

MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí



**REPORT OF AN INVESTIGATION
INTO A FATAL INCIDENT
INVOLVING THE “FV MYIA”
IN GALWAY BAY
2 NOVEMBER 2020**

**REPORT NO. MCIB/306
(No.5 OF 2021)**

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 to the Minister of Transport - for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea and inland waterways.

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.



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Glossary of Abbreviations and Acronyms

AGS	An Garda Síochána
BIM	Bord Iascaigh Mhara
CGR	Coast Guard Radio
CoP	Code of Practice ^{*Note 1}
CPR	Cardiopulmonary Resuscitation
DoC	Declaration of Compliance
DSC	Digital Select Calling
HW	High Water
ILB	Inshore Lifeboat
IRCG	Irish Coast Guard
LOA	Length Overall
LOM	Lifeboat Operations Manager
MN	Marine Notice
MRCC	Marine Rescue Coordination Centre
MRSC	Marine Rescue Sub-Centre
MSO	Marine Survey Office
PFD	Personal Flotation Device
PLB	Personal Locator Beacon
RNLI	Royal National Lifeboat Institution
SAR	Search and Rescue
SITREP	Situation Report
SOLAS	Intervention Convention for the Safety of Life at Sea
UK	United Kingdom
UTC	Co-ordinated Universal Time
VHF	Very High Frequency
Kilometres	km
Kilowatts	kW
Litres	lts
Metres	m
Millimetre	mm
Nautical miles	NM

*Note 1: Code of Practice: Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15 m Length overall (2014) can be downloaded in electronic format at: <https://www.gov.ie/publication/b2d313-code-of-practice-fishing-vessels-less-than-15m-length-overall/>

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1. SUMMARY

- 1.1 At approximately 12.00 hrs on 2 November 2020 two men left Galway on the fishing vessel (FV) “*Myia*” to retrieve and reset shrimp pots off the coast of Salthill.
- 1.2 At approximately 13.30 hrs the men were resetting a train of pots when one of the men got entangled in rope attached to the train of pots. The weight of the train of pots combined with the forward motion of the vessel quickly pulled him overboard and under the water.
- 1.3 Galway Royal National Lifeboat Institution (RNLI) Lifeboat Operations Manager (LOM) was contacted by mobile phone and immediately requested activation of pagers for an immediate launch of the Inshore Lifeboat (ILB). The ILB quickly arrived on the scene and retrieved the Crewmember from the water. He was transferred to the ambulance on arrival at the lifeboat station and brought to Galway University Hospital where he was pronounced dead.

Note: All times are local time = Co-ordinated Universal Time (UTC) unless specified.

2. FACTUAL INFORMATION

“*FV Myia*” registered number G837P, is a small fishing vessel rigged for potting.

See Appendix 7.1 Photograph No. 1 - “*FV Myia*”.

The vessel was fishing for shrimp and operating out of Galway trawler dock.

2.1 Vessel Details

Name:	“ <i>FV Myia</i> ”.
Flag State:	Ireland.
Registration Number:	G837P.
Type of Activity:	Potting.
Port of Registry:	Galway.
Call Sign:	EI2534.
Length:	6.05 metres (m).
Breadth:	3.55 m.
Depth:	0.63 m.
Builder:	Rod Baker Cornwall.

2.2 Vessel Description

The vessel is a twin hull small fishing boat built in Cornwall by Rod Baker approximately 15 years ago and adapted for potting along the north coast of Galway Bay. The vessel has a shelter area forward that opens onto a flat working deck aft. There are pot rails fitted on either side of the working area and a low transom to facilitate setting of pots over the stern between the engines. The vessel is powered by two 14.8 kilowatt (kW) Tohatsu outboard motors. The vessel was seen to be in reasonable condition and had its last Code of Practice (CoP) Declaration of Compliance (DoC) survey on 20 May 2019 by a surveyor authorised by the Marine Survey Office (MSO). Safety equipment aboard at the time included two Safety of Life at Sea (SOLAS) approved lifejackets, two Bord Iascaigh Mhara (BIM) approved Personal Flotation Devices (PFDs) with Personal Locator Beacons (PLBs) and a handheld Very High Frequency (VHF) radio together with spare battery. The Department of Agriculture, Food and Marine confirmed the vessel had a valid sea Fishing Licence at the time of the incident.

See Appendix 7.2 Declaration of Compliance Certificate

2.3 Marine Casualty Information

Type: This was a very serious marine casualty resulting in a fatality.

Time: The event occurred at approximately 13.30 hrs on 2 November 2020.

Position: Off Salthill in Galway Bay 53° 14.50'N 009° 05.70'W.

Vessel Operation: Setting shrimp pots.

2.4 Weather and Tidal Information: Source Met Éireann

Meteorological Situation: A strong to near-gale and gusty westerly airflow covered Ireland on 2 November 2020 due to low pressure (966hPa) near Iceland and high pressure (1035hPa) over the Azores. A showery frontal trough (occlusion) embedded in the flow was slow-moving over the Galway region. A ridge of high pressure gradually approached the area from the west.

Wind: Winds on 2 November 2020 in the Galway Bay area increased from moderate Beaufort Force four north-westerly in the morning to fresh to strong around noon westerly Force five or six occasionally reached near gale Force seven in the period between 13.00 hrs and 15.00 hrs with gusts of up to 50 knots.

Weather & Precipitation: Mostly cloudy or overcast with frequent showers in the morning turned to persistent rain between 12.00 hrs and 15.00 hrs, with occasional heavy downpours. A clearance reached the area after 15.00 hrs when it became mostly dry with variable cloud, a few sunny spells and isolated showers for the remainder of the period. The daily rainfall accumulation (for the 24-hour midnight-to-midnight period) is estimated at 12 to 16 mm.

Visibility: Poor visibility (0.5 to 2 nautical miles) in heavy rain. Mostly good visibility (greater than 5 nm) after 15.00 hrs.

Sea State: In the Galway Bay area the sea state is estimated to have been moderate to rough with estimated significant wave height between 1.5 and 2.5 m. However, the offshore sea state was rough to very rough (4 - 6 m) with a westerly swell. Sea temperature: 11 or 12 degrees Celsius.

High Water (HW): Galway 18.06 hrs Source: Port of Galway.

See Appendix 7.3 - Met Éireann Weather Report.

2.5 Emergency Response

Extract from Irish Coast Guard (IRCG) SITREP

- 1343 LOM GALWAY L/B ADVZ THEY GOT REPORT OF FISHING VESSEL IN DIFFICULTY OFF SALTHILL, 2 POB, NO FURTHER INFO PAGED GALWAY L/B
- 1348 LOM GALWAY L/B NOW ADVZ MAN OVERBOARD FROM THAT FISHING VESSEL TASKED R118, B/CAST MAYDAY RELAY
- 1352 CELTIC EXPLORER ON WAY
- 1354 R115 LANDING AT BASE, TASKED TO GALWAY AFTER REFUEL
- 1414 GALWAY L/B ON SCENE AND HAVE CASUALTY ON BOARD, RTNG TO BASE - NEOC ADVZ - AMBULANCE WAITING R115 AND CELTIC EXPLORER STOOD DOWN, R118 ETA 1452, GARDAI ADVZ
- 1419 MAYDAY RELAY CANCELLED
- 1434 NEOC ADVZ CASUALTY ON WAY TO HOSPITAL, R118 STOOD DOWN GALWAY L/B CLOSING

See Appendix 7.4 - IRCG SITREP.

3. NARRATIVE

- 3.1 The vessel left the trawler layby berth at Galway Harbour at approximately 12.00 hrs on 2 November 2020 with two persons onboard to retrieve and reset shrimp pots off the coast of the north side of Galway Bay. The number of crew listed on the DoC is one, but the vessel normally operated with two crew.
- 3.2 The crew were very experienced at potting in the area and had been operating the “*FV Myia*” for ten years. Normal operations were to fish lobster in the summer months and then switch to fishing shrimp during the winter.
- 3.3 At approximately 13.30 hrs the crew were working a train of pots in the vicinity of an area known as the “Blackrock” to the western end of Salthill.
- 3.4 When potting for shrimp the method is to use a train of up to 25 pots attached by rope at a distance of 6 m apart, buoyed at each end. The pots are weighted to keep them steady on the seabed. Normal operation would be to retrieve a train of pots, remove the catch and then insert fresh bait. The pots would be stacked in order and then returned to the sea over the stern while moving the vessel ahead in the direction the train is to run. The pots weigh between 1.5 kg and 2 kg each and normal practice when setting was for one person to helm the boat while the other crew fed the pots over the stern.
- See Appendix 7.5 Photograph No. 2 - Shrimp Pots.
- 3.5 While resetting a train of shrimp pots one of the men got his leg entangled in rope attached to the train of pots. The weight of the train of pots together with the forward motion of the vessel caused him to be pulled overboard across the transom of the vessel.
- 3.6 Once in the water the Casualty was pulled under the surface by the weight of the train of pots. Despite his best efforts, the other Crewmember was unable to recover him and raised the alarm to a relative by mobile phone.
- 3.7 The LOM of Galway Lifeboat Station received a phone call from the relative indicating a vessel was in trouble. The LOM then phoned Valentia Marine Rescue Sub Centre (MRSC) at 13.43 hrs requesting they page the lifeboat crew for immediate launch.
- 3.8 The pagers were activated at 13.45 hrs and Galway Lifeboat confirmed it was proceeding to the scene at 13.58 hrs. On arrival at the scene the lifeboat crew found the Casualty caught up in the ropes and unconscious in the water. The Casualty was not wearing a PFD at the time and had the rope to the vessel been cut he would have been dragged further beneath the surface by the train of pots. They quickly cut the rope leading to the train of pots in the water and then cut the rope to the remainder of the pots still onboard the vessel.

- 3.9 The lifeboat crew then succeeded in getting the Casualty onboard the lifeboat and immediately commenced Cardiopulmonary Resuscitation (CPR). At 14.14 hrs the lifeboat reported to Valentia MRSC that it had the Casualty onboard, requested an ambulance at the lifeboat station and gave an estimated time of arrival (ETA) of two minutes.
- 3.10 At 14.22 hrs Galway Lifeboat confirmed it was handing over the Casualty to an ambulance. The Casualty was brought to Galway University Hospital where he was pronounced dead.
- 3.11 The lifeboat then relaunched to escort the “*FV Myia*” back to harbour. A person from another fishing vessel transferred to the “*FV Myia*” at sea to assist the remaining Crewmember returning the boat to harbour. At 14.31 hrs Galway Lifeboat confirmed the “*FV Myia*” had returned to the harbour.

4. ANALYSIS

- 4.1 In a statement given to the Gardaí immediately after the incident the second Crewmember confirmed the Casualty's leg got snagged in the rope on the deck of the vessel and was then pulled overboard. The sides of the vessel are well protected by the pot rails which rise to approximately 1.5 m above the gunwales. As the Casualty got entangled in the shrimp pot train it is likely he went overboard crossing the low transom between the two engines where the train of pots was being fed overboard.
- 4.2 The weather deteriorated considerably between the time the vessel left the harbour at 12.00 hrs and the time of the incident. As seen in the Met Éireann weather report at the time of the incident there were near gale force winds, heavy rainfall, and rough seas. These conditions were extremely challenging for a vessel of this size and construction and would have led to violent movements. There are no manufacturers recommendations as to the operational limitations of this type of vessel and the manufacturing company is no longer in existence. The DoC describes the operational area as Galway Bay, no further than 5 nautical miles (NM) from a safe haven but makes no reference to weather restrictions.
- 4.3 There are inherent dangers involved in setting pots, particularly getting snagged in gear as the pots are released over the stern of the vessel. The violent movements of the vessel in the sea conditions at the time would have greatly increased the danger of snagging in the gear and being pulled overboard. There is no risk assessment or method statement available for this or any other type of fishing activity for this vessel. Risk assessments and/or method statements would have helped highlight the dangers surrounding this incident.
- 4.4 The Casualty was not wearing a PFD despite the conditions and dangers associated with this type of fishing. Being entangled between the train of pots and the boat the Casualty would have been forced under the water. Had he been wearing a PFD the buoyancy provided could have allowed the other Crewmember to detach the train of pots from the vessel and allow him to float free while still entangled in the rope. Given the depth of water involved and the layout of the train of pots it is likely that wearing a PFD would have enhanced his chances of survival.
- 4.5 After the Casualty entered the water the alarm was raised by a series of mobile phone calls rather than a Digital Select Calling (DSC) or Mayday call on VHF radio. The use of mobile phone to generate a distress call added some delay, however short, in the alert of the emergency services. In this case the call was made to a relative who in turn called the Lifeboat LOM who then called Valentia MRSC to activate the lifeboat crew pagers. A Mayday call over VHF radio would have been picked up immediately by Valentia MRSC leading to immediate activation of the lifeboat crew pagers.

5. CONCLUSIONS

- 5.1 The Casualty was dragged over the stern of the vessel after becoming entangled in the gear on the deck. This may have been contributed to by violent movements generated by the sea conditions while feeding out pots. In either case it would appear the vessel was undertaking an inherently dangerous task in conditions beyond the safe limits to do so.
- 5.2 The use of mobile phone to generate a distress call added some delay, however short, in the alert of the emergency services. In this case the call was made to a relative who in turn called the Lifeboat LOM who then called Valentia MRSC to activate the lifeboat crew pagers. A Mayday call over VHF radio would have been picked up immediately by Valentia MRSC leading to immediate activation of the lifeboat crew pagers. Vessels of this size do not require a fixed VHF but are required to carry at least a hand-held unit. Activation of a PLB would also have triggered an instant distress call.
- 5.3 The Casualty was not wearing a PFD while operating on an open deck in hazardous conditions. Wearing a suitably specified and fitted PFD would have greatly improved his chances of survival.

6. SAFETY RECOMMENDATIONS

- 6.1 The Minister for Transport should issue a Marine Notice to remind fishers of the obligation to always wear a Personal Flotation Device while working on open decks.
- 6.2 The Minister for Transport should issue a Marine Notice to remind fishers of the dangers associated with snagging in gear while setting trains of pots.
- 6.3 The Minister for Transport should issue a Marine Notice to encourage use of VHF radio for distress calls and point out the limitations of mobile phones for this purpose.
- 6.4 The Minister for Transport should issue a Marine Notice to fishermen to know the limitations of vessels and to always be aware of weather forecasts prior to going to sea.

7. APPENDICES

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APPENDIX 7.1

Appendix 7.1 Photograph No. 1 “FV Myia”.



Appendix 7.2 Declaration of Compliance Certificate



**Design, Construction, Operation and Equipment of
Small Fishing Vessels of less than 15 m Length overall**

**Code of Practice
Declaration of Compliance**

To be completed by an Authorised Person

Declarations on page v to be signed by the Authorised Person and Owner

Name of Vessel	Fishing Letters & Number	Official Number	Port of Registry
MYIA	G837P		GALWAY
Overall Length (less than 15 metres)	Breadth	Depth	Date keel laid
6.05	3.55	0.63	
Engine Make & Model			Engine Power (kW)
Tohatsu x2 Outboard			14.8
Call Sign	Radio Operators Cert no.	No of Crew	BIM Card no.
EIPF5		1	Exempt

Name, Address & Contact Number of Owner	
--------------------------------------------	--

Description of vessel including type of fishing vessel is engaged in
Glassfibre decked Catamaran with forward wheelhouse
Pots

Description of operational area
Galway Bay and less than 5Nm from safe haven

Appendix 7.2 Declaration of Compliance Certificate
Chapter 2 Construction, Structural Strength and Weathertight Integrity

*2.1	Is hull suitable for the intended fishing method and sea areas?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*2.2	Construction Materials	Hull	G'fibre	Superstructure	G'fibre
*2.3	Is structure sound, watertight & free from significant damage & corrosion?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*2.4	Do decks comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
2.5	Number of bulkheads	Non-watertight	--	Watertight	--
*2.6	Do bulkhead doors comply with Annex 7 (2.3.4)?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.7	Doors	Coaming height			--
		Are doors of sound construction and weathertight?			Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
2.8	Hatchway coaming height				--
*2.9	Can hatches be secured weathertight?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.10	Do flush hatches comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.11	Do skylights comply?				Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
*2.12	Do side scuttles & portlights comply?				Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
*2.13	Do windows comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.14	Do ventilators comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
2.15	Is exhaust system acceptable				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.16	Do air pipes comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.17.2	Do sea inlets and discharges comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.18.3	Do valves, piping & hoses comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*2.19	Do freeing ports comply?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>

Chapter 3 Stability

*3.1	Is stability information supplied?				Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>
	Are requirements of Annex 7 applied?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*Annex 7 (para.4)	Stability standard applied		COP		
	Does vessel comply with roll test?				Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
	Freeboard	0.25	Roll coefficient	0.8	
Annex 2	Are guidance notes on board?				Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>

Appendix 7.2 Declaration of Compliance Certificate

Chapter 4 Machinery and Electrical Installations

4.1	Machinery	
*4.1.1.1	General Requirements - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.1.2	Propulsion Machinery and Stern Gear - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.1.4	Controls and Instruments - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.1.5	Steering System - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
4.2	Electrical Installations	
*4.2.1	General - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.2.2	D.C. Systems Up To 24 volts - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.2.3	A.C Systems - comply?	Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
4.3	Pumping & Piping	
*4.3.1	Fuel Oil Installations - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.3.2	Cooling Water Systems - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.3.3	Bilge Pumping Systems - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*4.3.4	Bilge Pumps - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
4.4	Anchors & Cables	
*4.4.1	General - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*4.4.4	Towline - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
4.5	Fishing & Handling Equipment	
*4.5.1	Winches, tackles and lifting gear - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*4.5.2	Running gear - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>

Chapter 5 Fire Protection, Detection & Extinction

5.1	Fire Safety			
#5.1.1	Machinery space capable of being closed down?			Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*5.1.2	Fire Prevention - comply?			Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*5.1.3	Cleanliness and Pollution Prevention - comply?			Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*5.1.4	Open-Flame Gas Appliances - comply?			Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
*5.1.5	Gas Detection - comply?			Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
5.2	Fire Fighting Appliances			
#5.2.1	Are extinguishers of an approved type			Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#5.2.2 #5.2.5	Portable Extinguishers	Serviced Date		2019
		Engine room	Type	Rating
		Other spaces	Type	DP Rating
		Fire buckets		N ^o 1
#5.2.6	Remote controls for fuel tank valves	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	Number	Location
#5.2.6	Are means of closing skylights, doorways etc to machinery and cargo spaces adequate?			Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>

Appendix 7.2 Declaration of Compliance Certificate
Chapter 6 Protection of Crew

6.1	Protection of Personnel	
*6.1.2	Bulwarks, Guard Rails and Handrails - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*6.1.4	Surface of Working Decks - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#6.1.5	Personal Protective Equipment - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#6.2	Medical Stores - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
	Expiry date of medical stores	
*6.3	Securing of Heavy Items or Equipment and Fishing Gear etc - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>

Chapter 7 Life-Saving Appliances

#7.1	Are all items of LSA of an approved type		Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	
#7.2	Have relevant items of LSA been serviced		Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	
#7.3	1 Lifejacket for every person on board		Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	N ^o : 2
#7.4	Liferafts sufficient for 100% persons	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N ^o	Last Serviced
	Hydrostatic Release Unit (HRU)	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	N ^o	Exp. Date
#7.5	Lifebuoys	Total N ^o of Lifebuoys		2
		N ^o with 18m line		1
		N ^o with combined light & smoke signal		0
#7.6	1 Personal Floatation Devices (PFD) for every person on board		Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	N ^o : 2
#7.8	Distress signals	6 red star or allowed alternative	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	12 parachute rockets Yes <input type="checkbox"/> / No <input type="checkbox"/>
#7.8	Flares Expiry date	2021		
*7.9	Means for Recovering Persons from the Water		Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	

Chapter 8 Manning, Training & Certification

#8.2 *8.8	Manning - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*8.3	Standards of Competence - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*8.5	Operation and Maintenance of Propulsion Machinery - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#8.6	Operation of Radio Equipment - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#8.7	Safety Training - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
	Is there a copy of the Code of Practice on board?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#8.9	Musters and Drills – comply?	Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
#8.10	Organisation of Working Time – comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>

Appendix 7.2 Declaration of Compliance Certificate

Chapter 9 Radio Equipment

	Sea Area (A1 or A1 & A2)	
#9.3	Functional requirements - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.4	Installation, location and control of radio equipment - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.5	EPIRB/PLB correctly registered?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.5	Radio equipment to be provided for all sea areas - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.6	Additional radio equipment to be provided for sea areas A1 and A2 - comply?	Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
#9.7	Radio Watches - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.8	Sources of energy - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.9	Performance standards - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.10	Serviceability and maintenance requirements - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.11	Radio personnel - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
#9.12	Radio records - comply?	Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>

Chapter 10 Navigation Equipment Lights, Shapes & Sound Signals

*10.1	Navigation Equipment - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*10.2	Are navigation lights fitted?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
#10.3	Steaming Lights - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
#10.4	Fishing Lights - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
#10.5	Additional Fishing Light - comply?	Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
#10.6	Anchor Light - comply?	Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
#10.7	Positions or Lights - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
	Are any all-round lights obscured by mast, etc. by more than 6°?	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/> / NA <input type="checkbox"/>
#10.8	Day Signals	2 Black cones with apexes together or a basket
		1 Black Ball
#10.9	Sound Signals - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>

Appendix 7.2 Declaration of Compliance Certificate

*10.10	Charts and Nautical Publications - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
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Chapter 11 Accommodation & Working Spaces

*11.6	Toilet Facilities - comply?	Yes <input type="checkbox"/> / No <input type="checkbox"/> / NA <input checked="" type="checkbox"/>
*11.7	Access and Escape Arrangements - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*11.8	Ventilation - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>
*11.10	Lighting - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> / NA <input type="checkbox"/>

Annex 7 New Vessel Constructions

1.1	Construction Rules used	
*1.6	Are relevant chapters of Code complied with?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*2	Construction and Structural Strength - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*3	Weathertight Integrity - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*4	Stability - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*5	Machinery - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*6	Piping Systems - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*7	Shafting and Stern Gear - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*8	Bilge Pumping Systems - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*9	Steering Gear - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*10	Electrical Systems - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*11	Fire Safety - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>
*12	Accommodation and Working Spaces - comply?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>

Appendix 7.2 Declaration of Compliance Certificate

Notes:

1. # indicates Statutory requirements
2. * indicates mandatory requirement for Code compliance
3. ‡ indicates statutory requirement for vessels ≥ 12m L_{oa} and mandatory requirement for Code compliance for vessels < 12m L_{oa}
4. Only Statutory and mandatory Code requirements are to be addressed when completing the Declaration.
5. If 'No' is answered to any question, please supply, in a separate statement, the reasons why the particular item is not complied with.
6. If a particular item is not applicable, please state the reason why.

Declaration by Authorised Person

Name of Vessel	Fishing Letters & Number	Official Number	Port of Registry
MYIA	G837P		GALWAY

I hereby declare that on 19/5/19 at Galway I completed the survey of the Fishing Vessel Myia and that:

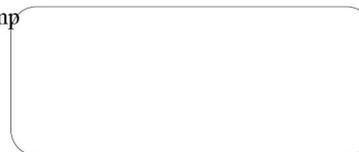
1. the particulars given on this form are true and correct;
2. in my judgement the vessel complies with the Code of Practice and is fit for its intended fishing method and for the sea areas in which it is intended to operate.

Dated at Galway this 19 day of May 2019.

Signed

This Declaration is valid until
18 Day of May 2023.

Company Stamp



Declaration by Owner

I/We/It Oliver owners of the above described vessel declare that the particulars given on this form are correct and that we have no reason to believe that the vessel is not fit for its intended fishing method or for the sea areas in which it is intended to operate.

Signature(s):.....

.....

If company state position held:

.....

Date:

Appendix 7.2 Declaration of Compliance Certificate

Notes:

1. # indicates Statutory requirements
2. * indicates mandatory requirement for Code compliance
3. ‡ indicates statutory requirement for vessels ≥ 12m L_{oa} and mandatory requirement for Code compliance for vessels < 12m L_{oa}
4. Only Statutory and mandatory Code requirements are to be addressed when completing the Declaration.
5. If 'No' is answered to any question, please supply, in a separate statement, the reasons why the particular item is not complied with.
6. If a particular item is not applicable, please state the reason why.

Declaration by Authorised Person

Name of Vessel	Fishing Letters & Number	Official Number	Port of Registry
MYIA	G837P		GALWAY

I hereby declare that on 19/5/19 at Galway I completed the survey of the Fishing Vessel Myia and that:

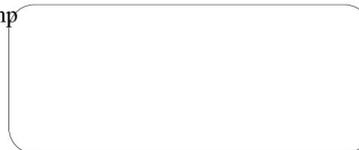
1. the particulars given on this form are true and correct;
2. in my judgement the vessel complies with the Code of Practice and is fit for its intended fishing method and for the sea areas in which it is intended to operate.

Dated at Galway this 19 day of May 2019

Signed

This Declaration is valid until
18 Day of May 2023

Company Stamp



Declaration by Owner

I/WeT Oliver owners of the above described vessel declare that the particulars given on this form are correct and that we have no reason to believe that the vessel is not fit for its intended fishing method or for the sea areas in which it is intended to operate.

Signature(s):

.....

If company state position held:

.....

Date:

Appendix 7.3 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services

Glasnevin Hill

Dublin 9

Seirbhísi Aeráide

Cnoc Ghlas Naíon

Baile Átha Cliath 9

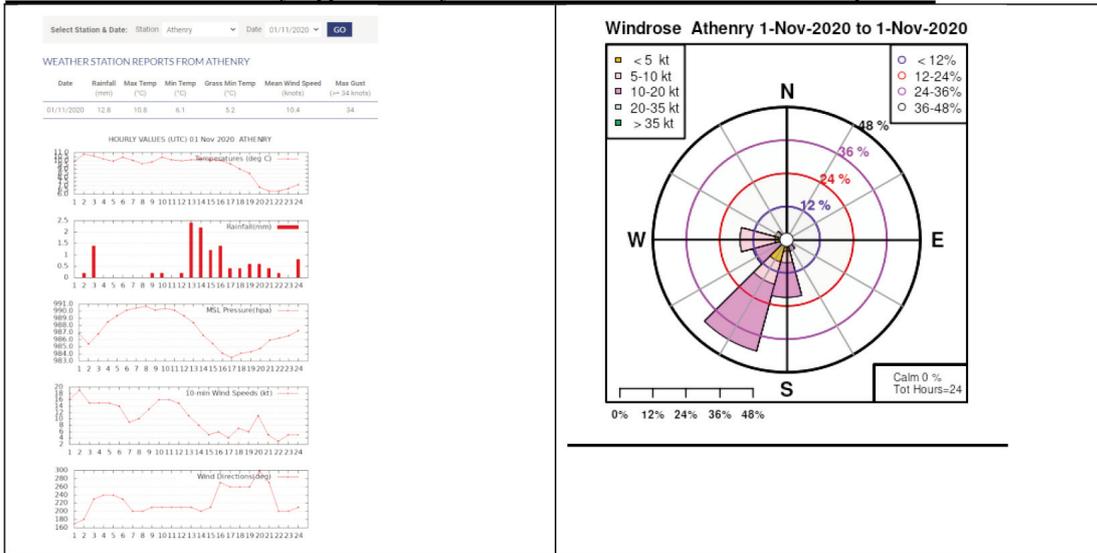
Tel: +353-1-8064260

Email: legal@met.ie

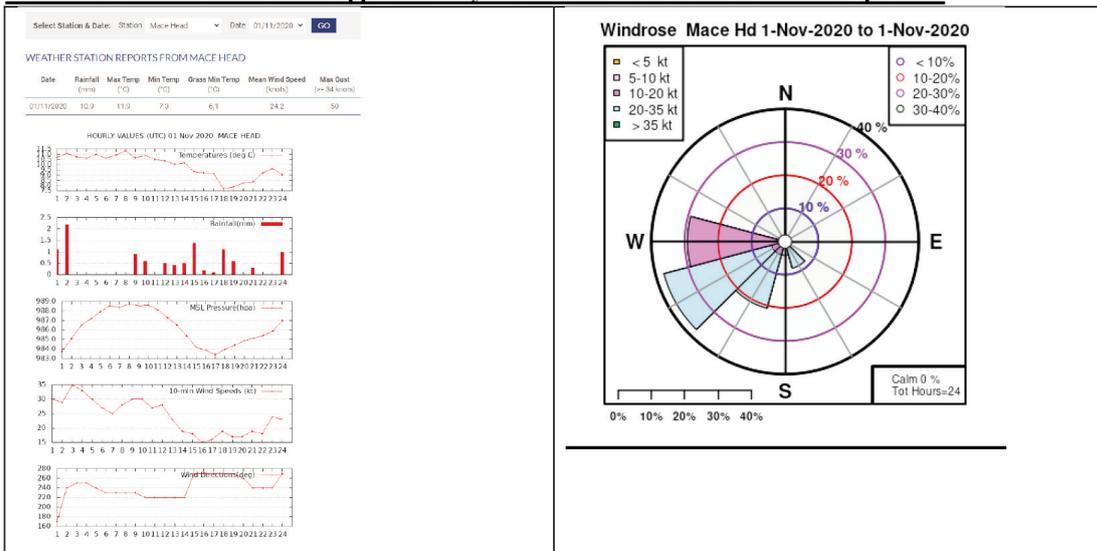
Our Ref: WS1730/2103_2.

Your Ref: MCIB/12/306.

1-Nov-2020 Athenry Observations from nearest (land based) Meteorological Station including Windrose. Station Athenry approximately 20 km inland east of the location in question



1-Nov-2020 Mace Head Observations from nearest (land based) Meteorological Station including Windrose. Station Mace Head approximately 55 km due west of the location in question



Appendix 7.3 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services

Glasnevin Hill

Dublin 9

Seirbhísí Aeráide

Cnoc Ghlas Naíon

Baile Átha Cliath 9

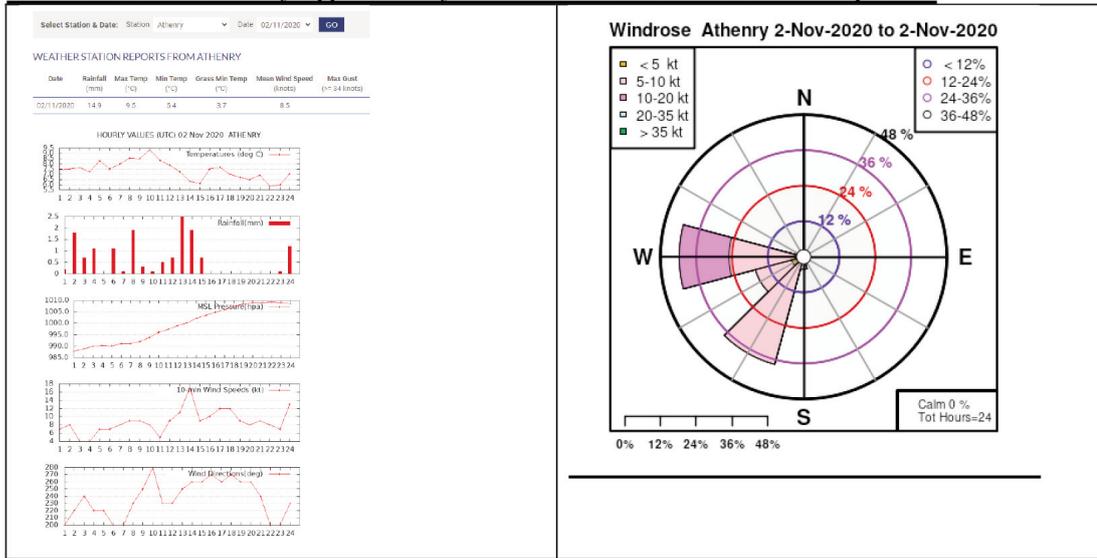
Tel: +353-1-8064260

Email: legal@met.ie

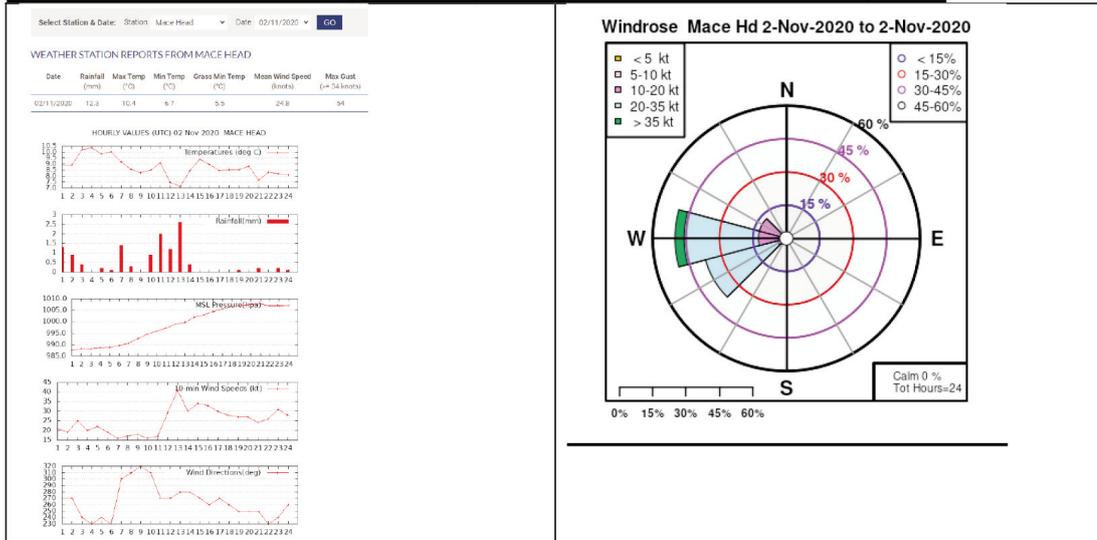
Our Ref: WS1730/2103_2.

Your Ref: MCIB/12/306.

2-Nov-2020 Athenry Observations from nearest (land based) Meteorological Station including Windrose. Station Athenry approximately 20 km inland east of the location in question



2-Nov-2020 Mace Head Observations from nearest (land based) Meteorological Station including Windrose. Station Mace Head approximately 55 km due west of the location in question



Appendix 7.3 Met Éireann Weather Report



Met Éireann
The Irish Meteorological Service
Climate Services
Glasnevin Hill
Dublin 9

Seirbhísí Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

Tel: +353-1-8064260
Email: legal@met.ie

Our Ref: WS1730/2103_2.
Your Ref: MCIB/12/306.

Copies of Archived Sea Area Forecasts as were issued between 12:00 hours on 1-November-2020 to 18:00 hours on 2-November-2020.

24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 1200 Monday, 2 November 2020
Issued at 1200 Sunday, 1 November 2020

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 0900: A depression of 962 hPa to the north of Ireland maintains a strong to gale force southwesterly airflow over Ireland. Another depression of 960 hPa to the southwest will track over the south of the country this evening.

3. Forecast for Irish coastal waters from Slyne Head to Malin Head to Howth Head

Wind: Southwest force 7 or gale force 8, occasionally strong gale force 9 in the northwest, decreasing mostly force 5 to 7 imminently, soon veering westerly force 5 or 6. Later increasing force 5 to 7 and gusty.

Weather: Outbreaks of rain, heavy at times. Clearing to heavy showers later.

Visibility: Moderate or poor in precipitation.

Forecast for Irish coastal waters from Howth Head to Hook Head to Valentia and the Irish Sea

Wind: Southwest force 7 or gale force 8, increasing gale force 8 or strong gale force 9 imminently, later veering westerly and decreasing force 5 to 7.

Weather: Rain, heavy at times. Clearing to heavy showers later.

Visibility: Moderate or poor in precipitation.

Forecast for Irish coastal waters from Valentia to Loop Head to Slyne Head

Wind: Southwest force 5 to 7, veering west to northwest and decreasing force 3 or 4 imminently. Soon increasing westerly force 5 or 6 and later increasing force 6 or 7 and gusty.

Weather: Rain, heavy at times. Clearing to heavy showers later.

Visibility: Moderate or poor in precipitation.

Warning of Heavy Swell: On Atlantic coasts. Spreading to all areas for a time Sunday night.

4. Outlook for a further 24 hours until 1800 Tuesday 03 November 2020: Fresh to strong, gusty westerly winds reaching near gale force on the south coast. Heavy spazzy showers with a risk of hail and thunder.

Text of Gale Warning

Southwest winds will reach gale force 8 or strong gale force 9 this afternoon (Sunday) on Irish coastal waters from Slyne Head to Bloody Foreland to Fair Head.

Southwest winds will reach gale force 8 or strong gale force 9 today (Sunday) and tonight on Irish coastal waters from Wicklow Head to Dunganvar to Valentia and on the Irish Sea.

Text of Small Craft Warning

Southwest winds will reach force 6 or higher this afternoon on Irish coasts from Valentia to Loop Head to Slyne Head.

Coastal Reports	12 Noon Sunday, 01 November 2020
Main Head Automatic	South-Southwest, 28 Knots, Gust 41 Knots, 2.5 Miles, 982, Falling slowly
Dublin Airport	Southwest, 20 Knots, Gust 38 Knots, Cloudy, 10 Miles, 991, Steady
Buoy M5 51° 41' N 6° 42' W	South-Southwest, 20 Knots, Wave Ht. 4.1 m. The visibility at Tuskar is 0 Miles, 990, Falling slowly
Roches Point Automatic	South, 17 Knots, Mod rain shower, 0.8 Miles, 993, Falling
Sherkin Island Automatic	South, 15 Knots, Mod drizzle, 1.4 Miles, 992, Falling rapidly
Valentia Automatic	South, 16 Knots, Mod drizzle, 2 Miles, 995, Falling rapidly
Mace Head Automatic	Southwest, 28 Knots, Gust 36 Knots, Rain shower, 2 Miles, 987, Falling slowly
Belmullet Automatic	Southwest, 25 Knots, Gust 40 Knots, Cloudy, 0 Miles, 984, Steady
Buoy M1 63° 8' N, 11° 12' W	Report not available
Buoy M2 53° 29' N, 8° 26' W	South-Southwest, 27 Knots, Gust 34 Knots, Wave Ht. 2.7 m, 992, Falling slowly
Buoy M3 51° 13' N, 10° 33' W	South, 17 Knots, Wave Ht. 5.2 m, 990, Falling rapidly
Buoy M4 58° 0' N, 10° 0' W	Southwest, 38 Knots, Gust 44 Knots, Wave Ht. 6.6 m, 980, Falling slowly
Buoy M6 53° 4' N, 15° 56' W	West, 20 Knots, Gust 33 Knots, Wave Ht. 8.4 m, 984, Steady

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

Sea Crossings	State of sea until 1200 Tuesday 03 November 2020
Dublin - Holyhead	Rough to very rough, decreasing moderate Monday night
Rosslare - South Wales	Very rough, occasionally high Sunday night and Monday. Decreasing rough to very rough Tuesday
Cork - South Wales	Very rough, occasionally high Sunday night and Monday. Decreasing rough to very rough Tuesday
Rosslare - France	Very rough to high, decreasing rough to very rough Tuesday
Cork - France	Very rough to high, decreasing rough to very rough Tuesday

Next update before 1900 Sunday, 01 November 2020

24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 1800 Monday, 2 November 2020
Issued at 1800 Sunday, 1 November 2020

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 1500: A depression of 952 hPa approximately 220 nautical miles to the north of Ireland maintains a strong to gale force southwesterly airflow over Ireland. Another depression of 967 hPa approximately 250 nautical miles to the west of Valentia will track over the south of the country tonight.

3. Forecast for Irish coastal waters from Howth Head to Hook Head to Valentia and for the Irish Sea

Wind: Southwest force gale force 8 or strong gale force 9, later veering westerly and decreasing force 5 to 7.

Weather: Rain, heavy at times. Clearing to heavy showers later.

Visibility: Moderate or poor in precipitation.

Forecast for Irish coastal waters from Valentia to Malin Head to Howth Head

Wind: Southwest force 5 to 7, occasionally touching gale force 8 for a time north of Rossan point. Veering westerly force 5 or 6 imminent, then soon increasing force 6 or 7 and gusty.

Weather: Rain, heavy at times. Clearing to heavy showers later.

Visibility: Moderate or poor in precipitation.

Warning of Heavy Swell: On Atlantic coasts. Spreading to all areas for a time Sunday night.

4. Outlook for a further 24 hours until 1800 Tuesday 03 November 2020: Strong and gusty westerly winds reaching near gale force at times. Heavy spazzy showers with a risk of hail and thunder.

Text of Gale Warning

Southwest, later veering west, winds will reach gale force 8 or strong gale force 9 tonight (Sunday) and tomorrow (Monday) on Irish coastal waters from Wicklow Head to Dunganvar to Valentia and on the Irish Sea.

Text of Small Craft Warning

Westerly winds will reach force 6 or higher at times today (Sunday), tonight and tomorrow (Monday) on Irish coasts from Valentia to Malin Head to Wicklow Head.

Coastal Reports	8 PM Sunday, 01 November 2020
Main Head Automatic	South-Southwest, 25 Knots, Gust 39 Knots, 7.8 Miles, 980, Falling slowly
Dublin Airport	South-Southwest, 19 Knots, Gust 31 Knots, Light rain, 9 Miles, 982, Falling very rapidly
Buoy M5 51° 41' N 6° 42' W	South-Southwest, 20 Knots, Gust 35 Knots, Wave Ht. 5.1 m. The visibility at Tuskar is 2 Miles, 989, Falling
Roches Point Automatic	South-Southwest, 35 Knots, Gust 44 Knots, Moderate rain, 1.2 Miles, 989, Falling slowly
Sherkin Island Automatic	South-Southwest, 32 Knots, Gust 45 Knots, Rain shower, 1.5 Miles, 980, Falling
Valentia Automatic	West, 8 Knots, Recent drizzle, 2 Miles, 985, Falling slowly
Mace Head Automatic	West, 16 Knots, Recent drizzle, 2 Miles, 983, Falling
Belmullet Automatic	West-Southwest, 17 Knots, Bkt, 4 Miles, 982, Falling slowly
Buoy M1 63° 8' N, 11° 12' W	Report not available
Buoy M2 53° 29' N, 8° 26' W	South-Southwest, 27 Knots, Gust 36 Knots, Wave height not available, 983, Falling very rapidly
Buoy M3 51° 13' N, 10° 33' W	Southwest, 31 Knots, Gust 38 Knots, Wave Ht. 5.7 m, 985, Falling
Buoy M4 58° 0' N, 10° 0' W	West-Southwest, 29 Knots, Gust 36 Knots, Wave Ht. 8 m, 979, Falling slowly
Buoy M6 53° 4' N, 15° 56' W	West-Southwest, 17 Knots, Gust 29 Knots, Wave Ht. 7.9 m, 983, Steady

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

Sea Crossings	State of sea until 1800 Tuesday 03 November 2020
Dublin - Holyhead	Rough to very rough, decreasing moderate Monday night
Rosslare - South Wales	Very rough, occasionally high Sunday night and Monday. Decreasing rough to very rough Tuesday
Cork - South Wales	Very rough, occasionally high Sunday night and Monday. Decreasing rough to very rough Tuesday
Rosslare - France	Very rough to high, decreasing rough to very rough Tuesday
Cork - France	Very rough to high, decreasing rough to very rough Tuesday

Next update before 0100 Monday, 02 November 2020

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Appendix 7.3 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services
Glasnevin Hill
Dublin 9

Seirbhísí Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

Tel: +353-1-8064260
Email: legal@met.ie

Our Ref: **WS1730/2103_2.**
Your Ref: **MCIB/12/306.**

24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 0000 Tuesday, 3 November 2020
Issued at 0000 Monday, 2 November 2020

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 2100: A depression of 957hPa centred to the north of Scotland and a depression of 965hPa centred approximately 100 nautical miles to the southwest of Valentia generates a strong to gale force southwesterly airflow over Ireland. Associated fronts are clearing eastwards with embedded troughs following in the flow.

3. Forecast for Irish coastal waters from Howth Head to Roches Point to Slyne Head and for the south Irish Sea
Wind: West to southwest force 6 or 7 and gusty, reaching gale force 8 east of Dungarvan. West force 6 or 7 and gusty imminent, reaching gale force 8 between Roches Point to Valentia to Loop Head. Soon increasing force 7 or gale force 8. Later decreasing force 5 or 6 and gusty before increasing force 6 or 7 and gusty towards the end of the period.

Forecast for Irish coastal waters from Slyne Head to Fair Head to Howth Head and for the north Irish Sea
Wind: Westerly force 5 or 6 and gusty imminent. Later increasing force 6 or 7 and gusty, reaching gale force 8 at times on the north Irish Sea. Decreasing force 5 or 6 and gusty towards the end of the period.

Weather for all Irish coastal waters and the Irish Sea: Rain, clearing to heavy showers.
Visibility for all Irish coastal waters and the Irish Sea: Moderate to poor in precipitation, otherwise good.

Warning of Heavy Swell: On Atlantic coasts, and all other areas for a time tonight.

4. Outlook for a further 24 hours until 0000 Wednesday 04 November 2020: Strong and gusty westerly winds, veering northwesterly later Tuesday and decreasing fresh to strong. Weather: heavy squally showers with a risk of hail and thunder.

Text of Gale Warning

1) Southwesterly winds will reach gale force 8 or higher tonight (Sunday) on Irish coastal waters from Howth Head to Carronee Point to Dungarvan and on the Irish Sea.

2) Westerly winds will reach gale force 8 or higher at times tomorrow (Monday) on Irish coastal waters from Wicklow Head to Roches Point to Slyne Head and on the Irish Sea.

Text of Small Craft Warning

Westerly winds will reach force 6 or higher at times tomorrow (Monday) on Irish coasts from Slyne Head to Fair Head to Howth Head. For all other coasts, see gale warning.

Coastal Reports	
Malin Head Automatic	West-Southwest: 22 Knots, Gust 33 Knots, Recent rain, 7 Miles, 981, Rising slowly
Dublin Airport	Northwest: 14 Knots, Light rain, 4 Miles, 986, Rising rapidly
Buoy M5 51° 41' N 6° 42' W	Southwest: 27 Knots, Gust 37 Knots, Wave Ht. 5.5 m, The visibility at Tuskar is 4 Miles, 989, Rising slowly
Roches Point Automatic	West: 18 Knots, Gust 44 Knots, Mod rain shower, 1.1 Miles, 987, Rising slowly
Sherkin Island Automatic	West: 14 Knots, Mod. 4 Miles, 985, Rising
Valentia Automatic	Northwest: 6 Knots, Rain shower, 0 Miles, 989, Rising
Mace Head Automatic	West-Southwest: 24 Knots, Light drizzle, 4 Miles, 986, Rising slowly
Beinn Mhuir Automatic	West-Southwest: 12 Knots, Recent drizzle, 3 Miles, 984, Rising slowly
Buoy M1 53° 8' N, 11° 12' W	Report not available
Buoy M2 53° 29' N, 5° 26' W	Northwest: 10 Knots, Wave height not available, 985, Rising rapidly
Buoy M3 51° 13' N, 10° 33' W	Northwest: 20 Knots, Wave Ht. 6.4 m, 990, Rising rapidly
Buoy M4 56° 0' N 10° 0' W	West-Southwest: 15 Knots, Wave Ht. 6.6 m, 982, Rising slowly
Buoy M6 53° 4' N 15° 56' W	West-Northeast: 17 Knots, Wave Ht. 5.0 m, 986, Rising

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

Sea Crossings	
Dublin - Holyhead	State of sea until 0600 Wednesday 04 November 2020 Rough to very rough, decreasing moderate to rough Monday morning. Further decreasing moderate Monday night and decreasing slight to moderate Tuesday evening.
Rosslare - South Wales	Very rough, occasionally high Sunday night and Monday. Decreasing rough Monday night and decreasing moderate Tuesday evening.
Cork - South Wales	Very rough, occasionally high Sunday night and Monday. Decreasing rough Monday night and decreasing moderate Tuesday evening.
Rosslare - France	Very rough to high, decreasing very rough Monday evening. Decreasing rough to very rough Tuesday evening.
Cork - France	Very rough to high, decreasing very rough Monday evening. Decreasing rough to very rough Tuesday evening.

Next update before 0700 Monday, 02 November 2020

24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 0600 Tuesday, 3 November 2020
Issued at 0600 Monday, 2 November 2020

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 0300: A broad depression of 960hPa centred to the north of Scotland generates a strong to near gale and gusty westerly airflow over Ireland with embedded troughs in the flow.

3. Forecast for Irish coastal waters from Howth Head to Roches Point to Slyne Head and for the south Irish Sea
Wind: Westerly force 7 or gale force 8 and gusty imminent. Soon decreasing force 6 or 7 and gusty. Later decreasing force 5 to 7 and gusty.

Forecast for Irish coastal waters from Slyne Head to Fair Head to Howth Head and for the north Irish Sea
Wind: Westerly force 5 or 6 and gusty imminent. Soon increasing force 6 or 7 and gusty, reaching gale force 8 at times on the north Irish Sea. Later decreasing west to southwest force 5 or 6 and gusty.

Weather for all Irish coastal waters and the Irish Sea: Widespread heavy showers.
Visibility for all Irish coastal waters and the Irish Sea: Moderate to poor in precipitation, otherwise good.

Warning of Heavy Swell: On Atlantic coasts.

4. Outlook for a further 24 hours until 0600 Wednesday 04 November 2020: Fresh to strong and gusty westerly winds with near gales on Atlantic coasts, veering northwesterly fresh to strong later Tuesday. Weather: heavy squally showers with a risk of hail and thunder, easing and becoming isolated Tuesday night.

Text of Gale Warning

Westerly winds will reach gale force 8 or higher at times today (Monday) on Irish coastal waters from Wicklow Head to Roches Point to Slyne Head and on the Irish Sea.

Text of Small Craft Warning

Westerly winds will reach force 6 or higher at times today (Monday) on Irish coasts from Slyne Head to Fair Head to Wicklow Head. For all other coasts, see gale warning.

Coastal Reports	
Malin Head Automatic	West-Southwest: 10 Knots, Gust 22 Knots, Rain shower, 7 Miles, 986, Rising
Dublin Airport	West-Southwest: 11 Knots, Fair, 10 Miles, 991, Rising
Buoy M5 51° 41' N 6° 42' W	West: 22 Knots, Wave Ht. 5 m, The visibility at Tuskar is greater than 10 Miles, 995, Rising rapidly
Roches Point Automatic	Southwest: 15 Knots, Fair, 8 Miles, 995, Rising rapidly
Sherkin Island Automatic	West-Southwest: 30 Knots, Gust 47 Knots, Recent rain, 5 Miles, 995, Rising
Valentia Automatic	West-Southwest: 19 Knots, Gust 31 Knots, Cloudy, 8 Miles, 994, Rising slowly
Mace Head Automatic	West-Southwest: 22 Knots, Recent drizzle, 5 Miles, 989, Rising slowly
Beinn Mhuir Automatic	West: 5 Knots, Recent drizzle, 11 Miles, 988, Rising slowly
Buoy M1 53° 8' N, 11° 12' W	Report not available
Buoy M2 53° 29' N, 5° 26' W	West: 22 Knots, Wave height not available, 990, Rising
Buoy M3 51° 13' N, 10° 33' W	West: 32 Knots, Gust 43 Knots, Wave Ht. 6.5 m, 996, Rising
Buoy M4 56° 0' N 10° 0' W	West-Northeast: 15 Knots, Wave Ht. 6.5 m, 987, Rising
Buoy M6 53° 4' N 15° 56' W	West-Northeast: 26 Knots, Gust 41 Knots, Wave Ht. 4.8 m, 994, Rising rapidly

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

Sea Crossings	
Dublin - Holyhead	State of sea until 0600 Wednesday 04 November 2020 Moderate to rough Monday morning. Further decreasing moderate Monday night and decreasing slight to moderate Tuesday evening.
Rosslare - South Wales	Very rough, occasionally high on Monday. Decreasing rough Monday night and decreasing moderate Tuesday evening.
Cork - South Wales	Very rough, occasionally high on Monday. Decreasing rough Monday night and decreasing moderate Tuesday evening.
Rosslare - France	Very rough to high, decreasing very rough Monday evening. Decreasing rough to very rough Tuesday evening, further decreasing rough Wednesday morning.
Cork - France	Very rough to high, decreasing very rough Monday evening. Decreasing rough to very rough Tuesday evening, further decreasing rough Wednesday morning.

Next update before 1300 Monday, 02 November 2020

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Appendix 7.3 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services
Glasnevin Hill
Dublin 9

Seirbhís Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

Tel: +353-1-8064260
Email: legal@met.ie

Our Ref: WS1730/2103_2.
Your Ref: MCIB/12/306.



24-hour Sea Area Forecast
Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 1200 Tuesday, 3 November 2020
Issued at 1200 Monday, 2 November 2020

1. Gale warning: In operation
Small craft warning: In operation

2. Meteorological situation at 0900: A complex area of low pressure with a centre of 963hPa centred just on the west coast of Norway generates a strong to near gale and gusty westerly airflow over Ireland with embedded troughs in the flow.

3. Forecast for Irish coastal waters from Carlingford Lough to Roches Point to Erris Head and for the Irish Sea
Wind: Westerly force 7 to gale force 8 and gusty. Soon decreasing westerly force 6 or 7 and gusty. Later decreasing north-west force 5 or 6 and gusty.

Forecast for Irish coastal waters from Erris Head to Fair Head to Carlingford Lough
Wind: Westerly force 4 or 5 and gusty. Soon increasing westerly force 6 or 7 and gusty.

Weather for all Irish coastal waters and the Irish Sea: Widespread heavy showers.
Visibility for all Irish coastal waters and the Irish Sea: Moderate or poor in precipitation, otherwise good.

Warning of Heavy Swell: On Atlantic coasts.

4. Outlook for a further 24 hours until 1200 Wednesday 04 November 2020: Fresh to strong northwesterly winds steadily easing. Heavy squally showers, easing and becoming isolated Tuesday night.



Text of Gale Warning
Westerly winds will reach gale force today (Monday) on Irish coastal waters from Wicklow Head to Roches Point to Erris Head and on the Irish Sea.

Text of Small Craft Warning
Westerly winds will reach force 6 or higher at times today (Monday) on Irish coasts from Erris Head to Fair Head to Wicklow Head.

Coastal Reports	12 Noon Monday, 02 November 2020
Malin Head Automatic	West: 8 Knots, Gust 28 Knots, Recent rain, 11 Miles, 994, Rising
Dublin Airport	West-Southwest, 16 Knots, Gust 29 Knots, Rain shower, 4 Miles, 996, Rising slowly
Buoy M5 51° 41'N 6° 42'W	West: 28 Knots, Gust 38 Knots, Wave ht. 5.9 m. The visibility at Tuskar is greater than 10 Miles, 1003, Rising rapidly
Roches Point Automatic	West: 21 Knots, Gust 39 Knots, Fair, 14 Miles, 1003, Rising rapidly
Sherkin Island Automatic	West: 31 Knots, Gust 50 Knots, Recent drizzle, 8 Miles, 1005, Rising rapidly
Valentia Automatic	West: 26 Knots, Gust 40 Knots, Rain shower, 3 Miles, 1005, Rising rapidly
Mace Head Automatic	West: 29 Knots, Gust 36 Knots, Moderate rain, 2 Miles, 999, Rising rapidly
Belmullet Automatic	West: 7 Knots, Recent drizzle, 11 Miles, 997, Rising rapidly
Buoy M1 53° 0'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	West-Southwest, 23 Knots, Wave ht. 2.1 m, 996, Rising slowly
Buoy M3 51° 13'N, 10° 33'W	West-Northwest, 29 Knots, Gust 36 Knots, Wave ht. 6.2 m, 1007, Rising rapidly
Buoy M4 55° 0'N 10° 0'W	West-Northwest, 15 Knots, Wave ht. 4.1 m, 995, Rising rapidly
Buoy M6 53° 4'N 18° 56'W	West-Northwest, 20 Knots, Gust 31 Knots, Wave ht. 5.5 m, 1004, Rising rapidly

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

Sea Crossings	State of sea until 1200 Wednesday 04 November 2020
Dublin - Holyhead	Rough decreasing moderate
Rosslare - South Wales	Very rough decreasing rough
Cork - South Wales	Very rough to high, decreasing very rough to rough
Rosslare - France	Very rough to high, decreasing very rough
Cork - France	Very rough to high, decreasing very rough

Next update before 1900 Monday, 02 November 2020
A detailed forecast may be obtained by dialling *Wantertrial* on 1550 123 855.



24-hour Sea Area Forecast
Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 1800 Tuesday, 3 November 2020
Issued at 1800 Monday, 2 November 2020

1. Gale warning: In operation
Small craft warning: See Gale Warning

2. Meteorological situation at 1500: Ireland lies in a strong and unstable westerly air-flow between low pressure 969hPa near Iceland and a broad area of high pressure 1040hPa over the Azores. Showery fronts cross over the country today in the airflow.

3. Forecast for Irish coastal waters from Carnsore Point to Slyne Head to Malin Head
Wind: Westerly force 6 or 7 occasionally reaching gale force 8. Soon becoming north-west. Later force 4 to 6 towards end of period.
Weather: Frequent showers, some prolonged with risk of hail and isolated thunderstorms.
Visibility: Moderate to poor in precipitation, otherwise good.

Forecast for Irish coastal waters from Malin Head to Carlingford Lough to Carnsore Point and the Irish Sea
Wind: West force 6 to gale force 8. Soon becoming southwest to west force 5 or 6 and gusty. Later west to northwest force 5 or 6.
Weather: Rain in northern areas clearing to scattered showers tonight, some heavy with risk of hail and isolated thunderstorms.
Visibility: Moderate to poor in precipitation, otherwise good.

Warning of Heavy Swell: On Atlantic coasts.

4. Outlook for a further 24 hours until 1800 Wednesday 04 November 2020: Moderate to fresh northwest to north winds, strong at times in northern sea areas. Slowly decreasing light to moderate from the west on Wednesday, backing westerly in the afternoon on northern sea areas. Mostly fair with scattered showers becoming isolated Tuesday night.



Text of Gale Warning
Westerly winds will occasionally reach gale force 8 on all Irish coastal waters and the Irish Sea today (Monday) and tonight.

Text of Small Craft Warning
See Gale Warning

Coastal Reports	6 PM Monday, 02 November 2020
Malin Head Automatic	Southwest, 14 Knots, Rain shower, 11 Miles, 998, Rising
Dublin Airport	West, 22 Knots, Gust 32 Knots, Rain shower, 13 Miles, 1004, Rising rapidly
Buoy M5 51° 41'N 6° 42'W	West: 25 Knots, Wave ht. 4.8 m. The visibility at Tuskar is greater than 10 Miles, 1010, Rising rapidly
Roches Point Automatic	West: 15 Knots, Fair, 13 Miles, 1010, Rising rapidly
Sherkin Island Automatic	West: 21 Knots, Fair, 9 Miles, 1011, Rising
Valentia Automatic	West: 20 Knots, Recent rain, 12 Miles, 1010, Rising
Mace Head Automatic	West: 30 Knots, Gust 42 Knots, Fair, 5 Miles, 1005, Rising rapidly
Belmullet Automatic	West: 15 Knots, Gust 28 Knots, Rain shower, 2 Miles, 1004, Rising rapidly
Buoy M1 53° 0'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	West: 30 Knots, Gust 41 Knots, Wave height not available, 1002, Rising rapidly
Buoy M3 51° 13'N, 10° 33'W	West: 19 Knots, Gust 31 Knots, Wave ht. 6 m, 1011, Rising slowly
Buoy M4 55° 0'N 10° 0'W	West-Northwest, 27 Knots, Gust 34 Knots, Wave ht. 3.9 m, 1000, Rising rapidly
Buoy M6 53° 4'N 18° 56'W	West: 24 Knots, Gust 37 Knots, Wave ht. 5.7 m, 1006, Rising slowly

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

Sea Crossings	State of sea until 1800 Wednesday 04 November 2020
Dublin - Holyhead	Rough, decreasing moderate overnight Monday. Slight to moderate from Tuesday night
Rosslare - South Wales	Rough to very rough. Moderate to rough from early Tuesday. Slight to moderate from Wednesday morning
Cork - South Wales	Rough to very rough. Moderate to rough from early Tuesday. Slight to moderate from Wednesday morning
Rosslare - France	Rough to very rough. Moderate to rough from Wednesday morning
Cork - France	Rough to very rough. Moderate to rough from Wednesday morning

Next update before 0100 Tuesday, 03 November 2020

Appendix 7.3 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

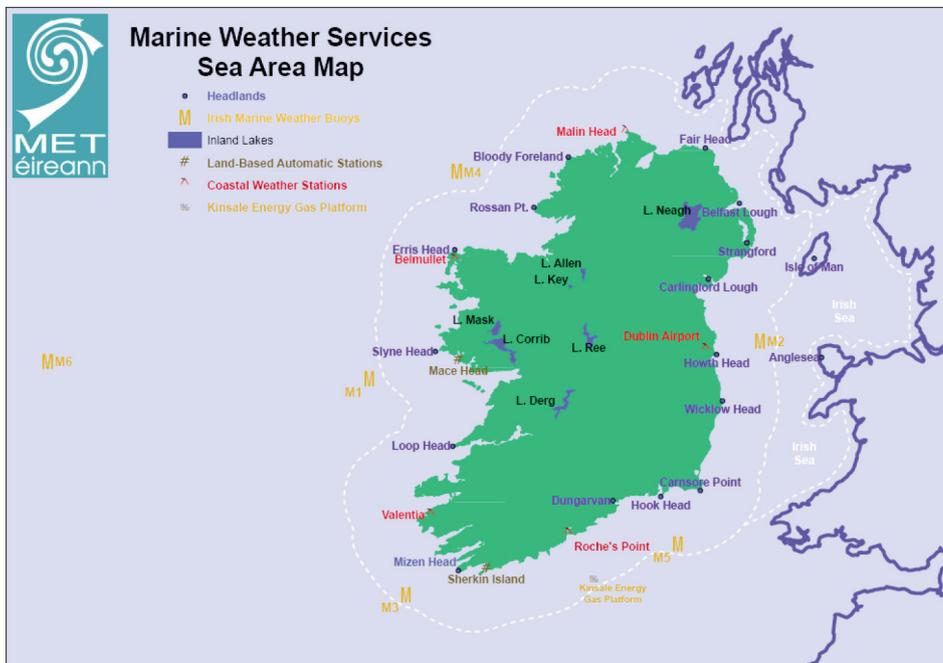
Climate Services
Glasnevin Hill
Dublin 9

Seirbhísí Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

Tel: +353-1-8064260
Email: legal@met.ie

Our Ref: WS1730/2103_2.
Your Ref: MCIB/12/306.

Appendix Sea Area Map & Beaufort Scale of Wind



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 = 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.

Appendix 7.3 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services
Glasnevin Hill
Dublin 9

Seirbhísí Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

Tel: +353-1-8064260
Email: legal@met.ie

Our Ref: WS1730/2103_2.

Your Ref: MCIB/12/306.

Appendix Terminology Sea State & Visibility

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:

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)

Please Note:

If there are no measurements or observations available for an exact location, then the estimated conditions in this report are based on all available meteorological measurements and observations which have been correlated on the routine charts prepared by Met Éireann.

Appendix 7.4 IRCG SITREP

ROUTINE
02 1439Z NOV 20
FROM MRSC VALENTIA
TO MRSC VALENTIA SITREP GROUP
BT
F/V IN DIFFICULTY GALWAY BAY
UIIN2380/20
SAR SITREP ONE AND FINAL
A - IDENTITY OF CASUALTY:
MALE
B - POSITION
53°14.50'N 009°05.70'W
C - SITUATION
F/V IN DIFFICULTY GALWAY BAY
D - NUMBER OF PERSONS
1
E - ASSISTANCE REQUIRED
LOCATE AND ASSIST
F - COORDINATING RCC
MRSC VALENTIA
G - DESCRIPTION OF CASUALTY
MALE IN 30'S
H - WEATHER ON SCENE
WIND: 4, W / AIR TEMP: 10°C / CLOUD COV: OVERCAST J - INITIAL ACTIONS TAKEN TASKED GALWAY L/B,
R118 AND R115 - MAYDAY RELAY B/CAST K - SEARCH AREA BLACKROCK, SALTHILL L - COORDINATING
INSTRUCTIONS LOCATE AND ASSIST M - FUTURE PLANS N/A N - ADDITIONAL INFORMATION
1343 LOM GALWAY L/B ADVZ THEY GOT REPORT OF FISHING VESSEL IN DIFFICULTY OFF SALTHILL, 2
POB, NO FURTHER INFO PAGED GALWAY L/B
1348 LOM GALWAY L/B NOW ADVZ MAN OVERBOARD FROM THAT FISHING VESSEL TASKED R118,
B/CAST MAYDAY RELAY
1352 CELTIC EXPLORER ON WAY
1354 R115 LANDING AT BASE, TASKED TO GALWAY AFTER REFUEL
1414 GALWAY L/B ON SCENE AND HAVE CASUALTY ON BOARD, RTNG TO BASE - NEOC ADVZ -
AMBULANCE WAITING
R115 AND CELTIC EXPLORER STOOD DOWN, R118 ETA 1452, GARDAI ADVZ
1419 MAYDAY RELAY CANCELLED
1434 NEOC ADVZ CASUALTY ON WAY TO HOSPITAL, R118 STOOD DOWN GALWAY L/B CLOSING M.
CURTIN

Appendix 7.5 Photograph No. 2 - Shrimp Pots



SECTION 36 PROCESS

Section 36 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000

It is a requirement under Section 36 that:

- (1) Before publishing a report, the Board shall send a draft of the report or sections of the draft report to any person who, in its opinion, is likely to be adversely affected by the publishing of the report or sections or, if that person be deceased, then such person as appears to the Board best to represent that person's interest.
- (2) A person to whom the Board sends a draft in accordance with subsection (1) may, within a period of 28 days commencing on the date on which the draft is sent to the person, or such further period not exceeding 28 days, as the Board in its absolute discretion thinks fit, submit to the Board in writing his or her observations on the draft.
- (3) A person to whom a draft has been sent in accordance with subsection (1) may apply to the Board for an extension, in accordance with subsection (2), of the period in which to submit his or her observations on the draft.
- (4) Observations submitted to the Board in accordance with subsection (2) shall be included in an appendix to the published report, unless the person submitting the observations requests in writing that the observations be not published.
- (5) Where observations are submitted to the Board in accordance with subsection (2), the Board may, at its discretion -
 - (a) alter the draft before publication or decide not to do so, or
 - (b) include in the published report such comments on the observations as it thinks fit.'

The Board reviews and considers all observations received whether published or not published in the final report. When the Board considers an observation requires amendments to the report, those amendments are made. When the Board is satisfied that the report has adequately addressed the issue in the observation, then no amendment is made to the report. The Board may also make comments on observations in the report.

Response(s) received following circulation of the draft report (excluding those where the Board has agreed to a request not to publish) are included in the following section.

The Board has noted the contents of all observations, and amendments have been made to the report where required.

8. MSA 2000 - SECTION 36 OBSERVATIONS RECEIVED

	PAGE
8.1 Observation from RNLI and MCIB response	34

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

OBSERVATION 8.1

8.1 Observation from RNLI and MCIB response

From: [REDACTED]
Subject: FV Myia Section 36 response - RNLI
Date: 2 September 2021 at 20:57
To: Marine Casualty Investigation Board MarineCasualtyInvestigationBoard@mcib.ie

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

I have today reviewed the draft report into the fatal incident involving the “FV Myia” and confirm the RNLI has no further comments or observations to offer.

Sincerely



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