

**REPORT INTO THE CAPSIZE OF
MFV "CATHERINE L"
WITH THE RESULTANT DEATH
OF ONE FISHERMAN
ON THE 18TH JULY 2005,
OWEY ISLAND, CO. DONEGAL**

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

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1. SYNOPSIS

- 1.1 At approximately 05:00 hours on the 18th of July 2005, Mr. Charlie Boyle put to sea from Kincasslagh, Co. Donegal in a borrowed 18ft. punt to engage in a days salmon fishing. The weather at the time was: Wind West to South West Force 5 or 6 with scattered showers and a significant wave height estimated in the region of 2.4 metres increasing to 3.8 metres. (See Met Eireann weather report at appendix 8.1).
- 1.2 At approximately 20:00 hours the body of Mr. Charlie Boyle was recovered by Aranmore lifeboat west of Owey Island. C.P.R was carried out on Mr. Boyle. Mr Boyle's body was airlifted to Letterkenny hospital where all supportive measures were instituted until 01:20 hours on the morning of the 19th when Mr. Boyle was pronounced dead.

2. FACTUAL INFORMATION

2.1 Description of fishing vessel:

Name: "Catherine L"
 The vessel was an open boat of glass reinforced plastic (G.R.P.) construction with a white hull and a red band below the gunwale. The vessel was also fitted with an internal buoyancy chamber running longitudinally on either side.

L.O.A: 5.96 meters
 Breadth: 1.90 meters
 Depth: 0.72 meters
 Date keel was laid: 2001
 Engine Type: Yamaha 15 outboard.
 Engine power: 11.19 Kw.
 Area of operation: Burtonport/Aranmore/Rosse's coast.

2.2 Name of deceased: Mr. Charlie Boyle.
 Age: 63 years.
 Address: Burtonport, Co. Donegal.

2.3 Registered owner: Mr. John Michael O'Donnell
 Burtonport, Co. Donegal.

2.4 The vessel complied with the Code of Practice with respect to design, construction and equipment carried for fishing vessels under 15 meters in length as per declaration of inspection carried out in Burtonport - dated 2nd of May 2005. The declaration lists the following equipment being onboard at the time of inspection. (See appendix 8.2).

- 1. Number fire extinguisher - dry powder type. Rating 13A.
- 1. Number fire bucket
- 1. Number lifejacket
- 2. Number lifebuoys one with 18 meter buoyant line attached
- 1. Number personal floatation device
- 6. Number red star flares
- 1. Number V.H.F. radio
- 1. Number E.P.I.R.B. 406 MHz. Manual.

EVENTS PRIOR TO THE INCIDENT

3. EVENTS PRIOR TO THE INCIDENT

- 3.1 At approximately 05:00 hours on the morning of the 18th of July 2005, Mr. Charlie Boyle left his home at Lower Keadue, Burtonport and proceeded to Kincasslagh. From here Mr. Boyle put to sea in the 18-foot open punt MFV "Catherine L" which he borrowed from Mr. John O'Donnell. Mr. Boyle had an arrangement with Mr. John O' Donnell, another local fisherman, to borrow the latter's boat for the purpose of carrying out his fishing trips to engage in a days salmon fishing.
- 3.2 Although Mr. Boyle was not known to possess any formal fishing qualifications, he was none the less regarded as an experienced fisherman and a well-respected member of the local fishing community.
- 3.3 It is believed that Mr. Boyle put to sea shortly after 05:00 hours that morning. The weather at the time was described as wind direction West to South West force 5 to 6 with a significant wave height of 2.4 meters increasing to 3.8 meters during the course of the morning. The weather reports indicate an increase in wind velocity to a possible force 7 during the afternoon with an accompanying significant wave height increase of 3.7 meters to 4.0 meters. (See Met Eireann Report at Appendix 8.1).
- 3.4 At approximately 11:20 hours that morning Mr. Boyle is known to have spoken via mobile phone to another fisherman, Mr. Philip Boyle, who was at the time fishing close inshore. Although the conversation was fraught with interference Mr. Charlie Boyle indicated his position as in the middle of the bay (believed to be referring to Rosse's Bay) but there was no indication that he was in any difficulty at that time.
- 3.5 Although the MFV "Catherine L" was in all probability no more than two miles from where Mr. Philip Boyle was fishing, it could not be seen. Mr. Philip Boyle recalls sea conditions at the time being poor as indicated by the carpet of "white horses" synonymous with high winds and rough seas.
- 3.6 At 19:24 hours local time MRSC Malin Head received a VHF CH 16 call from fishing vessel "Grainne" operated by Mr. Paddy Boyle, son of the deceased reporting that his father was overdue. He also reported that his mother had, despite numerous efforts, failed to make contact with him throughout the day. This failure to make contact by mobile phone was not unusual in itself due to the topography of the area and would not normally have given cause for concern.

4. THE INCIDENT

- 4.1 Little is known in relation to the circumstances leading up to this tragic event due to the absence of witnesses. The last known contact with Mr. Boyle was at approximately 11:20 hours that morning. At that time Mr. Boyle gave no indication that anything was wrong.
- 4.2 It was not until 19:24 hours that evening when, having failed to return to port, Mr. Boyle was reported missing. In response to this alert, the Irish Coast Guard immediately initiated a search and rescue operation. The Aranmore lifeboat and SAR Helicopter 118 from Sligo were tasked. A Pan Pan radio warning was broadcast advising shipping of the now overdue boat and requesting any information, which might be of assistance to the search and rescue operation.
- 4.3 At this stage, Mr. Philip Boyle was searching an area approximately 1 mile north of Kincasslagh in the fishing vessel "Grainne" in an effort to retrace the route Mr. Charlie Boyle would have taken. The weather was now South West force 6 to 7 with rough seas and heavy swell. Visibility was reported to be good. Aranmore lifeboat concentrated their search in the sound of Owey and from there searched in a westerly direction. At least two other local fishing vessels were engaged in a search of Cruit Bay.
- 4.4 At approximately 20:00 hours a local resident on Owey Island reported the sighting of a boat and some nets west of the Island in the vicinity of what was later identified as Tornagarayan Rocks. (See chartlet at Appendix 8.3).

5. EVENTS AFTER THE INCIDENT

- 5.1 The Aranmore lifeboat made its way to this position and located the boat floating upside down close to the shore. A substantial quantity of netting/fishing gear was also observed floating in the vicinity of the boat. Shortly thereafter at 20:10 hours, the body of Mr. Charlie Boyle was located a mere 15 to 20 metres from the boat floating freely and lying face up. Mr. Boyle was fully dressed wearing yellow oilskins and a fully inflated lifejacket.
- 5.2 The body of Mr. Charlie Boyle was taken onboard the Aranmore lifeboat. As there was no visible sign of life, C.P.R. (Cardiac Pulmonary Resuscitation) was carried out. Mr. Boyle remained in an unconscious state. Due to mounting concern Mr. Boyle was airlifted to Letterkenny General Hospital. Notes indicate that the helicopter crew provided artificial respiration and cardiac compression en route.
- 5.3 On arrival at Letterkenny Hospital at 20:47 hours supportive measures continued including defibrillation until 01:20 hours the following morning when Mr. Boyle was pronounced dead.
- 5.4 An autopsy conducted later that morning concluded the cause of death as drowning.
- 5.5 The boat was recovered later that afternoon and towed to an island just off Burtonport to facilitate an inspection. During the course of this inspection it was discovered that Mr. Boyle at the time did not have with him a V.H.F. radio. The Emergency Position Indicator Radio Beacon (E.P.I.R.B.) and distress flares had also been left ashore.

6. CONCLUSIONS

- 6.1 The cause of this tragedy cannot be determined but the weather conditions which prevailed on the day of the 18th of July 2005 must have played a significant role in the capsizing of the vessel with the resultant death of Mr. Charlie Boyle.
- 6.2 The fact that the vessel was located in the upturned position with her fishing nets floating in a pile, in close proximity, suggests that Mr. Boyle was not fishing when disaster struck but was in all probability attempting to return to port. It is our opinion that the vessel was swamped by the sea causing the vessel to fill with water and subsequently capsize in the rough/rolling seas. The absence of any substantial hull damage rules out the possibility that she struck rocks.
- 6.3 A fact noted by the investigation is that the engine was seized in reverse but nothing conclusive can be drawn from this as the possibility exists that items of gear could have struck the control lever setting it in the reverse mode.
- 6.4 Of grave concern to the investigation is the absence of what is regarded and required as the basic essentials for safety of life at sea as per the Code of Practice for fishing vessels of less than 15 meters in length, namely;
- (i) Distress flares
 - (ii) V.H.F. radio
 - (iii) E.P.I.R.B.
- Had these items been onboard and used individually or collectively the result may have been very different. It is known that Mr. Boyle carried a mobile phone but it is not known if he was in a position to use it as no further communication was made after 11:20 hrs.
- 6.5 The fact that Mr. Boyle was not carrying a V.H.F. radio meant he was neither in a position to communicate nor to receive weather warnings that would have indicated a strengthening of wind. According to eye witness and weather reports for the area the MFV "Catherine L", an 18 foot open punt with very little freeboard, would have experienced very heavy sea conditions as her position west of Owey exposed her to the full force of the weather.
- 6.6 Finally the investigation concluded that the vessel was in the first instance ill equipped and secondly, the weather conditions at the time were more than a match for the 18-foot open punt, which culminated in a tragic loss of life.

7. RECOMMENDATIONS

- 7.1 Single handed operation should be discouraged but at a minimum if undertaken the skipper should adhere to the following:
- (i) Ensure that the vessel is equipped with the required safety items of equipment.
 - (ii) Arrange to fish in company with at least one other vessel so that one is in sight of the other at all times.
 - (iii) Carry out routine communications with the partner vessel(s).
 - (iv) Prepare in advance for the intended fishing trip ensuring that the latest weather report has been received and studied. Tidal conditions should be factored in at this stage for the area of operation. A study of the weather report will determine shelter areas, safe anchorages and more importantly no-go areas.
 - (v) In addition to the above adequate fuel should be onboard with a reserve for undue delays.
 - (vi) It is further recommended that a brief Traffic Report is made to the Coast Guard advising them of the following:
 - 1. Name of vessel.
 - 2. Departure point.
 - 3. Number of persons on board.
 - 4. Destination
 - 5. Estimated time of arrival.
 - (vii) A brief call should then be made when arrived at the fishing grounds. The process should be repeated for the return leg of the trip.
 - (viii) All proper safety equipment be kept on board the vessel and utilised when necessary (set out as in section 6.4).
- 7.2 The Department of Communications, Marine and Natural Resources (DCMNR) published a Code of Practice in June 2004 detailing design, construction and equipment criteria for fishing vessels of less than 15 meters in length. The contents of this "code" should be read and fully understood by all concerned with the safe operation of such fishing vessels. The DCMNR should fully publicise this Code of Practice and make it freely available to the leisure and fishing communities.
- 7.3 In an attempt to address this particular tragedy, we recommend that the Emergency Position Indicator Radio Beacon (E.P.I.R.B.) be of the automatic float free type, which activates when in contact with water. This allows for situations where due to the nature of the distress there may be insufficient time to manually activate the EPIRB or get off a distress message or distress flare.

- 7.4 It is further recommended that all fishermen wear a personal radio beacon, in addition to and not in place of an EPIRB.
- 7.5 Other safety features recommended in particular for lone operators are the use of emergency engine stops attached to the individual and the wearing of safety lines in addition to the compulsory wearing of a personal floatation device.
- 7.6 In order to ensure that nothing is omitted a checklist should be drawn up based on the above. This will also act as an "aide memoir" with respect to carrying out safety checks on radio equipment etc,
- 7.7 It is recommended that a Marine Notice with respect to single-handed operation of fishing vessels and the inherent dangers associated therein should be published.

8. LIST OF APPENDICES

- 8.1 Weather reports for time and place.
- 8.2 Code of Practice declaration of compliance.
- 8.3 Chartlet of area indicating where vessel was located.
- 8.4 Photographs of boat.

Appendix 8.1 Weather reports for time and place.



MET ÉIREANN
The Irish Meteorological Service

Glasnevin Hill,
Dublin 9, Ireland.

Cnoc Ghlas Naíon,
Baile Átha Cliath 9, Éire.

Tel: +353-1-806 4200
Fax: +353-1-806 4247

**Re: Estimate of weather conditions in the vicinity of Owey Island, Burtonport,
Co. Donegal on 18th July 2005 between 0500 and 1900 hours.**

0500 –1200 hours.

Wind: West to Southwest force 5 or 6

Weather: Scattered showers

Visibility: Mostly good, moderate at times

Seastate: Buoy M4 at 54.7°N, 9.1° W reported that the significant wave height increased from 2.4 to 3.8m during the period.

1200-1900 hours.

Wind: West to Southwest force 5 or 6, possibly force 7 at times.

Weather: Scattered showers

Visibility: Mostly good, moderate at times

Seastate: Buoy M4 reported a significant wave height of 3.7 to 4.0m.

Mary Curley

Mary Curley

Meteorologist (C & O Div.) Ph 01- 8065530 E-mail: mary.curley@met.ie

28th September 2005

Appendix 8.2 Code of Practice declaration of compliance.

WITH COMPLIMENTS

02/07/05

Re: "Catherine L"

Dear Nick,

Further to our telecon I attach herewith copy of the CoP for the above vessel that I trust will be of assistance to you and if you require anything further or clarification I will be glad to assist

Kind regards



John J Mc Nelis & Co. Ltd
Marine Surveyors
Dorrian House,
Glenties,
Co. Donegal

Telephone: 074 -95 51196
Fax: 074 -95 51470
Mobile: 087 2560623
E-mail: mcnelis@indigo.ie

PS/ THE DECLARATION BY OWNER IS NOT FILLED IN



Appendix 8.2 cont. Code of Practice declaration of compliance.



Design, Construction and Equipment of
Small Fishing Vessels of less than 15 m Length overall

Code of Practice
Declaration of Compliance

To be completed by an Authorised Person

Declarations on page v to be signed by the Authorised Person and Owner

Name of Vessel	Fishing Letters & Number	Official Number	Port of Registry
CATHERINE L			
Overall Length (less than 15 metres)	Breadth	Depth	Date keel laid
5.96	1.9	0.72	2001
Engine Make & Model			Engine Power (kW)
YAMAHA 15 OUTBOARD			11.19.

Name & Address of Owner	JOHN MICHAEL O' DONNELL BURTONPORT CO. DONEGAL
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Description of vessel
GRP PUNT

Description of operational area
BURTONPORT / ARRANMORE / ROSSES COAST

APPENDIX 8.2

Appendix 8.2 cont. Code of Practice declaration of compliance.

Chapter 2 Construction, Structural Strength and Weathertight Integrity

*2.1	Is hull suitable for the intended fishing method and sea areas?			Yes / No		
*2.2	Construction Materials	Hull	GRP	Superstructure	NONE	
*2.3	Is structure sound, watertight & free from significant damage & corrosion?			Yes / No		
*2.4	Do decks comply?			NONE	N/A	
2.5	Number of bulkheads	Non-watertight	NONE	Watertight	NONE	N/A
*2.6	Do bulkhead doors comply with Annex 7 (2.3.4)?			NONE	Yes / No	N/A
*2.7	Doors	Coaming height		NONE		N/A
		Are doors of sound construction and weathertight?		NONE	Yes / No	N/A
2.8	Hatchway coaming height			NONE	N/A	
*2.9	Can hatches be secured weathertight?			NONE	Yes / No	N/A
*2.10	Do flush hatches comply?			NONE	Yes / No	N/A
*2.11	Do skylights comply?			NONE	Yes / No	N/A
*2.12	Do side scuttles & portlights comply?			NONE	Yes / No	N/A
*2.13	Do windows comply?			NONE	Yes / No	N/A
*2.14	Do ventilators comply?			NONE	Yes / No	N/A
2.15	Is exhaust system acceptable			OUTBOARD	Yes / No	
*2.16	Do air pipes comply?			"	Yes / No	
*2.17.2	Do sea inlets and discharges comply?			"	Yes / No	
*2.18.3	Do valves, piping & hoses comply?			"	Yes / No	
*2.19	Do freeing ports comply?			NONE	Yes / No	N/A

Chapter 3 Stability

*3.1	Is stability information supplied?			Yes / No
	Are requirements of Annex 7 applied?			Yes / No
*Annex 7 (para 4)	Stability standard applied	ROLL TEST		GM 0.691
Annex 2	Freeboard	0.439	Roll coefficient	0.80
Annex 2	Are guidance notes on board?			Yes / No

Chapter 4 Machinery and Electrical Installations

4.1	Machinery					
*4.1.1.1	General Requirements - comply?			Yes / No		
*4.1.2	Propulsion Machinery and Stern Gear - comply?			OUTBOARD	Yes / No	
*4.1.4	Controls and Instruments - comply?			"	Yes / No	
*4.1.5	Steering System - comply?			"	Yes / No	
4.2	Electrical Installations					
*4.2.1	General - comply?			NONE	Yes / No	N/A
*4.2.2	D.C. Systems Up To 24 volts - comply?			"	Yes / No	"
*4.2.3	A.C. Systems - comply?			"	Yes / No	"
4.3	Pumping & Piping					
*4.3.1	Fuel Oil Installations - comply?			OUTBOARD	Yes / No	
*4.3.2	Cooling Water Systems - comply?			"	Yes / No	
*4.3.3	Bilge Pumping Systems - comply?				Yes / No	
*4.3.4	Bilge Pumps - comply?				Yes / No	
4.4	Anchors & Cables					
*4.4.1	General - comply?				Yes / No	
*4.4.4	Towline - comply?				Yes / No	
4.5	Fishing & Handling Equipment					
*4.5.1	Winches, tackles and lifting gear - comply?			NONE	Yes / No	N/A
*4.5.2	Running gear - comply?			"	Yes / No	N/A

Appendix 8.2 cont. Code of Practice declaration of compliance.

Chapter 5 Fire Protection, Detection & Extinction

5.1	Fire Safety					
#5.1.1	Machinery space capable of being closed down?		NONE	Yes / No		N/A
*5.1.2	Fire Prevention - comply?			Yes / No		
*5.1.3	Cleanliness and Pollution Prevention - comply?			Yes / No		
*5.1.4	Open-Flame Gas Appliances - comply?		NONE	Yes / No		N/A
*5.1.5	Gas Detection - comply?		NONE	Yes / No		N/A
5.2	Fire Fighting Appliances					
#5.2.1	Are extinguishers of an approved type			Yes/ No		
#5.2.2	Portable Extinguishers			Serviced Date		
		Engine room	Type	Rating	Nº	
#5.2.5	Other spaces	Type POWDER		Rating 13A	Nº 1	
		Fire buckets			Nº 1	
#5.2.6	Remote controls for fuel tank valves	Yes / No		Number	DJT BOARD	
				Location		
#5.2.6	Are means of closing skylights, doorways etc to machinery and cargo spaces adequate?			Yes / No		N/A
			NONE			

Chapter 6 Protection of Crew

6.1	Protection of Personnel				
*6.1.2	Bulwarks, Guard Rails and Handrails - comply?			Yes / No	
*6.1.4	Surface of Working Decks - comply?			Yes / No	
*6.1.5	Personal Protective Equipment - comply?			Yes / No	
#6.2	Medical Stores - comply?			Yes / No	
*6.3	Securing of Heavy Items or Equipment and Fishing Gear etc - comply?			Yes / No	

Chapter 7 Life-Saving Appliances

#7.1	Are all items of LSA of an approved type				Yes / No	
#7.2	Have relevant items of LSA been serviced				Yes / No	
#7.3	1 Lifejacket for every person on board		Yes / No	Nº	1	
‡7.4	Liferafts sufficient for 100% persons		Yes / No	Nº	Last Serviced	NONE
	Hydrostatic Release Unit (HRU)		Yes / No	Nº	Last Serviced	NONE
#7.5	Lifebuoys		Total Nº of Lifebuoys		2	
			Nº with 18m line		1	
			Nº with combined light & smoke signal			
#7.6	1 Personal Floatation Devices (PFD) for every person on board			Yes / No	Nº: 1	
#7.8	Distress signals	6 red star	Yes / No	12 parachute rockets	Yes / No	
*7.9	Means for Recovering Persons from the Water			Yes / No		

Chapter 8 Manning, Training & Certification

#8.2	Manning - comply?				Yes / No
*8.8					Yes / No
*8.3	Standards of Competence - comply?				Yes / No
*8.5	Operation and Maintenance of Propulsion Machinery - comply?				Yes / No
#8.6	Operation of Radio Equipment - comply?				Yes / No
#8.7	Safety Training - comply?				Yes / No
	Is there a copy of the Code of Practice on board?				Yes / No

APPENDIX 8.2

Appendix 8.2 cont. Code of Practice declaration of compliance.

Chapter 9 Radio Equipment

Sea Area (A1 or A1 & A2)		
#9.3	Functional requirements - comply?	Yes / No
#9.4	Installation, location and control of radio equipment - comply?	Yes / No
#9.5	Radio equipment to be provided for all sea areas - comply? <i>A1</i>	Yes / No
#9.6	Additional radio equipment to be provided for sea areas A1 and A2 - comply?	Yes / No <i>A1 only</i>
#9.7	Radio Watches - comply?	Yes / No
#9.8	Sources of energy - comply?	Yes / No
#9.9	Performance standards - comply?	Yes / No
#9.10	Serviceability and maintenance requirements - comply?	Yes / No
#9.11	Radio personnel - comply?	Yes / No
#9.12	Radio records - comply?	Yes / No

Chapter 10 Navigation Equipment Lights, Shapes & Sound Signals

*10.1	Navigation Equipment - comply?	<i>NONE</i>	Yes / No	<i>N/A</i>
*10.2	Are navigation lights fitted?	<i>"</i>	Yes / No	<i>"</i>
#10.3	Steaming Lights - comply?	<i>"</i>	Yes / No	<i>"</i>
#10.4	Fishing Lights - comply?	<i>"</i>	Yes / No	<i>"</i>
#10.5	Additional Fishing Light - comply?	<i>"</i>	Yes / No	<i>"</i>
#10.6	Anchor Light - comply?	<i>"</i>	Yes / No	<i>"</i>
#10.7	Positions or Lights - comply?	<i>"</i>	Yes / No	<i>"</i>
	Are any all-round lights obscured by mast, etc. by more than 6°?	<i>"</i>	Yes / No	<i>"</i>
#10.8	Day Signals	2 Black Cones with apexes together or a basket	<i>"</i>	Yes / No
		1 black ball	<i>"</i>	Yes / No
#10.9	Sound Signals - comply?		Yes / No	
*10.10	Charts and Nautical Publications - comply?		Yes / No	

Chapter 11 Accommodation & Working Spaces

*11.6	Toilet Facilities - comply?	<i>NONE</i>	Yes / No	<i>N/A</i>
*11.7	Access and Escape Arrangements - comply?		Yes / No	
*11.8	Ventilation - comply?	<i>NONE</i>	Yes / No	<i>N/A</i>
*11.10	Lighting - comply?	<i>"</i>	Yes / No	<i>N/A</i>

Annex 7 New Vessel Construction

1.1	Construction Rules used	
*1.6	Are relevant chapters of Code complied with?	Yes / No
*2	Construction and Structural Strength - comply?	Yes / No
*3	Weathertight Integrity - comply?	Yes / No
*4	Stability - comply?	Yes / No
*5	Machinery - comply?	Yes / No
*6	Piping Systems - comply?	Yes / No
*7	Shafting and Stern Gear - comply?	Yes / No
*8	Bilge Pumping Systems - comply?	Yes / No
*9	Steering Gear - comply?	Yes / No
*10	Electrical Systems - comply?	Yes / No
*11	Fire Safety - comply?	Yes / No
*12	Accommodation and Working Spaces - comply?	Yes / No

Appendix 8.2 cont. Code of Practice declaration of compliance.

Intermediate Declaration by Owner
 (To be completed not less than 21 months nor more than 27 months after the initial inspection date for the issue of the Declaration of Compliance)

Name of Vessel	Fishing Letters & Number	Official Number	Port of Registry

Name & Address of Owner	
-------------------------	--

I/We hereby certify, in respect of the above named vessel, that:

- (i) The particulars given on the Declaration of Compliance remain valid;
- (ii) The safety and other specified equipment have been checked in accordance with the Declaration of Compliance;
- (iii) Such safety and other specified equipment carried are in accordance with the requirements of the Code;
- (iv) Such safety and other specified equipment have been properly maintained and serviced in accordance with manufacturers' recommendations;

Signature(s):

.....

If company, state position held:

Date

- vi -

Revision 1 14/02/2005

Appendix 8.2 cont. Code of Practice declaration of compliance.

Notes:

1. # indicates Statutory requirements
2. * indicates mandatory requirement for Code compliance
3. ‡ indicates statutory requirement for vessels $\geq 12m L_{oa}$ and mandatory requirement for Code compliance for vessels $< 12m L_{oa}$
4. Only Statutory and mandatory Code requirements are to be addressed when completing the Declaration.
5. If 'No' is answered to any question, please supply, in a separate statement, the reasons why the particular item is not complied with.
6. If a particular item is not applicable, please state the reason why.

Declaration by Authorised Person

Name of Vessel	Fishing Letters & Number	Official Number	Port of Registry
CATHERINE L			

I hereby declare that on 2/5/05 at BURTON PORT I completed the inspection of the Fishing Vessel CATHERINE L and that:

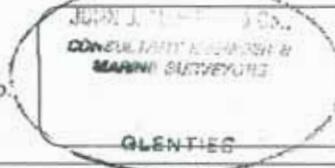
1. the particulars given on this form are true and correct;
2. in my judgement the vessel complies with the Code of Practice and is fit for its intended fishing method and for the sea areas in which it is intended to operate.

Dated at BURTON PORT
this 2 day of MAY 2005

Signed [Signature]

This Declaration is valid until
1 day of MAY 2009

Company Stamp:



Declaration by Owner

I/We _____
Owner(s) of the above-described vessel declare that the particulars given on this form are correct and that we have no reason to believe that vessel is not fit for its intended fishing method or for the sea areas in which it is intended to operate.

Signature(s): _____

If company, state position held: _____

Date _____

APPENDIX 8.4

Appendix 8.4 Photographs of boat.



Appendix 8.4 cont. Photographs of boat.



APPENDIX 8.4

Appendix 8.4 Photographs of boat.



Appendix 8.4 Photographs of boat.



