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REPORT OF THE INVESTIGATION INTO THE INCIDENT INVOLVING *"MV HHL NEW YORK"* AT FENIT 2nd NOVEMBER 2013

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. SUMMARY

(Note: All times are UTC)

1.1 The *"MV HHL New York"* completed berthing operations at the port of Fenit at 17.15 hrs on 1st November 2013. The vessel was berthed on its starboard side and head out. During the night, a mooring ring on the quayside failed. The vessel fell astern and to port, causing its bow ropes to part. As the vessel fell astern it caused damage when it made contact with the fishing vessel *"MFV Ocean Dawn"*. The ship used its own power to secure itself to the berth.

2. FACTUAL INFORMATION

2.1 *"MV HHL New York"*

2.1.1 The vessel is a geared multi-purpose heavy lift cargo ship, with two cargo holds and tweendeck. Weather deck protection is provided by steel piggy-back type hatch covers. The vessel has portable pontoons to provide a tweendeck, whose height might vary. Accommodation and machinery spaces are located aft. A feature of this vessel is that the forecastle area is covered by a shelter deck, enclosing the forward mooring arrangements (details of the ship are shown in Appendix 7.1).

2.1.2 Principal Particulars per Hansa Heavy Lift

Name:	*"MV HHL New York"*.
Port of Registry:	St. John's.
Flag:	Antigua & Barbuda.
IMO:	9448372.
Year:	2011.
Length Overall:	168.68 metre (m).
Beam:	25.20 m.
Moulded Depth:	13.85 m.
Summer Draft:	9.50 m.
Summer DWT:	20,100 m.t.
Gross Tonnage:	17,634.
Net Tonnage:	6,617.
Classification:	Germanischer Lloyd.
Reg. Owner:	HHL New York, c/o Hansa Heavy Lift GmbH, Hamburg, Germany.
Ship Manager:	Hansa Heavy Lift, Hamburg.
ISM Manager:	Hansa Heavy Lift, Hamburg.
P&I:	Assuranceforeningen Skuld, Norway.

2.2 *"MFV Ocean Dawn"*

2.2.1 The vessel is a steel hulled fully decked fishing vessel. It was examined under the Code of Practice for fishing vessels of less than 15 m in length, and is licensed for gillnet fishing (photographs in Appendix 7.2 show the *"MFV Ocean Dawn"*).

2.2.2 Principal Particulars

Name:	*"MFV Ocean Dawn"*.
Port of Registry:	Tralee.
Flag:	Ireland.
Fishing Number:	T467.
Year:	2004, Arklow.
Registered Length:	14.99 m.
Beam:	5.90 m.
Depth:	2.90 m.
Draft:	2.80 m (mean light).
Gross Tonnage:	46.4.
Code of Practice:	Issued in 2013.

2.3 Commercial Quay

2.3.1 Fenit Harbour and Marina, is owned and operated by Kerry County Council. A Harbour Master and Port Manager are employed to oversee the day to day running of the port. A licensed pilot is engaged to berth and un-berth cargo ships. The port offers services to commercial shipping, fishing vessels and leisure craft. The primary use of the cargo facilities is for heavy lift project cargoes (Appendix 7.3 shows the overall layout of Fenit and Appendix 7.4 shows this in more detail).

2.3.2 The cargo activity takes place on the Commercial Quay, outside of the fishing and marina sector. The full length of the cargo-handling pier is given as 250 m, commencing east of Great Samphire Island. The working length of the pier, for commercial ships, is approximately 175 m.

2.4 Voyage Information - 1

2.4.1 *"MV HHL New York"* was chartered by a Danish shipping company. In turn the charterer was engaged to provide a ship to load a cargo at Commercial Quay, for discharge in Saudi Arabia.

2.4.2 The vessel completed berthing at Commercial Quay at 17.15 hrs on 1st November 2013 and was expected to commence loading cargo on 2nd November 2013.

2.4.3 The vessel was fully manned in accordance with her Safe Manning Certificate.

2.5 Voyage Information – 2

2.5.1 The *"MFV Ocean Dawn"* was berthed and unmanned at the time of the incident. The owner reported it had been prepared for a particular fishing activity and was berthed on the outer part of the Spur Pier (see chart at Appendix 4, also known as the Spring Pier), so as to have sufficient water to depart at any stage of the tide.

2.6 Type of Casualty

2.6.1 The moorings for the *"MV HHL New York"* failed, causing the vessel to come away from the pier and falling astern at the same time.

2.6.2 Shallow water to port stopped the vessel's movement.

2.6.3 The Master managed to secure the vessel.

2.6.4 In falling astern and to port, the vessel struck the *"MFV Ocean Dawn"*, causing structural damage to that vessel.

2.6.5 There was no cargo on-board the vessel at the time.

2.6.6 There were no personal injuries involved.

2.7 Emergency Response

2.7.1 The Irish Coast Guard was notified of the casualty at approximately 04.39 hrs. The Irish Coast Guard tasked the RNLI Fenit All Weather Boat (AWB) and Inshore Life Boat (ILB).

2.7.2 The ILB was on scene at 04.55 hrs, indicating a response time of approximately 16 minutes.

2.7.3 Both the AWB and ILB remained on scene until 07.09 hrs.

2.7.4 The vessel secured itself to the berth. Extra mooring lines were deployed.

3. NARRATIVE

3.1 The *"MV HHL New York"* arrived at Fenit in a ballast condition to load cargo. The vessel completed berthing on 1st November 2013, at 17.15 hrs with assistance from the pilot and two tugs, *"MV Ocean Bank"* and *"MV Celtic Banner"*. Cargo operations were scheduled to commence on 2nd November 2013.

3.2 It was reported that when berthing operations commenced, the vessel deployed timber fendering designed to keep the side of the vessel 1.3 m clear of the quayside. When in position for berthing, the bow overhung the head of the pier, from frame 168, (please refer to Photograph No. 1 and No. 2 in Appendix 7.5), which show the overhang of the bow and bow lines lead aft.

3.3 The vessel was berthed as follows:

- 3 x headlines. Headlines are those meant to be led from the bow of the vessel with a forward component. In this case, it was not possible to deploy headlines.
- 3 x stern lines to 2 bollards on the quay.
- 2 x forward backsprings to the same bollard on the quay.
- 2 x aft backsprings to a mooring ring on the quay.

Note: A backspring is a mooring line deployed from the vessel and is set in an opposite direction to the main head or stern lines. Its purpose is to assist in preventing the vessel from ranging along the quay, when lines are slack due to tidal conditions.

3.4 The Master advised that as it was his first time calling to the port he maintained a full port watch, with both a Deck Officer and rating on duty. He left night orders instructing the Duty Officer to call him in the event the wind speed rose above 15 m/s.

3.5 The weather forecast for the area, issued by Met Éireann, is presented at Appendix 7.7. The content is summarised below:

(a) Sea Area Forecast issued at 06.00 hrs Friday 1st November 2013 – Valid until 06.00 hrs Saturday 2nd November 2013:

Gale Warning in operation Wind SW Force 4- 6, becoming SE overnight and increasing to Force 6 – 8 by this time tomorrow.

(b) Sea Area Forecast issued at 00.00 hrs Friday 1st November 2013 – Valid until 00.00 hrs Saturday 2nd November 2013:

Gale warning in operation. Mizen Head to Loop Head to Erris Head – Southerly Force 3 – 5, increasing Southeasterly Force 7 – Gale Force 8 overnight, veering Southwesterly in the morning.

3.6 The following is a timeline of events:

01.11.2013:	17.15 hrs Vessel all fast on berth.
02.11.2013:	03.00 hrs 2nd Officer calls Master. Master proceeds directly to the Bridge.
03.04 hrs	Loud bang heard by Master.
03.06 hrs	Vessel falls astern and to port and makes contact with port side of *"MFV Ocean Dawn"*.
03.23 hrs	Attempt to contact harbour office agent for assistance.
03.45 hrs	Harbour Master on scene.
04.39 hrs	Irish Coast Guard notified by VHF radio. Fenit AWB & ILB tasked.
04.40 hrs	Start main engine.
04.45 hrs	Pilot on scene.
04.55 hrs	Fenit ILB on scene.
05.20 hrs	Vessel all fast alongside.
05.26 hrs	Fenit ILB advises Coast Guard that vessel is using bow thrusters to bring herself alongside.
05.55 hrs	Fenit ILB advises vessel secure alongside.
07.01 hrs	Tug on standby.
07.26 hrs	Fenit AWB & ILB stood down. No pollution from either vessel.

3.7 Once the vessel was secure, the Master instigated safety checks. Nothing untoward was found with no evidence of water ingress into cargo spaces or tanks. All machinery operated properly.

3.8 On making rounds the crew found a large mooring ring lying on the poop deck on the starboard side of the accommodation. This was identified as the mooring ring to which the after backsprings had been made fast (please refer to Appendix 7.5 Photograph No. 3 and No. 4).

3.9 Examination of the quayside showed that the mounting point for the mooring ring had failed. It was later confirmed that, to secure the lines the linesmen, had placed a steel bar between the eyes of the two ropes used and jammed the bar against one side of the ring. The vessel suffered minor structural

damage to the accommodation area (please refer to Appendix 7.5 Photograph No. 5 and No. 6).

3.10 The vessel arranged for its Classification Society to attend on-board. An approved diving company was engaged to conduct an inspection of the underwater section of the vessel, including the steering and stern gear. No damage was recorded and the vessel's Class was confirmed.

3.11 The following was noted:

3.11.1 The vessel is equipped with an approved ECDIS chart system.

3.11.2 The Master and Officers had both National Certificates of Competency and documents issued by the Flag State.

3.11.3 The Master and Deck Officers were certified as having undergone both generic and type specific training courses for the equipment on-board.

3.11.4 The vessel had a current copy of the British Admiralty Sailing Directions, NP40, more commonly referred to as the "Irish Coast Pilot". The publication was current and corrected up to week 42 of 2013. The port of Fenit was described on pages 276 and 277 of the Pilot Book.

3.11.5 On each bridge wing, there is a plaque showing the distance from there to both the bow and stern, 153.88 m to the bow and 14.80 m to the stern.

3.11.6 The vessel was equipped with an anemometer with the display located in the centre of the wheelhouse, on the front overhead instrument panel.

3.11.7 The ship's head was noted to be 062.5°G.

3.12 The mooring ring that had failed was found on deck. The ring was of galvanised steel, with a wall thickness of 55 mm and an outer rim diameter of 355 mm. The ring was intact. There were no markings to indicate safe work limits or to identify the manufacturer.

3.13 At the forecastle, it was noted that all mooring lines deployed by the vessel led aft, at this point additional lines had been deployed. Remnants of broken lines were found. The lines were in good visual condition. All ship's lines were standard 8 strand multi-plait rope of approximately 64 mm diameter. The forecastle has a "whaleback" or weather shield. This could restrict deployment of lines. Lines were deployed from both reels attached to the windlass and loose lines set around bollards on the forecastle.

3.14 On the quayside the failed mooring point was examined, (please refer to Appendix 7.5 Photograph No. 7 and No. 8). Similar mooring rings nearby were

also examined. The eye that held the ring into the concrete apron was missing. There was nothing to indicate how the ring was held in the capping. The concrete in the area appeared spalled and there were stress cracks radiating out from the opening. There was no evidence of corrosion causing a failure.

3.15 It was noted that there were different types of mooring points used by the port, ranging from standard bollard to horn bollards and galvanised rings, (please refer to Appendix 7.5 Photograph No. 9 and No. 10). None bore any markings to indicate safe working loads. Some bollards were secured by bolts set through the apron. It is understood that the safe working loads for the moorings were:

Mooring Rings (total of 6 on pier): 5 tonnes (t).
Mooring Bollards (total of 10 on pier): 30 t.

Note: Information obtained indicates that the mooring rings were only intended for use by fishing vessels and leisure craft. They were not designed for use by the larger ships using this port (see Appendix 7.6 showing the mooring bollard arrangement in Fenit).

3.16 The following was established:

3.16.1 The Harbour Master acts as the Berthing Master for vessels arriving at the pier. He defines his role in ensuring the vessel is correctly positioned before lines are made fast. He insisted that lines are placed as directed by the Master of the vessel rather than at his direction.

The Harbour Master stated that the ship was responsible for which mooring points should be used but it was the harbour who supplied the steel bars relied on to make the lines fast to the mooring rings.

3.16.2 The exact mooring ring strength for the failed mooring rings was not known by the Harbour Master, but it was understood that it was in the order of 150 t, with a safe limit of 50 t.

3.16.3 The Harbour Master believed that the vessel's forward mooring lines parted first and this in turn placed excessive strain on the mooring ring, causing it to fail.

3.16.4 It was the fifth vessel of this size to visit the port.

3.16.5 During the investigation it was stated that, on the night in question, the wind was not expected from the South East. Winds from the South East can create a funnel effect due to the mountains on the other side of the bay.

3.16.6 The Commercial Quay was 175 m in length but one needed to leave 20 to 30 m at the inner end to cater for the shoal patch as shown on the chart and to provide a decent lead for the mooring lines. The minimum clearance left between a ship and the Spur Pier is 20 m.

3.16.7 It was believed that the additional fendering deployed by the vessel might have contributed to the incident, in that the fenders prevented the quay's rubber fenders from doing their job and increased the movement of the vessel in adverse conditions.

3.16.8 The last hydrographic survey of the harbour was carried out in early 2013. They confirmed that there is a shallow area between the Commercial Quay and the Spur Pier.

3.16.9 Vessels berthing at the Commercial Quay frequently used the mooring rings, which were 15 years old.

3.16.10 Since the incident the port has stopped using the mooring rings for large vessels. It is understood that the mooring rings have been removed.

3.16.11 A ship entering the port only has approximately 200 m clearance at the head of the pier.

3.16.12 The line of communications between the Harbour Master and a vessel is normally via the agent.

3.16.13 The Harbour Master advises that he was present on the quay at 03.45 hrs, although the vessel could not establish contact with him by telephone. The Harbour Master rang the pilot at 04.15 hrs.

3.16.14 The *"MFV Ocean Dawn"* had been in position on the outside of the Spur Pier when the vessel berthed at the port.

3.16.15 The position of the *"MFV Ocean Dawn"* in relation to the *"MV HHL New York"* was not considered.

3.17 *"MFV Ocean Dawn"*

3.17.1 The vessel is a registered fishing vessel and held a valid Document of Compliance, issued under the Code of Practice for the Design, Construction and Equipment of Small Fishing Vessels, of less than 15 m in length overall as a fishing vessel.

3.17.2 The vessel has sustained significant structural damage to her starboard side hull, both above and below the deck edge (please refer to Appendix 7.5 Photograph No.11, No.12 and No.13).

3.17.3 Following the incident the vessel was moved into the inner harbour. It has since undergone repairs.

3.18 Post attendance, the chart for the port was examined. An older version of the Pilot Book was examined. Of particular note, is that in 2003 the maximum size of vessel was stated as 10,000 DWT, if the vessel could take the ground or 8,000 DWT if the vessel needed to remain afloat at all times.

3.19 It is noted that the Bye-Laws were issued in 1956 and have not been updated. The following has been noted:

3.19.1 The Bye-Laws have not been updated to include the new port structures or the marina. It is noted that there have been a number of amendments to the Harbours Acts in the intervening period (1996 and 2009).

3.19.2 Section 15 relates to vessels overlying a berth.

3.19.3 Section 28 implies that the Harbour Master determines how and where a vessel makes fast.

3.20 Examination of the chart shows there is limited water available for large vessels. The maximum length of quayside, measured from the 5 m contour is 153 m. The charted depth of water where the *"MFV Ocean Dawn"* was berthed was less than 5 m. A simple calculation shows that the minimum length of the overhang was:

Length of Quay:	175 m.
Inner clearance:	25 m (margin at inner end of quay).
Length overall of vessel:	168.68 m.
Length of overhang:	18.68 m.

4. ANALYSIS

The weather forecasts for the region clearly predicted South Easterly winds for the night of 1st & 2nd November 2013. The winds predicted were of up to Gale Force 8 in strength.

4.1 The size of vessels entering the port has substantially increased in recent years. There is only one shipping company using the port.

4.2 The features of the port have been examined:

4.2.1 The Commercial Quay is part of the original structure, but has been modified and extended. The direction of the pier is 062°T – 242°T. As part of recent port development, a new Spur Pier has been built. The angle between the Commercial Quay and the Spur Pier is 74°. A new breakwater extends from the north, built to protect the marina and fishing harbour.

4.2.2 At the entrance to the port, there is only 200 m of water, with sufficient depth at high tides at the head of the pier, to facilitate vessels arriving at the pier. The clearance for the vessel was tight with only 32 m of water to spare. The vessel berthed stern first.

4.2.3 The size of the vessel exceeded the published maximum length by some 18 m (please refer to Appendix 7.5 Photograph No.14), which contains extracts from the Pilot Book.

4.2.4 The beam of the vessel exceeded the maximum published length by 5.2 m (please refer to Appendix 7.5 Photograph No.14), which contains extracts from the Pilot Book.

4.2.5 It was impossible for the vessel to deploy its forward mooring lines to achieve a good lead forward. Good practice recommends 20 m of quay for a good lead on the headlines.

4.2.6 The safe working load of all mooring points was not clearly marked.

4.2.7 Two lines from the vessel were secured to a mooring ring with only a 5 t Safe Working Load (SWL).

4.2.8 Mooring lines have large soft eyes designed to be placed over a mooring bollard. Using a steel bar to hold the eyes of the ship’s lines in place is not good practice.

4.2.9 The mooring rings were not bolted to the quay, rather they were held in place by an epoxy based adhesive.

4.3 Initially, the quayside mooring point failed. The weight came off the two backsprings and they recoiled back on-board the vessel taking the metal ring with them. The head lines could not take the weight of the ship and prevent it moving astern. As a direct consequence, the vessel fell back and away from the pier until the headlines parted. This movement caused it to strike the fishing vessel.

4.4 The Harbour Master and the Pilot were not present when the incident occurred. Both arrived on scene post incident. The Master was on the Bridge when the incident occurred.

4.5 There is no permanent harbour tug stationed at the port. Tugs have to travel from Shannon or Castletownbere to assist vessels berthing in Fenit.

4.6 There appears to be a clear difference in opinion with respect to the understanding of the duties of the Harbour Master and what is actually set down in the Harbour Bye-Laws.

4.7 In the South-Easterly wind, the angle of the wind in relation to the vessel's head would place the wind forward of the beam. With no effective head line, the natural effect was for the vessel to fall astern and increase pressure on the only two lines deployed with a forward component. Thus, all the weight of the vessel came on the two after backsprings and the mooring point. The mooring ring failed, not the vessel's lines.

5. CONCLUSIONS

5.1 The vessel was large for the berth. The vessel was permitted to enter the port by the Harbour authorities, who were aware of its size and the weather forecast.

5.2 The Harbour Authority should have considered the following before permitting the vessel to enter the port:

5.2.1 The weather forecast and its likely effect on a vessel that overhung the berth.

5.2.2 The deployment of mooring lines with a suitable lead.

5.2.3 Using only mooring points that were of sufficient size and strength to hold the vessel alongside.

5.3 Practices at the port need to be reviewed:

5.3.1 The current Bye-Laws, relied on by the port, are in need of review and updating, particularly in light of the increasing size of vessels using the port.

5.3.2 One of the primary functions of a Harbour Master is to arrange for safe berthing of a vessel entering his port.

5.3.3 The purpose of a Berthing Master is to determine that the vessel is in the required position and that the mooring lines are safely deployed. To this end he should be aware of the safe working loads for all moorings and ensure that the vessel's lines are set to bollards that can handle the vessel.

5.3.4 The Master of a vessel relies on the local knowledge of both the Pilot and the Berthing Master to ensure his vessel is safe.

5.3.5 The practice of using the mooring rings has changed since this incident occurred. In fact the Harbour Authority advises that the mooring rings in question have been removed from the quay.

6. SAFETY RECOMMENDATIONS

6.1 The Harbour Authority should carry out a comprehensive assessment of the port and its operations including roles and responsibilities to ensure the safe berthing of ships.

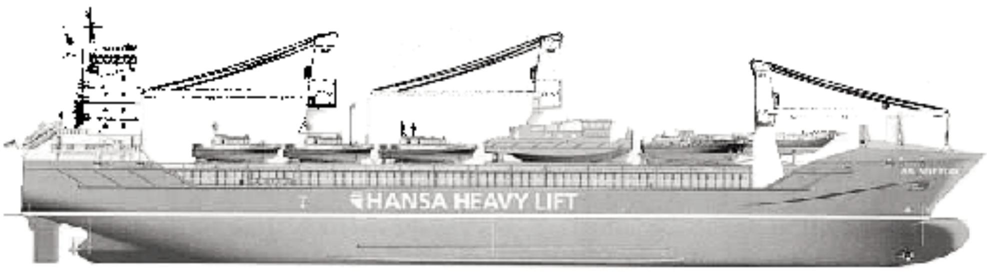
6.2 The Harbour Authority should develop procedures for compliance with Regulation 19, “Measures in the event of exceptionally bad weather”, of the European Communities (Vessel Traffic Monitoring and Information System), Regulations 2010 transposing EU Directive 2002/29 on establishing a community vessel traffic monitoring and information system.

7. APPENDICES

Appendix 7.1 Ship Details of *"MV HHL New York"*.

HANSA HEAVY LIFT P2-Series (SWL 800 t)

HANSA HEAVY LIFT



Operator + Manager

HANSA HEAVY LIFT GmbH

Type

Multi Purpose Heavy Lift Vessel,
Strengthened for heavy cargoes, ITF and grab fitted

Class

GL + 100 A5 E3 (Ice Class)

Tonnage

DWAT	20,100 t on 9.50 m	(SSW)
GT	?7,634 t	
NT	6,617 t	
Panama	14,862 t	
Suez GRT	15,811 t	

Dimensions

LOA	?68.68 m	
Beam	25.20 m	
Depth Moulded	13.85 m	
Airdraft	45.15 m	(to bottom of keel)

Intake

Hold No. 1	abt. 4.?75 cbm	or abt.	?50,?93 cbft
Hold No. 2	abt. 22,062 cbm	or abt.	779,230 cbft
Total	abt. 26,337 cbm	or abt.	930,323 cbft

Load distribution

Tank top	18.0 mt / sqm
Hatch covers	4.0 mt / sqm
Tween deck	3.5 mt / sqm

Holds/Hatches

No. of Holds	2 – Double Skin Boxshaped
No. of Hatches	2
No. 1 Hatch opening	22.54 m x 13.76 m
No. 2 Hatch opening	82.40 m x 18.66 m
Hatch Covers area	abt. 1,956 Sqm
Type of hatch covers	Hydraulic Folding
Type of tween deck	Moveable, pontoon type
All Holds CO2 fitted	
Mechanical ventilation	6 air changes per hour

Main Engine Data

MAN 7L 58/64	9,800 kW
Speed + Consumption without shaft generator (250 kW)	
Eco Speed	14 knts on abt. 29. 5 t
Max Speed	17.5 knts
MGO at sea	0.0 mt
MGO in port (idle)	abt. 1.7 t/day
MGO in port (working) abt.	4.0 t/day

Container Capacity

Total	abt. 912 TEU
On Deck	abt. 468 TEU
Under Deck	abt. 474 TEU
Reefer Plugs	abt. 100

Cargo Gear

2 x 400 mt SWL NMF cranes
combinable to 800 mt SWL PLUS 1 x 120 mt SWL

Tank capacities

Ballast	12,000 cbm
Freshwater	200 cbm
HFO	abt. 1,500 cbm
MGO	abt. 200 cbm

Disclaimer: The vessel specifications contained in this data sheet have been compiled to the best of Hansa Heavy Lift GmbH's knowledge. However, all specifications contained in this data sheet only serve for [illegible] and therefore cannot be considered as guaranteed specifications of the respective vessel. Speed and consumption figures may vary from the data contained in this data sheet and are dependent on weather and sea conditions, the loaded cargo and the quality of the bunker on board. The loading and lifting capacities of the vessel are subject to the vessel's stability, trim, permissible weights, [illegible] and might depend on the cargo and/or ballast on board. None of the details set out in this data sheet shall be part of [illegible] or other agreements between Hansa Heavy Lift GmbH, including its affiliates, and any third party.

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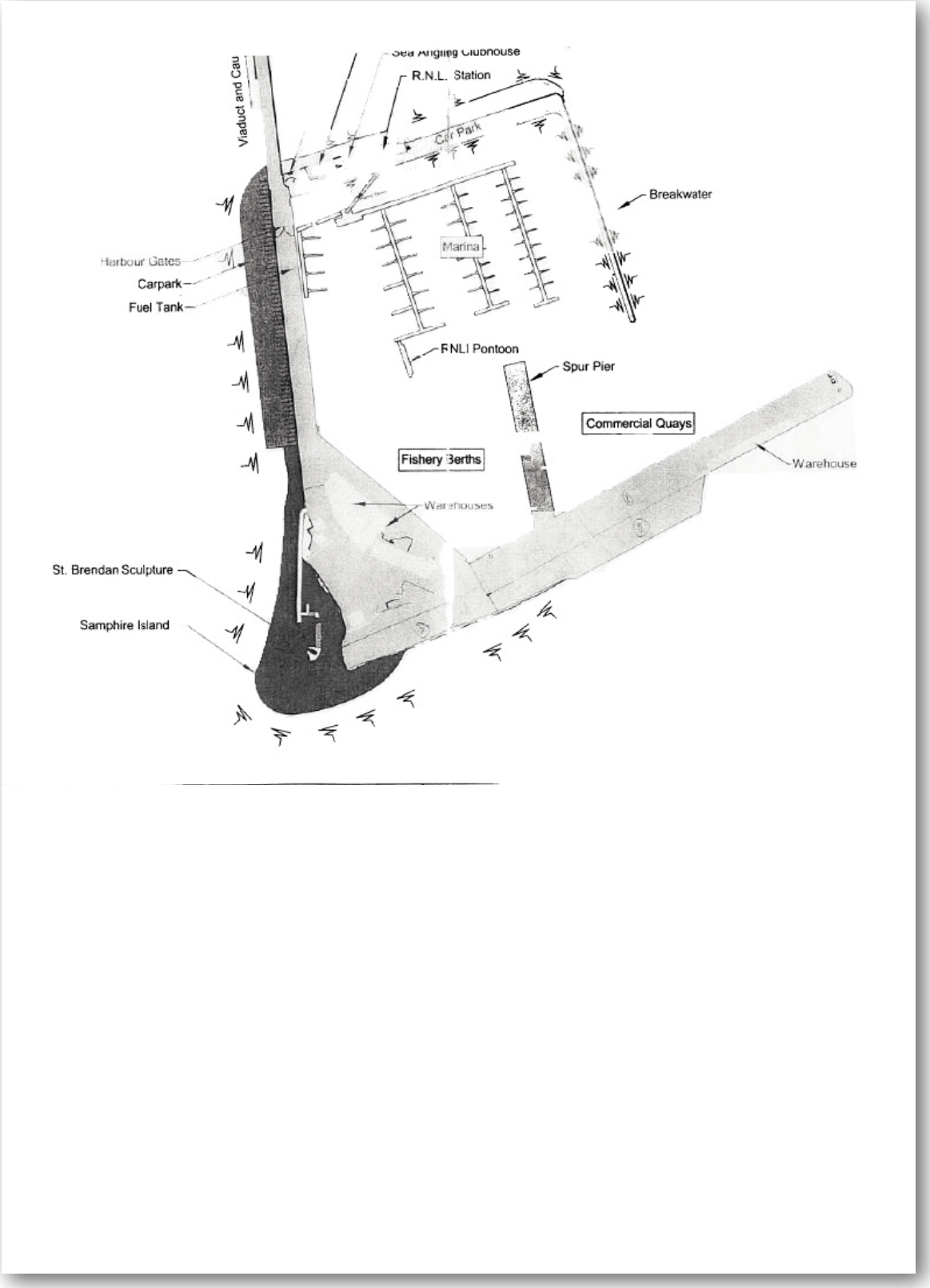
Appendix 7.2 Photographs of *"MFV Ocean Dawn"*.

Photograph No. 1 – Stern view of *"MFV Ocean Dawn"*

Photograph No. 2 – Bow view of *"MFV Ocean Dawn"*

Appendix 7.3 Layout of Fenit Harbour.

Appendix 7.4 Fenit Harbour.



Appendix 7.5 Photographs – *"MV HHL New York"* and damaged *"MFV Ocean Dawn"*.

Photograph No. 1 – View from head of pier shows amount of overhang

Photograph No. 2 – View of ship's lines from aft starboard side of forecastle, all lead aft

Appendix 7.5 Photographs – *"MV HHL New York"* and damaged *"MFV Ocean Dawn"*.

Photograph No. 3 – Location of ring as found by crew (ship photo)

Photograph No. 4 – Mooring ring on deck, aft starboard side of accommodation area

Appendix 7.5 Photographs – *"MV HHL New York"* and damaged *"MFV Ocean Dawn"*.

Photograph No. 5 – Damage to vessel where struck by ring

Photograph No. 6 – Damage to deck support beam, starboard side poop deck section

Appendix 7.5 Photographs – *"MV HHL New York"* and damaged *"MFV Ocean Dawn"*.

Photograph No. 7 – Hole in apron left by mooring ring, with cracks radiating out from bottom end

Photograph No. 8 – Looking down into hole, no anchoring points visible

Appendix 7.5 Photographs – *"MV HHL New York"* and damaged *"MFV Ocean Dawn"*.

Photograph No. 9 – Similar ring showing how it is set into apron

Photograph No. 10 – Stag horn bollard on quay – type of mooring that should have been used

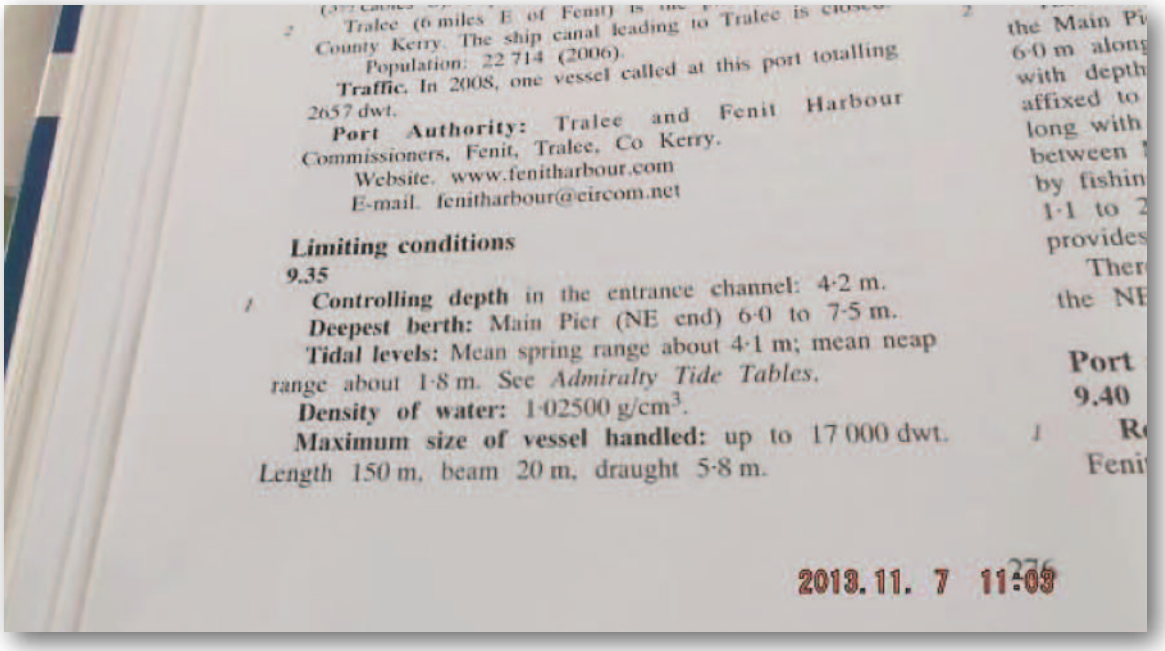
Appendix 7.5 Photographs – *"MV HHL New York"* and damaged *"MFV Ocean Dawn"*.

Photograph No. 11 – Damage to "MFV Ocean Dawn"

Photograph No. 12 – Damage to "MFV Ocean Dawn"

Appendix 7.5 Photographs – *"MV HHL New York"* and damaged *"MFV Ocean Dawn"*.

Photograph No. 13 – Damage to "MFV Ocean Dawn"


Tralee (6 miles E of Fenit) is the
County Kerry. The ship canal leading to Tralee is
Population: 22 714 (2006).
Traffic. In 2008, one vessel called at this port totalling 2657 dwt.
Port Authority: Tralee and Fenit Harbour Commissioners, Fenit, Tralee, Co Kerry.
Website. www.fenitharbour.com
E-mail. fenitharbour@eircom.net

Limiting conditions
9.35
Controlling depth in the entrance channel: 4·2 m.
Deepest berth: Main Pier (NE end) 6·0 to 7·5 m.
Tidal levels: Mean spring range about 4·1 m; mean neap range about 1·8 m. See *Admiralty Tide Tables*.
Density of water: 1·02500 g/cm^3.
Maximum size of vessel handled: up to 17 000 dwt. Length 150 m, beam 20 m, draught 5·8 m.

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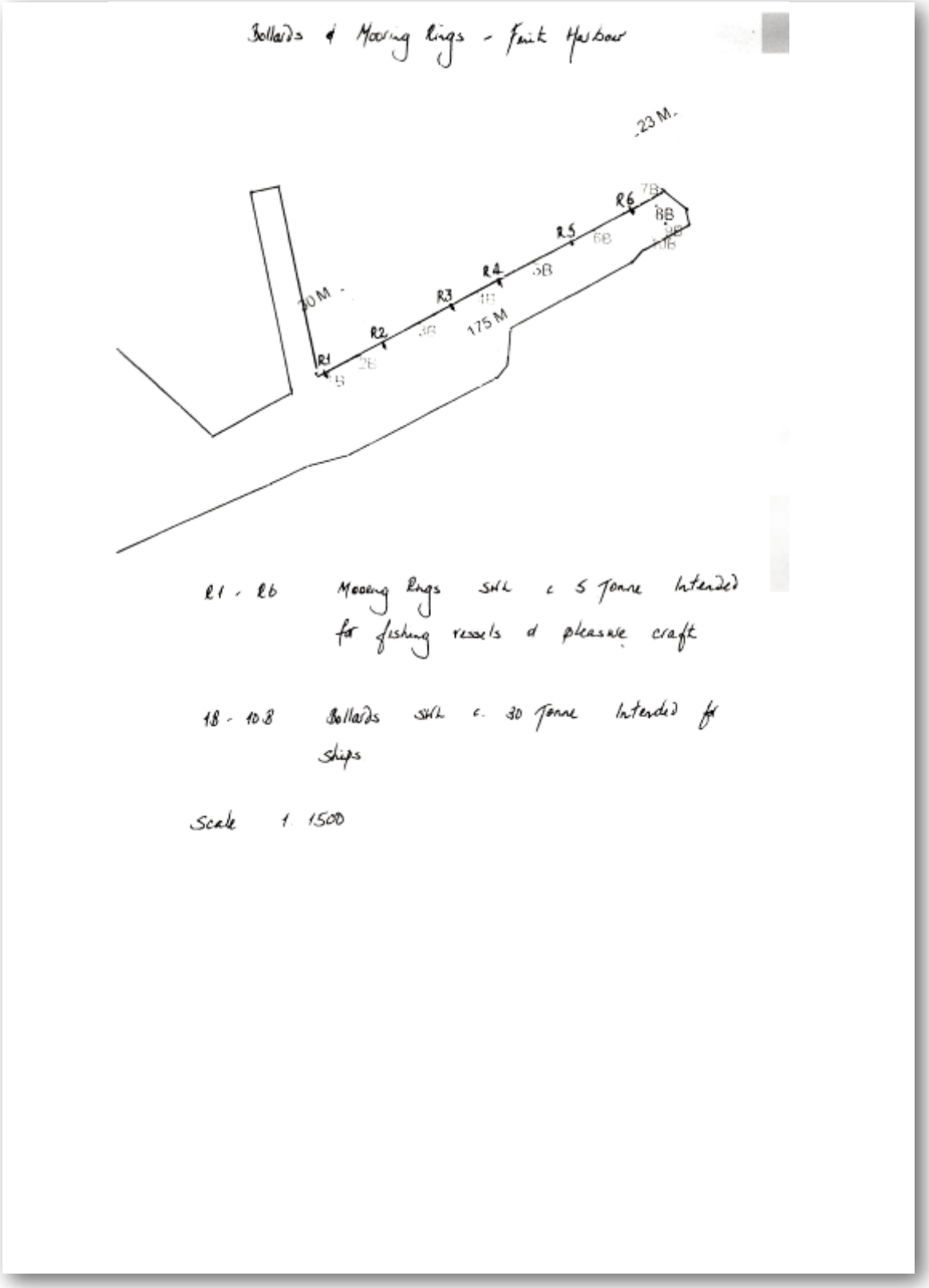
2013. 11. 7 11:03

Photograph No. 14 – Photograph of Pilot Book on-board vessel

Appendix 7.6 Mooring Bollards, Fenit Harbour.



Appendix 7.7 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

[redacted]
MCIB
Leeson Lane
Dublin 2

21/5/2014

Our Ref. **WS 3018/2_15484**
Your Ref. **MCIB/12/234**

Re: Estimate of weather conditions in Fenit Harbour, Co Kerry, on the 2nd November 2013, between 00 and 16 hours.

Dear [redacted]

Please find enclosed the above report..

Yours sincerely,

[redacted]

Marine Casualty Investigation Board
22 MAY 2014
Bord Imscrúdú Tasimi Muir

Appendix 7.7 Met Éireann Weather Report.

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The Irish Meteorological Service

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Fax: +353-1-806 4247
E-mail: met.eireann@met.ie

21/5/2014

Our Ref. WS 3018/2_15484
Your Ref. MCIB/12/234

Estimate of weather conditions in Fenit Harbour, Co Kerry, on the 2nd November 2013, between 00 and 16 hours.

General Situation
A deep Low Pressure area (centre 980hPa) moved eastwards across the northern half of Ireland during the day.

Details:
00-12 hours
Winds: Light to Moderate at first, increased steadily during the morning, becoming strong to Gale Force and gusty by 12 hours, Force 3 increased to Gale Force 8 with stronger gusts. The winds were from a southerly, later south-west to west direction.

12-16 hours
Winds: Strong and gusty, Force 6 to Gale Force 8, from a west to north-west direction.

Weather: There were spells of rain and showers throughout, some heavy falls.
Visibility: poor in rain otherwise moderate to good.
Seastate: The pier wall would have mitigated the effects of the Heavy Seas (3 to 5 metre significant wave heights) coming onto the west coast from the Atlantic at the time.

[redacted]
Forecasting Division
Met Éireann

Marine Casualty Investigation Board
22 MAY 2014
Bord Imscrúdú Tasimí Muiri

Appendix 7.7 Met Éireann Weather Report.

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E-mail: met.eireann@met.ie

Appendix

Beaufort Scale of Wind

Force	Description	Speed* knots	Speed* km/hr	Specification -sea	Wave height** (metres)
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	Strong 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 7.7 Met Éireann Weather Report.

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The Irish Meteorological Service

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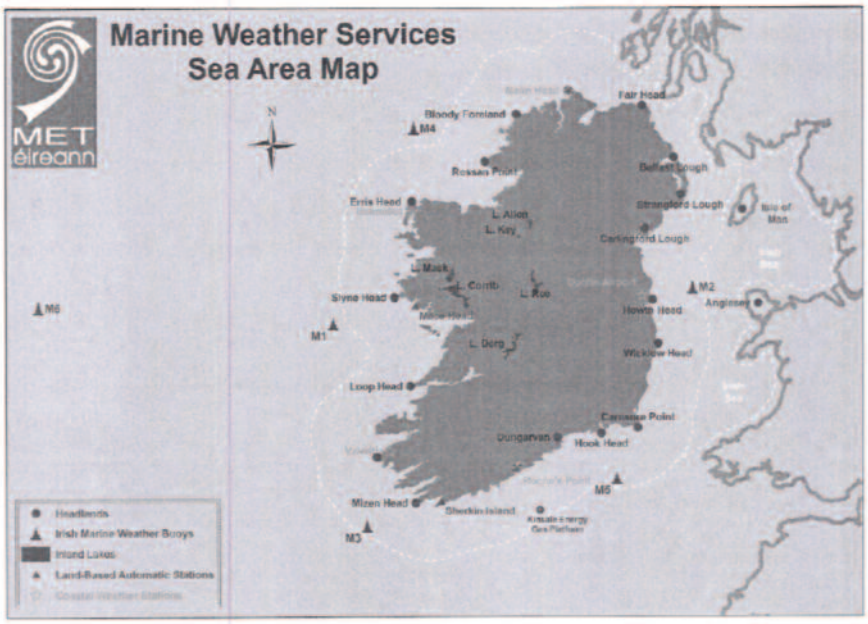
E-mail: met.eireann@met.ie



http://www.met.ie/marine/marine_map.asp

Appendix 7.7 Met Éireann Weather Report.

MET éireann

WeatherDial Fax Product Code 0021

General Forecasting Division

Fax : 1570 131 838

WEATHERDIAL

Sea Area Forecast

Sea Area Forecast until 1200 Saturday 02 November 2013
Issued at 1200 Friday 01 November 2013

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 0900: A weak warm front lies just off the south coast, while a light to moderate southwesterly airflow covers the country. A depression in the mid Atlantic will approach the west coast later today and will move inland later tonight.

3. Forecast for coasts from: Loop Head to Erris Head to Fair Head

Wind: Southwest to west force 4 to 6 and gusty. Decreasing force 3 or 4 this afternoon, before backing southerly early tonight and increasing force 5 to 7. Becoming mainly northerly on Saturday forenoon force 6 to gale force.

Forecast for coasts from: Fair Head to Carnsore Pt to Loop Head and the Irish Sea

Wind: West to southwest force 2 to 4. Becoming variable for a time at first tonight, but later in the night southerly winds will increase force 6 to gale force along southern coasts and will extend to eastern coasts during the late morning, becoming southwest to west gales or strong gales and very gusty.

Weather for all sea areas: Drizzle along the south coast, with showers along the north coast. Elsewhere will remain fair. Rain will develop along the west coast tonight and will spread eastwards overnight and on Saturday.

Visibility for all sea areas: Good today, becoming moderate to poor in the rain later.

3a. Warning of heavy swell: on western coasts.

4. Outlook for a further 24 hours until 1200 Sunday 03 November 2013: Rain will clear to heavy possibly thundery showers later on Saturday. The showers will become confined to the west coast. On Sunday rain will move into the south coast. Gale force winds will continue on all coasts on Saturday, before decreasing moderate to fresh westerly on Sunday morning.

Appendix 7.7 Met Éireann Weather Report.

Warning of heavy Atlantic swell: on western coasts.

Text of Gale Warning
Southerly gales will develop on coasts from Roche's Pt to Valentia to Loop Head later tonight. On Saturday morning southwest to west, gale force to strong gale force winds will extend to coasts from Fair Head to Roche's Pt to Loop Head and the Irish Sea

Text of Small Craft Warning
Southwest to west winds will reach force 6 at times this afternoon on coasts from Loop Head to Erris Head to Malin Head

Coastal Reports	At 12 Noon Friday 1 November 2013
Malin Head Automatic	West-Southwest, 22 Knots, Gust 38 Knots, Rain Shower, 11 Miles, 1002, Steady
Buoy M5	North-Northeast, 11 Knots, The Visibility At Tuskar Lighthouse Is Greater Than 10 Miles, 1006, Falling Slowly
Roche's Pt Automatic	Northwest, 04 Knots, Cloudy, 11 Miles, 1006, Falling Slowly
Valentia Automatic	Northwest, 05 Knots, Cloudy, 13 Miles, 1006, Falling Slowly
Belmullet Automatic	West, 11 Knots, Gust 22 Knots, Fair, 7 Miles, 1004, Steady
Dublin Airport	West-Southwest, 11 Knots, Fair, 16 Miles, 1005, Falling Slowly
Buoy M1 53° 8'N, 11° 12'W	Report Not Available
Buoy M2 53° 29'N, 5° 26'W	West, 13 Knots, Wave Ht 0.9 M, Pressure Data Not Available, Pressure Tendency Not Available
Buoy M3 51° 13'N, 10° 33'W	Report Not Available
Buoy M4 55° 0'N 10° 0'W	West, 19 Knots, Gust 30 Knots, Wave Ht 7 M, 1002, Steady
Buoy M5 51° 41'N 6° 42'W	North-Northeast, 11 Knots, Wave Ht Not Available, 1006, Falling Slowly
Buoy M6 53° 4'N 15° 56'W	Report Not Available

Disclaimer: buoy locations are approximate and are not for navigational purposes

Sea Crossings	State of sea until 1200 Sunday 03 November 2013
Dublin - Holyhead	Mostly moderate increasing to very rough on Saturday.
Rosslare - South Wales	Mostly moderate increasing to very rough or high on Saturday.
Cork - South Wales	Rough to high, occasionally very high on Saturday.
Rosslare - France	Rough to high, occasionally very high on Saturday.
Cork - France	Rough to high, occasionally very high on Saturday.

Next update before 1900 Friday, 01 November 2013
A detailed forecast may be obtained by dialling ***Weatherdial*** on 1550 123 855.
Calls cost € 0.97 per minute (Incl. VAT).

Appendix 7.7 Met Éireann Weather Report.

MET éireann

WeatherDial Fax Product Code 0021

General Forecasting Division

Fax : 1570 131 838

Sea Area Forecast

WEATHERDIAL

Sea Area Forecast until 1800 Saturday 02 November 2013
Issued at 1800 Friday 01 November 2013

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 1500: A light to moderate westerly airflow covers the country. A deepening depression in the mid Atlantic will approach the west coast tonight and track across the country on Saturday.

3. Forecast for coasts from: Rossan Point to Malin Head to Carlingford Lough

Wind: Westerly force 3 to 5. Backing east to southeast overnight and increasing force 5 to 7 on Saturday morning, becoming mainly northerly in the afternoon.

Forecast for coasts from: Carlingford Lough to Carnsore Point to Rossan Point and the Irish Sea

Wind: Between west and north force 2 to 4. Becoming southerly tonight force 5 to 7, increasing force 6 to gale force 8 later. Veering southwest on Saturday morning and further increasing gale to strong gale force 9, occasionally reaching storm force 10 off the south coast and veering west to northwest in the afternoon.

Weather for all sea areas: Mainly fair at first, rain and heavy showers spreading from the west later tonight and tomorrow.

Visibility for all sea areas: Good today, becoming moderate to poor in precipitation later.

3a. Warning of heavy swell: on western coasts and later also on southern coasts.

4. Outlook for a further 24 hours until 1800 Sunday 03 November 2013: West to northwest strong to gale force winds will moderate on Sunday. Showers and occasionally longer spells of rain.

Appendix 7.7 Met Éireann Weather Report.

Warning of heavy Atlantic swell: NIL

Text of Gale Warning
Southerly gales or strong gales will develop later tonight and Saturday morning on coasts from Carlingford Lough to Roche's Point to Rossan Point and on the Irish Sea. Winds will veer west to northwest during Saturday and may reach storm force 10 on southern coasts.

Text of Small Craft Warning
East to southeast winds will reach force 6 or higher on Saturday on coasts from Rossan Point to Malin Head to Carlingford Lough

Coastal Reports	At 5 Pm Friday 1 November 2013
Malin Head Automatic	West-Southwest, 14 Knots, Gust 28 Knots, Cloudy, 9 Miles, 1001, Steady
Buoy M5	North-Northeast, 12 Knots, The Visibility At Tuskar Lighthouse Is Greater Than 10 Miles, 1003, Falling Slowly
Roche's Pt Automatic	North-Northwest, 06 Knots, Cloudy, 14 Miles, 1004, Falling Slowly
Valentia Automatic	North-Northeast, 01 Knot, Fair, 12 Miles, 1005, Falling Slowly
Belmullet Automatic	South-Southwest, 07 Knots, Recent Shower, 7 Miles, 1003, Falling Slowly
Dublin Airport	West, 05 Knots, Fair, 16 Miles, 1004, Falling Slowly
Buoy M1 53° 8'N, 11° 12'W	Report Not Available
Buoy M2 53° 29'N, 5° 26'W	West, 4 Knots, Wave Ht 0.6 M, Pressure Data Not Available, Pressure Tendency Not Available
Buoy M3 51° 13'N, 10° 33'W	Report Not Available
Buoy M4 55° 0'N 10° 0'W	West, 16 Knots, Wave Ht 5.8 M, 1001, Steady
Buoy M5 51° 41'N 6° 42'W	North-Northeast, 12 Knots, Wave Ht Not Available, 1003, Falling Slowly
Buoy M6 53° 4'N 15° 56'W	Report Not Available

Disclaimer: buoy locations are approximate and are not for navigational purposes

Sea Crossings	State of sea until 1600 Sunday 03 November 2013
Dublin - Holyhead	Mostly moderate but increasing to very rough on Saturday.
Rosslare - South Wales	Mostly moderate but increasing to very rough or high on Saturday.
Cork - South Wales	Rough to high, occasionally very high on Saturday.
Rosslare - France	Rough to high, occasionally very high on Saturday.
Cork - France	Rough to high, occasionally very high on Saturday.

Next update before 0100 Saturday 02 November 2013
A detailed forecast may be obtained by dialling ***Weatherdial*** on 1550 123 855.
Calls cost € 0.97 per minute (Incl. VAT).

Appendix 7.7 Met Éireann Weather Report.

MET éireann

WeatherDial Fax Product Code 0021

General Forecasting Division

Fax : 1570 131 838

WEATHERDIAL

Sea Area Forecast

Sea Area Forecast until 2400 Saturday 02 November 2013
Issued at 2400 Friday 01 November 2013

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 2300: A weak ridge over Ireland is declining, as a deepening depression approaches from the Atlantic. As it tracks northeastwards across the west and north of Ireland during Saturday, a strong southwesterly airflow will veer west to northwest and strengthen further.

3. Forecast for coasts from Belfast Lough to Howth Head to Carnsore Point and for the Irish Sea :
Wind: Variable at first, force 3 or less, becoming mainly south to southeast and increasing force 5 or 6 by morning, further increasing force 7 to gale force 8 during the morning, veering southwesterly during the day and west to northwest on Saturday evening, force 7 to strong gale force 9.

Forecast for coasts from Carnsore Point to Roches Point to Mizen head
Wind: Mainly between southwest and northwest at first, force 2 to 4 , increasing southerly force 5 to 7 overnight and further increasing southwesterly, gale force 8 to strong gale force 9, later in the night and in the early morning, veering west to northwest during the day and possibly reaching storm force at times in the south and southwest.

Forecast for coasts from Mizen head to Loop Head to Erris Head :
Wind: Southerly, force 3 to 5 at first, increasing southeasterly force 7 to gale force 8 overnight, veering southwesterly in the morning and decreasing force 6 to gale force 8 for a time, but increasing northwesterly gale force 8 to strong gale force 9 during the day, later decreasing force 6 to gale force 8.

Forecast for coasts from Erris Head to Malin Head to Belfast Lough:
Wind: Mainly southwesterly, force 3 or 4, gradually backing easterly and increasing force 5 or 6 on Saturday morning, increasing northwesterly force 7 to strong gale force 9 by evening.

Weather for all sea areas: Mainly fair at first. Rain will spread from the Atlantic overnight and in the early morning, clearing to showers, some heavy, with a risk of hail and scattered thunderstorms.

Visibility for all sea areas: Becoming moderate to poor at times in rain or showers.

3a. Warning of heavy swell: : At first on northwest coasts and developing on west and southwest coasts

4. Outlook for a further 24 hours until 2355 Sunday 03 November 2013: West to northwest strong to gale force winds will moderate on Sunday. Showers and occasionally longer spells of rain.

Appendix 7.7 Met Éireann Weather Report.

Warning of heavy Atlantic swell: At first on northwest coasts and developing on west and southwest coasts

Text of Gale Warning
South to southeast gales or strong gales, veering southwesterly, will develop overnight and during Saturday morning on Irish coastal waters from Belfast Lough to Roche's Point to Erris Head and on the Irish Sea. Winds will veer west to northwest during Saturday, with gales or strong gales extending to all Irish coasts and the Irish Sea, possibly reaching storm force in the south and southwest.

Text of Small Craft Warning
Southeast winds, backing east to northeast, will reach force 6 or higher on Saturday on coasts from Erris Head to Malin Head to Belfast Lough

Coastal Reports	At 11 Pm Friday 1 November 2013
Malin Head Automatic	South, 10 Knots, Fair, 5 Miles, 1000, Falling Slowly
Buoy M5	West-Southwest, 1 Knots, The Visibility At Tuskar Lighthouse Is Greater Than 10 Miles, 1003, Falling Slowly
Roche's Pt Automatic	North, 03 Knots, Cloudy, 7 Miles, 1003, Falling Slowly
Valentia Automatic	Southeast, 07 Knots, Recent Drizzle, 13 Miles, 1001, Falling
Belmullet Automatic	Southeast, 09 Knots, Recent Drizzle, 8 Miles, 1000, Falling
Dublin Airport	South-Southwest, 03 Knots, Fair, 10 Miles, 1002, Falling Slowly
Buoy M1 53° 8'N, 11° 12'W	Report Not Available
Buoy M2 53° 29'N, 5° 26'W	West-Northwest, 5 Knots, Wave Ht 0.5 M, Pressure Data Not Available, Pressure Tendency Not Available
Buoy M3 51° 13'N, 10° 33'W	Report Not Available
Buoy M4 55° 0'N 10° 0'W	Southwest, 7 Knots, Wave Ht 5.2 M, 999, Falling
Buoy M5 51° 41'N 6° 42'W	West-Southwest, 1 Knots, Wave Ht Not Available, 1003, Falling Slowly
Buoy M6 53° 4'N 15° 56'W	Southeast, Wind Speed Not Available, Wave Ht 03.8 M, 987, Falling Very Rapidly

Disclaimer: buoy locations are approximate and are not for navigational purposes

Sea Crossings	State of sea until 2300 Sunday 03 November 2013
Dublin - Holyhead	Mostly moderate but increasing to very rough on Saturday.
Rosslare - South Wales	Mostly moderate but increasing to very rough or high on Saturday.
Cork - South Wales	Rough to high, occasionally very high on Saturday.
Rosslare - France	Rough to high, occasionally very high on Saturday.
Cork - France	Rough to high, occasionally very high on Saturday.

Next update before 0700 Saturday 02 November 2013
A detailed forecast may be obtained by dialling ***Weatherdial*** on 1550 123 855.
Calls cost € 0.97 per minute (Incl. VAT).

Appendix 7.7 Met Éireann Weather Report.

MET éireann

WeatherDial Fax Product Code 0021

General Forecasting Division

Fax : 1570 131 838

Sea Area Forecast

WEATHERDIAL

Sea Area Forecast until 0600 Sunday 03 November 2013
Issued at 0600 Saturday 02 November 2013

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 0500: A deepening depression is approaching from the Atlantic as its associated cold front crosses the country. As it tracks northeastwards across the west and north of Ireland today, a very strong southwesterly airflow will develop on its southern flank, followed by a very strong west to northwest airflow later today.

3. Forecast for coasts from Belfast Lough to Howth Head to Carnsore Point and for the Irish Sea :
Wind: South to southeast, force 4 or 5, increasing force 7 to strong gale force 9 this morning, gradually veering west to northwest by evening, decreasing westerly force 6 or 7 overnight.

Forecast for coasts from Carnsore Point to Roches Point to Valentia :
Wind: Southerly, force 7 to gale force 8, increasing southwesterly gale force 8 to strong gale force 9 this morning, possibly storm force 10 in the southwest, veering west to northwest during the day, gale force 8 to strong gales force 9, with a continuing risk of storm force 10 for a time in the southwest, decreasing westerly force 6 or 7 overnight.

Forecast for coasts from Valentia to Slyne Head to Erris Head :
Wind: Southeasterly force 6 to gale force 8, increasing northwesterly gale force 8 to strong gale force 9 during the day, decreasing westerly force 6 or 7 overnight.

Forecast for coasts from Erris Head to Malin Head to Belfast Lough:
Wind: Mainly southeasterly, force 4 or 5, backing easterly and increasing force 5 or 6 this morning, increasing northwesterly force 7 to strong gale force 9 by evening.

Weather for all sea areas: Rain this morning, clearing to showers, some heavy, with a risk of hail and scattered thunderstorms.

Visibility for all sea areas: Becoming moderate to poor at times in rain or showers.

3a. Warning of heavy swell: : On west and southwest coasts

4. Outlook for a further 24 hours until 0600 Monday 04 November 2013: West to northwest gales will gradually moderate, but strong southerly winds, backing easterly, will develop in the south. Showers and occasionally longer spells of rain.

Appendix 7.7 Met Éireann Weather Report.

Warning of heavy Atlantic swell: NIL

Text of Gale Warning
Southerly gales or strong gales, veering southwesterly, this morning on Irish coastal waters from Belfast Lough to Roche's Point to Slyne Head and on the Irish Sea. **Northwesterly gales or strong gales will develop later this morning on Irish coastal waters from Mizen Head to Erris Head, extending to all Irish coasts and the Irish Sea later, possibly reaching storm force in the southwest.**

Text of Small Craft Warning
Easterly winds will increase to force 6 or higher this morning on Irish coasts from Erris Head to Malin Head to Belfast Lough

Coastal Reports	At 5 Am Saturday 2 November 2013
Malin Head Automatic	Southeast, 08 Knots, Cloudy, 12 Miles, 994, Falling Rapidly
Buoy M5	South, 22 Knots, The Visibility At Tuskar Lighthouse Is Greater Than 10 Miles, 996, Falling Rapidly
Roche's Pt Automatic	South, 31 Knots, Gust 40 Knots, Rain Shower, 3 Miles, 992, Falling Very Rapidly
Valentia Automatic	South-Southwest, 26 Knots, Gust 42 Knots, Cloudy, 5 Miles, 988, Falling Very Rapidly
Belmullet Automatic	Southeast, 16 Knots, Gust 28 Knots, Rain Shower, 3 Miles, 986, Falling Very Rapidly
Dublin Airport	South-Southeast, 09 Knots, Fair, 16 Miles, 996, Falling Rapidly
Buoy M1 53° 8'N, 11° 12'W	Report Not Available
Buoy M2 53° 29'N, 5° 26'W	South-Southeast, 13 Knots, Wave Ht 0.5 M, Pressure Data Not Available, Pressure Tendency Not Available
Buoy M3 51° 13'N, 10° 33'W	Report Not Available
Buoy M4 55° 0'N 10° 0'W	Southeast, 25 Knots, Gust 34 Knots, Wave Ht 4.1 M, 987, Falling Very Rapidly
Buoy M5 51° 41'N 6° 42'W	South, 22 Knots, Wave Ht Not Available, 996, Falling Rapidly
Buoy M6 53° 4'N 15° 56'W	Report Not Available

Disclaimer: buoy locations are approximate and are not for navigational purposes

Sea Crossings	State of sea until 0500 Monday 04 November 2013
Dublin - Holyhead	Slight at first, increasing to very rough today, later moderate.
Rosslare - South Wales	Becoming high today, later decreasing to rough
Cork - South Wales	Becoming high today, later decreasing to rough
Rosslare - France	Becoming high or very high today, gradually decreasing rough or very rough.
Cork - France	Becoming high or very high today, gradually decreasing rough or very rough

Next update before 1300 Saturday, 02 November 2013
A detailed forecast may be obtained by dialling ***Weatherdial*** on 1550 123 855.
Calls cost € 0.97 per minute (Incl. VAT).

Appendix 7.7 Met Éireann Weather Report.

WeatherDial Fax Product Code 0021

General Forecasting Division

Fax : 1570 131 838

WEATHERDIAL

Sea Area Forecast

Sea Area Forecast until 1200 Sunday 03 November 2013
Issued at 1200 Saturday 02 November 2013

1. Gale warning: In operation
Small craft warning: NIL

2. Meteorological situation at 0900: A depression of 979 hPa centered on the west Connacht coast, will track over eastwards over Connacht and Ulster this afternoon with a very strong south to southwest airflow veering west to northwest. Widespread heavy showers also.

3. Forecast for coasts from Carnsore Pt to Roche's Pt to Loop Head:

Wind: West to southwest gale force 8 or strong gale force 9, soon, veering west to northwest and occasionally reaching storm force 10 for a time this afternoon between Roche's Pt and Loop Head, decreasing force 7 or gale force 8, in the late evening, further decreasing force 6 or 7 overnight.

Forecast for coasts from Loop Head to Slyne Head to Erris Head:

Wind: West to northwest force 7 or gale force 8, increasing gale force 8 or strong gale force 9, decreasing force 7 or gale force 8 later this evening, decreasing force 6 or 7 overnight, backing westerly force 4 or 5 on Sunday morning.

Forecast for coasts from Erris Head to Malin Head to Belfast Lough:

Wind: Cyclonic variable or easterly force 5 or 6, veering northwesterly and increasing gale force 8 or strong gale force 9 this afternoon and evening, decreasing force 7 or gale force 8 later tonight, decreasing west to northwest force 6 or 7 overnight and early on Sunday,

Forecast for coasts from Belfast Lough to Howth Head to Carnsore Pt and for the Irish Sea:

Wind: Southerly gale force 8 or strong gale force 9, veering southwest force 7 or gale force 8 for a time this afternoon, then becoming westerly and increasing gale force 8 or strong gale force 9 by early evening, becoming west to northwest early tonight, decreasing force 7 or gale force 8 overnight, decreasing force 6 or 7 on Sunday morning

Weather for all sea areas: Heavy showers with a risk of hail or thunder

Visibility for all sea areas: Good, decreasing moderate or poor in showers

3a. Warning of heavy swell: Nil

4. Outlook for a further 24 hours until 1200 Monday 04 November 2013:

Appendix 7.7 Met Éireann Weather Report.

Warning of heavy Atlantic swell: NIL

Text of Gale Warning
1. West to northwest gales or strong gales at times today and tonight on coasts from Carnsore Pt to Loop Head to Belfast Lough, reaching storm force for a time this afternoon between Roche's Pt and Loop Head. 2. Southerly gales or strong gales, veering west to northwest later this afternoon on coasts from Belfast Lough to Howth Head to Carnsore Pt and on the Irish Sea.

Text of Small Craft Warning
NIL

Coastal Reports	At 12 Noon Saturday 2 November 2013
Malin Head Automatic	Southeast, 06 Knots, Gust 24 Knots, Rain Shower, 4 Miles, 980, Falling Very Rapidly
Buoy M5	West-Southwest, 34 Knots, Gust 48 Knots, The Visibility At Tuskar Lighthouse Is Greater Than 10 Miles, 987, Falling
Roche's Pt Automatic	West, 21 Knots, Gust 37 Knots, Rain Shower, 3 Miles, 986, Rising Slowly
Valentia Automatic	West-Northwest, 31 Knots, Gust 52 Knots, Rain Shower, 2 Miles, 989, Rising Rapidly
Belmullet Automatic	North-Northwest, 17 Knots, Gust 31 Knots, Rain Shower, 7 Miles, 980, Rising Slowly
Dublin Airport	Southwest, 25 Knots, Gust 34 Knots, Recent Rain Shower, 16 Miles, 981, Falling Very Rapidly
Buoy M1 53° 8'N, 11° 12'W	Report Not Available
Buoy M2 53° 29'N, 5° 26'W	South-Southwest, 23 Knots, Gust 45 Knots, Wave Ht 3.4 M, Pressure Data Not Available, Pressure Tendency Not Available
Buoy M3 51° 13'N, 10° 33'W	Report Not Available
Buoy M4 55° 0'N 10° 0'W	North-Northwest, 25 Knots, Gust 37 Knots, Wave Ht 3.3 M, 981, Rising Slowly
Buoy M5 51° 41'N 6° 42'W	West-Southwest, 34 Knots, Gust 48 Knots, Wave Ht Not Available, 987, Falling
Buoy M6 53° 4'N 15° 56'W	West-Northwest, Wind Speed Not Available, Wave Ht 04.8 M, 999, Rising Rapidly

Disclaimer: buoy locations are approximate and are not for navigational purposes

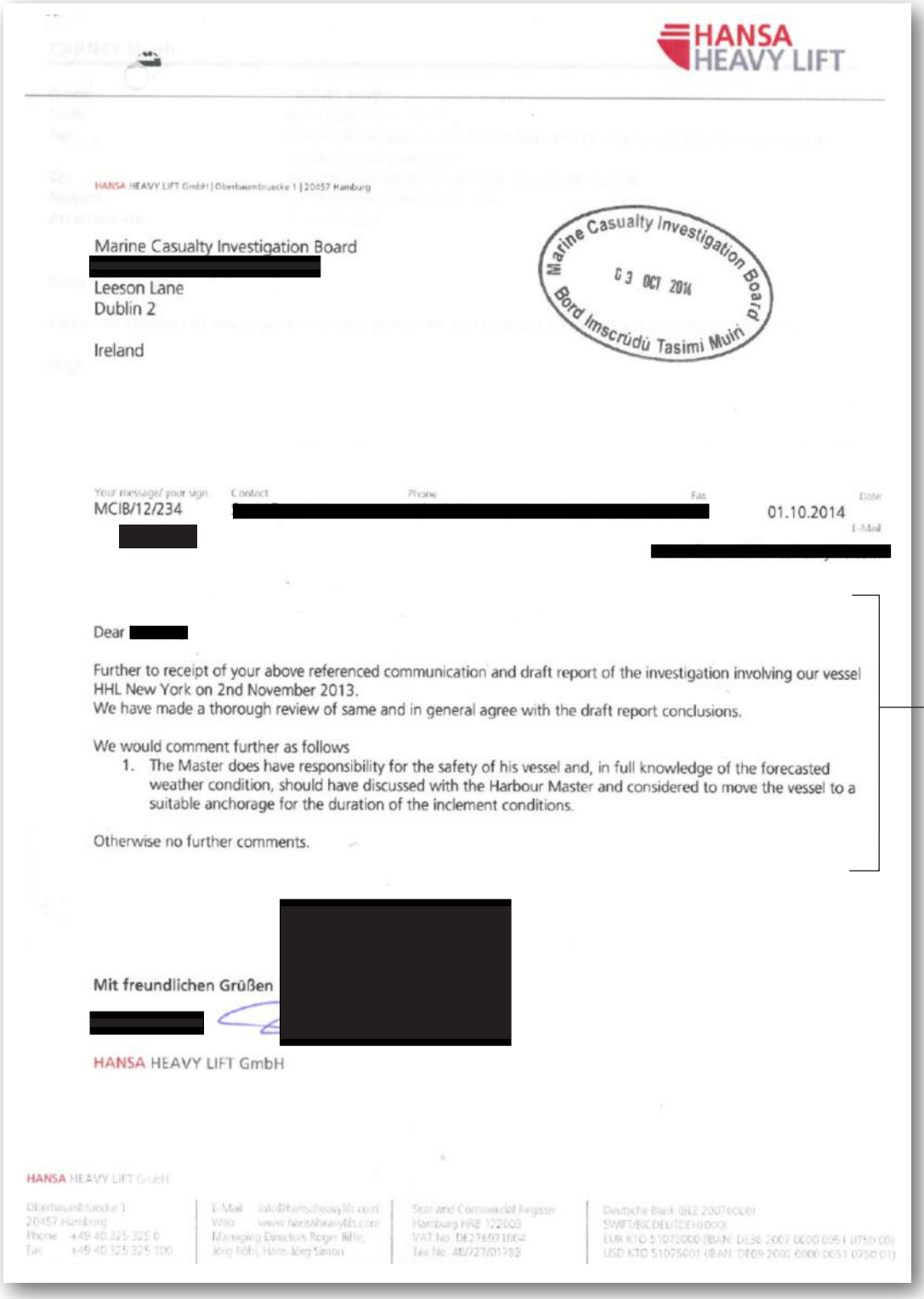
Sea Crossings	State of sea until 1200 Monday 04 November 2013
Dublin - Holyhead	Very rough today, decreasing moderate on Sunday.
Rosslare - South Wales	High today, later decreasing to rough
Cork - South Wales	High today, later decreasing to rough
Rosslare - France	High or very high today, gradually decreasing rough or very rough.
Cork - France	High or very high today, gradually decreasing rough or very rough

Next update before 1900 Saturday, 02 November 2013
A detailed forecast may be obtained by dialling ***Weatherdial*** on 1550 123 855.
Calls cost € 0.97 per minute (Incl. VAT).

8. CORRESPONDENCE RECEIVED

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

Correspondence 8.1 Hansa Heavy Lift and MCIB response.



HANSA HEAVY LIFT

HANSA HEAVY LIFT GmbH | Oberbaumbruecke 1 | 20457 Hamburg

Marine Casualty Investigation Board
[redacted]
Leeson Lane
Dublin 2

Ireland

Marine Casualty Investigation Board
03 OCT 2014
Bord Imscrúdú Tasimi Muiri

Your message/ your sign: MCIB/12/234
Contact: [redacted]
Phone: [redacted]
Fax:
Date: 01.10.2014
E-Mail: [redacted]

Dear [redacted]

Further to receipt of your above referenced communication and draft report of the investigation involving our vessel HHL New York on 2nd November 2013.
We have made a thorough review of same and in general agree with the draft report conclusions.

We would comment further as follows

1. The Master does have responsibility for the safety of his vessel and, in full knowledge of the forecasted weather condition, should have discussed with the Harbour Master and considered to move the vessel to a suitable anchorage for the duration of the inclement conditions.

Otherwise no further comments.

Mit freundlichen Grüßen

[redacted]

HANSA HEAVY LIFT GmbH

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USD KTO 5107501 (IBAN: DE09 2007 0000 0051 0750 01)

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

Correspondence 8.2 ADOMS and MCIB response.

From: [redacted]
Sent: 24 October 2014 20:09
To: Marine Casualty Investigation Board
Subject: Draft report HHL New York 2 Nov 2013

Dear [redacted]
Just to confirm we have received your letter of 22nd September, rather belatedly due to a mailing delay.
Thank you for giving us the chance to comment on the draft report, we do not have any comment of substance to make on this occasion.
One minor comment would however be that the term "unique" in para. 2.1.1 could be misleading as the shelter of the forecastle in the manner of this vessel is found on sister vessels as well as similar arrangements on several others.
Best regards

[redacted]

www.abregistry.ag

MCIB RESPONSE:
The MCIB notes the contents of this correspondence and has made the necessary amendments.