

2020

MARINE CASUALTY INVESTIGATION BOARD

REPORT OF
INCIDENTS & INVESTIGATIONS



Reporting Period 1st January to 31st December 2020

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Chairperson's Statement



Claire Callanan,
Chairperson

Dear Minister,

In accordance with the requirements of Section 21 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the eighteenth Incidents & Investigations report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January – 31 December 2020.

The audited accounts of the MCIB will be presented to you later in the year on completion of the annual audit by the Comptroller & Auditor General, following which, both this report and the MCIB Financial Statement will be combined to create the MCIB Annual Report 2020, for circulation and for publication on the MCIB website www.mcib.ie.

Overview of 2020

The MCIB commenced investigations into eight marine casualties in 2020. A total of four people lost their lives in three of the marine casualties under investigation involving fishing vessels.

The Board appreciates the great loss and distress caused to all those bereaved by, and involved in, these events.

A further 47 incidents were considered by the Board which involved cooperation between the MCIB and the accident investigation bodies of other states. These incidents were considered to be minor in nature and not warranting investigation by the MCIB or were incidents where investigations were being conducted by the flag state. Some cases required the uploading of data by Ireland onto the European Maritime Casualty Investigation Platform (EMCIP)¹.

The MCIB also receives reports on many other incidents that ultimately are not investigated. During 2020 the MCIB assessed 13 further incidents to determine whether an investigation should be carried out, and in these cases determined that they were either minor and/or that no useful safety recommendations were likely to be forthcoming from an investigation.

The MCIB was established 18 years ago and to the end of December 2020 it has published 242 reports into incidents under its statutory remit. The Board published twelve final marine casualty investigation reports in 2020.

Of the twelve incidents that occurred prior to January 2020 that had not been reported on by January 2020, ten reports have been completed and published. Investigations into two incidents which occurred in 2019, one involving an Olympic style rowing boat at Thomond Salmon Weir, Co. Limerick, in February 2019, and one fatal kayaking incident on Caragh River, Glencar, Co. Kerry, in November 2019, are still ongoing due to the complexities of the investigations.

The occurrence of so many incidents involving sailing, rowing, canoeing and kayaking in the last few years highlights the dangers associated with activities which people participate in at many levels including recreational and sporting. This is a trend also reported by the marine casualty investigation entities of our European neighbours. Safety in this sector is a particular concern with the increase in recreational and holiday activities arising from the Covid 19 pandemic. It is imperative that any individual or group engaged in this activity realise the importance of adequate route planning and an understanding of the watercourse.

Safety practices should comply with those recommended in the Code of Practice (CoP): "The Safe Operation of Recreational Craft (2017)". The MCIB strongly encourages all organisations (especially clubs and commercial entities) associated with water sports and water recreational activities to audit their safety systems, and to have regard to the Code of Practice and all guidelines or recommendations issued by any governing sports bodies. The MCIB observed the outcome of a potentially very serious incident involving 5 persons on two sail boats in April 2021. The two sail boats capsized in worsening weather, the party had Personal Floatation Devices (PFD) and were wearing the correct equipment and a Personal Locator Beacon (PLB) which alerted the emergency services, and a rescue plan was immediately put into operation. The members of the group had attended sailing courses and knew what to do. The

1. The European Marine Casualty Information Platform (EMCIP) is a database and a data distribution system operated by the European Maritime Safety Agency.

RNLI rescued all 5 persons who had been in the water for over half an hour. This incident vividly highlights the importance and value of taking the recommended safety measures.

The Board published twelve reports in 2020 of which eight involved fishing vessels. Of those, six involved commercial fishing vessels. The range of the circumstances reported illustrates the risks that exist in maritime activity with incidents ranging from safety issues over access to vessels, to fires, and collisions. In the two investigations that involved fires, the vessels were equipped with EPIRBs (Emergency Position Indicating Radio Beacon) and VHF radios and as a result the crew in each case survived relatively unscathed (the value of the EPIRB being particularly relevant in one case where the VHF distress call went unanswered). In the MCIB Annual Report for 2019 we reported on Marine Notice No. 40 of 2019 by the then entitled Department of Transport, Tourism & Sport which urges users of recreational craft to carry marine VHF equipment on-board as the primary means of Distress and Safety communication, and the carriage of an EPIRB and/or PLB was strongly advised. The absence of effective communication methods and PFDs featured in a number of the investigations as a contributory factor.

As reported previously, in July 2020 the Court of Justice of the European Union (EU) held that Ireland had not correctly implemented Article 8.1 of Directive 2009/18/EC of 23 April 2009 which established additional principles governing the investigation of certain categories of serious marine incidents in the maritime transport sector. To support the continued independence of the MCIB, irrespective of the category of investigation, the two ministerial appointees resigned from the Board, and legislation is on its passage through Dáil Éireann to enable new appointments to the Board. The European Commission has also initiated a review of EU legislation and a new Directive is expected within the next twelve months. In April 2021 the Minister for Transport initiated a review to assess the current organisational structures for marine casualty investigation in Ireland, and to set out any recommendations to achieve the most appropriate and effective marine casualty investigation structures for Ireland, taking into account national, EU and international obligations. This is a welcome development in potentially contributing to achieving greater maritime safety through safety investigation in what is a relatively small sector by comparison with some of our larger coastal European neighbours.

The Department published 61 Marine Notices in 2020

The full list can be accessed here <https://www.gov.ie/en/collection/1424e2-marine-notices-2020/>

The following Marine Notices were published in 2020 following MCIB reports and investigations:

- | | |
|------------|---|
| 18 of 2020 | Incident Involving the Fire and Total Loss of a Fishing Vessel 15-24m in length. |
| 25 of 2020 | Two Separate Fatal Incidents while Boarding Fishing Vessels. |
| 30 of 2020 | Safety Advice in relation to Canoeing and Kayaking. |
| 41 of 2020 | Sinking of the Dillon Owen off Ardglass Harbour. |
| 58 of 2020 | Two separate fatal incidents involving recreational fishing by persons operating alone. |

The following 2020 Marine Notices are also of relevance to safety issues in particular for those working in the fishing industry.

- | | |
|------------|--|
| 3 of 2020 | S.I. No 672 of 2019 European Union (International Labour Organisation Work in Fishing Convention) (Working Hours) Regulations 2019. |
| 29 of 2020 | Ocean Signal EPIRB Service Information Letter and Reminder to all EPRIB Owners to Carry Out Regular Beacon Tests and Inspections. |
| 46 of 2020 | Council Directive (EU) 2017/159 implementing the Social Partners' Agreement concerning the implementation of the Work in Fishing Convention 2007 (this Notice has been amended). |

External Investigations of Casualties

All investigations of casualties are carried out by external investigators. The Board has available to it a panel of investigators including personnel holding technical qualifications as naval architects, marine engineers or deck officers. The panel reflects broad based maritime competence and experience which are of relevance in undertaking independent investigations. Safety investigations are conducted with the sole objective of preventing marine casualties and marine incidents in the future. They are not designed to determine liability or apportion blame.

A typical investigation process generally includes the following phases and outcomes:

Notification	When the MCIB is notified of a marine casualty or incident, an assessment has to be conducted to decide whether to investigate.
Gather evidence	Once the investigation is launched, gathering evidence expeditiously, including witness interviews, is important to understanding the circumstances of the occurrence and the sequence of the events.
Analyse evidence	Evidence has to be properly analysed to identify the factors that led to the marine casualty or incident. The focus is on understanding the reason why an unsafe action or condition leads to the casualty and the context, physical or organisational, in which the casualty or incident occurred.
Draw conclusions	Conclusions identify the safety issues and the missing or inadequate defences (material, functional, educational or procedural) for which safety actions may be developed to prevent marine casualties.
Determine remedial actions	Where appropriate the MCIB suggests Safety Recommendations i.e. proposals for remedial actions to prevent future marine casualties and incidents, to the Department of Transport and to other parties who are best placed to implement such measures.
Report	The investigation results in a report providing, amongst other things, the circumstances of the event, the analysis of contributing factors and its conclusions. The report is published in order to spread the safety lessons to the maritime community. Data on marine casualties and incidents are uploaded onto the European Maritime Casualty Investigation Platform (EMCIP), thus supporting their analysis.

Reports Published in 2020

The Board published twelve Final Reports during 2020. The full details are provided at pages 15 to 26.

Investigations in 2020

Investigations were initiated by the Board into eight incidents in 2020. Summary details of the incidents are provided in the table below. Full details of all incidents are set out on pages 11 and 14.

Five of the eight incidents which required investigation occurred in the fishing industry, two involved recreational craft (one kayak and one pleasure craft) and one involved a merchant vessel.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	5	3	4	2
General Cargo	1	0	0	0
Recreational	2	1	0	0
Passenger	0	0	0	0
Total	8	4	4	2

Fishing Vessels

There were five incidents involving fishing vessels, three of which resulted in the loss of life.

- Death of two crewmembers and sinking of vessel, Duncannon, Co. Wexford (05/01/2020).
- Loss of vessel off Sheep's Head Co. Cork due to fire, resulting in injuries to two crewmen (04/03/2020) (report published on 23 December 2020).
- Serious damage to vessel when it struck rocks at Blasket Islands (14/05/2020) (report published on 29 December 2020).
- Death of a crewmember, with loss of vessel when it drifted onto rocks, Teelin, Co. Donegal (26/08/2020).
- Death of a crewmember between Blackrock and Silverstrand in Co. Galway (2/11/2020).

Recreational Craft

There were two incidents involving recreational craft.

- Fire and loss of motor cruiser, Carrick on Shannon (06/09/2020).
- Kayaking incident at Bulloch Harbour, Dalkey (13/09/2020).

Cargo vessel

There was one incident involving a grounding.

- Grounding of merchant vessel in Ballycotton, Co. Cork (16/02/2020).

Detailed tables of incidents investigated which occurred in the years 2011 to 2020 are at page 27 and 28 of this report. A summary of all incidents investigated occurring in these years is provided in the table below:

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	7	13	6	5	5	9	6	8	6	4
Injuries	Nil	4	Nil	1	0	14	Nil	Nil	1	2
Vessels Involved	12*	17	6	7	7	15	5	5	7	8

*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks.

Ethics in Public Office

During 2020, all Board members were in compliance with the applicable provisions and requirements of the Ethics Acts and the Standards in Public Office Act, 2001.

Acknowledgements

I would like to thank my Board colleagues for their support this year and for their contributions during 2020 to the successful discharge of the statutory responsibilities of the Board. I want to particularly thank our two outgoing Board members Brian Hogan and Nigel Lindsay for their hugely valuable and valued contribution to the MCIB. I also want to pay tribute to my current Board colleagues who have given of their time and expertise even more unstintingly during this last year to the MCIB. I cannot overestimate the value of their contributions and support to me and to the MCIB while we await the new legislation and new Board appointees. The years achievements are also reflected in the publishing of twelve reports into investigations in 2020. None of that work would have been possible without the expertise of our investigators whom I would like to thank.

It is also a pleasure to acknowledge the sterling work of the Secretariat without whose dedicated skills and experience the Board could not function. On behalf of the Board, I would like to thank them for their hard work in a challenging environment with limited resources. The Board would also like to extend their appreciation and best wishes to Board Secretary Denise Hyland who left on retirement in December and to thank her for her service to the work of the Board. I would also like to welcome back Margaret Bell who previously acted as Secretary to the Board from 2012 to 2018.

Finally, I wish to record my appreciation for the assistance that you as Minister, and that of your officials in the Maritime Safety Policy Division, have afforded to the Board during 2020.



CLAIRE CALLANAN
CHAIRPERSON

Board Members and General Information



Ms. Claire Callanan,
Chairperson, Solicitor



Ms. Dorothea Dowling,
Deputy Chairperson,
Chartered Insurer and
Accredited Mediator



Mr. Frank Cronin,
Mr Frank Cronin, Marine
Engineer Class 1 combined,
FCII, Chartered Insurer

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The following is some general information regarding the Marine Casualty Investigation Board (MCIB).

Establishment of the Board

The MCIB was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 ("the Act"). Under the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011 S.I. No. 276 of 2011 ("the Regulations") the MCIB is the body in Ireland mandated to investigate incidents that fall within EU Directive 2009/18/EC ("the Directive") governing the investigation of accidents in the maritime transport sector.

Function of the Board

The function of the MCIB is to carry out investigations into Marine Casualties, as defined in Section 2 of the Act and the Regulations. In carrying out its functions the MCIB also complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and the Directive. The Directive is given effect in Irish law by the Regulation (S.I. No. 276 of 2011) and applies to only some of the incidents under investigation. Investigations within the scope of the Directive are carried out in accordance with the requirements of the Directive and the Common Methodology as set out in Commission Regulation (EU) No 1286/2011 of the 9th of December 2011.

In accordance with the Act, Marine Casualty means an event or process, which causes or poses the threat of:

- (a) death or serious injury to a person;
- (b) the loss of a person overboard;
- (c) significant loss or stranding of, damage to, or collision with, a vessel or property; or
- (d) significant damage to the environment,

in connection with the operation of:

- (i) a vessel in Irish waters;
- (ii) an Irish registered vessel, in waters anywhere; or
- (iii) a vessel normally located or moored in Irish waters and under the control of a resident of the State, in international waters contiguous to Irish waters.

The purpose of each investigation is to:

1. Establish the cause or causes of a marine casualty.
2. Report on the marine casualty with a view to making recommendations for the avoidance of similar marine casualties.

It is important to note that it is NOT the purpose of an investigation to attribute blame or fault. The Board is non-prosecutorial. Any prosecution, which arises out of any casualty, is the function of Statutory Bodies such as An Garda Síochána, etc.

Status

The MCIB is an independent statutory body funded by the Oireachtas under Section 19 of the Act.

A copy of the final report of each investigation is sent to the Minister for consideration of the recommendations made therein.

All reports are made available to the public (on request) free of charge or can be accessed via the MCIB website at www.mcib.ie.

Incidents and Investigations 2020



Reporting Period 1st January to 31st December 2020

Introduction

Since establishment in 2002, and up to the end of 2020, the Board has published reports on 242 cases.

The statistics contained in this Report show the different types of craft involved and the cause of each incident and give the reader some insight into the scope and work of the Board. To date reporting formats have been maintained in a consistent format in order to allow comparison with earlier year's incidents and reports.

All reports are published on the Board's website, www.mcib.ie, and are available on application to the Secretariat.

Summary of Incidents Investigated which Occurred During 2020

1st January to 31st December 2020

Incidents the Board is investigating from 2020.

Name of vessel/Incident: FV Alize/Fatal Incident	
DATE OF INCIDENT	4 January, 2020
TYPE OF CRAFT	Fishing vessel <15 m
TYPE OF INCIDENT	Sinking
FATALITIES	2 Fatalities
SUMMARY	<p>On 3 January 2020, the fishing vessel "FV Alize" departed Duncannon Harbour with two persons onboard, to fish for scallops.</p> <p>At 20.45 hours (hrs) the following day the Skipper, during a mobile telephone conversation with a family member, indicated that they were on their last tow (trawl) and would be returning to Duncannon Harbour. At 22.34 hrs Marine Rescue Coordination Centre (MRCC), Dublin, were advised that an Irish registered EPIRB had activated seven nautical miles (NM) southwest of Hook Head.</p> <p>Dublin MRCC tasked Irish Coast Guard rescue helicopter R117 and the Dunmore East and Kilmore Quay RNLI lifeboats to proceed to the EPIRB activation location. Rescue helicopter R117 recovered one person from the sea. The casualty was transported to Waterford University Hospital where he was later pronounced dead. An extensive search operation was conducted for the missing crewmember.</p> <p>The wreck of "FV Alize" was located on the sea bottom in the vicinity of the EPIRB activation position. The body of the second crewmember was recovered by divers from the wreck on 24 January 2020.</p>

Name of vessel/Incident: MV ALTA/Grounding	
DATE OF INCIDENT	16 February, 2020
TYPE OF CRAFT	Merchant Vessel (not under command)
TYPE OF INCIDENT	Grounding
FATALITIES	None
SUMMARY	<p>Merchant vessel "MV Alta" is a merchant ship built in 1976. The crew were stranded onboard after the ship was rendered irreparably disabled on a voyage from Greece to Haiti. "MV Alta" was abandoned by the crew and left adrift in October 2018 after a US Coast Guard relief operation rescued the crew of 10 approximately 1,400 miles south-east of Bermuda. On 3 September 2019, the UK's Royal Navy "HMS Protector" sighted the "MV Alta", derelict in the middle of the Atlantic Ocean. The derelict drifted eastward and finally came ashore in Ballyandreen Bay and grounded on the shore near Ballycotton, Co. Cork, Ireland.</p>

Name of vessel/Incident: FV Kayleigh	
DATE OF INCIDENT	4 March, 2020
TYPE OF CRAFT	Fishing Vessel <15 m
TYPE OF INCIDENT	Fire
FATALITIES	None
SUMMARY	<p>On the evening of 3 March 2020, the fishing vessel "FV Kayleigh" was fishing 9 NM southwest off Sheeps Head with two crewmen onboard when a fire broke out in the vessel's engine compartment. The crew suffered burn injuries. The fire continued in the engine compartment and the vessel started to take in water.</p> <p>The Skipper issued a Mayday distress call on VHF at 23.10 hrs that the boat was on fire and taking on water. The fishing vessel's Beacon EPIRB was activated at 23.21 hrs when the crew abandoned the vessel and boarded an inflatable life raft. The EPIRB transmission identified the vessel as the "FV Kayleigh".</p> <p>Castletownbere RNLi lifeboat was the first on the scene and at approximately 23.58 hrs picked up the two injured crew from their life raft and immediately proceeded to Castletownbere to transfer the crewmen ashore for medical treatment. Irish Coast Guard rescue helicopter R115 airlifted the two injured crewmen to Cork Airport for onward transfer by ambulance to Cork University Hospital for treatment.</p> <p>The fishing vessel was abandoned and adrift and presumed to have sunk sometime early on 4 March.</p>

Name of vessel/Incident: FV Dearbhla	
DATE OF INCIDENT	14 May, 2020
TYPE OF CRAFT	Fishing Vessel >15 m
TYPE OF INCIDENT	Grounding
FATALITIES	None
SUMMARY	<p>At approximately 04.10 hrs on the morning of 14 May 2020 while on passage from Rossaveel, Co. Galway to Howth, Co. Dublin, the fishing vessel "FV Dearbhla" with five crew onboard, struck rocks at the north west peninsula of the island of Inish na Bró in the Blaskets archipelago off the coast of Co. Kerry.</p> <p>After the initial impact the vessel was able to manoeuvre to deeper water and the crew investigated the extent of the damage. The crew were unharmed but their investigations for damage found that there was heavy contact damage to the vessel's bows. They found no water ingress below the water line. The emergency services were not informed of the grounding and the vessel continued its voyage to Howth.</p> <p>The vessel's owner was informed of the incident at approximately 08.00 hrs that day. The owner arranged for the vessel to proceed to Castletownbere for an inspection of the damage and repairs. The inspection revealed that the vessel had considerable contact damage to its stem at the waterline and was holed above the waterline under the bows.</p>

Name of vessel/Incident: Mirror of Justice	
DATE OF INCIDENT	26 August, 2020
TYPE OF CRAFT	Fishing Vessel <15 m
TYPE OF INCIDENT	Sinking
FATALITIES	1 Fatality
SUMMARY	On 26 August 2020, the fishing vessel " <i>Mirror of Justice</i> " drifted onto rocks west of Teelin Bay. An extensive search and rescue operation was implemented to try to find the lone fisher who owned and operated the vessel. Due to an Atlantic swell the vessel broke up on the rocks on which it grounded. Shortly afterwards the casualty was found floating ½ mile away near debris from the wreck wearing floatation type oil skins but no PFD.

Name of vessel/Incident: Carrickcraft	
DATE OF INCIDENT	6 September, 2020
TYPE OF CRAFT	Pleasure Craft
TYPE OF INCIDENT	Fire
FATALITIES	None
SUMMARY	On 6 September 2020 four clients of Carrickcraft, having rented a Linssen 35 motor cruiser the previous day, departed Carrick on Shannon heading south. Approximately 45 minutes into their journey, near Jamestown, a fire broke out in the engine compartment. The clients abandoned the vessel onto a passing charter boat. The fire brigade attended the scene and extinguished the fire. Soon afterwards the vessel sank in approximately 8 meters (m) of water.

Name of vessel/Incident: Kayaking Incident	
DATE OF INCIDENT	13 September, 2020
TYPE OF CRAFT	Several Kayaks
TYPE OF INCIDENT	Threat to life/injury
FATALITIES	None
SUMMARY	<p>In the late afternoon/early evening of Sunday 13 September 2020, a party of fifteen kayakers (the Group) set out on a commercial sea kayaking tour. The intended plan was a return trip from Bulloch Harbour to Dalkey Island, and back. The Group was comprised of three instructors and twelve participants. The Group got separated into one small group to the north of Bulloch Harbour and a second larger group towards the north end of Loreto Convent.</p> <p>Three separate members of the public placed 999 calls between 19.03 hrs and 19.14 hrs to report kayakers in difficulty. The Small Group comprised two kayaks; a single kayak and a double kayak. Unable to cope with the waves which they encountered outside Bulloch Harbour, the Small Group drifted northwards. The single kayak was overturned by a wave and the Participant thrown out of the cockpit. This Participant, with the aid of two Instructors in two separate single kayaks, was able to get back into her kayak. However, she was thrown out a second time and a second time assisted back into her kayak and again thrown out a third time. On the third occasion, this Participant held on to the kayak in the water until a third Instructor arrived and, assisted by one of the other Instructors, put this Participant back into her kayak. Those on the double kayak (according to the Participant) who formed part of the Small Group also went into the water and assistance was rendered by local fishers. The Participants in the Small Group were assessed by ambulance personnel on shore at Bulloch Harbour.</p> <p>The Large Group comprised a number of double and single kayaks, totalling nine Participants, made its way to rocks by the shore close to the north end of Loreto Convent and from there, traversed the rocks and proceeded to Bulloch Harbour on foot. All Participants and Instructors were accounted for and made it safely back to shore.</p>

Name of vessel/Incident: FV Myia	
DATE OF INCIDENT	2 November, 2020
TYPE OF CRAFT	Fishing Vessel <15m
TYPE OF INCIDENT	Drowning
FATALITIES	1 Fatality
SUMMARY	<p>At approximately 12.00hrs on 3 November 2020 two men left Galway on the "FV Myia" to retrieve and reset shrimp pots off the coast of Salthill. At approximately 13.30 hrs the men were resetting a train of pots when one of the men went overboard and got entangled in rope attached to the train of pots. The weight of the train of pots combined with the drift of the vessel quickly pulled him under the water.</p> <p>Galway RNLI Lifeboat Operations Manager was contacted by mobile phone and immediately requested activation of pagers for an immediate launch of the Inshore Lifeboat. The ILB quickly arrived on the scene and retrieved the crewman from the water. He was transferred to ambulance on arrival at the Lifeboat station and brought to Galway University Hospital where he was pronounced dead.</p>

Summary of Reports Published 2020

1st January to 31st December 2020

Name of vessel/Incident: Fatal Incident on Lough Gill	
DATE OF PUBLICATION	22 April, 2020
TYPE OF CRAFT	Recreational Craft - Canoe
DATE OF INCIDENT	26 January, 2019
SUMMARY	<p>On Saturday 26 January 2019, a canoeist departed from a pier in Trawane Bay, opposite the small island of Inishfree, on Lough Gill, Co. Sligo, in an open Canadian canoe. He was alone and travelled a short distance west along the shore of Lough Gill to Slish Woods where he set up a campsite close to the shore on the mainland.</p> <p>On Tuesday 29 January 2019, the canoeist's partner who visited the area, having been concerned by his lack of communication, saw the vessel overturned on the lake shore, east of the pier near Cullentra woods and to the east of the camp site and called emergency services via the "999 system". The Coast Guard was alerted and commenced a search of the area.</p> <p>The Casualty was discovered by the Coast Guard helicopter R118 and was lifted from the lake and was taken to Sligo General Hospital where he was subsequently pronounced dead.</p>
INJURIES/FATALITIES	1 Fatality
CAUSE OF INCIDENT	<p>The charts provided showed that the passage inshore of the Isle of Inishfree was sheltered. However, when leaving Cullentra Woods, if the Casualty went there, the first 100 metres of his route would have been exposed to wind, making the canoe difficult to control even in reasonable weather.</p> <p>Once the Casualty entered the water, he would probably have immediately felt the shock of the very cold water. The boat may have drifted away, and he may not have been able to stay on or with it to achieve adequate buoyancy, despite being an accomplished swimmer.</p> <p>The PFD worn by the Casualty would not keep him afloat as an inflatable life jacket would have done. It was designed only to aid the person to stay afloat and swim to safety. The footwear worn by the Casualty was open top wellington boots which would have weighed him down on immersion.</p>

Name of vessel/Incident: MFV Menhaden, Killybegs	
DATE OF PUBLICATION	30 April, 2020
TYPE OF CRAFT	Trawler >15 m
DATE OF INCIDENT	14 March, 2019
SUMMARY	<p>The Casualty was last recorded on closed circuit TV (CCTV) at 00.55 hrs on Thursday 14 March 2019. His vessel, the "MFV Menhaden", was moored outside the "MV Grip Transporter" which in turn was moored outside a third vessel, the "MFV Olgarry". The CCTV footage captured images of the Casualty climbing the gangway from the quay onto the starboard side of the "MFV Olgarry". He was then seen moving aft and transiting to the port side of the "MFV Olgarry" before moving out of sight behind the wheelhouse. He did not reappear on the CCTV footage forward of the wheelhouse or midships where the gangway to the "MV Grip Transporter" was rigged.</p> <p>At approximately 10.30 hrs the Harbour Master was alerted that the Casualty was missing. After viewing the CCTV footage the Harbour Master contacted the Marine Rescue Sub Centre (MRSC) at Malin Head who in turn tasked Killybegs Coast Guard at 12.51 hrs. The Coast Guard boat was launched at 13.10 hrs and a shore search also commenced. At 13.25 hrs a body was sighted on the shore at the east side of the harbour. At 13.40 hrs the Coast Guard shore crew arrived on-scene and called Ballyshannon Gardaí to request their attendance with a doctor.</p> <p>The evidence indicated the Casualty entered the water while transiting from the "MFV Olgarry" at approximately 01.00 hrs. Weather conditions were poor at the time with a lot of movement between vessels. There was a gangway rigged between the "MFV Olgarry" and "MV Grip Transporter" but there were no images on CCTV footage of this gangway being used by the Casualty.</p>
INJURIES/FATALITIES	1 Fatality
CAUSE OF INCIDENT	<p>The Casualty most likely fell into the water when transiting between the "MFV Olgarry" and the "MV Grip Transporter". Contributory factors included alcohol consumption, weather conditions and the lack of personal protective equipment (PPE).</p> <p>The boarding arrangements between the "MV Grip Transporter" and "MFV Menhaden" did not include a gangway.</p>

Name of vessel/Incident: MFV Ellie Adhamh	
DATE OF PUBLICATION	8 May, 2020
TYPE OF CRAFT	Trawler >15 m
DATE OF INCIDENT	19 May, 2019
SUMMARY	<p>As the berthing crew were preparing to dock the “MV Stena Nordica” at approximately 03.40 hrs on the 19 May 2019, they noticed a man passing by No.3 berth. He seemed unsteady on his feet and informed the berthing crew he was going to the “MFV Ellie Adhamh”. The man was then seen to proceed towards No. 4 berth where that vessel was moored.</p> <p>The last line came ashore from the “MV Stena Nordica” at approximately 03.55 hrs. A member of the berthing party then went to check to see if the man was alright. As he approached the “MFV Ellie Adhamh” he heard a noise coming from between the vessel and the quay wall. The other members of the berthing crew arrived and located the Casualty face down in the water.</p> <p>The berthing crew then contacted the Duty Port Controller who contacted the emergency services. The “MV Stena Nordica” launched its rescue boat and they recovered the Casualty. They landed him at the Lifeboat Station but despite medical intervention the Casualty did not survive</p>
INJURIES/FATALITIES	1 Fatality
CAUSE OF INCIDENT	<p>It is likely that there was considerable movement of the vessel due to manoeuvring of the “MV Stena Nordica” in close proximity to it. As the much larger vessel went astern into its berth it would have caused considerable water flow in the vicinity of the “MFV Ellie Adhamh”.</p> <p>Safe means of access to the vessel at all states of tide was not evident.</p> <p>The toxicological analysis report from the post mortem confirmed the Casualty was under the influence of alcohol and would have been a danger to himself and others in the port area at the time of the incident.</p> <p>No PFD was worn by the Casualty.</p> <p>Rosslare Europort does not have bye laws regulating the operation of fishing vessels operating within its jurisdiction.</p>

Name of vessel/Incident: FV Dillon Owen	
DATE OF PUBLICATION	26 June, 2020
TYPE OF CRAFT	Fishing Vessel >15 m
DATE OF INCIDENT	23 October, 2019
SUMMARY	<p>On the morning of 23 October 2019, the "FV Dillon Owen", whilst approaching Ardglass Harbour, Northern Ireland, lost power and drifted onto rocks at Phennick Point. The five crewmembers were airlifted to safety. Attempts by RNLI lifeboats to tow the vessel were unsuccessful and the fishing vessel remained on the rocks pending a salvage operation. The "FV Dillon Owen" sank over the following days. The wreck was recovered and sent for demolition.</p> <p>There were no injuries to the crew or pollution of the environment connected with this incident.</p>
INJURIES/FATALITIES	None.
CAUSE OF INCIDENT	<p>This incident was a sequence of three distinct events: the initial grounding; the loss of power; and finally the second grounding and sinking of the "FV Dillon Owen". The initial grounding at the entrance to Ardglass Harbour had a number of causative factors:</p> <ul style="list-style-type: none"> • Entering Ardglass Harbour two hours before high tide in a loaded condition. • Entering Ardglass Harbour without a formal passage/pilotage plan. • Failure to observe the harbour's navigation aids. • The watchkeeper's loss of spatial awareness as to the position of the entrance channel with reference to the safe depth of water.

Name of vessel/Incident: MFV Suzanne II	
DATE OF PUBLICATION	14 August, 2020
TYPE OF CRAFT	Fishing Vessel >15 m
DATE OF INCIDENT	2 May, 2019
SUMMARY	<p>On 2 May 2019 a fishing vessel 30 NM east of Arklow was stopped while the crew were taking a break between fishing activities when a crewmember observed smoke coming from an engine room vent. The weather at the time was good.</p> <p>The Skipper went to investigate the source of the smoke and soon realised that there was a serious fire in the engine room. He made an attempt to fight the fire, but the level of smoke hampered any effort. The smoke and fire very quickly engulfed the vessel's accommodation and wheel house. The crew retrieved the vessel's EPIRB and abandoned ship to an inflatable life raft.</p> <p>A passing angling vessel sighted the smoke from the burning fishing vessel and proceeded in the direction to investigate. On arriving on-scene the angling vessel recovered the three crewmembers from their life raft. Shortly afterwards the Irish Coast Guard rescue helicopter R117 arrived and lowered a paramedic to assess the crew from the fishing vessel. The Skipper was airlifted to University Hospital Waterford from where he was later discharged, while the two other crewmembers were brought to Arklow Harbour.</p> <p>A short time later a tug boat with fire fighting capabilities arrived on-scene and commenced fighting the fire onboard the fishing vessel. The fishing vessel continued to burn and eventually sank.</p>
INJURIES/FATALITIES	1 Injury
CAUSE OF INCIDENT	<p>The source of the fire is unknown. It started in the engine room and rapidly got out of control. Once the fire was well established it engulfed the vessel and being of timber construction it continued to fuel the fire until the entire vessel was ablaze. Had it been possible to contain the fire by closing dampers and access hatches this might have starved the fire of oxygen and allowed the crew more time in preparing to abandon the vessel. It is, however, unlikely that a fire of this ferocity could have been fully contained and extinguished by the vessel's crew.</p> <p>Whether the fire detection system did sound but was not heard or whether it failed to alert the crew is unknown. Most likely the fire detection system did not sound as it is improbable that it would not have been heard. Not sounding could have been due to a recent defect or a longer standing one that would have been picked up if there was a monthly check or damaged by the fire itself before it could sound. There is no record as to when the system was last tested or inspected as the vessel's onboard records were lost in the incident. Regulations (S.I. 640 Of 2007) state the following: "131. (a) Inspections of the life-saving equipment and fire appliances shall be made at intervals of not more than one month." It is a requirement under the Regulations to carry out monthly inspections. The fire detection system functioning properly and sounding would have given the crew earlier warning of the fire and possibly have enabled a more effective effort at fighting the fire.</p> <p>The damage caused by a fire burning for this duration and the tug's continued attempt at fire fighting resulted in a loss of buoyancy and the eventual sinking of the fishing vessel.</p>

Name of vessel/Incident: Lough Mask	
DATE OF PUBLICATION	1 September, 2020
TYPE OF CRAFT	Lake Boat
DATE OF INCIDENT	8 March, 2019
SUMMARY	On 8 March 2019 a local angler departed the slip at Cushlough near Ballinrobe Co. Mayo for an afternoon of angling on Lough Mask. He failed to return that evening and a search and rescue operation was launched. The search was hampered due to bad weather. The lake boat belonging to the angler was found on the eastern shore of Lough Mask on 9 March. Following a continued search effort the body of the angler was found on 30 March 2019.
INJURIES/FATALITIES	1 Fatality
CAUSE OF INCIDENT	<p>The time or cause of the incident is not known. However, it is possible given the Casualty's mobile phone ceased activity at 14.00 hrs that he entered the water around that time.</p> <p>The weather conditions deteriorated later in the day, making it unsuitable to be out on the water alone in a small vessel. If a vessel were to get into difficulty on an exposed shoreline it would have compounded the situation, as in fact appears to have been the case.</p> <p>Lough Mask has no navigation marks to warn water users of danger and with water levels at the time of the year when the incident occurred, awareness of hazards below the water would be all the more difficult.</p> <p>Once the Casualty entered the water he would probably have experienced the shock of cold water. The water temperature of Lough Mask at the time of the incident was 8°C - cold water shock is a factor in water temperatures below 15°C. This combined with the Casualty not wearing a PFD would have considerably reduced his chances of survival.</p>

Name of vessel/Incident: Varken Ege/Medi Mode	
DATE OF PUBLICATION	15 September, 2020
TYPE OF CRAFT	Tanker & Yacht
DATE OF INCIDENT	23 August, 2019
SUMMARY	<p>On Saturday 22 August 2019 at 10.45 hrs the sailing vessel “<i>Medi Mode</i>” departed from Arklow and was on route to Kilmore Quay. A decision was made to change the destination from Kilmore Quay to Howth as the weather had deteriorated, and due to an impending night arrival in Kilmore Quay. At 17.45 hrs on 22 August, abeam of Rosslare, a course was set for the home port of Howth. The vessel was motor sailing on autopilot with navigation lights and steaming light showing from sunset. At approximately 02.10 hrs on 23 August, a southbound vessel appeared off the starboard bow. It’s steaming white lights and a green side light were observed by the watchkeeper on the yacht.</p> <p>On Sunday 23 August at 01.00 hrs the tanker “<i>Varkan Ege</i>” commenced its sea passage after leaving Dublin Port. The destination was Falmouth and a course was set of 161 degrees with a speed of 7.5 knots.</p> <p>At 02.15 the officer on watch of the “<i>Varkan Ege</i>” observed a red light on the starboard bow and he went to check for an echo on the radar. He found a small echo and realised that it was an echo from a sailing vessel. The closest point of approach (CPA) was 0 NM.</p> <p>He made a large alteration of course to starboard. At 02.22 hrs there was a collision between the two vessels. There was damage to the sailing vessel but nobody was injured. There was no damage to the tanker “<i>Varkan Ege</i>”. The sailing vessel was extensively damaged but was able to make way under its own power to Greystones Harbour.</p> <p>Nobody was injured and there was no pollution caused by this incident.</p>
INJURIES/FATALITIES	None
CAUSE OF INCIDENT	<p>The “<i>Medi Mode</i>” believed that no risk of collision existed because the lights were green to green. However, due to yawing from a following wind they were actually showing a red, port side light to the “<i>Varkan Ege</i>” when the lookout observed the vessel. Having taken no compass bearings and also because they had no radar, this could not be definitively determined. Even though “<i>Medi Mode</i>” saw the “<i>Varkan Ege</i>” in time, it believed it was the stand on vessel and kept its course and speed in the belief that the “<i>Varkan Ege</i>” would either alter course or would pass clear on their starboard side. This led to a close quarters situation and subsequent collision.</p> <p>The “<i>Varkan Ege</i>” reported seeing the red light with a CPA of zero at 02.16 hrs and the collision occurred at 02.22 hrs. This gave it 6 minutes to take proper action to avoid collision. A lookout would have detected this at 4 minutes (closing speed 15.5k - Range of light 1 NM). It had six minutes to make a large alteration of course to starboard, as it observed the “<i>Medi Mode</i>” light at a range of 1.5 NM. A course alteration was made at 02.18 hrs, approximately 4 minutes before the collision.</p> <p>The “<i>Varkan Ege</i>” stated that it observed the “<i>Medi Mode</i>” altering its course to port just before the collision. “<i>Medi Mode</i>” stated that it kept its course. This cannot be determined definitively as the “<i>Medi Mode</i>” did not have the technology to record this. However, the two vessels were on a collision course before this happened. The collision occurred with the prow of the “<i>Medi Mode</i>” striking the port bow of the “<i>Varkan Ege</i>”.</p> <p>As per COLREGs, the “<i>Varkan Ege</i>” complied with efforts to avoid collision when it became apparent that collision was possible. It altered course to starboard, it reduced speed and requested “<i>Medi Mode</i>” by sound signal to indicate its intentions.</p> <p>The “<i>Varkan Ege</i>” should not have attempted to communicate via VHF with the sailing vessel when it was so close. This is not recommended and was not successful.</p>

	<p>This wasted valuable time when an immediate alteration of course to starboard may have been sufficient to avoid collision.</p> <p>The two crewmembers of the “<i>Medi Mode</i>” had many years’ experience of sailing, however, they had no formal marine navigation training. They had no recognised course on the COLREGs. This was a contributory factor particularly in relation to International Regulations for Preventing Collisions at Sea 1972 Rule 7: Taking Compass bearings and Rule 17(b) and (d) Action of stand-on vessel.</p>
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Name of vessel/Incident: Tommy R	
DATE OF PUBLICATION	16 October, 2020
TYPE OF CRAFT	Open Deck Boat
DATE OF INCIDENT	9 October, 2019
SUMMARY	<p>At approximately 08.00 hrs on the morning of Wednesday 9 October, 2019 a 5.7 metre (m) open deck boat “<i>Tommy R</i>” with one angler onboard departed Dunmanus Harbour for the purpose of fishing in Dunmanus Bay. At 20.27 hrs the angler was reported overdue. Shortly after a search operation commenced in the Dunmanus Bay area.</p> <p>At 22.59 hrs boat wreckage was found at Drishane Point on the Dunmanus Peninsula. The wreckage was identified as being from the boat “<i>Tommy R</i>”. The body of the Casualty was found by divers in an undersea gully off the northwest side of Carbery Island at 16.19 hrs on 13 October 2019. The body was recovered and brought ashore to Dunmanus Harbour.</p>
INJURIES/FATALITIES	1 Fatality
CAUSE OF INCIDENT	<p>It was concluded that the most probable cause of the Casualty was that sometime after 13.00 hrs the Casualty fell overboard from the “<i>Tommy R</i>” close to the northwest shore of Carbery Island. The “<i>Tommy R</i>” steering would have been uncontrolled, and the boat would have come into close proximity of the Carbery Breaker or the seas northwest of Carbery Island. The boat would then have been overwhelmed, broken up and sunk by a breaking sea.</p> <p>There are a number of factors that contributed to the loss of the Casualty and boat “<i>Tommy R</i>”:</p> <ul style="list-style-type: none"> • The weather was adverse, there was a small craft warning in operation and the seas were rough in Dunmanus Bay. • The Casualty was operating on his own in very dangerous seas off Carbery Breaker and Carbery Island. • The Casualty was not wearing a PFD. • The vessel was not suitable for the sea conditions existing in the vicinity of Carbery Island on the day.

Name of vessel/Incident: Portronan	
DATE OF PUBLICATION	13 November, 2020
TYPE OF CRAFT	Fletcher Dorado, Ski Boat
DATE OF INCIDENT	17 July, 2018
SUMMARY	<p>On 17 July 2018 at approximately 08.00 hrs, a recreational powerboat departed from Portronan, Co. Donegal with three persons onboard. The vessel was allowed to drift whilst the crew were engaged in angling with rods.</p> <p>Approximately two hours later the engine was started but it quickly stopped and it could not be started again. The vessel was anchored stern first whilst the crew attended to the engine. A wave washed over the stern flooding the boat and as the crew made an emergency call on a UK mobile phone a second wave washed over the stern and the boat foundered. While the emergency call was being put through by Emergency Call Answering Service (ECAS) to the Coast Guard the mobile phone fell into the water and there was no further contact with the crew. All of the information told to ECAS was not passed to the Coast Guard.</p> <p>The boat submerged to just below the surface, supported by air inside the cabin. Crewmember No.2 was wearing a PFD and drifted away from the boat. The Skipper and Crewmember No.1, without PFDs, clung to fenders on the side of the boat. Shortly afterwards the Skipper let go of the boat and drifted away face downwards.</p> <p>Crewmember No.1 clung on to the boat for about 5 hours. When he saw a boat in the distance he began shouting and his shouts were heard by a person ashore and the Skipper of a boat, both of whom raised the alarm. Lifeboats, Search and Rescue (SAR) helicopter and Coast Guard Units were tasked. Crewmember No.1 who was clinging to the boat was picked up by a fishing boat and Crewmember No.2 who was wearing a PFD was rescued by the helicopter. The body of the Skipper was found on the shore about 1.5 km away. Crewmember 2 rescued by helicopter was taken to Altnagelvin Hospital, Co. Derry. He passed away later that evening.</p>
INJURIES/FATALITIES	2 Fatalities
CAUSE OF INCIDENT	<p>There were multiple contributory factors that led to the ultimate outcome.</p> <p>The crew had not planned the voyage sufficiently and were not prepared for this emergency. (CoP: The Safe Operation of Recreational Craft, Sections 2 and 11).</p> <p>During the incident the crew's actions exacerbated the severity of the incident. Anchoring this type of craft by the stern made it much more susceptible to swamping in any type of sea. (CoP: The Safe Operation of Recreational Craft, Appendix 4, Dangers involved in Anchoring.)</p> <p>An effective method of indicating distress was not aboard the vessel. A mobile phone should not be relied on as the primary method of contacting the emergency services. (CoP: The Safe Operation of Recreational Craft, Sections 2 and 11)</p> <p>After the 10.16 hrs emergency call the Coast Guard acted in accordance with the information it had to hand. The information it had regarding the incident, according to the IRCG, was insufficient to task assets for a search.</p> <p>There was enough information in the ECAS recording of the emergency call for the IRCG to initiate SAR operations shortly after 10.16 hrs. This information was not transferred to the Coast Guard due to:</p> <ul style="list-style-type: none"> (i) The operators at the Coast Guard on the initial emergency call not receiving sufficient information to commence a SAR operation. (ii) Restrictive procedures in ECAS which were not sufficiently flexible for a situation which required the ECAS operators to be more proactive in transferring all the information available to the Coast Guard. <p>Because the information in the recording of the emergency call was not transferred shortly after 10.16 hrs. the Casualties were in the water for 5 hours. This increased the severity of the incident.</p>

Marine communications are very different from land-based communications and the ECAS system is a land-based emergency call answering system with limitations for use at sea.

Name of vessel/Incident: **Loa Zour**

DATE OF PUBLICATION	15 December, 2020
TYPE OF CRAFT	Yacht
DATE OF INCIDENT	6 June, 2019
SUMMARY	<p>The yacht "<i>Loa Zour</i>" sailed with five crew onboard from Kinsale, Co. Cork on 3 June 2019 with an intended destination of A Coruña, northern Spain. As the yacht approached the north coast of Spain on 6 June the yacht's crew issued a Mayday broadcast and activated the vessel's EPIRB as they experienced severe difficulties in storm force conditions from Storm Miguel. The crew were airlifted from the yacht by a Spanish Maritime Rescue helicopter (Salvamento Alavamento Maritimo) and taken ashore to A Coruña Airport.</p> <p>The yacht "<i>Loa Zour</i>" was located adrift two days later and boarded by the crew. The yacht was subsequently navigated into the port of A Coruña.</p>
INJURIES/FATALITIES	None
CAUSE OF INCIDENT	<p>The cyclone that developed into Storm Miguel was an unusual and unexpected weather event due to its severity and formation in June, during a warm season. Cyclones usually form in the winter months. By the time Storm Miguel formed up in the North Atlantic and was identified as a storm on 5 June, yacht "<i>Loa Zour</i>" had sailed beyond the point of returning to Ireland or turning west into the Atlantic Ocean to avoid the forecasted severe weather and sea conditions of the storm as it tracked along the north Spanish coast and into the Bay of Biscay. Due to the direct course south taken by the crew of yacht "<i>Loa Zour</i>" and the distances from any safe haven during the latter part of the voyage it was inevitable that yacht "<i>Loa Zour</i>" would be enveloped by Storm Miguel before it arrived to A Coruña.</p>

Name of vessel/Incident: FV Kayleigh	
DATE OF PUBLICATION	23 December, 2020
TYPE OF CRAFT	Fishing Vessel <15 m
DATE OF INCIDENT	4 March, 2020
SUMMARY	<p>On the evening of 3 March 2020, a fishing vessel 9 NM southwest off Sheeps Head with two crewmen onboard was fishing when a fire broke out in the vessel's engine compartment. The crew suffered burn injuries. The fire continued in the engine compartment and the vessel started to take in water.</p> <p>The Skipper issued a Mayday distress call on VHF at 23.10 hrs that the boat was on fire and taking on water. The fishing vessel's EPIRB was activated at 23.21 hrs when the crew abandoned the vessel and boarded an inflatable life raft. The EPIRB transmission identified the vessel as the "FV Kayleigh".</p> <p>Castletownbere RNLI lifeboat was the first on the scene and at approximately 23.58 hrs picked up the two injured crew from their life raft and immediately proceeded to Castletownbere to transfer the crewmen ashore for medical treatment. Irish Coast Guard rescue helicopter R115 airlifted the two injured crewmen to Cork Airport for onward transfer by ambulance to Cork University Hospital for treatment. The fishing vessel was abandoned and adrift and presumed to have sunk sometime early on 4 March.</p>
INJURIES/FATALITIES	2 crew with Injuries
CAUSE OF INCIDENT	<p>It was considered more probable than not, that the source of the fire first seen by the Skipper when he looked into the engine compartment was in the vicinity of the engine exhaust pipes or battery bank where lub-oil was ignited by the hot exhaust pipes and caught fire. The resulting fire would likely have followed the leaking oil which spilled over onto the lower part of the engine and floor plates. The fire in this area would have been likely to have come in direct contact with the engine seawater cooling flexible hose and the hull.</p> <p>The plastic materials of the hose and/or the hull caught fire and were burned through to a degree that the material(s) broke down, losing their intrinsic strength and allowed seawater to enter and flood the engine compartment. Thick black smoke emitting from the compartment after the fireball supports the hypothesis that the plastic component of the hull and/or the plastic flexible pipes were on fire by the time the Skipper opened the hatch the second time and the crew were injured by the fireball.</p>

Name of vessel/Incident: FV Dearbhla	
DATE OF PUBLICATION	29 December, 2020
TYPE OF CRAFT	Fishing Vessel >15 m
DATE OF INCIDENT	14 May, 2020
SUMMARY	<p>At approximately 04.10 on the morning of 14 May 2020 while on passage from Rossaveel, Co. Galway to Howth, Co. Dublin, the fishing vessel "FV Dearbhla" with five crew onboard, struck rocks at the north west peninsula of the island of Inish na Bró in the Blaskets archipelago off the coast of Co. Kerry.</p> <p>After the initial impact the vessel was able to manoeuvre to deeper water and the crew investigated the extent of the damage. The crew were unharmed but their investigations for damage found that there was heavy contact damage to the vessel's bows. They found no water ingress below the water line. The emergency services were not informed of the grounding and the vessel continued its voyage to Howth.</p> <p>The vessel's owner was informed of the incident at approximately 08.00 hrs that day. The owner arranged for the vessel to proceed to Castletownbere for an inspection of the damage and repairs. The inspection revealed that the vessel had considerable contact damage to its stem at the waterline and was holed above the waterline under the bows.</p>
INJURIES/FATALITIES	None
CAUSE OF INCIDENT	<p>The Watchkeeper Alarm panel keyed switch facility was switched off when the watchkeeper left the wheelhouse and not turned on return.</p> <p>By falling asleep whilst on watch in the wheelhouse the watchkeeper did not make the necessary course alteration to keep the vessel in safe and navigable waters. The vessel grounded on rocks.</p> <p>The incident may have been averted if the required course change to navigate Blasket Sound safely was better supervised.</p> <p>The incident may have been averted if there were adequate facilities in the wheelhouse to make beverages and therefore allow watchkeepers to take light refreshments.</p> <p>The incident may have been averted if the Watchkeeper Alarm panel keyed switch facility had been used as intended by its designer.</p> <p>No evidence was provided demonstrating that the crew had received adequate training to reduce the risks of endangering the health and safety of the crew or preventing accidents.</p>

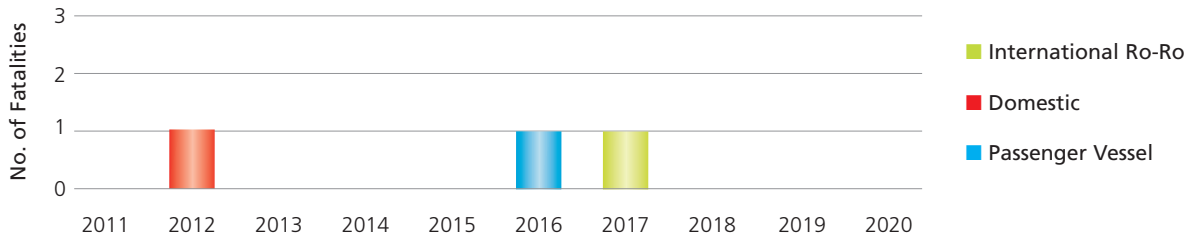
Comparisons of Marine Casualties 2011 - 2020

Type of Craft	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Passenger Ships/Vessels										
International Ro-Ro						10 injuries	1 Fatality			
Domestic		1 Fatality				2 Injuries				
Passenger Vessel						1 Fatality 1 Injury				
Sub total	None	1 Fatality	None	None	None	1 Fatality 13 Injuries	1 Fatality	None	None	None
Cargo Ships										
General Cargo Ships										
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship								1 Fatality		
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
Sub total	None	None	None	None	None	None	None	1 Fatality	None	None
Fishing Vessels										
< 15 metres	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality	2 Fatalities	2 Fatalities	2 Fatalities	2 Fatalities	3 Fatalities
15 - 24 metres		5 Fatalities/ 1 Injury	3 Fatalities							1 Fatality 1 Injury
> 24 metres	1 Fatality				2 Fatalities	2 Fatalities				
Sub total	5 Fatalities	9 Fatalities/ 2 Injuries	5 Fatalities	1 Fatality	3 Fatalities	4 Fatalities	2 Fatalities	2 Fatalities	2 Fatalities	4 Fatalities 1 Injury
Recreational Craft										
Jet Skis										
Open Boats/Canoe	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury		1 Fatality/ 1 Injury	1 Fatality	1 Fatality	3 Fatalities/ 1 Injury	
Motor (Decked)					2 Fatalities	3 Fatalities		1 Fatality	1 Fatality	
Sail		1 Fatality		1 Fatality						
Fast Power Craft/RIB	1 Fatality	1 Fatality 2 Injuries					2 Fatalities	3 Fatalities		
Sub totals	2 Fatalities	5 Fatalities/ 2 Injuries	1 Fatality	4 Fatalities/ 1 Injury	2 Fatalities	4 Fatalities/ 1 Injury	3 Fatalities	5 Fatalities	4 Fatalities 1 Injury	None
Total Incidents	13	17	6	7	7	15	5	5	10	8
Total Fatalities	7	15	6	5	5	9	6	8	6	4
Total Injuries	0	4	0	1	0	14	0	0	1	1
Total No. of Vessels involved	12*	18	6	7	7	15	5	5	11	8

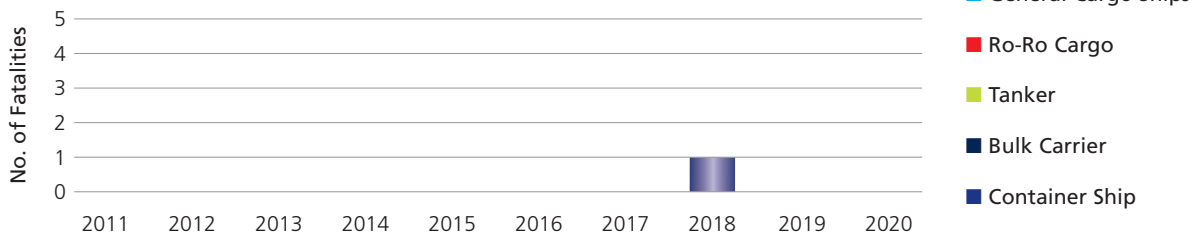
*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

Fatality Trends 2011 - 2020

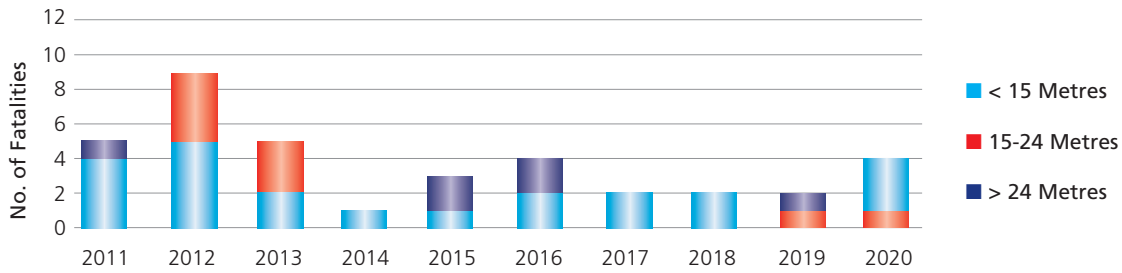
Passenger Ships/Vessels



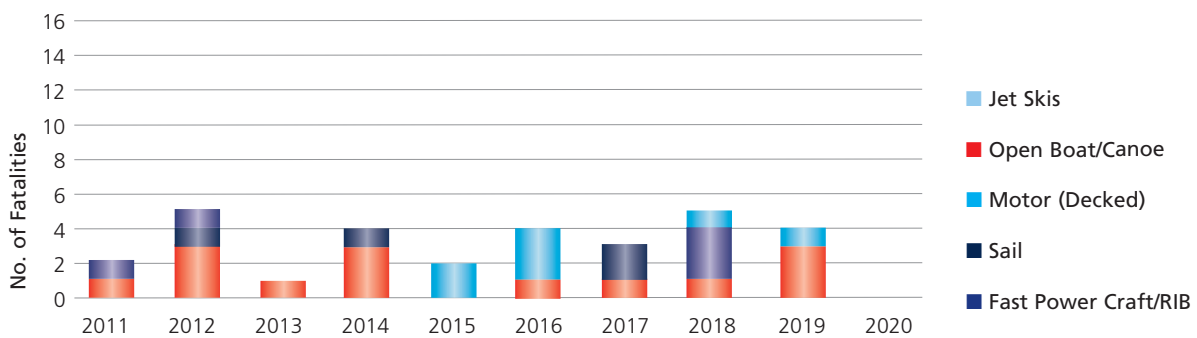
Cargo Ships



Fishing Vessels



Recreational Craft



Appendix A

The incidents set out under were considered by the MCIB but not investigated. Some of these incidents involved cooperation with other flag states or in some case the uploading of key data onto the European Maritime Casualty Investigation Platform (EMCIP).

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/343	FV Brisas Pixuetinas	17/01/2020	Vessel reported to be taking on water
MCIB/13/344	Isle of Inishmore	15/01/2020	Steering gear issue
MCIB/13/345	FV Rossoren	28/01/2020	Injured crewmember
MCIB/13/346	FV Brisán	30/01/2020	Vessel breakdown
MCIB/13/347	MV Susan	30/01/2020	Shore worker injured
MCIB/13/348	MV Eider	06/02/2020	Steering gear problem
MCIB/13/349	Beaumotion	14/02/2020	Engine failure
MCIB/13/351	Arctic Voyager	25/02/2020	Injured fisherman
MCIB/13/352	FV Adventurer	26/02/2020	Injured crewmember
MCIB/13/353	MV Samskip Express	26/02/2020	Vessel aground
MCIB/13/354	FV Zeeland	06/03/2020	Two injured crewmembers
MCIB/13/355	FV Nuevo Santillana	09/03/2020	Injured crewmember
MCIB/13/356	MV Norbay	09/03/2020	Loss of main engine propulsion
MCIB/13/357	MV Ardent	14/03/2020	Fouled propeller
MCIB/13/358	FV Brenholm	24/03/2020	Medical evacuation
MCIB/13/359	FV Emer Jane	13/04/2020	Vessel breakdown
MCIB/13/360	FV Argo K	28/04/2020	Vessel suffered damage after sinking
MCIB/13/361	FV Yannick	10/05/2020	Fouled propeller
MCIB/13/362	FV Pedear Elaine II	13/05/2020	Injured crewmember
MCIB/13/364	FV Arkh Angell	19/05/2020	Vessel breakdown
MCIB/13/365	MV Norbay	19/05/2020	Vessel suffered hull damage in berth
MCIB/13/366	FV Tarka	30/05/2020	Fouled propeller
MCIB/13/367	FV Clara	25/06/2020	Injured crewmember
MCIB/13/368	FV Marcestina	29/06/2020	Injured crewmember
MCIB/13/369	MV Wilson Hawk	28/06/2020	Vessel grounding
MCIB/13/370	MV BG Diamond	29/06/2020	Damage to vessel
MCIB/13/371	SV Dawn Approach	13/07/2020	Vessel aground
MCIB/13/372	FV Boy Jason	16/07/2020	Injured crewmember
MCIB/13/373	MV Seatruck Power	18/07/2020	Vessel not under command

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/374	FV Notre Dame Cedeira	19/07/2020	Vessel suffered engine problems
MCIB/13/375	FV Lumian	26/07/2020	Medical evacuation
MCIB/13/376	Aqua Transporter	04/08/2020	Vessel breakdown
MCIB/13/377	Aisling Gabrielle	26/07/2020	Near miss
MCIB/13/388	FV Falcon Star	06/08/2020	Vessel capsized
MCIB/13/389	Samskip Express	21/08/2020	Vessel touched seabed and damaged hull
MCIB/13/391	Diaoznny (yacht)	07/09/2020	Mayday call and crewmember rescue
MCIB/13/392	MV Angela	10/09/2020	Damage to vessel
MCIB/13/393	MV Elbtrader	20/10/2020	Injured crewmember and loss of cargo
MCIB/13/394	Lily B	20/10/2020	Vessel not under command
MCIB/13/395	W.B. Yeats	06/10/2020	Missing crewmember
MCIB/13/396	MFV Ardent	28/09/2020	Fire onboard
MCIB/13/397	FV Dearbhla	12/11/2020	Injured crewmember
MCIB/13/399	Saoirse na Farraige	03/12/2020	Accidental activation of the fire suppression system
MCIB/13/400	Wilson Dieppe	29/09/2020	Injured crewmember
MCIB/13/401	FV Katie Rose	06/12/2020	Injured crewmember
MCIB/13/402	FV Endurance	13/12/2020	Injured crewmember
MCIB/13/403	FV Susa Uno	06/12/2020	Sick crewmember



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