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**REPORT OF INVESTIGATION
INTO
DUAL FATALITY OFF
INISHBOFIN, CO. GALWAY
ON
10th OCTOBER 2010**

**REPORT No. MCIB/191
(No.7 of 2011)**



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1. SYNOPSIS

- 1.1 In the early hours of 10th October 2010, Mr. Donal McEllin and Mr. Ger Feeney lost their lives while attempting to board the motor yacht '*Quo Vadis*', which was moored in Inishbofin Harbour, Inishbofin Island, Co. Galway, Ireland.

2. FACTUAL INFORMATION

2.1 Vessel details

Name of vessel: *'Quo Vadis'*
Type of Vessel: Motor Yacht
Type - Princess 415
Approximately 20 years old

Make: Marine Projects (Plymouth) England No. P4267

Additional Plate: Dolmen International Yachts Holland No. 02942 1285

Dimensions: LOA 12.62-mtr. Beam 4-mtr.
Freeboard at rear deck 1.36-mtr.

Owner: Mr. Donal McEllin
Crew: Mr. Ger Feeney



Vessel as seen by investigator at Berth 25, Galway Marina, on 15th October 2010.

2.2 Tender Details

Make and Type:	Avon 2.8 Rib (Rover Rib)
Serial No.	GBAVB37067E101
CE marked:	Yes
Dimensions:	LOA 2.8 m Beam 1.55 m Sponson Dia 0.4 m
Tender Engine:	Mercury 4-hp outboard, Serial No. 08128079
Oars:	Two timber oars
Seat:	One Seat



Tender seen at Berth 25 Galway Marina, on 15 October 2010.

Note: The tender was tied to the stern diving platform of the 'Quo Vadis'. The tie line had not been disturbed since the accident pending the attendance of MCIB to inspect vessel and tender. One timber oar was found strapped-in on the port side of the tender and the other oar was found on the beach. The seat was also found on the beach. Both items were retained by An Garda Síochána for the Investigation.

3. EVENTS PRIOR TO THE INCIDENT

- 3.1 On 09th October 2010 Mr. Donal McEllin and Mr. Ger Feeney were en-route from Clew Bay, Co. Mayo to Galway Docks on Mr. McEllin's motor yacht 'Quo Vadis'. It was decided to call at Inishbofin Island for an overnight stop and then, early on the following day, to proceed to Galway in time for high-tide at the Lock Gate at Galway Docks.
- 3.2 Upon arrival at Inishbofin Harbour, (position 53°36.6'N 010°12.8'W), on the evening of 09th October 2010 the two men moored the vessel on a mooring in the harbour owned by the Island Ferry Company. They secured the vessel and then used the inflatable tender to come ashore.
- 3.3 Both men spent a number of hours socialising in Day's Pub on the island.
- 3.4 In the early hours of 10th October 2010, Mr. McEllin and Mr. Feeney left Day's Pub and went down to the pier. Both men were wearing Personal Flotation Devices.
- 3.5 Local people saw the men getting into the tender. Mr. Ian Day, in his statement to the An Garda Síochána, recounted that out of concern for their safety he had offered to ferry both men out to 'Quo Vadis' in another boat, but that they declined the offer, stating that they had an early start and would need the tender.
- 3.6 Mr. Feeney sat on the seat of the tender and used an oar to fend-off. Mr. McEllin started the engine and they proceeded, at a steady pace, to leave the shore and make their way out to the 'Quo Vadis'.
- 3.7 Mr. Ian Day recounted that he drove his jeep to the end of the pier and by means of the headlights of the jeep assured himself that the inflatable tender had reached the vessel. That was the last sighting that anyone had of either man prior to the incident.
- 3.8 It had been agreed with both men that they would turn off the external lights on the vessel when they safely boarded as an indication to those ashore that all was in order. This they failed to do, but Mr. Day assumed that they had merely forgotten about it.
- 3.9 The Met Éireann Weather Report Ref. WS 3018/2C-13836 dated 13th October 2010. *"Estimate of weather conditions in the Inishbofin, Co. Galway area, between 18.00-hrs on 09th October 2010 and 11.00-hrs on 10th October 2010"* states the following:
 - **Winds:**
The winds were from an east or east-south-east direction, with a mean speed of Force 4 to 6 and some stronger gusts.

- **Weather:**
Dry, some haze.
- **Visibility:**
Generally good, greater than 10-km, but occasionally moderate, 8-km, in haze.
- **Waves:**
Moderate to Rough.
- **General**
The conditions that night around Inishbofin were similar to the observations from the Irish Weather Buoys M3(62092) and M4(62093)

4. THE INCIDENT

- 4.1 No persons actually witnessed the incident.
- 4.2 The bodies of both men were discovered on the morning of 10th October 2010. Mr McEllin's body was found lying on West Quarter Beach adjacent to where the vessel was moored and Mr. Feeney's body was found afloat, lying under the upturned tender.

EVENTS FOLLOWING THE INCIDENT

5. EVENTS FOLLOWING THE INCIDENT

- 5.1 At approximately 10.30 am on 10th October 2010 Mr. John Cunnane discovered the body of Mr. Donal McEllin lying on West Quarter Beach. He and Mr. Francis O'Halloran alerted the emergency services and contacted Mr. John F. Day so that he, in the company of Mr. Derry Houlihan, could check the vessel for the whereabouts of Mr. Ger Feeney. On arrival at the vessel they discovered Mr. Feeney's body underneath the upturned tender. They alerted the emergency services to the discovery of the second body.
- 5.2 Clifden Lifeboat was tasked to attend at the scene and en route to Inishbofin picked up the Coroner, Dr. Ciaran McLoughlin, and Garda Tom Kelly.
- 5.3 The bodies of both men were recovered and air lifted from the island to University Hospital Galway.
- 5.4 The tender was found upturned with the outboard engine attached to the rear transom. The outboard engine was in the raised position.
- 5.5 The tender was tied to the stern of the vessel by a 10-mm diameter painter line. The actual tethering point on the vessel was the diving platform starboard side attachment strut.
- 5.6 The rear access door of the vessel was found to be locked indicating that both men did not actually enter the rear deck / accommodation area of the vessel when they returned to it. The key for the door lock was located in the pocket of Mr. McEllin's clothing.
- 5.7 The emergency flare kit for the vessel was intact and no items had been removed for use.
- 5.8 The mast riding light was still illuminated suggesting that both men did not enter the vessel or access the controls.
- 5.9 Mr. McEllin's personal floatation device had inflated but was entangled around his neck indicating that the attachment webbing strap that secures the harness under the groin was not tied at the time that it inflated.
- 5.10 Mr. Feeney's personal floatation device had inflated. His body was found to be pinned under the upturned tender. One of the straps of his life jacket was caught on the engine with the result that his body, from the waist up, was stuck between the engine and the starboard sponson of the tender.
- 5.11 Following the incident and completion of the Garda investigation of the scene, the vessel, with the tender, sailed from Inishbofin to Galway Marina in the charge of Captain Joe Gibbons and Ms. Mary Gavin Hughes, both of whom are long term friends of the deceased and their families.

- 5.12 An Investigator acting on behalf of the MCIB attended at Galway Marina on 15th October 2010 to inspect the vessel and the tender.
- 5.13 The vessel and the tender were in good condition. The tender was still attached to the vessel by means of the painter. The painter, a 10-mm diameter line with an effective length of 2.25m, was in good condition. The tender was well inflated and in a clean and tidy condition.
- 5.14 The Investigator attended at Clifden Garda Station on 3rd November 2011. During their investigation An Garda Síochána had taken possession of:
- The personal flotation device worn by Mr. Feeney.
 - The personal floatation device worn by Mr. McEllin.
 - The emergency flare kit, and
 - The oar and seat from the tender that were found on the beach.
- 5.15 The Investigator viewed these items and the witness statements which An Garda Síochána had taken in the course of their investigations.
- 5.16 One strap of the personal floatation device worn by Mr. Feeney had been cut in order to remove it from his body. See photograph at Appendix 8.2.
- 5.17 The groin strap of the personal floatation device worn by Mr. McEllin was untied, which is consistent with it not having been tied at time of the accident. See photograph at Appendix 8.2.
- 5.18 The personal floatation devices were examined by the Investigator and were in good order and on that basis, reports and visual confirmation that both devices had inflated correctly, it was decided that no further testing or examination of the devices needed to be undertaken.
- 5.19 The seat and oar were both in good condition.
- 5.20 The Post Mortem Report in respect of Mr. Feeney attributed the cause of death, in the opinion of the Consultant Pathologist, as asphyxia due to drowning and recorded the level of Blood Ethanol as 221 - mg%, and Urine Ethanol as 290-mg% with abuse of drugs as negative. A contributory factor was acute haemorrhagic pancreatitis.
- 5.21 The Post Mortem Report in respect of Mr. McEllin attributed the cause of death, in the opinion of the Consultant Pathologist, as asphyxia due to drowning and recorded the level of Troponin T as 157ng/L (0-14) Blood Ethanol as 171-mg%, and Urine Ethanol as 239-mg% with abuse of drugs as negative.

6. CONCLUSIONS

- 6.1 The vessel and tender were in good order. No fault was found in either craft that could be linked with or that could be associated with the deaths of both men.
- 6.2 Both personal floatation devices had inflated correctly. That worn by Mr. McEllin had become entangled around his neck and head area, which may be consistent with the groin strap not having been tied at time of the accident.
- 6.3 Based on the available evidence, it is the opinion of the Board that the fatalities most likely resulted from a combination of executing a night-time transfer from a small inflatable tender to a vessel that was swinging on a mooring, possible tiredness and diminished human performance resulting from the effects of alcohol consumed during the preceding hours while socialising ashore.

7. RECOMMENDATIONS

- 7.1 Members of the general public involved in boating and marine leisure pursuits at all levels of competence and experience should recognise that it is a hostile environment for humans and the consumption of alcohol will add to the associated risks. The Board recommends this message be included in safety awareness campaigns directed at the leisure marine industry.

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Appendix 8.1 Met Éireann Weather Report.



MET ÉIREANN
The Irish Meteorological Service

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13/10/2010

Our Ref: WS3018/2C_13836

Estimate of weather conditions in the Inishbofin, Co. Galway sea area, between 18 hours on the 9th October 2010 and 11 hours on the 10th October 2010.

General Situation

A deep depression in the Atlantic to the south-west of Ireland moved slowly eastwards towards Biscay. At the same time an area of High pressure strengthened between Iceland and Scotland. An initial south-easterly airflow over Ireland became more easterly during the night and early morning.

Details:

Winds: were from an east or east-south-east direction, with a mean speed of Force 4 to 6 and some stronger gusts.

Weather: Dry, some haze

Visibility: generally good, greater than 10 km, but occasionally moderate, 8 km, in haze

Waves: Moderate to Rough

The conditions that night around Inishbofin were similar to the observations attached from the Irish Weather Buoys M3(62092) and M4(62093)

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



Appendix 8.1 Met Éireann Weather Report.

M3(62092) and M4 (62093) Buoy Observations

year	month	day	hour	stno	lat	lon	Wind direction (degrees from North)	Wind speed (knots)	Highest gust (knots)	T °C	Sea T °C	Wave Height (m)	Wave Period (seconds)
2010	10	9	18	62092	51.2	-10.6	100	20	27	15	15.2	3.9	7
2010	10	9	18	62093	55	-10	90	18	23	14	13.2		
2010	10	9	19	62092	51.2	-10.6	100	19	26	15	15.2	3.5	7
2010	10	9	19	62093	55	-10	100	16	26	14	13.2		
2010	10	9	20	62092	51.2	-10.6	100	20	27	15	15.2	3.5	7
2010	10	9	20	62093	55	-10	90	19	25	14	13.2		
2010	10	9	21	62092	51.2	-10.6	100	18	25	15	15.2	3.2	6
2010	10	9	21	62093	55	-10	110	15	24	14	13.2		
2010	10	9	22	62092	51.2	-10.6	100	18	24	15	15.2	3.3	7
2010	10	9	22	62093	55	-10	110	18	22	14	13.2		
2010	10	9	23	62092	51.2	-10.6	100	16	25	15	15.2	3.3	7
2010	10	9	23	62093	55	-10	110	17	24	14	13.2		
2010	10	10	0	62092	51.2	-10.6	90	16	20	15	15.2	3.3	7
2010	10	10	0	62093	55	-10	120	17	24	14	13.2		
2010	10	10	1	62092	51.2	-10.6	90	14	20	15	15.2	3.2	6
2010	10	10	1	62093	55	-10	130	22	30	13	13.2		
2010	10	10	2	62092	51.2	-10.6	90	14	18	15	15.2	2.9	7
2010	10	10	2	62093	55	-10	120	18	26	13	13.3		
2010	10	10	3	62092	51.2	-10.6	90	15	20	15	15.2	2.9	7
2010	10	10	3	62093	55	-10	120	18	24	13	13.3		
2010	10	10	4	62092	51.2	-10.6	90	14	19	15	15.2	2.6	6
2010	10	10	4	62093	55	-10	110	17	24	13	13.3		
2010	10	10	5	62092	51.2	-10.6	100	15	20	15	15.2	2.7	7
2010	10	10	5	62093	55	-10	100	16	24	13	13.3		
2010	10	10	6	62092	51.2	-10.6	80	15	21	15	15.2	3	7
2010	10	10	6	62093	55	-10	120	16	24	13	13.4		
2010	10	10	7	62092	51.2	-10.6	90	15	22	15	15.2	2.6	6
2010	10	10	7	62093	55	-10	120	17	24	13	13.3		
2010	10	10	8	62092	51.2	-10.6	70	15	20	15	15.2	2.6	6
2010	10	10	8	62093	55	-10	110	17	23	13	13.3		
2010	10	10	9	62092	51.2	-10.6	80	16	21	15	15.2	2.5	6
2010	10	10	9	62093	55	-10	110	17	21	13	13.3		
2010	10	10	10	62092	51.2	-10.6	80	19	24	15	15.2	2.7	6
2010	10	10	10	62093	55	-10	110	18	23	13	13.4		
2010	10	10	11	62092	51.2	-10.6	80	17	24	15	15.2	2.6	6
2010	10	10	11	62093	55	-10	120	17	23	13	13.4		

Appendix 8.1 Met Éireann Weather Report.



**Sea Area Forecast until 1800 Sunday 10 October 2010
 Issued at 1800 Saturday 09 October 2010**

1. Gale warning: NIL

Small craft warning: in operation.

2. Meteorological situation at 1500: A strong Southeast airflow over Ireland will gradually moderate as a frontal trough near the Southwest coast pulls away Westwards.

3. Forecast for coasts from Malin Head to Howth Head to Roches Point and for the Irish Sea:

Wind: East to Southeasterly force 5 to 7, becoming Easterly force 5 or 6 tonight and further moderating East to Northeast force 4 or 5 tomorrow.

Weather: Fair but hazy with mist patches.

Visibility: Mostly moderate.

Forecast for coasts from Roches Point to Slyne Head to Malin Head:

Wind: Easterly force 5 to 7, decreasing force 5 or 6 tonight and gradually decreasing East to Northeast force 3 or 4 tomorrow.

Weather: Occasional rain and drizzle in the Southwest dying out tomorrow. Fair elsewhere apart from some mist and haze patches.

Visibility: Moderate or poor in mist or drizzle.

4. Outlook for a further 24 hours until 1800 Monday 11 October 2010:

Moderate East to Northeast winds. Fair apart from mist and haze patches.

Appendix 8.1 Met Éireann Weather Report.

Warning of heavy Atlantic swell: NIL

Text of Gale Warning NIL

Text of Small Craft Warning East to Southeast winds will reach force 6 or 7 at times this evening and tonight on all coasts.

Coastal Reports	at 4 PM Saturday 9 October 2010
Malin Head Automatic	East-Southeast, 24 Knots, Gust 34 Knots, Fair, 9 Miles, 1016, Steady
Buoy M5	East, 22 Knots, The visibility at Tuskar Lighthouse is 10 Miles, 1009, Falling slowly
Roche's Pt (Automatic)	East, 22 Knots, Gust 34 Knots, Cloudy, 9 Miles, 1008, Falling slowly
Valentia	East, 18 Knots, Gust 41 Knots, Cloudy, 11 Miles, 1006, Steady
Belmullet	East, 17 Knots, Gust 32 Knots, Cloudy, 9 Miles, 1011, Falling slowly
Dublin Airport	East, 17 Knots, Gust 27 Knots, Mist, 5 Miles, 1014, Falling slowly
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	East-Northeast, 25 Knots, WAVE HT 02.5 m, 1014, Falling slowly
Buoy M3 51° 13'N, 10° 33'W	East, 23 Knots, Gust 35 Knots, WAVE HT 04.1 m, 1004, Steady
Buoy M4 55° 0'N 10° 0'W	East, 15 Knots, Gust 25 Knots, WAVE HT NOT AVAILABLE m, 1013, Falling slowly
Buoy M5 51° 41'N 6° 42'W	East, 22 Knots, WAVE HT 03.0 m, 1009, Falling slowly
Buoy M6 53° 4'N 15° 56'W	East, NOT AVAILABLE Knots, WAVE HT 03.2 m, 1005, Falling slowly

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

Sea Crossings	State of sea until 1500 Monday 11 October 2010
Dublin - Holyhead	Moderate decreasing slight to moderate
Rosslare - South Wales	Moderate, occasionally rough at first
Cork - South Wales	Moderate, occasionally rough at first
Rosslare - France	Rough decreasing moderate to rough
Cork - France	Rough decreasing moderate to rough

Next update before 0100 Sunday 10 October 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 8.1 Met Éireann Weather Report.



Sea Area Forecast until 2400 Sunday 10 October 2010
Issued at 2400 Saturday 9 October 2010

1. Gale warning: NIL

Small craft warning: In operation

2. Meteorological situation at 2100: An easterly airflow is becoming established over Ireland as a low pressure centre to the west of Portugal drifts in over Iberia and an anticyclone builds to the north of Scotland.

3. Forecast for coasts from: Belfast Lough to Carnsore Point to Valentia, and on the Irish Sea

Wind: East Force 5 or 6, backing east to northeast during the day and slowly decreasing force 4 or 5.

Weather: Spells of rain on the Munster coast at first, slowly dying out. Otherwise fair weather

Visibility: Moderate at first on the Munster coast; otherwise good.

Forecast for coasts from: Valentia to Rossan Point to Belfast Lough

Wind: East force 5 or 6 at first, decreasing force 4 or 5 overnight, decreasing further force 2 to 4 during the day.

Weather: Patchy rain at first between Valentia and Slyne Head; otherwise fair weather.

Visibility: Mostly good.

3a. Warning of heavy swell: Nil

4. Outlook for a further 24 hours until 2400 Monday 11 October 2010: Moderate east to northeast winds, slowly falling light on all but the very south coast. Fair weather.

Appendix 8.1 Met Éireann Weather Report.

Warning of heavy Atlantic swell: NIL

Text of Gale Warning
Nil

Text of Small Craft Warning
East to Southeast winds will reach force 6 for a time overnight on all coasts.

Coastal Reports	at 11 PM Saturday 9 October 2010
Malin Head Automatic	East-Southeast, 24 Knots, Gust 36 Knots, Fair, 8 Miles, 1016, Steady
Buoy M5	East, 14 Knots, The visibility at Tuskar Lighthouse is 10 Miles, 1010, Rising slowly
Roche's Pt (Automatic)	East, 18 Knots, RECENT RAIN, 5 Miles, 1009, Steady
Valentia	East, 20 Knots, Gust 40 Knots, Recent rain, 8 Miles, 1007, Rising slowly
Belmullet	East-Southeast, 15 Knots, Gust 27 Knots, Fair, 12 Miles, 1013, Steady
Dublin Airport	East, 17 Knots, Mist, 4 Miles, 1014, Rising slowly
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	East, 26 Knots, Gust 35 Knots, WAVE HT 1.9 m, 1013, Rising slowly
Buoy M3 51° 13'N, 10° 33'W	East, 18 Knots, WAVE HT 3.3 m, 1007, Rising slowly
Buoy M4 55° 0'N 10° 0'W	East-Southeast, 18 Knots, WAVE HT NOT AVAILABLE, 1014, Rising slowly
Buoy M5 51° 41'N 6° 42'W	East, 14 Knots, WAVE HT 2.5 m, 1010, Rising slowly
Buoy M6 53° 4'N 15° 56'W	East-Southeast, NOT AVAILABLE, WAVE HT 3.5 m, 1006, Rising slowly

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

Sea Crossings	State of sea until 2400 Monday 11 October 2010
Dublin - Holyhead	Moderate, decreasing slight.
Rosslare - South Wales	Moderate, decreasing slight later.
Cork - South Wales	Moderate, decreasing slight later.
Rosslare - France	Moderate to rough, decreasing slight to moderate.
Cork - France	Moderate to rough, decreasing slight to moderate.

Next update before 0700 Sunday 10 October 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 8.1 Met Éireann Weather Report.

Appendix

Beaufort Scale of Wind					
Force	Description	Speed*		Specification -sea	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 is 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.

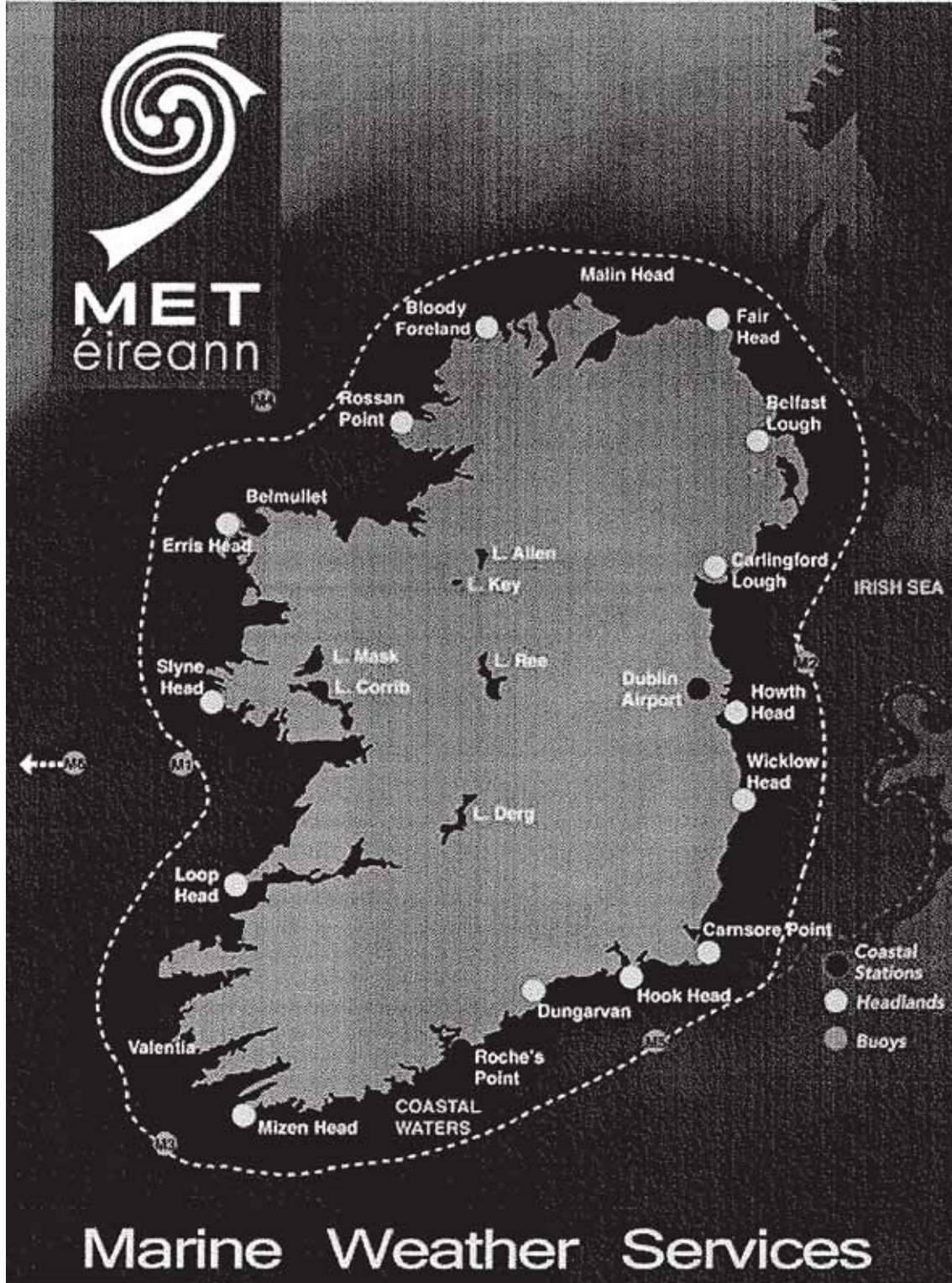
Visibility

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 (< 1km)

Appendix 8.1 Met Éireann Weather Report.

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



Appendix 8.4 Photographs of PFD's



Personal Flotation Device worn by Mr. Feeney



Personal Flotation Device worn by Mr. McEllin

9. CORRESPONDENCE RECEIVED

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Note: The address and contact details of individual respondents have been obscured for privacy reasons.

Your ref: MCIB/191

19th April, 2010

Mr. John G. O'Donnell, B.L.
Chairman,
MCIB

A Chara,

I acknowledge receipt of your letter dated 31st March, and copy Draft Report. I do not have any comments or observations on it.

Mise, le meas,

Kathleen Feeney
Kathleen Feeney



MCIB RESPONSE

The Board notes the contents of this correspondence.



Royal National Lifeboat Institution

Admiral the Lord Boyce GCB OBE DL
Trustee: John Coyle MBE OBE
Chief Executive: Paul Bassler

RNLI (Charity) Ltd 01078317, RNLI (Trust) Ltd 2202240 and RNLI (Incorporated) Ltd 1184488
are all companies registered at Wood Quay Road, Dublin, D11 1T5.

From:

RNLI Ireland
Airside, Swords, Co. Dublin
Telephone: (01) 8900460
Fax: (01) 8900458
www.lifeboats.ie

Inspector of Lifeboats: Martyn Smith

Mr. John G O'Donnell B.L.
Chairman
Marine Casualty Investigation Board
Leeson Lane
Dublin2

11th May 2011

Sir,

**DRAFT REPORT INTO DUAL FATALITY OFF INNISHBOFIN, CO GALWAY
ON 10TH OCTOBER 2010**

Reference: Yr letter MCIB/191 dated 31ST March 2011

Thank you for affording the RNLI the opportunity to view the draft report into the loss of two lives whilst attempting to board motor yacht "Quo Vadis"

The RNLI has no comment to make in relation to the incident except to offer our sincere condolences to the family and friends of Mr. Donal McEllin and Mr. Ger Feeney

Yours faithfully

Martyn Smith
**RNLI Divisional Inspector of Lifeboats
Ireland**




MCIB RESPONSE

The Board notes the contents of this correspondence.

DEAR MR O'DONNELL

I HAVE NOTHING I WISH TO ADD TO
YOUR REPORT

YOURS SINCERELY




MCIB RESPONSE

The Board notes the contents of this correspondence.

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

OPS 79.13/10
MCIB/191

**Mr. John O'Donnell,
Marine Casualty Investigation Board,
Lesson Lane,
Dublin 2.**




Re: Draft Report of the Investigation into dual fatality off Inishbofin, Co. Galway on the 10th October 2010.

Dear Mr. O'Donnell,

I am directed by Deputy Commissioner, Operations, to refer to your letter of the 31st March 2011 to the Garda Commissioner and to advise that having reviewed the draft report, An Garda Síochána is satisfied with its findings and conclusion.

Yours sincerely,


Frank Walsh
Superintendent for
Deputy Commissioner

29 April, 2011



Mission Statement / Ráiteas Misin :

Working with Communities to Protect and Serve / Ag obair le Pobail chun iad a chosaint agus chun freastal orthu

MCIB RESPONSE

The Board notes the contents of this correspondence.

To Whom it May Concern.

It is my unqualified opinion that one person - crew member should be accepted to abstain from drinking in order to bring the rest of the crew safely to the relevant vessel at anchor. This should be compulsory.

Also as a general comment alot of leisure boat owners-operators do not have any clue about boat handling or the dangers of the sea.

John F Day.



MCIB RESPONSE

The Board notes the contents of this correspondence.

16/ 27/04/11
The Marine Casualty Investigation Board,
In reply to your draft report
dated 31st March 2011 of the investigation
into the dual fatality off InishBofin
harbour, Co. Galway on 10th October 2010.
I totally agree with your findings and
I have nothing more to say only that
it's up to one's own judgement to be safe
at all times.

Yours Sincerely

Francis O'Halloran.



MCIB RESPONSE

The Board notes the contents of this correspondence.

26-4-11

A Chara,

Thank you for the letter and report into the fatal incident which occurred off Inishbofin, Co Galway on the 10th Oct 2010.

I am writing to say that I have no further comments to make on this report.

Yours Sincerely

John Cunnane



MCIB RESPONSE

The Board notes the contents of this correspondence.



14th April 2011.

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

Dear Eve,

Re: Draft report of the Investigation into the dual fatality off Inishbofin, Co. Galway
on 10th October 2010.

The Irish Coast Guard is very much aware of the issue of alcohol and the use of leisure craft.

The Marine Safety Working Group, which is chaired by IRCG, intend to take this issue on under their Safety on the Water programme.

Yours sincerely

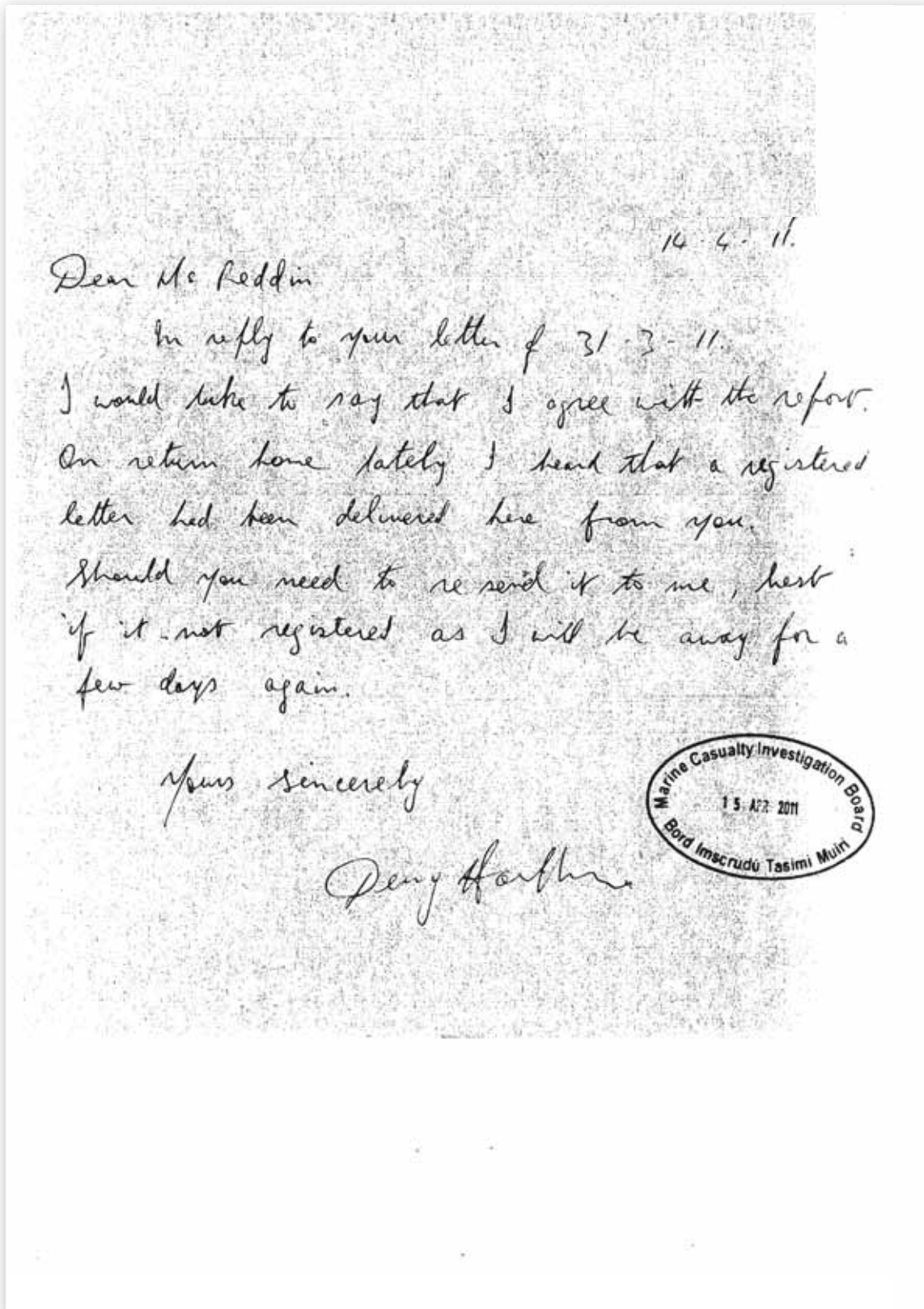
Elizabeth Smith
Irish Coast Guard



Administration Office, Irish Coast Guard, Department of Transport, Leeson Lane, Dublin 2, Ireland.
Oifig Riaracháin, Garda Cóstá na hÉireann, An Roinn Iompair, Lána Chill Mochargán, Baile Átha Cliath 2, Éire.
Tel: + 353 1 6783455 / 3427, Fax: + 353 1 6783459, email: admin@irishcoastguard.ie

MCIB RESPONSE

The Board notes the contents of this correspondence.



MCIB RESPONSE

The Board notes the contents of this correspondence.

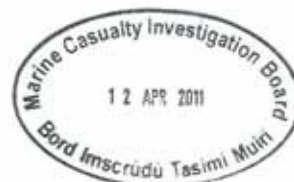
Your Ref: - mc18/191

9/4/11
Re: - DRAFT Report of the Investigation
into dual fatality off Inishbofin, Co
Galway on 10th Oct 2010.

Dear Mrs Reddin,

Re above Report, I have
no further comments or observations
to make on the draft Report.

Yours Sincerely,
Jeanne McEllin.



MCIB RESPONSE

The Board notes the contents of this correspondence.

