**SEQUENCE OF EVENTS LEADING TO THE DISCOVERY OF A MAJOR STABILITY ISSUE WITH THE FORMER GERMAN REGISTERED MAARTEN SENIOR (EVERT JAN)**

**AND**

**PREVIOUSLY IRISH REGISTERD MARY KATE-WD30**

July 2007 Purchase of former German registered Evert Jan in Holland -

Aug-Oct 2007 Complete refit of Evert Jan in Pademos Shipyard

Nov 2007 Sailed Evert Jan to Ireland. Registered under Irish Flag, renamed Mary Kate

Jan 2008 Passed Irish Safety Survey of ColReg and Marpol and Radio Survey

May 2009 Incline Test with Irish Marine Survey Office – Arklow Harbour

June 2009 Lightship Test – Maritime Management – Arklow Harbour

July 2009 Incline Test – Maritime Management Arklow Herman Jansen B.V Howth Harbour

Feb 2010 Lines Plan & Hull Measurement Check

May 2010 Incline Test Calculation – Maritime Management for Prof.Jelle Loosman

(Appointed Court Surveyor) confirmed the Mary Kate could never have passed

EU stability criteria.

Jan 2011 Mary Kate brought to Howth Harbour to be lengthened by 850M. When she was cut

In half it became apparent that she has been fitted with ballast in her keel. It had

been boxed in. This ballast confirmed that 9 tons was **NOT** shown on any construction

plan or in the boat’s Stability Book.

Jan 2011 New Stability Book stamped by Irish Marine Survey Office in accordance with EU Law

New Certificate of Compliance and Tonnage Certificate. Mary Kate WD30 was now

Refitted and lengthened by 5M.

***NOTE***: Not having sailed or fished for 2 years we were now heavily in debt. A UK buyer was

Interested in buying the now refitted, lengthened Mary Kate WD30

2011 The UK Maritime and Coastguard Agency refused Mary Kate WD30 entry to UK

Fishing fleet as he had not sailed for two years. The sale fell through.

M.S.O. Irish Marine Survey Office notified COSS (Committee of Safe Seas) of the possibility of

9 other EU registered fishing boat which MAY have similar stability defects.

Mary Kate WD30 was sold by the bank in order for the bank to try and recoup some of their loan.

We lost our whole fishing boat, our fishing licence, our fishing quota. Our whole livelihood.

We still owe an Irish bank a substantial amount of money.