

**REPORT OF THE
INVESTIGATION INTO THE
COLLISION INVOLVING
THE PASSENGER VESSEL
"ST. CIARAN" AT NEW ROSS
ON 26TH JULY 2002.**

The Marine Casualty Investigation Board was established on the 5th, June 2002 under The Merchant Shipping (Investigation of Marine Casualties) Act 2000

The copyright in the enclosed report remains with the Marine Casualty Investigation Board by virtue of section 35(5) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. No person may produce, reproduce or transmit in any form or by any means this report or any part thereof without the express permission of the Marine Casualty Investigation Board. This report may be freely used for educational purposes.

1.	SYNOPSIS.	4
2.	FACTUAL INFORMATION.	5
3.	EVENTS PRIOR TO THE INCIDENT.	6
4.	THE INCIDENT.	7
5.	EVENTS FOLLOWING TO THE INCIDENT.	8
6.	CONCLUSIONS AND FINDINGS.	9
7.	RECOMMENDATIONS.	10
8.	APPENDICES.	11

1. SYNOPSIS.

- 1.1 On the 26th of July, 2002 the Passenger Vessel "St Ciaran" carrying 65 passengers lost propulsive power whilst turning at New Ross Bridge. The vessel drifted against the bridge and the passengers were evacuated onto the footpath. There were no injuries sustained by the passengers or crew. There was no resultant pollution observed as a result of this incident.

2. FACTUAL INFORMATION

2.1 DESCRIPTION OF THE VESSEL

Class V Passenger Vessel

Approved Number of Passengers: 160 Plus 4 crew

Official No.: 400132

Gross Tonnage: 66.48

Register Tonnage: 57.76

Registered Length: 77.2 Feet

Engine: 6cylinder 75 BHP Gardner with
reduction gearbox & clutch

Owners: River Tourism Ltd.,
Bridge Quay,
New Ross,
Co. Wexford

The above Passenger Vessel is a floating restaurant and operates on the River Barrow out of New Ross. The vessel cruises both upstream and downstream of New Ross.

3. EVENTS PRIOR TO THE INCIDENT

- 3.1 On the evening of the incident the “St. Ciaran” was returning to New Ross from an upstream cruise with 65 Passengers and 7 Crew including the helmsman/operator Mr. Mark Minihan. On approaching the O’Hanrahan Bridge, which crosses the River Barrow at New Ross, Mr. Minihan made his normal approach and reduced power before making a 180-degree turn to come alongside the pontoon at the upstream side of the bridge. The pontoon is owned by the company and used for embarking and disembarking passengers.

4. THE INCIDENT

- 4.1 The "St. Ciaran" reacted normally until it had turned approximately 45 degrees when a shudder was felt and the engine speed was noticed to have dropped. The helmsman cut the throttle fully and then re-applied full power but this did not have any effect and it became apparent that the "St. Ciaran" was drifting without any propulsion power.
- 4.2 With the vessel starting to drift in the falling tide towards the bridge the helmsman ordered the rope man to let go the anchor, which was done without delay. Before the anchor took effect the vessel had drifted into the bridge causing minor damage to the wheelhouse. Stern and bowlines were then made fast to the bridge parapet in addition to the anchor. The falling tide assisted in keeping the vessel held against the bridge pier where it was resting. The rope man was then helped up on to the bridge and was able to walk on the bridge footpath around to the pontoon where he collected a ladder and returned to the bridge. The ladder was positioned from the bridge down to the vessel. Some passengers then climbed the ladder safely on to the bridge and assisted in helping more passengers in climbing the ladder. Help was also provided by the crew and other passengers on the deck of the vessel to get people to climb up the ladder.

5. EVENTS FOLLOWING THE INCIDENT

- 5.1 When most of the passengers had already been evacuated, the New Ross Fire Brigade arrived and provided arc lighting as it was now becoming dark. The firemen assisted in helping some remaining passengers who were particularly nervous about climbing the ladder. When all passengers were safely evacuated a bowline was attached between the vessel, through a fairlead on the pontoon and from there to a winch on the Fire Engine. By means of this the vessel was winched from the bridge and over to the pontoon and secured at approximately 00.45 hrs on 27th July 2002.

- 5.2 Divers from the Hook Sub-Aqua Club were called in and on inspection found a rope fouled in the propeller, which was the cause of the failure. The rope was identified as being the stern line from the Starboard side of the "St. Ciaran".

6. CONCLUSIONS

- 6.1 It appears that the stern line had fallen into the water some time before the vessel had arrived at the point in the river at which it was to make the 180-degree turn for the pontoon. The line would have been streaming along behind the vessel until the turn was commenced and then would have passed under the vessel in way of the propeller becoming fouled with it and causing the resulting failure.
- 6.2 The stern lines were normally stowed on the roof of the Galley with one end of the line remaining permanently attached to the vessel's mooring bits on the main deck below. It appears that the slack end of the starboard stern mooring line entered the water. The helmsman or any other crewmember did not notice what had happened until the incident occurred.
- 6.3 There were no injuries sustained by passengers or crew and none of the vessel's lifesaving appliances were required to be used.
- 6.4 The vessel was surveyed at the dry dock in New Ross and it was established that the propeller, shaft and hull had not been compromised by the rope-fouling incident.

7. RECOMMENDATIONS

- 7.1 That the mooring lines/ropes in their entirety should be stowed securely and that no loose ends should be allowed to hang down from vessel's side.

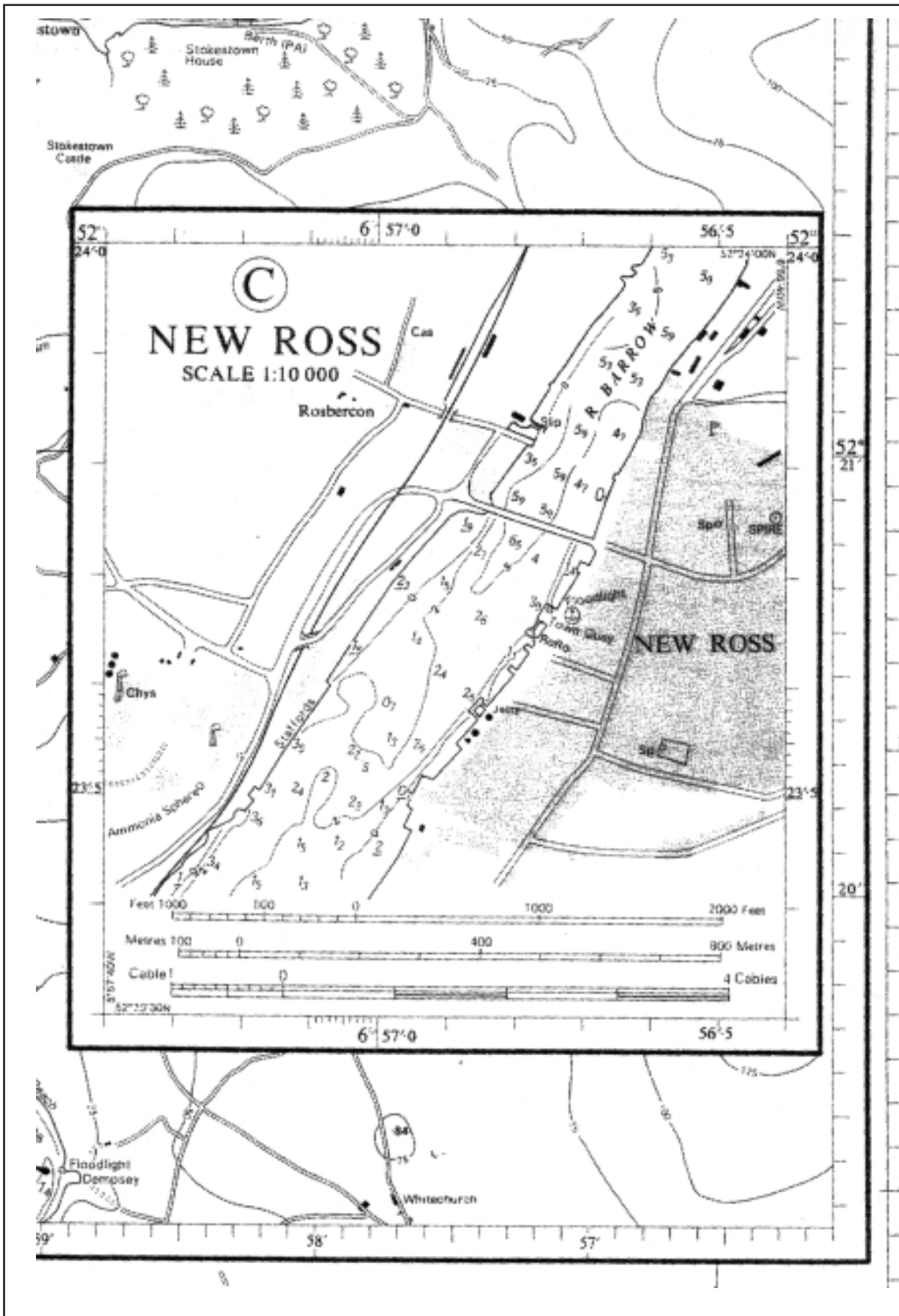
8. APPENDICES

8.1 Chart showing accident site.

8.2 Passenger Certificate Class V

APPENDIX 8.1

8.1 Chart showing accident site.



8.2 Passenger Certificate Class V



Department of the Marine and Natural Resources Certificate No. 38/02

PASSENGER CERTIFICATE CLASS V

FOR A CLASS V VESSEL PLYING IN SMOOTH WATER

NAME OF VESSEL **ST CIARAN** NAME OF OWNER **RIVER TOURISM LTD.**

<i>Limits beyond which vessel is not to ply</i>	<i>Number of Passengers and Crew</i>		
	<i>Passengers</i>	<i>Crew</i>	<i>Total</i>
WATERFORD: within a line joining Passage East & Ballyhack.	160	3	163

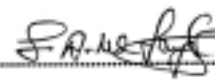
Equipment which must always be kept on board in good order and ready for immediate use:-

NIL Boats capable of accommodating NIL persons. NIL Inflatable liferafts capable of accommodating NIL persons. 6 Buoyant apparatus capable of supporting 120 persons. 22 Life-buoys. NIL Life-jackets. NIL Buoyant smoke signals. Approved means of making sound signals. A compass. An anchor and cable. A box containing sand and a scoop.	1 A boat hook, paister and heaving line. 2 Fire Pump(s). 1 Fire Hose(s) and 1 Nozzle(s). 7 Fire Extinguishers. NIL Fire Buckets. Fitted with Navigation Lights conforming to the International Collision Regulations. 2 Bilge pump(s). 1 Bailer(s). 1 Bucket(s). 1 Asbestos Blanket
--	---

THIS IS TO CERTIFY that the provisions of the Merchant Shipping Acts relating to the survey of passenger vessels have been complied with, and that this vessel is fit to ply within the limits and with the number of passengers stated above.

This certificate, unless previously cancelled, remains in force until the 19th day of March 2003

For the Minister for the Marine and Natural Resources

An Officer authorised in this behalf by the said Minister 



This certificate is issued subject to the following special conditions and may be cancelled if any of them is infringed:-

1. The vessel must not be used to tow another boat or craft except in an emergency.
2. The vessel must not carry loose petrol in any circumstances.
3. The vessel must be kept clean and free from oil refuse and the fire-extinguishing equipment must be kept in an efficient condition.
4. The Marine Survey Office of the Department of the Marine and Natural Resources must be notified if the man in charge of the boat is changed.
5. All Regulations and Instructions of the Local Authority must be obeyed.

NOTES:

One of these duplicate certificates must be put up in a conspicuous part of the vessel where it can be seen by all persons on board. The vessel must not carry more than the approved number of passengers.

If (a) an accident occasioning loss of life or serious injury or (b) any material damage in the hull or machinery affecting the vessel's seaworthiness or efficiency or (c) any alteration or renewal of the vessel's hull, machinery or equipment which may affect its seaworthiness or efficiency occurs, the Marine Survey Office must be notified in writing within 24 hours.

If the vessel is transferred to a new owner the certificate will immediately lapse. It may be renewed if the vessel is found to be in a satisfactory condition and if the new owner satisfies the Minister for the Marine and Natural Resources that he will comply with all the above conditions.

Owners and Masters who do not comply with all of the above requirements are liable to heavy penalties under the Merchant Shipping Acts.

Dated this 26th day of April 2002.

