



Leeson Lane, Dublin 2.  
Telephone: 01-678 3485/86.  
Fax: 01-678 3493.  
email: [info@mcib.ie](mailto:info@mcib.ie)  
[www.mcib.ie](http://www.mcib.ie)

**REPORT OF INVESTIGATION  
INTO  
THE LOSS OF A CREWMEMBER  
OVERBOARD MFV 'JANIREH'  
ON  
13th FEBRUARY 2010**

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/179  
(No.5 of 2011)**



Report MCIB/179 published by The Marine Casualty Investigation Board  
Published 2nd June 2011.

	PAGE
1. SYNOPSIS	4
2. FACTUAL INFORMATION	5
3. EVENTS PRIOR TO THE INCIDENT	7
4. THE INCIDENT	10
5. EVENTS FOLLOWING THE INCIDENT	11
6. FINDING/CONCLUSIONS	13
7. RECOMMENDATIONS	14
8. GLOSSARY OF TERMS	15
9. APPENDICES	17
10. CORRESPONDENCE RECEIVED	26

## 1. SYNOPSIS

- 1.1 The MFV '*Janireh*' departed Union Hall, Co. Cork, Ireland at about 18:00 hrs. on Wednesday 10th February 2010.
- 1.2 At about 01:30 hrs. on Saturday 13th February 2010 while at position 051° 13.9'N, 009° 43.1'W (some 20 nautical miles (nm) south west of Mizen Head, Co. Cork) a difficulty arose with the trawl gear. In the course of attempting to rectify this difficulty a crewmember fell overboard from a height of 1.80 m (5.9 ft).
- 1.3 Subsequent rescue efforts were unsuccessful. Despite an exhaustive search the crewmember's body was not recovered.
- 1.4 All times are given in UTC/GMT.

## 2. FACTUAL INFORMATION

### 2.1 Vessel Particulars

Name of Vessel:	MFV 'Janireh'
Construction:	Wood, carvel, cruiser/counter stern, raised f'cstle
Type:	Twin Rig Trawler
Fishing No.	SO 273
Call Sign:	E I5134
Length Overall:	22.96 m
Registered Length:	21.92 m
Breadth Moulded:	6.46 m
Depth Moulded:	2.96 m
Gross Tonnage:	88 tons
Engine:	Caterpillar Diesel - 425 BHP/317 kW
Builder:	BIM Boatyard, Killybegs, Co. Donegal
Year of Build:	1970
Fishing Gear:	Net Drum (2), Puretic Power Block, Triple Drum Winch
Registered Owner:	Mrs. Shiela Deasy, Union Hall, Co. Cork
Crew:	Mr. Christopher Deasy - Skipper Mr. Denis Deasy Mr. Nadi Sehsoah (dec'd)



- 2.2 Mr. Nadi Sehsaah, aged 33, was an Egyptian national who had worked as a fisherman in various countries prior to coming to Ireland in 2007. He initially worked on vessels out of Irish east coast ports before coming to Skibbereen, Co. Cork.

There, he had been employed on various fishing vessels on a casual basis and came to Union Hall, Co. Cork, in September 2009. Mr. Sehsaah was said to have been fit, a good swimmer, a light smoker and not on any medication. His spoken English was described as adequate and improving.

At the time of the incident, Mr. Sehsaah was wearing a two-piece bib & brace type yellow fisherman's oilskins and hood, fitted with fluorescent strips. He was bare headed, and wearing white wellington-type rubber boots. He was not wearing a personal flotation device (PFD) or any other form of buoyancy aid.

### 3. EVENTS PRIOR TO THE INCIDENT

- 3.1 The vessel was twin rigged<sup>1</sup> and operating on a continuous fishing cycle, which consisted of shooting the gear, hauling, releasing the catch and reshooting. This cycle would have taken approximately 7 to 8 hrs to complete.
- 3.2 The vessel prepared to haul at about 01.20 hrs on Saturday 13 February 2010. Weather and sea conditions were described as good; dry, partly cloudy, no moon but with visibility 1 - 4 nm in a light north easterly 1 - 3 knot breeze with swell of 0.1 m.

Details of the prevailing meteorological situation as detailed by Met Éireann are at Appendix 9.1.

- 3.3 All deck lights were in operation and the stern area of the vessel was well illuminated by a pair of fluorescent lights positioned on the underside of the net drum pedestal.
- 3.4 Mr. Sehsaah was turned out by Mr. Denis Deasy prior to commencement of the hauling operation.
- 3.5 The Skipper, having put the helm amidships on a straight course and at a speed of some 2 knots, left the wheelhouse and joined Mr. Sehsaah at the stern assisting him in hanging off the trawl doors.

---

<sup>1</sup>The forward end of each inboard wing net bridle is connected to a common flat link to which the 9 m long approx. chain backstrap is also connected along with the after end of the 'lazy chain' (independent line).

The forward end of this strap is clipped into the clump - in this instance a deadweight made up into a bundle of steel stud link chain cable lashed together and secured by chain cable strops. The clump weight was estimated as some 500 kg.

The centre warp is connected to the forward side of the clump and led via an overhead centrally slung block and thence via deck sheaves forward to the triple drum winch.

The 'lazy chain' (independent line) is clipped into the system between the flat links of the centre warp and the common flat link of the wing bridles and backstrap.

- 3.6 With the gear ready to heave forward the clump backstrap became fouled in the centre warp preventing its forward movement. The Skipper climbed up on to the starboard side of the net bin and stood on the stowed spare nets while he attempted to release the fouled elements (see photos 1 and 2).



Photo 1 - Net bin arrangements viewed to port with position of clump visible aft.



Photo 2 - View to starboard over net bin with clump secured in its cage on bulwark rail and securing senhouse slip in place.



- 3.7 Mr. Sehsaah climbed up onto the portside to assist the Skipper, standing with one foot on the stowed spare nets in the net bin and the other on the bulwark rail with his back to the rail (see photo 3).



Photo 3 - View of the portside aft area of bulwark rail capping arrangements.

## 4. THE INCIDENT

- 4.1 At 01:45 hrs., Mr. Sehsoah appeared to lose his balance and fell backwards off the bulwark rail into the water.

## 5. EVENTS FOLLOWING THE INCIDENT

- 5.1 The Skipper alerted his brother, Mr. Denis Deasy, who was operating the deck winch and ran to the wheelhouse to power up the vessel. Mr. Denis Deasy came to midships starboard in an attempt to locate Mr. Sehsaah.
- 5.2 Still towing the gear, the vessel swung hard-a-starboard and Mr. Denis Deasy sighted Mr. Sehsaah some 4 - 5 boat lengths off, slightly aft of midships starboard, with the deck lights picking up the reflective strips on his oil skin hood.
- 5.3 Mr. Sehsaah's only reaction was to raise his hand.
- 5.4 Mr. Denis Deasy then lost sight of him momentarily as the bow came across but sighted him again having taken up position portside midships as the vessel came slowly down portside on to the man in the water.
- 5.5 The Skipper manoeuvred the vessel to within some 4.57 m (15 ft) of Mr. Sehsaah, who was observed to be face down in the water with his hands outstretched.
- 5.6 Mr. Denis Deasy threw a lifebuoy which landed beside Mr. Sehsaah, then a line which landed on top of him while also shouting at him. There was no reaction from Mr. Sehsaah.
- 5.7 Way having come off the vessel, the Skipper joined Mr. Denis Deasy on deck and both continued shouting at Mr. Sehsaah but elicited no response. With Mr. Sehsaah drifting aft the Skipper returned to the wheelhouse to bring the vessel about and get nearer to the casualty. In the course of this manoeuvre and with the gear still in the water, the vessel picked up one of the bridles which fouled the propeller, thus immobilising the vessel.
- 5.8 The Skipper put out a MAYDAY call on Channel 16 giving his position. Marine Rescue Sub Centre Valentia responded immediately by sending out a message to all boats to come to his assistance. The Baltimore All Weather Lifeboat (AWLB) and Inshore Lifeboat (ILB) were also requested to respond.
- 5.9 The Skipper attempted to clear his propeller by cutting the starboard bridle and manoeuvring ahead but this was unsuccessful.
- 5.10 A Dutch flagged fishing vessel, the '*Helen Mary*', was first on scene about half an hour later and conducted a preliminary search in the general vicinity. The lifebuoy was sighted but there was no sign of Mr. Sehsaah.
- 5.11 The Baltimore ILB arrived at scene at 02:50 hrs. and was joined by the Baltimore AWLB at 03:16 hrs.

- 5.12 These vessels were joined subsequently by the Waterford based Coast Guard helicopter R117, which allowed an expanded square search of the area.
- 5.13 With her fishing gear hanging on the port bridles only '*Janireh*' had difficulty in recovering her fishing gear and a crew member from the Baltimore AWLB was put aboard at 08:20 hrs. to assist.
- 5.14 The gear was eventually recovered and the vessel was taken under tow at 09:00 hrs., arriving in Baltimore at 12:47 hrs. and was all berthed up for 13:18 hrs.
- 5.15 An extensive air and sea search was carried out by local vessels, Naval Service (L.E. Emer), Air Corps (CASA), IRCG (R115/R117) and RNLI (Baltimore AWLB and ILB) over the following 48 hours, but to no avail.

## 6. FINDINGS/CONCLUSIONS

- 6.1 Mr. Sehsaah is most likely to have overbalanced while standing on nets stowed in the port net bin with his foot supported by the rail while attempting to release fouled elements of the trawl gear. His body was not recovered.
- 6.2 Mr. Sehsaah was not wearing a PFD.
- 6.3 Weather was not a factor.
- 6.4 The Board notes that this vessel comes within the scope of S.I. No. 640 of 2007 and is within the last tranche of vessels to comply with these new rules.

Marine Notice No. 32 of 2007 introduced new safety regulations for fishing vessels of 15 - 24 metres

- 6.5 The vessel was not manned in compliance with the Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations, 1988 (S.I. No. 289 of 1988) as amended. With a Registered length of 21.92 m, compliance with the Regulations required the vessel to be manned by a Deck Officer holding a Second Hand Special Certificate of Competency. The Skipper did not hold the requisite Certificate.
- 6.6 There are no records to show that Messrs. Christopher Deasy, Denis Deasy or Nadi Sehsaah had carried out Basic Safety Training in compliance with Fishing Vessel (Basic Safety Training) Regulations, 2001 (S.I. No. 587 of 2001).
- 6.7 The vessel rated as Class 11 under the Fishing Vessel (Radio Installations) Regulations, 1998 (S.I. No. 544 of 1998) which requires the operator of a vessel operating in the sea area A1 to hold at least a Radio Operator's Short Range Certificate granted by the Department of Transport, Tourism and Sport. Mr Christopher Deasy held such a certificate.

## 7. RECOMMENDATIONS

- 7.1 There is an onus on the fishing industry including the representative organisations, vessel owners, skippers and crews amongst others to take responsibility for the safety of the industry and they should work to improve the safety culture within the fishing industry. For this reason the Board recommends the implementation of an appropriate Safety Management System for such vessels, in particular the wearing of lifejackets/PFDs by crew at all times.

## 8. GLOSSARY OF TERMS

AWLB	All Weather Lifeboat.
Bridles	The system of wire ropes which connect the Trawl Door/Otter board to the net.
Bulwark	Raised wooden side planking running each side of the vessel above the weather deck helping to keep the deck dry and to prevent crew being washed overboard.
Bulwark Rail	The wide capping on the top of the bulwark.
Cage	Container fabricated in tubular section located at the stern of the vessel and sufficiently dimensioned to accommodate the "Clump".
Carvel	The arrangement of the vessel's hull planking where the planks are laid flush, the edges meeting giving a smooth surface.
Centre warp	The single wire connecting the two inner bridles of the net to the vessel.
Chain strop	Short length of chain used as a connecting piece between elements of gear.
Clump or Centre weight	A deadweight used in twin-rigging and positioned /attached at the junction of the two inner bridles with the centre warp - its purpose being to ballast down the gear. It is usually made up of bundles of old stud link cable to give the desired weight.
Clump backstrap	The chain strop between the clump and the common recessed flat link of the wing bridles.
Cruiser/counter stern	A form of stern construction where the underwater surface is broad and nearly flat.
F'cstle	Forecastle - the short superstructure erected over the bow.
"G" clip/hook/link	A forged steel G-shaped clip/hook/link designed to connect to a recessed flat link.
GMT	Greenwich Mean Time.

ILB	Inshore Lifeboat.
IRCG	Irish Coast Guard.
'lazy chain'	In this instance it is the independent line connecting the recessed flat link end of the centre warp and the common recessed flat link of the wing bridles and backstrap.
MAYDAY	International distress radio signal.
Midships	A position midway between the bow and stern of a vessel.
Net bin/drum	An open-topped enclosure usually positioned at the after end of the main deck and used to house spare nets. It is generally subdivided.
Puretic Power Block	A puretic power block is a special kind of mechanised winch used to haul nets on a fishing vessel. The power block is a large hydraulically powered aluminium pulley with a hard rubber-coated sheave and is usually mounted on the telescopic jib of a crane.
RNLI	Royal National Lifeboat Institution.
Senhouse slip	A short length of chain strop fitted with a quick release hook on one end and a shackle on the other.
Shooting the gear	Deploying the vessel's fishing gear in the water in readiness for the commencement of fishing operations.
Twin Rig Trawler	A fishing vessel which tows two nets simultaneously instead of a single net.
UTC	Universal Time Coordinated



9. LIST OF APPENDICES

PAGE

9.1 Met Éireann Weather Report

18

## Appendix 9.1 Met Éireann Weather Report.



**MET ÉIREANN**  
*The Irish Meteorological Service*

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

4/3/2010

*Our Ref:* WS3018/2B

**Estimate of weather conditions in the sea area,  
Latitude 51° 13.9'N and Longitude 9° 43.1'W area,  
between 18 hours on the 12<sup>th</sup> February 2010 and 6 hours on the 13<sup>th</sup>  
February 2010.**

**General Situation**

An anticyclone centred just north-west of Belmullet gave an east to south-easterly airflow over the area.

Winds: south-east to east Force 4 to 5

Weather: dry, some clear spells and some cloud

Visibility: good

Waves: Moderate, comprising of a slight sea from the east-north-east and a slight to moderate swell from the west.

**Evelyn Murphy B.Sc. M.Sc. Meteorologist**  
Research & Applications Division  
Met Éireann



Appendix 9.1 Met Éireann Weather Report.



**MET ÉIREANN**  
*The Irish Meteorological Service*

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

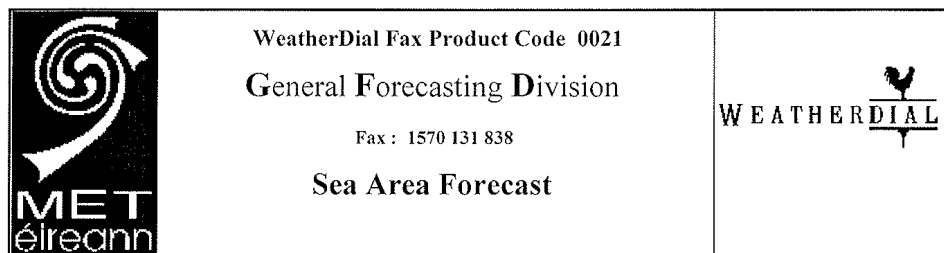
Appendix-1

M3 Buoy reports

M3	Latitude	Longitude	year	month	day	hour	wind direction (degrees)	wind speed (knots)	significant wave height (metres)	sea period (seconds)	Air temperature (°C)	Sea temperature (°C)
62092	51.2	-10.5	2010	2	12	18	60	14	1.4	5	8	10.5
62092	51.2	-10.5	2010	2	12	19	50	13	1.4	5	8.5	10.5
62092	51.2	-10.5	2010	2	12	20	50	17	1.6	5	8	10.5
62092	51.2	-10.5	2010	2	12	21	50	16	1.6	5	7.8	10.5
62092	51.2	-10.5	2010	2	12	22	50	17	1.5	5	8.2	10.5
62092	51.2	-10.5	2010	2	12	23	40	16	1.6	5	8	10.5
62092	51.2	-10.5	2010	2	13	0	40	16	1.6	5	7.8	10.5
62092	51.2	-10.5	2010	2	13	1	40	15	1.5	5	7.4	10.4
62092	51.2	-10.5	2010	2	13	2	40	14	1.6	5	7.6	10.5
62092	51.2	-10.5	2010	2	13	3	60	15	1.5	5	7.2	10.5
62092	51.2	-10.5	2010	2	13	4	70	16	1.5	5	7	10.5
62092	51.2	-10.5	2010	2	13	5	60	13	1.4	5	7.1	10.5
62092	51.2	-10.5	2010	2	13	6	60	13	1.5	5	7	10.5



## Appendix 9.1 Met Éireann Weather Report.



Sea Area Forecast until 2400 Saturday 13 February 2010

Issued at 2400 Friday 12 February 2010

**1. Gale warning:** Nil  
**Small craft warning:** Nil

**2. Meteorological situation at 21:00 hours:** An anticyclone of 1032 hPa centred 200 miles northwest of Belmullet drifts slowly southwards and declines. A slack northeast airflow covers Ireland.

**3. Forecast for coasts from:** Fair Head to Carnsore Point to Valentia

**Wind:** Northeast force 3 to 4, occasionally force 5 off the southeast coast; becoming variable mainly north force 2 or less later.

**Weather:** Isolated showers mainly on the Irish Sea, but mainly fair.

**Visibility:** Mostly good

**Forecast for coasts from:** Valentia to Erris Head to Fair Head

**Wind:** Variable mainly northeast force 2 or less.

**Weather:** Fair tonight; patchy drizzle in the north later.

**Visibility:** Good

**3a. Warning of heavy swell:** Nil

**4. Outlook for a further 24 hours until 2400 Sunday 14 February 2010:** Light to moderate variable mainly northwest winds. Outbreaks of drizzle and rain - mainly in the north and west.

Appendix 9.1 Met Éireann Weather Report.

Warning of heavy Atlantic swell: Nil
--------------------------------------

Text of Gale Warning
Nil

Text of Small Craft Warning
Nil

Coastal Reports	at 11 PM Friday 12 February 2010
Malin Head	Northeast, 10 Knots, Fair, 16 Miles, 1031, Steady
Buoy M5	Northeast, 15 Knots, Gust 25 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 1027, Steady
Roche's Pt (Automatic)	North-Northeast, 10 Knots, Fair, Greater than 10 Miles, 1029, Steady
Valentia	CALM, Cloudy, 21 Miles, 1030, Steady
Belmullet	East, 01 Knot, Recent rain shower, 21 Miles, 1032, Steady
Dublin Airport	North, 06 Knots, Cloudy, 21 Miles, 1029, Steady
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	North-Northeast, 20 Knots, WAVE HT 01.2 m, 1028, Steady
Buoy M3 51° 13'N, 10° 33'W	Northeast, 16 Knots, WAVE HT 01.6 m, 1029, Steady
Buoy M4 55° 0'N 10° 0'W	NOT AVAILABLE, NOT AVAILABLE Knots, WAVE HT 01.6 m, 1032, Steady
Buoy M5 51° 41'N 6° 42'W	Northeast, 15 Knots, Gust 25 Knots, WAVE HT 01.6 m, 1027, Steady
Buoy M6 53° 4'N 15° 56'W	East, 10 Knots, WAVE HT 01.8 m, 1032, Steady

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

Sea Crossings	State of sea until 2400 Sunday 14 February 2010
Dublin - Holyhead	Slight
Rosslare - South Wales	Moderate
Cork - South Wales	Moderate
Rosslare - France	Moderate
Cork - France	Moderate

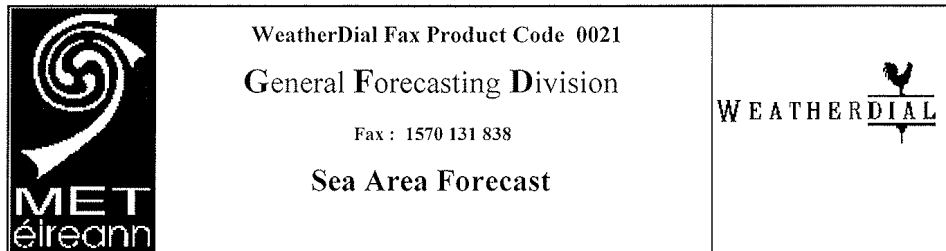
**Next update before 0700 Saturday 13 February 2010**

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

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

©2010 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

## Appendix 9.1 Met Éireann Weather Report.



Sea Area Forecast until 1800 Saturday 13 February 2010  
Issued at 1800 Friday 12 February 2010

1. Gale warning: NIL  
Small craft warning: NIL

2. **Meteorological situation at 1500:** A mainly northeasterly airflow covers Ireland. An anticyclone of 1033 centred about 200 miles off the northwest coast will drift very slowly southwards over the next 24 hours.

**3. Forecast for coasts from Fair Head to Wicklow Head to Hook Head and for the Irish Sea:**

**Wind:** Northeast force 4 or 5. Backing northeast to north tomorrow - and possibly decreasing force 3 or 4 at times.

**Forecast for coasts from Hook Head to Mizen Head to Loop Head:**

**Wind:** Northeast to east force 4 or 5, decreasing force 3 or 4 tomorrow.

**Forecast for coasts from Loop Head to Erris Head to Fair Head:**

**Wind:** Northeast force 3 to 5, decreasing northeast or variable force 2 to 4 tomorrow - slackest on the northwest coast.

**Weather for all sea areas:** Fair in general. A few scattered showers, mainly in northern and eastern sea areas.

**Visibility for all sea areas:** Locally moderate or poor in showers, otherwise good.

4. **Outlook for a further 24 hours until 1800 Sunday 14 February 2010:** Light or moderate northeast or variable winds - becoming moderate westerly later on Ulster and north Connacht coasts, where there will also be some rain or drizzle eventually. Otherwise, fair apart from isolated showers.

Appendix 9.1 Met Éireann Weather Report.

Warning of heavy Atlantic swell: NIL
--------------------------------------

<b>Text of Gale Warning</b>
NIL

<b>Text of Small Craft Warning</b>
NIL

Coastal Reports	at 5 PM Friday 12 February 2010
Malin Head	North-Northeast, 12 Knots, 21 Miles, 1031, Steady
Buoy M5	North-Northeast, 18 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 1027, Steady
Roche's Pt (Automatic)	North, 09 Knots, Greater than 10 Miles, 1028, Steady
Valentia	Northeast, 04 Knots, Fair, 21 Miles, 1029, Steady
Belmullet	Northeast, 02 Knots, Fine, 40 Miles, 1031, Steady
Dublin Airport	North-Northeast, 09 Knots, Fair, 21 Miles, 1029, Steady
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	North-Northeast, 17 Knots, WAVE HT 01.2 m, 1028, Rising slowly
Buoy M3 51° 13'N, 10° 33'W	East-Northeast, 12 Knots, WAVE HT 01.6 m, 1028, Steady
Buoy M4 55° 0'N 10° 0'W	NOT AVAILABLE, NOT AVAILABLE Knots, WAVE HT 01.4 m, 1031, Steady
Buoy M5 51° 41'N 6° 42'W	North-Northeast, 18 Knots, WAVE HT 01.6 m, 1027, Steady
Buoy M6 53° 4'N 15° 56'W	East-Southeast, 11 Knots, WAVE HT 02.1 m, 1031, Steady

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

Sea Crossings	State of sea until 1800 Sunday 14 February 2010
Dublin - Holyhead	Slight
Rosslare - South Wales	Moderate, decreasing slight
Cork - South Wales	Moderate, decreasing slight
Rosslare - France	Moderate, decreasing slight
Cork - France	Moderate, decreasing slight

Next update before 0100 Saturday 13 February 2010

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

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

©2010 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

## Appendix 9.1 Met Éireann Weather Report.



**MET ÉIREANN**  
*The Irish Meteorological Service*

Glasnevin Hill,  
 Dublin 9, Ireland.

Cnoc Ghlas Naíon  
 Baile Átha Cliath 9, Éire.  
 www.met.ie

Tel: +353-1-806 4200  
 Fax: +353-1-806 4247  
 E-mail: met.eireann@met.ie

#### 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.

Sea State (Descriptive)	Significant Wave height in meters
Calm	0 – 0.1
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)



Appendix 9.1 Met Éireann Weather Report.



**MET ÉIREANN**  
*The Irish Meteorological Service*

Glasnevin Hill,  
Dublin 9, Ireland.

Cnoc Ghlas Naíon  
Baile Átha Cliath 9, Éire.  
www.met.ie

Tel: +353-1-806 4200  
Fax: +353-1-806 4247  
E-mail: met.eireann@met.ie

Map of Ireland with Headlands, coastal stations and offshore weather buoys



## 10. CORRESPONDENCE RECEIVED

	<b>PAGE</b>
10.1 Frank Buttimer & Company Solicitors MCIB Response	27 30
10.2 Royal National Lifeboat Institution MCIB Response	31 31
10.3 Naval Operations Command MCIB Response	32 32



Our Ref: FB/CB/D.172-10  
Your Ref: MCIB/179  
Date: 7<sup>th</sup> December 2010

Marine Casualty Investigation Board,  
Leeson Lane,  
Dublin 2



12 pm

Re: Our Clients: Mrs Sheila Deasy/Christopher Deasy  
Raheen, Union Hall, Co Cork

Dear Sirs,

We act on behalf of the above named parties. In that regard our clients have heretofore had representation with Mr. ALEX GIBBONS Solicitor, Clonakilly. We are asked on behalf of our clients to correspond with you in relation to your correspondence with Mrs. Deasy dated the 11<sup>th</sup> ult. And in particular with regard to your invitation to make submissions in the matter of the report attached to your correspondence into the tragic loss of crew member NADI SEHSAAH. In regard to same, we have been supplied with a copy of the draft report and are now authorized to request you to note our clients comments with regard to the contents of the report. Furthermore, our clients have no objection to their comments being included in the final report.

We accordingly append to this correspondence the instructions which we are instructed to make on behalf of our clients for your attention.

Please acknowledge receipt.

Yours faithfully,

FRANK BUTTIMER & CO.

19 Washington Street, Cork, Ireland  
telephone: (021) 427 73 30  
facsimile: (021) 427 24 96  
email: frank@buttimersols.ie

Frank Buttimer BCL  
Gerard Hanley BA  
Emmet Boyle B.Sc.  
Michael Quinlan BCL

Dublin Office:  
64, Francis Street,  
Dublin 8.  
telephone: (01) 6777250

COMMENTS AND OBSERVATIONS OF SHEILA DEASY / CHRISTOPHER DEASY ON THE DRAFT REPORT OF THE INVESTIGATOR INTO THE LOSS OF CREW MEMBER NADI SEHSAAH FROM THE MFV 'JANIREH' ON THE 13<sup>TH</sup> OF FEBRUARY 2010.

1. There is no actual evidence to support the contention as set out in paragraph 2.2 of the draft report that the deceased Mr. Sehsaah was not wearing a personal floatation device or any other form of buoyancy aid. It is open to speculation that he may not have been wearing such an aid or device but the position is not definitive as set out in the report.
2. Mr. Christopher Deasy disputes the assertion in paragraph 2.5 of the draft report that he did not hold a radio operators certificate as specified in the said paragraph.
3. The reports relies excessively on the limited statement of evidence given by Christopher Deasy to An Garda Siochana in the course of their investigation into the matter and does not place sufficient reliance on the more elaborate investigation of the matter carried out by the Health and Safety Authority in a subsequent enquiry where further particulars and details were furnished by Mr. Deasy to that enquiry.

  
Frank Buttimer  
**FRANK BUTTIMER & CO**



Our Ref: FB/CB/D.172-10

Your Ref: MCIB/179

Date: 8<sup>th</sup> March 2011

Marine Casualty Investigation Board,  
Leeson Lane,  
Dublin 2

Re: Our Clients; Mrs Sheila Deasy/Christopher Deasy  
Raheen, Union Hall, Co Cork

Dear Sirs,

Further to earlier correspondence, we have now had the opportunity of meeting and discussing your concerns with our client. In relation to query no. 2 as per our schedule, our client instructs us that he is the holder of a radio operators long range certificate of competence, licence number 458, issued by the Minister for Transport, Energy and Communications dated the 6<sup>th</sup> day of March 2000.

As to query no. 3, our client is not in possession of the investigators report from the Health and Safety authority. Our client believes however that such a document exists. Our client contributed to its creation and we are now authorized on behalf of our client to furnish you with a copy of a statement taken from our client by Mr. William Murphy of the Health and Safety Authority, said statement being dated the 24<sup>th</sup> day of May 2010. This statement constitutes a far more comprehensive outline of our clients recollection of the events which are the subject of your report.

Yours faithfully,

FRANK BUTTIMER & CO.

Encl.

19 Washington Street, Cork, Ireland  
Tel: (021) 427 73 30  
Fax: (021) 427 24 96  
email: frank@buttimersols.ie

Frank Buttimer BCL  
Gerard Hanley BA  
Emmet Boyle B.Sc.  
Michael Quinlan BCL

Dublin Office:  
64, Francis Street,  
Dublin 8.  
Tel: (01) 6777250

for a list of our Practice Areas

### **MCIB RESPONSE TO LETTERS RECEIVED FROM FRANK BUTTIMER & CO:**

The Board notes the contents of the letters of the 7th December 2010 and 8th March 2011 on behalf of Mrs. Shelia Deasy and Mr. Christopher Deasy.

The Board does not accept that sufficient grounds have been advanced to vary its conclusion that the deceased was not wearing a life jacket, PFD or other form of buoyancy aid at the time of the incident.

The Board notes that Mr Christopher Deasy does hold a Long Range Radio Certificate and the report has been amended accordingly.

As an element of responses to the draft report, the Board was provided with a copy of a related statement given to the Health and Safety Authority. The Board has decided not to exhibit this statement in this Report on the grounds of confidentiality.

Having carefully examined that statement, the Board has concluded that it does not reveal any additional information which would lead it to vary the conclusions reached in this report.



**Royal National Lifeboat Institution**

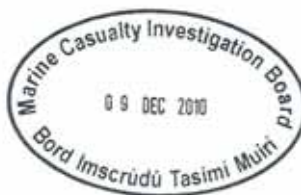
Admiral the Lord Bayly CCB OBE DL  
Trustee John Coyle MBE CBE  
Chief Executive Paul Bossire

RNLI (Trading) Ltd 01072337, RNLI (Char) Ltd 205246 and RNLI (Enterprise) Ltd 179400  
are all companies registered at West Quay Road, Poole, Dorset BH15 1JZ

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 B.L.  
Chairman  
MCIB  
Leeson Lane  
Dublin 2



7<sup>th</sup> December 2010

Sir,

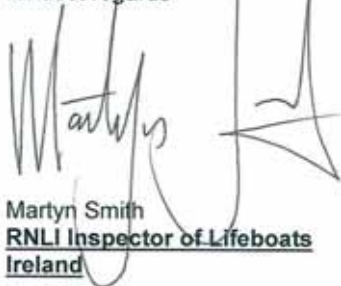
**DRAFT REPORT INTO THE LOSS OF A CREW MEMBER OVERBOARD  
FROM MFV "JANIREH" ON 13<sup>TH</sup> FEB 2010**

Reference: Your letter MCIB/179 dated 11<sup>th</sup> November 2010

Thank you for inviting the RNLI to comment on the draft report into the tragic loss of Mr. Sehsaah last February.

The hazards facing those involved in the fishing industry are well known and documented. It is harsh environment and in addition to the statutory requirements there are a variety of initiatives from both within the industry and from the wider maritime safety community aimed at reducing, as far as is humanly possible, the risks that face those who fish, either professionally or for leisure.

Kindest regards



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

**The RNLI is the charity that saves lives at sea**

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

**MCIB RESPONSE**

The Board notes the contents of this correspondence.

07/12/2010 05:05 0214378679

FLEET OPS

PAGE 01

Ceanncheathrú  
Ceannasaíocht Oibríochtaí Cabhlaigh  
Bunáit Chabhlaigh  
Inis Sionnach  
Co Chorcaí  
Éire



Headquarters  
Naval Operations Command  
Naval Base  
Haulbowline  
Co. Cork  
Ireland


NOC/PSO/A1

06 Dec 2010

Mr Kieran Baker,  
Secretary,  
Marine Casualty Investigation Board

**NAVAL SERVICE COMMENT ON DRAFT REPORT OF INVESTIGATION  
INTO THE LOSS OF A CREWMEMBER FROM MFV "JANIREH"**

1. The Naval Service has reviewed the draft report and has NO comment to make at this time.
2. Submitted

  
M GLEESON  
LNS  
Personal Staff Officer  
Officer Commanding Naval Operations Command

## MCIB RESPONSE

The Board notes the contents of this correspondence.