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**REPORT OF INVESTIGATION
INTO THE COLLISION OF
M/V “STENA EUROPE” AND
M/V “OSCAR WILDE”
AT ROSSLARE HARBOUR
ON
26th OCTOBER 2012**

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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**REPORT No. MCIB/227
(No.12 of 2013)**



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	PAGE
1. SUMMARY	4
2. FACTUAL INFORMATION	5
3. NARRATIVE	8
4. ANALYSIS	12
5. CONCLUSIONS	14
6. SAFETY RECOMMENDATIONS	15
7. APPENDICES	16
8. CORRESPONDENCE RECEIVED	25

1. SUMMARY

- 1.1 On 26th October 2012 the passenger car ferry M/V “*Stena Europe*” was berthing on No.3 Berth Rosslare Harbour. During the berthing operation the average wind speed increased to 36 knots with gusts up to 45 knots and the vessel lost control and collided with another passenger car ferry the M/V “*Oscar Wilde*” which was berthed on No.2 Berth. Minor damage was sustained by both vessels. The M/V “*Oscar Wilde*” was not taken out of service and the M/V “*Stena Europe*” cancelled one sailing. There was no injury to persons during the incident.

2. FACTUAL INFORMATION

2.1 The Vessels

Name:	<i>M/V “Stena Europe”</i>
IMO No:	7901760
Gross Tonnage:	24828
Type of Ship:	Passenger/RoRo Cargo Ship
Flag:	United Kingdom
Port of Registry:	Fishguard
LOA:	149m
Beam:	30m
Draft max:	5.95m
Draft at time:	5.95m
Year:	1981
Propulsion:	Twin screw - each screw powered by two grouped engines
Side Thrusters:	Two x KaMaWa 736 Kw
Owners:	Stena Line Ltd
ISM Managers:	Stena Line Ltd
Operators:	Stena Line Ltd
No of Passengers on board at time of incident:	383
No of crew on board at time of incident:	71

Name:	<i>M/V “Oscar Wilde”</i>
IMO No:	8506311
Gross Tonnage:	31914
Type of Ship:	Passenger/RoRo Cargo Ship
Flag:	Bahamas
Port of Registry:	Nassau
LOA:	166.3m
Beam:	28.4m

Draft max: 6.5m
Year: 1987
Propulsion: Twin screw - each screw powered by two grouped engines
Owners: Zatarga Ltd
ISM Managers: Matrix Ship Management
Operators: Irish Ferries Ltd
No of Passengers on board at time of incident: None
No of vehicles on board at time of incident: Two oil tankers delivering bunkers

2.2. Voyage Particulars

M/V “Stena Europe”:

Departed Fishguard at 14:30hrs on 26th October 2012

Arrived off Rosslare at 18:05hrs on 26th October 2012 and commenced berthing operations

M/V “Oscar Wilde”:

Departed Cherbourg at 21:30hrs on 25th October 2012

Berthed Rosslare at 14:00hrs on 26th October 2012

Departed Rosslare at 21:00hrs on 26th October 2012

2.3. Marine Incident Information

Type: Marine Casualty
Date: 26th October 2012
Time: 18:05hrs to 18:40hrs UTC+1
Approximate Position: Rosslare Harbour, Ireland
Vessel Operation: Berthing
Human factors: Following unsafe practices/procedures
Consequences: Collision between vessels

Weather - Observed at time of incident from various sources:

Wind NNE 34 to 40 knots gusting 45 knots (Force 8 gusting 9)

Sea State mod (1.25 -2.5m)

Visibility, good 5 to 25nm

Tidal Information: High Water - Time 16:56hrs Height +2.2m

Low Water - Time 22:22hrs Height +0.9m

2.4. Shore Authority Involvement and Emergency Response

Emergency services not involved

Shore authority - Rosslare HM - observed and recorded incident on CCTV and provided updates on weather conditions

3. NARRATIVE

3.1. TIME LINE - from CCTV & other sources - Times UTC+1 on 26th October 2012

- 15:25hrs M/V "Stena Europe" departed Fishguard running on 3 main engines
- 17:30hrs Mate/Master takes control
- 17:36hrs End of passage - OOW contacts Rosslare Port Control confirmed wind direction 028° wind speed between 29 and 35 knots
- 17:45hrs Master relieves 2/O as OOW
- 17:45hrs Team briefing
- 18:05hrs M/V "Stena Europe" turns off breakwater (SE)
- 18:07hrs M/V "Stena Europe" proceeding stern first on to berth (SE)
- 18:08hrs Breast line from aft to No 11 bollard (RHM)
- 18:10hrs Let go breast line from No 11 bollard (RHM)
Mean wind speed 35.33 knots Gusts 45.0 knots (RHM)
- 18:12hrs 2 breast lines out from aft to bollards F & G (RHM)
- 18:13hrs Bow of M/V "Stena Europe" drifts off - Bow thrusters having no effect
Stern drifts off - Stern close to lifeboat slip
- 18:15hrs Stern drifts off, lines on brakes
- 18:16hrs V/L drifting bodily across dock - stern lines come off winches and in water
- 18:18hrs Stern lines clear engine movements ahead. Bow towards M/V "Oscar Wilde" (M/V "Oscar Wilde" reports first contact at this time)
- 18:20hrs Vessels still apart on CCTV, M/V "Stena Europe" canted towards M/V "Oscar Wilde" - Mean wind speed 36.3 knots Gusts 44.6 knots
- 18:21hrs Vessels close enough for contact - estimate 1st contact
M/V "Stena Europe" lets go starboard anchor on bottom (SE)
- 18:24hrs Contact with bridge wing of M/V "Oscar Wilde" (OW)
- 18:26hrs Contact starboard shoulder of M/V "Oscar Wilde" (OW)
- 18:28hrs M/V "Stena Europe" clear of M/V "Oscar Wilde"
- 18:30hrs Mean wind speed 32.2 knots Gusts 43.7 knots
- 18:35hrs M/V "Stena Europe" clear of all berths
- 18:41hrs M/V "Stena Europe" proceeding to sea
- 21:00hrs M/V "Oscar Wilde" sails from No 2 berth
- 23:11hrs M/V "Stena Europe" alongside No 2 berth

3.2 M/V “*Stena Europe*”

The Passenger/RoRo ferry M/V “*Stena Europe*” departed from Fishguard at 15:25hrs and proceeded in full sea going condition with all watertight doors closed. The vessel was steaming with 3 out of the 4 engines operational, one engine was undergoing maintenance. At 17:30hrs as the vessel approached the end of passage the Mate/Master took command of the vessel with the second officer as OOW. At 17:45hrs the Master took over as OOW and the Mate/Master briefed the bridge team on the intended approach to the berth. The OOW called Rosslare Harbour Port Control at end of passage and confirmed a wind direction of 028° (T) and a wind speed between 29 and 35 knots. The fact that the vessel had the use of only 3 out of four engines was not reported. Information of wind speed and direction was also available from an instrument installed by Stena Line on the breakwater; this transmitted the information by radio to displays on the bridge wings of the M/V “*Stena Europe*”.

At 18:05hrs the vessel turned off the pier end with the intention of reversing close past No 4 Berth into No 3 Berth. In the event there were some small fishing boats on the inner corner of No 4 Berth and the vessel approached the berth at a wider angle from mid way between No 2 and No 4 Berths. Mooring lines were run from aft and the two thrusters were being used to bring the bow alongside. At approximately 18:15hrs the wind speed was observed to be 45 knots on the readout on the bridge wing and the thrusters were both indicating full power but not moving the vessel alongside. The Master attempted to use the engines to turn the vessel and the brakes were put on the winches and the stern mooring area was evacuated. The strain on the stern ropes caused them to run out and come off the winches. Some damage was done to rope guards and pipe work in the mooring area by the ends of the ropes whipping off the winches.

3.3 M/V “*Oscar Wilde*”

The Master of the M/V “*Oscar Wilde*” had attempted to berth on Berth No 3 on arrival at 14:00hrs on 26th October. Due to the wind conditions the attempt was abandoned and the vessel berthed on Berth No 2.

At 18:05hrs on approach of the M/V “*Stena Europe*” the Master of the M/V “*Oscar Wilde*” went on the bridge to observe the berthing manoeuvres. At 18:12hrs it appeared that the M/V “*Stena Europe*” had succeeded, however shortly after the Master of the M/V “*Oscar Wilde*” noticed the bow of the M/V “*Stena Europe*” drifting off. He realised that the M/V “*Stena Europe*” was drifting towards his vessel and that contact was likely. He alerted the engine room to close all watertight doors and to stop bunkering operations. He called the crew to emergency stations, and detailed an officer to take times of any contacts.

3.4 Vessel Traffic Management at Rosslare

The Vessel Traffic Management System (VTMS) at Rosslare Harbour requires vessels to report on approach or before moving from a Berth. Vessels are informed of other vessel movements, Berth availability, wind & tidal information. Vessels are required to report any defects that may affect manoeuvrability. Only one vessel is allowed to manoeuvre within the harbour at any one time. The decision to berth is made by the master following consideration of all the prevailing conditions and all available information relevant to the safe berthing of the vessel. On the evening in question the M/V “*Stena Europe*” did not report any defects that would reduce manoeuvrability and was given the latest wind direction and speed from the anemometer on the end of the pier.

3.5 The incident

The M/V “*Stena Europe*” drifted across the dock towards the M/V “*Oscar Wilde*” moored on No 2 Berth. Despite the use of engines and thrusters the drift continued and at 18:21hrs the M/V “*Stena Europe*” let go the starboard anchor and rested on the bottom to slow down the rate of drift. The first contact of the vessels appeared to occur at this time as the bow of the M/V “*Stena Europe*” touched the upper hull of the M/V “*Oscar Wilde*”.

The M/V “*Stena Europe*” made two more contacts with the M/V “*Oscar Wilde*” at 18:24hrs on the bridge wing and at 18:26hrs on the starboard shoulder. At this time the thrusters became effective, due to a combination of thrust against the hull of the M/V “*Oscar Wilde*” and a slight decrease in wind speed. The anchor was raised and the M/V “*Stena Europe*” manoeuvred clear of the M/V “*Oscar Wilde*” and the end of No 2 Berth.

The M/V “*Stena Europe*” was now close to No 1 Buoy to the west of the harbour and manoeuvred astern close to No 1 Berth which was vacant. Once clear of No 1 Berth the vessel proceeded to sea and slow steamed in the planned heavy weather route and awaited availability of No 2 Berth after the departure of M/V “*Oscar Wilde*”.

3.6 On board the M/V “*Stena Europe*”:

Whilst the vessel was slow steaming outside Rosslare Harbour a full assessment was made of the damage as detailed in Appendix 7.2.

The vessel was sounded around and found to be intact.

At 23:11hrs the vessel was berthed at No 2 Berth and the following morning divers were sent down to check for any underwater damage, none was found.

The M/V “*Stena Europe*” resumed service at 09:00hrs on 27th October.

The Senior Master issued an interim standing order limiting the parameters for the vessel berthing on No 3 Berth in NNW-ESE winds to mean wind speed 30 Knots Gusts 35 Knots.

The information on the Voyage Data Recorder (VDR) was downloaded by Stena Line management.

3.7 On board the M/V “*Oscar Wilde*”.

A full damage inspection was carried out, the damage noted as in Appendix 7.3. The most serious item of damage was a tear in steel work plating on the corner of the joining plate structure of the flat side to the front accommodation plating. This was temporarily repaired by the ships engineers. A damage report and photographs were taken of the damage and repair and sent to Lloyds Register of Shipping who on behalf of the flag state (Bahamas) gave permission for the vessel to remain in service. The vessel sailed at 21:00hrs.

3.8 Rosslare Harbour Master

Since the incident all vessels have agreed safe operational limits for port entry and berthing. Rosslare Harbour has changed its berthing procedures to state that vessels will be refused permission to enter if the agreed limits are exceeded.

4. ANALYSIS

4.1 Rosslare Harbour Management & Berthing Procedures

- 4.1.1 Rosslare Harbour is under the management of Iarnrod Éireann with day to day management by the Harbour Master.
- 4.1.2 At the time of the incident there was no pilotage legislation or tug available at Rosslare Harbour. Specific arrangements for pilotage were provided by Stena Line, Irish Ferries and Celtic Link Ferries through their training programmes. Berthing, ship movement, weather and other relevant information was passed to ships through reporting procedures contained in sections 1 & 2 of the Vessel Movement Procedures of February 2012 and Local Marine Notice of 28th August 2012.
- 4.1.3 Iarnrod Éireann has established a marine safety & environmental protection management system to achieve compliance with Port Marine Safety Code (PMSC). The first audit under the code was in May 2012 and it was recommended the development of weather limits of navigational safety for each vessel. In August 2012 the Harbour Master had initiated discussions with the Senior Masters of all the vessels as to setting limits for their vessels. This process was on going at the time of the incident.
- 4.1.4 Rosslare Harbour Master has carried out his own investigation and report into the incident.

4.2 Management aboard the M/V “Stena Europe”

- 4.2.1 The M/V “Stena Europe” was managed by a Senior Master with a team consisting of another Senior Master, two Junior Masters/Mates, two Chief Officers and four Second Officers, who manned the vessel in rotation.
- 4.2.2 The Safety Management System (SMS) was contained in an SMS document with the navigational safety and bridge management contained in a separate document, the Senior Masters Standing Orders issued in April 2011. The latter document outlined the berthing parameters for the ports visited. For Rosslare berthing on No 1 & No 3 Berths the operational limits with the wind from the NNW-ESE was 25 to 27 knots with 4 main engines. There were also guidelines in respect of the loss of one engine or one thruster “depending upon wind direction, the operating limits may be reduced as the Master sees fit”.
- 4.2.3 It was routine that the Mate/Master undertook the berthing manoeuvres and this was permitted under the company’s SMS and Senior Masters Standing Orders. The Mate/Master in this instance had been acting as Master for 4 years on the vessel and had carried out over 700 such berthing manoeuvres. The Master (acting as OOW on the day) had sailed on the vessel in command for over ten years.

- 4.2.4 Despite the Standing Orders which gave 27 knots as the maximum wind speed when the wind was from the NNE the Master/Mate with the Master acting as OOW proceeded to attempt to berth the vessel when port control had advised that the wind speed was between 29 and 35 knots from a direction 028° ENE.
- 4.2.5 During the investigation the Senior Master and the Master and the Mate/Master on board that voyage were questioned as to the operational limits being used. It emerged that the Masters considered the limits too low as they had been initiated for a previous vessel which was considered less manoeuvrable and had less power on main engines and thrusters. The Masters stated that they had successfully berthed the current vessel at wind speeds higher than the operational limits in the standing orders. The authority for such action was supported by information contained in “Internal Directives” from the previous Senior Master formulated in 2007. That the “Internal Directives” had been interpreted in this manner and that the vessel was being operated operating above the parameters in the Senior Masters standing orders was not known or approved by Stena Lines safety manager.
- 4.2.6 During interviews with the Masters and Officers of the M/V “*Stena Europe*” it was confirmed that there were no commercial pressures on vessels to maintain schedules at the expense of safety.
- 4.2.7 Stena Line carried out their own investigation and the following failures of equipment were found:

The Stena Line remote readout of wind speed and direction from the breakwater was not accurate and found to be reading low.

The VDR on the M/V “*Stena Europe*” was deficient in that it did not show a radar picture or the fact that the vessel was operating on only 3 main engines. These defects are being rectified by Stena Line.

4.3 Actions on M/V “*Oscar Wilde*”

- 4.3.1 The Master of the M/V “*Oscar Wilde*” had gone on the bridge to observe the berthing of the M/V “*Stena Europe*”. When he observed that contact was likely he took action to secure the vessel. It was not normal practice on the vessel to monitor the berthing of other vessels on adjacent berths.
- 4.3.2 A Passenger/RoRo vessel is vulnerable when alongside as the watertight doors are usually open, the ramp is resting on the shore and movement of vehicles, including large freight trailers may be taking place. The M/V “*Oscar Wilde*” had two road tankers on the starboard side of the main car deck, these were delivering bunkers. Shortly after the vessel would have begun loading freight trailers. A serious impact with the vessel could have had serious consequences. It was fortuitous that the Master had time to secure the vessel and the impact was slight.

5. CONCLUSIONS

- 5.1 The Masters of the M/V “*Stena Europe*” regularly berthed the vessel in conditions which were above the operational limits of the Senior Masters Standing Orders. They did this without the knowledge or authority of the lines Safety Manager.
- 5.2 The wind speeds were such that the bow thrusters could not hold the vessel and without lines ashore forward the vessel began to drift off Berth No 3.
- 5.3 Once the M/V “*Stena Europe*” started to drift away from the berth the Mate/Master did everything possible to bring the vessel under control and lessened the impact with the M/V “*Oscar Wilde*” by lowering the anchor and slowing the rate of drift.
- 5.4 The contact between the vessels was slight and there were no injuries to personnel. This should not take from the possible serious consequences of such contact.

6. SAFETY RECOMMENDATIONS

- 6.1 The MCIB notes that Rosslare Harbour has established operational limits for the harbour. The MCIB recommends that Rosslare Harbour Authority further develops measures for use in the event of exceptionally bad weather as required by the European Communities (Vessel Traffic Monitoring and Information System) Regulations 2010, as amended and as transposed by Statutory Instrument European Communities (Vessel Traffic Monitoring and Information System) Regulations 2010, SI (2010) No. 573.

7. LIST OF APPENDICES

	PAGE
7.1 Chart of Rosslare Harbour	17
7.2 Damage to “ <i>Stena Europe</i> ”	18
7.3 Damage to “ <i>Oscar Wilde</i> ”	19
7.4 Weather Report	20
7.5 Wind Speeds at Rosslare Harbour	22
7.6 Photographs	23

Appendix 7.2 Damage to “*Stena Europe*”

Damage to the bulwark top and stiffeners on port shoulder of fo’castle

Damage to port bridge wing taffrail & dodger

Damage to gelcoat & buoyancy chamber of No 6 Lifeboat

Paint damage to ships side vent louvre at Frame 74

Damage to the rope guards on the winches aft and to some light fittings when the ends of the mooring ropes came free from the winches

Appendix 7.3 Damage to “Oscar Wilde”.

Damage to “Oscar Wilde” on the starboard side:

Fore Ship Deck 5 at Frame 190, frame twisted from deck level to bulwark

Deck 5/Deck 6, forward superstructure joins flat side, location - Frame 175

Tear in steel work plating on the corner of the joining plate structure of the flat side to the front accommodation plating

Tear approximately 10cm long in the horizontal plain

Bridge Wing Deck 9 - contact damage to starboard side bridge wing walk way

At corner of walk way from flat side to front of superstructure following damage to railings

1 x Top rail bent in approximately 3 meters

1 x Mid rail bent in approximately 3 meters

7 x Walk way floor rails bent and distorted approximately 1 meter each

Vehicle Deck 3, starboard side between Frames 133, 134 & 135

Slight ship side plate distortion inwards


Longitudinal girder slight warping

Flat side between Decks 5 and 6, between Frames 150 to 170

Mechanical scuffing of flat side plate steel due to contact of other vessel

Steel plating is deeply scored and paint work distorted and removed back to bare steel

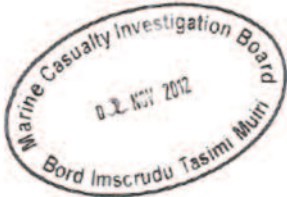
Appendix 7.4 Weather Report.



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

Our Ref. WS 3018/2_14806
Your Ref. MCIB/13/77



1/11/2012

Estimate of weather conditions in the Rosslare Harbour sea area, on the 26th October 2012, between 12 and 24 hours.

General Situation
There was a North-Easterly airflow over the area, with a large High Pressure area in the Atlantic and a Low Pressure area to the south-east of Ireland.

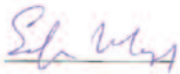
Details 12 hours to 24 hours

Winds: Winds in the Harbour were from a north to north-east direction, Moderate to Fresh in strength, Beaufort Force 5 later Force 4. Outside the Harbour there is a known funnelling effect along this area in a north-easterly wind, and the winds were stronger, Force 6 to 7 at first and Force 5 to 6 later, again from a north to north-easterly direction.


Seastate: The Seastate was Moderate to Rough with Significant waves heights of between 2 and 3 metres mainly from a north-easterly direction in the sea outside the harbour, but this would have been reduced within the Harbour.

Weather: A few sunny spells at first but it was rather cloudy later. There were isolated mostly light showers.

Visibility: good throughout



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



Appendix 7.4 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

Beaufort Scale of Wind					
Force	Description	Speed* knots	Speed* km/hr	Specification -sea	Wave height** (metres)
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. The Significant wave height is defined as the average height of the highest one-third of the waves. (It is very close to the value of wave height given when making visual observations of wave height.)

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 7.5

Appendix 7.5 Wind Speeds at Rosslare Harbour.

Extract from wind speed and direction readout from Rosslare Harbour breakwater. On 26th October 2012

Time	Direction	Instant	Average ³	Max	Min
1810	028°(T)	34.8	35.3	45.0	28.8
1820	010°(T)	35.1	36.3	44.6	28.8
1830	042°(T)	36.2	32.2	43.7	25.6

³1hr Mean Windspeed

Appendix 7.6 Photographs.



Rosslare Harbour, Berth 2 to left and Berth 3 to right.
CCTV mounted on control tower to right.



The CCTV camera times were noted as fast by 3m and 59 sec.
CCTV Photo 1- Vessels not in contact- Corrected time 18:20:11

Appendix 7.6 Photographs.



CCTV Photo 2- Vessels in contact - Corrected time 18:20:53



CCTV Photo 3- "Stena Europe" clear of "Oscar Wilde" - Corrected time 18:27:49

8. CORRESPONDENCE RECEIVED		PAGE
8.1	Mr Colm D. Clare, Senior Master, M/V “ <i>Stena Europe</i> ” and MCIB Response.	26
8.2	Matrix Ship Management Ltd and MCIB Response.	27
8.3	Capt. Aedan Jameson, Rosslare Europort and MCIB Response.	28
8.4	Capt. Steven O’Mara, Senior Master, M/V “ <i>Oscar Wilde</i> ” and MCIB Response.	29

CORRESPONDENCE 8.1

Correspondence 8.1 Mr Colm D. Clare, Senior Master, M/V “Stena Europe” and MCIB Response.



15th May 2013

Assumpta Dowd
Secretariat,
Marine Casualty Investigation Board
Leeson Lane
Dublin 2.

Dear Ms Dowd.

I have read the draft report into the collision between the Stena Europe and the Oscar Wilde at Rosslare on the 26th October 2012.

I would like to submit the following corrections as I understand them.

Section 3.1

1841 The Stena Europe did not proceed to anchor but stood off in the risk assessed heavy weather holding area as per SMSO Section 9 part 6

Section 3.5

The Stena Europe did not proceed to anchor but stood off in the risk assessed heavy weather holding area as per SMSO Section 9 part 6

Section 3.6

The Stena Europe did not proceed to anchor but stood off in the risk assessed heavy weather holding area as per SMSO Section 9 part 6

I believe the above to be the correct version of events on the 26th October 2012

Yours Faithfully

Colm D. Clare
Senior Master
Stena Europe

MCIB RESPONSE:
The MCIB notes the contents of this correspondence and has made the necessary amendments.

Correspondence 8.2 Matrix Ship Management Ltd and MCIB Response.



MATRIX
SHIP MANAGEMENT LTD.

Matrix Ship Management Ltd.,
Agathokleous House,
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Office 101,
4043 Limassol,
Cyprus.

Telephone : +357 25 327050
Facsimile : +357 25 327060
E-mail : info@matrixmarine.eu

Assumpta Dowd,
Secretariat,
Marine Casualty Investigation Board,
Lesson Lane,
Dublin 2.

14th May 2013

Dear Madam,

Thank you for sending the Draft Report of the investigation into the collision between "Stena Europe & Oscar Wilde" at Rosslare Harbour on 26th October 2012. Please note that the LOA on Oscar Wilde is 166.3m and not 116.3m as per report.

I have no other comments or observations to offer.

Yours sincerely



Capt. Mark Crawford
Operations Director DPA, CSO



www.matrixshipmanagement.com

MCIB RESPONSE:
The MCIB notes the contents of this correspondence and has made the necessary amendments.

Correspondence 8.3

Capt. Aedan Jameson, Rosslare Europort and MCIB Response.

Rosslare Europort

Terminal Building, Rosslare Europort, Co. Wexford.
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Your Reference: MCIB/12/227

7th June 2013

Ms Cliona Cassidy,
Chairperson,
Marine Casualty Investigation Board,
Leeson Lane,
Dublin 2.

DRAFT Report of the Investigation into the collision between STENA EUROPE and OSCAR WILDE at Rosslare Europort on 26 October 2012.

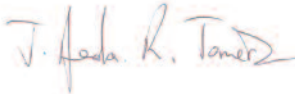
Dear Ms Cassidy,

Iarnród Éireann acknowledges receipt of the draft report.

The single safety recommendation refers to legislation with which there is full compliance at Rosslare Europort.

A single recommendation appears strange in that the MCIB has failed to draw upon conclusions and subsequent recommendations provided by not only the Port's own but other investigations into this incident.

Yours sincerely,



Capt. Aedan Jameson
Harbour Master
ROSSLARE EUROPORT

MCIB RESPONSE:
The MCIB notes the contents of this correspondence and refers to our Sea Hamex report published on 28/04/04.

Cathaoirleach Chairman - P Gaffney(UK), Stúirthóirí Directors: F Allen, P Golden, V Green, P McGarry, J Moloney, J Nix
Príomh Fhíodhneannach Chief Executive: D Franks
Cuideachta Theoranta Cíaraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1
A Limited Company Registered in Ireland at Connolly Station, Dublin 1. No. 119571. Vat No. IE 4612851 O

Correspondence 8.4 Capt. Steven O'Mara, Senior Master, M/V "Oscar Wilde" and MCIB Response.

Reference: MCIB/12/227

13 May 2013

The Marine Casualty Investigation Board
Lesson Lane
Dublin 2.

Dear Sir/Madam,

Thank you for forwarding me a copy of the draft report of the investigation into the collision between "Stena Europe & Oscar Wilde" at Rosslare harbour on October 26th 2012.

I am satisfied with the contents of the report that our relevant to both myself and the Oscar Wilde and I can confirm that I have no comments or observations to add.

If I can be any further assistance please do not hesitate to contact me.

Yours sincerely,



Captain Steven O'Mara
Senior Master
MV Oscar Wilde



MCIB RESPONSE:
The MCIB notes the contents of this correspondence.

