



Leeson Lane, Dublin 2.
Telephone: 01-678 3485/86.
Fax: 01-678 3493.
email: info@mcib.ie
www.mcib.ie

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

The copyright in the enclosed report remains with the Marine Casualty Investigation Board by virtue of section 35(5) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. No person may produce, reproduce or transmit in any form or by any means this report or any part thereof without the express permission of the Marine Casualty Investigation Board. This report may be freely used for educational purposes.

**REPORT OF INVESTIGATION
INTO A FATAL INCIDENT
INVOLVING THE CAPSIZED
DRASCOMBE LUGGER,
“ZILLAH”
OFF SCHULL, CO. CORK
ON
13th AUGUST 2014**

**REPORT NO. MCIB/240
(No.5 OF 2015)**



Report MCIB/240 published by The Marine Casualty Investigation Board.
Printed 25th May 2015.



	PAGE
1. SUMMARY	4
2. FACTUAL INFORMATION	5
3. NARRATIVE	7
4. ANALYSIS	11
5. CONCLUSIONS	12
6. SAFETY RECOMMENDATIONS	13
7. APPENDICES	14
8. CORRESPONDENCE RECEIVED	20

1. SUMMARY

- 1.1 On Wednesday 13th August 2014, the deceased took two friends for a sail in his Drascombe Lugger “*Zillah*” in the vicinity of Schull Harbour, Schull, Co. Cork. After about an hour sailing in Castle Island Channel, the vessel was returning to Schull. As the vessel approached the Amelia Buoy off the western end of Castle Island, the vessel gybed unintentionally and capsized throwing all three occupants into the water. The two guests were able to climb onto the upturned hull of the vessel, but the Skipper/Owner failed to do so and remained in the water. The three occupants attempted to swim to Castle Island when it became clear that the vessel was drifting out to sea. The guests made it to the shore and climbed the rocks, but the Skipper/Owner did not reach the shore. The alarm was raised by the Skipper/Owner’s wife when the party had not returned at the appointed hour.

The search was initiated by the Schull Community Inshore Rescue Services (SCIRS) and co-ordinated by Valentia Coast Guard MRSC who advised Baltimore Inshore Life Boat (ILB) and Life Boat (LB), Goleen Coast Guard Unit (CGU) and Irish Coast Guard Helicopter R115. The search was suspended at midnight and recommenced at first light on Thursday 14th August 2014, at which time MRSC Valentia appointed the “*LE Niamh*” to co-ordinate the search. The two guests were airlifted from Castle Island to Baltimore. Later that morning the deceased was located and removed to Baltimore. The capsized vessel was returned to Schull.

2. FACTUAL INFORMATION

2.1 Vessel Description

Type of Vessel:	Drascombe Lugger, undecked open day boat.
Name:	“Zillah”.
Construction:	GRP solid laminate hull with moulded lapstrake construction. Moulded deck with hardwood trim. Galvanised mild steel pivoting centreboard and rudder. Buoyancy chambers under side benches and aft locker filled with polystyrene blocks or beads. Outboard motor well for’d of transom.
Hull Number:	1861.
Builder:	Honor Marine, Totnes, UK.
Year of Build:	1996.
RCD Code:	None. Built before RCD (Recreational Craft Directive) became a requirement.
Hull Colour:	White with blue stripe above rubbing strake. Blue antifoul paint below waterline.
LOA:	18’9” (5.72 m).
LWL:	14’6” (4.42 m).
Beam:	6’3” (1.91 m).
Draft:	4’ (1.22 m) centreplate down / 10” (0.25 m) centreplate up.
Engine:	5hp Johnson outboard motor mounted in well.
Safety Equipment:	Personal Flotation Devices (Buoyancy aids) worn by each of the three on board. No safety equipment on-board.

The first (wooden) Drascombe Lugger was introduced in 1968 and since then, approximately 2000 of these boats have been built. Since 1969, they have been manufactured from GRP. Drascombe Luggers have completed extensive ocean voyages and have proven very popular amongst day

sailors for many years. There have, however, been some questions raised in relation to the inherent stability of the pre-RCD Category C vessels and a service is offered by the manufacturers to upgrade the buoyancy of pre-RCD boats.

2.2 Conditions at time of Incident

Time of Tide Locally: HW approximately 20.05 hrs.

Weather: Wind: North-West to West-North-West, Force 4 to 5. Isolated showers but mostly dry, bright and sunny.

Visibility: Mostly good.

Seastate: Moderate from a West-North-West direction.

Wave height: 1.5 m to 2.0 m significant wave height.

Air Temperature: 16°C.

Sea Temperature: 17°C. It should be noted that wind and waves around the islands would vary from light and slight to above values due to shelter or exposure to wind and wave direction. (See Appendix 7.1 Met Éireann Weather Report).

2.3 Persons Involved

Skipper/Owner: 66 years of age. 30+ years sailing experience including in Drascombe Luggers. Had owned “Zillah” for approximately 2 years.

Sailing instructor in UK before moving to Ireland approximately 1 year previously.

Male Guest: 76 years of age. Limited sailing experience with the deceased on a few occasions.

Female Guest: 60 years of age. Sailed before but little experience.

All were wearing light summer clothes - shirts, trousers, light jackets and buoyancy aids. One of the guests wore flip-flops.

3. NARRATIVE

3.1 Events prior to the Incident

- 3.1.1 At 15.30 hrs on Wednesday 13th August 2014, the deceased and his two guests left his home in Dunmanus, Goleen, Co. Cork to travel to Schull to go sailing in the Drascombe Lugger “Zillah”.
- 3.1.2 At approximately 16.00 hrs, on arrival at Schull Harbour, the Skipper/Owner launched his rubber dinghy and went to fetch the “Zillah” from her mooring in the harbour. Before leaving, he issued his two guests with personal flotation devices of the buoyancy aid type.
- 3.1.3 When the Skipper/Owner returned with the “Zillah”, the guests climbed on-board and they motored out of the harbour using the outboard engine.
- 3.1.4 On the way out they hoisted the sails, one of which became tangled and had to be dropped and re-hoisted. The engine was then stopped and the vessel proceeded under sail in an easterly direction into Castle Island Channel for about 40 minutes. One of the guests was on the helm at this time. (See Appendix 7.1 Chart extract of the area of the incident).
- 3.1.5 The vessel was tacked around and the intention was to head for Long Island Channel before returning to Schull Harbour. The helm was handed over to the other guest.
- 3.1.6 Although one of the guests was feeling uncomfortable and slightly sea-sick and had requested that they return to Schull, the vessel sailed between Castle Island and Long Island in a south-easterly direction towards the Amelia Buoy off the western tip of Castle Island.
- 3.1.7 At this time the wind was quite gusty but was considered to be good sailing weather.

3.2 The Incident

- 3.2.1 As they approached the Amelia Buoy, the vessel, whilst sailing on a broad reach, gybed unintentionally, broached and capsized throwing all three occupants into the water. The events happened very quickly and took all three by surprise.
- 3.2.2 Although the Skipper/Owner was not helming at the time, he was overseeing and supervising his two guests who were taking turns on the helm, however; the guests felt that the Skipper/Owner felt responsible for the incident.
- 3.2.3 The vessel very quickly turned turtle and the centreplate retracted into its stowed position in its casing.

- 3.2.4 Both guests managed to climb onto the upturned hull and remain there. The Skipper/Owner made several attempts to climb up also, but failed to do so. He remained in the water alongside the vessel first to weather side before moving around to the leeward side in more shelter.
- 3.2.5 One of the guests tried to attract attention by standing on the upturned hull and waving, however there were no other vessels close enough to see them. In the absence of any communications equipment e.g. handheld VHF radio, they had no way of calling for assistance.
- 3.2.6 At this stage, the vessel appeared to be drifting towards Castle Island (an uninhabited island south of Schull Harbour) and it was hoped that they would be washed ashore.
- 3.2.7 After approximately 30 minutes, it became obvious that the vessel was drifting parallel to the land and would most likely drift out to sea. They were now approximately 50 metres from the island. The Skipper/Owner commented that he was beginning to feel cold.
- 3.2.8 Following discussions amongst the three, it was decided that they should all swim for the shore.
- 3.2.9 All three set out from the vessel to swim approximately 50 m to the rocky shore. As they swam, they did not notice the position of the others. Both guests arrived at the shore and climbed onto the rocks. One of the guests did not have shoes, so climbing was slow and difficult, however they both managed to climb to a dry grassy patch and realised that they were now safe. The time was now approximately 18.30 hrs.
- 3.2.10 Once on dry land, the guests looked out to sea to see if they could find the Skipper/Owner. They spotted him drifting past the island, making no effort to swim and lying passively in the water with his head clear of the water.
- 3.2.11 Knowing that Castle Island was uninhabited, the pair realised that they would have to wait to be rescued. They estimated that a rescue operation would possibly start around 20.00 hrs as they were expected back at around 19.00 hrs.
- 3.2.12 At approximately 20.30 hrs, one of the survivors saw a vessel with a blue light going down the channel.
- 3.2.13 After dark, a helicopter passed overhead but, despite the search light passing directly over the survivors, they were not spotted. At this stage they realised that they would not be seen in the dark and found shelter for the night.

3.3 Events following the Incident

- 3.3.1 At approximately 19.30 hrs on Wednesday 13th August 2014 the wife of the Skipper/Owner became concerned that he and their guests had not returned home, despite a prior arrangement to go out to dinner at 19.00 hrs.
- 3.3.2 Seeing no sign of them at Schull pier, she drove along the Colla Road to see if she could spot them out in the bay. She knew that, depending on the wind and tide, her husband would go to Long Island or toward Rossbrin and then come back.
- 3.3.3 When she did not spot the vessel in the bay, she returned to Schull pier where she met a member of the Schull Community Inshore Rescue Services (SCIRS).
- 3.3.4 The SCIRS member called the base by phone. The SCIRS RIB was already on the water taking part in a training exercise when their base contacted them by VHF with the details of the missing vessel.
- 3.3.5 The SCIRS RIB then searched from Long Island to Rossbrin but saw nothing.
- 3.3.6 At 21.09 hrs, the SCIRS base contacted MRSC Valentia by phone advising that they had received a report of an overdue vessel. Between 21.15 hrs and 21.23 hrs, MRSC Valentia tasked SCIRS, Baltimore ILB and LB, Goleen CGU and R115 helicopter to conduct a search of the area. A Customs cutter and Toe Head CGU vessel were also in the area and volunteered to join the search. Despite the number of vessels involved in the search, nothing was found and at 23.54 hrs, all SAR units were stood down by MRSC Valentia.
- 3.3.7 The Naval Service vessel “*LE Niamh*” advised MRSC Valentia that they would arrive on scene at 05.30 hrs the following morning. MRSC Valentia stated that they would appoint “*LE Niamh*” as on scene co-ordinator to continue the search at first light.
- 3.3.8 The SCIRS RIB re-fuelled at approximately 01.00 hrs and continued to search the east side of Schull Harbour until 02.00 hrs at which time, they also stood down.
- 3.3.9 At 05.15 hrs on Thursday 14th August 2014 , the SCIRS RIB launched and proceeded to search the west side of Castle Island and into Carthy’s sound. At 05.43 hrs, R117 took off from Waterford and at 05.45 hrs, the Baltimore ILB launched.
- 3.3.10 At approximately 05.40 hrs, whilst searching to the west of Castle Island, the crew of the SCIRS RIB heard shouting and saw figures on the cliffs of the Island, waving. The crew let the people on the Island know they had been seen with flashing lights and notified MRSC Valentia of their discovery.

At approximately 06.00 hrs, the SCIRS RIB and Baltimore ILB (who had been monitoring VHF traffic and heard the report of persons found) landed at the pier on the north side of the Island (the only pier on the Island) and the crews made their way to the location of the casualties. At 06.12 hrs, MRSC Valentia alerted R117 and the casualties were airlifted from the Island and ultimately taken to Bantry Hospital from where they were released later that day.

- 3.3.11 At 06.16 hrs, Goleen CGU launched to join the search for the Skipper/Owner and the vessel. The SCIRS RIB and Baltimore ILB also re-joined the search.
- 3.3.12 At 06.40 hrs, the Baltimore ILB located the capsized vessel on the south-east side of Carthy's Island and at 08.15 hrs, they located and recovered the body of the Skipper/Owner from the water on the north-west side of Sherkin Island from where they returned to Baltimore.
- 3.3.13 The deceased was later confirmed to have died due to 'drowning associated with hypothermia'.
- 3.3.14 At 08.17 hrs, all SAR units were stood down by MRSC Valentia.
- 3.3.15 At 08.56 hrs, the "*LE Niamh*" was tasked with the recovery of the capsized vessel and 11.30 hrs, Naval divers righted the vessel and it was towed in to Schull pier and handed it over to the local Gardaí. (See Photographs Appendix 7.1 and Appendix 7.2).

4. ANALYSIS

- 4.1 Although the Skipper/Owner was a competent and experienced sailor and was familiar with the vessel, the inexperienced guests were taking turns on the helm and one of them was in control when the vessel gybed unintentionally and broached leading to the capsize.
- 4.2 The vessel turned “turtle” very quickly and the centre plate fell back into its casing, possibly becoming detached from its pivot and being suspended below the upturned hull from the retrieval line. There was no mechanism for retaining the centre plate in the extended position.
- 4.3 The Skipper/Owner, having failed to climb onto the upturned hull remained in the water alongside. Although the air and sea temperature were in the mid-teens, he was wearing only light summer clothing and began to feel cold quite quickly.
- 4.4 There was no VHF radio, EPIRB or other form of emergency equipment on-board. Despite one of the survivors standing on the upturned hull and waving, he did not manage to attract the attention of any other vessel in the vicinity.

5. CONCLUSIONS

- 5.1 When the vessel gybed unintentionally and broached, the lack of experience of the crew meant that they did not react correctly to the developing situation, leading to the capsize of the vessel.
- 5.2 The Drascombe Lugger is not fitted with a mechanism to retain the centre plate in the extended position, relying on gravity to keep it down.
- 5.3 As this vessel was built before compliance with the Recreational Craft Directive (RCD) became mandatory, there was no requirement for stability or buoyancy testing. Various experiments have been carried out by Drascombe Lugger owners and interested parties, although the results appear inconclusive, some demonstrated immense difficulty in capsizing the vessel and others showed that they capsize easily and are very difficult to right by anyone other than fit, strong sailors.
- 5.4 The clothing the Skipper/Owner and his guests were wearing would have provided very little insulation against the cold sea water. Although at 17°C, the water was relatively warm, it would soon have had a debilitating effect on anyone in the water for any length of time, particularly in the moderate wind at the time. The wearing of wet suits or other suitable sailing clothes would have considerably increased the deceased's chances of survival.
- 5.5 Had the Skipper/Owner been in possession of a handheld VHF radio, he could have immediately alerted anyone listening on Channel 16, including the emergency services, of their predicament and the rescue operation would have begun sooner with greater knowledge as to the location of the survivors. Had there been an EPIRB in a float free bracket on-board, it would have also alerted the emergency services. The same would have been true had any of the crew been in possession of a Personal Locator Beacon (PLB). Had the buoyancy aids worn by the crew been equipped with a light and whistle, it is possible that they may have been seen or heard sooner.


6. SAFETY RECOMMENDATIONS

- 6.1 It is recommended that the manufacturers of the Drascombe Lugger investigate the feasibility of installing a system whereby the centreplate can be retained in the deployed position such that it will remain extended in the event of a capsize. It should be possible to retrofit this mechanism to existing vessels.
- 6.2 It is recommended that the Drascombe Association highlight the possibility of capsizing these vessels under certain conditions.
- 6.3 It is recommended that the Drascombe Association instigate a campaign to raise awareness amongst its members of the wisdom of upgrading their vessels inbuilt buoyancy to comply with Category C of the RCD.
- 6.4 Owners and operators of recreational craft should be aware of and follow the Department of Transport, Tourism and Sport's Code of Practice for the Safe Operation of Recreational Craft.

7. APPENDICES

	PAGE
7.1 Met Éireann Weather Report.	15
7.2 Chart extract of the area of the incident.	18
7.3 Photographs	19

Appendix 7.1 Met Éireann Weather Report.




MET ÉIREANN
The Irish Meteorological Service

Glasnevin Hill, Cnoc Ghlas Naíon Tel: +353-1-806 4200
Dublin 9, Ireland. Baile Átha Cliath 9, Éire. Fax: +353-1-806 4247
www.met.ie E-mail: met.eireann@met.ie

18/8/2014

Our Ref: WS 3018/2_15579
Your Ref: MCIB/12/240




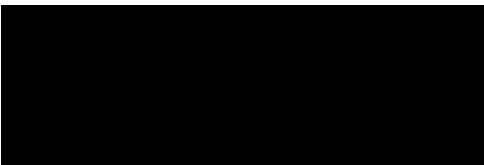
Estimate of weather conditions in the Long Island Bay sea area, on the 13th August 2014, between 12 hours and 24 hours.

General Situation
A deep depression in the North-Sea gave a fresh north-westerly airflow over the area.

Details
12-18 hours
Winds: from a North-West to West-North-Westerly direction, Moderate to Fresh in strength, Force 4 to 5.
Weather: isolated showers, but generally dry with some bright and sunny periods.
Visibility: mostly good
Sea state: Moderate (1.5m to 2m significant wave heights) at the entrance to the Bay from a west-north-westerly direction.

18-24 hours
Winds: from a west to west-north-westerly direction, mostly Moderate, Force 3 to 5.
Weather: rather cloudy, isolated showers, mostly light
Visibility: moderate at times in showers but mostly good
Sea State: Moderate (1.5m significant wave height) at the entrance of the Bay, a combination of a Sea from the west-north-west and a Swell from the west.

Note: Winds and waves around the islands would vary from Light and Slight to above values due to shelter or exposure from the wind and wave direction.
* M3 buoy and Sherkin Island observation reports attached.



Appendix 7.1 Met Éireann Weather Report.



MET ÉIREANN
The Irish Meteorological Service

Glasnevin Hill, Dublin 9, Ireland. Cnoc Ghlas Naíon Baile Átha Cliath 9, Éire. www.met.ie
Tel: +353-1-806 4200 Fax: +353-1-806 4247 E-mail: met.eireann@met.ie

Buoy M3 at 51.2°N and 10.5°W hourly observations

time	Sig wave height (m)	Max individual wave height (m)	Mean wave direction (°)	Air Temp (°C)	Sea Temp (°C)	Mean wind direction (°)	Max wind gust (knots)	Mean 10-minute wind speed (kts)
13/08/2014 11:00	3	4.5	305.2	15.2	16.9	334.3	27.8	19.1
13/08/2014 12:00	3	4.7	302.3	16.5	16.9	317.5	21.8	17.4
13/08/2014 13:00	2.8	3.9	302.3	16.2	16.7	322	25.2	18.1
13/08/2014 14:00	2.7	4.6	306.6	16.1	16.7	319.6	23.8	17.5
13/08/2014 15:00	2.7	3.4	305.2	15.6	16.9	298.1	21.4	15.5
13/08/2014 16:00	2.7	3.9	302.3	16.1	17	301.6	22.2	18.2
13/08/2014 17:00	2.5	4.3	305.2	16.1	17	301.3	21.2	16.8
13/08/2014 18:00	2.3	3.2	300.9	15.9	17	299.2	22.2	17.4
13/08/2014 19:00	2.2	3.1	300.9	14.8	17	283.7	22.6	17.9
13/08/2014 20:00	2	2.5	295.3	15	17	310.1	22.5	16.8
13/08/2014 21:00	2	3.1	303.8	14.4	17	324.5	21.4	16.7
13/08/2014 22:00	2.2	3.2	296.7	15.1	16.9	311.8	20.9	13.8
13/08/2014 23:00	2.2	3.4	300.9	15.8	16.9	313.6	23.2	18.2



Appendix 7.1 Met Éireann Weather Report.



MET ÉIREANN
The Irish Meteorological Service

Glasnevin Hill, Cnoc Ghlas Naion Tel: +353-1-806 4200
Dublin 9, Ireland. Baile Átha Cliath 9, Éire. Fax: +353-1-806 4247
www.met.ie E-mail: met@met.ie

Beaufort Scale of Wind					
Force	Description	Speed*		Specification -sea	Wave height** (metres)
		knots	km/hr		
0	Calm	<1	<1	Sea like mirror	
1	Light air	1-3	1-5	Ripples	0.1 (0.1)
2	Light breeze	4-6	6-11	Small wavelets	0.2 (0.3)
3	Gentle breeze	7-10	12-19	Large wavelets, crests begin to break	0.6 (1)
4	Moderate breeze	11-16	20-28	Small waves becoming longer, frequent white horses	1 (1.5)
5	Fresh breeze	17-21	29-38	Moderate waves, many white horses, chance of spray	2 (2.5)
6	Moderate breeze	22-27	39-49	Large waves, white foam crests, probably some spray	3 (4)
7	Near gale	28-33	50-61	Sea heaps up, streaks of white foam	4 (5.5)
8	Gale	34-40	62-74	Moderately high waves of greater length	5.5 (7.5)
9	Strong gale	41-47	75-88	High waves, dense streaks of foam, spray may reduce visibility	7 (10)
10	Storm	48-55	89-102	Very high waves, long overhanging crests, visibility affected	9 (12.5)
11	Violent storm	56-63	103-117	Exceptionally high waves, long white foam patches cover sea	11.5 (16)
12	Hurricane	64+	117 & over	Air filled with foam and spray, sea completely white	14 (-)

*Speed = mean speed at a standard height of 10 metres.
**Wave height is only intended as a guide to what may be expected in the open sea.
Bracketed figures indicate the probable maximum wave height.

Wave Heights / State of Sea
The wave height is the vertical distance between the crest and the preceding or following trough. The table below gives a description of the wave system associated with a range of significant wave heights. The Significant wave height is defined as the average height of the highest one-third of the waves. (It is very close to the value of wave height given when making visual observations of wave height.)

Sea State (Descriptive)	Significant Wave height in meters
Calm	0 – 0.1
Smooth (Wavelets)	0.1 – 0.5
Slight	0.5 – 1.25
Moderate	1.25 – 2.5
Rough	2.5 – 4
Very rough	4 – 6
High	6 – 9
Very high	9 – 14
Phenomenal	Over 14

Individual waves in the wave train will have heights in excess of the significant height. The highest wave of all will have a height about twice the significant height

Visibility Descriptions of visibility mean the following:

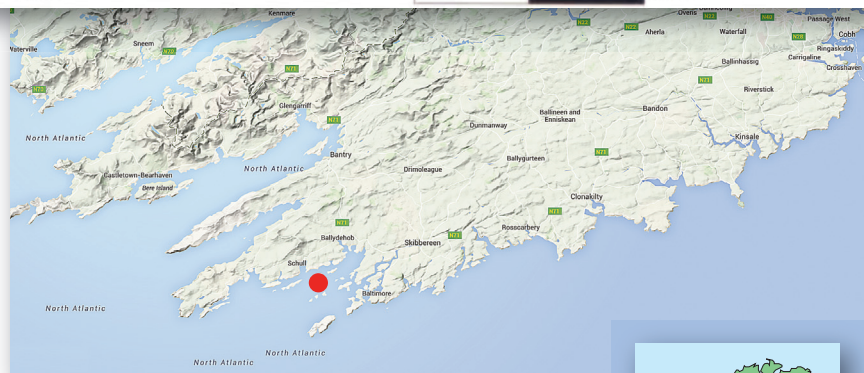
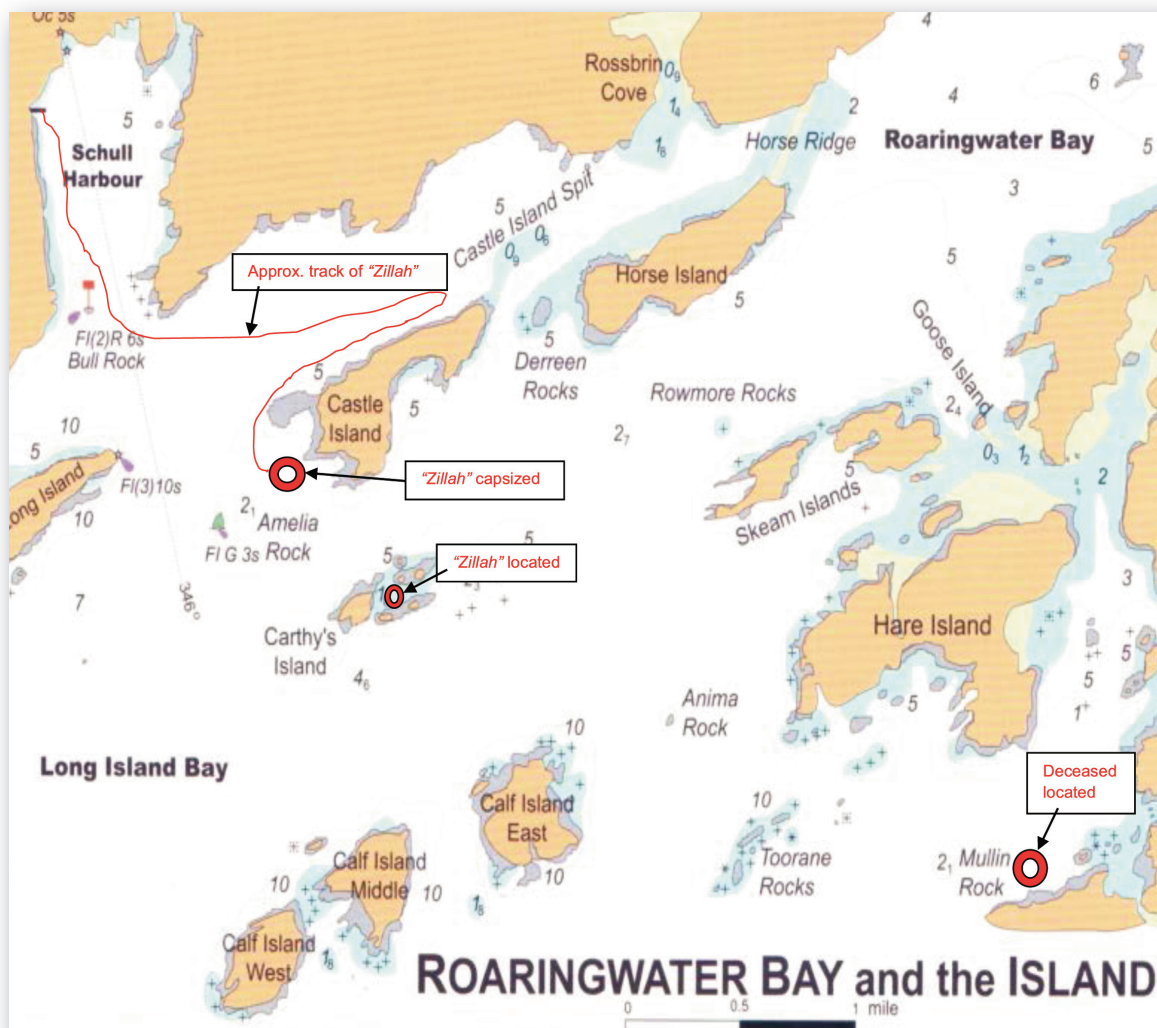
Visibility (Descriptive)	Visibility in nautical miles (kilometres)
Good	More than 5 nm (> 9 km)
Moderate	2 – 5 nm (4 – 9 km)
Poor	0.5 – 2 nm (1 – 4 km)
Fog	Less than 0.5 nm (< 1km)

Note:
If there are no measurements or observations available for an exact location, these estimated conditions are based on all available meteorological measurements and observations which have been correlated on the routine charts prepared by Met Éireann.



APPENDIX 7.2

Appendix 7.2 Chart extract of the area of the incident.



Appendix 7.3 Photographs.



Photograph 1 - "Zillah" ashore following recovery



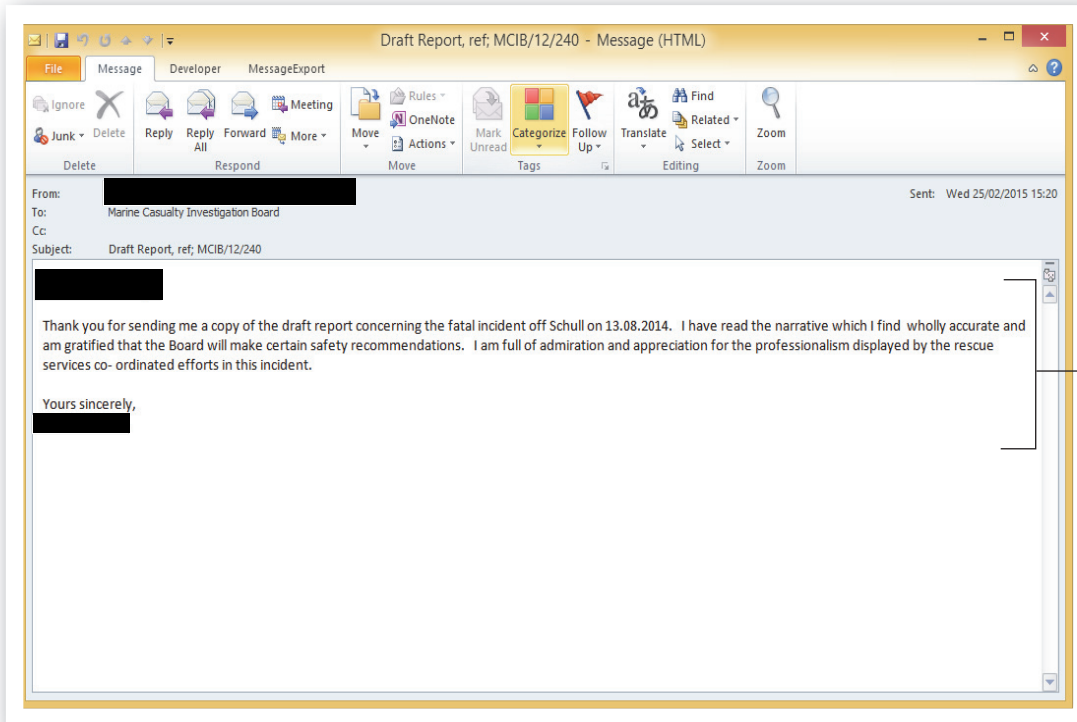
Photograph 2 - Damage suffered by "Zillah" following floundering

8. CORRESPONDENCE RECEIVED

	PAGE
8.1 Correspondence from Male Guest and MCIB response	21
8.2 Correspondence from Female Guest and MCIB response	22
8.3 Correspondence from RNLI and MCIB response	23
8.4 Correspondence from Schull Community Inshore Rescue Service and MCIB response	24
8.5 Correspondence from Drascombe Association and MCIB response	25

Note: The name and contact details of the individual respondents have been obscured for privacy reasons.

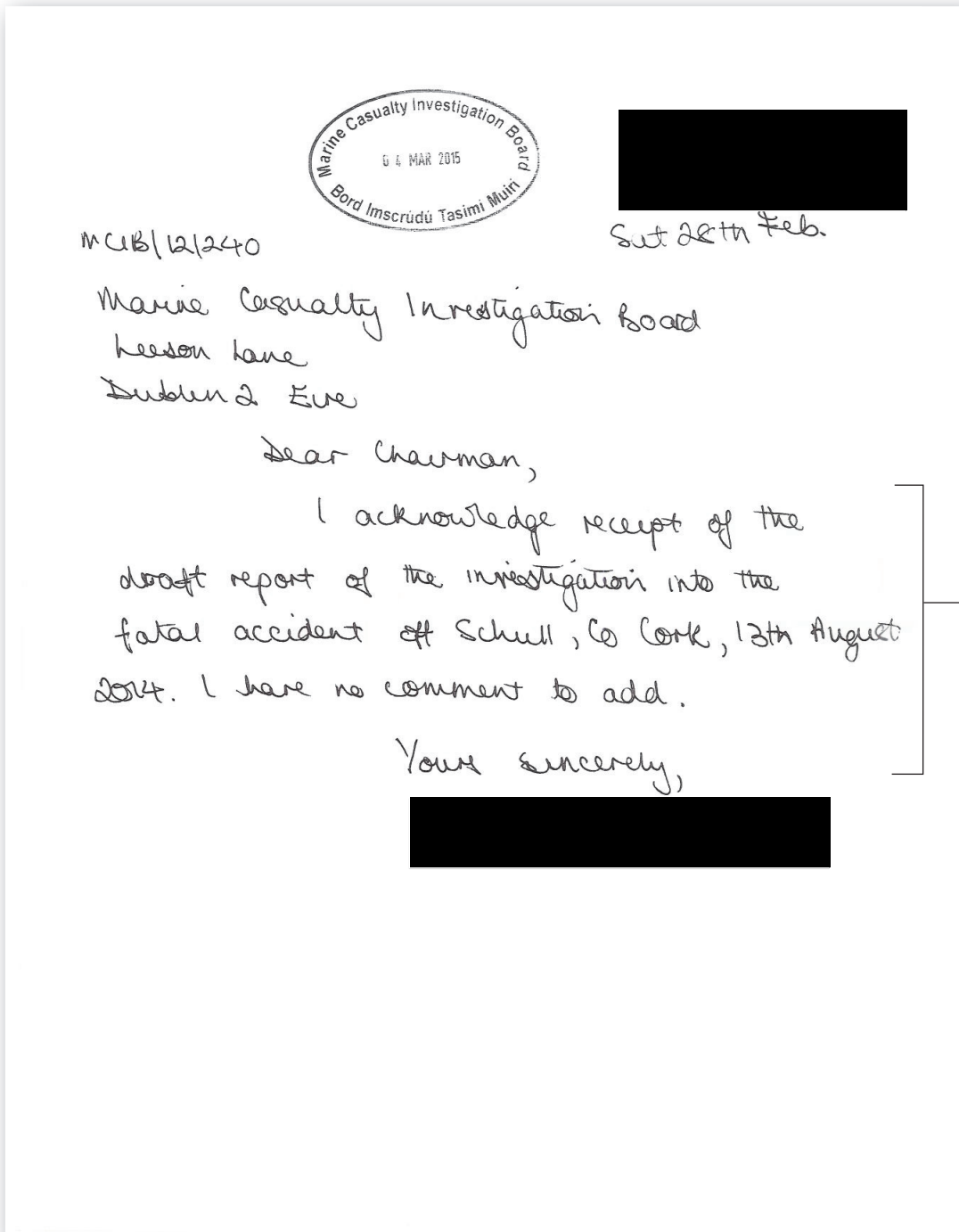
Correspondence 8.1 Male Guest and MCIB response



MCIB RESPONSE:
The MCIB notes the contents of this observation.

CORRESPONDENCE 8.2

Correspondence 8.2 Female Guest and MCIB response.



MCIB RESPONSE:
The MCIB notes the contents of this observation.

Correspondence 8.3 RNLI and MCIB Response.



Royal National Lifeboat Institution

Chairman: Charles Hunter-Pease
Chief Executive: Paul Boissier

RNLI (Trading) Ltd 01073377, RNLI (Sales) Ltd 2202240 and RNLI (Enterprise) Ltd 1784500 are all companies registered at West Quay Road, Poole, Dorset, BH15 1HZ

Regional Base Ireland and Isle of Man
Airside, Swords, Co. Dublin, Ireland

Tel (01) 890 0460
Fax (01) 890 0458

[Redacted]
Chair
Marine Casualty Investigation Board
Leeson Lane
Dublin 2

16th March 2015



Dear [Redacted]

DRAFT REPORT OF INVESTIGATION INTO THE FATAL INCIDENT OFF SCHULL, C.O CORK ON 13TH AUGUST 2014

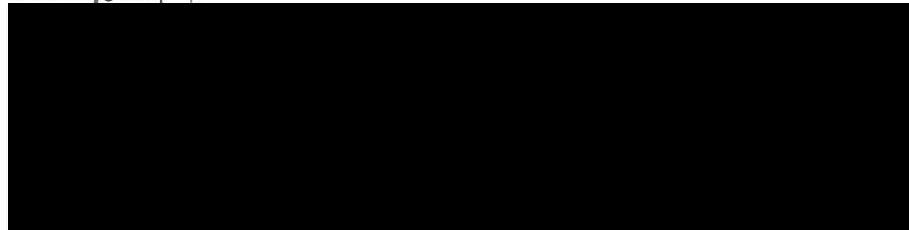
Reference: Your letter MCIB/12/240 dated 20th February 2015

Thank you for inviting the RNLI to comment on the report into tragic loss of the owner of the Drascombe Lugger "Zillah" after it capsized in the vicinity of Castle Island. The thoughts of all those associated with the RNLI remain with the family and friends of the deceased.

The RNLI has nothing further to add to the report.

MCIB RESPONSE:
The MCIB notes the contents of this observation.

Kindest regards,

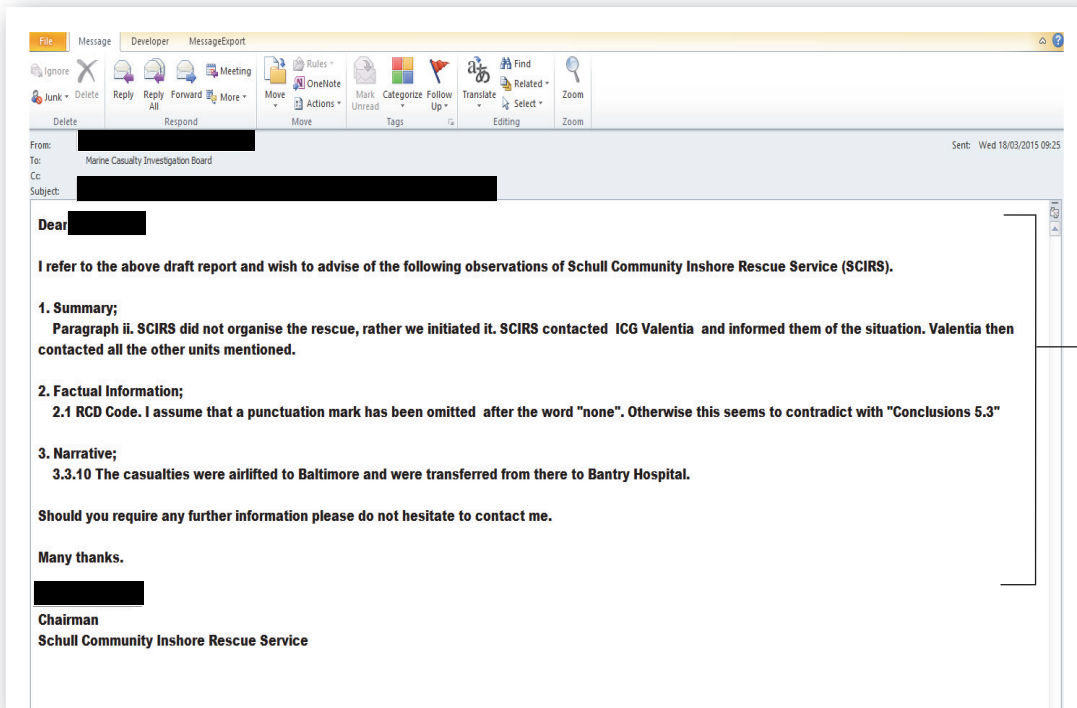


The RNLI is the charity that saves lives at sea

Charity number CHY 2678 in the Republic of Ireland and registered in England and Wales (209603) and Scotland (SC037736)

CORRESPONDENCE 8.4

Correspondence 8.4 Schull Community Inshore Rescue Service and MCIB response.



MCIB RESPONSE:
The MCIB notes the contents of this observation and has amended the report accordingly.

Correspondence 8.5 Drascombe Association and MCIB response.

Drascombe Association

16 March 2015

██████████
Secretariat
Marine Casualty Investigation Board
Leeson Lane
Dublin 2
Ireland

19 MAR 2015
Marine Casualty Investigation Board
Bord Imscrúdú Tasimí Muiri

The Secretary
Drascombe Association
The Mullan
Drumlackagh
Carrigart
Co Donegal
Ireland

Your Reference - MCIB/12/240

Draft Report of the Investigation into the fatal incident off Schull, Co Cork on 13 August 2014

██████████

Thank you for your letter of 20 February 2015 referring to the above incident.

We note the contents of your thorough Draft Report.

We will comment on the Safety Recommendations detailed in Section 6.

6.1

While we believe the Association has no remit in this matter we are happy to work with the manufacturers to investigate whether this is feasible or desirable.

6.2

The Drascombe Association currently has no authority to officially carry out capsizing tests or righting trials on behalf of their members.

There has been substantial material on these matters on the Drascombe Association Forum and in the Drascombe Association Newsletter over many years. The Drascombe Association will make these archives available to all members.

6.3

We are in agreement and will progress this matter.

MCIB RESPONSE:
The MCIB notes this point.

MCIB RESPONSE:
The MCIB notes this point and has amended the report accordingly.

MCIB RESPONSE:
The MCIB notes this point.

Correspondence 8.5 Drascombe Association and MCIB response.

6.4

We agree with this statement.

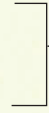
We intend to draw our members attention to the location of the full MCIB report when it is published and suggest that members may find benefit in reading the report.

Yours sincerely,

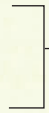
[Redacted signature]

And on behalf of:-
The Associations Officers and Committee Members including
[Redacted name]

01452 830141
chairman@drascombe-association.org.uk



MCIB RESPONSE:
The MCIB notes this point.



MCIB RESPONSE:
The MCIB notes and welcomes the contents of this observation.

