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**INTERIM REPORT  
INTO THE LOSS OF THE SAIL  
TRAINING SHIP 'ASTRID'  
ON  
24TH JULY 2013**

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/232/INTERIM  
(No.1 of 2014)**

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or onboard, 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.

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

## 1. PARTICULARS OF THE VESSEL



Name of Vessel:	'ASTRID'
Year of Build:	1924
Overall Length:	41.90 metres
Breadth:	6.48 metres
Moulded Depth:	2.87 metres
Draft:	2.65 metres
Gross Tonnage:	140
Place of Build:	SCHEVENINGEN (THE NETHERLANDS)
Main Engine:	Scania, DS 1402 four stroke, diesel engine serial No. 4150735 of 253 KW Capacity
General Description of Vessel:	A dual-masted, square-rigged, iron/steel-hulled tall ship, with a mast height of 25 metres  Astrid had two deckhouses; one at the stern with navigational equipment and charts, and another forward containing a bar. The lower deck had twelve 2-person cabins (of which three could be used as 3-person cabins) as well as showers, toilets and a galley
Type of marine casualty or incident:	Very Serious Marine Casualty
Location of incident:	Quay Rock at Ballymacus Point, near the Sovereign Islands in Republic of Ireland
Damage/environmental impact:	Nil
Persons on board:	30

## 2. SUMMARY

(Note: All times are in UTC)

The vessel, a 42 metres Dutch registered sail training ship, of steel construction and brig rigged, was anchored in Oysterhaven Anchorage, Co. Cork at about 14.00 hrs on the 23rd July 2013. On-board on arrival at Oysterhaven were the Master and permanent crew of three, a temporary cook, a mentor and 24 trainees/pasengers. The trainees ranged in age from 15 to 24 and eight were Irish nationals. Of the remaining trainees four were Dutch nationals, three were UK nationals, six were French nationals, two were Belgian nationals and one was a Spanish national.

On the 24th July it was planned that the ship would be one of the flotilla of boats taking part in a sailing festival between Oysterhaven and Kinsale.

The ship hauled anchor at 11.00 hrs and proceeded out of Oysterhaven, using engine power. At about 11.35 hrs sails were being hauled and the course was altered. Whilst hauling sails the engine was still being used and the ship proceeded in a SW direction at a speed of approximately 3 knots.

At approximately 11.40 hrs the engine failed and the ship was unable to sail out of the situation that grounded the 'Astrid' on the coast 0.7 NM North West of the Big Sovereign.

Rescue services were alerted and all trainees and crew were safely evacuated and landed into Kinsale, without any injuries being sustained. The ship sank but was subsequently salvaged and deemed an economic write-off.

## 3. INTENDED ACTION

The subsequent investigation has concentrated on gathering information and evidence, taking statements, confirming and verifying factual information. This has been followed by an analysis of the events and liaison with the many organisations and individuals involved in this complex casualty.

Ireland is the lead investigating State and the Netherlands is a participating state. The natural justice procedure, as set out in our domestic legislation, will commence shortly. Publication will follow thereafter.