



Leeson Lane, Dublin 2.
Telephone: 01-678 3485/86.
Fax: 01-678 3493.
email: info@mcib.ie
www.mcib.ie

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**REPORT OF INVESTIGATION
INTO FATAL INCIDENT
AT MULRANNY, CO. MAYO
ON
22nd MAY 2010**

**REPORT No. MCIB/185
(No. 13 of 2010)**



Report MCIB/185 published by The Marine Casualty Investigation Board
12th November 2010.

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1. SYNOPSIS

- 1.1 Mr. Martin Mulloy went fishing in his Arvor 18 sport fishing boat on the morning of the 22nd May 2010. It is known that he had returned from the fishing trip and was securing the boat on its mooring in Mulranny Harbour, Co. Mayo at 12.11 hrs.
- 1.2 At approximately 13.00 hrs. Mr. Mulloy was found dangling over the bow of his boat with his head and upper body in the water. Local persons went to the assistance of Mr. Mulloy and brought him ashore where CPR was carried out. The CPR was unsuccessful and Mr. Mulloy was pronounced dead at the scene.

2. FACTUAL INFORMATION

2.1 Vessel Particulars

Type of Vessel:	AVOR 18 Sport Fishing Vessel
Serial No:	BV0062 /173
Approval No:	No. 47
Year of Build:	1998
EU Category:	'C'
Length:	5.6 m
Beam:	2.48 m
Draft:	0.65 m

Main Engine: Nanni Diesel 4 cylinder naturally aspirated diesel engine, driving a fixed pitch propeller through a reverse reduction gearbox.



Photo 1 - General View of Boat

2.2 Mooring

Mode of mooring the vessel was to secure the vessel to the eye on a single point mooring buoy, a rope passing from the boat through the eye on the buoy back to the boat. An arrangement somewhat similar to that used by Mr. Mulloy is shown in Photo 2.



Photo 2 - Typical mooring arrangements of boats at Mulranny.
(Further photos in Appendix 7.2)

Mr. Mulloy used a small inflatable dingy to go from the shore to his boat, the boat would be released from the mooring and the dingy would be left secured to the mooring buoy.

On arrival back at the mooring the boat would be secured to the buoy and the dingy then used to come ashore.

After the incident the boat was found secured to the mooring buoy and the dingy secured to the handrail on the starboard side of the boat.

2.3 Weather

Weather conditions were good at the time of the incident and are not considered a factor in the casualty.

3. EVENTS PRIOR TO THE INCIDENT

- 3.1 Mr. Martin Mulloy was a well known musician in the area and on the evening of 21st May 2010 departed home to play music in a pub in Westport returning home at approximately 01.30 hrs. on 22nd May 2010.
- 3.2 Mr. Mulloy's wife Maureen spoke to her husband at approximately 07.40 hrs. prior to leaving home, at which time he informed her that he would probably go to the bog and then go out fishing.
- 3.3 Mrs. Mulloy phoned her husband on his mobile phone at 12.11 hrs., at which time he informed her that he had been out fishing, had come into the mooring, was now tying his boat and that he would see her at home shortly.

EVENTS FOLLOWING THE INCIDENT

4. EVENTS FOLLOWING THE INCIDENT

- 4.1 Mrs. Mulloy then went visiting and returned home shortly before 13.00 hrs. On arriving home she noticed her husband's jeep was not outside the house, she then continued down to Mulranny Pier arriving shortly after 13.00 hrs., parking her car alongside her husband's jeep.
- 4.2 When Mrs. Mulloy arrived at Mulranny Pier shortly after 13.00 hrs. on 22nd May 2010, her husband appeared to be bending over the bow of his boat as though tying something. She called out 'Martin' a few times, when she received no response, her instinct told her that there was something wrong. She then went to her husband's jeep to get his binoculars which were normally kept there.
- 4.3 While Mrs. Mulloy was looking for the binoculars in the jeep she noticed a Mr. Hughie Cattigan & Mr. Michael Booth passing by. She asked them if they would walk along the shoreline and see if her husband was O.K. (Walking the shoreline would take them nearer to the boat). The above happened within moments of Mrs. Mulloy parking her car.
- 4.4 Mrs. Mulloy then rang her husband's mobile phone, which went straight into message minder. At this stage Mr. Cattigan waved to her and shouted that she better get a doctor.
- 4.5 Mr. Cattigan could see Mr. Mulloy slumped over the bow of the boat with his head and chest in the water. He rang the emergency services at 13.12 hrs, informing them of the emergency.
- 4.6 Mrs. Mulloy telephoned her sister-in-law, Mrs. Geraldine Mulloy, and Mr. Paul Grealis requesting that they come down to the pier as she thought that there was something wrong with her husband. Mrs. Geraldine Mulloy, Martin's brother Mr. Thomas Mulloy and Mr. Paul Grealis arrived on the pier very quickly.
- 4.7 Mr. Thomas Mulloy and Mr. Paul Grealis swam out to the boat, which was approximately 30 yards from the shore. Mr. Mulloy's head and shoulders were submerged in the water when they got to the boat which was lying in approximately six feet of water. Mr. Grealis got onboard the boat and found Mr. Mulloy's foot caught on the forward starboard stanchion of the boat. Mr. Mulloy's foot was freed and an attempt made to bring him onboard the boat, this was found not to be possible.



Photo 3 - Bow section of vessel.

- 4.8 Mr. Thomas Mulloy and Mr. Grealis decided to swim into the shore with Mr. Mulloy who was wearing a lifejacket (PFD).
- 4.9 On arrival at the shore CPR was administered. Shortly after, Mr. Mulloy was carried up to the roadside and CPR continued to no avail. Mr. Mulloy was subsequently pronounced dead at the scene.
- 4.10 Mr. Mulloy's remains were removed from the pier and taken to Mayo General Hospital, Castlebar.
- 4.11 A post mortem examination was carried out on 23rd May 2010.
- 4.12 Mr. Mulloy's mobile phone was subsequently recovered from water in the vicinity of boat's mooring.



Photo 4 - Personal Floatation Device worn by Mr. Mulloy.

5. CONCLUSIONS

- 5.1 Mr. Martin Mulloy had been out fishing from Mulranny Pier. He had returned and was mooring his boat when his foot got caught in the bow stanchion and his head and upper body went in the water. He was unable to free himself and drowned.
- 5.2 Post Mortem concluded that the cause of death was drowning with a contributing factor of high blood alcohol level.
- 5.3 As there were no witnesses and no evidence to indicate what actually transpired it is not possible to reach a definite conclusion as to the cause of this incident.

6. RECOMMENDATIONS

- 6.1 It is recommended that the department of Transport further highlight the requirements of S.I. 921 of 2005, Pleasure Craft (Personal Flotation Devices and Operation) Regulations 2005 prohibiting the operation of pleasure craft by a person whilst under the influence of alcohol "to such and extent as to be incapable of having proper control of the craft".

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Appendix 7.1 Mulranny Chartlet.



APPENDIX 7.2

Appendix 7.2 Photographs of Mulranny Harbour.



Boat mooring area and pier in Mulranny



Foreshore area where the casualty was first brought ashore.

Appendix 7.3 Met Éireann Weather Report.



MET ÉIREANN
The Irish Meteorological Service

Glasnevin Hill,
Dublin 9, Ireland.

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

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

Ms Teresa Walsh
Marine Casualty Investigation Board
Leeson Lane
Dublin 2

17/6/2010

Our Ref. WS3018/2C_13707
Your Ref. MCIB/185

Re: Estimate of weather conditions in the Mulranny Pier, Co Mayo sea area, on the 22nd May 2010, between midnight and 13 hours.

Dear Ms Walsh,

Please find enclosed the above report.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Evelyn Murphy'.

Evelyn Murphy B.Sc. M.Sc. Meteorologist
(Research & Applications Div)
Ph 01- 8064290 Fax 01 – 8064247
Email: evelyn.murphy@met.ie



Appendix 7.3 Met Éireann Weather Report.



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The Irish Meteorological Service

Glasnevin Hill,
Dublin 9, Ireland.

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

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

17/6/2010

Our Ref: WS3018/2C_13707

**Estimate of weather conditions in the Mulranny Pier, Co Mayo sea area,
on the 22nd May 2010, between midnight and 13 hours.**

General Situation

A slow moving Anti-cyclone over Ireland.

Details:

Winds: Light and variable in direction, Force 1 to 3

Weather: dry with clear and sunny spells, apart from a few mist or fog patches in the early hours.

Visibility: generally good, greater than 10 km, poor in any mist or fog.

Temperatures: air temperatures of 12°C at first rising to 22°C (close to the pier) by 13 hours. Sea temperatures were 12°C

Waves: Offshore the waves were Moderate, from a west-south-westerly direction, they were Slight inside Clew Bay

.....continued



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

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

.....continued WS3018/2C_13707

Observations from Buoy M4

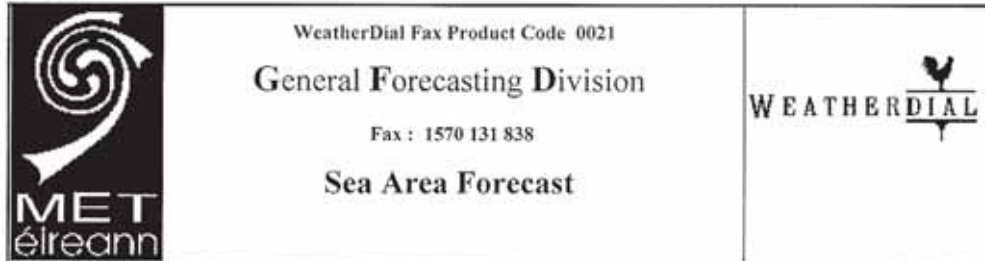
M4	Lat.	Long.	year	month	day	hour	Wind Direction (degrees from north)	Wind speed (knots)	Air temperature (°C)	Sea temperature (°C)	Sea period (seconds)	Significant wave height (metres)
62093	55.0	-10.0	2010	5	22	0	130	5	12.4	11.2	8	1.9
62093	55.0	-10.0	2010	5	22	1	130	7	12.6	11.3	8	2.0
62093	55.0	-10.0	2010	5	22	2	130	7	12.5	11.4	8	2.0
62093	55.0	-10.0	2010	5	22	3	120	6	12.6	11.3	8	2.0
62093	55.0	-10.0	2010	5	22	4	130	8	12.6	11.3	9	1.9
62093	55.0	-10.0	2010	5	22	5	120	8	12.7	11.2	9	1.9
62093	55.0	-10.0	2010	5	22	6	120	7	12.8	11.2	8	1.9
62093	55.0	-10.0	2010	5	22	7	130	7	12.3	11.1	8	1.7
62093	55.0	-10.0	2010	5	22	8	190	4	11.9	11.0	8	1.8
62093	55.0	-10.0	2010	5	22	9	200	5	12.2	11.2	8	1.7
62093	55.0	-10.0	2010	5	22	10	200	6	12.3	11.2	8	1.8
62093	55.0	-10.0	2010	5	22	11	210	6	12.5	11.4	8	1.8
62093	55.0	-10.0	2010	5	22	12	230	6	12.9	11.4	8	1.8
62093	55.0	-10.0	2010	5	22	13	240	6	12.8	11.4	8	1.6

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



Appendix 7.3 Met Éireann Weather Report.

The following is the Weather Forecast issued by the Forecast Division and in operation at that time



Sea Area Forecast until 2400 Saturday 22 May 2010
Issued at 2400 Friday 21 May 2010

1. Gale warning: NIL
Small craft warning: NIL

2. Meteorological situation at 2100: A moist mainly south or southeast airflow covers Ireland with an anticyclone slow moving to the east and low pressure south of Iceland.

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

Wind: Southeast force 3 or 4.

Weather: Fog banks, becoming more scattered later.

Visibility: Mostly poor.

Forecast for coasts from: Loop Head to Malin Head to Carnsore Point and the Irish Sea

Wind: Variable or southeast force 2 or 3, Force 4 at times tomorrow in sea breezes.

Weather: Misty with occasional fog.

Visibility: Moderate occasionally poor.

4. Outlook for a further 24 hours until 2400 Sunday 23 May 2010: Light variable or southeast winds with moderate sea breezes on Sunday. Patches of fog and mist, fair in places also.

Appendix 7.3 Met Éireann Weather Report.

Warning of heavy Atlantic swell: NIL

Text of Gale Warning
NIL

Text of Small Craft Warning
NIL

Coastal Reports	at 11 PM Friday 21 May 2010
Malin Head Automatic	South-Southwest, 04 Knots, 2 Miles, 1029, Steady
Buoy M5	East, 06 Knots, The visibility at Tuskar Lighthouse is 0.5 Mile, 1030, Steady
Roche's Pt (Automatic)	East, 02 Knots, FOG, .1 Miles, 1030, Steady
Valentia	West-Northwest, 02 Knots, Fine, 16 Miles, 1029, Steady
Belmullet	East, 01 Knot, Recent rain, 16 Miles, 1029, Steady
Dublin Airport	Southeast, 05 Knots, Adjacent fog, 2 Miles, 1030, Steady
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	Southeast, 06 Knots, WAVE HT 00.2 m, 1031, Steady
Buoy M3 51° 13'N, 10° 33'W	East-Southeast, 16 Knots, WAVE HT 02.1 m, 1029, Steady
Buoy M4 55° 0'N 10° 0'W	East, 05 Knots, WAVE HT 02.5 m, 1029, Steady
Buoy M5 51° 41'N 6° 42'W	East, 06 Knots, WAVE HT 01.4 m, 1030, Steady
Buoy M6 53° 4'N 15° 56'W	South, NOT AVAILABLE Knots, WAVE HT 01.7 m, 1026, Steady

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

Sea Crossings	State of sea until 2400 Sunday 23 May 2010
Dublin - Holyhead	Slight
Rosslare - South Wales	Slight, locally moderate at first
Cork - South Wales	Slight occasionally moderate
Rosslare - France	Slight occasionally moderate
Cork - France	Slight occasionally moderate

Next update before 0700 Saturday 22 May 2010

A detailed forecast may be obtained by dialling *Weatherdial* on 1550 123 855.
Calls cost € 0.95 per minute (Incl. VAT).

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Appendix 7.3 Met Éireann Weather Report.

Appendix

Beaufort Scale of Wind					
Force	Description	Speed*		Specification	Wave height** (metres)
		knots	km/hr		
0	Calm	<1	<1	Sea like mirror	
1	Light air	1-3	1-5	Ripples	0.1 (0.1)
2	Light breeze	4-6	6-11	Small wavelets	0.2 (0.3)
3	Gentle breeze	7-10	12-19	Large wavelets, crests begin to break	0.6 (1)
4	Moderate breeze	11-16	20-28	Small waves becoming longer, frequent white horses	1 (1.5)
5	Fresh breeze	17-21	29-38	Moderate waves, many white horses, chance of spray	2 (2.5)
6	Strong breeze	22-27	39-49	Large waves, white foam crests, probably some spray	3 (4)
7	Near gale	28-33	50-61	Sea heaps up, streaks of white foam	4 (5.5)
8	Gale	34-40	62-74	Moderately high waves of greater length	5.5 (7.5)
9	Strong gale	41-47	75-88	High waves, dense streaks of foam, spray may reduce visibility	7 (10)
10	Storm	48-55	89-102	Very high waves, long overhanging crests, visibility affected	9 (12.5)
11	Violent storm	56-63	103-117	Exceptionally high waves, long white foam patches cover sea	11.5 (16)
12	Hurricane	64+	117 & over	Air filled with foam and spray, sea completely white	14 (-)

*Speed = mean speed at a standard height of 10 metres.
 **Wave height is only intended as a guide to what may be expected in the open sea.
 Bracketed figures indicate the probable maximum wave height.

Wave Heights / State of Sea

The wave height is the vertical distance between the crest and the preceding or following trough. The table below gives a description of the wave system associated with a range of significant wave heights.

Sea State (Descriptive)	Significant Wave height in meters
Calm	0 – 0.1
Smooth (Wavelets)	0.1 – 0.5
Slight	0.5 – 1.25
Moderate	1.25 – 2.5
Rough	2.5 – 4
Very rough	4 – 6
High	6 – 9
Very high	9 – 14
Phenomenal	Over 14

Individual waves in the wave train will have heights in excess of the significant height. The highest wave of all will have a height about twice the significant height.

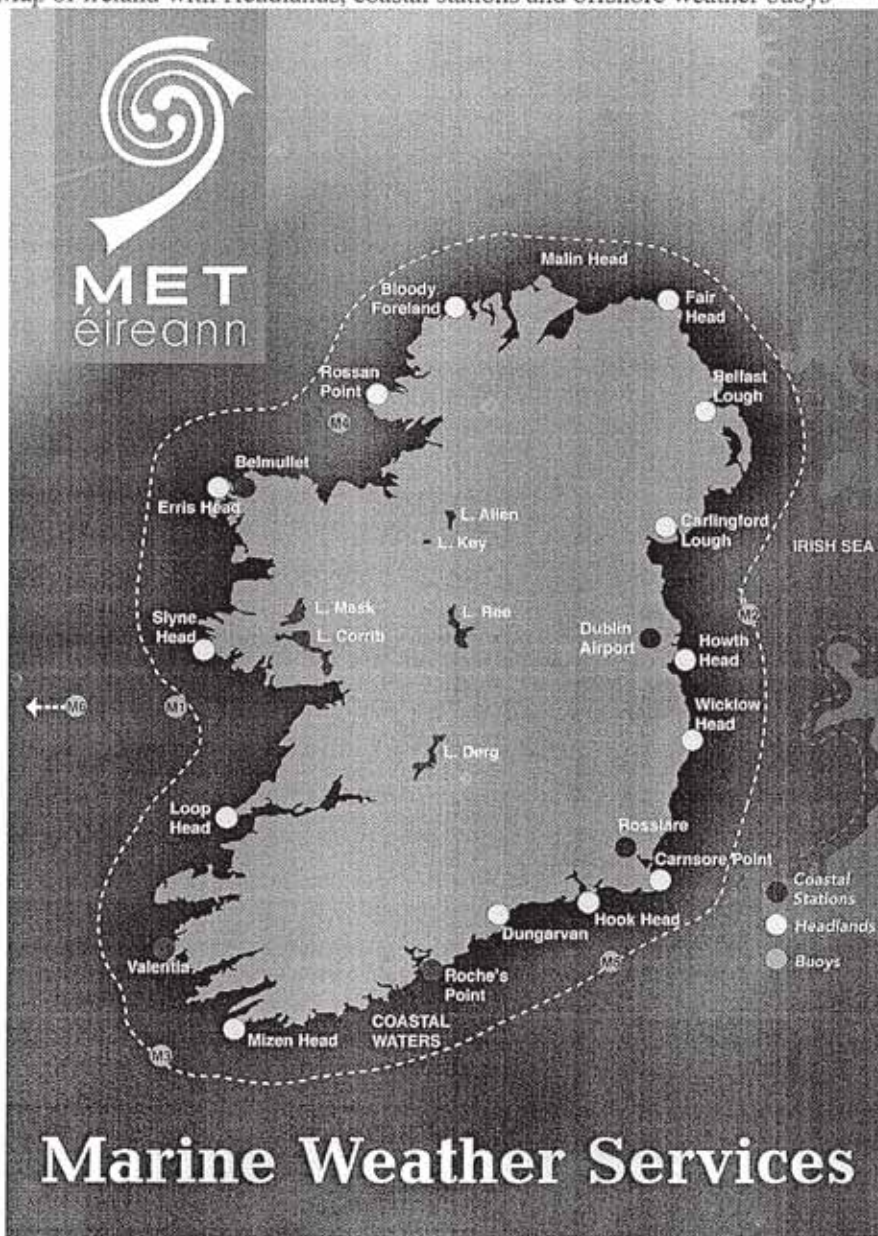
Visibility

Descriptions of visibility mean the following:

Visibility (Descriptive)	Visibility in nautical miles (kilometres)
Good	More than 5 nm (> 9 km)
Moderate	2 – 5 nm (4 – 9 km)
Poor	0.5 – 2 nm (1 – 4 km)
Fog	Less than 0.5 nm (< 1 km)

Appendix 7.3 Met Éireann Weather Report.

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



12. CORRESPONDENCE RECEIVED

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An Garda Síochána

An Leas-Choimisinéara
(Oibríochtaí)
An Garda Síochána
Ceanncheathrú na nGardaí
Páirc an Fhionn-Uisce
Baile Atha Cliath 8

Tel. / Teileafón (01) 666 2057/8/9
Fax. / Facs (01) 666 2060
Please quote the following Ref. No.



Deputy Commissioner
(Operations)
An Garda Síochána
Garda Headquarters
Phoenix Park
Dublin 8

Web Site : www.garda.ie
E-mail : commissioner_ops@garda.ie

OPS79.13/10
PS691/10

Your Reference: MCIB/185

**Ms. Eve Reddin,
Secretariat,
Marine Casualty Investigation Board,
Leeson Lane,
Dublin 2.**




Re: Draft Report of the Investigation into the fatal incident at Mulranny Pier on 22nd May, 2010.

Dear Ms. Reddin,

I am directed by Deputy Commissioner, Operations to refer to Mr. John O'Donnell's correspondence to the Commissioner in relation to the above matter dated the 16th September, 2010.

I wish to advise that the draft report in relation to this tragic incident has been reviewed and An Garda Síochána have no observations or submissions to make in respect of same.

Yours sincerely,



**Frank Walsh
Superintendent for
Deputy Commissioner**

15/10
October 2010



MCIB RESPONSE

The MCIB notes the contents of this correspondence.

