



MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taismí Muirí



**INTERIM REPORT OF AN
INVESTIGATION INTO
A MARINE CASUALTY
INVOLVING
THE FISHING VESSEL
BLUE HORIZON
IN OR AROUND
CASTLETOWNBERE HARBOUR,
CO. CORK,
ON OR ABOUT
12 AUGUST 2024**

**REPORT NO. MCIB/341/INTERIM
(No.3 OF 2025)**

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

The MCIB objective in investigating a marine casualty is to determine its circumstances and its causes with a view to making recommendations for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea.

The MCIB is a non-prosecutorial body. We do not enforce laws or carry out prosecutions. It is not the purpose of an investigation carried out by the MCIB to apportion blame or fault.

The legislative framework for the operation of the MCIB, the reporting and investigating of marine casualties and the powers of MCIB investigators is set out in The Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

This report is published under and in accordance with the Merchant Shipping (Investigation of Marine Casualties) Act 2000 as amended by the Merchant Shipping (Investigation of Marine Casualties) (Amendment) Act 2022 and/or under and in accordance with the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011. It is not published under the Merchant Shipping (Investigation of Marine Accidents) Act 2025, Parts 1 and 5 of which were commenced by the Merchant Shipping (Investigation of Marine Accidents) Act 2025 (Commencement) Order 2025 S.I.188 of 2025 from 1 June 2025.

In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.

Section 34 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000, as amended by Section 12 of the 2022 Act, requires that where the Board is unable to publish a report within 12 months of the date of the casualty, it shall publish at least one interim report of the investigation during that period.

This is an interim report and no conclusions should be drawn from its contents.

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

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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1. SUMMARY

- 1.1 The fishing vessel (FV) Blue Horizon arrived in Castletownbere Fishery Harbour Centre (FHC) on 12 August 2024 after completing a five-day fishing trip. She had been fishing for prawns on the Porcupine Bank off the west coast of Ireland. The vessel arrived at Dinish Island, Castletownbere FHC at around 06.00 hours (hrs) and discharged her catch. The vessel then shifted berth at 08.00 hrs to the end of the jetty where she moored stern on to the jetty to measure her warping wires.
- 1.2 The weather at the time was good and the tide was rising and was around mid tide.
- 1.3 The procedure being carried out was to pull the warping wires along the jetty using a forklift truck with one crewmember paying out the wire from the winch and another crewmember standing on the jetty to prevent traffic from crossing the wire. The wires from the three warping winches were to be pulled out, one by one, in this manner and measured to verify the exact lengths of the wires.
- 1.4 The port side wire was first and was being pulled by the forklift which was being driven by the Skipper. The Skipper had a Very High Frequency (VHF) radio and was in contact with the crewmember in the wheelhouse who was paying out the wire from the winch.
- 1.5 During the operation the Casualty came on to the jetty and went to cross over the wire. He shouted stop so he could step over the wire and the winch operator heard him, but due to the distance away from the vessel, the Skipper did not hear him. The winch stopped but the forklift kept going as the Casualty stepped over the wire. The wire stretched tight and caught the Casualty, throwing him in the air and he flipped over hitting his head as he landed on the concrete jetty.
- 1.6 He walked back to the vessel but later was not feeling well and was taken home. He visited his GP but was sent to Cork University Hospital and scans revealed fractures in his neck and skull.

Note: Times are local time = UTC +1 (Co-ordinated Universal Time +1 hour).

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