

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

**REPORT OF INVESTIGATION
INTO CASUALTY
OFF CONEY ISLAND, CO. CORK
ON
5th DECEMBER 2008**

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

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

**REPORT No. MCIB/164
(No. 2 of 2010)**

Report MCIB/164 published by The Marine Casualty Investigation Board
18th June 2010.

	PAGE
1. SYNOPSIS	4
2. FACTUAL INFORMATION	5
3. EVENTS PRIOR TO THE INCIDENT	7
4. THE INCIDENT	8
5. EVENTS FOLLOWING THE INCIDENT	9
6. CONCLUSIONS	10
7. RECOMMENDATIONS	11
8. LIST OF APPENDICES	12
9. CORRESPONDENCE RECEIVED	25

1. SYNOPSIS

- 1.1 In the early hours of 5th December 2008, ten people set off from Colla Pier near Schull, Co. Cork in an open boat (with sealed deck) powered by a 30 HP outboard engine to spend the weekend on Coney Island, which lies about one kilometre off the coast of Cork, in the south west of Ireland. (See map in Appendix 8.1).
- 1.2 Shortly afterwards the boat capsized resulting in the death of Mr. Alain Adler. The post mortem found that Mr. Alder died as a result of acute cardio-respiratory failure and drowning associated with hypothermia.

The Board would like to re-affirm its deepest condolences to those bereaved by the death of Mr. Adler.

2. FACTUAL INFORMATION

2.1 Vessel Particulars

Name of Vessel: "Mc Linghi"
 Type: Open Boat (with sealed deck).
 Length: 5.6 m
 Beam: 2.0 m
 Depth: 0.8 m
 Material: GRP
 Year of build: Unknown
 Builder: Unknown (Netherlands)
 Engines: Two detachable outboard engines with petrol tanks
 (i) Johnson 30 HP
 (ii) Yamaha 8 HP (standby)

The boat was previously owned by the Swiss Army where it was used as an assault boat. It had a rated load capacity of 8 soldiers and equipment with 2 crew (maximum allowable weight 1400 Kg).



2.2 Additional equipment on board the boat:

Oars and rowlocks
 Anchor and rope
 Mooring ropes
 Bilge hand pump.

2.3 Crew list:

Mr. Michael McGill (Owner)

Passengers:

Mr. Alain Adler

Mr. Dominique Borgognon

Mr. Philippe Roth

Mr. Jean Pierre Kohler

Mr. Jean-Philippe Vuille

Mr. Gilles Aima Michael Ferreux

Mr. Jean Imhoff

Mr. Charles Zimmermann

Mr. Rudolph Michel

2.4 Weather conditions:

A Met Éireann Weather and Sea Condition Report at the time of the incident is at Appendix 8.1.

3. EVENTS PRIOR TO THE INCIDENT

- 3.1 The boat was brought to Colla Pier and left tied up while Mr. McGill went to Cork Airport to pick up his colleagues who had travelled from Geneva via Dublin on the afternoon of 4th December 2008. They were picked up at about 19.00 hrs. and brought to Colla Pier arriving at around 00.30 hrs. on 5th December, 2008 having stopped for refreshments and a meal on the way. They carried only hand luggage. The Investigation found that Mr. McGill had been stopped at a random alcohol checkpoint in Bandon on the return journey and was found to be clear.
- 3.2 At Colla Pier, Mr. McGill offered oilskins, wellingtons and lifejackets/PFD's to all in the party. While they put on the oilskins and wellingtons, the lifejackets/PFD's were declined. They then boarded the boat placing their luggage under their seats before sitting down.
- 3.3 Mr. McGill and some of the party who had made the trip previously assessed the weather and decided that, while it was windy, it was "OK to travel".
- 3.4 They set off on the one kilometre trip to Coney Island in the shelter of the north shore of Long Island. This was normally a 10 minute journey.

4. THE INCIDENT

- 4.1 The voyage proceeded as normal until the engine (a Johnson 30hp outboard) stalled and stopped when Mr. McGill slowed the engine as they approached the landing at Coney Island (approximately 30 metres from the shore). The boat immediately started drifting into the channel.
- 4.2 The oars were put out and they started rowing the boat, to little effect, and the boat continued drifting away from the shelter of Coney Island and the mainland to the north into the channel, Long Island being south of their position. At this stage Mr. McGill anchored the boat.
- 4.3 The engine was changed for the smaller Yamaha engine, which proved difficult to start. By the time the engine was started the wind had become stronger. It is likely the boat continued drifting after it was anchored. The anchor was brought up and they attempted to land on Coney Island again.
- 4.4 The boat could not make any headway with the Yamaha engine, and continued to drift towards Long Island. They attempted to row the boat to supplement the engine but this had no effect. The weather worsened and the sea continued to build.
- 4.5 It was decided to turn around and head for Long Island Pier as it was closer than Coney Island. As the boat was turned, it was swamped and overturned.
- 4.6 The group swam back to the boat and hung on to the chines for support. Two of the group had to be helped back to the boat. Mr. Adler drifted away again unnoticed. One member of the group swam to Long Island Pier and went to a house, which had lights on, where he raised the alarm.
- 4.7 In the meantime, the boat and the group drifted onto the beach at Long Island. The remaining members of the party managed to break into a holiday home where they availed of blankets and heaters.

5. EVENTS FOLLOWING THE INCIDENT

- 5.1 The party were recovered from the holiday home on Long Island by the crew of Baltimore lifeboat and Schull Inshore Lifeboat and were brought to Schull Pier where they were transferred to ambulances and taken to Bantry General Hospital. Mr. Adler's body was also recovered at Long Island by the crew of the Schull Inshore lifeboat and taken to Bantry General Hospital.

6. CONCLUSIONS

- 6.1 There was no single cause for this casualty. It was the accumulation of several poor decisions which resulted in the capsizing of the vessel and related fatality. The post mortem found that Mr. Alder died as a result of acute cardio-respiratory failure and drowning associated with hypothermia.
- 6.2 Although several members of the group were familiar with boats and the dangers of the sea, none wore the lifejackets/PFD's provided. This is contrary to the requirements of S.I. 921 of 2005 - Pleasure Craft (Personal Flotation Devices and Operation) (Safety) Regulations 2005.
- 6.3 The boat could have been poled ashore from where the engine stopped or anchored immediately.
- 6.4 Met Éireann stated that the Atlantic swell was 8.8 metres i.e. 24 to 27 feet and running west south-west, the same orientation as the channel and that the wind at the time of the incident was Force 8 gusting Force 10. The sea state and the wind force contributed to the incident. A Weather and Sea Condition Report supplied by Met Éireann is at Appendix 8.1.
- 6.5 The decision to turn was critical, as it put the stern of the boat to the weather and sea.
- 6.6 As the boat was turned, it was swamped and overturned.
- 6.7 There were no flares or VHF radio on the boat. However, given the rapidity of the overturning, it is unlikely that, even if they had been available, they would have changed the outcome.
- 6.8 Mr. McGill had informed a friend of his intentions. The entire incident from departing Colla Pier to being washed up on the beach at Long Island was perhaps as little as half an hour but certainly no more than an hour.
- 6.9 There is no evidence that the boat was overloaded.
- 6.10 The boat was undamaged.

7. RECOMMENDATIONS

- 7.1 It is recommended that the Minister for Transport reminds skippers and operators of recreational craft that it is their responsibility to follow the Department of Transport Code of Practice for the Safe Operation of Recreational Craft and the requirements of S.I. No. 921 of 2005 - Pleasure Craft (Personal Flotation Devices and Operation) (Safety) Regulations 2005.
- 7.2 It is recommended that skippers of small recreational craft should have due regard to the weather and sea conditions during all parts of the journey they are about to make and should ensure that passengers under their care wear lifejackets/PFDs as required by S.I. No. 921 of 2005.

LIST OF APPENDICES


8. LIST OF APPENDICES

PAGE

8.1 Met Éireann Weather and Sea Condition Report.

13

Appendix 8.1 Met Éireann Weather and Sea Condition Report.



MET ÉIREANN
The Irish Meteorological Service

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

Weather and Sea Condition Report

Location: Coney Island, Schull, off the West Cork Coast
Date: Night of Thursday 4th to Friday 5th December 2008

Details of accident: Capsize of boat resulting in loss of one life
Time of accident: Between 00:30 and 01:00 hours
Reference: WS 3018/2A / 20081205ma.doc MCIB/164
Author: Willemien Phelan, MSc. Marine Meteorologist
 Met Éireann
 Glasnevin Hill, Dublin 9
 Phone: 01 8064285
 Fax: 01 8064247
 Email: willemien.phelan@met.ie


Meteorological situation:
 A low pressure system of 970 hPa was centered just off the North West coast of Ireland. The occluded front consisted of a rain belt followed by showers which passed over the Coney island area between 21:00 and 22:00 on the 4th December.

Winds:
 Westerly winds were strong and increased in strength after the front passed. The wind direction and strength at the time of the accident were Westnorthwest Gale Force 8 (280 degrees from North 37 knots gusting 52 knots)

Weather:
 Showers were heavy at times with wind speed suddenly increasing within a shower (squally)

Visibility:
 The sky was overcast so it would have been very dark, and visibility was poor in showers.

Sea state:
 Coney Island is situated in the Long Island Channel between the mainland and Long Island, the distance between the mainland and Long Island is no more than 0.5 nautical miles. The channel opens up to the Atlantic approximately 1 nautical mile to the west of Coney Island, with some smaller islands and rocks possibly giving some shelter. However the Atlantic swell due to strong westerly winds over the previous two days was from a westerly direction and of considerable height (8.8 meters). Because the direction of the swell was the same as the channel's orientation the wave activity would have travelled into the channel. We do not have wave measurements for the channel.



Appendix 8.1 Met Éireann Weather and Sea Condition 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

Weather and Sea Condition Report (continued)

Location: Coney Island, Schull, off the West Cork Coast
Date: Night of Thursday 4th to Friday 5th December 2008

Wind measurements from Automatic Weather Station on Sherkin Island

Automatic Weather Station on Sherkin Island			
Date/Time UTC	Wind Direction	Wind Speed (knots)	Highest Gust (knots)
4/12/2008 21:00	WNW	23	41
4/12/2008 22:00	WNW	25	39
4/12/2008 23:00	WNW	28	43
5/12/2008 00:00	WNW	32	53
5/12/2008 01:00	WNW	32	51
5/12/2008 02:00	WNW	31	53
5/12/2008 03:00	WNW	28	41

Wave measurements of the Atlantic swell were recorded by the M3 weather buoy which is approximately 30 nautical miles to the southwest of Mizen Head.

Observations of ATLANTIC WEATHER BUOY M3 (30 nm SW off Mizen Head)				
Date/time UTC	wind_direction	wind_speed	highest_gust	wave_height
04-dec-2008 21:00:00	290	22	42	8.2
04-dec-2008 22:00:00	300	23	53	7.7
04-dec-2008 23:00:00	290	26	42	8.0
05-dec-2008 00:00:00	290	26	46	8.8
05-dec-2008 01:00:00	300	30	46	8.7
05-dec-2008 02:00:00	300	30	49	8.2
05-dec-2008 03:00:00	300	26	49	9.1

The time of high tide on the 4th December 2008 was at 21:10 at nearby Schull and was near neap tide (3.5 meters). Around 23:00 the tidal current off the south coast would have been from westerly direction, then around midnight tides were slack and from 01:00 on the 5th the tidal current would have started to flow from an easterly direction. During slack tide there is no enhancement of waves due.

Dated 7 April 2009

Signed

Willemien Phelan, MSc. Marine Meteorologist



Appendix 8.1 Met Éireann Weather and Sea Condition Report.

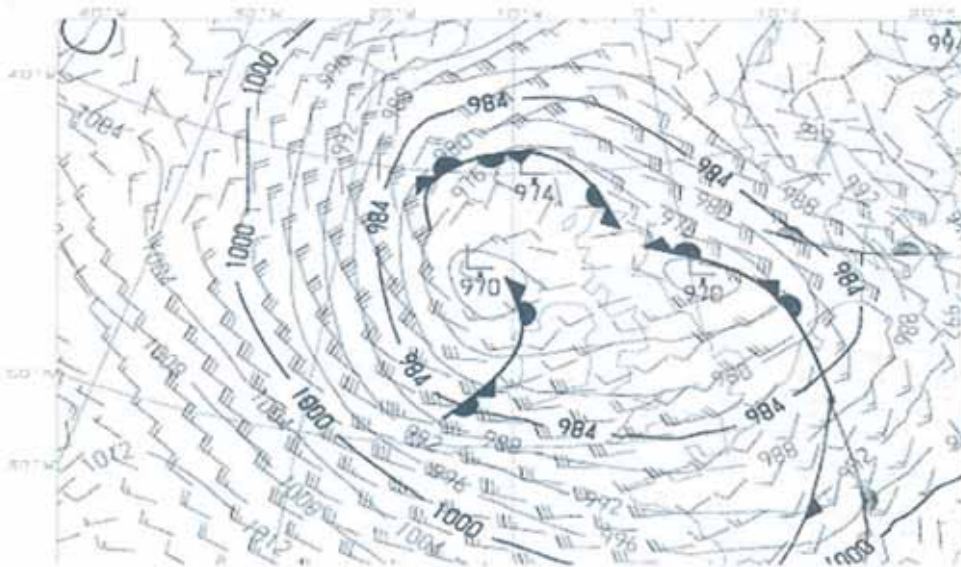


Satellite map of area.

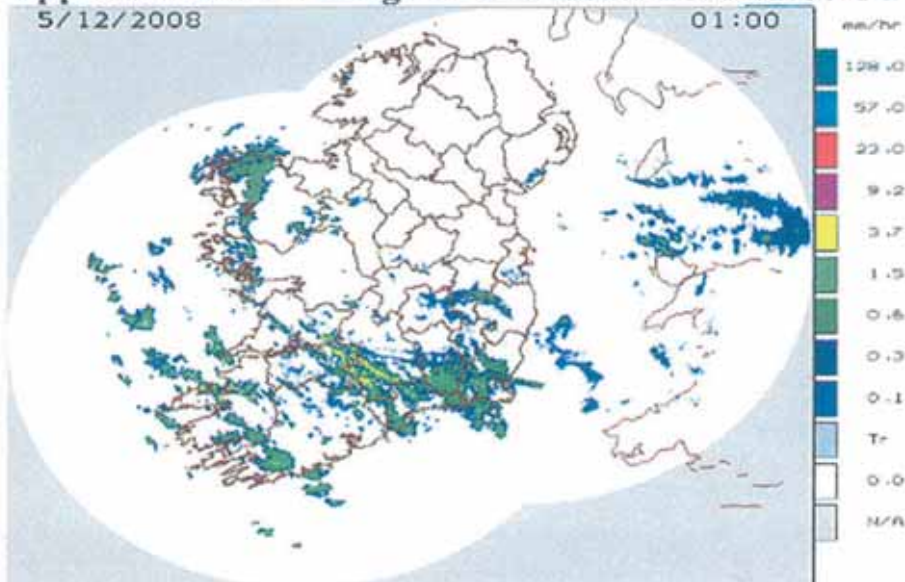
Appendix 8.1 Met Éireann Weather and Sea Condition Report.

Appendix: Weather Map 4 December 2008 18:00 UTC

	Met Éireann - WeatherDial - Product Number 0015	
	Mean Sea Level Pressure / 10-Metre Wind	
	Analysis valid on Thu 4 Dec 2008 at 18 UTC [Based on data from Thu 4 Dec 2008 at 18 UTC]	



Appendix: Radar Image 5th December 2008 01:00 UTC



Appendix 8.1 Met Éireann Weather and Sea Condition Report.

Appendix: Terminology



Please note that the information in this Marine Weather Report is derived by extrapolation from reports of the offshore weather buoys, from Met Éireann’s nearby synoptic land stations, archived weather charts, satellite and radar images and wave model data. The sea conditions as stated in this report are for open sea and may be considerably different near the shore due to coastal effects and tidal currents.

UTC Universal Time Coordinate = Greenwich Meantime

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. 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.

Descriptive terms

- Calm
- Wavelets
- Slight
- Moderate
- Rough
- Very rough
- High
- Very high
- Phenomenal

Height in meters

- 0 – 0.1
- 0.1 – 0.5
- 0.5 – 1.25
- 1.25 – 2.5
- 2.5 – 4
- 4 – 6
- 6 – 9
- 9 – 14
- Over 14

Visibility

Descriptions of visibility mean the following:-

- Good: more than 5 nautical miles (9km)
- Moderate: 2 - 5 nm (4 - 9 km)
- Poor: 0.5 to 2 nm (4km)
- Fog: less than 0.5 nm (1,000m)

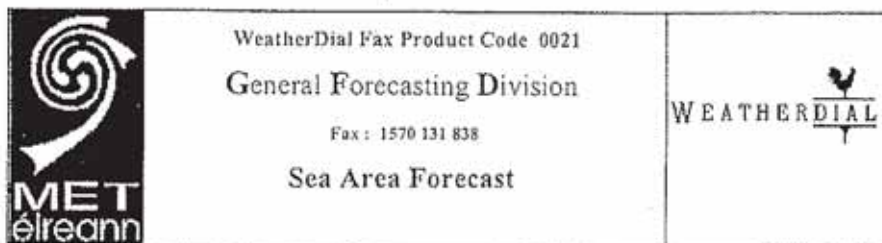
Appendix 8.1 Met Éireann Weather and Sea Condition Report.

APPENDIX: BEAUFORT SCALE OF WIND FORCE						
Force	Description	Wind Speed (km/hr)	Wind Speed (knot)	Land Signs	Sea State	Sea Height* (Metres)
0	Calm	0 - 0.9	0 - 0.9	Smoke rises vertically	Sea like mirror	0
1	Light Air	1 - 5	1 - 3	Smoke Drifts	Ripples	0.1(0.1)
2	Light Breeze	6 - 11	4 - 6	Leaves rustle, wind vane moves	Small wavelets	0.2(0.3)
3	Gentle Breeze	12 - 19	7 - 10	Light flag will wave, small twigs and leaves move constantly	Large wavelets, crests begin to break, perhaps scattered white horses	0.6(1.0)
4	Moderate Breeze	20 - 28	11 - 16	All flags extended, small branches move, dust and paper blow about	Small waves, becoming longer, fairly frequent white horses	1.0(1.5)
5	Fresh Breeze	29 - 38	17 - 21	Small trees begin to sway	Moderate waves, many white horses, chance of some spray	2.0(2.5)
6	Strong Breeze	39 - 49	22 - 27	Large branches move	Large waves begin to form with foam crests. Probably some spray	3(4)
7	Near Gale	50 - 61	28 - 33	Walking into wind difficult, whole trees move	Sea heaps up and white foam from breaking waves blown in streaks	4(5.5)
8	Gale	62 - 74	34 - 40	Twigs break from trees, walking difficult	Moderately high waves of greater length; edges of crests begin to break. Foam is blown in well-marked streaks	5.5(7.5)
9	Strong Gale	75 - 88	41 - 47	Slight structural damage	High waves, dense streaks of foam, crests of waves begin to topple. Spray may affect visibility	7(10)
10	Storm	88 - 102	48 - 55	Trees uprooted, structural damage	Very high waves with long overhanging crests. Foam in great patches of dense white streaks. Tumbling sea becomes heavy and shock-like. Visibility affected.	9(12.5)
11	Violent Storm	103 - 117	56 - 63	May cause widespread damage, rare inland	Exceptionally high waves, sea completely covered with long white patches of foam, wave crests are blown into froth. Visibility affected	11.5(16)
12	Hurricane	118+	64+	Causes devastation.	Air filled with foam and spray. Sea completely white with driving spray; visibility seriously affected.	14+

* The column sea height (probable maximum height in brackets) is added as a guide to show roughly what may be expected in the open sea, remote from land.

APPENDIX: BEAUFORT SCALE OF WIND FORCE

Appendix 8.1 Met Éireann Weather and Sea Condition Report.



Sea Area Forecast until 1200 Friday 05 December 2008
 Issued at 1200 Thursday 04 December 2008

1. Gale warning: in force
 Small craft warning: in force

2. Meteorological situation at 0900: A complex area of low pressure extending westwards from Scotland out into the Atlantic maintains an unstable and rather cold westerly airflow over Ireland. One of the centres of the complex depression will track southeastwards across the country tonight.

3. Forecast for coasts from Hook Head to Valentia to Erris Head:
 Wind: West force 5 to 7 - reaching gale force 8 at times between Roche's Point and Slyne Head. Increasing force 7 to strong gale force 9 tonight and veering northwest. Decreasing northwest force 5 to 7 late tonight or early tomorrow.

Forecast for coasts from Erris Head to Malin Head to Belfast Lough:
 Wind: West to southwest force 4 to 6, with local stronger gusts in showers. Becoming cyclonic variable or northeasterly force tonight, and possibly decreasing force 2 or 3. Increasing north to northwest force 5 to 7 later tonight.

Forecast for coasts from Belfast Lough to Wicklow Head to Hook Head and for the Irish Sea:
 Wind: West force 5 to 7. Decreasing force 4 or 5 tonight, and further decreasing cyclonic variable force 2 to 4 later. Increasing north to northwest force 5 to 7 towards dawn or during the morning.

Weather for all sea areas: Scattered heavy squally showers, some thundery. Some longer spells of rain in places tonight.

Visibility for all sea areas: Moderate or poor in rain or showers, mostly good otherwise.

3a. Warning of heavy swell: on the southwest, west and north coasts.

4. Outlook for a further 24 hours until 1200 Saturday 06 December 2008: Fresh northwesterly winds gradually moderating - becoming light variable or calm in many areas later. Showers largely dying out.

Appendix 8.1 Met Éireann Weather and Sea Condition Report.

Warning of heavy Atlantic swell: on the southwest, west and north coasts

Text of Gale Warning
 Westerly winds will occasionally reach gale force today on coasts from Roche's Point to Valentia to Slyne Head.
 West to northwest gales or strong gales will develop tonight on coasts from Hook Head to Valentia to Erris Head.

Text of Small Craft Warning
 West to southwest winds will reach force 6 at times today on coasts from Loop Head to Fair Head to Roche's Point

Coastal Reports	at 12 Noon Thursday 4 December 2008
Malin Head	West, 14 Knots, Gust 29 Knots, Rain shower, 8 Miles, 973, Falling slowly
Buoy M5	West, 23 Knots, Gust 33 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 982, Falling slowly
Roche's Pt (Automatic)	West-Southwest, 16 Knots, Greater than 10 Miles, 982, Falling slowly
Valentia	West, 25 Knots, Gust 40 Knots, Cloudy, 13 Miles, 983, Falling slowly
Belmullet	West, 16 Knots, Gust 31 Knots, Rain shower, 6 Miles, 975, Falling slowly
Dublin Airport	West-Southwest, 23 Knots, Gust 36 Knots, Fair, 21 Miles, 976, Falling slowly
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE
Buoy M2 53° 29'N, 5° 26'W	NOT AVAILABLE
Buoy M3 51° 13'N, 10° 33'W	West, 25 Knots, Gust 34 Knots, WAVE HT 05.9 m, 984, Falling slowly
Buoy M4 55° 0'N 10° 0'W	West, NOT AVAILABLE Knots, WAVE HT 04.7 m, 973, Falling slowly
Buoy M5 51° 41'N 6° 42'W	West, 23 Knots, Gust 33 Knots, WAVE HT 03.0 m, 982, Falling slowly
Buoy M6 53° 4'N 15° 56'W	West, 28 Knots, Gust 46 Knots, WAVE HT 05.5 m, 982, Falling slowly

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

Sea Crossings	State of sea until 1200 Saturday 06 December 2008
Dublin - Holyhead	Moderate, decreasing slight, then increasing moderate or rough for a time
Rosslare - South Wales	Rough, later decreasing moderate
Cork - South Wales	Rough or very rough, later decreasing moderate
Rosslare - France	Very rough or high, later decreasing moderate or rough
Cork - France	Very rough or high, later decreasing moderate or rough

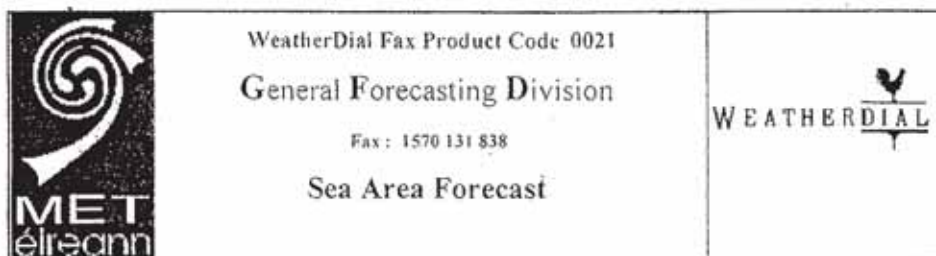
Next update before 1900 Thursday, 04 December 2008

A detailed forecast may be obtained by dialling *Weatherdial* on 1550 123 855.

Calls cost € 0.95 per minute (Incl. VAT).

©2008 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

Appendix 8.1 Met Éireann Weather and Sea Condition Report.



Sea Area Forecast until 1800 Friday 05 December 2008
Issued at 1800 Thursday 04 December 2008

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

2. Meteorological situation at 1500:
 A complex area of low pressure extends westwards from Scotland out into the Atlantic maintaining a cold unstable westerly airflow over Ireland. One of the centres of the complex depression will track southeastwards over Ireland overnight.

3. Forecast for coasts from: Hook Head to Valentia to Erris Head

Wind: West force 5 to 7, occasionally gale 8 between Roches Point and Loop Head. Increasing force 7 to strong gale 9 and gusty tonight and veering northwest. Decreasing northwest force 5 to 7 Friday morning but gusty.

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

Wind: Westerly force 4 or 5, becoming cyclonic variable force 2 to 4, then northeast to north. Increasing North to northwest force 5 to 7 late in the tonight gusty at times.

Forecast for coasts from: Belfast Lough to Wicklow Head to Hook Head and the Irish Sea.

Wind: Westerly force 5 or 6 and gusty decreasing force 3 or 4 and becoming cyclonic variable. Increasing north to northwest force 5 to 7 and gusty late tonight or tomorrow morning.

Weather for all sea areas: Heavy squally showers, some thundery and prolonged in places overnight. Showers will become more scattered tomorrow

Visibility for all sea areas: Poor in showers otherwise good

3a. Warning of heavy swell: Heavy swell for a time tonight on west coast

4. Outlook for a further 24 hours until 1800 Saturday 06 December 2008:
 Fresh and gusty northwest winds decreasing light variable with showers largely dying out.

Appendix 8.1 Met Éireann Weather and Sea Condition Report.

Warning of heavy Atlantic swell: NIL

Text of Gale Warning
 Westerly winds will occasionally reach gale force this evening on coasts from Roche's Point to Valentia to Loop Head.
 West to northwest gales or strong gales will develop tonight on coasts from Hook Head to Valentia to Erris Head.

Text of Small Craft Warning
 1. Westerly winds of force 6 this evening and early tonight on coasts from Loop Head to Slyne Head to Erris Head and also on Coasts from Belfast Lough Wicklow Head to Roches Point.
 2. Northwest to north winds of force 6 or greater later tonight on coasts from Erris Head to Belfast Lough to Hook Head

Coastal Reports	at 4 PM Thursday 4 December 2008
Malin Head	West, 08 Knots, Rain shower, 6 Miles, 972, Steady
Buoy M5	West, 20 Knots, Gust 34 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 980, Falling slowly
Roche's Pt (Automatic)	West, 16 Knots, Fair, Greater than 10 Miles, 980, Falling slowly
Valentia	West, 23 Knots, Gust 46 Knots, Recent hail shower, 13 Miles, 982, Falling slowly
Belmullet	West-Southwest, 07 Knots, Gust 33 Knots, Recent thunderstorm, 6 Miles, 973, Falling slowly
Dublin Airport	West-Southwest, 14 Knots, Gust 24 Knots, Cloudy, 21 Miles, 976, Steady
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	NOT AVAILABLE,
Buoy M3 51° 13'N, 10° 33'W	West, 25 Knots, Gust 39 Knots, WAVE HT 06.6 m, 982, Falling
Buoy M4 55° 0'N 10° 0'W	West-Southwest, NOT AVAILABLE Knots, WAVE HT 04.4 m, 971, Falling slowly
Buoy M5 51° 41'N 6° 42'W	West, 20 Knots, Gust 34 Knots, WAVE HT 03.3 m, 980, Falling slowly
Buoy M6 53° 4'N 15° 56'W	West-Northwest, 25 Knots, Gust 51 Knots, WAVE HT 06.9 m, 980, Falling slowly

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

Sea Crossings	State of sea until 1800 Saturday 06 December 2008
Dublin - Holyhead	Moderate, decreasing slight, then increasing moderate or rough for a time
Rosslare - South Wales	Rough, later decreasing moderate
Cork - South Wales	Rough or very rough, later decreasing moderate
Rosslare - France	Very rough or high, later decreasing moderate or rough
Cork - France	Very rough or high, later decreasing moderate or rough

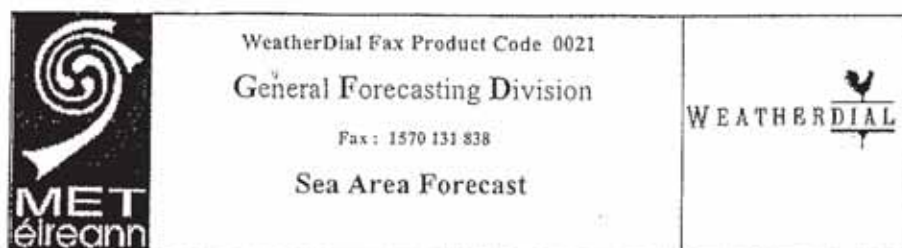
Next update before 0100 Friday 05 December 2008

A detailed forecast may be obtained by dialling *Weatherdial* on 1550 123 855.

Calls cost € 0.95 per minute (Incl. VAT).

©2009 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

Appendix 8.1 Met Éireann Weather and Sea Condition Report.



Sea Area Forecast until 2400 Friday 05 December 2008
 Issued at 2300 Thursday 04 December 2008

1. Gale warning: in operation.

Small craft warning: in operation.

2. Meteorological situation at 2100: A depression of 971 hPa centred near Erris Head will drift southeastwards over Ireland tonight. A very strong West to Northwest airflow will affect southern and western coasts, with strong winds extending to remaining coasts also.

3. Forecast for coasts from: Carnsore Point to Mizen Head to Erris Head.

Wind: West, veering Northwest force 7 to Strong Gale force 9, and gusty. Decreasing Northwest force 6 to Gale force 8 Friday afternoon, and further decreasing force 4 to 6 Friday night.

Forecast for coasts from: Erris Head to Fair Head to Carlingford Lough and the Irish Sea north of The Isle of Man.

Wind: Cyclonic variable at first, increasing North-Northeast to North-Northwest force 6 or 7 overnight. Decreasing force 5 or 6 Friday night.

Forecast for coasts from: Carlingford Lough to Howth Head to Carnsore Pt and the Irish Sea south of The Isle of Man.

Wind: West to Southwest, veering West to Northwest overnight, force 4 to 6. Increasing North to Northwest force 6 or 7 Friday morning.

Weather for all coasts of Ireland and the Irish Sea: Heavy, squally showers, with scattered thunderstorms, largely dying out later Friday.

Visibility for all coasts of Ireland and the Irish Sea: Moderate to poor in showers, otherwise good.

3a. Warning of heavy swell: on northern, western and southern coasts.

4. Outlook for a further 24 hours until 2400 Saturday 06 December 2008: Moderate to fresh Northwest winds decreasing light and variable. Mainly fair.

Appendix 8.1 Met Éireann Weather and Sea Condition Report.

Warning of heavy Atlantic swell: on northern, western and southern coasts.	
Text of Gale Warning	
West to Northwest Gales or Strong Gales overnight and during Friday on coasts from Carnsore Point to Mizen Head to Erris Head.	
Text of Small Craft Warning	
North to Northwest winds will reach force 6 or 7 overnight and during Friday on coasts from Erris Head to Fair Head to Carnsore Point.	
Coastal Reports	at 11 PM Thursday 4 December 2008
Malin Head	Southwest, 04 Knots, Fine, 32 Miles, 976, Rising
Buoy M5	West, 19 Knots, Gust 33 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 979, Falling slowly
Roche's Pt (Automatic)	West, 12 Knots, Gust 24 Knots, RECENT RAIN, Greater than 10 Miles, 979, Falling slowly
Valentia	West-Northwest, 28 Knots, Gust 51 Knots, Cloudy, 11 Miles, 982, Rising
Belmullet	North-Northeast, 13 Knots, Recent rain shower, 11 Miles, 975, Rising rapidly
Dublin Airport	West-Southwest, 12 Knots, Cloudy, 13 Miles, 975, Steady
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	NOT AVAILABLE,
Buoy M3 51° 13'N, 10° 33'W	West-Northwest, 26 Knots, Gust 42 Knots, WAVE HT 08.0 m, 984, Rising
Buoy M4 55° 0'N 10° 0'W	North-Northeast, NOT AVAILABLE Knots, WAVE HT 06.4 m, 976, Rising very rapidly
Buoy M5 51° 41'N 6° 42'W	West, 19 Knots, Gust 33 Knots, WAVE HT 03.4 m, 979, Falling slowly
Buoy M6 53° 4'N 15° 56'W	Northwest, 32 Knots, Gust 50 Knots, WAVE HT 07.1 m, 993, Rising rapidly

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

Sea Crossings	State of sea until 2400 Saturday 06 December 2008
Dublin - Holyhead	Moderate increasing rough, later becoming slight.
Rosslare - South Wales	Rough, later moderate.
Cork - South Wales	Rough to very rough, later moderate.
Rosslare - France	Very rough to high, later moderate to rough.
Cork - France	Very rough to high, later moderate to rough.

Next update before 0700 Friday 05 December 2008

A detailed forecast may be obtained by dialling *Weatherdial* on 1550 123 855.

Calls cost € 0.95 per minute (Incl. VAT).

©2008 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

9. CORRESPONDENCE RECEIVED		PAGE
9.1	Mr. Jean Imhoff MCIB Response	26 26
9.2	Ms. Catherine Perratone MCIB Response	27 27
9.3	An Garda Síochána MCIB Response	28 28
9.4	Mr. Jean-Philippe Vuille MCIB Response	29 29
9.5	Mr. Rudolph Michel MCIB Response	30 30
9.6	Mr. Dominique Borgognon MCIB Response	31 31
9.7	Mr. Philippe Roth MCIB Response	32 32
9.8	Mr. Michael McGill MCIB Response	33 33
9.9	Mr. Martyn Smith, RNLI MCIB Response	34 34
9.10	Madame Dominique Adler MCIB Response	35 35
9.11	Sergeant Gerard Prendiville MCIB Response	36 36

JEAN IMHOFF
BUREAU DE COURTAGE
EN ASSURANCES

COMTE - DE - WEMYSS 7
CH - 2014 BOLE

Ms. Teresa Walsh
Secrétariat, Marine Casualty
Investigation Board
Leeson Lane
Dublin 2

Bôle le 13 avril 2010

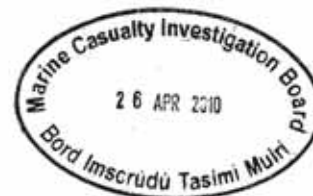
Dear Ms Walsh,

In reply to your report on the casualty off Coney Island on 5 in th December 2008.

I wish to say I have no comments or observations to offer.

Your sincerely,

Jean Imhoff



MCIB RESPONSE

The MCIB notes the contents of this letter.

Marine Casualty Investigation Board

From: Catherine Perratone
Sent: 22 April 2010 12:24
To: Marine Casualty Investigation Board
Subject: Re: your Ref: MCIB/164 - Death of Mr. Alain Adler on Dec. 5, 2008.

To the attention of Mrs. Teresa Walsh, Secretariat
=====

Dear Mrs. Walsh,

I am really so sorry for replying too late to your a.m. letter dated March 15, 2010, due to illness and lot of personal problems resulting from my partner's death.

I tried to send you a fax, without success.

Report of Investigation into Marine Casualty Off Coney Island, Co. Cork on 5th December 2008 :

I would like to make the following comments :

- page 9, par. 6 - 6.1 : I completely agree with the conclusions of "poor decisions", in fact, they really were.

6.2 : Lifejackets had not been provided - plse also refer to Mr. Philippe Roth's statement taken on 6.12.08 at Schull G.S. by Sgt. Prenderville who did not hear Mr. Mc. Gill proposing the lifejackets to the group - An obligation is made to have the jackets on board, and not in a van or at home ! I am sure that if lifejackets would have been on board, after the motor failed out, the subsequent landing failed, and the sea building, everybody would automatically have worn the jackets.

6.3. : I completely agree ! What has been done after that had no sense.

6.7 : I do not completely agree with that, because they probably would have used the VHF radio or flares before the boat overturned !

These are the comments and observations I had to make on the a.m. report.

I hope you will be able to consider them despite the fact I am late.

Thanking you in advance for your comprehension,

Your sincerely,

Catherine Perratone

MCIB RESPONSE

The MCIB notes the contents of this correspondence and taken it into account in its recommendations. Where necessary and appropriate, amendments have been made to the factual content of the Report.

An Garda Síochána

An Leas-Choimisinéara
(Oibríochtaí)
An Garda Síochána
Ceanncheathrú na nGardaí
Páirc an Fhionn-Uisce
Baile Atha Cliath 8



Deputy Commissioner
(Operations)
An Garda Síochána
Garda Headquarters
Phoenix Park
Dublin 8

Tel. / Teileafón (01) 666 2057/8/9
Fax. / Facs (01) 666 2060

Web Site : www.garda.ie
E-mail : commissioner_ops@garda.ie

Please quote the following Ref. No.
MCIB/164, QPS79.13/08

Ms. Teresa Walsh,
Secretariat,
Marine Casualty Investigation Board,
Leeson Lane,
Dublin 2.



Re: DRAFT REPORT OF THE INVESTIGATION INTO MARINE CASULTY
OFF CONEY ISLAND, CO. CORK ON 5TH DECEMBER 2009.

Dear Ms. Walsh,

I am directed by Deputy Commissioner, Operations to refer to Mr. John O'Donnell's correspondence to the Commissioner in relation to the above matter dated the 15th March, 2010.

I wish to advise that the draft report in relation to this tragic incident has been reviewed and An Garda Síochána have no observations or submissions to make in respect of same.

Yours sincerely,

Frank Walsh
Superintendent for
Deputy Commissioner

15th April 10



Ráiteas Mísin / Mission Statement :
Ag obair le Pobail chun iad a chosaint agus chun freastal orthu / Working with Communities to Protect and Serve

MCIB RESPONSE

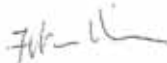
The MCIB notes the contents of this letter.

Jean-Philippe Vuille
Route de Colombier 13
2015 Aveuse
Switzerland.

MCIB
Teresa Walsh
Leeson Lane
Dublin 2
Ireland

Aveuse, 13 April 2010

In reply to your draft report on the casualty off
Coney Island on 5th December 2008; wish to say
that I have no comments or observations to offer.

Best Regards




MCIB RESPONSE

The MCIB notes the contents of this letter.

Marine Casualty
Investigation Lane
Leeson Lane 2
Dublin 2

Neuchâtel, le 12 avril 2010

concerne : MCIB/164

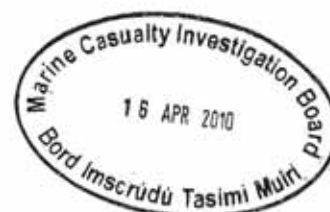
Rudolph Michel
rue de la cote 131
2000 Neuchâtel

Dear Mrs Teresa Walsu,

In reply to your draft report on the casualty off Conney Island, of 15 March 2010, I wish to say that I have no comments or observations to offer.

Yours sincerely

Rudolph Michel



MCIB RESPONSE

The MCIB notes the contents of this letter.

Marine Casualty
Investigation lane
Leeson lane 2
Dublin 2

Cortaillod ,le 12 avril 2010

concerne : MCIB/164

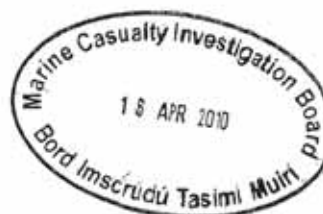
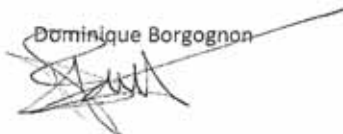
Dominique Borgognon
chavanne 5
2016 Cortaillod

Dear Mrs Teresa Walsu,

In reply to your draft report on the casualty off Conney Island, of 15 March 2010, I wish to say that I have no comments or observations to offer.

Yours sincerely

Dominique Borgognon



MCIB RESPONSE

The MCIB notes the contents of this letter.

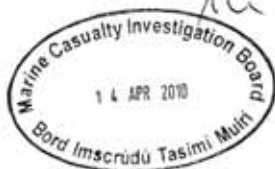
Wavre, 7. april 2010

MCIB

From: Philippe Roth
Rottcesses 29
2075 WAVRE (CH)

With this letter, I, Philippe Roth, confirm that I don't have any additional comments or observations to make on this Draft Report.

Sign at 7th of April 2010
in Wavre:



A handwritten signature in black ink, appearing to read 'Roth', enclosed within a hand-drawn oval.

MCIB RESPONSE

The MCIB notes the contents of this letter.

REFERENCE MCIB/164

10th APRIL 2010.

MARINE CASUALTY INVESTIGATION BOARD
NEESON LANE
DUBLIN 2.

MICHAEL Mc GILL
DROKENEADE NOIRE 1
2000 NEUCHÂTEL
SWITZERLAND.

Dear MRS TERESA WALSH,

In reply to the DRAFT report into marine casualty off Coney Island, Co Cork on 5th December 2008 and state the following:

I have read the report and have no comment or observation to offer.

Yours sincerely




MCIB RESPONSE

The MCIB notes the contents of this letter.



Royal National Lifeboat Institution

Admiral The Lord Boyer CCB DBE DL
Trustees: John Doyle MBurton
Chief Executive: Paul Sizemore

RNLI (Trading) Ltd (0191) 3711, RNLI (Charity) Ltd (200240) and RNLI (Development) Ltd (179498)
are all companies registered at West Quay Road, Poole, Dorset BH12 1UJ

From:

RNLI Ireland

Airside, Swords, Co. Dublin

Telephone: (01) 8900460

Fax: (01) 8900458

www.lifeboats.ie

Inspector of Lifeboats: Martyn Smith

Mr. John O'Donnell, BL.,
Chairman
MCIB
Leeson Lane
Dublin 2

6 April 2010

Sir,


**DRAFT REPORT OF THE INVESTIGATION INTO MARINE CASUALTY
OFF CONEY ISLAND, CO CORK ON 5TH December 2008**

Reference: Yr letter MCIB/164 dated 15 March 2010.

Thank you for offering the RNLI the opportunity to comment on the draft report into the incident which resulted in the tragic loss of life.

The incident underlines the fundamental need to encourage and educate all of those who proceed to sea that they should ensure their vessel is properly equipped with the appropriate inventory of personal protective equipment and safety equipment, however short and familiar the passage. At the very least this helps to ensure that, in the event of an incident, those finding themselves in peril have the greatest possible chance of either helping themselves or being found by the search and rescue services with minimum delay. Equipment such as well maintained personal floatation devices, foul weather clothing/immersion suits, pyrotechnics and VHF radios combined with the appropriate training, planning and briefing all significantly contribute to safety at sea and greatly enhance the chances of survival when things go wrong.

Kindest regards



Martyn Smith
**RNLI Divisional Inspector of Lifeboats
Ireland**



The RNLI is the charity that saves lives at sea

Charity number CHY 2578 in the Republic of Ireland and registered in England and Wales (209603) and Scotland (SC037736)

MCIB RESPONSE

The MCIB notes the contents of this letter.

Mme ADLER Dominique
30, avenue de Tronchet
1226 Thônex
Switzerland

Thônex, le 22th March 2010

MCIB
Attention Ms. Teresa Walsh
Leeson Lane
Dublin 2
Ireland

Concern : DRAFT Report of the Investigation into marine casualty off Coney Island, Co. Cork
on 5th December 2008

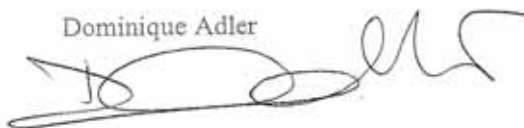
Dear Madame Walsh,

Following your letter dated 15th March 2010, my brother Jean Adler and myself haven't any comments
or observations to make on this draft report.

Thank you for all.

Yours sincerely,

Dominique Adler



MCIB RESPONSE

The MCIB notes the contents of this letter.

An Garda Siochana

An Garda Siochana
An Scoil Mhuire,
Co. Chorcaí

Tel/Teileafon: (028) 28111
Fax/Facs: (+35328) 28833

Please quote the following ref.
Number.



Sergeants Office,
An Garda Siochana,
Schull,
Co. Cork.

Web site: www.garda.ie

Date 17/03/10

Ms. Teresa Walsh
Secretariat
Marine Casualty Investigation Board
Lesson Lane,
Dublin 2.

**Re; Draft Report of the Investigation into marine casualty off Coney Island, Co.
Cork on 5th December 2008.**

Dear Ms. Walsh,

In relation to the above I would like to draw your attention to the following facts
which appear incorrect on your draft report.

The name of the boat should read "McLinghi".

Section 4.2 is incorrect and should show that the boat drifted away from the shelter of
Coney Island and the Main land to the North, into the channel, Long Island being
South of their position.

Section 5.1. Should read; Party recovered by crew of Baltimore Lifeboat and Schull
Inshore Lifeboat. Etc

Mr.Adlers body was recovered by the crew of the Schull Inshore Lifeboat.

These are the facts as discovered in the Garda investigation. I do not have any other
observations on the report.

Yours sincerely,


Gerard Prendiville Sgt 22093M



Mission Statement:

To achieve the highest attainable level of Personal Protection, Community Commitment and State
Security.

MCIB RESPONSE

The MCIB notes the contents of this letter and has made the necessary factual
changes.