically that he has assumed that responsibility and this is mutually understood;
- .3 notify the skipper when in any doubt as to what action to take in the interest of safety;
- .4 not hand over the watch to a relieving officer if he has reason to believe that the latter is obviously not capable of carrying out his duties effectively, in which case he should notify the skipper accordingly.

4.5.2 On taking over the watch the relieving officer should satisfy himself as to the vessel's estimated or true position and confirm its intended track, course and speed and should note any dangers to navigation expected to be encountered during his watch.

4.5.3 Whenever practicable a proper record should be kept of the movements and activities during the watch relating to the navigation of the vessel.

4.6 Look-out.

4.6.1 In addition to maintaining a proper look-out for the purpose of fully appraising the situation and the risk of collision, stranding and other dangers to navigation, the duties of the look-out should include the detection of ships or aircraft in distress, shipwrecked persons, wrecks and debris. In maintaining a look-out the following should be observed :

.1 The look-out must be able to give full attention to the keeping of a proper look-out and no other duties shall be undertaken or assigned which could interfere with that task.

.2 The duties of the look-out and helmsman are separate and the helmsman should not be considered to be the look-out while steering except where an unobstructed all-round view is provided at the steering position and there is no impairment of night vision or other impediment to the keeping of a proper look-out. The

officer in charge of the watch may be the sole look-out in daylight provided that on each such occasion :

.2.1 the situation has been carefully assessed and it has been established without doubt that it is safe to do so;

.2.2 full account has been taken of all relevant factors including, but not limited to :

- state of weather;
- visibility;
- traffic density;
- proximity of danger to navigation;
- the attention necessary when navigating in or near traffic separation schemes;

.2.3 assistance is immediately available to be summoned to the wheelhouse when any change in the situation so requires.

4.7 Protection of the marine environment.

4.7.1 The skipper and the officer in charge of the watch should be aware of the serious effects of operational or accidental pollution of the marine environment and should take all possible precautions to prevent such pollution particularly within the framework of relevant international and port regulations.

4.8 Weather conditions.

4.8.1 The officer in charge of the watch should take relevant measures and notify the skipper when adverse changes in weather could affect the safety of the vessel, including conditions leading to ice accretion.

5. NAVIGATION WITH PILOT EMBARKED.

5.1 Despite the duties and obligations of a pilot, his presence on board does not relieve the skipper or officer in charge of the watch from their duties and obligations for the safety of the vessel. The skipper and the pilot should exchange information regarding navigation procedures, local conditions and the vessel's characteristics. The skipper and the officer of the watch should co-operate closely with the pilot and maintain an accurate check of the vessel's position and movement.


6. VESSELS ENGAGED IN FISHING OR SEARCHING FOR FISH.

6.1 In addition to the principles enumerated in section 4, the following factors should be considered and properly acted upon by the officer in charge of the watch :

- .1** other vessels engaged in fishing and their gear;
- .2** safety of the crew on deck;
- .3** adverse effects on the safety of the vessel and its crew through reduction of stability and freeboard caused by exceptional forces resulting from fishing operations, catch handling and stowage, and unusual sea and weather conditions;
- .4** the proximity of offshore structures, with special regard to the safety zones;
- .5** wrecks.

6.2 When stowing the catch, attention should be given to the essential requirements for adequate freeboard and adequate stability at all times during the voyage to the landing port taking into consideration consumption of fuel and stores, risk of adverse weather conditions and, especially in winter, risk of ice accretion on or above exposed decks in areas where ice accretion is likely to occur.

7.2 Appendix 2: Marine Notice No. 9 of 2002.



Department of the Marine
and Natural Resources

Roinn na Mara agus Acmhainní Náodúrtha

MARINE NOTICE No. 9 Of 2002

**NOTICE TO ALL OWNERS, OPERATORS, SKIPPERS, SECOND HANDS
AND CREWS OF FISHING VESSELS, AND TO NAUTICAL SCHOOLS**

**Keeping A Safe Navigational Watch On Board Fishing
Vessels**

The International Maritime Organisation (IMO) has adopted Resolution A.484 (XII) "Basic Principles to be Observed in Keeping a Navigational Watch on board Fishing Vessels" relating to the principles to be observed in order to ensure that a safe navigational watch is maintained.

These principles were in effect reviewed and updated by the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel 1995.

The basic principles are reproduced in the Annex to this Notice and should be observed by all concerned.

Candidates for all fishing certificates of competency will be expected to have a thorough knowledge of the content and application of the basic principles.

Marine Notice 39 of 1999 is hereby withdrawn as this Notice supersedes it.

Secretary-General
Department of the Marine and
Natural Resources
Dublin 2

12th May 2002

Any enquiries concerning Marine Notices should be addressed to:
Maritime Safety Division
Tel: 01-6199358 Fax: 01-6620774 email: marine.notices@marine.gov.ie

**BASIC PRINCIPLES TO BE OBSERVED IN KEEPING A
NAVIGATIONAL WATCH ON BOARD FISHING VESSELS**

- 1 These basic principles are to be observed by skippers and watchkeeping personnel to ensure that a safe navigational watch is maintained at all times.
 - 2 The skipper of every fishing vessel is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe navigational watch. Under the skipper's general direction, the officers of the watch are responsible for navigating the vessel safely during their periods of duty when they will be particularly concerned with avoiding collision and stranding.
 - 3 The basic principles, including but not limited to the following, should be taken into account on all fishing vessels. However, very small fishing vessels may be excluded from fully observing the basic principles. References to the wheelhouse should, in such vessels, be construed as meaning the position from which the navigation of the ship is controlled.
 - 4 En route to or from fishing grounds
- 4.1 Arrangements of the navigational watch**
- 4.1.1 The composition of the watch should at all times be adequate and appropriate to the prevailing circumstances and conditions and should take into account the need for maintaining a proper look-out.
 - 4.1.2 When deciding the composition of the watch the following factors, inter alia, should be taken into account:
 - (i) at no time should the wheelhouse be left unattended;
 - (ii) weather conditions, visibility and whether there is daylight or darkness;
 - (iii) proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
 - (iv) use and operational condition of navigational aids such as radar or electronic position-indicating devices and any other equipment affecting the safe navigation of the vessel;
 - (v) whether the vessel is fitted with automatic steering;
 - (vi) any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

4.2 Fitness for duty

4.2.1 The watch system should be such that the efficiency of watchkeeping personnel is not impaired by fatigue. Duties should be so organised that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.

4.3 Navigation

4.3.1 The intended voyage should, as far as practicable, be planned in advance taking into consideration all pertinent information and any course laid down should be checked before the voyage commences.

4.3.2 During the watch the course steered, position and speed should be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the vessel follows the planned course.

4.3.3 The officer in charge of the watch should have full knowledge of the location and operation of all safety and navigational equipment on board the vessel and should be aware and take account of the operating limitations of such equipment.

4.3.4 The officer in charge of a navigational watch should not be assigned or undertake any duties which would interfere with the safe navigation of the vessel.

4.4 Navigational equipment

4.4.1 The officer in charge of the watch should make the most effective use of all navigational equipment at his disposal.

4.4.2 When using radar the officer in charge of the watch should bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the applicable regulations for preventing collisions at sea.

4.4.3 In cases of need the officer of the watch should not hesitate to use the helm, engines and sound signalling apparatus.

4.5 Navigational duties and responsibilities

4.5.1 The officer in charge of the watch should:

- (i) keep his watch in the wheelhouse;
- (ii) which he should in no circumstances leave until properly

relieved;

- (iii) continue to be responsible for the safe navigation of the vessel
- (iv) despite the presence of the skipper in the wheelhouse until the skipper informs him specifically that he has assumed that responsibility and this is mutually understood;
- (iv) notify the skipper when in any doubt as to what action to take in the interest of safety;
- (v) not hand over the watch to a relieving officer if he has reason to believe that the latter is obviously not capable of carrying out his duties effectively, in which case he should notify the skipper accordingly.

4.5.2 On taking over the watch the relieving officer should satisfy himself as to the vessel's estimated or true position and confirm its intended track, course and speed and should note any dangers to navigation expected to be encountered during his watch.

4.5.3 Whenever practicable a proper record should be kept of the movements and activities during the watch relating to the navigation of the vessel.

4.6 Look-out

4.6.1 A proper look-out shall be maintained in compliance with Rule 5 of the International Regulations for Preventing Collisions at Sea, 1972. It shall serve the purpose of:

- (i) maintaining a continuous state of vigilance by sight and hearing as well as by all other available means, with regard to any significant changes in the operating environment;
- (ii) fully appraising the situation and the risk of collision, stranding and other dangers to navigation, and;
- (iii) detecting ships or aircraft in distress, shipwrecked persons, wrecks and debris;

The look-out must be able to give full attention to the keeping of a proper look-out and no other duties shall be undertaken or assigned which could interfere with that task.

4.6.2 In determining that the composition of the navigational watch is adequate to ensure that a proper look-out can continuously be maintained, the skipper shall take into account all relevant factors, including those described under paragraph 4.1, as well as the following factors:

- (i) visibility, state of weather and sea;
- (ii) traffic density and other activities occurring in the area in which the vessel is operating;
- (iii) the attention necessary when navigating in or near traffic separation schemes and other routing measures;
- (iv) the additional workload caused by the nature of the vessel's functions, immediate operating requirements and anticipated manoeuvres;
- (v) rudder and propeller control and vessel manoeuvring characteristics;
- (vi) the fitness for duty of any crewmembers on call who may be assigned as members of the watch;
- (vii) knowledge of and confidence in the professional competence of the vessel's officers and crew;
- (viii) the experience of the officer of the navigational watch and the familiarity of that officer with the vessel's equipment, procedures and manoeuvring capability;
- (ix) activities taking place on board the vessel at any particular time and the availability of assistance to be summoned immediately to the wheelhouse when necessary;
- (x) the operational status of instrumentation in the wheelhouse and controls, including alarm systems;
- (xi) the size of the vessel and the field of vision available from the conning position;
- (xii) the configuration of the wheelhouse, to the extent such configuration might inhibit a member of the watch from detecting by sight or hearing any external developments.

4.7 Protection of the marine environment

4.7.1 The skipper and the officer in charge of the watch should be aware of the serious effects of operational or accidental pollution of the marine environment and should take all possible precautions to prevent such pollution particularly within the framework of relevant international and port regulations.

4.8 Weather conditions

4.8.1 The officer in charge of the watch should take relevant measures and notify the skipper when adverse changes in weather could affect the

4.8.2 Safety of the vessel, including conditions leading to ice accretion.

5.1 Navigation with pilot embarked

5.1.1 The presence of a Pilot on board does not relieve the skipper or officer in charge of the watch from their duties and obligations for the safety of the vessel. The skipper and the pilot should exchange information regarding navigation procedures, local conditions and the vessel's characteristics. The skipper and the officer of the watch should co-operate closely with the pilot and maintain an accurate check of the vessel's position and movement.

6.1 Vessels engaged in fishing or searching for fish

6.1.1 In addition to the principles enumerated in paragraph 4, the following factors should be considered and properly acted upon by the officer in charge of the watch:

- (i) other vessels engaged in fishing and their gear, own vessel's manoeuvring characteristics, particularly in stopping distance and the diameter of turning circle at sailing speed and with the fishing gear overboard;
- (ii) safety of the crew on deck;
- (iii) adverse effects on the safety of the vessel and its crew through reduction of stability and freeboard caused by exceptional forces resulting from fishing operations, catch handling and stowage, and unusual sea and weather conditions;
- (iv) the proximity of offshore structures, with special regard to the safety zones; and
- (v) wrecks and other underwater obstacles which could be hazardous for fishing gear.

6.2 When stowing the catch, attention should be given to the essential requirements for adequate freeboard and adequate stability and watertight integrity at all times during the voyage to the landing port taking into consideration consumption of fuel and stores, risk of adverse weather conditions and, especially in winter, risk of ice accretion on or above exposed decks in areas where ice accretion is likely to occur.

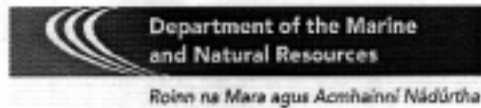
7.1 Anchor watch

7.1.1 The skipper should ensure, with a view to the safety of the vessel and crew, that a proper watch is maintained at all times from the wheelhouse or deck on fishing vessels at anchor.

8.1 Radio watchkeeping

- 8.1.1** The skipper should ensure that an adequate radio watch is maintained while the vessel is at sea, on appropriate frequencies, taking into account the requirements of the Radio Regulations.

7.3 Appendix 3: Marine Notice No. 10 of 2002.



MARINE NOTICE NO 10 OF 2002

**ATTENTION: ALL FISHING VESSEL OWNERS, SKIPPERS,
MATES AND FISHERMEN**

Manning Of Fishing Vessels

An investigation into a recent fishing vessel incident found that the person on watch at the time of the incident did not hold a certificate of competency or have any formal training in the use of navigational equipment.

The fishing vessel did not carry the correct number of qualified Deck Officers as required by the Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1988 (S.I. No. 289 of 1988), as amended, the requirements of which are set out in Appendices I and II attached.

All fishing vessel owners and skippers are reminded that they are required to ensure that their vessels are correctly manned and that the proper number of certificated officers are carried for the appropriate fishing area, i.e. Limited or Unlimited.

Skippers are reminded that navigational watchkeeping duties must be carried out by properly qualified personnel at all times.

All watchkeeping personnel must be thoroughly familiar with all the electronic equipment they are expected to use.

The attention of fishing vessel owners and skippers is drawn to the following information, concerning the Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1988, as amended.

1. The Regulations

The Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1988, as amended, require:

- (a) those fishing vessels of 17 metres in length and over, which operate in the Limited Area, and all fishing vessels that operate in the Unlimited Area to carry a specified number of deck officers, certificated in accordance with the Regulations. Existing certificates of competency issued under section 414 of the Merchant Shipping Act 1894, will be

treated as equivalent to specified certificates of competency issued under these Regulations.

- (b) all fishing vessels of 750 kilowatt or more engine power to carry a specified number of engineer officers certificated in accordance with the Regulations.

2. Certificates of Competency (Deck Officer)

The Regulations require fishing vessels registered in the State (and Government fishery research vessels) to be manned by duly certificated Deck Officers and set out the minimum number of Deck Officers to be carried determined by the length of the vessel and by the area (Limited or Unlimited) in which the vessel operates.

Every ship registered in the State, being a sea-going fishing vessel or Government fishery research vessel:

- (a) which operates in the Unlimited area, or
- (b) which being of 17 metres length or more, operates in the Limited area, when going to sea,

shall carry such number of qualified Deck Officers as set out in Appendix 1.

Existing Deck Officer certificates of competency issued under section 414 of the Merchant Shipping Act 1894, are to be treated as equivalent to specified certificates of competency issued under the Regulations.

3. Certificates of Competency (Engineer Officer)

The Regulations require fishing vessels registered in the State of 750 kilowatt registered power or more to be manned by duly certificated Engineer Officers, and lay down the minimum number of Engineer Officers and the level of their certificates related to the registered power in kilowatts (see Appendix II). The Regulations also specify that only duly certificated persons shall be employed in capacities, which require certificates.

4. Additional Information

The standards of competency which must be attained before a candidate will be issued with a certificate of competency under the Regulations together with examination syllabuses, specimen papers and requirements are set out in the Department of the Marine & Natural Resources publications entitled:

- (1) Examination for Certificates of Competency for Fishing Vessels: Engineer Officer Requirements, Syllabuses and Specimen Papers

And

- (2) Examination for Certificates of Competency for Fishing Vessels;
Deck Officer Requirements, Syllabuses and Specimen Papers.

Copies of the Regulations and of the Department of the Marine & Natural Resources publications may be obtained from the Government Publications Sale Office, Sun Alliance House, Molesworth Street, Dublin 2.

5. Marine Notice No. 4 of 1995 is hereby withdrawn as this notice supersedes it.

Secretary-General
Department of the Marine and
Natural Resources
Dublin 2

13th May 2002

Any enquiries concerning Marine Notices should be addressed to:
Maritime Safety Division
Tel: 01-6199358 Fax: 01-6620774 email:
marine.notices@marine.gov.ie

Appendix 1

Column 1	Column 2	Column 3					Column 4
Fishing Area	Description of Length of Vessel	Minimum Number of Qualified Deck Officers to be Carried on Vessel					Number of other Officers to be carried on Vessel
		Skipper Full	2 nd Hand Full	Skipper Limited	2 nd Hand Limited	2 nd Hand Special	
Unlimited	> 100 Metres	1	3 or	3			3 Officers required in addition to Skipper
Unlimited	50 Metres to <100 Metres	1	2 or	2			2 Officers required in addition to Skipper
Unlimited	< 50 Metres	1	1 or	1			1 Officer required in addition to Skipper
Limited	>100 Metres	1	1 or	1	1 or	1	2 Officers required in addition to Skipper
Limited	50 Metres to <100 Metres			1	2 or	2	2 Officers required in addition to Skipper
Limited	24 Metres to <50 Metres			1	1 or	1	1 Officer required in addition to Skipper
Limited	17 Metres to <24 Metres					1	

Appendix 2

COLUMN 1	COLUMN 2		
Registered Power (Kilowatts)	Required Classes of Certificate		
	Chief Engineer Officer	Senior Engineer Officer	Third Engineer Officer
3,000 and over	1	2	3
2,000 or more but under 3,000	1	3	—
750 or more but under 2,000	2	3	—

8. INDEX OF CORRESPONDENCE RECEIVED

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Mr. Eamon Torpay, Irish Coast Guard

Irish Coast Guard
GARDA CÓSTA na hÉIREANN



Mr Dick Heron
Secretary
Marine Casualty Investigation Board
29-31 Adelaide Road
Dublin 2.

7th April 2003.

Dear Mr Heron,

Ref yours 18 February 2003. **MCIB 56.**

Having studied the records in connection with the incident "**Grounding of the FV Western Viking on Rathlin O'Birne on 3rd August 1994**", the Irish Coast Guard is not satisfied with the last paragraph in section **3. EVENTS PRIOR TO THE INCIDENT** on page 5 of the Draft Report. There is an assertion that Malin Head CRS did not answer a MAYDAY call from the fishing vessel on Marine VHF Ch 16.

There is no IRCG record at Malin Head CRS of the FV WESTERN VIKING making a MAYDAY call on VHF Ch 16 at the time of the incident. There were no reports of a distress call heard by other vessels operating in the area at the time. This paragraph reflects very poorly on the marine emergency service and on the staff working at Malin Head at the time of the incident. If left unaltered, it could be damaging to the reputation of the Irish Coast Guard and the Department.

Other details in this paragraph are not factually correct. Glen Head Radio is an unmanned remotely operated VHF site. It is controlled from the Coast Radio Station at Malin Head. As it is an unmanned site, it would not be technically possible for a member of the crew on the FV WESTERN VIKING to make a mobile telephone call to Glen Head Radio. The 999 call referred to was in fact routed to MRCC Dublin by the Eircom Emergency Service Operator which was the correct procedure at that time.

The sequence of events recorded by the IRCG at MRCC Dublin and Malin Head CRS are as follows: -

1. MRCC Dublin received a mobile telephone 999 emergency call from the FV WESTERN VIKING at 0238 UTC on 3/8/94. This 999 call was from a

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mobile phone on board the fishing vessel, through the Eircom 999 service to MRCC Dublin. There was no Marine VHF radio involvement in this call. The vessel reported that it was taking in water and sinking fast in position 5439n 00847w. The phone signal faded out before a telephone number could be obtained from the fishing vessel. MRCC Dublin established this position to be off Rathlin O'Birne.

2. MRCC Dublin immediately advised Malin Head CRS of the situation and contact was established with the FV WESTERN VIKING on Glen Head VHF Ch 16 at 0240 UTC. Radio signals from the fishing vessel were breaking up. The fishing vessel advised Malin Head CRS that its pumps were holding, that the Western Viking was heading for Killybegs and that it was not in immediate danger.

IRCG incident records were submitted to Capt J.B. McGrath of the Marine Survey Office on 16th August 1994. This in response to his letter dated 11 August 1994 when he was appointed by the Minister to conduct an inquiry into the incident. IRCG was not aware that it had been reported that a distress call made on VHF Ch 16 was not answered until a copy of the Draft Report was received on 19th Feb. 2003.

The Irish Coast Guard requests that this last paragraph of section 3. EVENTS PRIOR TO THE INCIDENT be deleted.

Yours sincerely,



Eamon Torpav
SAR Operations Manager
IRCG HQ.