

2019

MARINE CASUALTY INVESTIGATION BOARD

REPORT OF
INCIDENTS & INVESTIGATIONS



Reporting Period 1st January to 31st December 2019

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Chairperson's Statement



Claire Callanan,
Chairperson

Dear Minister,

In accordance with the requirements of Section 21 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the seventeenth Incidents and Investigations report of the Marine Casualty Investigation Board, covering the period from 1 January to 31 December, 2019.

The audited accounts of the MCIB will be presented to you later in the year on completion of the annual audit by the Comptroller & Auditor General in accordance with the requirements of Section 20(2) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. Thereafter, both this report and the MCIB Financial Statement will be combined to create the MCIB Annual Report 2019, for circulation and for publication on the MCIB website www.mcib.ie

Overview of 2019

During 2019 the MCIB commenced full investigations into ten marine casualties which was double the number investigated in 2018. In 2019 a total of six people lost their lives in the marine casualties under investigation while one person involved in a rowing incident at Thomandgate, Co Limerick was left with life changing injuries.

Two incidents involving kayaks resulted in two fatalities. Two people lost their lives in two separate incidents when boarding their berthed fishing vessels. A further two lost their lives while engaged in recreational fishing.

The Board would like to extend its condolences to all those bereaved by these events.

The MCIB also undertook two Preliminary Investigations in 2019 (see page 16). The first incident at Dublin Port involved an explosion while a cargo ship was discharging molasses and it was fortunate that no injuries were sustained by the crew. However, the second incident which occurred on board a Ro-Ro Ferry at Rosslare resulted in one fatality. A further 26 minor incidents were considered by the Board. These involved cooperation between the MCIB and the accident investigation bodies of other states and in some cases the uploading of data by Ireland onto the European Maritime Casualty Investigation Platform (EMCIP)¹.

The MCIB also receives notifications of many other incidents that do not warrant investigation. These primarily arise from situation reports issued by the Irish Coast Guard. During 2019 the MCIB assessed 38 of these reports to determine whether an investigation was required under relevant legislation.

The MCIB was established 17 years ago and to the end of 2019 it has published 230 reports into incidents under its statutory remit. The Board published seven final Marine Casualty Investigation Reports in 2019. With the exception of one investigation, all investigations into incidents that occurred prior to January 2019 have been completed and published. The final report into a 2018 incident at Portronan, Co Donegal involving a recreational powerboat when two people lost their lives is still ongoing due to the complexities of the investigation.

The occurrence of two incidents involving kayaking in a single year highlights the dangers associated with an activity in which people participate at many levels. It is imperative that any individual or group engaged in this activity realise the importance of adequate route planning and an understanding of the watercourse. Risk assessments of all stretches of river intended for use should be carried out and particular attention should be taken of the varying levels of competence among those taking part in all aspects of the activity. Participants should ensure that they are equipped with the necessary safety equipment and that a reliable means of communication has been established to be effective in the event of an accident. Where clubs are involved in training it is imperative that all such clubs have a robust Safety Management System in place. They must ensure that training sessions are given by coaches with the required skills level and that training sessions are adequately crewed for the safety of the number of trainees involved. The safety practices and procedures in place must comply with the Code of Practice: 'The Safe Operation of Recreational Craft (2017)'.

1. The European Marine Casualty Information Platform (EMCIP) is a database and a data distribution system operated by the European Maritime Safety Agency.

Regrettably, as in previous years I must comment on incidents where toxicology results supplied by the Coroner's Office reflected evidence of alcohol. While it is not always possible to definitively determine the exact cause of an incident the Board published two reports in 2019 where alcohol could have impaired the judgement and reaction times of the Casualties. Such impairment has a detrimental effect on most people's ability to deal with the unexpected. No member of a crew should consume alcohol or other intoxicants either prior to or during any trip on water. In the event of the unexpected, which can develop into a serious situation very quickly, the ability to think quickly and calmly can be the difference between life and death.

I also wish to draw attention to the inadvisability of depending on mobile phones as the primary means of communication while at sea. Section 11.11 of the Code of Practice for Recreational Craft states that mobile phones should not be relied on as the primary means of contacting the emergency services. Marine VHF radio is the most appropriate means of communication. The Board welcomed the issuing of Marine Notice No. 40 of 2019 by the Department of Transport, Tourism & Sport (DTTAS) urging users of recreational craft to carry marine VHF equipment on-board as the primary means of Distress and Safety communication. In addition, the carriage of an Emergency Position Indicating Radio Beacon (EPIRB) and/or Personal Locator Beacon (PLB) is strongly advised. Mobile phones should not be considered as a suitable substitute nor should they be relied on as the sole means of communication while on water.

The Board also welcomed the issuing of Marine Notice No. 38 of 2019 following a fatal incident involving a small fishing vessel. That notice outlined the importance of basic safety training for skippers and crew. Owners were also reminded that the nature and extent of any major repairs or major structural modifications to their vessel must comply with the Code of Practice for Fishing Vessels < 15 m (Section 1.5.4.4.). Unapproved modifications to vessels can be the cause of, or contribute to, fatal incidents.

During 2019 the Board continued to consider the impact of the exit of the United Kingdom of Great Britain and Northern Ireland from the membership of the European Union. The Board will continue to assess the consequences of the UK's exit. One potential issue for the MCIB relates to the investigation of marine casualties involving Ro-Pax ships and High Speed Passenger Craft covered by EU Directive 2009/18.

In March 2019 the European Commission lodged an application to the Court of Justice of the European Union against Ireland in connection with the implementation of Article 8.1 of Directive 2009/18/EC of 23 April 2009, which established the fundamental principles governing the investigation of accidents in the maritime transport sector, with particular regard to the independence of the Marine Casualty Investigation Board. The State lodged a Defence in the infringement proceedings in 2019 and a decision of the Court is awaited.

During 2019 the Code of Practice: The Safe Operation of Recreational Craft 2017 was updated. The updates can be downloaded in electronic format at <https://www.gov.ie/en/publication/66ff7e-safe-operation-of-recreational-craft/>

External Investigations of Casualties

All investigations of casualties are carried out by the Board's panel of external investigators. The panel consists of personnel holding technical qualifications as naval architects, marine engineers or deck officers. The panel reflects broad based maritime competence and experience which are of relevance in undertaking independent investigations. Safety investigations are conducted with the sole objective of preventing marine incidents in the future and they are not designed to determine liability nor to apportion blame.

A typical investigation process generally includes the following phases and outcomes:

Notification	When the MCIB is notified of a marine casualty or incident, an assessment is conducted to decide whether to investigate.
Gather evidence	Once the investigation is launched, gathering evidence expeditiously, including witness interviews, is important to understanding the circumstances of the occurrence and the sequence of the events.
Analyse evidence	Evidence must be properly analysed to identify the factors that led to the marine casualty or incident. The focus is on understanding the reason why an unsafe action or condition led to the casualty or incident and the context, physical or organisational, in which the casualty or incident occurred.
Draw conclusions	Conclusions identify the safety issues and the missing or inadequate defences (material, functional, educational or procedural) for which safety actions may be developed to prevent marine casualties or incident.

Determine remedial actions	Where appropriate the MCIB suggests Safety Recommendations i.e. proposals for remedial actions to prevent future marine casualties and incidents, to the Department of Transport, Tourism & Sport and to other parties who are best placed to implement such measures.
Report	The investigation culminates in a report providing, amongst other matters, the identifiable facts about the circumstances of the event, an analysis of contributing factors and the conclusions. The report is published in order to spread the safety lessons to the maritime community. Data on marine casualties and incidents coming within the scope of Directive 2009/18/EC are uploaded onto the European Maritime Casualty Investigation Platform (EMCIP), thus supporting their analyses.

Reports Published in 2019

The Board published seven Final Reports during 2019. The full details are provided at pages 17 to 22.

Incidents in 2019

Investigations were initiated by the Board into ten incidents in 2019. Summary details of the incidents are provided in the table below. Full details of all incidents are set out on pages 11 to 16 (for information purposes details of the two preliminary investigations referred to previously are also included in this table).

Four of the ten incidents which required full investigations involved the fishing industry, five occurred during recreational use and one resulted from a collision between a cargo vessel and a yacht.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	4	2	2	0
General Cargo (Ro-Ro Cargo)	1	0	0	0
Recreational	5	1	4	1
Passenger	0	0	0	0
Total	10	3	6	1

Fishing Vessels

Four incidents involved fishing vessels and two of these resulted in the loss of life.

- Death of a crewmember returning to his vessel at Killybegs, Co Donegal (15/03/2019).
- Fire on board a fishing vessel, off Wexford Coast (03/05/2019).
- Death of a crewmember returning to his vessel at Rosslare, Co Wexford (19/05/2019).
- Grounding and loss of a trawler off Ardglass, Co Down (24/10/2019).

Recreational Craft

Five incidents involved recreational craft and four of those resulted in the loss of life.

- One fatality involving a Canadian canoe on Lough Gill, Co Sligo (29/01/2019).
- Rowing incident resulting in life changing injuries at the Salmon Weir, Thomadgate, Co Limerick (23/02/2019).
- One fatality involving a recreational fishing vessel on Lough Mask, Co Mayo (09/03/2019).
- One fatality during the sinking of a vessel engaged in recreational fishing, Dunmanus Bay, Co Cork.
- One fatality resulting from a kayaking incident at Glencar, Co Kerry (02/11/2019).

Cargo vessel and yacht

There was one incident involving a collision between a cargo vessel and a yacht, off Greystones Harbour (23/08/2019).

Summary of incidents 2010 to 2019

Detailed tables of incidents investigated which occurred in the years 2010 to 2019 are at page 23 and 24 of this report. A summary of all incidents investigated occurring in these years is provided in the table below:

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	18	7	13	6	5	5	9	6	9	6
Injuries	2	Nil	4	Nil	1	0	14	Nil	Nil	1
Vessels Involved	18	12*	17	6	7	7	15	5	5	11

*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks.

Ethics in Public Office

During 2019, all Board members were in compliance with the applicable provisions and requirements of the Ethics Acts and the Standards in Public Office Act, 2001.

Acknowledgements

I would like to thank my Board colleagues for their support in this my first year as Chairperson of the MCIB and for their contributions during 2019 to the successful discharge of the statutory responsibilities of the Board.

None of our work would be possible without the expertise of our efficient panel of investigators. The Board welcomed a refreshed panel in January, 2019 and was glad to have retained the services of two investigators from the previous panel.

It is also a pleasure to acknowledge the sterling work of the Secretariat without whose dedicated skills and experience the Board could not function. On behalf of the Board, I would like to thank them for their hard work in a challenging environment with limited resources. The Board would also like to extend their appreciation and best wishes to Monica Quinn who retired in December and to thank her for her service to the work of the Board. We were fortunate to be joined by Philip Grattan who was appointed to the staff of the Secretariat in November, 2019.

Finally, I wish to record my appreciation for the assistance that you as Minister, and that of your officials in the Maritime Safety Policy Division, have afforded to the Board during 2019.



CLAIRE CALLANAN
CHAIRPERSON

Board Members and General Information



Ms. Claire Callanan,
Chairperson, Solicitor



Ms. Dorothea Dowling,
Deputy Chairperson,
Chartered Insurer and
Accredited Mediator



Mr. Frank Cronin,
Marine Engineer Class 1 combined,
FCII, Chartered Insurer



Mr. Brian Hogan,
Chief Surveyor, Department of
Transport, Tourism and
Sport



Mr. Nigel Lindsay,
Senior Rail Accident
Investigator, RAIU,
Department of Transport,
Tourism and Sport

Secretary: Ms. Denise Hyland
Secretariat: Ms. Monica Quinn
Mr Paul Hallissey
Mr Philip Grattan
Registered Office: Leeson Lane, Dublin 2
Telephone: 01-6783485
Email: info@mcib.ie
Website: www.mcib.ie

The following is some general information regarding the Marine Casualty Investigation Board (MCIB).

Establishment of the Board

The Marine Casualty Investigation Board (MCIB) was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

Function of the Board

The function of the MCIB is to carry out investigations into Marine Casualties, as defined in Section 2 of the Act. In carrying out its functions the MCIB also 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. Directive 2009/18/EC is given effect in Irish law by S.I. No. 276 of 2011 and applies to a small number of incidents under investigation. Investigations within the scope of the EU Directive are carried out in accordance with the requirements of the Directive and the Common Methodology as set out in Commission Regulation (EU) No 1286/2011 of the 9th of December, 2011.

Marine Casualty means an event or process, which causes or poses the threat of:

- (a) death or serious injury to a person;
- (b) the loss of a person overboard;
- (c) significant loss or stranding of, damage to, or collision with, a vessel or property; or
- (d) significant damage to the environment,

in connection with the operation of:

- (i) a vessel in Irish waters;
- (ii) an Irish registered vessel, in waters anywhere; or
- (iii) a vessel normally located or moored in Irish waters and under the control of a resident of the State, in international waters contiguous to Irish waters.

The purpose of each investigation is to:

1. Establish the cause or causes of a marine casualty.
2. Report on the marine casualty with a view to making recommendations for the avoidance of similar marine casualties.

It is important to note that it is NOT the purpose of an investigation to attribute blame or fault. The Board is non-prosecutorial. Any prosecution, which arises out of any casualty, is the function of Statutory Bodies such as An Garda Síochána, etc.

Status

The MCIB is an independent statutory body funded by the Oireachtas under Section 19 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000.

A copy of the final report of each investigation is sent to the Minister for consideration of the recommendations made therein.

All reports are made available to the public (on request) free of charge or can be accessed via the MCIB website at www.mcib.ie.

Incidents and investigations 2019



Reporting Period 1st January to 31st December 2019

Introduction

Since establishment in 2002, and up to the end of 2019, the Board has published reports on 230 cases.

The statistics contained in this Report show the varying types of craft involved and the cause(s) of each incident. This provides the reader with some insight into the scope of the work of the Board. To date reporting formats have been maintained in a consistent format in order to allow comparison with earlier years' incidents and reports.

All reports are published on the Board's website at www.mcib.ie, and are available for free online.

Summary of Incidents Investigated which Occurred During 2019

1st January to 31st December 2019

Incidents the Board is investigating from 2019.

Name of vessel/Incident: Canadian Canoe/Lough Gill, Co. Sligo	
DATE OF INCIDENT	29 January, 2019
TYPE OF CRAFT	Recreational - Open Boat (Canoe)
TYPE OF INCIDENT	Man overboard
FATALITIES	1 fatality
SUMMARY	<p>On Saturday the 26th January 2019, a canoeist departed from a pier in Trawane Bay, opposite the small island of Inishfree on Lough Gill, in an open boat (Canadian Canoe). He was alone and travelled a short distance west along the shore of Lough Gill to Slish Woods where he set up a campsite close to the shore on the mainland.</p> <p>On Tuesday the 29th January 2019, the canoeist's partner who visited the area, having been concerned by his lack of communication, saw the vessel overturned on the lake shore east of the pier near Cullentra woods and to the east of the camp site. She called the emergency services via the '999 system'. The Coast Guard was alerted and commenced a search of the area. The Casualty was discovered by Rescue Helicopter R118 and was lifted from the lake and taken to Sligo General Hospital where he was subsequently pronounced dead. An autopsy was carried out and the pathologist recorded his death as due to fresh water drowning.</p>

Name of vessel/Incident: Kayak/Thomond Salmon Weir, Thomandgate, Co. Limerick	
DATE OF INCIDENT	23 February, 2019
TYPE OF CRAFT	Recreational - Open Boat/Canoe
TYPE OF INCIDENT	Capsize
FATALITIES	1 serious injury
SUMMARY	<p>On Saturday the 23rd February 2019 at approximately 09.30 hours (hrs), a rowing boat with five young crew persons (12 - 13 years) was launched from Athlunkard Boat Club slipway on the Abbey River, a tributary of the River Shannon in Limerick City with the purpose of carrying out a training session on the River Shannon. A coach accompanied the rowing boat in a safety boat.</p> <p>At approximately 10.15 hrs the rowing boat got into difficulty, struck some midstream supports of Thomond Weir and overturned. The five crew members were thrown into the water when the boat was breached across the weir supports, broadside to the river water flow in an inverted attitude. A rescue operation commenced, the primary responder being the Local Authority Fire Brigade's inflatable boat 'Fire Swift' which was exercising in the locality.</p> <p>Four crewmembers were rescued from the water by the coach in the Safety Boat. A fifth young female rower was entangled with the boat and submerged underwater but freed after intervention by 'Fire Swift' boat crew. The Casualty was treated at the scene, transported ashore by 'Fire Swift' boat crew and hospitalised.</p>

Name of vessel/Incident: Lough Mask, Co. Mayo	
DATE OF INCIDENT	9 March, 2019
TYPE OF CRAFT	Recreational - Open Boat/Canoe
TYPE OF INCIDENT	Man overboard
FATALITIES	1 fatality
SUMMARY	<p>On the 8th March 2019 a local angler departed the slip at Cushlough near Ballinrobe Co. Mayo for an afternoon of angling on Lough Mask.</p> <p>He failed to return that evening and a search and rescue operation was launched but was hampered due to weather.</p> <p>The following day his lake boat was found on the eastern shore of Lough Mask. The body of the angler was not found until the 30th March 2019 after a continued search effort.</p>

Name of vessel/Incident: MV Menhaden/Killybegs Harbour, Co. Donegal	
DATE OF INCIDENT	15 March, 2019
TYPE OF CRAFT	Fishing vessel, >24m
TYPE OF INCIDENT	Drowning of crew-member while reboarding vessel
FATALITIES	1 fatality
SUMMARY	<p>The Casualty was last recorded on Closed Circuit TV (CCTV) at 00.55 hrs on Thursday the 14th March 2019. His vessel, the 'MFV Menhaden', was moored outside the 'MV Grip Transporter' which in turn was moored outside a third vessel, the 'MFV Olgarry'. The CCTV footage captures images of the Casualty climbing the gangway from the quay onto the starboard side of the 'MFV Olgarry'. He can then be seen moving aft and transiting to the port side of the 'MFV Olgarry' before moving out of sight behind the wheelhouse. He did not reappear on the CCTV footage forward of the wheelhouse or midships where the gangway to the 'MV Grip Transporter' was rigged.</p> <p>At approximately 12.30 hrs the Harbour Master was alerted that the Casualty was missing. After viewing the CCTV footage the Harbour Master contacted the Marine Rescue Sub Centre (MRSC) at Malin Head who in turn tasked Killybegs Coast Guard at 12.51 hrs. The Coast Guard boat was launched at 13.10 hrs and a shore search also commenced. At 13.25 hrs a body was sighted on the shore at the east side of the harbour. At 13.40 hrs the Coast Guard shore crew arrived on scene and called Ballyshannon Gardaí to request their attendance with a doctor.</p> <p>The evidence indicates the Casualty entered the water while transiting from the 'MFV Olgarry' at approximately 01.00 hrs. Weather conditions were poor at the time with a lot of movement between vessels.</p>

Name of vessel/Incident: Susanne II/fire and subsequent sinking	
DATE OF INCIDENT	2 May, 2019
TYPE OF CRAFT	Fishing vessel, 15 - 24 m
TYPE OF INCIDENT	Fire and sinking
FATALITIES	None
SUMMARY	<p>On the 2nd of May 2019 a fishing vessel, 30 nautical miles east of Arklow was stopped while the crew were taking a break between fishing activities when a crewmember observed smoke coming from an engine room vent. The weather at the time was good.</p> <p>The Skipper went to investigate the source of the smoke and soon realised that there was a serious fire in the engine room. He made an attempt to fight the fire but the level of smoke hampered any effort. The smoke and fire very quickly engulfed the vessel's accommodation and wheel house. The crew retrieved the vessel's Emergency Position Indicating Radio Beacon (EPIRB) and abandoned ship to an inflatable life raft.</p> <p>A passing angling vessel sighted the smoke from the burning fishing vessel and proceeded in the direction to investigate. On arriving on-scene the angling vessel recovered the three crewmembers from their life raft. Shortly afterwards the Irish Coast Guard rescue helicopter R117 arrived and lowered a paramedic to assess the crew from the fishing vessel. The Skipper was airlifted to University Hospital Waterford from where he was later discharged, while the two other crewmembers were brought to Arklow Harbour.</p> <p>A short time later a tug boat with fire fighting capabilities arrived on-scene and commenced fighting the fire on-board the fishing vessel. The fishing vessel continued to burn and eventually sank.</p>

Name of vessel/Incident: FV Ellie Adham/Rosslare, Co. Wexford	
DATE OF INCIDENT	19 May, 2019.
TYPE OF CRAFT	Fishing vessel, 15 - 24 m
TYPE OF INCIDENT	Drowning of crew-member while boarding vessel
FATALITIES	1 fatality
SUMMARY	<p>On the 19th May 2019, as the berthing crew were preparing to dock the 'MV Stena Nordica' at approximately 03.40 hrs they noticed a man passing by No. 3 berth. He seemed unsteady on his feet and informed the berthing crew he was going to the 'MFV Ellie Adhamh'. The man was then seen to proceed towards No. 4 berth where that vessel was moored.</p> <p>The last line came ashore from the 'MV Stena Nordica' at approximately 03.55 hrs. A member of the berthing party then went to check to see if the man was alright. As he approached the 'MFV Ellie Adhamh' he heard a noise coming from between the vessel and the quay wall. The other members of the berthing crew arrived and located the Casualty face down in the water.</p> <p>The berthing crew then contacted the Duty Port Controller who contacted the emergency services. The 'MV Stena Nordica' launched its rescue boat and they recovered the Casualty. They then landed him at the Lifeboat Station but despite medical intervention the Casualty did not survive.</p>

Name of vessel/Incident: Varken Ege/Medi Mode/collision	
DATE OF INCIDENT	23 August, 2019
TYPE OF CRAFT	Tanker/sailing yacht
TYPE OF INCIDENT	Collision
FATALITIES	None
SUMMARY	<p>On Saturday the 22nd August 2019 at 10.45 hrs a sailing vessel 'Medi Mode' departed from Arklow and was on route to Kilmore Quay. A decision was made to change the destination from Kilmore Quay to Howth as the weather had deteriorated and due to an impending night arrival in Kilmore Quay.</p> <p>At approximately 02.10 hrs on the 23rd August, a southbound vessel appeared off the starboard bow.</p> <p>On Sunday the 23rd August at 01.00 hrs the tanker 'Varkan Ege' commenced its sea passage after leaving Dublin Port. The destination was Falmouth and a course was set of 161 degrees with a speed of 7.5 Knots.</p> <p>At 02.15 the officer on watch (OOW) of the 'Varkan Ege' observed a red light on the starboard bow and he went to check for an echo on the radar. He found a small echo and realised that it was an echo from a sailing vessel. The closest point of approach (CPA) was 0 nautical miles.</p> <p>He made a large alteration of course to starboard. At 02.22 hrs there was a collision between the two vessels. There was damage to the sailing vessel but nobody was injured. There was no damage to the tanker 'Varkan Ege'. The sailing vessel was extensively damaged but was able to make way under its own power to Greystones Harbour.</p> <p>Nobody was injured and there was no pollution caused by this incident.</p>

Name of vessel/Incident: Tommy R/sinking	
DATE OF INCIDENT	10 October, 2019
TYPE OF CRAFT	Recreational - Motor (Decked)
TYPE OF INCIDENT	Sinking
FATALITIES	1 fatality
SUMMARY	<p>At approximately 08.00 hours (hrs) on the morning of Wednesday 9th October, a recreational craft 'Tommy R' with one angler on-board departed Dunmanus Harbour for the purpose of fishing in Dunmanus Bay.</p> <p>At 20.27 hrs, the angler was reported overdue. Shortly after a search operation commenced in the Dunmanus Bay area.</p> <p>At 22.59 hrs, boat wreckage was found on the western shoreline of Carbery Island with more wreckage found between Drishane Point and the series of inlets ("coos") east of Furze Island on the Dunmanus Peninsular. The wreckage was identified as being from the boat 'Tommy R'. The body of the angler was found by divers off the northwest side of Carbery Island at 16.19 hrs on the 13th October. The body was recovered and brought ashore to Dunmanus Harbour.</p>

Name of vessel/Incident: FV Dillon Owen/grounding and sinking	
DATE OF INCIDENT	24 October, 2019
TYPE OF CRAFT	Fishing vessel, 15 – 25 m
TYPE OF INCIDENT	Grounding and sinking
FATALITIES	None
SUMMARY	<p>On the morning of the 23rd October 2019, the 'FV Dillon Owen', whilst approaching Ardglass Harbour, Northern Ireland, lost power and drifted onto rocks at Phennick Point.</p> <p>The five crew members were airlifted to safety. Attempts by RNLI lifeboats to tow the vessel were unsuccessful and the fishing vessel remained on the rocks pending a salvage operation. The 'FV Dillon Owen' sank over the following days. The wreck was recovered and sent for demolition.</p> <p>There were no injuries to the crew or pollution of the environment connected with this incident.</p>

Name of vessel/Incident: Glencar kayak/capsize	
DATE OF INCIDENT	2 November, 2019.
TYPE OF CRAFT	Recreational - Open Boat/Canoe
TYPE OF INCIDENT	Capsize
FATALITIES	1 fatality
SUMMARY	<p>On the 2nd November 2019 a party of 27 kayakers set out on a down river run of the Upper Caragh River, Kerry. The kayakers were from a university kayak club and consisted of experienced and beginner kayakers. The first group of 9 kayakers successfully navigated the river without major incident.</p> <p>The second two groups were following the same procedure. Towards the end of the run a number of the kayakers encountered overhanging trees and two of them capsized. The first capsize person lost their paddle and was trapped upside down in their kayak. This person was quickly recovered ashore and resuscitated by members of the group.</p> <p>Simultaneous with this incident another kayaker exited their boat and became trapped against an overhanging branch by the current. Members of the group attempted to free the trapped person, who was conscious, however, after about 20 minutes the Casualty became unconscious due to the cold.</p> <p>The Casualty was freed and brought ashore with no vital signs. Resuscitation was begun. The Casualty was transferred to hospital by air ambulance where she passed away.</p>

Details of Preliminary Investigations Undertaken by the MCIB in 2019

Name of vessel/Incident: Isle of Inishmore/fatal incident on board	
DATE OF INCIDENT	21 March, 2019
TYPE OF CRAFT	International Ro-Ro
TYPE OF INCIDENT	Fatal incident on board
FATALITIES	1 fatality
SUMMARY	<p>The 'Isle of Inishmore' operates a ferry service between the ports of Rosslare Europort and Pembroke Dock and is registered under the flag of Cyprus.</p> <p>The vessel arrived at Rosslare Harbour at 06.46 hrs on the 21st March 2019 and was in the process of loading. At approximately 07.45 hrs a crewmember was crushed between two trailer units on Deck 3 of the vessel.</p> <p>The Casualty was declared dead at the scene by paramedics.</p> <p>The MCIB carried out a preliminary investigation into this incident while the full investigation was carried out by the Cypriot authorities as the flag state. See link under for final report. https://maritimecyprus.files.wordpress.com/2020/03/maic-acc-inv-report_isle-of-inishmore.pdf</p>

Name of vessel/Incident: MV Bakkedal/explosion	
DATE OF INCIDENT	18 March, 2019
TYPE OF CRAFT	Tanker
TYPE OF INCIDENT	Explosion
FATALITIES	None
SUMMARY	<p>On the 18th March 2019 the cargo/tanker vessel 'Bakkedal' was discharging molassas from tanks No. 2 and No. 4 at berth 46 in Dublin Port. At 06:00 hrs steam was put on to the heater for No. 4 tank to raise the temperature. The steam to the heaters at No. 2 and 6 tanks was turned off. At 06:30 hrs the cargo heater at No. 2 tank exploded, the cover was blown off, adjacent pipework was damaged and molassas cargo sprayed onto surrounding structures and the deck.</p> <p>Discharge of cargo was stopped and the cargo spillage contained on board.</p> <p>None of the crew were in the vicinity of the exploding heater and there were no injuries to persons on board.</p> <p>The vessel is registered under the flag of Antigua & Barbuda. The MCIB carried out a preliminary investigation into this incident while the full investigation was undertaken by the Antigua & Barbuda authorities. The findings of the flag state investigation noted the immediate causes of the incident were inadequate pre-task planning, hazard assessment, cleaning/maintenance of the space and inadequate supervision. Preventative action has been taken to address the lessons learned on board with the recommendation that the lessons learned be shared in the Company's managed fleet.</p>

Summary of Reports Published 2019

1st January to 31st December 2019

Name of vessel/Incident: Malin Beg Head, Co. Donegal	
DATE OF PUBLICATION	14 February, 2019
TYPE OF CRAFT	Recreational - Fast Power Craft/RIB
TYPE OF INCIDENT	Men overboard
SUMMARY	<p>At approximately midday on the 8th of July, 2017 two men departed on an angling trip in a Rigid Inflatable Boat (RIB) from Teelin Pier near Rhannakilla, Co. Donegal. They were observed departing by a local boatman.</p> <p>At 12.40 hrs the boatman encountered the RIB at sea and the two occupants appeared to be fishing using rods and reels. There was no further contact with the occupants of the RIB.</p> <p>At approximately 10.30 hrs the following morning a man living close to Malin Beg Head found a body on the shore close to his land. Shortly after 11.00 hrs, the boatman who had seen them leave the pier the previous day, noticed that their car was still parked at Teelin Pier and became concerned for their safety. He contacted the Coast Guard to alert them. A search was commenced and several lifeboats, Coast Guard units and the Coast Guard helicopter R118 were tasked to search an area centred at Malin Beg Head. A short time later a second man's body was taken from the sea about 400 metres (m) from where the first Casualty was found. The RIB and a debris field were found on the foreshore close to the location of the first Casualty.</p>
INJURIES/FATALITIES	2 fatalities
CAUSE OF INCIDENT	<p>There were no witnesses to the actual incident which caused the individuals to exit the boat or their drowning. From the evidence available both men appeared to be amateur anglers.</p> <p>It is clear from witness statements that the crew had difficulty with the outboard engine. The wind direction was westerly and the vessel on a lee shore. Without an anchor and with an unreliable engine in such a situation a vessel would quickly find itself in difficulties.</p> <p>It is likely, given the above, that the vessel drifted into an area of surf and breaking waves. It may have been swamped or capsized throwing the occupants overboard.</p>

Name of vessel/Incident: FV Julie Eleanor	
DATE OF PUBLICATION	3 May, 2019.
TYPE OF CRAFT	Fishing vessel < 15 m
TYPE OF INCIDENT	Man overboard
SUMMARY	<p>On the 22nd November, 2017 at 12.22 hrs the fishing vessel 'FV Julie Eleanor' departed with a single fisher aboard. At 21.46 hrs on the 22nd November the Coast Guard received a phone call reporting the fishing vessel as overdue. At 23.15 hrs the Search and Rescue helicopter located the vessel at a position 1.2 miles south east of Barna where it was held fast to a line of pots. The Galway lifeboat crew boarded the vessel at 23.21 hrs and found nobody aboard. The sole Personal Floatation Device (PFD) with which the vessel was equipped was subsequently located in the wheelhouse. The search was suspended at 01.33 hrs on the 23rd November and was resumed at first light. The body of the fisher was recovered around noon approximately five miles east of where the vessel had been located.</p>
INJURIES/FATALITIES	1 fatality
CAUSE OF INCIDENT	<p>The cause of the Casualty falling overboard is not readily identifiable. It has not been possible to ascertain what caused the interruption in deployment of the second line of pots.</p> <p>The fact that the boathook was on board suggests the Casualty was not trying to clear fouled pots or lines as it would have gone overboard also. In addition, the engine and steering were operating satisfactorily when the vessel was brought to Galway docks, which is counter indicative of a fouled propeller or rudder that the fisher might have been attempting to clear.</p> <p>The weather and sea at the time were not severe so those factors are unlikely to have caused the Casualty to fall overboard.</p>

Name of vessel/Incident: FV Ashling Patrick	
DATE OF PUBLICATION	14 June, 2019.
TYPE OF CRAFT	Fishing Vessel 15 m
TYPE OF INCIDENT	Swamping
SUMMARY	<p>On the 10th April, 2018 at approximately 07.00 hrs, the 'FV Aisling Patrick' departed from Ballyglass, Co. Mayo with three persons on board to fish for mackerel between Erris Head and Eagle Island.</p> <p>At around 12.30 hrs the vessel began listing to starboard. The Skipper entered the wheelhouse and the speed was reduced to ascertain the cause of the list. A wave struck the vessel on the port quarter which pushed the starboard bulwark under water and flooded the deck. Almost immediately a second wave struck the port side again and capsized the vessel.</p> <p>The Skipper had commenced a mayday message after the first wave struck but he had not completed it when the second wave struck and capsized the vessel. He swam out from underneath the capsized vessel. The other two crewmembers were thrown into the water. The life raft surfaced from under the vessel and one crewmember inflated it and climbed aboard. He threw a large fender towards the Skipper. The third crewmember was in the water face down and did not make any attempt to swim or stay afloat. One crewmember was in the life raft, the other two were in the water drifting away.</p>
INJURIES/FATALITIES	1 fatality
CAUSE OF INCIDENT	<p>The investigation was unable to determine conclusively the cause of the capsizing but it would appear that the vessel's stability was reduced due to the ingress of water and as a consequence capsized in the prevailing sea conditions.</p> <p>There were at least two possible sources of water ingress identified on the starboard side of the vessel. One source identified was the multiple pipe connections between the oil cooler and deck water pump. Another source of water ingress was through a crack in the deck leading to the aft starboard compartment.</p> <p>The bilge alarm systems did not give an early warning of water ingress into either compartment. This indicates that the vessel had not been maintained in accordance with the Code of Practice for fishing vessels less than 15 m LOA as required in the CoP Section 1.5.4.2.</p> <p>The requirements set out in Sections 2.17, 2.18 and 4.3.2 and Annex 7 of the CoP could benefit from elaboration to assist owners in ensuring the installation and maintenance of effective bilge pump arrangements.</p> <p>The most probable reason the EPIRB did not deploy is that its hydrostatic release did not immerse to 4 metres.</p> <p>The distress message would have been complete had it been sent digitally by activating the DSC button on the VHF.</p> <p>The absence of any formal operational training for the crew of this vessel resulted in poor operational procedures and incorrect actions during an emergency situation.</p> <p>Of the top ten factors in the Marine Safety Strategy contributing to loss of life at sea in Ireland identified by the Department of Transport, Tourism and Sport the following three are present in this incident:</p> <ul style="list-style-type: none"> • The need for an enhanced maritime safety culture. • Lack of crew training. • Non-wearing of PFD (lifejacket/buoyancy aid).

Name of vessel/Incident: River Suir, Co. Tipperary	
DATE OF PUBLICATION	17 July, 2019
TYPE OF CRAFT	Recreational – OpenBoat/Canoe
TYPE OF INCIDENT	Drowning
SUMMARY	On the morning of the 11th November 2017 a group of people were engaged in kayaking in the vicinity of Cahir Castle, Co. Tipperary. One member of the group capsized while negotiating a weir (sluice) and entered the water. He was unable to get to safety and floated approximately 4.18 kilometres (kms) down the River Suir where rescue services recovered him. He did not respond to first aid.
INJURIES/FATALITIES	1 fatality
CAUSE OF INCIDENT	<p>Prior to negotiating the weir, no recorded risk assessment was carried out and no recorded plan was in place for an incident occurring.</p> <p>The Casualty was not wearing a PFD when he was recovered from the river. He was wearing a PFD prior to going down the weir and therefore it was either removed by the Casualty or lost between the time of the incident and the time of the recovery.</p>

Name of vessel/Incident: FV Beal Sruthan	
DATE OF PUBLICATION	6 September, 2019
TYPE OF CRAFT	Recreational – Motor (Decked)
TYPE OF INCIDENT	Sinking
SUMMARY	<p>On the 23rd May 2018, the Casualty, operating a 21 foot open boat departed from an unidentified location near Clifden, believed to be a pier close to the townland of Coolacloy, Co. Galway, to commence laying lobster pots. He was on his third run of the day and departed in the late afternoon.</p> <p>After approximately one hour he contacted a friend by mobile phone saying the vessel was taking on water and he was in trouble. The emergency services were alerted and knowing the approximate location of his vessel they proceeded from Clifden Royal National Lifeboat Institution (RNLI) station. An Irish Coast Guard helicopter was also tasked. The emergency services were on scene in approximately 25 minutes. A short time later a body was spotted by the helicopter and the RNLI boat was directed to it. The body was recovered and brought ashore at the entrance to Clifden Harbour.</p>
INJURIES/FATALITIES	1 fatality
CAUSE OF INCIDENT	<p>The cause of the incident has not been firmly established.</p> <p>Modifications had been made to the vessel which may have contributed to its sinking.</p> <p>The only lifesaving appliance found on board was a non-approved lifebuoy which was affixed to the vessel with cable ties, was full of water and was of no use in an emergency situation.</p> <p>The vessel did not comply with the Code of Practice for Small Fishing Vessels or the Code of Practice for Recreational Craft which includes requirements for recreational fishing. In this case the vessel did not comply with either set of requirements.</p>

Name of vessel/Incident: Coonana Pier, Co. Kerry	
DATE OF PUBLICATION	12 September, 2019
TYPE OF CRAFT	Recreational - Fast Power Craft/RIB
TYPE OF INCIDENT	Swamping
SUMMARY	<p>On the 30th September 2018 at approximately 08.30 hrs a recreational powerboat departed from Coonanna Pier in Co. Kerry with three persons on board. The vessel sailed out of the harbour and proceeded westwards to fish with rods in Dingle Bay.</p> <p>At approximately 18.00 hrs a member of the public saw the bow of a boat at the entrance to Coonanna Harbour and shortly afterwards observed a person in the water closer to the pier. The person informed the Coast Guard which tasked a SAR helicopter and the Valentia Lifeboat. The helicopter recovered three bodies from the water. The remains of the boat were recovered the next day</p>
INJURIES/FATALITIES	3 fatalities
CAUSE OF INCIDENT	<p>There are four main factors which likely combined to cause this incident and its outcome :</p> <ol style="list-style-type: none"> 1. The design and construction of the boat. 2. Failure to plan for the voyage and for emergency situations. 3. Failure to appreciate the limitations of the boat. 4. The consumption of alcohol by two of the three crew. <p>When the boat was first sighted it was stern underwater and bow pointing upwards. This indicates that the boat was swamped from astern so the cockpit rapidly filled with water and tipped the crew into the sea.</p>

Name of vessel/Incident: River Roughty, Co. Kerry	
DATE OF PUBLICATION	25 September, 2019
TYPE OF CRAFT	Recreational – Open Boat/Canoe
TYPE OF INCIDENT	Capsize
SUMMARY	<p>On the morning of the 4th November 2018 a party of five experienced kayakers set out on a downriver run of the Roughty River, Co Kerry.</p> <p>The kayakers were aware of a log obstructing the river about 2.5 km downriver and planned to takeout just before the drop where the log was located by turning into a side channel. The first three kayakers turned in and beached their kayaks and waited for the remaining two to arrive. As the fourth kayaker approached the side channel the kayak capsized and the kayaker went into the water. One of the first three kayakers attempted to hold the kayak and catch the person in the water, however, the person went over the drop and was caught under the log. The fifth kayaker arrived and beached his boat and the four kayakers attempted to pull the person free from the log but could not do so. At this point the Casualty's head was underwater.</p> <p>One person went to the road and borrowed a mobile phone to call the emergency services. When the emergency services arrived efforts were made to move the log and after about an hour and a half the log was removed and the Casualty released and carried ashore. Once ashore the Casualty was attended to by a doctor from the ambulance service and pronounced dead.</p>
INJURIES/FATALITIES	1 fatality
CAUSE OF INCIDENT	<p>The incident occurred because the Casualty's kayak touched a rock and capsized as she was turning across the current.</p> <p>Capsizing is a fairly normal occurrence and the trained and experienced kayaker can push themselves upright with their paddle. In this instance the kayak was in shallow water. The Casualty probably exited the boat unintentionally and was unable to hold on to the boat or get to her feet. She went out into the main flow of water and did not gain a foothold on the river bed and was washed downstream over the drop and into the log obstruction.</p>

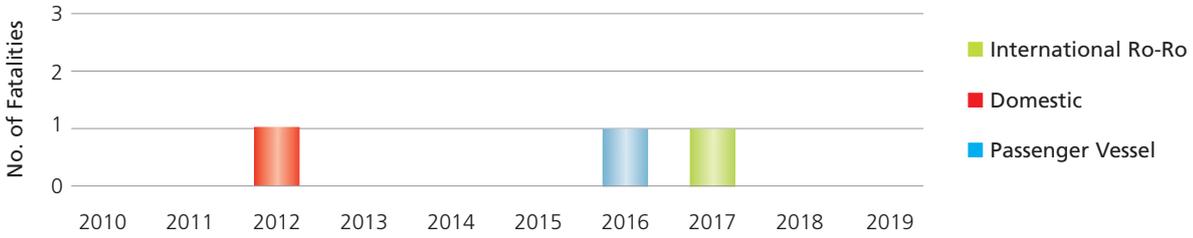
Comparisons of Marine Casualties 2010 - 2019

Type of Craft	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Passenger Ships/Vessels										
International Ro-Ro							10 injuries	1 Fatality		
Domestic			1 Fatality				2 Injuries			
Passenger Vessel							1 Fatality 1 Injury			
Sub total	None	None	1 Fatality	None	None	None	1 Fatality 13 Injuries	1 Fatality	None	None
Cargo Ships										
General Cargo Ships										
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship									1 Fatality	
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
Sub total	None	None	None	None	None	None	None	None	1 Fatality	None
Fishing Vessels										
< 15 metres	2 Fatalities	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality	2 Fatalities	2 Fatalities	2 Fatalities	
15 - 24 metres	1 Fatality/ 1 Injury		5 Fatalities/ 1 Injury	3 Fatalities						1 Fatality
> 24 metres		1 Fatality				2 Fatalities	2 Fatalities			1 Fatality
Sub total	3 Fatalities/ 1 Injury	5 Fatalities	9 Fatalities/ 2 Injuries	5 Fatalities	1 Fatality	3 Fatalities	4 Fatalities	2 Fatalities	2 Fatalities	2 Fatalities
Recreational Craft										
Jet Skis										
Open Boats/Canoe	8 Fatalities	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury		1 Fatality/ 1 Injury	1 Fatality	1 Fatality	3 Fatalities/ 1 Injury
Motor (Decked)	5 Fatalities/ 1 Injury					2 Fatalities	3 Fatalities		1 Fatality	1 Fatality
Sail			1 Fatality		1 Fatality					
Fast Power Craft/RIB	2 Fatalities 2 Injuries	1 Fatality	1 Fatality					2 Fatalities	3 Fatalities	
Sub totals	15 Fatalities/ 3 Injuries	2 Fatalities	5 Fatalities/	1 Fatality	4 Fatalities/ 1 Injury	2 Fatalities	4 Fatalities/ 1 Injury	3 Fatalities	5 Fatalities	4 Fatalities 1 Injury
Total Incidents	17	13	17	6	7	7	15	5	6	10
Total Fatalities	18	7	15	6	5	5	9	6	8	6
Total Injuries	4	0	2	0	1	0	14	0	0	1
Total No. of Vessels involved	18	12*	18	6	7	7	15	5	6	11

*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

Fatality Trends 2010 - 2019

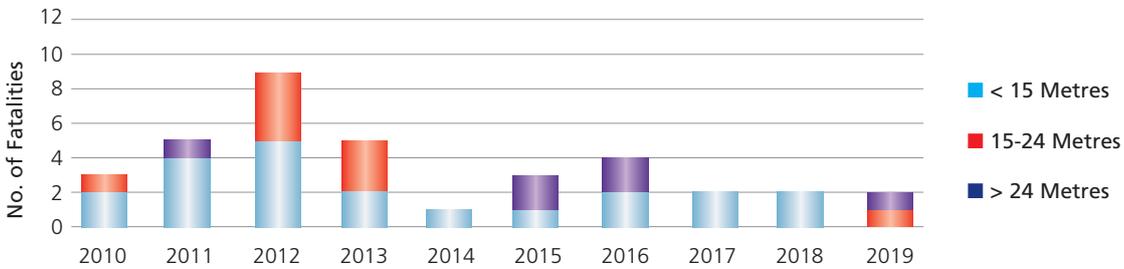
Passenger Ships/Vessels



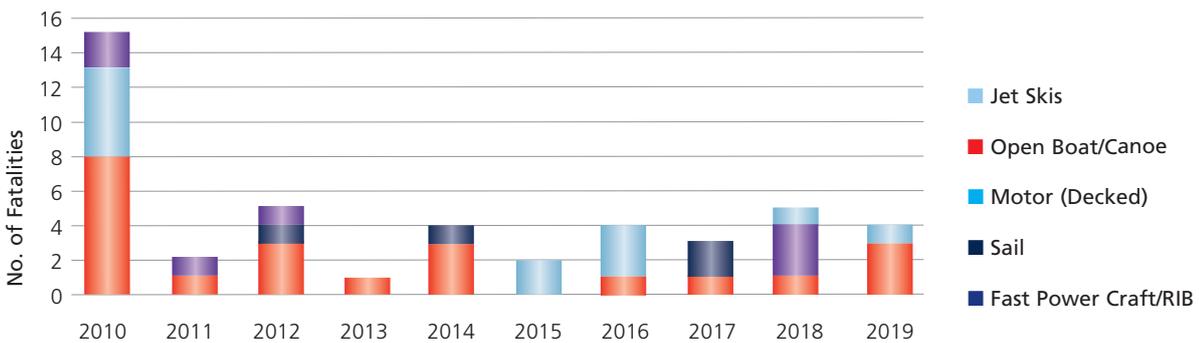
Cargo Ships



Fishing Vessels



Recreational Craft



Appendix A

The incidents set out under were considered by the MCIB but not investigated. Some of these incidents involved cooperation with other flag states or in some case the uploading of key data onto the European Maritime Casualty Investigation Platform (EMCIP).

Date	Vessel Name	Incident Details
MCIB/13/318	MFV Kapitan Nazin	08.02.19
MCIB/13/319	FV Galiana Segundo	13.02.19
MCIB/13/320	Bro Developer	07.02.19
MCIB/13/317	FV Glenravel	08.02.19
MCIB/13/321	MV Mirror	29.03.19
MCIB/13/322	W.B.Yeats	30.03.19
MCIB/13/323	MV Laureline	05.04.19
MCIB/13/324	MV Arklow Muse	05.04.19
MCIB/13/325	MV Zea Gold	13.04.19
MCIB/13/326	Fenit RNLI ALB	13.04.19
MCIB/13/327	Arklow Day	03.05.19
MCIB/13/328	MFV Flowing Tide	08.05.19
MCIB/13/329	FV Jimmy	21.05.19
MCIB/13/330	Loa Zour	06.06.19
MCIB/13/331	FV ASPIN	08.06.19
MCIB/13/332	Isle of Inishmore	11.08.19
MCIB/13/333	Arklow Dale	20.08.19
MCIB/13/334	FV Kirrixki/MV Hua Sheng Hai	12.10.19
MCIB/13/335	Stena Europe	29.10.19
MCIB/13/336	Granuaile	31.10.19
MCIB/13/337	FV Sean Og/Atlantic Sea collision	02.11.19
MCIB/13/338	Corona Gloria	18.11.19
MCIB/13/339	Rio Da Bouza	24.11.19
MCIB/13/340	Arklow Day	09.12.19
MCIB/13/341	Séan Óg	15.12.19
MCIB/13/342	Arklow Fortune	19.12.19

NOTES

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