

MARINE CASUALTY INVESTIGATION BOARD

REPORT OF
INCIDENTS & INVESTIGATIONS



Reporting Period 1st January to 31st December 2021

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

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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 nineteenth Incidents & Investigations report of the Marine Casualty Investigation Board, covering the period 1 January – 31 December 2021.

The audited accounts of the Marine Casualty Investigation Board (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 2021 for publication on the MCIB website www.mcib.ie.

Overview of 2021

The MCIB commenced investigations into eight marine casualties in 2021, all of which occurred in 2021. No lives were lost in any of the marine casualties under investigation.

A further 68 incidents were considered by the Board which involved co-operation between the MCIB and the accident investigation bodies of other states. These incidents were in general 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.

During 2021 the MCIB also assessed 14 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 19 years ago and to the end of December 2021 it has published 248 reports into incidents under its statutory remit. The Board published six final marine casualty investigation reports in 2021.

Eight investigations were commenced during the year and there were nine ongoing investigations at 31 December 2021. Of these ongoing investigations, one occurred in November 2019, involving one fatality from a kayak on the Caragh River, Glencar, Co. Kerry, and is ongoing due to the complexities of the investigation. There are in total 11 investigations ongoing including those commenced in 2022.

In the MCIB Annual report for 2020 we strongly encouraged 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 (CoP) and all guidelines or recommendations issued by any governing sports bodies. In report No. 304, published in 2021, a number of recommendations were made in relation to the kayaking/canoeing sector including ones related to commercial users. These included a recommendation that consideration should be given to the establishment of a directory of commercial providers of coastal sea and river paddle facilities, and that consideration should be given to how best to enhance safety standards within the commercial paddle sport provider sector, and whether a mandatory registration or licencing scheme (which would provide for the registration of instructors and their qualifications) should be introduced. It is disappointing to note that in 2021 the MCIB continued to be advised of situations where little or no regard was paid to governing body safety guidelines. We have observed a continuing increase in the number of very serious incidents involving kayakers/canoists some of which could very easily have led to fatalities. Regulation may well be required, especially in the commercial sector, if voluntary standards set by accredited bodies are not adhered to.

Other MCIB reports published in 2021 reflect the wide variety of circumstances that can give rise to the investigation of marine incidents. As reflected in the upcoming report from EMSA described later, the MCIB has seen an increase in incidents involving fishing vessels of all sizes. This has also been the assessment of our European Union (EU) partners and is feeding into the draft of the new EU Directive.

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

The MCIB noted the report entitled “Experiences of Non-EEA Migrant Workers in the Irish Fishing Industry”² published in October 2021. The objective of this socio-legal research study was to assess the current working conditions, immigration status, and experiences of enforcement of non-European Economic Area (EEA) workers in the Irish fishing fleet. The analysis drew on “semi-structured interviews conducted with 24 male migrant workers in the Irish fishing industry.” The report recorded that

- “Over two thirds of the participants observed that they could work between 15 and 20 hours a day.”
- “Less than half of the interviewees recalled boats being inspected by the Workplace Relations Commission or anyone else asking about work related issues. Fear of losing one’s job and work permit, along with language barriers, were key challenges for workers to engaging with employers or inspectors to seek better working conditions.”

The relevant recommendations focused on regulatory audit and enforcement, neither of which fall within the remit of the MCIB, however we remain cognisant of the difficulties during investigations of engaging effectively with crew who may not speak English or understand our role.

New legislation

As a result of the Court of Justice of the European Union (CJEU) decision in July 2020 (which held that Ireland had not correctly implemented Article 8.1 of Directive 2009/18/EC) the Board of the MCIB has had to operate with only three members. The Merchant Shipping (Investigation of Marine Casualties) (Amendment) Bill 2021 was presented to the Dáil on 11 November 2021 and passed its final stages in the Seanad on 5 May 2022. The Act will facilitate an increased composition of the Board based on a minimum of five and a maximum of seven members appointed by the Minister, along with other necessary operational and technical revisions to support the ongoing functioning of the Board.

The Board looks forward to the appointment of additional Board members at the earliest opportunity.

Review

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 MCIB supports developments that will improve marine casualty investigations. During 2021 a recruitment drive for additional investigators to the investigator panel was successfully carried out. The panel comprises persons with a high level of technical expertise who are independent. The recruitment of a full-time expert consultant to the Board is also underway, and the staff of the MCIB secretariat has been expanded. The complexities of some of the investigations carried out can be seen in the reports that have been published in the last 12 months.

European Context and EMSA

A considerable amount of the work that the MCIB does involves engagement with the European Maritime Safety Agency (EMSA) in respect of maritime incidents that fall within the ambit of the EU Directive 2009/18/EC (which establishes the fundamental principles governing the investigation of accidents in the maritime transport sector). EMSA is the EU agency that is tasked with providing technical expertise and operational assistance to improve maritime safety, pollution preparedness and response and maritime security throughout the EU. EMSA also ensures the consistent investigation of marine accidents throughout the EU and shares best practices on maritime safety, security, and environmental issues. EMSA has developed a methodology to analyse data reported in EMCIP with the view to detecting potential safety issues. As with other EU investigative agencies, the MCIB reports marine incident data to EMCIP.

EMSA is due to publish its 2021 Annual Overview of Marine Casualties and Incidents consisting of analysis of marine casualties or incidents accidents reported up to 31 December 2020 by the EU Member States in EMCIP. The report will analyse accident data provided to EMCIP from an accident perspective; from an advance draft of the Report the figures in 2019 show that while 16% of all the occurrences registered in EMCIP correspond to fishing vessels, they were the source of 32% of all very serious and serious occurrences. The EMSA Report concludes that “fishing vessels are more vulnerable to accidents, not so much in terms of frequency, but in terms of the seriousness of the consequences when they do occur. The rate of very serious casualties and serious casualties for fishing vessels is much higher compared to the overall fleet. In addition, despite the accidents of fishing vessels representing 16% of the total number of accidents,

2. This research was conducted at Maynooth University Department of Law by Dr Clíodhna Murphy, Dr David Doyle and Stephanie Thompson. The research was funded by the International Transport Workers’ Federation (ITF). Published October 2021.

the number of fishing vessels lost represent more than 50% of the number of total vessels lost. This trend has been observed in recent years." The Directive, and therefore the data reported on from EMCIP, only applies to fishing vessels over 15 metres (m) long.

EMSA provides training services for EU accident investigators and announced in April 2022 the development of a training academy with a Core Curriculum Course for EU accident investigators which will come on stream in late 2023. The new EMSA Academy will deliver training on new or amended International Maritime Organisation (IMO)/EU acts and will provide operational training, using advanced tools and developing a Common Core Curricula. All trainings in EMSA Academy will comply with International Organisation for Standardisation (ISO) 9001:2015, ISO 21001:2018 and ISO 29993:2017 standards. This is a very welcome development which will contribute to the continued learning of MCIB accident investigators.

The European Commission has also initiated a review of EU legislation and a new Directive is expected within the next twelve months.

The Department published 66 Marine Notices in 2021

The full list can be accessed here <https://www.gov.ie/en/collection/4d794-marine-notices-2021/>

The following Marine Notices were published in 2021 following MCIB reports and investigations:

- 4 of 2021 Incident involving the Fire and Total Loss of a Fishing Vessel less than 15m in length.
- 5 of 2021 Prevention of Collisions at Sea.
- 11 of 2021 Safety recommendations regarding an incident involving the grounding of a Fishing Vessel 15-24 metres in length.
- 19 of 2021 Importance of Voyage Planning and avoiding dangerous situations in Adverse Weather and Sea Condition.
- 48 of 2021 Correct Use of Personal Flotation Devices (PFDs) on Fishing Vessels.
- 53 of 2021 Hazards associated with trawling on small fishing vessels.

The following 2021 Marine Notices are also of relevance to safety issues in particular for those working in the fishing industry.

- 20 of 2021 Requirement for Crew Lists on registered fishing vessels.
- 43 of 2021 Reminder Advice re Use of Appropriate Marker Buoys/Ropes when Engaged in Pot Fishing for Lobster, Crab or other Fish or Shellfish.
- 60 of 2021 Minimum Safety and Health Requirements for Improved Medical Treatment on Board Vessels.

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 that 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 EMCIP, thus supporting their analysis.

Reports Published in 2021

The Board published six Final Reports during 2021. The full details are provided at pages 15 to 20.

Investigations in 2021

Investigations were initiated by the Board into eight incidents that occurred in 2021. 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 and one involved a passenger vessel.

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

Fishing Vessels

There were five incidents involving fishing vessels.

- Loss of vessel off Duncannon, Co. Wexford (11/01/2021) (report published on 30 December 2021).
- Crewmember injured at Co. Donegal.
- Loss of vessel, Co. Cork.
- Fire onboard and loss of vessel, Co. Cork.
- Crewmember injured onboard vessel south of Kinsale, Co. Cork.

Recreational Craft

There were two incidents involving recreational craft.

- Incident involving yacht drifting onto rocks Co. Cork.
- Yacht fire resulting in sinking in Crosshaven, Co. Cork.

Passenger Vessels

There was one incident involving a passenger vessel.

- Incident involving a fire onboard a passenger ferry midriver between Ballyhack, Co. Wexford and Passage East, Co. Waterford.

Detailed tables of incidents investigated which occurred in the years 2012 to 2021 are at pages 21 and 22 of this report. A summary of all incidents investigated occurring in these years is provided in the table below:

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	13	6	5	5	9	6	8	6	4	0
Injuries Vessels	4	Nil	1	0	14	Nil	Nil	1	2	2
Vessels Involved	17	6	7	7	15	5	5	7	8	8

Ethics in Public Office

During 2021, 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 want to thank my Board colleagues who have given hugely of their time and very considerable expertise during this last year to the MCIB. None of that investigative work would have been possible without the dedication and expertise of our investigators whom I would also like to thank.

I would also like to express my appreciation on behalf of the Board to our Board Secretary and her Secretariat and congratulate them on the work done during the year which continued to be very challenging with the covid pandemic effects.

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 2021.



CLAIRE CALLANAN
CHAIRPERSON

Board Members and General Information



Ms. Claire Callanan,
Chairperson, Solicitor



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



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

Secretary: Ms. Margaret Bell
Secretariat: Mr. Paul Hallissey
Mr. Philip Grattan (January-August 2021)
Registered Office: Leeson Lane, Dublin 2
Telephone: 01-6783485
Email: info@mcib.ie
Website: www.mcib.ie

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 i.e. 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 2021



Reporting Period 1st January to 31st December 2021

Introduction

Since establishment in 2002, and up to the end of 2021, the Board has published reports on 248 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 2021

1st January to 31st December 2021

Incidents the Board is investigating from 2021

Name of vessel/Incident: FV Aztec	
TYPE OF CRAFT	Fishing vessel <15 m
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	<p>The fishing vessel (FV) "Aztec" departed Duncannon Harbour, Co. Wexford with four persons onboard, to pair trawl with the "FV Western Dawn" for sprat at 07.00 hours (hrs). At 09.30 hrs they hauled the net, took sprat onboard, and stored them below deck in secure pounds.</p> <p>At approximately 10.00 hrs the "FV Western Dawn" shot its net and the "FV Aztec" took onboard the end for the next tow. As it prepared to take the ends, the fishing weight of approximately 350 kilogrammes (kg) fell from the gunwale onto the deck.</p> <p>At 10.45 hrs the "FV Western Dawn" hauled its net and the "FV Aztec" passed back the end of the net to the "FV Western Dawn". The "FV Western Dawn" then commenced passing fish over to the "FV Aztec" and during this operation a crewmember noticed a hole in the starboard aft section of the deck allowing water to flood into the steering compartment. As the stern settled deeper in the water the Skipper manoeuvred the "FV Aztec" alongside the "FV Western Dawn" and instructed the crew to transfer to the "FV Western Dawn". The "FV Aztec" then sank within a minute.</p>

Name of vessel/Incident: FV Marliona	
TYPE OF CRAFT	Fishing Vessel >15 m
TYPE OF INCIDENT	Crewmember injured
FATALITIES	None
SUMMARY	<p>A serious marine casualty occurred on the "FV Marliona" while alongside Greencastle Harbour, Co. Donegal, Ireland. During a repair process the Skipper's left arm became trapped by a trawl door causing severe damage to his arm.</p> <p>First aid was administered by another crewmember and the bleeding was stopped. The ambulance was called and the Casualty was transferred to the nearest hospital where he was treated for his injuries. The hospital treated the Casualty and managed to save his arm. He was released the same day.</p>

Name of vessel/Incident: FV Ellie Adhamh	
TYPE OF CRAFT	Fishing Vessel >15 m
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	<p>The "FV Ellie Adhamh" with seven crew onboard was trawl fishing for prawns south of the Porcupine Bank approximately 160 nautical miles (NM) off the west coast of Cork. At approximately 20.00 hrs the crew hauled the final trawl before returning to the vessel's home port of Castletownbere in Bantry Bay, Co.Cork when the vessel experienced an electrical power failure affecting the vessel's main deck and wheelhouse decks. The crew were unable to restore the normal power supply and the vessel's emergency lighting and equipment operating systems reverted to being powered by the vessel's Emergency 24-volt (V) direct current (DC) battery power supply arrangements. Despite this disabling condition the fishing vessel still had propulsion power and a limited steering capability. In company with another fishing vessel, "FV Ellie Adhamh" made course for Castletownbere at speed.</p> <p>The 24V emergency battery power supply was of limited duration and at approximately 04.00 hrs the following morning the batteries were exhausted causing the fishing vessels emergency 24V battery powered electrical operating systems to fail. As a consequence, the fishing vessel's radio communications equipment, emergency lighting and the propulsion control (controllable pitch propellor (CPP)) systems all ceased operation and shut down. The fishing vessel lost forward propulsion and became adrift. The "FV Ellie Adhamh" was rolling heavily and taking water into the Main Deck (also called the factory deck, or the 'middle' deck). The crew encountered difficulties in pumping overboard the shipped seawater which was coming aboard through a defective discard chute mechanism located on the port side, after section of that deck.</p> <p>The following morning, Irish Coast Guard (IRCG) Rescue Helicopter R115 provided emergency salvage pumping equipment to the vessel and shortly afterwards the naval patrol vessel "LE George Bernard Shaw" established a towline to the stricken fishing vessel and commenced towing the fishing vessel to Castletownbere. However, the fishing vessel developed a significant list during the towing operation and the safety of the crew became a concern for the rescuers. At 18.55 hrs that evening the crew were airlifted from the listing vessel and brought to safety, ashore. The towline to the "FV Ellie Adhamh" broke at 19.22 hrs and the fishing vessel became adrift again. The following morning, tug "Nomad" arrived on scene but was unable to establish a tow line due to weather conditions. At 10:55 hrs the tug reported "FV Ellie Adhamh" had sunk off the Bull Rock on the west coast of Co. Cork.</p>

Name of vessel/Incident: **FV Horizon**

TYPE OF CRAFT	Fishing Vessel >15 m
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	<p>The "FV Horizon" was fishing with four crew onboard, approximately 20 NM off the Old Head of Kinsale, Co. Cork shortly before 02.00 hrs when the Skipper noticed large amounts of smoke coming from the accommodation of the vessel. Despite the crew's firefighting efforts, the fire took hold and spread. The Skipper broadcast a 'MAYDAY' distress call by Very High Frequency (VHF) radio and the crew took to a life raft. The crew were recovered from their life raft by the Offshore Supply Ship "Pathfinder" but despite efforts to fight the fire by a responding Offshore Supply Ship "Maersk Maker" the fishing vessel sank at approximately 07.00 hrs (UTC), close to the position where it initially caught fire. There was some sea surface oil pollution reported which appears to have dissipated naturally.</p> <p>Weather and sea conditions at the time were good with light winds and a moderate sea. The crew were subsequently transferred to the Courtmacsherry Lifeboat and brought ashore. There were no injuries suffered by the crew.</p>

Name of vessel/Incident: **Frazer Tintern**

TYPE OF CRAFT	Passenger
TYPE OF INCIDENT	Fire
FATALITIES	None
SUMMARY	<p>When en route to Passage East, Co. Waterford at approximately 18.05 hrs, the Master of the vessel detected a strong smell of diesel fuel. At that point a crewmember called him to say that he could also get a strong smell of diesel and was going to investigate. When the crew member got to the mesh door at the No.1 engine compartment he was met with black smoke and flames. The crewmembers notified the Master straight away that they had a fire onboard. The Master immediately shut down the No.1 engine and turned off the engine room fans. Two crewmembers then activated two portable fire extinguishers and rigged fire hoses to provide boundary cooling.</p> <p>The vessel continued to the Passage East slipway to get the passengers off as quickly and safely as possible. As a precaution all passengers were summoned to the muster station and issued lifejackets. On the way to the Passage East slipway the fire was brought under control. On arrival at Passage East all passengers and vehicles were disembarked in a safe manner. The vessel was then secured, and the remaining engines shut down. When the smoke dispersed fully the crew investigated the engine room to confirm the fire had been extinguished.</p>

Name of vessel/Incident: **Jelly Baby**

TYPE OF CRAFT	Pleasure Craft
TYPE OF INCIDENT	Constructive total loss
FATALITIES	None
SUMMARY	The vessel with nine crewmembers was participating in a yacht race in Cork Harbour. One Crewmember and sail went overboard. The Crewmember was recovered onboard but the sail entangled the keel, rudder and propellor, disabling the yacht. The yacht drifted onto rocks and sustained serious damage. The Crewmember scrambled ashore with no injuries. The yacht was later towed into Crosshaven Co.Cork for damage survey but declared a constructive total loss. No pollution was caused.

Name of vessel/Incident: **FV Aquila**

TYPE OF CRAFT	Fishing Vessel >15m
TYPE OF INCIDENT	Crewmember injured
FATALITIES	None
SUMMARY	The "FV Aquila" was retrieving its seine net and when the crewmembers were guiding the nets into the net pound on the stern of the vessel, the articulated crane's hydraulic ram hose burst causing the boom to descend suddenly, crushing a Crewmember. The injured Crewmember required a medevac to Cork University Hospital by the IRCG helicopter.

Name of vessel/Incident: **Black Magic**

TYPE OF CRAFT	Pleasure Craft
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	The yacht "Black Magic" with one person onboard sailed from Crosshaven yacht marina, Co. Cork. Its destination was Kinsale Harbour. Approximately an hour and a quarter later the yacht's outboard engine caught fire. The fire rapidly spread through the yacht, and the Skipper transmitted a 'MAYDAY' distress broadcast using his handheld VHF radio. The distress call was relayed to the IRCG radio station at Valentia by a fishing vessel working in the vicinity of the incident and a search and rescue operation commenced. In the meantime, another fishing vessel in close proximity to the burning yacht rescued the Skipper and brought him to safety. Shortly thereafter the Skipper was transferred ashore by the Port of Cork RIB which had come from Crosshaven to assist. The Skipper was not injured during the incident. The yacht was eventually consumed by fire and reported as having sunk in Ringabella Bay, Co.Cork.

Summary of Reports Published 2021

1st January to 31st December 2021

The following tables are summarised from published reports and are intended to give an overview. Full reports can be viewed on the MCIB website www.mcib.ie

Name of vessel/Incident: MV Alta	
DATE OF PUBLICATION	3 March, 2021
TYPE OF CRAFT	General Cargo Ship
DATE OF INCIDENT	16 February, 2020
SUMMARY	Motor 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 ten 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 on 16 February 2020 in Ballyandreen Bay and grounded on the shore near Ballycotton, Co. Cork, Ireland.
INJURIES/FATALITIES	None
CAUSE OF INCIDENT	The "MV Alta" suffered a mechanical breakdown and was abandoned and set adrift by its owners and crew in October 2018. During the following 16 months the derelict drifted eastwards across the Atlantic Ocean, presenting a danger to safe navigation for all other vessels and offshore fixed installations in its vicinity and a danger of injury or death to their crews and operators. As the derelict vessel drifted into EU waters and the territorial seas of Ireland the responsibility for responding to a maritime incident caused by collision with the derelict ship rested with Ireland and its maritime search and rescue agencies.

Name of vessel/Incident: FV Alize	
DATE OF PUBLICATION	4 August, 2021
TYPE OF CRAFT	Trawler <15 m
DATE OF INCIDENT	4 January, 2020
SUMMARY	<p>On 3 January 2020, the "FV Alize" departed Duncannon Harbour, Co. Wexford with two persons onboard to fish for scallops.</p> <p>At 20.45 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 Emergency Position Indicating Radio Beacon (EPIRB) had activated seven NM southwest of Hook Head, Co. Wexford.</p> <p>Dublin MRCC tasked IRCG Rescue Helicopter R117 and the Dunmore East and Kilmore Quay Royal National Lifeboat Institution (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>
INJURIES/FATALITIES	2 Fatalities
CAUSE OF INCIDENT	<p>"FV Alize" capsized and rapidly sank without warning while hauling its trawl dredges.</p> <p>The crew's likelihood of survival was reduced by:</p> <ul style="list-style-type: none"> • Not having the opportunity to broadcast a distress message. • Not complying with S.I. 586/2001 – Fishing Vessel (Personal Flotation Devices) Regulations 2001 by not wearing a PFD/lifejackets or wearing an incomplete PFD/lifejacket in that the crotch strap was missing. <p>The vessel was being operated below the optimum crew level of three persons. Therefore, the number of crew onboard at the time of the incident on 4 January 2020 was insufficient to operate the vessel safely and enable the recovery of the vessel's dredges in a safe and efficient manner.</p> <p>The crew were not trained in stability awareness and were therefore unaware of critical stability factors or methods to mitigate the effects of marginal safe stability conditions while operating the vessel's fishing gear. The pronounced transient reduction in the stability of the vessel when hauling and docking the derricks was unrealised by the crew and they were likely unaware of the stability implications of leaving the port dredge suspended while the weight of the starboard dredge was landed onto the main deck bulwarks.</p> <p>The absence of a detailed lifting equipment planned maintenance and inspection system onboard fishing vessels of less than 15 m length overall was recognised as a safety issue and addressed in this investigation but did not directly contribute to the loss of "FV Alize" and the vessel's crew.</p>

Name of vessel/Incident: Olympic Style Rowing Boat	
DATE OF PUBLICATION	5 October, 2021
TYPE OF CRAFT	Recreational - Open Boat/Canoe
DATE OF INCIDENT	23 February, 2019
SUMMARY	<p>On Saturday 23 February 2019 at approximately 09.30 hrs, a rowing boat with five young persons (aged 12-13 years) ("the crew") was launched from Athlunkard Boat Club slipway on the Abbey River, a tributary of the River Shannon in Limerick City with the purpose of carrying out a training session on the River Shannon. A coach accompanied the rowing boat, in a Safety Boat.</p> <p>At approximately 10.15 hrs the rowing boat got into difficulty, struck some midstream supports of Thomond Weir, overturned and the five crew were thrown into the water. A member of the public alerted the rescue authorities and a rescue operation commenced; primary responder being the Local Authority Fire Brigade's (LAFB) inflatable boat "Fire Swift" which was exercising in the locality.</p> <p>Four crew were rescued from the water by the Coach in the Safety Boat. A fifth young female rower was entangled with the boat and submerged underwater but freed after intervention by the "Swift Rescue" boat's crew. The Casualty was treated on "Swift Rescue" and transported ashore and hospitalised.</p>
INJURIES/FATALITIES	1 serious injury
CAUSE OF INCIDENT	<p>The following were causative factors of this incident: Absence of a comprehensive risk assessment prior to the training session; the collective inexperience of the Quad's junior crew; lack of rescue and safety equipment onboard the Safety Boat; the complacency by Athlunkard Boat Club towards the purpose of the Club's Safety Boat and the safety equipment it was supposed to carry; despite being tied back in a ponytail, the Rower's long hair trapped the Rower to the capsized Quad; Athlunkard Boat Club's disregard towards developing a safety culture and implementing an effective safety management system.</p> <p>Contributory Factors that led to this incident included: The absence of a planning process; the absence of a viable safety culture and the Club's complacent attitude towards safety during its river activities; the Coach and Quad "<i>Louie Murnane</i>" were significantly separated and isolated by river distance from the other coaches in the other Safety Boat; the hazard presented by Thomond Weir was underestimated by the Coach, Club Safety Officer and officers of Athlunkard Boat Club; trainees/novices onboard Olympic style rowing boats are not required to wear PFDs; not having spare flotation devices onboard; failure to establish an effective means of communications between the coaches on the two safety boats; under-manning of the Safety Boat; absence of a knife onboard the Safety Boat; the degree of separation between the two safety boats during the training session; lack of advice and encouragement in safety matters emanating from Rowing Ireland (RI); absence of interaction between the Coach and the Club and vice versa regarding safety; the Club was not aware of the RI Safety Manual or its contents and the absence of an effective and measurable assessment of the implementation of the national governing body's Safety Policy (2017) and its Safety Manual (2017) to club level; the absence of any effective interactive communications between RI and Athlunkard Boat Club.</p>

Name of vessel/Incident: Kayaking Incident	
DATE OF PUBLICATION	28 October, 2021
TYPE OF CRAFT	Several Kayaks
DATE OF INCIDENT	13 September, 2020
SUMMARY	<p>In the late afternoon/early evening of Sunday 13 September 2020, a party of 15 kayakers set out on a commercial sea kayaking tour. The intended plan was a return trip from Bulloch Harbour to Dalkey Island, Co. Dublin. The Group was comprised of three instructors and 12 participants. The Group got separated; one small group towards the north of Bulloch Harbour and the second larger group towards the north end of Loreto Convent.</p> <p>Three separate members of the public placed 999 calls to emergency services 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 was 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, who managed to 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.</p> <p>The Participants in the Small Group were assessed by ambulance personnel on shore at Bulloch Harbour. In the case of the single kayaker, this Participant reports that she was advised by the ambulance personnel of their wish to bring her to hospital, due to their concern with the amount of sea water which she had swallowed but she declined their recommendation. The Large Group comprised an unknown number of double and single kayaks, totalling nine Participants. The Large Group 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>
INJURIES/FATALITIES	None.
CAUSE OF INCIDENT	<p>At the time of the start of the incident, there was no Small Craft Warning in operation. However, at the time the Tour set off there was. Notwithstanding that Small Craft Warning, the kayaks, being small craft, embarked on the Tour. It follows that insufficient regard was had to the Small Craft Warning. Disregard for Met Éireann forecasts contributed to the decision to embark on a potentially unsafe Tour. Insufficient regard was had to Section 7.4 of the CoP which notes that canoeing/kayaking in a wind force 4 or above should only be considered for the very experienced. Having regard to the lack of experience on the part of at least two of the Participants, the Tour should not have departed. Section 7.4 also notes sea kayakers should be aware of the effects of interaction between wind and tide on the sea states. It therefore follows having regard to sea conditions experienced at the time of the incident that insufficient regard was had to those conditions. In effect the conditions were such that the Tour should not have commenced in these conditions.</p> <p>In addition, the qualifications ascribed by the organiser's observations to one or other of the Instructors did not meet the appropriate qualifications recommended by Canoeing Ireland (CI) for an instructor taking out a group in conditions similar to those which were encountered on the Tour.</p> <p>In view of the risks associated with "cold shock" and hypothermia, there existed a risk that an inexperienced Participant, should they become immersed in the water, could suffer from either or both. While such a risk can never be eliminated, it can be managed by using the "Prevention" steps outlined by Water Safety Ireland. In addition, two of the Participants indicated that no warnings were given to them that they would become immersed in the water, nor were they told what to do in that</p>

	<p>event. A forewarning of what to expect if immersed in the sea and safety instructions as to what to do (or not to do) should have been issued before the put-in. No information was provided of any contingency planning for what was to happen if someone or, a number of Participants encountered difficulties. The ready availability of a rescue boat would have provided appropriate facilities in the event that a situation arose.</p> <p>Insufficient regard appears to have been paid to MN9/2003. No reference is made to this in the organiser's observations. If adequate consideration had been given to all applicable factors, the incident might have been avoided.</p> <p>The alert to the emergency services came from three "999" calls from members of the public who witnessed the incident from the shore as it unfolded. Based on the IRCG Situation Report (SITREP) and Report, there appears to be no record of any communication over VHF between the Tour Group and the organiser or Instructors.</p>
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Name of vessel/Incident: **FV Myia**

DATE OF PUBLICATION	11 November, 2021
TYPE OF CRAFT	Fishing Vessel <15 m
DATE OF INCIDENT	2 November, 2020
SUMMARY	<p>At approximately 12.00 hrs on 2 November 2020 two men left Galway on the "FV Myia" to retrieve and reset shrimp pots off the coast of Salthill.</p> <p>At approximately 13.30 hrs the men were resetting a train of pots when one of the men got entangled in rope attached to the train of pots. The weight of the train of pots combined with the forward motion of the vessel quickly pulled him overboard and under the water.</p> <p>Galway RNLI Lifeboat Operations Manager (LOM) was contacted by mobile phone and immediately requested activation of pagers for an immediate launch of the Inshore Lifeboat (ILB). The ILB quickly arrived on the scene and retrieved the Crewmember from the water. He was transferred to the ambulance on arrival at the lifeboat station and brought to Galway University Hospital where he was pronounced dead.</p>
INJURIES/FATALITIES	1 Fatality
CAUSE OF INCIDENT	<p>The Casualty was dragged over the stern of the vessel after becoming entangled in the gear on the deck. This may have been contributed to by violent movements generated by the sea conditions while feeding out pots. In either case it would appear the vessel was undertaking an inherently dangerous task in conditions beyond the safe limits to do so.</p> <p>The use of mobile phone to generate a distress call added some delay, however short, in the alert of the emergency services. In this case the call was made to a relative who in turn called the Lifeboat LOM who then called Valentia Marine Rescue Sub Centre (MRSC) to activate the lifeboat crew pagers. A 'MAYDAY' call over VHF radio would have been picked up immediately by Valentia MRSC leading to immediate activation of the lifeboat crew pagers. Vessels of this size do not require a fixed VHF but are required to carry at least a hand-held unit. Activation of a Personal Locator Beacon (PLB) would also have triggered an instant distress call.</p> <p>The Casualty was not wearing a PFD while operating on an open deck in hazardous conditions. Wearing a suitably specified and fitted PFD would have greatly improved his chances of survival.</p>

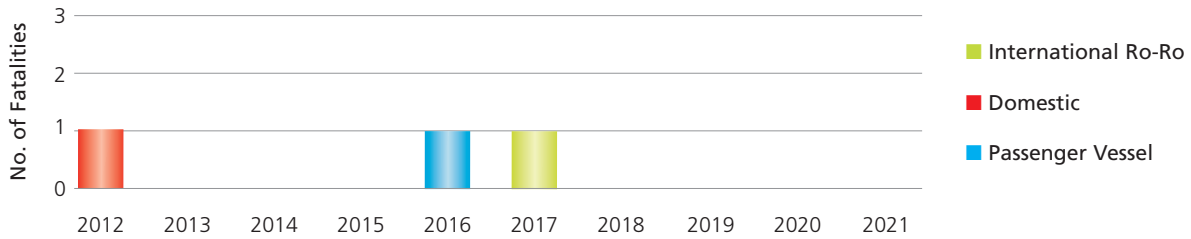
Name of vessel/Incident: FV Aztec	
DATE OF PUBLICATION	30 December, 2021
TYPE OF CRAFT	Fishing Vessel <15 m
DATE OF INCIDENT	11 January, 2021
SUMMARY	<p>At 07.00 hrs on 11 January 2021 the "FV Aztec" departed Duncannon Harbour, Co. Wexford with four persons onboard, to pair trawl with the "FV Western Dawn" for sprat. At 09.30 hrs they hauled the net, took sprat onboard, and stored them below deck in secure pounds.</p> <p>At approximately 10.00 hrs the "FV Western Dawn" shot its net and the "FV Aztec" took onboard the end for the next tow. As it prepared to take the ends, the fishing weight of approximately 350 kg fell from the gunwale onto the deck.</p> <p>At 10.45 hrs the "FV Western Dawn" hauled its net and the "FV Aztec" passed back the end of the net to the "FV Western Dawn". The "FV Western Dawn" then commenced passing fish over to the "FV Aztec" and during this operation a crewmember noticed a hole in the starboard aft section of the deck allowing water to flood into the steering compartment. As the stern settled deeper in the water the Skipper manoeuvred the "FV Aztec" alongside the "FV Western Dawn" and instructed the crew to transfer to the "FV Western Dawn". The "FV Aztec" then sank within a minute.</p>
INJURIES/FATALITIES	None
CAUSE OF INCIDENT	<p>Both the "FV Aztec" and the "FV Western Dawn" have been pair trawling for sprat at this time of year for the past eight years. The Skippers and crews of both vessels were familiar with the processes involved in this type of pair trawling. There were no risk assessments or method statements for pair trawling listed in the "FV Aztec's" safety statement. Effective risk assessments and procedures would have highlighted dangers associated with pair trawling.</p> <p>The "FV Aztec" had an in-date CoP survey and there were no reports of serious defects prior to sailing from Duncannon on the morning of 11 January 2021.</p> <p>The vessel was heavily laden at the time and dependant on the buoyancy provided by the steering compartment to maintain its longitudinal stability. Although not required, the "FV Aztec" had stability calculations done in 2017 for a condition with ten tonnes of fish in the hold. These stability calculations concentrated on lateral stability and did not address longitudinal aspects of stability. It was stated during recovery operations that the "FV Aztec" had between ten and 12 tonnes of fish onboard. Although no limits are set for vessels of this size, the loading of the vessel was a contributory factor in the sinking. This must take into account the weight of the catch onboard as well as the positioning of fish in the hold. The effect of the additional catch being taken onboard at the time of the incident will have also caused considerable settling by the stern and listing to starboard. The combination of these forces will have left the longitudinal stability of the vessel dependant on the buoyancy provided by the steering compartment.</p> <p>The hole in the deck went unnoticed when it occurred but the incident should have merited further investigation.</p> <p>No alert was sent out by the "FV Aztec" or by the "FV Western Dawn". First notification of foundering of the vessel to MRCC Dublin was from the shore. Although there was no imminent danger to life, as a serious incident occurred, a Pan-Pan alert should have been raised with the Coast Guard.</p> <p>The steering compartment of the "FV Aztec" had no bilge alarm fitted and no means of directly pumping out this compartment. A small drain hole allowed water to drain from the steering compartment onto the fish hold.</p>

Comparisons of Marine Casualties 2012 - 2021

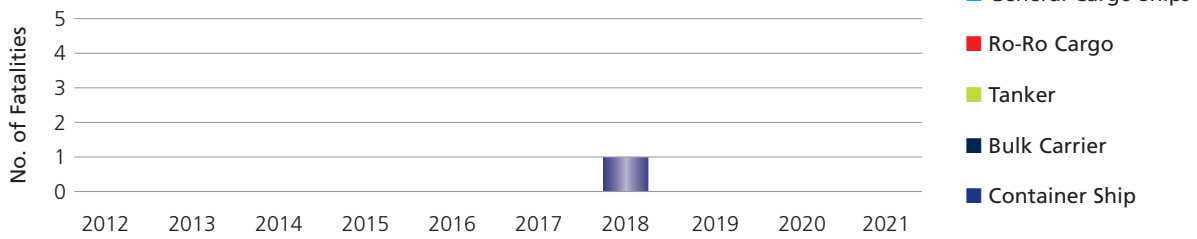
Type of Craft	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Passenger Ships/Vessels										
International Ro-Ro					10 injuries	1 Fatality				
Domestic	1 Fatality				2 Injuries					
Passenger Vessel					1 Fatality 1 injury					
Sub total	1 Fatality	None	None	None	1 Fatality 13 Injuries	1 Fatality	None	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	1 Fatality	None	None	None
Fishing Vessels										
< 15 metres	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	1 Injury
> 24 metres				2 Fatalities	2 Fatalities					1 Injury
Sub total	9 Fatalities/ 2 Injuries	5 Fatalities	1 Fatality	3 Fatalities	4 Fatalities	2 Fatalities	2 Fatalities	2 Fatalities	4 Fatalities 1 Injury	2 Injuries
Recreational Craft										
Jet Skis										
Open Boats/Canoe	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 2 Injuries					2 Fatalities	3 Fatalities			
Sub totals	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	None
Total Incidents	17	6	7	7	15	5	5	10	8	8
Total Fatalities	15	6	5	5	9	6	8	6	4	0
Total Injuries	4	0	1	0	14	0	0	1	1	2
Total No. of Vessels involved	18	6	7	7	15	5	5	11	8	8

Fatality Trends 2012 - 2021

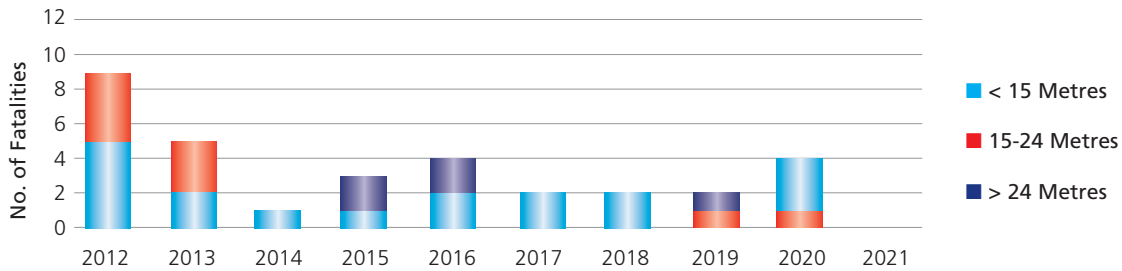
Passenger Ships/Vessels



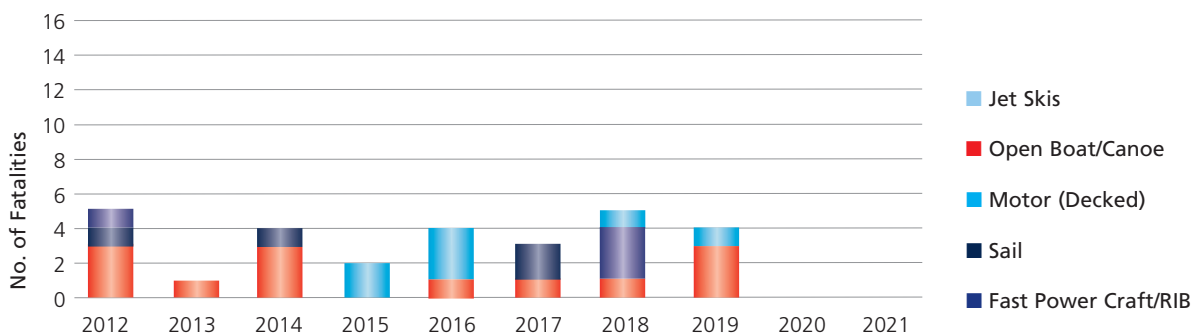
Cargo Ships



Fishing Vessels



Recreational Craft



Appendix A

The incidents set out under were considered by the MCIB but not investigated. Some of these incidents involved co-operation 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/13/404	FV Mianda	07/01/2021	Vessel aground
MCIB/13/405	Shannon Breeze	09/01/2021	Vessel grounded shortly after the ferry departed
MCIB/13/407	FV Resilient	17/01/2021	Injured crewmember
MCIB/13/408	Mary Paul	15/01/2021	Vessel suffered water ingress
MCIB/13/410	FV Lours der Mers	04/02/2021	Fouled propeller
MCIB/13/411	FV Ophelia	12/12/2020	Vessel reported to be taking on water
MCIB/13/412	FV Rossoren	22/02/2021	Tow required after gearbox problems
MCIB/13/413	FV Eder Sands	26/02/2021	Main engine failure
MCIB/13/414	FV Skellig Light II	03/04/2021	Engine failure
MCIB/13/415	FV Aoibhe C	28/02/2021	Vessel reported to be taking on water
MCIB/13/416	FV Mangan D	03/05/2021	Vessel not under command
MCIB/13/417	MV Cemi	03/07/2021	Vessel not under command
MCIB/13/418	FV Syracuse	03/06/2021	Injured crewmember
MCIB/13/419	Key Discovery	03/09/2021	Fire in one of the cargo holds of the vessel
MCIB/13/420	Baltiyskaya Kosa	15/03/2021	Injured crewmember
MCIB/13/421	Ocean Spey	25/02/2021	Injured crewmember
MCIB/13/422	Illaunnakirka	02/04/2021	Vessel aground
MCIB/13/423	Ar Laeres	21/03/2021	Injured crewmember
MCIB/13/424	Mega Express Four and FV Dignity	24/02/2021	Near miss
MCIB/13/425	Lively Lady	15/04/2021	Vessel aground
MCIB/13/426	Lar Voaleden	15/04/2021	Injured crewmember
MCIB/13/427	Michigan	14/04/2021	Injured crewmember
MCIB/13/428	Kayak Incident	28/02/2021	Fatality, River Barrow
MCIB/13/429	Rio da Bouza	18/04/2021	Injured crewmember
MCIB/13/430	FV Endurance	22/04/2021	Lost of throttle to main engine
MCIB/13/431	FV Banriona na Mhara & FV Cora Joseph	25/03/2021	Collision
MCIB/13/432	FV Melisandre	05/01/2021	Allision
MCIB/13/433	FV Michelle Na Mara	05/04/2021	Fouled propeller

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/434	DPC Tolka	04/07/2021	Allision
MCIB/13/435	FV Maria Magdalena	05/09/2021	Vessel reported to be taking on water
MCIB/13/436	Youghal, capsized boats	14/04/2021	Two vessels capsized
MCIB/13/437	FV Roise Catriona	05/12/2021	Vessel propped
MCIB/13/438	FV Radoche Tercero	16/05/2021	Medical evacuation
MCIB/13/439	FV Sowenna	05/11/2021	Vessel propped
MCIB/13/440	Arklow Future	17/05/2021	Incident with pilot ladder
MCIB/13/441	FV Acionna	05/06/2021	Injured crewmember
MCIB/13/442	FV Dawn Ross	13/06/2021	Engine problem
MCIB/13/443	MV York	06/11/2021	Vessel not under command
MCIB/13/444	Boat on fire	07/06/2021	Injured crewmembers
MCIB/13/445	FV Bridget Carmel	08/06/2021	Vessel not under command
MCIB/13/446	Cabin cruiser	20/06/2021	Sunken cruiser
MCIB/13/447	FV Albator	03/07/2021	Injured crewmember
MCIB/13/448	FV Owenie Padraig	05/07/2021	Injured crewmember
MCIB/13/449	FV H1100 WIRON5	06/07/2021	Injured crewmember
MCIB/13/450	FV Chara Maith	08/07/2021	Injured crewmember
MCIB/13/451	Cabin Cruiser on fire	19/07/2021	Fire onboard
MCIB/13/452	FV Patricia Marta	19/07/2021	Injured crewmember
MCIB/13/453	FV Armor II	29/07/2021	Injured crewmember
MCIB/13/455	FV Atlantic Quest	10/08/2021	Injured crewmember
MCIB/13/456	FV Dearbhla	11/08/2021	Vessel aground
MCIB/13/458	Yacht Giuliana	12/08/2021	Sunken yacht
MCIB/13/459	FV Saint Josse	21/08/2021	Vessel aground
MCIB/13/460	JSP Rider	22/08/2021	Person overboard
MCIB/13/461	FV Julien Coleou	08/09/2021	Injured crewmember
MCIB/13/462	MV Stena Horizon	09/09/2021	Vessel made contact in port
MCIB/13/463	FV Aspin	11/09/2021	Injured crewmember
MCIB/13/464	MV Genco Titus	15/09/2021	Vessel not under command
MCIB/13/465	Arklow Flair	30/09/2021	Vessel made contact with a moored barge
MCIB/13/466	MV Mont Fort	10/10/2021	Vessel not under command
MCIB/13/467	BG Diamond	11/10/2021	Vessel adrift
MCIB/13/469	FV Devotion	11/10/2021	Vessel aground

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/470	FV Bridget Carmel	16/10/2021	Fire onboard
MCIB/13/471	FV Amervan Tres	31/10/2021	Mayday broadcast
MCIB/13/472	Pont Aven Ferry & Pilot Vessel Failte	23/10/2021	Injured crewmember
MCIB/13/474	Arklow Flair	07/11/2021	Vessel aground
MCIB/13/475	Blue Star 1	12/11/2021	Vessel damaged
MCIB/13/478	FV Adrienne	24/11/2021	Vessel aground
MCIB/13/479	MV Epsilon	16/12/2021	Fire onboard



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