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**REPORT OF THE  
INVESTIGATION INTO  
THE DROWNING ON  
THE LOUGH MASK  
ON THE 3RD MAY, 2003.**

**The Marine Casualty Investigation Board was established on the 23<sup>rd</sup>, May 2002 under The Merchant Shipping (Investigation of Marine Casualties) Act 2000**

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## 1. SYNOPSIS.

- 1.1 On Saturday May 3rd 2003 at approximately 12.45 hours two adults set out in a 19' 06" open fibreglass boat to go fishing in the vicinity of the Gortmore - Churchfield area on Lough Mask. During the course of the afternoon the weather deteriorated. The vessel struck rocks and grounded. In their attempt to re-float the boat, it became swamped by waves. Subsequent waves overturned the boat. At this point it drifted clear with both men clinging to it. Some time later Mr. O'Hora lost his grip and drowned.

## 2. FACTUAL INFORMATION

### 2.1 Description of craft:

19' 06" GRP open fibreglass boat with four wooden thwarts and one after buoyancy tank with seat atop. The boat was equipped with an outboard engine and one bank of oars.

### 2.2 Name & Address of deceased:

Mr. John O'Hora.  
Cloonaughill,  
Charlestown,  
Co. Mayo.

### 2.3 Name & Address of boat owners and Survivor:

Mr. John O'Hora  
Cloonaughill  
Charlestown  
Co. Mayo

Mr. Joe Walsh,  
Cruckawn House,  
Ballymoat Road,  
Tubbercurry,  
Co. Sligo.

### 2.4 Equipment in the boat on departure:

1x Landing net  
2x Life jackets  
2x Fishing Rods  
1x Plastic container  
1x Bank of oars + steel row pins  
2x Fishing bags  
1x Secondary loose seat.

2.5 Mr. Joe Walsh was in possession of a life jacket but was not wearing it.

2.6 Mr. Walsh was wearing a dark green quilted waterproof trouser and jacket combination.

2.7 Mr. Walsh is a diabetic.

- 2.8 Mr. O'Hora was also in possession of a life jacket but was not wearing it at the time.
- 2.9 Mr. O'Hora was wearing a yellow oilskin trouser and jacket.
- 2.9.1 Neither man had any recognised certificates of competency or sea survival training.
- 2.9.2 It appears that both anglers had extensive knowledge of the area and had been fishing there for as many as thirty years.

### 3. EVENTS PRIOR TO THE INCIDENT

- 3.1 On Saturday 3rd of May 2003 at approximately 10:30 hours both Mr. Joe Walsh and Mr. John O’Hora set off from Charlestown, Tubbercurry for a days fishing on Lough Mask and left the shore at Churchfield at 12.45pm.
- 3.2 Joe Walsh, co-owner of the boat, was in charge of the vessel operating the engine from the stern.
- 3.3 After an uneventful mornings fishing in Gortmore Bay, they pulled ashore to an Island to have lunch. It was at this point that Mr. O’Hora removed his lifejacket complaining that it was uncomfortable.
- 3.4 They left the fisherman’s hut on ‘Luani’ Island after our lunch at 2.45pm. When they resumed fishing neither man wore his life jacket.

### 4. THE INCIDENT

- 4.1 Later during the course of the day the weather deteriorated with a significant increase in wind and wave height. (See Met Eireann weather report at Appendix 8.1)
- 4.2 They made their way from Gortmore Bay northwards round Annagh Point towards Churchfield to an area known locally as Heenaghan's bay.
- 4.3 On their approach to Heenaghan's bay they decided to make it the last drift of the day and return to shore.
- 4.4 At approximately 15:40 hours the boat was blown onto rocky shallow and was grounded.
- 4.5 While attempting to re-float the boat it was swamped by a wave. Subsequent wave action overturned the boat.
- 4.6 The craft (in the upturned position) free floated with both men clinging to it.
- 4.7 After approximately 1 hour with the boat still in the upturned position and being pounded by wave and wind action, Mr. O'Hora lost his hold and drifted away.
- 4.8 Some time later Mr. Walsh clambered onto a rocky outcrop and gained firm footing. Mr Walsh claims that at this stage he was feeling very weak but began waving his arms in the hope of attracting attention. Mr. Walsh claims that he could see people ashore and boats operating. Due to his weak state, his comprehension of time was vague.
- 4.9 The scene of this incident is set out in Appendix 8.2. Photographs of the scene, the boat and lifejackets and clothing worn are contained in Appendix 8.3.



**5. EVENTS FOLLOWING INCIDENT**

- 5.1 At approximately 17:30 hours two anglers Mr. Noel McCaffery and his brother Mr. Maurice McCaffery who were fishing in the vicinity noticed flashing car headlights on shore and Mr. Walsh waving on the rocky outcrop.
- 5.2 At 17:45 hours the Gardai in Castlebar were notified as were the Marine Rescue Coordination Centre who had earlier tasked the Irish Coast Guard Search and Rescue Helicopter 116' to respond to an emergency on the east side of the lough.
- 5.3 A short time after locating Mr. Walsh on the outcrop the McCaffery brothers were able to effect a rescue. They then learned that Mr. O'Hora was missing and while Mr. Walsh was transferred to Castlebar Hospital the search continued for Mr. O'Hora (See Garda Report in appendix 8.4).
- 5.4 The body of Mr. O'Hora was recovered at approximately 18:30-hours Cause of death -Drowning (see Coroner's Report in appendix 8.4)

## 6. CONCLUSIONS AND FINDINGS

- 6.1 The weather deteriorated to such an extent as to cause concern to both men. The decision was made to conclude the day's fishing with one final drift. During this drift the vessel was blown onto rocks and was grounded.
- 6.2 In their efforts to re-float the vessel she capsized.
- 6.3 Neither man was wearing a life jacket.
- 6.4 Pyrotechnics were not carried.
- 6.5 Mobile phones, though carried were inaccessible.
- 6.6 There were no other means of attracting attention onboard.
- 6.7 Mr. O'Hora was not wearing adequate warm clothing.
- 6.8 The vessel had only one buoyancy tank.

## 7. RECOMMENDATIONS

- 7.1 Proper planning should be made prior to any boating trip and should include the following:
- (A) Obtaining a full and detailed weather forecast for the intended area prior to departure.
  - (B) Notifying some person ashore of estimated departure and return times and information on chosen route.
  - (C) Wearing life jackets or approved personal flotation devices at all times.
  - (D) The Provision of containers onboard, which may be used as floatation devices.
  - (E) Wearing adequate warm clothing.
- 7.2 Should a vessel ground on rocks it is often better to remain with the boat and summon help rather than attempt to re-float it.
- 7.3 Preset emergency mobile phone numbers should be considered.
- 7.4 The safety equipment as described in S.I. 274 of 2002 should be carried as a minimum for all recreational craft. (See S.I. 274 of 2002 at Appendix 8.6)

## 8. APPENDICES

8.1 Met Eireann Weather Report

8.2 Scene of Casualty

8.3 Photographs


8.4 Garda Report

8.5 Coroners Report

8.6 Statutory Instrument No. 274 of 2002

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8.1 Met Eireann Weather Report



**MET**  
éireann

**APPENDIX 8.1**

**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

**Your Ref.**    (e-mail of 09/05/03)  
**Our Ref.**    WS1730/0305

29 May 2003

Captain Nick Cantwell (Nautical Surveyor)  
Marine Survey Office  
Dept. of Communications, Marine & Natural Resources  
26 – 27 Eden Quay  
DUBLIN 1

**Re: Estimate of Weather Conditions in the Lough Mask area on 3<sup>rd</sup> May 2003.  
[Marine Casualty Investigation].**

Dear Captain Cantwell,

It was dull and cloudy for much of the day although a few short breaks did develop by evening. Outbreaks of rain commenced during the morning and persisted until mid-afternoon, becoming heavy at times. The rain gave way to just scattered showers for the rest of the day. Total rainfall at our Claremorris Station was 6.4 mm with the bulk of this occurring before mid-afternoon.

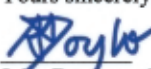
Through the morning and early afternoon winds gradually freshened from a Southeasterly direction, reaching mean speeds of 15-20 mph with gusts of up to 30 mph. Following the passage of a frontal trough, which moved Northeastwards over the region between 3.00 and 4.00 p.m., winds veered South to Southwesterly and strengthened further. At Claremorris, mean speed increased to over 25 mph with gusts of 40 to 45 mph. These blustery winds lasted until well after sunset. It is possible that, due to local effects, wind speeds over Lough Mask would have been even higher.

After a cold start, temperatures rose to reach maximum values of around 13 degrees Celsius.

The visibility was reduced to perhaps a mile or two in the heavier precipitation but it improved to over 8 miles subsequently.

*An Invoice for 80 Euro will follow..*


Yours sincerely,



John Doyle, Consultant Meteorologist (Climatology & Observations Div.)  
Ph 01- 8064252    Fax 01 – 8064247    e-mail: john.doyle@met.ie

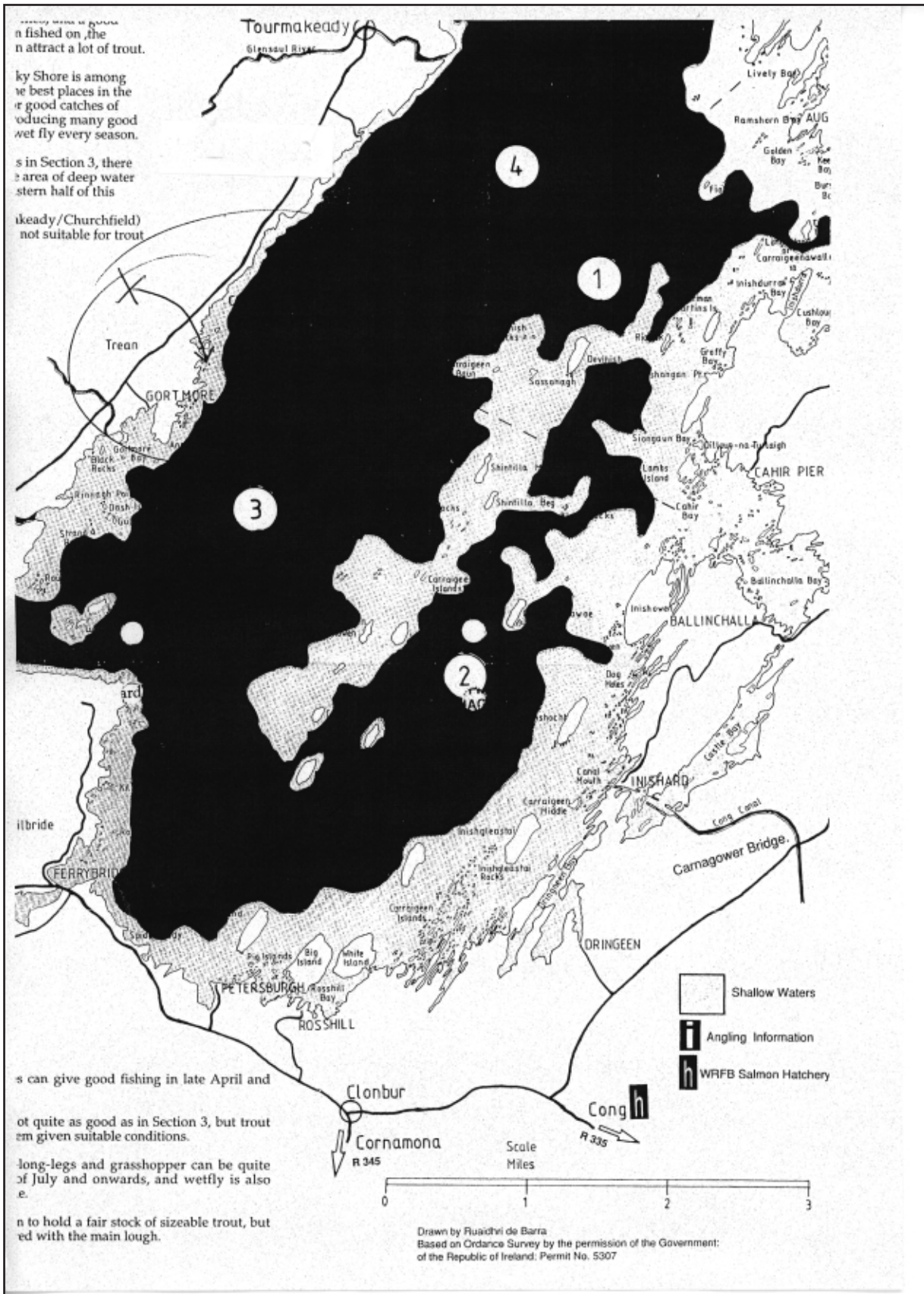
**DEPT. OF COMMUNICATIONS  
MARINE AND NATURAL RESOURCES**

30 MAY 2003  
36871  
**RECEIVED AT M.S.O.  
DUBLIN**



# APPENDIX 8.2

## 8.2 Scene of Casualty





8.3 Photographs









APPENDIX 8.3







## 8.4 Garda Report

**APPENDIX 8.4***An Garda Síochána*

CA/126.20/03

Partry Station,  
04/05/2003.**Superintendent,**  
**Castlebar.****Re:- Tragic drowning: Lough Mask on Saturday 3<sup>rd</sup> May 2003.  
John O'Hora, Cloonaughill, Charlestown, Co. Mayo, deceased.**

At 5:45pm on Saturday 03/05/2003 I was contacted by Communications Castlebar and informed of a drowning incident near Churchfield, Tourmakeady. At 6:10pm I was picked up by Garda K. Lavelle and we proceeded to the scene. On our arrival at 6:30pm I observed two men dragging what appeared to be a body from the water at Churchfield, Tourmakeady. One of the men I know to be Eddie Gibbons a local. The other man identified himself as Noel McCaffery, 21, St. Joachim's, Sligo. He said he had earlier 1 hour ago rescued a man from rocks. The man told him his angling partner was still in the water. He located the body just as we arrived on the scene. The body taken from the water had no pulse or any sign of life. The time was 6:32pm 03/05/2003.

A few minutes later I was joined by Garda McNulty. Despite several efforts no Doctor could be contacted. At 7pm Fr. Padraic Staunton performed the last rites on the deceased. From wallet contents on the body, which included photo I.D. I identified the man as John O'Hora his address was later ascertained as Cloononghill, Charlestown Co. Mayo.

At 7:45pm Michael Kilcoyne arrived and the body was removed at 8pm to the Morgue at Castlebar Hospital. I accompanied the body arriving at 8:30pm 03/05/2003.

The body was received by Sean Burke, Mortuary Technician. I identified the body to Sean Burke. At 9pm death was announced by Doctor Stephen Gkele, Castlebar Hospital, I contacted the Gardaí at Charlestown. Sergeant Chris McCaffery said he would contact the deceased's brother.

At 10:30pm Paddy O'Hora, Cloonaughill, Charlestown identified to me and to Sean Burke the body of his brother. He informed me

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*Continued* ..... *Page No. 2*

that John had left his home at 10:30 that morning to go fishing on Lough Mask with his friend Joe Walsh, Tubbercurry, Sligo.

I then went to the accident and emergency ward at the hospital. I was allowed to speak briefly with the survivor Joe Walsh. He informed me that in the afternoon the weather got much rougher. They made towards shore to do a final drift when they hit rocks. The boat became stuck. They tried to shift it but a wave swamped them and another over turned the boat. This happened around 3:40pm. They were both in the water for over 30 minutes. Another wave rolled the boat again and John O'Hora lost his grip. Mr. Walsh said ten minutes later he saw John O'Hora a few yards from him but there was no indication that he was alive. He lost sight of him. Mr Walsh clambered onto some rocks and held onto a bush. He was later rescued by another angler's boat. Mr Noel McCaffery and his brother Maurice took him to shore. Mr Walsh told them his friend was still in the water. Noel McCaffery searched the shoreline and found the body some distance down wind at Churchfield. Mr Walsh became upset at this point and I did not pursue the matter further.

Between 11:30pm and 1am I met with relatives of the survivor at their request. At 1am I went to Tourmakeady with Garda McNulty and took Mr Walsh's car to Castlebar station. It was collected by Mrs. Walsh at 1:45am 04/05/2003.

I have sent brief reports requesting witness statements to the Gardaí at Sligo, Tubbercurry and Charlestown. Statements are required from Noel and Maurice McCaffery, Sligo, Joe Walsh, Tubbercurry and Paddy O'Hora Charlestown. On receipt of these an investigation file and Coroners file will be prepared.

Form C.71 has been faxed to the coroner on 03/05/2003, Form C.9 on the incident has also been faxed to Garda Headquarters on 03/05/2003

Forwarded for your information, please.

*J. Daly, Garda 24091E*  
**(JIM DALY).**

Typing

8.5 Coroners Report

**JOHN T. D. O'DWYER**

CORONER FOR MAYO SOUTH  
Ballyhaunis, Co. Mayo.

Captain Nicholas W. Cantwell.  
Nautical Surveyor,  
Sept. Communications, Marine & Natural Resources,  
26/27 Eden Quay,  
Dublin 1.

OFFICE:  
Tel: 094 - 963 0011  
Fax: 094 - 963 0575

HOME:  
Tel: 094 - 963 0216  
Fax: 094 - 963 1575

Mobile: 087-2556522  
Email: coroner@cocod.com

JOD/GOC

28 May 2003

Re: Tragic Drowning at Lough Mask, Co. Mayo.  
John O'Hara deceased.  
OB 3<sup>rd</sup> May, 2003

Dear Sir,

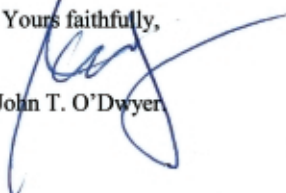
I have your letter of the 20<sup>th</sup> of May.

First of all I am not a Medical Doctor, I am a Solicitor and you should note this.

I do not have an Autopsy Report at this stage but I am satisfied from having spoken with the Pathologist that the deceased died from drowning.

I shall be conducting an Inquest in due course and I should be obliged if you would let me know whether or not you wish to be notified and wish to attend.

Yours faithfully,

  
John T. O'Dwyer



8.6 Statutory Instrument No. 274 of 2002

APPENDIX 8.6

S.I. No 274 of 2002

LICENSING OF PASSENGER BOATS (EXEMPTION) REGULATIONS, 2002

I, Frank Fahey, Minister for the Marine and Natural Resources, in exercise of the powers conferred on me by section 14A(1)(a) of the Merchant Shipping Act, 1992 (No. 2 of 1992), inserted by section 4(c) of the Merchant Shipping (Miscellaneous Provisions) Act, 1998 (No. 20 of 1998) hereby make the following Regulations:

1. Citation and Commencement

- (i) These Regulations may be cited as the Licensing of Passenger Boats (Exemption) Regulations, 2002;
- (ii) These Regulations shall come into force on 6<sup>th</sup> day of June 2003

2. Interpretation

In these Regulations –

“*approved*” means approved by the Minister or by a body or organisation recognised by the Minister for such purpose and which is identified in a Marine Notice;

“*authorised officer*” means –

- (a) any person authorised in writing by the Minister to exercise the powers conferred on an authorised officer by the Merchant Shipping Act, 1992,
- (b) a person holding commissioned naval rank in the Permanent Defence Forces, while in uniform,
- (c) a member of the Garda Síochána, while in uniform, or
- (d) as respects the harbour of which he is the harbour master, a person appointed to be a harbour master by one of the following, that is to say:

- (i) a harbour authority within the meaning of the Harbours Act, 1946,
- (ii) the Commissioners of Public Works in Ireland,
- (iii) the Minister for the Marine,
- (iv) a local authority, and
- (v) Iarnród Éireann – Irish Rail;

*"authorised person"* means a surveyor or a person authorised in writing by the Minister to carry out inspections of vessels for purposes of Part III of the Merchant Shipping Act, 1992 (No. 2 of 1992);

*"collision regulations"* means the Collision Regulations (Ships and Water Craft on the Water) Order 1984 (S.I. No. 29 of 1984) as amended;

*"crew"* means any person other than a passenger;

*"declaration"* means a declaration in the form contained in a Marine Notice and cognate words shall be construed accordingly;

*"domestic voyage"* means a voyage from a place in the State to the same or another place in the State;

*"efficient"* in relation to a fitting, piece of equipment or material means that all reasonable and practicable measures have been taken to ensure that it is suitable for the purpose for which it is intended to be used;

*"fully loaded condition"* means loaded with fuel, stores and weights representing the total number of passengers and crew to be carried, based on 75 kg per person;

*"intoxicant"* includes alcohol or drugs or any combination of drugs or drugs and alcohol;



*"length"* means the overall length measured from the foreside of the foremost fixed permanent structure to the aftside of the aftermost fixed permanent structure of the passenger boat;

*"Marine Notice"* means a Notice described as such and issued by the Department of the Marine and Natural Resources and which may be amended or replaced from time to time;

*"Minister"* means the Minister for the Marine and Natural Resources;

*"open vessel"* means a boat which is not a fully decked vessel, a well decked vessel or an open cockpit vessel;

*"owner"*, in relation to a vessel, means the person registered under the Mercantile Marine Act 1955 as the owner of the vessel or, if no person is so registered, the person who owns the vessel, and includes any part owner, charterer, manager or operator of the vessel;

*"Principal Act"* means the Merchant Shipping Act, 1894;

*"smooth waters"* means any areas of water not being to sea or partially smooth waters and in particular, the areas of water specified in a Marine Notice;

*"surveyor"* means a person appointed under section 724 of the Principal Act to be a surveyor of ships for the purposes of that Act.

3. The following class of vessel is hereby exempted from the requirement to be licensed under section 14 of the Merchant Shipping Act, 1992 (No. 2 of 1992), as amended, that is to say, vessels, being open vessels of no less than 4 metres in length, carrying no more than 3 passengers on board for the purpose of angling and engaged on domestic voyages in smooth waters on canals, rivers, lakes and loughs.

4. Every vessel of the class exempted under Regulation 3 shall comply with the following safety requirements:

(1) General Safety Provisions.

- (a) Without prejudice to the Collision Regulations, the vessel shall be operated in a manner, which takes account of other persons involved in waterborne activities, or persons who might otherwise be adversely affected by the operation of the vessel.
- (b) A person who has not attained the age of eighteen years shall not be in charge of the vessel.
- (c) A person shall not operate or be in charge or attempt to operate or be in charge of the vessel while that person is under the influence of an intoxicant to such an extent as to be incapable of safely operating and controlling the vessel.
- (d) The vessel shall be maintained in a good structural and mechanical condition and the machinery and equipment specified in Regulation 4(2) shall be kept in good order and be available for immediate use at all times.
- (e) The vessel shall be suitable for use for the purpose of angling with the declared number of persons on board within the intended area of operation and taking into account the likely weather conditions.

(2) Construction, machinery and equipment.

Every vessel shall:

- (a) be constructed of steel, aluminium, glass reinforced plastic, wood or equivalent materials;

- (b) be fitted with an efficient marine outboard engine capable of manoeuvring the vessel safely ahead and astern, and steering the vessel at its maximum speed in the fully loaded condition within the limits of the intended area of operation;
- (c) be provided with a suitable pair of oars and rowlocks;
- (d) be fitted with adequate seating or thwarts for all persons on board;
- (e) be provided with a suitable bailer;
- (f) be provided with a suitable anchor with rope of length at least equal to four times the length of the boat;
- (g) be fitted with a permanently rigged suitable painter which shall not exceed the length of the boat and which may also be used as a tow rope;
- (h) be provided with two approved hand-held distress flares or a portable horn;
- (i) be provided with a suitable boat hook;
- (j) be provided with a suitable waterproof torch;
- (k) carry fuel in no more than two approved portable fuel tanks which shall be secured in position when on board the vessel; fuel hoses shall be of an acceptable type with appropriate quick connections, be in good condition, shall be routed and secured in such a manner as to be protected from mechanical damage. The transfer of fuel from a container to an approved portable fuel tank shall not be permitted on board;
- (l) have securely stored any accumulator batteries in a suitable and adequately ventilated container to protect the battery from mechanical damage, flooding and shorting of the terminals; electrical connections to such batteries shall be approved;

(m) carry an approved lifejacket or approved personal flotation device for each person the vessel is declared to carry and shall be worn at all times when on board;

(n) be provided with a suitable means to facilitate the recovery of a person from the water.

5. Every owner of a vessel of the class exempted under Regulation 3 shall complete and submit to the Minister for stamping by him or her a declaration that the vessel complies with the safety requirements set out in Regulation 4.

6. Every owner of a vessel of the class exempt under Regulation 3 shall, on request, make available for inspection by an authorised person or authorised officer the stamped declaration in relation to the vessel referred to in Regulation 5.

GIVEN under my Official Seal  
this 5<sup>th</sup> day of June 2002

Frank Fahey

---

Minister for the Marine and Natural Resources

Pn. No. 11707

Price €1.27

**EXPLANATORY NOTE**

(THIS NOTE IS NOT PART OF THE INSTRUMENT AND DOES NOT PURPORT TO  
BE A LEGAL INTERPRETATION)

These Regulations specify the class of vessels which are exempted from the requirement to have a passenger boat licence under section 14 of the Merchant Shipping Act 1992 and the safety requirements to be met in relation to each exempt vessel.

## 9. INDEX OF CORRESPONDENCE RECEIVED

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Mr. Joe Walsh

Marine Casualty Investigations Board,  
29-31 Adelaide Road,  
Dublin 2.  
Ireland  
Attention - Mr. John G. O'Donnell, B.L.

Marine Casualty Investigations Board  
Leeson Lane,  
Dublin 2

Mr. Dick Herron

Secretary

18<sup>th</sup>/Nov./2003

Ref. - Draft Report MCIB 67

Attention - Mr. John G. O'Donnell, B.L. Chairman



Dear Mr. O'Donnell,

Thank you for the opportunity to comment on the above report. At the outset I would like to express my profound condolences to Paddy and Vincent O'Hora and their families on the tragic drowning of their brother and my lifelong friend, John O'Hora R.I.P. The events of that afternoon will long be with all of us.

In response to your offer I would like to make the following recommendations -

1. Virtually no form of safety device, not on the person would be an advantage in the circumstances we found ourselves in. The initial waves washed everything out of the boat including the fuel tank for the outboard engine, the oars, lifejackets, etc.
2. It should be mandatory to wear a suitable 'auto inflation' flotation device at all times while in the boat.
3. The use of a 'panic button' worn around the neck similar to that used by the elderly in the community alert system should be investigated. While much more expensive, some form of GPS might be feasible.
4. It should be mandatory that all boats have a minimum of two buoyancy tanks located in balanced positions.

It is my belief that some or all of the above would make a major contribution to improving safety for all anglers.

I have no objections to any of my comments being used in the final report.

I would like to comment on the failure of the system to inform me of the formal inquest held in Sept. and note my address.

Thanking you.

*Joe Walsh*  
Joe Walsh,  
Cruckawn House,  
Ballymote Road,  
Tubbercurry,  
Co. Sligo.

Phone/Fax 071 9185188  
Email cruckawn@esatclear.ie

Enclosed.

Comments re the draft as written.

## MCIB Response

### Observations re Draft report MCIB 67

- 1 Synopsis
    - A We left Charlestown at 10.30am and the shore at Churchfield at 12.45pm approx.
    - B The boat was 'blown' onto a rocky shallow and was **not** under power at the time of the accident. Please note - **not**
  
  2. Factual Information
    - 2.3 A The boat was jointly owned by John (RIP) and I.
    - B My address is - Cruckawn House, Ballymote Road, Tubbercurry, Co. Sligo.
  
  - 2.4 Equipment
    - A We were using steel row pins rather than row-locks
    - B 2 fishing bags
    - C Secondary loose wooden seat.
    - D Landing net
  
  3. Events prior to the Incident
    - 3.1 At 10.30am we set off from Charlestown after I had travelled from Tubbercurry for a days fishing on Lough Mask, going out from Churchfield.
    - 3.2 The boat was jointly owned.
    - 3.3 A We only fished a short while before lunch.
    - B We left the fisherman's hut on 'Luani' island after our lunch at 2.45pm
    - 3.4 Change second 3.3
  
  4. Incident
    - 4.4 Blown onto the rocky shallow
    - 4.7 Based on the time frame I think the 30mins is more like an hour plus.
    - 4.8 Mr. Joe Moran came to the lakeshore to check on his boat around the time that I reached the rocky outcrop. He later drove me to the Doctor's house but he was not present and then took me to his house, where he tried to warm me until the ambulance arrived.
  
  6. Conclusions.
    - 6.1 The boat was blown on to the rocks and grounded.
    - 6.7 Due to the length we were in the water, warm clothes would only be of minimal advantage.
  
  7. Recommendations.
    - 7.1 (B) Without a means of contacting the person this is of doubtful value in many circumstances.
    - 7.2 We felt that we could not withstand the wind and waves in such an exposed location.
- See covering letter



**MCIB RESPONSE TO MR. JOE WALSH'S LETTER OF 18th NOVEMBER, 2003**

The MCIB notes that with regret both occupants did not wear lifejackets, which were in their possession.

The other points raised in this letter are noted and a copy of the report will be sent to the Maritime Safety Directorate (within the Department of Communications, Marine and Natural Resources) for its consideration.

**Irish Coast Guard**  
GARDA CÓSTA na hÉIREANN



**Mr Dick Heron**  
Secretary  
Marine Casualty Investigation Board  
Department of Communications,  
Marine & Natural Resources  
Leeson Lane  
Dublin 2.

28<sup>th</sup> Nov. 2003.

Re MCIB 67 Draft Report on drowning at Lough Mask on 3<sup>rd</sup> May 2003.

Dear Mr Heron,

I wish to make a correction on Page 7 paragraph 5.2. Please delete IMES and insert the correct title **Irish Coast Guard**.

The Irish Coast Guard has no other comment or observation to make concerning this report.

Yours sincerely,

**Eamon Torpax**  
SAR Operations Manager  
IRCH HQ.

Department of Communications, Marine and Natural Resources, Leeson Lane, Dublin 2, Ireland.  
An Roinn Cumarsáide, Mara agus Acmhainní Nádurtha, Lána Chill Mochargán, Baile Átha Cliath 2, Éire.  
Tel: +353 1 678 2324, Fax: +353 1 678 2269, Email: admin@irishcoastguard.ie

**MCIB RESPONSE TO THE LETTER FROM THE IRISH COAST GUARD OF  
28th NOVEMBER, 2003.**

The MCIB notes the comments received and has amended the report accordingly.

