

**MCIB**

Marine Casualty Investigation Board  
*Bord Imscrúdú Taisní Muirí*



**REPORT INTO A  
FATAL INCIDENT  
INVOLVING A RECREATIONAL  
POWERBOAT  
OFF COONANNA PIER,  
CO KERRY  
30th SEPTEMBER 2018**

**REPORT NO. MCIB/282  
(No.6 OF 2019)**

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 for Transport, Tourism and Sport 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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The Marine Casualty Investigation Board was established on the 25th March, 2003 under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

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## Glossary of Abbreviations and Acronyms

<b>CGU</b>	Coast Guard Unit
<b>GRP</b>	Glass Reinforced Plastic
<b>Kt</b>	Knot (Nautical mile per hour)
<b>LOA</b>	Length Overall
<b>NM</b>	Nautical Mile
<b>PFD</b>	Personal Flotation Device
<b>SOLAS</b>	The International Convention for the Safety of life at Sea
<b>VHF</b>	Very High Frequency
<b>CoP</b>	Code of Practice

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## 1. SUMMARY

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.

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.

Note all times are local time.

## 2. FACTUAL INFORMATION

### 2.1 The Vessel

Type:	Picton Sidewinder Ski Boat.
Builder:	Picton Boats UK.
Length Overall (LOA):	4.8 metres (m) / 16'.
Breadth:	1.94 m / 6'05".
Depth at transom:	550 millimeters (mm) / 1'10" .
Year:	Circa. 1980.
Construction:	Glass Reinforced Plastic (GRP).
Engine:	Understood to be a Mercury Mariner 80hp petrol outboard.
Aux Engine:	Honda 7.5 hp petrol outboard. Weight 35 kilograms (kgs).

The vessel was a 16ft GRP ski boat with a foredeck and open cockpit aft with wheel steering and engine controls on starboard side (see Appendix 7.1 Photograph Nos. 1 and 2).

### 2.2 Crew

Skipper.

Crewmember No. 1.

Crewmember No. 2.

### 2.3 Code of Practice

The vessel was a recreational craft.

Code of Practice for the Safe Operation of Recreational Craft  
(CoP for Recreational Craft).

### 2.4 Safety Equipment

Three Personal Flotation Devices (PFDs), each rated at 50 newton buoyancy but no whistles attached.

## 2.5 Voyage Particulars

An inshore voyage from Coonanna Pier towards Valentia Island and back.

## 2.6 Marine Incident Information

Type:	Fatalities and loss of vessel - very serious marine casualty.
Date:	30th September 2018.
Time:	18.00 hrs.
Position:	Lat 51° 59.37' N - Long 010° 12.82' W. South Coast Dingle Bay, Co. Kerry.
Wind Speed:	4 Beaufort - Moderate breeze 11-16 kt.
Wind direction:	North.
Sea state:	Slight (0.5 to-1.25m) Douglas.
Swell:	NW 2-3 metre.
Visibility:	Good (5+ NM).
Air Temperature:	11.8° C.
Sea Temperature:	13.4° C.
Tide Information:	High Water 08.30 hrs.
Valentia (ATT)	Low Water 14.30 hrs.
Range:	Spring tides.
Sunrise:	Approximately 07.41 hrs.
Sunset:	Approximately 19.20 hrs.
Boat Operation:	Sea angling with vessel founder.
Human factors:	Lack of preparation for emergency.
Equipment Factor:	Vessel foundered.
Consequences:	Loss of vessel and three fatalities.

## 2.7 Shore Authority Involvement and Emergency Response

Extract from Sitreps (see Appendix 7.3 Extract from Situation Reports (SITREP)).

### 30th September 2018.

- 18.03 Member of public reports sunken boat off Coonanna Pier. Mayday broadcast and Valentia Lifeboat, Helicopter R115 and Iveragh CGU tasked to scene.
- 18.38 Gardai on scene.
- 18.40 Valentia Lifeboat and R115 on scene.
- 19.21 R115 transfers one body from water to shore. Two more bodies lifted and transferred to Kerry Airport (EIKY).
- 19.33 R115 lands at Kerry Airport, bodies transferred to Kerry University Hospital.
- 19.41 Gardai confirm there were 3 persons on vessel.

### 1st October 2018

- 07.36 Gardai on scene.
- 08.09 Valentia Lifeboat tasked.
- 08.56 Valentia Lifeboat on scene.
- 09.42 Valentia Lifeboat collects and lands debris, reports boat has broken up during night.
- 15.05 Local diving team commence recovery of remains of vessel at request of Gardai.
- 19.47 Vessel remains, and engine recovered to Cahersiveen Garda Station.

## 3. NARRATIVE

- 3.1 One Sunday morning during March 2018 (exact date unknown) three people arrived at Coonanna Pier with a boat. They asked a local resident for help in starting the outboard engine and subsequently arranged to park the boat on the resident's property.
- 3.2 The owner of the boat and his friends went out in the boat almost every Sunday during the summer. Occasionally help was required to start the engine. The routine was that they would arrive early in the morning and go out angling until about 14.00 hrs. They would then come in and gut the fish for about two hours before returning home.
- 3.3 On Sunday 30th September 2018 at around 07.30 hrs the three men arrived at Coonanna and prepared the boat to go angling. They were observed by a local resident at 08.30 hrs about to launch the boat on the slipway. The resident described them as "*being in good spirits and wearing lifejackets and clothes suitable for the day's conditions*". In fact the 'lifejackets' were buoyancy vests with 50 newton rating (see Appendix 7.1 Photograph No. 3).
- 3.4 At 11.00 hrs Crewmember No.1 received a mobile phone call from his wife. He told her that the water was "*no good, not stable*" and that he wanted to come back. His wife called him again at 14.30 hrs but there was no reply.
- 3.5 Shortly before 18.00 hrs a local resident arrived back at Coonanna Pier. He remarked to another resident that the men who had gone out in the boat had not returned. They went up on the pier and saw something in the water out in the harbour. One of them got a pair of binoculars and observed the bow section of a boat upright in the water and shortly afterwards he saw a body of a man in the water closer to the pier. He called the Coast Guard and reported what he had seen. The call was timed by the Coast Guard at 18.03 hrs. They tasked Valentia Lifeboat, the Shannon SAR helicopter R115 and the Iveragh Coast Guard Unit (CGU) to the location.
- 3.6 The Valentia Lifeboat and R115 arrived on the scene at 18.40 hrs. There was a two to three meter swell in the harbour so the lifeboat could not approach the Casualty in shallower water. R115 recovered the body nearest the pier and landed the Casualty ashore to the Gardai and the Coast Guard who were in attendance there. The helicopter then recovered two bodies close to the partly submerged boat and took them to Kerry Airport. It was now dark and the lifeboat returned to base leaving the partly submerged boat in shallow water. The bodies of all three Casualties were brought to Kerry University Hospital for post mortem examinations.
- 3.7 On the 1st October the Valentia Lifeboat returned to Coonanna Harbour. The casualty boat had broken up during the night and sunk. The lifeboat crew recovered floating debris and brought it ashore to the Gardai. During the afternoon a local

diving team, under the direction of the Gardai, recovered the remains of the sunken boat which were brought to Cahersiveen Garda Station for storage.

- 3.8 The severely damaged boat and the debris collected by the lifeboat were examined in Cahersiveen Garda Station on the 7th October 2018. The clothing and PFDs worn by two of the Casualties were also examined.
- 3.9 The vessel was on a two-wheel trailer and the following observations were recorded:
- The hull and deck mouldings had become separated (see Appendix 7.1 Photograph No. 1).
  - The stern of the boat was broken up with the transom detached from the hull.
  - Lumps of polystyrene foam which had become detached from inside the bow.
  - The main outboard engine was still attached to the transom.
  - The top cover of the engine was missing and there was no manufacturer's plate.
  - The engine was an old model and had been repainted.
  - There was the fractured remains of an outboard bracket on the starboard side of the transom.
  - The approved plastic fuel tank was three-quarters full (approximately 10 litres).
  - There was a five gallon plastic drum with a small amount of fuel.
  - Three fishing rods.
  - A Garmin Echo 150 fish finder.
  - A glass bottle with a small amount of alcoholic spirit.
  - The plastic pack for four beer cans.
- 3.10 The PFDs were buoyancy vests rated at 50 newtons but did not have whistles attached (see Appendix 7.1 Photograph No. 3).
- 3.11 On Coonanna Pier there was a sign in compliance with the International Standards Organisations Standard ISO 20712 (1, 2 and 3) on graphic symbols to prompt the wearing of PFDs (see Appendix 7.1 Photograph No. 4). All three bodies were recovered wearing flotation devices.
- 3.12 The cause of death is a matter to be determined by the Coroner. The post mortem reports on each of the three Casualties indicate that death was due to 'acute cardio-respiratory failure due to drowning'. Tests undertaken by the State laboratory for the autopsies indicated concentrations of blood ethanol at 148mg% for the Skipper, zero for Crewmember No. 1 and 191mg% for Crewmember No. 2.

## 4. ANALYSIS

- 4.1 There are four main factors which likely combined to cause this incident:
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.
- 4.2 The boat was powered by an outboard engine which was attached to a cut-away portion of the transom. Forward of the transom was a splash pan which drained overboard. The height of the transom was 550 mm. The actual freeboard aft was much less as there was the combined weight of the outboard, the second outboard, three persons, the can of fuel and a catch of fish. All of these were located aft. The boat was, therefore, vulnerable to swamping from waves coming from astern.
- 4.3 When this type of boat gets up to speed the hull rises out of the water and it skims on the surface. This is called being 'on the plane'. The boat generates a wake wave which follows the boat. In calm conditions when the boat slows down the hull drops in the water and the wake wave overtakes the boat and lifts the stern and pushes the boat forward. If the boat is slowed down too quickly it stops dead in the water and the wake wave can cause water to come over the transom into the boat. If the boat is in a following sea (i.e. waves coming from astern) the sea waves combine with the wake wave to form a much higher wave. In these situations if the boat is slowed down too quickly it is certain that the large wave will come over the stern and swamp the boat. On the 30th September the wind was northerly with a swell from NW. As the boat turned into Coonanna Harbour it would have had the waves coming from astern. At the entrance to the harbour the depth of water reduces and just inside the 20 m contour there is a 12.3 m patch which would cause an increase in wave heights. Along with the heavy loading at the aft end of the boat this created the conditions for a wave to swamp the boat as it slowed down (see Appendix 7.2 Chartlet of the Area).
- 4.4 When the boat was sighted at 18.00 hrs 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. The air trapped in the bow of the boat, along with the internal foam buoyancy, kept the boat afloat with stern down due to the weight of the two outboard engines. This may have occurred at the west side of the entrance before 14.30 hrs. The crew and boat drifted in and across the harbour to the position in which they were sighted at 18.00 hrs.
- 4.5 The Skipper of the vessel would have been sitting at the wheel. The findings on autopsy of bruising and abrasions to his face are consistent with him violently contacting the windscreen. This would indicate that the swamping occurred very suddenly.

- 4.6 The crew wore buoyancy vests which are sleeveless jackets without a collar (see Appendix 7.1 Photograph No. 3). Unlike a lifejacket which completely supports the body and keeps the head back and out of the water a buoyancy vest only provides limited support. Each member of the crew had layers of clothing on their upper bodies but lower body and legs had only track suit trousers. The Casualties would have quickly succumbed to cold in the water. The Skipper was found some distance from the boat and further inshore which indicates he may have attempted to swim to shore but became exhausted before reaching it. Marine Notice No. 10/2016 outlines the regulations for wearing PFDs/lifejackets in small boats (see Appendix 7.5 Marine Notice No. 10 of 2016). The regulations state that ‘a suitable PFD must be worn at all times by anyone on board a moving pleasure craft that is under 7 meters in length’.
- 4.7 The CoP for Recreational Craft recommends the inclusion of the following equipment for vessels in sheltered/coastal waters:
- Suitable PFD/Lifejacket 150 Newtons for each person on board - (at least 100 Newtons for sheltered waters).
  - Two hand held distress flares and two orange smoke signals.
  - Fixed Very High Frequency (VHF) radio and a waterproof hand-held VHF radio.
  - Mobile phone (in waterproof holder).
  - Foghorn (powered or aerosol type).
  - Manual bilge pump.
  - Anchor and warp.
- This vessel did not comply with any of these recommendations.
- 4.8 A mobile phone was being used as the primary means of communication. It was not in a waterproof holder and it was not secured to the person.
- 4.9 Section 11.11 of the CoP 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.
- 4.10 Under SOLAS Chapter V, Regulation 34 Voyage Planning, all vessels are required to plan voyages/passages (see Appendix 7.6). Whilst the voyage plan does not necessarily need to be written down the last paragraph (Annex 24 -Voyage Planning) of the regulation is essential ‘Information ashore: make sure that someone ashore knows the plans for the trip and knows what to do should they become concerned for the crews’ well-being’. If in doubt as to the reliability of communication with a person ashore, the Coast Guard should be informed of the voyage plan. Had a call been made to the Coast Guard before setting out the phone number could have been on record and the proposed area of activity would have been notified to the Coast Guard. In addition, the Coast Guard would

have known the number of persons on board. The crew of the boat were not native English speakers but were living in Ireland with their families. The local people interviewed stated that the crew's command of English was reasonable.

- 4.11 Marine Notice No. 11 of 2018 (see Appendix 7.7 Marine Notice No. 11/2018 Prohibitions on consumption of alcohol and/or drugs) is directed at all owners and users of marine craft by detailing the prohibition on the consumption of alcohol and/or drugs when operating or while on board a recreational craft or any vessel in Irish waters.
- 4.12 It is reasonable to conclude that the consumption of alcohol was a factor in the inability of this crew to effectively cope with the weather conditions on the day. Tests undertaken by the State Laboratory for the autopsies indicated concentrations of blood ethanol at 148mg% for the Skipper, zero for Crewmember No. 1 and 191mg% for Crewmember No. 2. Under the terms of the Road Traffic (Amendment) Act, 2018 a concentration of blood ethanol at 51mg to 80mg per 100ml of blood incurs a penalty of automatic disqualification for fully licenced drivers.
- 4.13 The consumption of alcohol also adversely affects the likelihood of survival for anyone entering the water with only a buoyancy aid for support. Alcohol causes dehydration and can contribute to hypothermia to which a casualty can be exposed if not immediately retrieved from the water. Sudden immersion in water below 15 degrees centigrade causes cold shock, difficulty in breathing and restricted movement of the limbs. Those with higher alcohol levels who are struggling to survive in cold water are likely to succumb to drowning more quickly.

## 5. CONCLUSIONS

- 5.1 The vessel was not suitable for the conditions and voyage on the day.
- 5.2 The vessel did not carry the basic safety equipment as recommended in the CoP for Recreational Craft.
- 5.3 The crew had not planned the voyage sufficiently and were not prepared for an emergency.
- 5.4 The vessel was swamped by a wave washing over the transom of the heavily laden boat. This wave was a combination of the boat's wake wave and a swell wave.
- 5.5 The fatalities resulted from a prolonged period in cold water as there was no means of indicating distress.
- 5.6 The omissions and deficiencies by the crew stemmed from a lack of knowledge and training.
- 5.7 Mobile phones are not reliable as a means of contacting the emergency services and a marine VHF radio should be used. This vessel was not equipped with marine VHF radios.
- 5.8 Buoyancy aids are only suitable where a person will be quickly lifted from the water. PFDs which support the head out of the water are required in situations where the person is in the water for a prolonged period of time.
- 5.9 It is likely that consumption of alcohol by two of the three crew resulted in diminished ability to cope with the prevailing conditions and impaired performance in addressing an emergency.

## 6. SAFETY RECOMMENDATIONS

- 6.1 All owners and users of vessels must comply with the Code of Practice for the Safe Operation of Recreational Craft.
- 6.2 All owners and users of vessels must abide by the prohibition on consumption of alcohol as detailed in Marine Notice No. 11 of 2018 (see Appendix 7.7 Marine Notice No. 11/2018 Prohibitions on consumption of alcohol and/or drugs).

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## Appendix 7.1 Photographs



Photograph No. 1: The remains of the boat.



Photograph No. 2: Similar boat.

Appendix 7.1 Photographs



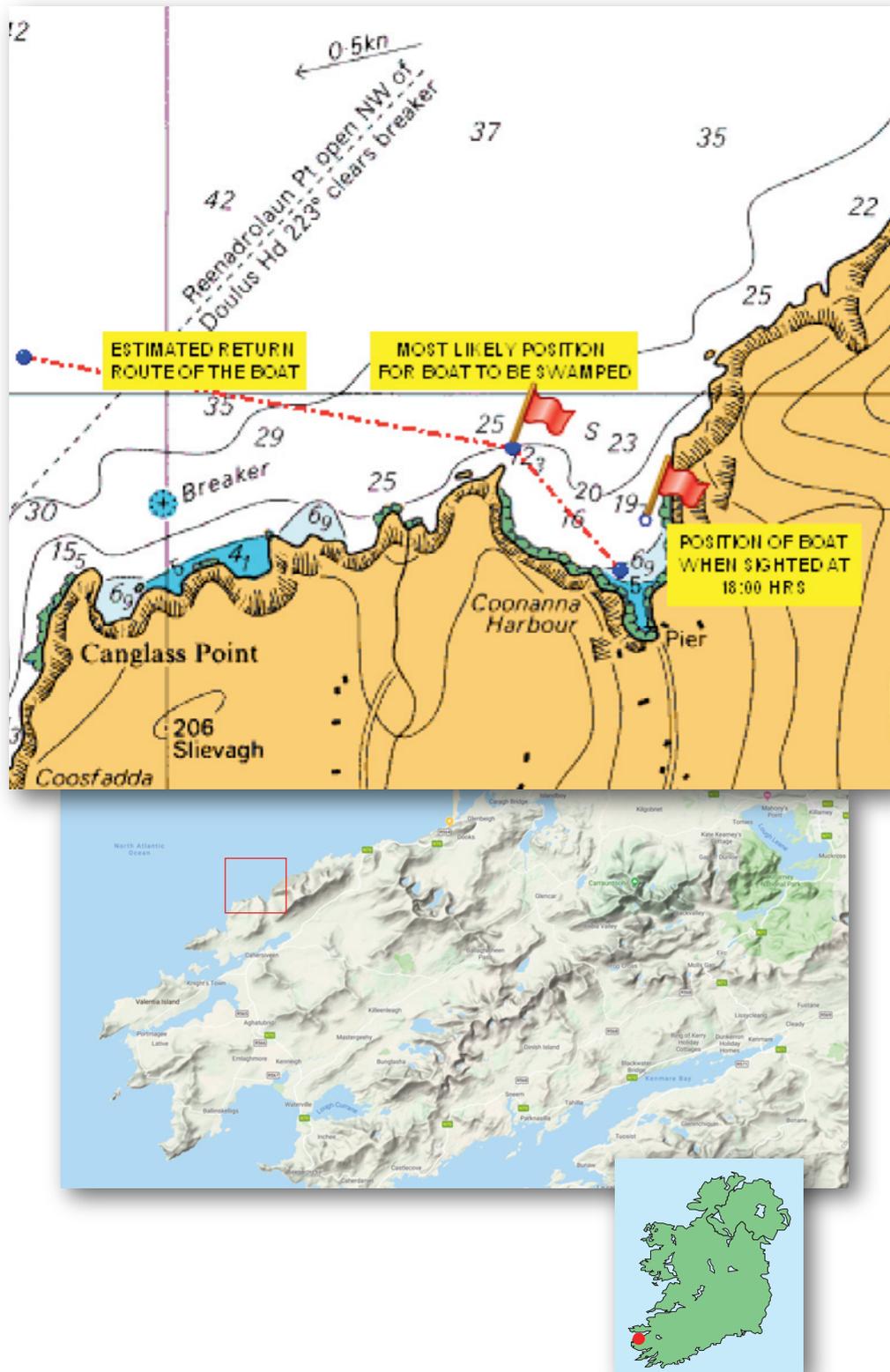
Photograph No. 3: The buoyancy aids used by the three crew.



Photograph No. 4: Sign on Coonanna Pier.

# APPENDIX 7.2

## Appendix 7.2 Chartlet of the Area



Appendix 7.3 Extract from Situation Reports (SITREP)

RE: POLREP 64/18 SUNKEN VESSEL COONANA PIER (UIIN2189/18) - SITREP One & Final

To  
MRSC VALENTIA SITREP GROUP

SITREP Number  
ONE  
Incident  
UIIN2187/18 (MOP REPORTS SUNKEN BOAT OFF COONANA PIER CAHERCIVEEN)  
Reference Number  
SITREP1/UIIN2187/18  
A. ID of Casualty  
15FT PUNT

B. Position  
[51°59.37N 010°12.82W](#)

C. Situation  
MOP REPORTS A SUNKEN BOAT OFF COONANA PIER OUTSIDE CAHERCIVEEN  
D. Number of Persons 3  
E. Assistance Required  
LOCATE AND ASSIST  
F. Coordinating RCC  
MRSC Valentia

G. Description of Casualty  
15FT PUNT 3 x Males wearing Buoyancy Aids  
H. Weather On Scene  
Wind: 4, N / Sea: Slight / Swell: Low wave / Air Temp: 11.788151741027832°C / Water  
Temp: 13.36939811706543°C / Cloud Cov: Overcast  
J. Initial Actions Taken

TASKED VALENTIA RNLI / TASKED R115 / MAYDAY RELAY BROADCAST /  
ADVISED ANGLESEY STREET GARDAI / ADVISED NACC / ADVISED ONCALL /  
ADVISED NAVAL SERVICE / CFT DIVERS

K. Search Area  
COONANA PIER CAHERCIVEEN

L. Coordinating Instructions  
LOCATE AND RECOVER

M. Future Plans  
RECOVERY OPERATIONS OF PUNT WRECKAGE TO BE ASSESSED 01\_OCT/AM

N. Additional Information  
1703: MOP REPORTS SUNKEN BOAT OFF COONANA PIER, TASKED VALENTIA  
RNLI, R115, IVERAGH CGU,  
MAYDAY RELAY BROADCAST. ADVISED AGS, NEOC, NAVAL SERVICE  
1738: GARDAI ONSCENE  
1740: R115 AND VALENTIA RNLI ONSCENE  
1821: R115 TRANSFERRED 1 X T4 TO HSE ON COONANNA PIER TO 2 X T4S BEING  
TRANSFERRED TO EIKY 1833: R115 LAND ON EIKY 1841: ANGLESEY STREET  
GARDAI CONFIRM TOTAL OF 3 CASUALTIES WERE ONBOARD PUNT  
1848: IVERAGH CGU RELEASED 1849: ONCALL SITREP PASSED  
2042: CASUALTIES TRANSFERRED BY R115 TO AGS AT EIKY. R115 RTB.

**Appendix 7.3 Extract from Situation Reports (SITREP)**

MRSC VALENTIA

ROUTINE

01 0606Z OCT 18

FROM MRSC VALENTIA

TO MRSC VALENTIA SITREP GROUP

BT

MOP REPORTS SUNKEN BOAT OFF COONANA PIER CAHERCIVEEN

UIIN2187/18

SAR SITREP TWO AND FINAL

A - IDENTITY OF CASUALTY:

15 FT PUNT

B - POSITION

51°59.37N 010°12.82W

C - SITUATION

MOP REPORTS A SUNKEN BOAT OFF COONANA PIER OUTSIDE CAHERCIVEEN

D - NUMBER OF PERSONS

3

E - ASSISTANCE REQUIRED

LOCATE AND ASSIST

F - COORDINATING RCC

MRSC VALENTIA

G - DESCRIPTION OF CASUALTY

15FT PUNT

3 X MALES WEARING BOUYANCY AIDS

H - WEATHER ON SCENE

WIND: F3 NW / 2.2MTR

J - INITIAL ACTIONS TAKEN

TASKED VALENTIA RNLI / TASKED R115 / MAYDAY RELAY BROADCAST / ADVISED ANGLESEY

STREET GARDAI / ADVISED NACC / ADVISED ONCALL / ADVISED NAVAL SERVICE / CFT

DIVERS

K - SEARCH AREA

COONANA PIER CAHERCIVEEN

L - COORDINATING INSTRUCTIONS

RECOVER BOAT/DEBRIS

### Appendix 7.3 Extract from Situation Reports (SITREP)

M - FUTURE PLANS  
INCIDENT CLOSED, AGS INVESTIGATION ONGOING

N - ADDITIONAL INFORMATION  
0543 WATERVILLE CGU PROCEEDING, ADV AGS  
0619 WATERVILLE CGU ON SCENE  
0636 CAHERSIVEEN GARDAI ON SCENE  
0709 TASKED VALENTIA LB  
0735 LB PROCEEDING  
0756 LB ON SCENE  
0942 VALENTIA LB REPORT DEBRIS COLLECTED, INCLUDING TRANSOM AND OTHER PARTS  
OF THE HULL DEBRIS DROPPED OFF AT COONANNA PIER TO GARDAI AND IVERAGH CGU. ALL  
INDICATIONS SHOW THAT THE VESSEL HAS BROKEN UP OVER NIGHT. ALL UNITS RELEASED.  
INCIDENT CLOSED.  
BT

**MRSC Valentia**  
*Irish Coast Guard*

**Appendix 7.3 Extract from Situation Reports (SITREP)**

MRSC VALENTIA

ROUTINE

01 1917Z OCT 18

FROM MRSC VALENTIA

TO MRSC VALENTIA SITREP GROUP

BT

MOP REPORTS SUNKEN BOAT OFF COONANA PIER CAHERCIVEEN

UIIN2187/18

SAR SITREP THREE

A - IDENTITY OF CASUALTY:

UNKNOWN

B - POSITION

51°59.37N 010°12.82W

C - SITUATION

MOP REPORTS A SUNKEN BOAT OFF COONANA PIER OUTSIDE CAHERCIVEEN

D - NUMBER OF PERSONS

3

E - ASSISTANCE REQUIRED

LOCATE AND ASSIST

F - COORDINATING RCC

MRSC VALENTIA

G - DESCRIPTION OF CASUALTY

15FT PUNT

3 X MALES WEARING BOUYANCY AIDS

H - WEATHER ON SCENE

WIND: 4, N / SEA: SLIGHT / SWELL: LOW WAVE / AIR TEMP: 11.788151741027832°C /

WATER TEMP: 13.36939811706543°C / CLOUD COV: OVERCAST

J - INITIAL ACTIONS TAKEN

TASKED VALENTIA RNLI / TASKED R115 / MAYDAY RELAY BROADCAST / ADVISED ANGLESEY

STREET GARDAI / ADVISED NACC / ADVISED ONCALL / ADVISED NAVAL SERVICE / CFT

DIVERS

K - SEARCH AREA

COONANA PIER CAHERCIVEEN

L - COORDINATING INSTRUCTIONS

UNKNOWN

### Appendix 7.3 Extract from Situation Reports (SITREP)

M - FUTURE PLANS  
NIL

N - ADDITIONAL INFORMATION  
01/10/2018

1405Z KERRY SUB AQUA REPORT 2 DIVERS WILL ATTEMPT TO LOCATE VESSEL AT THE  
REQUEST OF GARDAI

1847Z CAHERCIVEEN GARDAI AND KERRY SUB AQUA CONFIRM VESSEL HAS BEEN  
RECOVERED, DETAILS PASSED AND VESSEL IS BEING STORED AT CAHERCIVEEN GARDA  
STATION.

BT

## Appendix 7.4 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  
Fax: +353-1-8064216  
Email: LEGAL@MET.ie

Our Ref. WS1730/1901\_1

Your Ref. MCIB/12/282

**Re: Estimate of weather & sea state conditions for the area off Coonanna Pier, Cahersiveen, co Kerry (lat/long of incident: 51° 59.37N 010°12.82W) on Sunday 30 September 2018 between 06:00 hours and 18:00 hours UTC.**

**Meteorological synopsis:** A stabilizing, moderate to fresh west-northwesterly airflow covered the country between a large high pressure system (1030 hPa) mid-Atlantic and a complex area of low pressure over Scandinavia. A weak cold front embedded in the flow brought cloudy conditions but it stayed dry for the period.

#### 06:00 – 12:00 hours UTC:

**Weather:** Mostly cloudy, occasional sunny spells. Dry apart from the odd light passing shower.  
**Temperature:** Air temperatures of 10 to 13 degrees Celsius.  
**Wind:** Light northerly at first (Force 3 or less). Moderate Force 4 (mean speed of 10 to 14 knots) by mid-morning with occasional gusts of 16 to 20 knots.  
**Visibility:** Good visibility (more than 10 nautical miles).

#### 12:00 – 18:00 hours UTC:

**Weather:** Mostly cloudy and dry.  
**Temperature:** Air temperature of 12 or 13 degrees Celsius.  
**Wind:** Moderate Force 4 (mean speed of 10 to 14 knots) with frequent gusts up to 21 knots.  
**Visibility:** Good visibility (more than 10 nautical miles)

**Sea Temperature:** 13 to 14 degrees Celsius.

#### Sea State Conditions 06:00 – 18:00 hours:

Offshore sea state conditions at buoy M3 were moderate occasionally rough with significant wave height generally between 2.5 and 3.5 metres but occasionally up to 4 metres in the afternoon. A maximum wave height of 7.3 metres was measured around 17:00 hours UTC. Wave direction was west-northwesterly (see table below for details).

The sea state conditions in the sheltered Coonanna Harbour would have been considerably less than offshore conditions at the M3 buoy. However, exposed to the north it is possible that the sea state was occasionally moderate with significant wave height up to 2.5 metres especially in the afternoon when the swell height had increased. And the possibility of a sudden maximum wave height more than double the significant wave height.

Appendix 7.4 Met Éireann Weather Report



**Met Éireann**

The Irish Meteorological Service

Climate Services

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Dublin 9

Seirbhísí Aeráide

Cnoc Ghlas Naíon

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Daily Station Report. Valentia Observatory. Date 30 September 2018							
Hour (utc)	Rainfall (mm)	Temperature (C)	Dew Pt (C)	RH (per)	MSL (hpa)	Wind Sp (kt)	Wind Dir (deg)
1	0	12.1	10.6	90	1024.1	7	270
2	0	12	11.4	95	1023.9	7	260
3	0	11.7	10.3	90	1023.8	7	350
4	0	11.4	9.8	89	1023.9	6	350
5	0	11.4	6.7	72	1024	5	360
6	0	10.8	6.5	74	1024.2	5	10
7	0	11.6	5.8	67	1024.7	7	330
8	0	11.8	6	67	1025.3	7	330
9	0	12.4	6.9	69	1025.8	8	340
10	0	12.2	7.2	71	1026.1	9	330
11	0	12.5	6.6	67	1026.4	9	350
12	0	12.5	7	69	1026.8	11	330
13	0	12.8	6	63	1026.8	10	350
14	0	12.6	5.9	63	1027.1	12	350
15	0	12.5	5.8	63	1027.2	11	350
16	0	12.2	6.2	66	1027.6	11	350
17	0	12.1	5.3	63	1028.2	11	360
18	0	11.7	6.2	68	1028.6	10	350
19	0	11.4	4	60	1029.5	10	360
20	0	11.4	2.8	55	1030	9	10
21	0	11.4	3.4	58	1030.3	7	10
22	0	11.5	3.7	58	1030.8	7	360
23	0	11.4	4.2	61	1031.4	6	20
24	0	11.2	3	57	1031.5	7	360

DAILY WEATHER SUMMARY						
Max Temp (C)	Min Temp	Grass Min (C)	Rainfall (mm)	Mean Wind Speed (kt)	Max Gust (kt)	Sun (hours)
12.8	10.8	8.9	0	8.1	21	

## Appendix 7.4 Met Éireann Weather Report



### Met Éireann

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OFFSHORE CONDITIONS AT M3 BUOY Location lat/lon 51.2 -10.5 approximately 30 nautical miles southwest off Mizen Head.								
Date Time UTC	MSLP (hPa)	Wind direction (degrees)	Wind speed (knots)	Wind gust (knots)	Wave height (m)	Swell (m)	Max Wave height (m)	Wave direction (degrees)
30-Sep-2018 06:00	1024	333	15.4	19.9	2.3	1.6	4.0	319
30-Sep-2018 07:00	1025	317	12.7	16.5	2.8	2.2	3.8	312
30-Sep-2018 08:00	1026	329	15.5	19.8	2.7	1.9	3.5	318
30-Sep-2018 09:00	1026	332	12.5	17.2	2.5	1.7	3.8	316
30-Sep-2018 10:00	1027	321	15.2	19.8	2.8	1.9	4.0	312
30-Sep-2018 11:00	1027	326	12.4	16.2	2.8	2.0	4.2	315
30-Sep-2018 12:00	1027	333	14.2	19.8	3.1	2.5	4.2	314
30-Sep-2018 13:00	1028	331	16.9	22.6	2.8	2.2	4.7	319
30-Sep-2018 14:00	1028	335	15.8	22.4	3.0	2.3	4.0	318
30-Sep-2018 15:00	1028	336	14.9	20.1	3.3	2.7	4.9	318
30-Sep-2018 16:00	1028	338	17.9	25.3	3.8	3.1	5.4	315
30-Sep-2018 17:00	1029	341	20.9	27.2	3.9	3.4	7.3	318
30-Sep-2018 18:00	1029	342	18.7	24.2	3.6	3.0	5.4	316

Appendix 7.4 Met Éireann Weather Report



**Met Éireann**

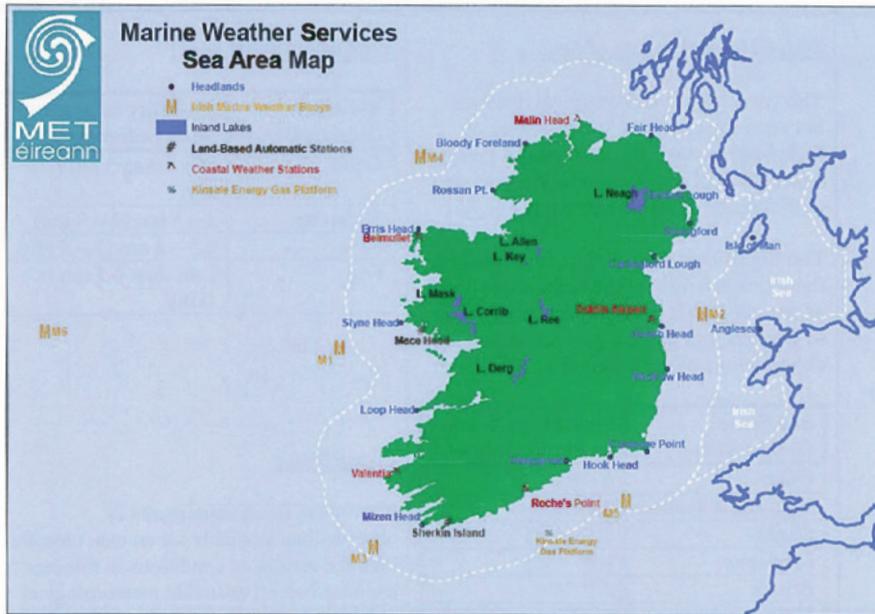
**The Irish Meteorological Service**

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**APPENDIX 1. 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 7.4 Met Éireann Weather Report



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### APPENDIX 2. Sea States & 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 (< 1 km)

#### 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 Met Éireann Weather Report



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**Sea Area Forecast until 0000 Monday, 1 October 2018  
Issued at 0000 Sunday, 30 September 2018**

- Gale warning:** Nil  
**Small craft warning:** In operation
- Meteorological situation at 2100:** A southwest airflow extends across Ireland as a cold front approaches the Ulster coast.
- Forecast for Irish coastal waters from Erris Head to Rossan Point to Fair Head**  
**Wind:** Southwest force 5 or 6, veering northwest overnight.  
**Forecast for Irish coastal waters from Fair Head to Roches Point to Erris Head and the Irish Sea**  
**Wind:** Southwest force 4 to 5, veering northwest during Sunday and increasing force 4 to 6.  
**Weather for all Irish coastal waters and the Irish Sea:** Showers  
**Visibility for all Irish coastal waters and the Irish Sea:** Generally good.  
**Warning of Heavy Swell:** Nil
- Outlook for a further 24 hours until 0000 Tuesday 02 October 2018:** Northwest winds to moderate and back southwesterly during Monday.

Text of Gale Warning	
Nil	

Text of Small Craft Warning	
Northwest winds will reach force 6 during Sunday on Irish coastal waters from Rossan Point to Fair Head to Carlingford Lough.	

Coastal Reports	11 PM Saturday, 29 September 2018
Malin Head Automatic	West, 17 Knots, Fair, 6 Miles, 1019, Steady
Dublin Airport	West, 8 Knots, Cloudy, 21 Miles, 1022, Falling slowly
Buoy M6 51° 41'N 6° 42'W	West-Northwest, 12 Knots, Wave ht: 0.8 m, The visibility at Tuskar is greater than 10 Miles, 1024, Steady
Roches Point Automatic	West-Northwest, 9 Knots, Cloudy, 18 Miles, 1024, Steady
Sherkin Island Automatic	West-Northwest, 9 Knots, Cloudy, 26 Miles, 1025, Falling slowly
Valentia Automatic	West, 6 Knots, Cloudy, 26 Miles, 1025, Steady
Mace Head Automatic	West, 23 Knots, Rain shower, 4 Miles, 1022, Falling slowly
Beaulieu Automatic	Northwest, 10 Knots, Cloudy, 5 Miles, 1022, Rising slowly
Buoy M1 53° 8'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	West, 14 Knots, Wave ht: 0.9 m, 1022, Falling slowly
Buoy M3 51° 13'N, 10° 33'W	West-Northwest, 8 Knots, Wave ht: 1.6 m, 1025, Steady
Buoy M4 55° 0'N 10° 0'W	West-Northwest, 16 Knots, Wave ht: 3.6 m, 1020, Rising slowly
Buoy M6 53° 4'N 16° 56'W	West-Northwest, 16 Knots, Wave ht: 3.3 m, 1024, Rising slowly

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

Sea Crossings	State of sea until 0000 Tuesday 02 October 2018
Dublin - Holyhead	Moderate
Rosslare - South Wales	Moderate
Cork - South Wales	Moderate
Rosslare - France	Moderate
Cork - France	Moderate

Next update before 0700 Sunday, 30 September 2018

Appendix 7.4 Met Éireann Weather Report



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**Sea Area Forecast until 0600 Monday, 1 October 2018  
Issued at 0600 Sunday, 30 September 2018**

1. **Gale warning:** Nil  
Small craft warning: In operation
2. **Meteorological situation at 0300:** A northwest airflow is developing over Ireland as a weak cold front extends southwards across the country.
3. **Forecast for Irish coastal waters from Erris Head to Carlingford Lough to Carnsore Point and the Irish Sea.**  
**Wind:** West to northwest force 4 to 6, increasing force 5 to 6 today, moderating force 4 to 5 tonight.  
**Forecast for Irish coastal waters from Carnsore Point to Valentia to Erris Head**  
**Wind:** West to northwest force 4 to 5.  
**Weather for all Irish coastal waters and the Irish Sea:** Showers  
**Visibility for all Irish coastal waters and the Irish Sea:** Generally good.  
**Warning of Heavy Swell:** Nil
4. **Outlook for a further 24 hours until 0600 Tuesday 02 October 2018:** Fresh to strong southwest winds along the Ulster coast later on Monday.

Text of Gale Warning
Nil

Text of Small Craft Warning
Northwest winds will reach force 6 during Sunday on Irish coastal waters from Rossan Point to Fair Head to Carlingford Lough.

Coastal Reports	5 AM Sunday, 30 September 2018
Malin Head Automatic	West, 21 Knots, Cloudy, 8 Miles, 1018, Falling slowly
Dublin Airport	West, 6 Knots, Cloudy, 16 Miles, 1020, Steady
Buoy M5 51° 41'N 6° 42'W	West-Northwest, 12 Knots, Wave ht: 0.6 m, The visibility at Tuskar is greater than 10 Miles, 1022, Falling slowly
Roches Point Automatic	West, 6 Knots, Cloudy, 21 Miles, 1023, Falling slowly
Sherkin Island Automatic	West-Southwest, 9 Knots, Recent drizzle, 1.6 Miles, 1023, Falling slowly
Valentia Automatic	North, 4 Knots, Cloudy, 11 Miles, 1024, Steady
Mace Head Automatic	Northwest, 16 Knots, Cloudy, 7 Miles, 1022, Steady
Belmullet Automatic	West-Northwest, 9 Knots, Recent drizzle, 6 Miles, 1021, Steady
Buoy M1 63° 8'N, 11° 12'W	Report not available
Buoy M2 63° 29'N, 8° 26'W	West-Northwest, 14 Knots, Wave ht: 0.9 m, 1019, Falling slowly
Buoy M3 61° 13'N, 10° 33'W	West-Northwest, 11 Knots, Wave ht: 2.2 m, 1024, Pressure tendency not available
Buoy M4 66° 0'N 10° 0'W	West-Northwest, 19 Knots, Wave ht: 4.1 m, 1020, Steady
Buoy M6 63° 4'N 15° 56'W	Wind data not available, Wave ht: 3.7 m, 1024, Steady

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

Sea Crossings	State of sea until 0600 Tuesday 02 October 2018
Dublin - Holyhead	Moderate
Rosslare - South Wales	Moderate
Cork - South Wales	Moderate
Rosslare - France	Moderate
Cork - France	Moderate

Next update before 1300 Sunday, 30 September 2018

Appendix 7.4 Met Éireann Weather Report



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**Sea Area Forecast until 1200 Monday, 1 October 2018  
Issued at 1200 Sunday, 30 September 2018**

- 1. Gale warning: Nil  
Small craft warning: In operation
- 2. Meteorological situation at 0900: A fresh to strong northwest airflow is present over Ireland. The flow will weaken later as pressure builds from the southwest.
- 3. Forecast for Irish coastal waters from Erris Head to Carlingford Lough to Carnsore Point and the Irish Sea.  
  
Wind: Northwest force 5 to 6, occasionally force 7 between Fair Head and Belfast Lough, later moderating force 4 to 5 and backing west by the end of the period.  
  
Forecast for Irish coastal waters from Carnsore Point to Valentia to Erris Head  
Wind: Northwest force 4 to 5, backing west later and decreasing force 3 to 4.  
  
Weather for all Irish coastal waters and the Irish Sea: Isolated showers  
Visibility for all Irish coastal waters and the Irish Sea: Generally good.  
  
Warning of Heavy Swell: Nil
- 4. Outlook for a further 24 hours until 1200 Tuesday 02 October 2018: Fresh to strong west or southwest winds, reaching near gale force in northern sea areas later on Monday. Outbreaks of rain with fog patches on Atlantic coasts.

Text of Gale Warning	
Nil	

Text of Small Craft Warning	
Northwest winds will reach force 6 today Irish coastal waters from Rossan Point to Fair Head to Carlingford Lough.	

Coastal Reports	12 Noon Sunday, 30 September 2018
Malin Head Automatic	West-Northwest, 18 Knots, Gust 36 Knots, Rain shower, 6 Miles, 1020, Rising slowly
Dublin Airport	West-Northwest, 17 Knots, Cloudy, 13 Miles, 1022, Rising slowly
Buoy M5 51° 41'N 6° 42'W	Northwest, 12 Knots, Wave ht:0.8 m, The visibility at Tuskar is greater than 10 Miles, 1023, Rising slowly
Roches Point Automatic	Northwest, 14 Knots, Cloudy, 10 Miles, 1024, Rising slowly
Sherkin Island Automatic	Northwest, 10 Knots, Cloudy, 14 Miles, 1025, Rising slowly
Valentia Automatic	North-Northwest, 10 Knots, Cloudy, 11 Miles, 1026, Rising slowly
Mace Head Automatic	Northwest, 18 Knots, Recent drizzle, 13 Miles, 1025, Rising slowly
Belmullet Automatic	Northwest, 14 Knots, Cloudy, 9 Miles, 1024, Rising slowly
Buoy M1 53° 8'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	West-Northwest, 15 Knots, Wave ht:0.9 m, 1021, Rising slowly
Buoy M3 51° 13'N, 10° 33'W	Northwest, 12 Knots, Wave ht: 2.8 m, 1026, Rising slowly
Buoy M4 55° 0'N 10° 0'W	West-Northwest, 20 Knots, Wave ht: 4.8 m, 1023, Rising
Buoy M6 53° 4'N 18° 56'W	Northwest, 18 Knots, Wave ht. 4.8 m, 1027, Rising slowly

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

Sea Crossings	State of sea until 1200 Tuesday 02 October 2018
Dublin - Holyhead	Slight to moderate
Rosslare - South Wales	Slight to moderate
Cork - South Wales	Moderate
Rosslare - France	Moderate, occasionally rough
Cork - France	Moderate, occasionally rough

Next update before 1900 Sunday, 30 September 2018

## Appendix 7.4 Met Éireann Weather Report



### Met Éireann

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#### Sea Area Forecast until 1700 Monday, 1 October 2018 Issued at 1700 Sunday, 30 September 2018

1. **Gale warning:** Nil  
**Small craft warning:** In operation
2. **Meteorological situation at 1500:** A fresh to strong northwest airflow over Ireland will moderate tonight as pressure builds from the southwest. A warm front will approach the Northwest coast later tomorrow in a strengthening Westerly airflow.
3. **Forecast for Irish coastal waters from Malin Head to Howth Head to Hook Head and for the Irish Sea.**  
Wind: Northwest force 5 to 7, decreasing North to Northwest force 4 or 5 this evening and tonight. Becoming Northwest force 3 or 4 tomorrow morning. Backing Westerly in the afternoon and increasing force 4 to 6, strongest in the North.
- Forecast for Irish coastal waters from Hook Head to Roches Point to Loop Head**  
Wind: North to Northwest force 5 or 6, decreasing force 3 or 4 this evening and tonight. Backing Westerly tomorrow and increasing force 4 to 5 later in the day.
- Forecast for Irish coastal waters from Loop Head to Erris Head to Malin Head**  
Wind: North to Northwest force 4 or 5, decreasing Northwest force 3 or 4 this evening and tonight. Backing West to Southwest tomorrow and increasing force 4 to 5 in the morning and force 5 to 7 in the afternoon, strongest in the North.
- Weather for all Irish coastal waters and the Irish Sea:** Scattered showers. Rain and drizzle developing in the Northwest and North later.
- Visibility for all Irish coastal waters and the Irish Sea:** Good becoming moderate or poor in any rain or showers.
- Warning of Heavy Swell:** Nil
4. **Outlook for a further 24 hours until 1700 Tuesday, 2-Oct-2018:** Strong to gale force Westerly winds veering West to Northwest and moderating later. Outbreaks of rain spreading to remaining areas with mist and fog patches.

Text of Gale Warning	
Nil	

Text of Small Craft Warning	
Northwest winds will reach force 6 or more for a time this evening on coasts from Malin Head to Howth Head to Roches Point.	
West to Southwest winds will reach force 6 or more tomorrow afternoon on coasts from Loop Head to Rossan Point to Fair Head.	

Coastal Reports	5 PM Sunday, 30 September 2018
Malin Head Automatic	Northwest, 23 Knots, Mist, 4 Miles, 1022, Rising slowly
Dublin Airport	West-Northwest, 14 Knots, Gust 27 Knots, Fine, 16 Miles, 1022, Rising slowly
Buoy M5 51° 41'N 6° 42'W	North, 13 Knots, Wave ht: 1.1 m, The visibility at Tuskar is greater than 10 Miles, 1024, Rising slowly
Roches Point Automatic	Northwest, 18 Knots, Cloudy, 16 Miles, 1025, Rising slowly
Sherkin Island Automatic	North-Northwest, 13 Knots, Fair, 24 Miles, 1026, Rising slowly
Valentia Automatic	North, 10 Knots, Cloudy, 12 Miles, 1027, Rising slowly
Malin Head Automatic	North-Northwest, 16 Knots, Cloudy, 9 Miles, 1026, Rising slowly
Belmullet Automatic	Northwest, 11 Knots, Cloudy, 7 Miles, 1026, Rising slowly
Buoy M1 53° 8'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	Northwest, 20 Knots, Wave ht: 1.1 m, 1021, Steady
Buoy M3 51° 13'N, 10° 33'W	North-Northwest, 18 Knots, Wave ht: 3.8 m, 1028, Rising slowly
Buoy M4 55° 0'N 10° 0'W	Northwest, 18 Knots, Wave ht: 4.8 m, 1025, Rising slowly
Buoy M6 53° 4'N 15° 56'W	Northwest, 13 Knots, Wave ht: 3.8 m, 1029, Rising slowly

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

Sea Crossings	State of sea until 1700 Tuesday, 2-Oct-2018
Dublin - Holyhead	Moderate becoming slight for a time.
Rosslare - South Wales	Moderate becoming slight for a time.
Cork - South Wales	Moderate
Rosslare - France	Moderate, occasionally rough
Cork - France	Moderate, occasionally rough

Next update before 0100 Monday, 01 October 2018.

## Appendix 7.5 Marine Notice No. 10/2016



### Marine Notice No. 10 of 2016

*Notice to all owners, masters and users of pleasure and recreational craft.*

#### Lifejackets and Buoyancy Aids – Main Points

This Marine Notice is primarily addressed to pleasure and recreational craft owners, masters and users. It provides a brief summary of the **legal requirements** in relation to the wearing and carrying of lifejackets and buoyancy aids, the **penalties** arising from non-compliance, as well as **advice** on the selection and maintenance of Personal Flotation Devices.

The term “personal flotation device” (PFD) covers all forms of lifejackets and buoyancy aids which, when correctly worn and used in water, will provide buoyancy and increase the likelihood of survival. A lifejacket is designed to prevent drowning and must be capable of returning the user to the surface as quickly as possible and of keeping the person afloat, permitting breathing while waiting for help. Buoyancy aid clothing ensures a degree of buoyancy and support in the water while enabling the user to swim or take action to escape from danger.

#### **Personal Flotation Devices and the Law – PFD Regulations**

The Pleasure Craft (Personal Flotation Devices and Operation) (Safety) Regulations 2005 ([S.I. No. 921 of 2005](#)), as amended by the Pleasure Craft (Personal Flotation Devices and Operation) (Safety) (Amendment) Regulations 2012 ([S.I. No. 349 of 2012](#)), apply to pleasure craft being operated in Irish waters and to any person on board a pleasure craft or being towed by a pleasure craft, or on board a craft or object of any kind being towed by a pleasure craft.

**There must be suitable PFDs for everyone on board any pleasure craft.  
A suitable PFD must be worn at all times:**

- By anyone on board any moving pleasure craft (not tied up or made fast) that is under 7 metres in length, including personal watercraft (jet-skis);
- By anyone under the age of 16 years on board any type of moving pleasure craft;
- By anyone in another craft or on any other device (e.g. skis, donuts, etc.) being towed by a pleasure craft.

#### **Except**

- Immediately prior to, during and after swimming from a stationary pleasure craft;
- When putting on, wearing or taking off diving equipment on a stationary pleasure craft.

#### **It is recommended that:**

- Anyone alone on board a pleasure craft should wear a PFD at all times regardless of weather conditions, the size of the pleasure craft or whether it is made fast or at anchor;
- PFDs, if required to be carried, are stored in a readily accessible position;
- PFDs should be fitted with hold-down devices such as crotch straps or thigh straps to maximise lifesaving potential and reduce the risk of the PFD riding up on the user;

### Appendix 7.5 Marine Notice No. 10/2016

- Persons should wear lifejackets at all times while on open decked pleasure craft over 7 metres in length not fitted with inherent buoyancy.

#### **Failure to comply with the legal requirements – Fixed Payments and Fines**

Where an authorised officer has reasonable grounds for believing that a person is committing or has committed an offence under the PFD regulations, he or she may serve a fixed payment notice in the prescribed form on the person in question. The person who is alleged to have committed the offence may pay €150 during the period of 21 days from the date of the notice.

**Failure to pay the €150 within the 21 days will lead to the institution of prosecution proceedings and, on summary conviction, to a fine not exceeding €5,000.**

#### **Selection and use of Personal Flotation Devices**

Pleasure and recreational craft owners should select PFDs that are appropriate to:

- the particular circumstances in which they will be used (e.g. area of operation, sea state, weather, ease of use);
- the type of risks likely to be encountered (e.g. sudden immersion due to capsizing);
- other factors (e.g. type and buoyancy of clothing worn, chemical exposure);

PFDs should be worn over all clothing and not underneath. PFD users should be familiar with the correct use and operation of their PFDs.

#### **Servicing and maintenance of Personal Flotation Devices**

Servicing of PFDs should only be carried out by manufacturers/approved agents in accordance with the manufacturer's instructions, but users should still carry out regular safety checks prior to each use.

PFD users should not use PFDs with expired components and should remove PFDs from the boat and refer to an approved service agent if there are any concerns about a PFD.

#### **Conformity Marking of Personal Flotation Devices**

- Every PFD made available on the European Union market should be CE marked.
- Every survival lifejacket should be marked with the "ship's wheel" mark.

#### **Further Information**

For more detailed information on lifejackets and buoyancy aids, please consult [Marine Notice No. 45 of 2012](#) (Lifejackets and Buoyancy Aids), [Marine Notice No. 39 of 2013](#) (Wear a Personal Flotation Device (PFD) and increase your chance of survival in the event of entering water) and [Marine Notice No. 48 of 2015](#) (Personal Flotation Device (PFD) Requirements) provide information on the wearing and carrying of PFDs in the fishing and commercial vessel sectors.

Appendix 7.5 Marine Notice No. 10/2016

**Help yourself to survive by wearing a lifejacket**

**Cold water shock kills**

**Stage 1: Cold shock (3–5 minutes)**

**Stage 2: Swimming failure (3-30 minutes)**

**Stage 3: Hypothermia (after 30 minutes)**

**Stage 4: Post rescue collapse (during or hours after rescue)**

**What does a correctly sized and worn lifejacket DO for YOU?**

**Makes YOU feel safe**

**Keeps YOU alive**

**Stops YOU from panicking**

**Supports YOU even when unconscious**

**Supports and protects YOU until help arrives**

**But only if you keep YOUR lifejacket from riding-up!**

Irish Maritime Administration,  
Department of Transport, Tourism and Sport,  
Leeson Lane,  
Dublin 2, D02 TR60,  
Ireland.

08/03/2016

For any technical assistance in relation to this Marine Notice please contact  
The Marine Survey Office, Leeson Lane, Dublin 2, D02 TR60, tel: +353-(0)1-678 3400.  
For general enquiries, please contact the Maritime Safety Policy Division, tel: +353-(0)1-678 3418.  
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## Appendix 7.6 SOLAS Chapter V, Regulation 34 Voyage Planning

### SOLAS Chapter V, Regulation 34 Voyage Planning

#### Regulation 34 - Safe navigation and avoidance of dangerous situations

##### Summary

- **Voyage planning is required on all vessels which go to sea.**
- **Master to ensure plan is drawn up.**
- **Details of factors to take into account.**

#### Regulation 34

1. *Prior to proceeding to sea, the master shall ensure that the intended voyage has been planned using the appropriate nautical charts and nautical publications for the area concerned, taking into account the guidelines and recommendations developed by the Organization.\**
2. *The voyage plan shall identify a route which:*
  - 2.1 *takes into account any relevant ships' routing systems*
  - 2.2 *ensures sufficient sea room for the safe passage of the ship throughout the voyage*
  - 2.3 *anticipates all known navigational hazards and adverse weather conditions; and*
  - 2.4 *takes into account the marine environmental protection measures that apply, and avoids, as far as possible, actions and activities which could cause damage to the environment*

*\*Refer to the Guidelines for Voyage Planning, adopted by the Organization by [Resolution A.893\(21\)](#)*

#### MCA Guidance

1. Reg. 34 applies to all ships which proceed to sea.
2. The Regulation requires the voyage to be planned in accordance with the IMO Guidelines for Voyage Planning - [Resolution A.893\(21\)](#) (issued as SN/Circ.92) The Regulation authorises the Master to take voyage planning decisions for safety or environmental reasons.
3. It is important to note that Regulation 34 makes a properly prepared voyage plan mandatory and the plan is liable to be checked during port State control inspections.
4. Small vessels and pleasure craft - Regulation 34 applies to all vessels. For small vessels and pleasure-craft the degree of voyage planning will be depend upon the size of vessel, its crew and the length of the voyage. The MCA expects all mariners to make a careful assessment of any proposed voyage taking into account all dangers to navigation, weather forecasts, tidal predictions and other relevant factors including the competence of the crew.
5. See also [Regulation 34.1 Master's Discretion](#).

[The paragraph originally in this Regulation covering Master's Discretion was redrafted as (new) Regulation 34.1. The change came into force on 1 July 2006.]

#### Associated Documents

[Annex 24](#) - Voyage Planning: MCA Guidance Notes

[Annex 25](#) - Voyage Planning: IMO Resolution A.893

## Appendix 7.7 Marine Notice No. 11/2018 Prohibitions on consumption of alcohol and/or drugs

Marine Notice No. 11/2018 Prohibitions on consumption of alcohol and/or drugs

### Marine Notice No. 11 of 2018

*This Marine Notice supersedes Marine Notice Nos. 56 of 2012 and 15 of 2017*

*Notice to all owners, masters and users of pleasure and recreational craft, boat hire companies and other vessels operating in Irish waters.*

#### Prohibitions on the consumption of Alcohol and / or Drugs

The purpose of this Marine Notice is to remind the public of the law in relation to being under the influence of alcohol and / or drugs when operating or while on board a recreational craft or any vessel in Irish waters, or on board vessels or objects being towed by recreational craft.

The recently published 2016 Annual Report of the Marine Casualty Investigation Board (MCIB) highlights the fact that alcohol or drug consumption continues to be a factor in marine incidents, including incidents involving recreational craft. Successive MCIB Annual Reports have shown that incidents are occurring where diminished human performance and impairment due to the effects of alcohol and / or drug consumption have been primary causes or contributing factors, leading to the loss of life in some cases. In the recent Annual Report, the MCIB Board reminds all vessel operators of the need to take personal responsibility and to ensure that they are fit to undertake their planned voyage.

The Department of Transport, Tourism and Sport wishes to remind all recreational craft users that it is the responsibility of each individual taking to the water to be mindful of their own safety:

- **YOU** must take personal responsibility for your actions on the water.
- **YOU** must avoid alcohol and drugs before or during a voyage.
- If you fail to operate safely and to comply with the law in relation to alcohol and drug consumption **YOU put your life and your vessel at risk as well as the lives of others**, including members of the rescue services.
- It is against the law to consume alcohol and drugs in circumstances that could affect the safety of others on board or others using Irish waters, or create a disturbance on board or be a nuisance to others using Irish waters.
- Alcohol speeds up the rate of body cooling and thus **increases the risk of hypothermia** in the event that you fall into the water.

## Appendix 7.7 Marine Notice No. 11/2018 Prohibitions on consumption of alcohol and/or drugs

Regulations 8 and 9 of the [Pleasure Craft \(Personal Flotation Devices and Operation\) \(Safety\) Regulations 2005 \[S.I. No. 921 of 2005\]](#), as amended, set out the law regarding the consumption of alcohol or drugs while on board a pleasure craft, including prohibitions on operating a pleasure craft while under the influence. Failure to comply with the law can result in a fixed payment of €150 and/or prosecution proceedings which, on summary conviction, can lead to a fine of up to €5,000. A pleasure craft includes personal watercraft, such as jet skis, and fast power craft.

Sections 28 to 30 of the [Maritime Safety Act 2005 \(No. 11 of 2005\)](#) contain a range of provisions relating to the prohibition on operating or being on board a vessel in Irish waters while under the influence of alcohol or drugs, and the associated penalties. These include the following prohibitions:

1. A person in command or in charge or another member of the crew of a vessel in Irish waters (or an Irish ship in waters anywhere) **must not operate or control** or attempt to operate or control the vessel or carry out any task or duty in relation to the operation or control of the vessel while he or she is under the influence of alcohol or a drug or any combination of drugs, or drugs and alcohol to such an extent as to be incapable of properly controlling or operating the vessel or carrying out the task or duty (section 28).
2. A person on board a vessel in Irish waters (or an Irish ship in waters anywhere) **must not consume alcohol or take a drug** or any combination of drugs or drugs and alcohol while on board the vessel in circumstances which could affect the safety of persons or create a disturbance or serious nuisance on board the vessel or affect the safety of other persons using Irish waters or constitute a nuisance to such persons (section 30).
3. **Failure to comply with the above requirements is an offence** and the person is liable on summary conviction to a fine not exceeding €5,000 or to imprisonment for a term not exceeding 3 months or both.
4. If a **person in command or in charge or another member of the crew of a vessel** is, while on duty, under the influence of alcohol or a drug or any combination of drugs or drugs and alcohol to such an extent that his or her ability to discharge his or her duties is impaired, he or she commits an offence and is liable on summary conviction to a fine not exceeding €5,000 (section 29).
5. **A person on board a vessel in Irish waters (or on an Irish ship in waters anywhere)** who through any deliberate or reckless action or by reason of being under the influence of alcohol or a drug or any combination of drugs or drugs and alcohol puts at risk or endangers the safety, security or seaworthiness of the vessel or the lives or safety of persons on board commits an offence and is liable on summary conviction to a fine not exceeding €5,000 or to imprisonment for a term not exceeding 6 months or both, or on conviction on indictment, to a fine not exceeding €100,000 or to imprisonment for a term not exceeding 2 years or both (section 32).

Irish Maritime Administration  
Department of Transport, Tourism and Sport  
Leeson Lane, Dublin 2, D02 TR60, Ireland.

20/03/2018

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## NATURAL JUSTICE - CORRESPONDENCE RECEIVED

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

- '36 (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 that is stated beside the relevant observation. When the Board is satisfied that the report has adequately addressed the issue in the observation, then the observation is 'Noted' without comment or amendment. The Board may make further amendments or observations in light of the responses from the Natural Justice process.

'Noted' does not mean that the Board either agrees or disagrees with the observation.

## 8. NATURAL JUSTICE - CORRESPONDENCE RECEIVED

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

Correspondence 8.1 Irish Coast Guard and MCIB response



MCIB Reference: MCIB/12/282

28<sup>th</sup> May 19

Chairman,  
Marine Casualty Investigation Board,  
Leeson Lane,  
Dublin 2.

**Re: Draft Report Coonana Pier Co Kerry 30<sup>th</sup> September 2018**

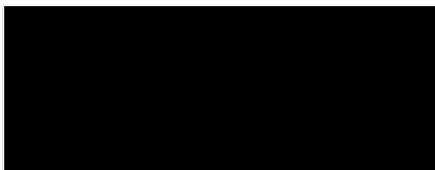
Dear [REDACTED]

Further to your letter of 27<sup>th</sup> of May 2019, I wish to advise that the Irish Coast Guard has two minor observations on the report, both in relation to para 4.10.

1. Rather than referring to 'Probable Location' as this could be misconstrued as an exact position, it is recommended that sentence be changed to read; *Had a call been made to the Coast Guard before setting out, the phone number could have been on record and the proposed area of activity would have been notified to the Coast Guard.*
2. We would also recommend deletion of the phrase in relation to *dialogue on the planned voyage* lest that it be inferred that the Coast Guard would be resourced to review the safety of any particular voyage .

MCIB RESPONSE: Noted.  
The report has been amended.

MCIB RESPONSE: Noted.  
The report has been amended.



SAR Ops Manager & A/Dep Director

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