

MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí



**INTERIM REPORT INTO THE
FATAL INCIDENT ON-BOARD
'FV CU NA MARA'
APPROXIMATELY
130 NAUTICAL MILES
WEST OF SLEA HEAD
ON
30th JUNE 2016.**

**REPORT NO. MCIB/XXX/INTERIM
(No.X OF 2017)**

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or on board, 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 functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.



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

The Marine Casualty Investigation Board was established on the 25th March, 2003 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.

**INTERIM REPORT INTO THE
FATAL INCIDENT ON-BOARD
'FV CU NA MARA'
APPROXIMATELY
130 NAUTICAL MILES
WEST OF SLEA HEAD
ON
30th JUNE 2016.**

**REPORT NO. MCIB/XXX/INTERIM
(No.X OF 2017)**



Report MCIB/XXX/INTERIM published by The Marine Casualty Investigation Board.
Published

	PAGE
1. SUMMARY	4
2. FACTUAL INFORMATION	5

1. SUMMARY

On the 30th June 2016 the 'FV Cu na Mara' commenced fishing for prawns (nephrops) about 130 nautical miles West of Slea Head. The nets were being deployed for the first trawl. At approximately 14.00 hrs the two nets were unwound from the two net drums and trailed astern of the vessel in the water. In the process of transferring over the attachment of the nets from the net drums to the middle towing winch at the stern of the vessel, a crewmember went overboard. The Skipper and the other crewmembers immediately became aware of the incident and brought the vessel astern to assist him. He was wearing a Personal Floatation Device (PFD) which inflated. He was quickly recovered from the water by the crew and first aid was administered but he did not survive.

Note all times are local time = UTC + 1

2. FACTUAL INFORMATION

2.1. The vessel

Name:	<i>'FV Cu Na Mara'</i> .
Type of Vessel:	Fishing Trawler.
Flag:	Irish.
Port of Registry:	Skibereen, Co. Cork.
Port Letters & Number:	S224.
IMO No:	IRL 000112153.
Call Sign:	EI 5777.
LOA:	24.9 metres (m).
Beam:	8.00 m.
Depth:	3.9 m.
Gross Tonnage:	233.
Year:	2000.
Registered Owner:	Iasc Geal Teoranta, Dingle Co. Kerry. Purchased in 2007.
Main Engine:	Caterpillar 615 kW.
Deck Machinery:	<p>The vessel is designed for the towing of twin rig trawl nets and is fitted with three single drum trawl winches, as follows:</p> <ul style="list-style-type: none"> • One winch on the Port main deck. • One winch on the Starboard main deck. • One winch on the centre of the upper main deck. <p>The net drums are on the upper main deck aft. They are split, with two on the Port side and two on the Starboard side.</p> <p>The vessel was purchased in 2007 by the current owner.</p>

Capacities: Fish hold 100 m³.
Fuel 43 m³.
Fresh Water 12 m³.

Personal Flotation Device (PFD) worn by crewmember 1 - Mullion Neptune 150 fitted with hydrostatic activation device.

2.2. Voyage Particulars

The vessel departed Dingle at 21.30 hrs on the 29th June 2016 with a Skipper and six crew on board to fish for prawns.

2.3. Marine Incident Information

Type: Man overboard.
Date: 30th June 2016.
Time: Approximately 14.28 hrs.
Position: 130-NM West Slea Head.
51° 43.84N 013° 54.55W.
Ship Operation: Fishing Vessel.
Location: Ireland - South West Coast.
Consequences: Death of one crewmember.
Autopsy report: Death due to drowning.
Weather: Estimate of weather conditions 130NM west of Slea Head (Position 51° 43.84N 013° 54.55W) 12 noon to 12 midnight.
Wind: Winds generally were from between 260 and 280 degrees (mean speeds of 15 to 18 knots) but veered 290 degrees and increased 19 to 22 knots late in the period with gusts up to 33 knots. This could be described as Beaufort Force 5 to 6 with highest gusts (Force 7).
Rain: Occasional light rain clearing to isolated showers.
Temperature: The air temperature ranged from 12 to 14 degrees Celsius. The corresponding sea temperature a steady 14 degrees Celsius.

- Visibility: Moderate (2 to 5 nm), improved to good (greater than 9 NM) as rain cleared.
- Waves: Wave directions were generally from 270 degrees. The significant wave height ranged from 2.5 m at first to 3.0 m towards the end of the time. Moderate increasing to rough. The wave periods were 5 to 6 seconds.



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

