

MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí



**REPORT INTO THE
FIRE AND LOSS
OF
MFV SUZANNE II
EAST OF ARKLOW
ON
2nd MAY 2019**

**REPORT NO. MCIB/291
(No.1 OF 2020)**

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

The MCIB objective in investigating a marine casualty is to determine its circumstances and its causes with a view to making recommendations to the Minister for Transport, Tourism and Sport for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea and inland waterways.

The MCIB is a non-prosecutorial body. We do not enforce laws or carry out prosecutions. It is not the purpose of an investigation carried out by the MCIB to apportion blame or fault.

The legislative framework for the operation of the MCIB, the reporting and investigating of marine casualties and the powers of MCIB investigators is set out in the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.



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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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Glossary of Abbreviations and Acronyms

ALB	All Weather Lifeboat
BIM	Bord Iascaigh Mhara
CGR	Coast Guard Radio
DOS	Declaration of Survey
DSC	Digital Select Calling
EPIRB	Emergency Position Indicating Radio Beacon
ETA	Estimated Time of Arrival
FSS	Fire Safety Systems
GMDSS	Global Maritime Distress and Safety System
GPS	Global Positioning System
IMA	Irish Maritime Administration
IRCG	Irish Coast Guard
LOA	Length Overall
MRCC	Marine Rescue Coordination Centre
MSO	Marine Survey Office
ROC	Restricted Operators Certificate
RNLI	Royal National Lifeboat Institution
SART	Search and Rescue Radar Transponder
S.I.	Statutory Instrument
VHF	Very High Frequency

	PAGE
1. Summary	4
2. Factual Information	5
3. Narrative	9
4. Analysis	11
5. Conclusions	13
6. Safety Recommendations	14
7. Appendices	15
8. Natural Justice - Correspondence Received	31

1. SUMMARY

- 1.1 On the 2nd of May 2019 a fishing vessel 30 nautical miles east of Arklow was stopped while the crew were taking a break between fishing activities when a crewmember observed smoke coming from an engine room vent. The weather at the time was good.
- 1.2 The Skipper went to investigate the source of the smoke and soon realised that there was a serious fire in the engine room. He made an attempt to fight the fire but the level of smoke hampered any effort. The smoke and fire very quickly engulfed the vessel's accommodation and wheel house. The crew retrieved the vessel's Emergency Position Indicating Radio Beacon (EPIRB) and abandoned ship to an inflatable life raft.
- 1.3 A passing angling vessel sighted the smoke from the burning fishing vessel and proceeded in the direction to investigate. On arriving on-scene the angling vessel recovered the three crew members from their life raft. Shortly afterwards the Irish Coast Guard rescue helicopter R117 arrived and lowered a paramedic to assess the crew from the fishing vessel. The Skipper was airlifted to University Hospital Waterford from where he was later discharged, while the two other crewmembers were brought to Arklow Harbour.
- 1.4 A short time later a tug boat with fire fighting capabilities arrived on-scene and commenced fighting the fire onboard the fishing vessel. The fishing vessel continued to burn and eventually sank.

Note all times are local time = UTC+1

2. FACTUAL INFORMATION

2.1 Vessel Details

Type:	Fishing Vessel - built as a trawler but fitted with a pot hauler in 2018 (see Appendix 7.1 Photograph No. 1).
Port of Registry:	Drogheda.
Length Overall:	17.67 metres (m).
Registered Length:	15.54 m.
Beam:	5.44 m.
Loaded Draft (midship):	2.776 m.
Gross Tonnage:	42.62 t.
Net Tonnage:	24.96 t.
Displacement:	92.908 tonnes loaded.
Maker:	Unknown.
Built:	1965 in France.
Vessel Construction:	Hull: Timber carvel - oak planks on oak frames.
Shelter Deck:	Aluminium.
Engine:	Main engine: Volvo Penta TMD 121C. Power: 253.67 kW. Shaft generator and auxiliary DAF engine located forward.
Fuel Type:	Marine gasoil. Estimated quantity of 200 litres onboard.

2.1.1 Vessel safety equipment

Vessel Surveys

Declaration of Survey (DOS): 30th July 2018 (see Appendix 7.4 Vessel Certifications).

Fishing Vessel Safety Certificate: 30th July 2018. Issued by the Marine Survey Office (MSO). Valid until 29/07/2022. No exemptions, conditions or restrictions placed (see Appendix 7.4 Vessel Certifications).

Declaration of Radio Survey: 2nd August 2018 (see Appendix 7.4 Vessel Certifications).

The following details are as per the fishing vessel Safety Certificate.

Lifesaving Appliances: 1 Life raft, 6 persons.
2 Lifebuoys.
5 Lifejackets / Personnel Floation Device (PFD).
3 Immersion suits.

The following details are as per the Declaration of Radio Survey.

Radio Facilities: Very High Frequency (VHF) radio transceiver with digital selective calling (DSC).
One additional VHF radio transceiver.
Portable two-way VHF radio.
NAVTEX receiver.
Search and rescue radar transponder (SART).
EPIRB.

The following details are as per an additional vessel survey carried out in May 2018.

Note: These items were also inspected and tested where appropriate as part of the vessel's DOS which was carried out on the 30th July 2018.

Fire Fighting Appliances: 2 Automatic extinguishers (capacity unknown) located by main engine.
3 AFFF 9 litre foam fire extinguishers.
2 CO2 2kg fire extinguishers.
2 dry powder 6kg fire extinguishers.
Fire blanket.
Manual fire pump (located in the forward machinery space) fitted with a hydrant on the main deck and engine room sprinkler system.
Fire detection system with audible alarm.

2.2 Crew details

Skipper - male, experienced fisher with no formal training. Holder of Global Maritime Distress and Safety System (GMDSS) Restricted Operators Certificate (ROC) and had completed Bord Iascaigh Mhara (BIM) Basic Safety Training. He had been Skipper on the fishing vessel for the last 2/3 months.

Crewmember 1 - male, experienced fisher with no formal training. Holder of GMDSS ROC and had completed BIM Basic Safety Training.

Crewmember 2 - male, first day on a fishing vessel. No qualifications and no safety training.

Note: All fishing vessel crewmembers are required to undergo basic safety training as per Statutory Instrument (S.I.) 587 of 2001 required for any personnel who have radio communication duties onboard vessels fitted with GMDSS equipment (see Appendix 7.3 Statutory Instrument).

GMDSS ROC - is a marine radio restricted operator's certificate.

2.3 Marine Incident Information

2.3.1 Incident type

This was a very serious marine casualty resulting in a major fire, an abandoned ship and the subsequent sinking of a fishing vessel.

2.3.2 Weather

The weather conditions for the day were good.

Met Éireann Sea Area Forecast - 'Wind: West to northwest force 3 or 4, decreasing force 2 in the afternoon, becoming northwest force 3 or less tonight' (see Appendix 7.2).

2.3.3 Voyage Particulars

The vessel departed the Port of Arklow early on the morning of the 2nd May 2019 to fish 30 nautical miles east of Arklow Head.

2.4 Emergency Response Timeline

2nd May 2019

14.21 hrs Marine Rescue Co-ordination Centre (MRCC) Dublin receive an alert advising that a vessel's EPIRB has been activated in position 52° 49.00'N 005° 31.00'W

- 14.25 hrs Wicklow Head Coast Guard Radio (CGR) attempts to contact the vessel on VHF channel 16 a number of times with no reply. Vessels in the area requested to keep a sharp lookout for fishing vessel in possible difficulty.
- 14.30 hrs Rosslare CGR attempts to contact the fishing vessel on VHF channel 16 a number of times with no reply. Vessels in the area requested to keep a sharp lookout for a fishing vessel in possible difficulty.
- 14.33 hrs MRCC Dublin request the assistance of the Arklow RNLI All Weather Lifeboat (ALB).
- 14.34 hrs MRCC Dublin task Coast Guard Helicopter R117 to last known position of the fishing vessel.
- 14.43 hrs Smoke is reported by a vessel in the area and Rosslare CGR broadcast a Mayday Relay, requesting assistance of all vessels in the area.
- 14.48 hrs Arklow RNLI ALB launched and routing to casualty vessel.
- 14.51 hrs Irish Coast Guard (IRCG) Rescue Helicopter R117 airborne and on-route to casualty vessel.
- 14.52 hrs MRCC Dublin request the assistance of the Wicklow RNLI ALB.
- 15.04 hrs A local vessel reports seeing another vessel on-scene recovering persons from a life raft.
- 15.13 hrs Wicklow RNLI ALB launched and routing to casualty vessel.
- 15.15 hrs Wicklow Head CGR receives call from a tug boat with fire fighting capabilities offering assistance. Estimated Time of Arrival (ETA) 50 minutes to casualty vessel.
- 15.21 hrs IRCG Helicopter R117 on-scene.
- 15.42 hrs IRCG Helicopter R117 paramedic assesses the 3 casualties.
- 15.48 hrs Arklow RNLI ALB on-scene.
- 15.55 hrs IRCG Helicopter R117 has one casualty onboard and routing to University Hospital Waterford.
- 16.02 hrs Two casualties onboard Arklow RNLI ALB.
- 16.20 hrs Tug on-scene and attempts to extinguish the fire.
- 16.21 hrs Wicklow RNLI ALB on-scene.
- 16.25 hrs IRCG Helicopter R117 landed and transferred casualty to waiting ambulance.
- 16.54 hrs Wicklow RNLI ALB reports casualty vessel has sunk in position 52° 48.79'N 005° 27.47'W.

3. NARRATIVE

- 3.1 On the 2nd May 2019 at approximately 05.00 hrs a fishing vessel departed Arklow Harbour for a day of pot fishing. The vessel proceeded 30 nautical miles due east of Arklow to recover and shoot pots. The weather conditions were very good, reported as westerly wind force 3 and decreasing.
- 3.2 Having just completed a successful haul the crew were taking a break between the last haul and the next. All three crewmembers were in the wheel house which also incorporated the vessel's galley and saloon/messroom.
- 3.3 The vessel's Skipper was at the helm position and observed what he thought was steam coming from the engine header tank which was located forward of the wheel house. The system had been leaking and airlocks were common. He asked one of the crew to investigate.
- 3.4 The crewmember proceeded out of the wheelhouse and onto the shelter deck to fill the engine header tank. Once on the shelter deck he observed smoke coming from one of the engine room vents. He quickly returned to the wheelhouse to raise the alarm.
- 3.5 The Skipper immediately handed over the wheel to the other crewmember and went below to investigate.
- 3.6 On arriving at the entrance to the engine room he observed thick smoke and flames. He went to retrieve a fire extinguisher and when he returned to the engine room hatch he quickly became engulfed in smoke and had to retreat.
- 3.7 The fire continued to take hold with smoke now starting to fill the entire accommodation and wheelhouse.
- 3.8 The Skipper attempted to send out a distress message by VHF radio but it was unanswered. Realising the extent of the fire he instructed the crew to launch the vessel's inflatable life raft. He then retrieved the vessel's EPIRB and all three crewmembers proceeded to abandon the vessel into the life raft.
- 3.9 Once the crew were safely in the life raft they activated the EPIRB and manoeuvred the raft away from the burning vessel.
- 3.10 Shortly after the EPIRB had been activated the vessel's details and position were received by MRCC Dublin. Attempts to contact the vessel by VHF radio were made by Rosslare and Wicklow Head CGR. No reply was received. MRCC Dublin requested the assistance of all vessels in the area to keep a sharp lookout for any vessel in distress. The Coast Guard requested the assistance of the Wicklow and Arklow RNLI ALB and also tasked the Coast Guard rescue helicopter R117 to the last known position of the fishing vessel.

- 3.11 An angling vessel on passage from Wales to Arklow observed smoke from the burning fishing vessel and proceeded in the direction to investigate. Due to the distance from shore the angling vessel had not heard radio communications from Wicklow Head or Rosslare CGR.
- 3.12 Once the angling vessel arrived on scene it recovered the casualties from the life raft and proceeded to Arklow Harbour.
- 3.13 Shortly after the crew had been taken aboard the angling vessel the Irish Coast Guard rescue helicopter R117 arrived on scene and lowered a paramedic to assess the three casualties from the fishing vessel. The Skipper, who had attempted to extinguish the fire was suffering from smoke inhalation while the other two crewmembers did not require immediate medical attention.
- 3.14 The injured Skipper was airlifted to University Hospital Waterford while the remaining two crewmembers were transferred to the Arklow RNLI ALB to be brought ashore and to be assessed by a local doctor.
- 3.15 A tug with fire fighting capabilities arrived on-scene and attempted to extinguish the fire.
- 3.16 At 16.54 hrs the fishing vessel sank and with the incident over the Coast Guard stood down all assisting assets.

4. ANALYSIS

- 4.1 The fishing vessel had been fishing all morning without incident. The vessel had been surveyed 10 months previously by the MSO with no conditions or restrictions on the vessel's DOS.
- 4.2 The weather conditions at the time of the incident were very good (see Appendix 7.2). This enabled the abandonment and subsequent rescue effort.
- 4.3 All crewmembers were in the wheelhouse at the time of the incident and the vessel was not engaged in working pots. This allowed for a timely response.
- 4.4 The engine was running but the telegraph was in the stop position as the vessel drifted in calm weather while the crew were taking a break. At this point there was no reason for concern and the engine was running normally.
- 4.5 Once the crewmember reported smoke from the engine room vent, the Skipper quickly went to investigate. At the entrance hatch to the engine room the Skipper was faced with thick black smoke and sighting flames he made an initial attempt to extinguish the fire but realised it was out of control. The Skipper could not see the source of the fire so it is therefore inconclusive as to its cause.
- 4.6 There was no effort made to contain the fire and keep the boundary cool. It was determined that the fire had advanced beyond what the crew were capable of dealing with.
- 4.7 The vessel's fire detection system failed to operate. Had it done so the fire would have been detected earlier.
- 4.8 The fire detection system was inspected and tested as part of the vessel's DOS which was carried out in July 2018. It is not known when the system was last tested after that and prior to the fire. The vessel's logbooks were lost in the incident.
- 4.9 Regulations (S.I. 640 of 2007) state the following: '*131. (a) Inspections of the life-saving equipment and fire appliances shall be made at intervals of not more than one month.*'
- 4.10 The vessel was an 'existing vessel' in 2007 and accordingly the lesser requirements of Regulation 80(17) of S.I. 640 of 2007 (see Appendix 7.3 Statutory Instrument) applied to the fire detection system. (For vessels constructed since 2007 fire detection systems must comply with the International Fire Safety Systems (FSS) Code, which requires the system to include a visual and audible fault signal).
- 4.11 The need for improved safety standards in fishing vessels of this type has been highlighted in the Maritime Safety Strategy. The Irish Maritime Administration (IMA) in pursuit of their strategic objectives will carry out a number of actions, one

being: *'Action 9. The standards for fishing vessels less than 24 metres in length will be updated, incorporating relevant MCIB recommendations. (Start 2015).'*'
(See <https://www.gov.ie/en/publication/d00485-maritime-safety-strategy/> for the April 2015 Maritime Safety Strategy).

- 4.12 The vessel's engine room was fitted with a fixed automatic fire extinguishing medium. This either failed to activate or more likely activated, but due to the fact the engine room space was not sealed it would have had little effect on a fire of this magnitude. The vessel's engine room was also fitted with a fixed sprinkler system that was linked to a manual fire pump. This was not utilised due to the speed at which the vessel became engulfed in smoke.
- 4.13 The Skipper made an attempt at sending a distress message by VHF radio. He did not attempt to send a Digital Select Calling (DSC) call by VHF radio. The broadcast was not heard by any coast radio stations. This is most likely due to the limited range of the vessel's VHF radio. A DSC message would have been restricted in the same way.
- 4.14 The crew recovered the vessel's EPIRB and activated it which successfully relayed via satellites to the MRCC Dublin.
- 4.15 The crew successfully launched the vessel's life raft and abandoned with no major injuries. This demonstrates that the Skipper and one of the crewmember's safety training had been effective.
- 4.16 The angling vessel that saw the smoke from the burning fishing vessel came to their assistance in a short period of time and recovered the crew from their life raft. This further improved the survivability of the crewmembers from the fishing vessel.
- 4.17 From arriving on-scene the tug with fire fighting capabilities continued to fight the fire but failed to get it under control or extinguish it. The photographs in Appendix 7.1 clearly show that by the time the tug arrived the entire vessel was engulfed in flames.
- 4.18 The fire had been burning for approximately three hours when, resulting from the damage caused by the fire and the efforts to extinguish it, the vessel finally sank.
- 4.19 The Maritime Safety Strategy published by the Minister for Transport, Tourism and Sport in April 2015 details a number of actions, two of which are relevant to this case as follows:

'Action 9. The standards for fishing vessels less than 24 metres in length will be updated, incorporating relevant MCIB recommendations. (Start in 2015).''

'Action 29: An enhanced flag state inspection regime on fishing vessels will be implemented to promote adherence to maritime safety requirement in the sector. (Start in 2016).''

5. CONCLUSIONS

- 5.1 The source of the fire is unknown. It started in the engine room and rapidly got out of control. Once the fire was well established it engulfed the vessel and being of timber construction it continued to fuel the fire until the entire vessel was ablaze (see Appendix 7.1 Photographs No. 2, 3 & 4).
- 5.2 Had it been possible to contain the fire by closing dampers and access hatches this might have starved the fire of oxygen and allowed the crew more time in preparing to abandon the vessel. It is, however, unlikely that a fire of this ferocity could have been fully contained and extinguished by the vessel's crew.
- 5.3 Whether the fire detection system did sound but was not heard or whether it failed to alert the crew is unknown. Most likely the fire detection system did not sound as it is improbable that it would not have been heard. Not sounding could have been due to a recent defect or a longer standing one that would have been picked up if there was a monthly check, or damaged by the fire itself before it could sound. There is no record as to when the system was last tested or inspected as the vessel's onboard records were lost in the incident. Regulations (S.I. 640 Of 2007) state the following: '*131. (a) Inspections of the life-saving equipment and fire appliances shall be made at intervals of not more than one month.*' It is a requirement under the Regulations to carry out monthly inspections. The fire detection system functioning properly and sounding would have given the crew earlier warning of the fire and possibly have enabled a more effective effort at fighting the fire.
- 5.4 The crew were quick to investigate the fire and determine it was out of control. It is the key to a successful rescue to know when to abandon ship.
- 5.5 The abandon ship procedure was carried out successfully.
- 5.6 The EPIRB activation facilitated notification to the Coast Guard who quickly activated an emergency response.
- 5.7 The damage caused by a fire burning for this duration and the tug's continued attempt at fire fighting resulted in a loss of buoyancy and the eventual sinking of the fishing vessel.
- 5.8 The incident occurred in daylight and the weather conditions at the time were very favourable. This facilitated a successful launch of the life raft and the subsequent transfer of the crew to the passing angling vessel. Had the incident occurred at night or in more adverse weather conditions the outcome may have been very different.
- 5.9 Actions No. 9 and No. 29 set out in the Maritime Safety Strategy are relevant to the issues raised in this report.

6. SAFETY RECOMMENDATIONS

6.1 The Minister for Transport, Tourism and Sport should issue a Marine Notice reminding owners, skippers, officers and crews of fishing vessels of the following:

- the requirement for all crew to have basic safety training as per S.I. 587 of 2001.
- their obligations as per S.I. 640 of 2007 with emphasis on ensuring that fire alarms are regularly tested and maintained in an operational condition. The Marine Notice should include guidance on the inspection and testing of fire detection systems onboard fishing vessels of 15-24 metres in length.

6.2 The Minister for Transport, Tourism and Sport should review Actions No. 9 and No. 29 of the Maritime Safety Strategy in relation to their implementation and specifically for pre-2007 fishing vessels in relation to the matters raised in this report:

‘Action 9. The standards for fishing vessels less than 24 metres in length will be updated, incorporating relevant MCIB recommendations. (Start in 2015).’

‘Action 29: An enhanced flag state inspection regime on fishing vessels will be implemented to promote adherence to maritime safety requirement in the sector. (Start in 2016).’

7. APPENDICES

	PAGE
7.1 Photographs	16
7.2 Met Éireann Weather Report	18
7.3 Statutory Instrument (S.I.)	20
7.4 Vessel Certifications	22

APPENDIX 7.1

Appendix 7.1 Photographs



Photograph No. 1 - Vessel at survey.



Photograph No. 2 - Vessel on fire, as first seen by angling vessel, approximate time 15.04 hrs.

Appendix 7.1 Photographs




Photograph No. 3 - Fire continues.



Photograph No. 4 - Vessel as seen by rescue helicopter at approximately 15.21 hrs.

Appendix 7.2 Met Éireann Weather Report



Weather Forecast from Met Éireann

Text of Gale Warning	
Nil	
Text of Small Craft Warning	
Nil	

Coastal Reports	12 Noon Thursday, 02 May 2019
Malin Head Automatic	West, 13 Knots, Fair, 16 Miles, 1015, Steady
Dublin Airport	West-Northwest, 14 Knots, Cloudy, 13 Miles, 1015, Steady
Buoy M5 51° 41'N 6° 42'W	West, 13 Knots, Wave ht:0.9 m, The visibility at Tuskar is greater than 10 Miles, 1018, Steady
Roches Point Automatic	West-Southwest, 11 Knots, Rain shower, 18 Miles, 1018, Falling slowly
Sherkin Island Automatic	Southwest, 9 Knots, Mod drizzle, 4 Miles, 1019, Falling slowly
Valentia Automatic	South, 7 Knots, Rain shower, 2 Miles, 1017, Falling slowly
Mace Head Automatic	Southwest, 10 Knots, Recent drizzle, 15 Miles, 1017, Steady
Belmullet Automatic	West, 10 Knots, Cloudy, 10 Miles, 1016, Steady
Buoy M1 53° 8'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	Report not available
Buoy M3 51° 13'N, 10° 33'W	Southwest, 16 Knots, Wave height not available, 1018, Falling slowly
Buoy M4 55° 0'N 10° 0'W	West, 11 Knots, Wave height not available, 1015, Steady
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 Saturday 04 May 2019
Dublin - Holyhead	Slight, increasing moderate later on Friday.
Rosslare - South Wales	Slight, increasing moderate later on Friday.
Cork - South Wales	Slight, increasing moderate later on Friday.
Rosslare - France	Slight to moderate, increasing moderate.
Cork - France	Slight to moderate, increasing moderate.


Next update before 1900 Thursday, 02 May 2019
 A detailed forecast may be obtained by dialing *Weatherdial* on 1550 123 855.

recasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) customer.liason@met.ie. Met Éireann pyright.

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Appendix 7.2 Met Éireann Weather Report

02/05/2019 13:04 Met Éireann CAF0→Dublin Marine Radio(IMES) 1/2

 MET Éireann

Weather Forecast From Met Éireann

24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 1200 Friday, 3 May 2019
Issued at 1200 Thursday, 2 May 2019

Rec ✓
1203 ✓
1503

- Gale warning:** Nil
Small craft warning: Nil
- Meteorological situation at 0900:** A moderate west to northwest airflow covers Ireland. A shallow depression off the west Munster coast will move southeastwards over Munster today along with associated fronts
- Forecast for Irish coastal waters from Mizen Head to Loop Head to Erris Head**
Wind: South to southwest force 2 to 4, becoming cyclonic variable this afternoon, becoming north to northwest force 3 or 4 this evening, becoming north to northeast overnight and Friday morning

Forecast for Irish coastal waters from Erris Head to Malin Head to Carlingford Lough
Wind: West to northwest force 3 or 4, becoming northerly this evening, becoming north to northeast tonight, increasing force 4 or 5 overnight

Forecast for Irish coastal waters from Carlingford Lough to Carnsore Pt to Mizen Head and for the Irish Sea
Wind: West to northwest force 3 or 4, decreasing force 2 to 4 this afternoon, becoming northwest force 3 or less tonight, becoming north to northwest force 2 to 4 overnight and on Friday morning

Weather for all Irish coastal waters and the Irish Sea: Rain on Munster coasts today. Scattered showers elsewhere.
Visibility for all Irish coastal waters and the Irish Sea: Moderate or poor in rain or showers, otherwise good

Warning of Heavy Swell: Nil
- Outlook for a further 24 hours until 1200 Saturday 04 May 2019:** Mostly fresh north to northeast winds, occasionally strong. Showery rain moving southwards and clearing. Fair weather following.

Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) customer.liason@met.ie. Met Éireann Copyright.

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Appendix 7.3 Statutory Instrument (S.I.)

Extracts from <http://www.irishstatutebook.ie/>

Statutory Instrument 587/2001 – Fishing Vessel (Basic Safety Training) Regulations, 2001

Basic Safety Training

4. (1) Every crew member of a fishing vessel shall undertake basic safety training as set out in this Regulation.
- (2) Basic safety training shall consist of the following 3 training units-
- (a) personal survival techniques, including man overboard techniques,
 - (b) elementary first aid, and
 - (c) fire prevention, health and safety training,
- and shall be held in such establishments, to such standards, under such conditions and for such duration as BIM may approve and determine.
- (3) The dates by which basic safety training must have been completed by each crew member are specified in the Table to this Regulation.
- (4) A crew member who has not successfully completed basic safety training by the date specified in the Table shall not work on board a fishing vessel.

Statutory Instrument 640/2007 - Merchant Shipping (Safety of Fishing Vessels) (15-24 metres) Regulations 2007

Fire protection — general.

80 (17) The Minister will accept the fire protection, detection and extinguishing arrangements on existing vessels providing they comply with and are maintained in accordance with previous requirements under the Merchant Shipping (FireAppliance) Rules 1967 (S.I. No. 100 of 1967)* and continue to remain efficient in service.

*It is noted that the reference in the above Regulation 80 (17) is to S.I. No. 100 of 1967. This should be to S.I. No 101 of 1967.

Appendix 7.3 Statutory Instrument (S.I.)

Statutory Instrument 101/1967 - Merchant Shipping (Fire Appliances) Rules, 1967


62 Fire detection systems.

62.—(1) Every fire detection system fitted in compliance with these Rules shall be capable of automatically indicating the presence or indication of fire and its location. The indicators shall be centralised either on the navigating bridge or at other control stations which are provided with direct communication with the navigating bridge, provided that the Minister may in any ship permit the indicators to be distributed among several stations if he is satisfied that such arrangements are at least as effective as if the indicators were so centralised.

Appendix 7.4 Vessel Certifications

Declaration of Survey -Page 1 of 3

MSO 1006 Fishing Vessel Safety Certificate (15-24m) DECLARATION OF SURVEY (Rev 1.14)(12/15)



DECLARATION OF SURVEY

FISHING VESSEL SAFETY CERTIFICATE (15m – 24m)

GENERAL PARTICULARS						
Name of Ship	Fishing Letters & Numbers	Official & IMO Numbers	Port of Registry	Length (L)	Length Overall (Loa)	Sea areas in which ship is certified to operate
Susanne II	D 301		Droghada	15.54	17.67	A1
Name of Owner			Date on which the keel was laid or ship was at a similar stage of construction	Jan 1965 <small>(mmm-yr)</small>		
Address of Owner			Is vessel in Class	No		
Medical Equipment	C		Expiry Date of Class	<small>(dd/mm/yr)</small>		
STABILITY						
Type of Approval	Final		Date of Approval	29 May 2012		
Operation in Icing Regions (Regulation 37)	not permitted		Is Bulk Loading of the catch permitted	not permitted		
Maximum permitted draught	3.00 metres		Is the catch allowed to be stowed on deck	not permitted		
CERTIFICATION						
Type of certificate	Interim		Exemption Certificate	has not been issued		
Issued at	Cork		Date of Expiry of Full Term	29/07/2022 <small>(dd/mm/yr)</small>		
Hull Bottom Date	30/07/2018 <small>(dd/mm/yr)</small>		Date of Expiry of Interim	31/12/18 <small>(dd/mm/yr)</small>		
Date of Issue	30/07/2018 <small>(dd/mm/yr)</small>		Type of Survey	a Periodical		

Name of Vessel	Susanne II	Date of Issue:	30/07/2018
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Appendix 7.4 Vessel Certifications

Declaration of Survey -Page 2 of 3

MSO 1006 Fishing Vessel Safety Certificate (15-24m) DECLARATION OF SURVEY (Rev 1.14)(12/15)

SURVEY DOCUMENTATION

FV2 FORM Completed/Updated

CONDITIONS AND RESTRICTIONS

The certificate shall contain the following conditions and restrictions in addition to the standard conditions and restrictions:

SURVEYOR(S) DECLARATION

I/WE HEREBY DECLARE:

that I/we have completed a Periodical survey in accordance with Regulation 7 of the Merchant Shipping (Safety of Fishing Vessels) Regulations 2007, excluding the radio installation referred to in Parts 7, 9 and 10, and that an exemption certificate has not been issued.

Date: 30/07/2018

Print Name



Signature of Surveyor(s)

Name of Vessel

Susanne II

Date of Issue:

30/07/2018

Appendix 7.4 Vessel Certifications

Declaration of Survey -Page 3 of 3

MSO 1006 Fishing Vessel Safety Certificate (15-24m) DECLARATION OF SURVEY (Rev 1.14)(12/15)


UNDERTAKING GIVEN BY OWNER/MASTER	
I have read, understood and agree to the Conditions and Restrictions as detailed on the attached sheet which will form part of the Fishing Vessel Safety Certificate.	
Date:	Signature: [Redacted]
	Print Name: [Redacted]
	Position in Company (if applicable): <i>manager</i>

Name of Vessel	Susanne II	Date of Issue:	30/07/2018
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Appendix 7.4 Vessel Certifications

Fishing Vessel Safety Certificate - Page 1 of 3

MSO 1006 Fishing Vessel Safety Certificate (15-24m) DECLARATION OF SURVEY (Rev. 1.1/12/15)
0028517



FISHING VESSEL
SAFETY CERTIFICATE

This certificate of compliance shall be supplemented by a record of equipment

Issued under the Merchant Shipping (Safety of Fishing Vessels)
(15-24 Metres) Regulations 2007 (S.I. No. 640 of 2007)

under the authority of the Government of Ireland

Name of Ship	Fishing Letters & Numbers	Official & IMO Numbers	Port of Registry	Length (L)	Length Overall (Loa)	Sea areas in which ship is certified to operate
Susanne II	D 301		Drogheda	15.54	17.67	A1

Date on which the keel was laid or ship was at a similar stage of construction ⁽³⁾ Jan 1965

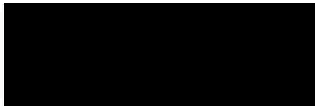
THIS IS TO CERTIFY:

1. that the ship has been surveyed in accordance with Regulation 7 of the Merchant Shipping (Safety of Fishing Vessels) Regulations 2007
2. that the survey showed that:
 1. the conditions of the hull, machinery and equipment, as defined in the above Regulations was in all respects satisfactory and that the vessel complied with the applicable requirements;
 2. the maximum permissible operating draught associated with each operating condition for the vessel is contained in the stability booklet dated 29 May 2012.
3. that an Exemption Certificate has not been issued.

This Certificate is valid until **29/07/2022** subject to surveys in accordance with Regulation 7(1)(b)(ii), (b)(iii) and (c).

Issued at

Dublin
(place of issue of Certificate)



(signed) _____

An authorised officer.

30/07/2018
(date of issue)

(seal or stamp of issuing authority)

Name of Vessel	Susanne II	Date of Issue:	30/07/2018
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Appendix 7.4 Vessel Certifications

Declaration of Survey -Page 2 of 3



MSO 1006 Fishing Vessel Safety Certificate (15-24m) DECLARATION OF SURVEY (Rev 1.14)(12/15)

**FISHING VESSEL SAFETY
RECORD OF EQUIPMENT**

for the Fishing Vessel Safety Certificate

This record shall be permanently attached to the certificate of compliance

Record of equipment for compliance with the Merchant Shipping (Safety of Fishing Vessels) (15-24 Metres) Regulations 2007 (S.I. No. 640 of 2007)

1. Particulars of the vessel:

Name of Ship	Fishing Letters & Numbers	Official & IMO Numbers	Port of Registry	Length (L)	Length Overall (Loa)	Sea areas in which ship is certified to operate
Susanne II	D 301		Drogheda	15.54	17.67	A1

2. Details of life-saving appliances:

1.	Total number of persons for whom life-saving appliances are approved	3	
		Port	Starboard
2.	Total number of lifeboats		
2.1	Total number of persons accommodated by them		
3.	Number of rescue boats		
3.1	Total number of persons accommodated by them		
4.	Liferafts:		
4.1	Those for which approved launching appliances are required		
4.1.1	Number of liferafts		
4.1.2	Number of persons accommodated by them		
4.2	Those for which approved launching appliances are not required:		
4.2.1	Number of liferafts		1
4.2.2	Number of persons accommodated by them		6
	Number of lifebuoys		2
6.	Number of lifejackets		5
7.	Immersion suits:		
7.1	Total number		3
7.2	Number of suits complying with the requirements for lifejackets		
8.	Radio installations used in life-saving appliances:		
8.1	Number of radar transponders		1
8.2	Number of two-way VHF radiotelephone apparatus		1

Name of Vessel	Susanne II	Date of Issue:	30/07/2018
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Appendix 7.4 Vessel Certifications

Fishing Vessel Safety Certificate - Page 3 of 3

MSO 1006 Fishing Vessel Safety Certificate (15-24m) DECLARATION OF SURVEY (Rev 1.14)(12/15)

3. Details of radio facilities:

Item		Actual provision
1.1	VHF radio installation:	
1.1.1	DSC encoder	Provided
1.1.2	DSC watch receiver	Provided
1.1.3	Radiotelephony	
1.2	MF radio installation:	
1.2.1	DSC encoder	
1.2.2	DSC watch receiver	
1.2.3	Radiotelephony	
1.3	MF/HF radio installation:	
1.3.1	DSC encoder	
1.3.2	DSC watch receiver	
1.3.3	Radiotelephony	
1.3.4	Direct-printing radiotelegraphy	
1.4	Inmarsat ship earth station	
	Facilities for reception of maritime safety information:	
2.1	NAVTEX receiver	Provided
2.2	EGC receiver	
2.3	HF direct-printing radiotelegraph receiver	
3.	Satellite EPIRB:	
3.1	COSPAS-SARSAT	Provided
4.	Vessel's radar transponder	Provided

4. Details of navigational equipment:

Item		Actual provision
1.	Standard magnetic compass	Provided
2.1	Nautical Charts/ECDIS ¹ : Nautical charts	Provided
2.2	Backup arrangements for ECDIS (if applicable)	
2.3	Nautical Publications	Provided
	9GHz Radar	Provided
4.	Echo sounding device	Provided
5.	Communication between wheelhouse and machinery space	
6.	Rudder, Propeller, Thrust, Pitch and Operational Mode Indicator	Provided
7.	Daylight Signalling Lamp	
8.	Radar Reflector	
9.	International Code of Signals	Provided

THIS IS TO CERTIFY that this Record is correct in all particulars.

Issued at Dublin
(place of issue of Certificate)
(signed) _____

30/07/2018
(date of issue)

(seal or stamp of issuing authority)

¹ ECDIS - Electronic chart display and information system

Name of Vessel	Susanne II	Date of Issue:	30/07/2018
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Appendix 7.4 Vessel Certifications

Declaration of Radio Survey - Page 1 of 3



DECLARATION OF RADIO SURVEY

Name of vessel: mFv Susanne II	Call sign: [REDACTED]	MMSI: [REDACTED]
Port of Registry: Dublin	Gross Tonnage: 04 TONS	Reg. Length: 15.54 M
Date on which keel was laid 1965	Official Number: [REDACTED]	Reg. No.
Name and address of owner:	[REDACTED]	
GMDSS Sea	A3:	A4:
Method of ensuring viability of equipment	Duplication:	Shore based maintenance: <input checked="" type="checkbox"/> At sea maintenance
Expiry Date of Vessel's Safety Certificate :- 29 July 2018		
RADIO PERSONNEL.		
Radio Operators.	Certificate Number.	Class of Certificate.
1. [REDACTED]	[REDACTED]	• ROC
2. [REDACTED]		

Indicate the legislation that applies to this vessel.

Fishing Vessel Regulations:

Fishing Vessel (Radio Installations Survey) Regulations 1999 – SI (1999) 40 XXX
 Fishing Vessels (Radio Installations) Regulations, 1998 – SI (1998) 544 XXX
 Fishing Vessel (Radio Installations) (Amendment) Regulations, 2002 – SI (2002) 472 XX
 Merchant Shipping (Safety of Fishing Vessels) (15-24 metres) Regulations, SI (2007) 640 XXXX

Merchant Shipping Acts:

Merchant Shipping Act 1992 - No. 2 of 1992 – As amended (refers to: Passenger Ships only)

Merchant Shipping Rules and Regulations:

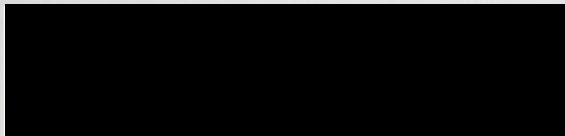
Merchant Shipping (Radio Installations) Rules, 1983 – SI (1983)308+
 Merchant Shipping (Radio Installations) (Amendment No. 2) Rules 1985 – SI(1985)281
 Merchant Shipping (Radio) Rules 1992 – SI (1992) 224
 Merchant Shipping (Radio Installations) (Amendment) Rules, 1998 – SI(1998)554
 Merchant Shipping (Radio Installations) (Amendment) Rules – SI(1984)192
 Merchant Shipping (Radio Installations Survey) Rules 1983 – SI(1983)313
 European Communities (Passenger Ships) Regulations 2011. (Directive 2009/45/EC – Class A, B, C, D pax ships only)

RADIO INSTALLATIONS

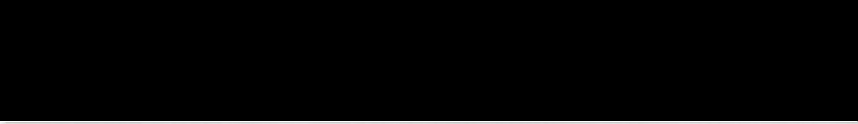


Appendix 7.4 Vessel Certifications

Declaration of Radio Survey - Page 2 of 3



	Model	Remarks
VHF Transceiver.	ICOM IC M323	Satisfactory
DSC Controller.	ICOM IC M323	Satisfactory
VHF Transceiver.	ICOM IC M501	Ok Satisfactory
DSC Controller.		Inop..not used
DSC Watchkeeping Receiver, Ch 70.	ICOM IC M323	Satisfactory
DSC Watchkeeping Receiver, Ch 70.	n/a	
INMARSAT.	n/a	Not used Inop
INMARSAT.	n/a	
MF Transmitter	n/a	
MF Receiver	n/a	
MF DSC Controller	n/a	
MF DSC Watchkeeping receiver	n/a	
MF/HF Transmitter	n/a	
MF/HF Receiver	n/a	
MF/HF DSC Controller	n/a	
MF/HF DSC Watchkeeping receiver	n/a	
MF/HF Transmitter	n/a	
MF/HF Receiver	n/a	
MF/HF DSC Controller	n/a	
MF/HF DSC Watchkeeping receiver	n/a	
NAVTEX Receiver. new.....	NASA Marine Target	Pro-Plus ok Satisfactory
EGC Receiver.	n/a	
Satellite EPIRB.	McMurdo Smartfind G5	Registered ok Satisfactory
Satellite EPIRB.	n/a	
Radar Transponder (SART).	McMurdo RT9-3	Satisfactory
AIS SART.	n/a	
Portable two-way VHF	SIMRAD AXIS 30	Satisfactory
Portable two-way VHF	n/a	
Portable two-way VHF	n/a	
Asynchronous HF.	n/a	
Remote GMDSS alert panel.	n/a	
Remote GMDSS receive alarm	n/a	
Main source of energy.	24v Transmotor	Satisfactory
Emergency source of energy.	24v Batts 2 x12v 45ah	HIVolt 063 Satisfactory
Reserve source of energy.	2x12v 24v Ampac 063	44ah Satisfactory
Battery charger.	Transmotor continuous	Satisfactory
UPS.	n/a	
Direction finder/homer.	n/a	
Radar 9GHz.	n/a	
Radar.	Samyung SMR-3700	Satisfactory
Radar, ARPA.	n/a	
Navigational aid.	Koden KGP 920	Satisfactory
Navigational aid.	Samyung SPR-1400	For AIS Satisfactory
AIS	Nauticast AIS	Satisfactory
AIS GPS Input	Ext GPS Koden KGP	920 plus Intgrl gps Satisfactory



Appendix 7.4 Vessel Certifications

Declaration of Radio Survey - Page 3 of 3

[Redacted]

I [Redacted] hereby declare:

That on 2nd August 2018 at DunmoreEast, Co Waterford I carried out a full radio survey inspection of the *(Irish Fishing vessels greater than 15m Loa)*
mF [Redacted]

That the GMDSS radio installations on the vessel fully comply with all the applicable requirements and indicated legislation.

That the qualifications of the radio personnel comply with the applicable requirements.

Signed [Redacted]

Dated at 11th September 2018 _____

MSO Office Use Only:

TMS Number	[Redacted]
Date Received:	11/9/18
Survey audit completed:	
Date of next radio survey:	

[Redacted]

NATURAL JUSTICE - CORRESPONDENCE RECEIVED

Section 36 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 requires that:

- ‘36 (1) Before publishing a report, the Board shall send a draft of the report or sections of the draft report to any person who, in its opinion, is likely to be adversely affected by the publishing of the report or sections or, if that person be deceased, then such person as appears to the Board best to represent that person’s interest.
- (2) A person to whom the Board sends a draft in accordance with subsection (1) may, within a period of 28 days commencing on the date on which the draft is sent to the person, or such further period not exceeding 28 days, as the Board in its absolute discretion thinks fit, submit to the Board in writing his or her observations on the draft.
- (3) A person to whom a draft has been sent in accordance with subsection (1) may apply to the Board for an extension, in accordance with subsection (2), of the period in which to submit his or her observations on the draft.
- (4) Observations submitted to the Board in accordance with subsection (2) shall be included in an appendix to the published report, unless the person submitting the observations requests in writing that the observations be not published.
- (5) Where observations are submitted to the Board in accordance with subsection (2), the Board may, at its discretion -
- (a) alter the draft before publication or decide not to do so, or
 - (b) include in the published report such comments on the observations as it thinks fit.’

The Board reviews and considers all observations received whether published or not published in the final report. When the Board considers an observation requires amendments to the report that is stated beside the relevant observation. When the Board is satisfied that the report has adequately addressed the issue in the observation, then the observation is ‘Noted’ without comment or amendment. The Board may make further amendments or observations in light of the responses from the Natural Justice process.

‘Noted’ does not mean that the Board either agrees or disagrees with the observation.

8. NATURAL JUSTICE - CORRESPONDENCE RECEIVED

There was no correspondence received in the Natural Justice process for this investigation.



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email: info@mcib.ie
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