

Leeson Lane, Dublin 2.  
Telephone: 01-678 3485/86.  
Fax: 01-678 3493.  
email: [info@mcib.ie](mailto:info@mcib.ie)  
[www.mcib.ie](http://www.mcib.ie)

**REPORT OF  
INVESTIGATION INTO  
THE LOSS OF A MAN  
OVERBOARD FROM  
THE YACHT “ALANA”  
AND HIS SUBSEQUENT DEATH  
OFF BRAY HEAD,  
CO. WICKLOW  
ON 14th SEPTEMBER 2008**

The Marine Casualty Investigation Board was established on the 25<sup>th</sup> March, 2003 under The Merchant Shipping (Investigation of Marine Casualties) Act 2000

The copyright in the enclosed report remains with the Marine Casualty Investigation Board by virtue of section 35(5) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. No person may produce, reproduce or transmit in any form or by any means this report or any part thereof without the express permission of the Marine Casualty Investigation Board. This report may be freely used for educational purposes.

**REPORT No. MCIB/162**

Report MCIB/162 published by The Marine Casualty Investigation Board  
on 9th December 2009.

	PAGE
1. SYNOPSIS	4
2. FACTUAL INFORMATION	5
3. EVENTS PRIOR TO THE INCIDENT	6
4. THE INCIDENT	7
5. EVENTS FOLLOWING THE INCIDENT	9
6. CONCLUSIONS	10
7. RECOMMENDATIONS	11
8. LIST OF APPENDICES	12
9. LIST OF CORRESPONDENCE RECEIVED	35

## 1. SYNOPSIS

- 1.1 Whilst participating in the annual Sean Whiston Perpetual Cup Race from Wicklow to the Poolbeg Yacht Club in Dublin, the Yacht “Alana” lost a crewmember, Mr. Kenneth Jones, overboard off Bray Head, Co. Wicklow at approx. 12.30 hrs. LMT on the 14th September 2008.
- 1.2 A yacht in the vicinity, the “Naomh Crónán”, assisted in the rescue of Mr. Jones from the water, and attempts were made to resuscitate him.
- 1.3 An eyewitness stated that Mr. Jones’s PFD (Personal Flotation Device) was not inflated.
- 1.4 Mr. Jones was airlifted by Coast Guard Helicopter direct to The Adelaide and Meath Hospital, Tallaght, Dublin where he was pronounced dead.
- 1.5 The cause of death was due to drowning, on a background of severe coronary artery disease.

## 2. FACTUAL INFORMATION

- 2.1 The “Alana” is a 30 foot Bavaria type cruiser and was just under three years old.

The main details of the “Alana” are at Appendix 8.1.

Main points from brochure which have relevance in this report:

Side deck and coach roof with non skid;

Sheets and halyards led to cockpit;

Stainless steel boarding ladder.

- 2.2 On the day in question the “Alana” was crewed by three persons.

Mr. Paraig Killeen (Skipper), Dublin

Mrs. Cynthia Killeen, Dublin

Mr. Kenneth Jones, Dublin

All three crewmembers were wearing PFD's.

- 2.3 At the time of the incident the weather was as shown in Appendix 8.3:

Wind: South to Southeast Force 3 or 4.

Weather: Fair with rain developing early in the period.

Visibility: Good becoming moderate in rain.

Sea State: Slight.

Sea Temperature 14°C and Air Temperature 14°C to 16°C.

There were no gale warnings or small boat warnings in operation during the period.

- 2.4 The “Alana” did not have, as per the records from the Marine Radio Affairs Unit, a valid Ship Station Radio Licence and therefore no call sign or Maritime Mobile Service Identities number was assigned.

### 3. EVENTS PRIOR TO THE INCIDENT

- 3.1 At the time of the incident the “Alana” was proceeding in a North Easterly direction with the wind and seas on the starboard quarter.
- 3.2 The “Alana” was powered by a mainsail and a spinnaker. (Engine not in use). The mainsail boom was over on the port side fully extended.
- 3.3 The speed whilst running before the wind was approx seven knots.
- 3.4 The location at the time of the incident was given as approx. 53° 13' N 006° 01' W, as depicted on the chartlet at Appendix 8.6.
- 3.5 This location is approx. 3 nautical miles from Bray Head and is clear of banks, outfalls and dangers.
- 3.6 Mr. Jones had been maintaining his weight on the boom for the previous few hours. The danger is that if the yacht gybes (the wind is brought around the stern) the boom may whip from one side of the yacht to the opposite side and this action may result in damage to the mainsail, the boom striking a crewmember etc.

## 4. THE INCIDENT

- 4.1 At approx. 12.30 hrs. on 14th September 2009 whilst the “Alana” was running before the wind in the vicinity off Bray Head, Mr. Killeen stated “the spinnaker died, the wind went out of it and it filled again with a bang”.
- 4.2 It was also stated that Mr. Jones was tending the boom “in his curiosity when he saw the sail filling he looked and therefore took his weight off the boom”.
- 4.3 The boom swung and Mr. Killeen witnessed Mr. Jones in “mid air and then in the water”, falling over the starboard side.
- 4.4 A beacon was thrown into the water to mark the spot of the MOB. (Man Over Board).
- 4.5 An attempt was made to transmit a Mayday call but this was interrupted.
- 4.6 An attempt was then made to locate a mobile phone with the intention of calling the “Naomh Crónán” that was following closely behind.
- 4.7 The sails were lowered and the engine started.
- 4.8 The “Alana” motored back to the immediate area of the man overboard.
- 4.9 Mr. Jones was still alive at this stage and urged the crew aboard the “Alana” to hurry.
- 4.10 A line was thrown to Mr. Jones in the water but he was unable to grab it.
- 4.11 At this stage the “Naomh Crónán” arrived on the scene and transmitted a Mayday call to MRCC Dublin.
- 4.12 The crew of the “Naomh Crónán” advised Mr. Killeen not to enter the water but to release the casualty and when the casualty was within reach of the “Naomh Crónán” to haul him aboard. The time was 12.52 hrs. LMT on 14th September 2008.
- 4.13 Mr. Killeen of the “Alana”, armed with a lifeline, with the other end tied to a winch, entered the water to assist Mr. Jones.
- 4.14 Mr. Killeen reached Mr. Jones and attempted to bring him aboard the “Alana” where the boarding ladder was now deployed.
- 4.15 Mr. Killeen experienced difficulties in climbing back aboard the “Alana”.

- 4.16 A crewmember from the “Naomh Crónán” boarded the “Alana” to assist Mr. Killeen back to board the “Alana”, but by that stage Mr. Killeen had already been recovered to the “Alana”.
- 4.17 The crewmember from the “Naomh Crónán”, now on the “Alana”, returned to the “Naomh Crónán” as he was experienced in resuscitation.
- 4.18 The crew of the “Naomh Crónán” carried out resuscitation on the casualty.
- 4.19 The IRCG helicopter arrived on the scene at 13.01 hrs. LMT (Local Mean Time), having taken off at Dublin Airport at 12.52 hrs. LMT. Mr Jones was winched aboard from the “Naomh Crónán”.
- 4.20 The casualty was fitted with a chest monitor and Cardiac Pulmonary Resuscitation was performed once aboard the helicopter.
- 4.21 A defibrillator was also used on the casualty.
- 4.22 The helicopter flew directly to The Adelaide and Meath Hospital at Tallaght arriving there at 13.15 hrs. LMT.

**5. EVENTS FOLLOWING THE INCIDENT**

- 5.1 The casualty was pronounced dead at 14.00 hrs. LMT at The Adelaide and Meath Hospital, Tallaght.
- 5.2 The other two crewmembers of the “Alana” were taken aboard the Dun Laoghaire All-Weather Lifeboat and brought to Dun Laoghaire Harbour.
- 5.3 Lifeboat crew sailed “Alana” to Dun Laoghaire.
- 5.4 The “Alana” was secured in Dun Laoghaire and later forensically examined by Gardai from Dun Laoghaire Garda Station.
- 5.5 The remaining crewmembers from “Alana” were driven by Gardai from Dun Laoghaire lifeboat station to The Adelaide and Meath Hospital at Tallaght.
- 5.6 The casualty arrived at The Adelaide and Meath Hospital, Tallaght with no PFD.
- 5.7 The PFD worn by the casualty was located after a period, as it had been caught up in the strop during the lifting of the casualty into the helicopter.
- 5.8 The PFD, Baltic 150, Serial No. 94041580300068, was sent to Sea and Shore Safety Services Ltd for identification, inspection and testing. See Appendix 8.5.

## 6. CONCLUSIONS

- 6.1 As stated by the Skipper, Mr. Jones took his weight off the boom when the spinnaker filled, allowing the boom to swing, hitting him and causing him to fall overboard.
- 6.2 Mr. Jones suffered a blow to his head over the left ear lobe.
- 6.3 Mr. Jones was wearing a manually operated PFD which requires the user to pull a trigger cord to activate a gas cylinder of CO<sub>2</sub> gas which inflates the bladder.
- 6.4 Tests carried out on the casualty's PFD proved the casualty from the "Alana" did not pull the trigger cord.
- 6.5 Mr. Jones suffered shock from a blow to the head and cold shock on entering the water. These combined with a background of severe coronary artery disease would have left him severely physically incapacitated and probably unable to operate his manual PFD.
- 6.6 The interrupted VHF Mayday message from the "Alana" appears to have been lost in transmission and the first VHF Mayday message with a reply is from the "Naomh Crónán" at 12.41 hrs. LMT.
- 6.7 The period of time the casualty was in water is estimated at approx. 22 minutes.

## 7. RECOMMENDATIONS

- 7.1 The “Code of Practice for The Safe Operation of Recreational Craft” published by the Maritime Safety Directorate (MSD) & Irish Coast Guard should be consulted by leisure sailors to become familiar with the different types of PFDs, actions to be taken to recover a casualty and to complete a Personal Survival Techniques Course on how to increase their chances of survival when they themselves are the casualty. The MSD should mount a publicity campaign directing leisure sailors to this valuable publication.
- 7.2 All leisure craft which have radio communications equipment voluntarily fitted should comply with the Wireless Telegraphy (Ship Station Radio Licence) Regulations, 2006 (S.I. No. 414/2006) and the personnel operating the radio equipment should hold an appropriate Radio Operators Certificate.
- Radio equipment fitted with DSC (Digital Selective Calling) should, where possible, have a GPS input so in the event of MOB or other marine emergency the distress button can be pressed and this will automatically give the position of the vessel to any other vessel with DSC in the vicinity and shore stations including the MRCC. The activation of the EPIRB should also be considered.
- 7.3 A Marine Notice should be issued which clearly outlines the dangers of COLD SHOCK. This should both educate the person who, for whatever reason, falls overboard, and the person who enters the water voluntarily for whatever reason (that they should do so slowly to reduce cold shock).

# LIST OF APPENDICES

---

## 8. LIST OF APPENDICES

	PAGE
8.1 Main details of Bavaria 30 Cruiser.	13
8.2 Photographs of “Alana”.	15
8.3 Weather Report from Met Eireann.	18
8.4 Sitrep from IRCG ref “Alana”.	30
8.5 Report of PFD from Sea & Shore Safety Services Ltd.	31
8.6 Chartlet of the Incident Area showing location of casualty.	34

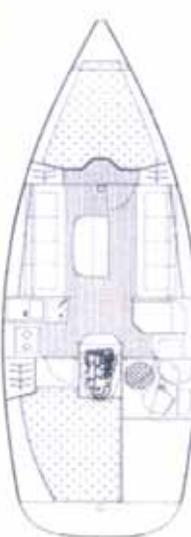
Appendix 8.1 Main details of Bavaria 30 Cruiser.

## BAVARIA 30 CRUISER



Length overall	31'
Length hull	30'
Length waterline	27'1"
Beam	10'9"
Draft standard	4'7"
Draft (deep option)	6'1"
Displacement	9,240 lbs.
Ballast	2,200 lbs.
Mainsail & genoa	555 sq. ft. (appx.)
Water tank	40 gal. (appx.)
Fuel tank	25 gal. (appx.)
Ht. of mast above waterline	46'3"







[www.bavariayachts.com](http://www.bavariayachts.com) 1-410-990-0007 

Appendix 8.1 Main details of Bavaria 30 Cruiser.

# BAVARIA 30 CRUISER

## 30 CRUISER STANDARD FITTINGS AND EQUIPMENT

### Hull & Deck

Hand-laid fiberglass, solid below the waterline  
 Kevlar reinforced bow sections  
 Side deck and coach roof with non-skid  
 Stainless steel bow pulpit  
 Stainless steel double pushpit  
 Double lifelines  
 Stainless steel bow fitting with anchor roller and chafe guard  
 Four aluminum mooring cleats  
 Two aluminum spring line cleats  
 Two self-tailing halyard winches  
 Two self-tailing genoa winches, two speed  
 Winch handle  
 Sheets and halyards led to cockpit  
 Spinlock line clutches  
 Self-draining anchor locker  
 Large seat locker in cockpit  
 Self-draining gas cylinder locker  
 Cockpit shower (hot and cold)  
 Stainless steel boarding ladder - telescoping  
 Deck vent  
 Electric bilge pump  
 Manual bilge pump  
 Cockpit table with storage  
 Rail opening port and starboard  
 Teak decks and cockpit sole optional

### Sails & Rigging

Double spreader Selden mast  
 Headsail designed for furling system  
 Choice of conventional, furling or fully battened mainsail  
 Furler furling system for headsail  
 Selden adjustable boom vang

### Ballast

Modern profile cast iron keel

### Rudder

Steering pedestal with single lever engine controls  
 Streamlined balanced rudder  
 Rudder stock with self-adjusting bearings  
 Emergency tiller  
 Steering wheel with leather cover

### Electrical System

12 V panel with circuit breakers  
 110 V shore supply  
 110 V outlets  
 Voltmeter  
 Antenna and cable for VHF

### Navigation lights

Deck light  
 Batteries: 1 x 55 Ah battery for starting  
 1 x 140 Ah house battery  
 24 Ah battery charger

### Interior

Varnished light mahogany interior  
 Two cabins with double berths  
 Salon with settee and large mahogany table  
 Stowage space and lockers  
 Chart table with large compartment for charts and instruments  
 Chart table seat with stowage  
 Bookshelf  
 Gimballed two burner propane stove with oven  
 Icebox with 12 V refrigeration unit  
 Stainless steel sink  
 Galley stowage for dishes and pots  
 Waste container with lid  
 Three fire extinguishers  
 Marine head with easy-care surfaces  
 Shower with sump pump  
 Manual toilet  
 Holding tank with deck pump-out and overboard discharge  
 Two opening hatches with roller blinds  
 Six opening ports with curtains

### Fresh Water Supply

Water tank (appx. 40 gal.)  
 Water level indicator  
 Electric pressure water pump with filter  
 Pressure hot water system

### Instruments

Raymarine ST 60 Wind  
 Raymarine ST 60 Tridata (log, speedometer and depth)  
 Pedestal mounted compass

### Engine

Volvo Penta D1-20, 18 hp with sail drive  
 Fresh water cooling  
 Operating hours meter  
 Tachometer  
 Fuel level indicator  
 Fuel filter  
 Seawater filter  
 Fuel tank (appx. 25 gal.)

*Due to continued efforts to upgrade product, equipment, specifications and prices are subject to change without notice at any time.*

[www.bavariayachts.com](http://www.bavariayachts.com) 1-410-990-0007



Appendix 8.2 Photographs of “Alana”.



Figure 1 Approx. position of casualty prior to incident from starboard side.



Figure 2 Approx. position of casualty prior to incident from port side.

## Appendix 8.2 Photographs of “Alana”.

**Figure 3** Port side of “Alana”.**Figure 4** Deck area in vicinity of mast.

Appendix 8.2 Photographs of “Alana”.



Figure 5 Extendible ladder on stern.



Figure 6 View looking forward from aft/cockpit.

## Appendix 8.3 Weather report from Met Éireann.



**MET ÉIREANN**  
*The Irish Meteorological Service*

Glasnevin Hill,  
Dublin 9, Ireland.

Cnoc Ghlas Naíon  
Baile Átha Cliath 9, Éire.  
www.met.ie

Tel: +353-1-806 4200  
Fax: +353-1-806 4247  
E-mail: met.eireann@met.ie

**Weather and Sea Condition Report  
for the area off Bray Head, Co. Wicklow  
for the period 0000 to 2400 hours on 14 Sep 2008**

**General Meteorological Situation:** A frontal trough passed from west to east across the country as a wave depression just to the southwest tracked northeastwards bringing rain to the east coast in the afternoon. The flow was generally south to southeast.

**From 0000 to 0600 hours 14 Sep 2008:**

**Winds:** South Force 3 or 4  
**Weather:** Fair  
**Visibility:** Good  
**Sea State:** Slight

**From 0600 to 1200 hours 14 Sep 2008:**

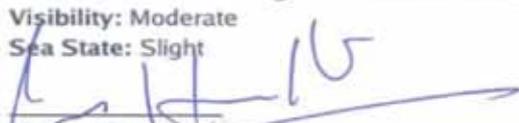
**Winds:** South to Southeast Force 4  
**Weather:** Fair  
**Visibility:** Good  
**Sea State:** Slight

**From 1200 to 1800 hours 14 Sep 2008:**

**Winds:** South to Southeast Force 3 or 4  
**Weather:** Fair with rain developing early in the period.  
**Visibility:** Good becoming Moderate in rain  
**Sea State:** Slight

**From 1800 to 2400 hours 14 Sep 2008:**

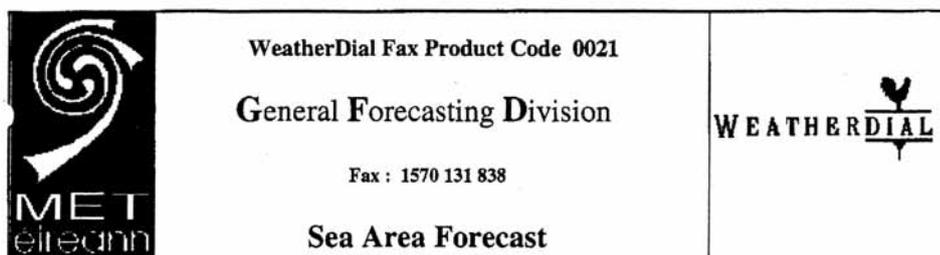
**Winds:** South to Southeast Force 3 or 4  
**Weather:** Continuous light to moderate rainfall  
**Visibility:** Moderate  
**Sea State:** Slight

  
James Hamilton  
Meteorologist, Met Éireann  
Phone: 01 8064239  
Email: [marine@met.ie](mailto:marine@met.ie)

(Please note: All times are given in UTC)



Appendix 8.3 Weather report from Met Éireann.



**Sea Area Forecast until 0600 Monday 15 September 2008**

**Issued at 0600 Sunday 14 September 2008**

**1. Gale warning:** Nil.

**Small craft warning:** Nil.

**2. Meteorological situation at 0300:** A frontal trough extending from Rossan Point to Mizen Head is slow-moving but a wave depression along the front to the southwest will extend northwards across the country later today and tonight; the flow over much of the land will remain south to southeast, but on the western side of the front the flow will be variable or northerly.

**3. Forecast for coasts from Mizen Head to Slyne Head to Bloody Foreland :-**

**Wind:** Variable force 3 or less, becoming north to northwest force 3 or 4 later.

**Weather:** Rain, heavy at times, with fog patches, dying out later today.

**Visibility:** Moderate or poor, becoming moderate to good later.

**Forecast for coasts from Bloody Foreland to Howth Head to Mizen Head and the Irish Sea :-**

**Wind:** South to southeast force 2 to 4, occasionally force 5 in the south at first and later in the east; veering southwest to west force 3 or 4 on the south coast tonight.

**Weather:** Mainly fair today on the Irish Sea, otherwise rain extending east and fog patches developing.

**Visibility:** Poor on the south coast but mostly good at first elsewhere, then becoming moderate to poor generally later today.

**3a. Warning of heavy swell:** Nil.

**4. Outlook for a further 24 hours until 0600 Tuesday 16 September 2008:** Light to moderate, cyclonic variable winds; rain or drizzle with fog patches becoming confined to eastern and outeastern areas, with mainly fair conditions developing elsewhere.

Appendix 8.3 Weather report from Met Éireann.

<b>Warning of heavy Atlantic swell: NIL</b>
---------------------------------------------

<b>Text of Gale Warning</b>
NIL

<b>Text of Small Craft Warning</b>
NIL

Coastal Reports	at 5 AM Sunday 14 September 2008
Malin Head	South-Southeast, 10 Knots, Cloudy, 26 Miles, 1020, Steady
Buoy M5	South-Southeast, 12 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 1021, Steady
Roche's Pt (Automatic)	East-Southeast, 11 Knots, LIGHT RAIN, 1 Mile , 1020, Steady
Valentia	CALM, Light drizzle, 1.6 Miles, 1018, Falling slowly
Belmullet	North, 03 Knots, Mist, 7 Miles, 1019, Steady
Dublin Airport	Southeast, 05 Knots, Cloudy, 10 Miles, 1022, Steady
Buoy M1 53° 8'N, 11° 12'W	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'W	South, 10 Knots, WAVE HT 00.6 m, 1022, Rising slowly
Buoy M3 51° 13'N, 10° 33'W	Northeast, 06 Knots, WAVE HT 03.6 m, 1017, Falling slowly
Buoy M4 55° 0'N 10° 0'W	North-Northeast, NOT AVAILABLE Knots, WAVE HT 04.2 m, 1019, Steady
Buoy M5 51° 41'N 6° 42'W	South-Southeast, 12 Knots WAVE HT 01.3 m, 1021, Steady
Buoy M6 53° 4'N 15° 56'W	West, 06 Knots, WAVE HT 03.5 m, 1020, Steady

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

Sea Crossings	State of sea until 2330 Monday 15 September 2008
Dublin - Holyhead	Slight.
Rosslare - South Wales	Slight.
Cork - South Wales	Slight.
Rosslare - France	Slight to moderate.
Cork - France	Slight to moderate.

**Next update before 1300 Sunday, 14 September 2008**

A detailed forecast may be obtained by dialling *Weatherdial* on 1550 123 855.

Calls cost € 0.95 per minute (Incl. VAT).

©2008 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

Appendix 8.3 Weather report from Met Éireann.

	<p>WeatherDial Fax Product Code 0021</p> <p><b>General Forecasting Division</b></p> <p>Fax : 1570 131 838</p> <p><b>Sea Area Forecast</b></p>	
-----------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------

**Sea Area Forecast until 1200 Monday 15 September 2008**  
**Issued at 1200 Sunday 14 September 2008**

**1. Gale warning:** NIL

**Small craft warning:** NIL

**2. Meteorological situation at 10am:** Frontal troughs in the West will edge Eastwards as a wave depression just to the Southwest tracks Northeastwards across the country.

**3. Forecast for coasts from Malin Head to Howth Head to Hook Head and also including the Irish Sea:**

**Wind:** South to Southeast force 3 to 5, increasing force 4 to 6 tonight in the Irish Sea. Becoming variable force 2 to 4 tomorrow.

**Weather:** Rain and fog becoming widespread today.

**Visibility:** Good becoming moderate or poor.

**Forecast for coasts from Hook Head to Loop Head to Malin Head:**

**Wind:** Variable, becoming mainly Northerly, force 3 or 4.

**Weather:** Rain, drizzle and fog, dying out later today and tonight.

**Visibility:** Moderate or poor becoming moderate to good.

**4. Outlook for a further 24 hours until 1200 Tuesday 16 September 2008:**

Light to moderate Northerly or variable winds. Some rain and drizzle, mainly in the East.

Appendix 8.3 Weather report from Met Éireann.

<b>Warning of heavy Atlantic swell: NIL</b>
---------------------------------------------

<b>Text of Gale Warning</b>
<b>NIL</b>

<b>Text of Small Craft Warning</b>
<b>NIL</b>

<b>Coastal Reports</b>	<b>at 12 Noon Sunday 14 September 2008</b>
<b>Malin Head</b>	South-Southeast, 09 Knots, Recent rain, 13 Miles, 1021, Steady
<b>Buoy M5</b>	South-Southeast, 14 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 1022, Steady
<b>Roche's Pt (Automatic)</b>	Southeast, 09 Knots, LIGHT RAIN, 6 Miles, 1020, Steady
<b>Valentia</b>	West, 05 Knots, Light rain, 5 Miles, 1020, Rising slowly
<b>Belmullet</b>	North, 11 Knots, Light rain, 2 Miles, 1020, Rising slowly
<b>Dublin Airport</b>	Southeast, 14 Knots, Cloudy, 21 Miles, 1022, Steady
<b>Buoy M1 53° 8'N, 11° 12'W</b>	NOT AVAILABLE,
<b>Buoy M2 53° 29'N, 5° 26'W</b>	Southeast, 13 Knots, WAVE HT 00.5 m, 1022, Steady
<b>Buoy M3 51° 13'N, 10° 33'W</b>	Southeast, 02 Knots, WAVE HT 03.2 m, 1019, Rising slowly
<b>Buoy M4 55° 0'N 10° 0'W</b>	North, NOT AVAILABLE Knots, WAVE HT 04.8 m, 1021, Rising slowly
<b>Buoy M5 51° 41'N 6° 42'W</b>	South-Southeast, 14 Knots, WAVE HT 01.8 m, 1022, Steady
<b>Buoy M6 53° 4'N 15° 56'W</b>	West, 07 Knots, WAVE HT 02.5 m, 1022, Rising slowly

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

<b>Sea Crossings</b>	<b>State of sea until 1200 Tuesday 16 September 2008</b>
<b>Dublin - Holyhead</b>	Slight occasionally moderate
<b>Rosslare - South Wales</b>	Slight occasionally moderate
<b>Cork - South Wales</b>	Slight to moderate
<b>Rosslare - France</b>	Moderate occasionally rough at first
<b>Cork - France</b>	Moderate occasionally rough at first

**Next update before 1900 Sunday, 14 September 2008**

A detailed forecast may be obtained by dialling *Weatherdial* on 1550 123 855.  
Calls cost € 0.95 per minute (Incl. VAT).

©2008 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

Appendix 8.3 Weather report from Met Éireann.

	<p>WeatherDial Fax Product Code 0021</p> <p><b>General Forecast Division</b></p> <p>Fax : 1570 131 838</p>	
--	------------------------------------------------------------------------------------------------------------	--

**Sea Area Forecast until 1800 Monday 15 September 2008**  
**Issued at 1800 Sunday 14 September 2008**

**1. Gale warning: Nil**

**Small craft warning: Nil**

**2. Meteorological Situation at 1500:** A cold front with waves, lying over the west of Ireland is moving slowly eastwards and is expected to stall close to the east coast during tomorrow and Tuesday

**3. Forecast for coasts from: Mizen Head to Slyne Head to Rossan Point**

**Wind:** north or northeast force 1 to 3 increasing this evening and tonight force 3 to 4

**Weather:** Rain clearing from the west this evening

**Visibility:** Moderate becoming good

**Forecast for coasts from: Rossan Point to Malin Head to Fair Head**

**Wind:** southeast force 3 or 4, decreasing variable force 1 to 3 tonight. Becoming mainly north to northeast tomorrow 2 or 3

**Weather:** Rain, occasionally heavy

**Visibility:** Moderate occasionally poor

**Forecast for coasts from: Fair Head to Howth Head to Carnsore Point and Irish Sea**

**Wind:** southeast force 3 or 4. Reaching force 5 at times tonight and early tomorrow along northeastern coasts and on the north Irish Sea. Elsewhere decreasing variable force 1 to 3

**Weather:** Rain occasionally heavy

**Visibility:** Moderate occasionally poor

**Forecast for coasts from: Carnsore Point to Roches Point to Mizen Head**

**Wind:** southeast force 2 to 4 becoming variable force 1 to 3 this evening and northwest force 3 tomorrow

**Appendix 8.3** Weather report from Met Éireann.

**Weather:** Rain slowly clearing from the west

**Visibility:** Moderate to poor improving moderate to good

**3a. Warning of heavy swell:** Nil

**4. Outlook for a further 24 hours until 1800 Tuesday 16 September 2008:** Light to moderate northerly winds on Atlantic coasts and mainly fair here. Mostly light variable winds elsewhere with rain at times.

Appendix 8.3 Weather report from Met Éireann.

<b>Warning of heavy Atlantic swell: Nil</b>
---------------------------------------------

<b>Text of Gale warning</b>
Nil

<b>Text of Small Craft warning</b>
Nil

Coastal Reports	at 4 PM Sunday 14 September 2008
Malin Head	South-Southeast, 03 Knots, Light rain, 6 Miles, 1022, Rising slowly
Buoy M5	South-Southeast, 15 Knots, Gust 26 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 1021, Falling slowly
Roche's Pt (Automatic)	South, 11 Knots, LIGHT RAIN, 1 Mile , 1019, Falling slowly
Valentia	North-Northwest, 05 Knots, Light drizzle, 8 Miles, 1020, Rising slowly
Belmullet	North, 14 Knots, Recent rain, 7 Miles, 1021, Steady
Dublin Airport	East-Southeast, 11 Knots, Light rain, 8 Miles, 1022, Steady
Buoy M1 53° 8'N, 11° 12'WEST	NOT AVAILABLE,
Buoy M2 53° 29'N, 5° 26'WEST	South, 07 Knots, WAVE HT 00.3 m, 1023, Rising slowly
Buoy M3 51° 13'N, 10° 33'WEST	North, 12 Knots, WAVE HT 03.2 m, 1019, Rising slowly
Buoy M4 55° 0'N 10° 0'WEST	North-Northeast, NOT AVAILABLE Knots, WAVE HT 04.2 m, 1021, Steady
Buoy M5 51° 41'N 6° 42'WEST	South-Southeast, 15 Knots, Gust 26 Knots, WAVE HT 02.0 m, 1021, Falling slowly
Buoy M6 53° 4'N 15° 56'WEST	West, 08 Knots, WAVE HT 02.7 m, 1023, Rising slowly

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

Sea Crossings	State of sea until 1800 Tuesday 16 September 2008
Dublin - Holyhead	Slight
Rosslare - South Wales	Slight
Cork - South Wales	Slight
Rosslare - France	Moderate
Cork - France	Moderate

**Next update before 0100 Monday 15 September 2008**

A detailed forecast may be obtained by dialling *Weatherdial* on 1550 123 855.

Calls cost € 0.95 per minute (Incl. VAT).

©2008 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

## Appendix 8.3 Weather report from Met Éireann.

	<p>WeatherDial Fax Product Code 0021</p> <p>General Forecasting Division</p> <p>Fax : 1570 131 838</p> <p>Sea Area Forecast</p>	
-----------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------

**Sea Area Forecast until 2400 Monday 15 September 2008****Issued at 2400 Sunday 14 September 2008****1. Gale warning: nil****Small craft warning: nil**

**2. Meteorological Situation at 2100:** A shallow depression of 1020hPa lies over Ireland and is moving slowly northeastwards. The associated frontal troughs are weakening but will remain close to the east coast.

**3. Forecast for all Irish coasts.**

**Wind:** cyclonic variable force 2 to 4. Becoming north-west to north force 3 to 5 overnight and during tomorrow; winds will be strongest along the west coast.

**Weather:** rain continuing to clear.

**Visibility:** improving to good.

**Forecast for the Irish Sea.**

**Wind:** southeast or cyclonic variable force 2 to 4.

**Weather:** further rain

**Visibility:** moderate to poor at times

**3a. Warning of heavy swell: Nil**

**4. Outlook for a further 24 hours until 2400 Tuesday 16 September 2008:** Light to moderate northerly winds on Atlantic coasts with fair weather during Tuesday; southeasterly or variable winds in the Irish Sea with rain at times.

Appendix 8.3 Weather report from Met Éireann.

<b>Warning of heavy Atlantic swell: nil</b>
---------------------------------------------

<b>Text of Gale Warning</b>
nil

<b>Text of Small Craft Warning</b>
nil

<b>Coastal Reports</b>	<b>at 11 PM Sunday 14 September 2008</b>
<b>Malin Head</b>	Southeast, 05 Knots, Light rain, 9 Miles, 1023, Rising slowly
<b>Buoy M5</b>	South, 12 Knots, The visibility at Tuskar Lighthouse is Greater than 10 Miles, 1022, Rising slowly
<b>Roche's Pt (Automatic)</b>	Northwest, 12 Knots, Cloudy, Greater than 10 Miles, 1021, Rising slowly
<b>Valentia</b>	North-Northwest, 06 Knots, Fair, 10 Miles, 1023, Rising slowly
<b>Belmullet</b>	North, 14 Knots, Light rain, 2 Miles, 1023, Rising slowly
<b>Dublin Airport</b>	Southeast, 16 Knots, Mod. rain, 2 Miles, 1021, Falling slowly
<b>Buoy M1 53° 8'N, 11° 12'W</b>	NOT AVAILABLE,
<b>Buoy M2 53° 29'N, 5° 26'W</b>	Southeast, 15 Knots, WAVE HT 00.5 m, 1022, Falling slowly
<b>Buoy M3 51° 13'N, 10° 33'W</b>	North-Northwest, 16 Knots, WAVE HT 02.8 m, 1023, Rising slowly
<b>Buoy M4 55° 0'N 10° 0'W</b>	North, NOT AVAILABLE Knots, WAVE HT 02.8 m, 1023, Rising slowly
<b>Buoy M5 51° 41'N 6° 42'W</b>	South, 12 Knots, WAVE HT 01.4 m, 1022, Rising slowly
<b>Buoy M6 53° 4'N 15° 56'W</b>	Northwest, 07 Knots, WAVE HT 01.9 m, 1026, Rising slowly

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

<b>Sea Crossings</b>	<b>State of sea until 2300 Tuesday 16 September 2008</b>
<b>Dublin - Holyhead</b>	Slight
<b>Rosslare - South Wales</b>	Slight
<b>Cork - South Wales</b>	Slight
<b>Rosslare - France</b>	Moderate
<b>Cork - France</b>	Moderate

**Next update before 0700 Monday 15 September 2008**

A detailed forecast may be obtained by dialling *Weatherdirect* on 1550 123 855.

Calls cost € 0.95 per minute (Incl. VAT).

©2008 Copyright All Rights Reserved. Met Éireann (Department of the Environment, Heritage and Local Government)

## Appendix 8.3 Weather report from Met Éireann.

## Observations from Buoy M2 (53.5N, 5.4W) for 14 Sep 2008

Date and Time	Wind Direction degrees	Wind Speed knots	Wind Gust knots	Wave Height metres	Wave Period seconds
14/09/2008 00 : 00	190	14	17	0.7	4
14/09/2008 01 : 00	190	13	17	0.6	4
14/09/2008 02 : 00	180	12	16	0.6	4
14/09/2008 03 : 00	170	11	16	0.6	4
14/09/2008 04 : 00	170	10	14	0.6	4
14/09/2008 05 : 00	170	10	13	0.7	4
14/09/2008 06 : 00	170	11	14	0.8	3
14/09/2008 07 : 00	170	13	15	0.6	3
14/09/2008 08 : 00	160	12	16	0.5	3
14/09/2008 09 : 00	160	13	16	0.4	3
14/09/2008 10 : 00	150	14	16	0.4	3
14/09/2008 11 : 00	140	13	16	0.5	3
14/09/2008 12 : 00	140	12	16	0.5	3
14/09/2008 13 : 00	140	11	15	0.5	3
14/09/2008 14 : 00	170	9	13	0.4	4
14/09/2008 15 : 00	170	7	12	0.3	4
14/09/2008 16 : 00	200	7	10	0.4	4
14/09/2008 17 : 00	130	3	8	0.5	4
14/09/2008 18 : 00	80	7	8	0.7	4
14/09/2008 19 : 00	100	8	10	0.6	4
14/09/2008 20 : 00	130	11	14	0.5	4
14/09/2008 21 : 00	130	12	16	0.4	4
14/09/2008 22 : 00	130	15	19	0.5	4
14/09/2008 23 : 00	140	16	20	0.6	3

Appendix 8.3 Weather report from Met Éireann.

Explanation of terminology used in Met Éireann's Marine Weather Reports

Beaufort Scale of Wind Force:

Force	Description	Wind Speed (km/hr)	Wind Speed (knot)	Land Signs	Sea State	Sea Height (Metres)*
0	Calm	0 - 0.9	0 - 0.9	Smoke rises vertically	Mirror Smooth	0
1	Light Air	1 - 5	1 - 3	Smoke Drifts	Scaly Ripple	0.1(0.1)
2	Light Breeze	6 - 11	4 - 6	Leaves rustle, wind vane moves	Small wavelets, crests do not break	0.2(0.3)
3	Gentle Breeze	12 - 19	7 - 10	Light flag will wave, small twigs and leaves move constantly	Large wavelets, crests may break	0.6(1.0)
4	Moderate Breeze	20 - 28	11 - 16	All flags extended, small branches move, dust and paper blow about	Small waves some white horses	1.0(1.50)
5	Fresh Breeze	29 - 38	17 - 21	Small trees begin to sway	Moderate waves, many white horses	2.0(2.5)
6	Strong Breeze	39 - 49	22 - 27	Large branches move	Large waves with foam crests	3(4)
7	Near Gale	50 - 61	28 - 33	Walking into wind difficult, whole trees move	White foam from breaking waves blown in streaks	4(5.5)
8	Gale	62 - 74	34 - 40	Twigs break from trees, walking difficult	High long waves	5.5(7.5)
9	Strong Gale	75 - 88	41 - 47	Slight structural damage	High waves, dense streaks of foam	7(10)
10	Storm	88 - 102	48 - 55	Trees uprooted, structural damage	Sea white, violent waves	9(12.5)
11	Violent Storm	103 - 117	56 - 63	May cause widespread damage, rare inland	Exceptionally high waves	11.5(16)
12	Hurricane	118+	64+	Causes devastation.	Air filled with foam and spray	14+

\* For Sea Height the values in brackets refer to the Probable Maximum Wave Height

Visibility  
Descriptions of visibility mean the following:-

- Good: more than 5 nautical miles (9km)
- Moderate: 2 - 5 nm (4 - 9 km)
- Poor: 0.5 to 2 nm (4km)
- Fog: less than 0.5 nm (1.000m)

State of Sea

Descriptive Term	Wave Height in metres
Calm	0-0.1
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



Appendix 8.5 Report of PFD from Sea & Shore Safety Services Ltd.



**SEA & SHORE SAFETY SERVICES LTD.**

"Happy Valley"  
Glenamuck Road,  
Dublin 18,  
Ireland.

Tel: +353 1 - 295 5991  
Fax: +353 1 - 295 7705  
Email: seaandshore@eircom.net  
www.seaandshoresafety.com

Marine Casualty Investigation Board,  
Department of Transport,  
Leeson Lane,  
Leeson St,  
Dublin 2.

17<sup>th</sup> July 2009

Ref: Baltic 150 (Manual only) Lifejacket  
Serial No. 94041580300068

Dear Sir,

At the request of the MCIB we have carried out an examination of the above lifejacket. We have identified, inspected and tested it as required and report as follows:

The serial number (Photos 1+2) indicate that it was manufactured in April 1994. There are no marking or other indication on the jacket to show that service had been carried out on the lifejacket since its manufacture. The manufacturer recommends that this type of jacket is serviced annually.

Upon inspection, the following was noted:

1. The cap was securely in place on the oral inflation tube.
2. The securing pin was in place for the manual inflation toggle (Photo 3) indicating that the toggle had not been operated.
3. The seal on the Co2 bottle was intact (Photo 4) indicating that it was unused. The bottle was badly corroded (Photo 5 + 6). However, it still weighted approx 134gms, which would be sufficient to inflate the lifejacket to a useable level.
4. The gaskets fitted in the unit were very badly worn due to age (e.g. lower gasket Photo 7).
5. The securing belt for the jacket had been cut.

The lifejacket was reassembled and tested initially by oral inflation. It was brought to pressure and it maintained this pressure over a 24-hour period. Using a new Co2 bottle, the jacket was then inflated using the manual inflation toggle. This operated satisfactorily.

The lifejacket was fitted with a new toggle clip and otherwise returned to its original condition.

Member of the International Association for Sea Survival Training  
Directors: (Managing) Michael Langran, Master Mariner, Susan Langran, Clare Pluck.  
Regd. No. 119472. VAT No. IE 4812843P.

**Appendix 8.5 Report of PFD from Sea & Shore Safety Services Ltd.****Conclusions:**

Bearing in mind that the securing belt is cut, this 15-year-old life jacket, as presented, is very old (usual life span is 10 years for lifejackets supplied and serviced by Sea and Shore) and has been very poorly maintained.

It is possible that the performance of the lifejacket would have been reduced due to possible Co2 leaks through badly worn gaskets and less than maximum Co2 volume being available in the bottle due to its corrosion.

During testing the jacket inflated as designed and would have been capable of operating as a lifejacket, albeit at a less than optimum standard.

Yours sincerely,



Ben Pluck  
General Manager

12 page attachment

Appendix 8.5 Report of PFD from Sea & Shore Safety Services Ltd.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

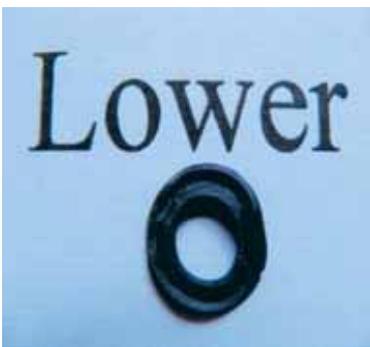
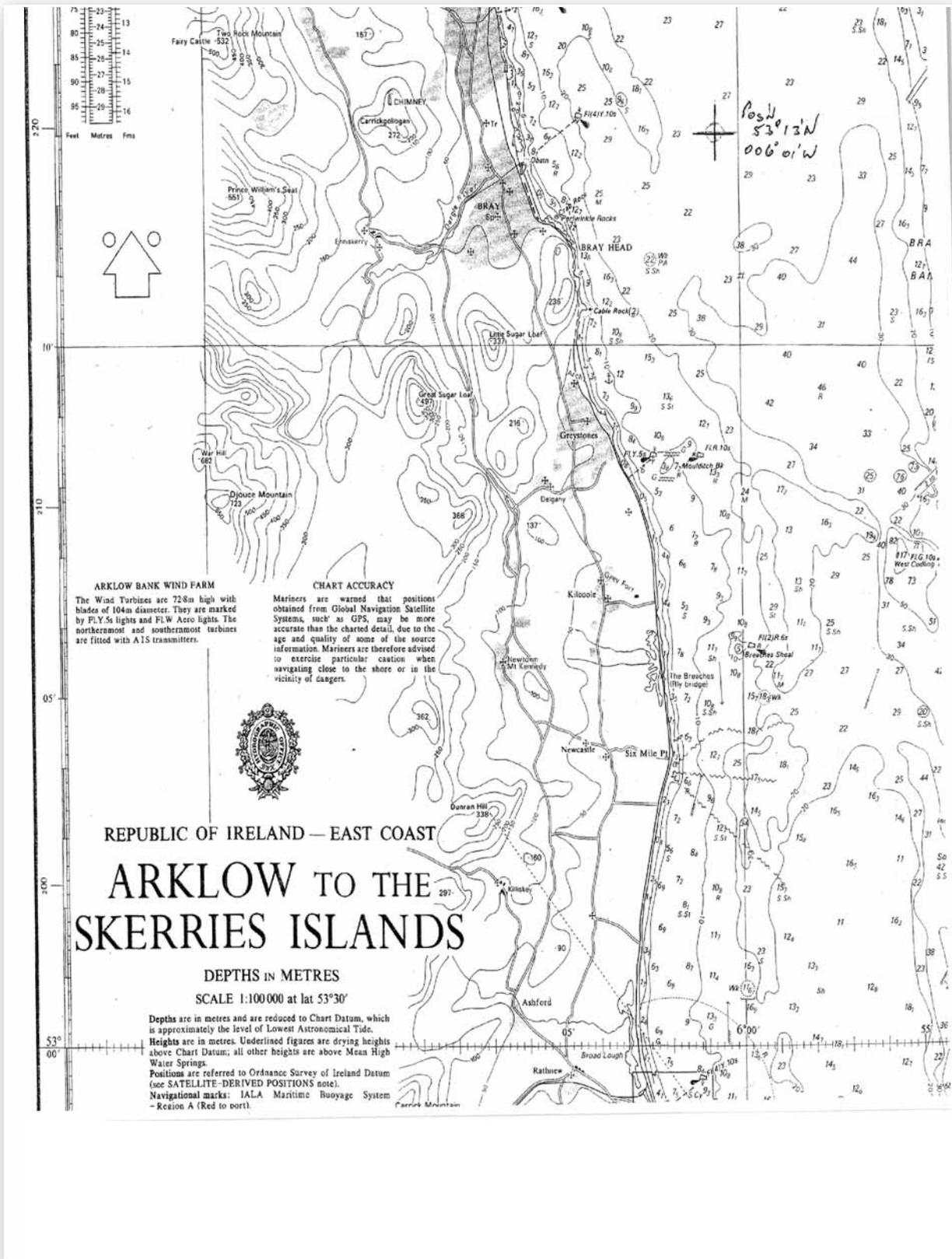


Photo 7

# APPENDIX 8.6

Appendix 8.6 Chartlet of the Incident Area showing location of casualty.



9. LIST OF CORRESPONDENCE RECEIVED		PAGE
9.1	Mr. Tom Quirke	36
	MCIB Response	37
9.2	Mr. Paul Keogh	38
	MCIB Response	38
9.3	Mr. Paraig and Mrs. Cynthia Killeen	39
	MCIB Response	44
9.4	An Garda Síochána	45
	MCIB Response	45
9.5	Mr. Paraig and Mrs. Cynthia Killeen	46
	MCIB Response	46
9.6	Irish Coast Guard	47
	MCIB Response	47

REF. 4-13

"NAGMH CROWAN" ARRIVED ON THE SCENE, THEN THREW A LINE, REF 4.9

REF 4-14

MR. KILLEEN WAS ADVISED NOT TO ENTER WATER, AND NOT, AS STATED IN REPORT TO RELEASE THE CASUALTY

REF 4-15

A CREWMEMBER BOARDED YT. ALANA, DID NOT SWIM AS STATED IN REPORT.

REF 4-18

MR. JONES WAS WINCHED ABOARD HELICOPTER FROM "NAGMH CROWAN" NOT YT. "ALANA" AS STATED IN REPORT.

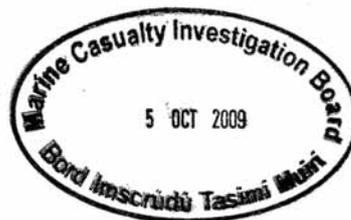
REF. PHOTO 1

FROM MY RECOLLECTIONS, THE JACKET  
MR JONES WAS WEARING WAS MOSTLY  
BLUE, AND NOT MOSTLY RED AS  
SHOWN IN PHOTO 1.

YOU MAY PUBLISH AMENDED COMMENTS



2-10-09.



**MCIB RESPONSE**

The MCIB notes the contents of this letter and has made the necessary factual changes.

Paul Keogh,  
44, Riversdale Road,  
Clondalkin,  
Dublin 22.  
Ph: 086 8467297

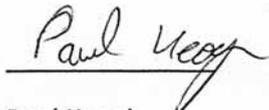
Corrections to 4. The Incident.

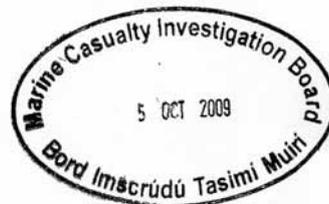
The bullet points should read as: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.13, 4.14, 4.10, 4.11, 4.12, 4.15, 4.16, 4.17, 4.18, 4.19, 4.20,. 4.21.

Other corrections are highlighted.

**PLEASE NOTE:** Can we be 100% sure that the life jacket in question is the same one worn by Mr. Jones? Due to the fact it was missing and as I said in my statement that I think the jacket worn by Mr. Jones was semi-inflated.

Yours,

  
Paul Keogh



## MCIB RESPONSE

The MCIB notes the contents of this letter and has made the necessary factual changes.

**Killeen  
34 Oaklands Avenue  
Swords  
Co. Dublin**

Teresa Walsh  
Secretariat  
Marine Casualty Investigation Board  
Leeson Lane  
Dublin 2  
**By Post & Fax: 678 34 93**

23 September 2009

***Draft Report of the investigation into the loss of Mr. Kenneth Jones 14<sup>th</sup> September 2008  
Your Ref MCIB/162***

Dear Madam

We refer to the above and thank you for granting the time extension in order to respond to the draft report.

We reply as follows using the same numbering within the report:

**1. Synopsis**

1.5 The Final Report states the cause of death "was due to drowning, on a background of severe coronary artery disease".

**2. Factual Information**

2.2 Please change the spelling of "Padraig" to "Paraig".

2.4 Please see our comments as Part 7 Recommendations.

**4. The Incident**

4.1 We feel the approximate time of 12:30 hours may be inaccurate. Given that the Mayday message from YT Naomh Cronan was put through at 12.41, we are of the opinion that the time was between 12:35 and 12:40. This would mean Kenneth was in the water for a period between 12 to 20 minutes maximum.

4.18 Kenneth was winched aboard the helicopter from YT Naomh Cronan and not YT Alana.



*Killeen  
34 Oaklands Avenue  
Swords  
Co. Dublin*

**7. Recommendations**

We would appreciate if the following was noted:

- 7.1 Both of us successfully completed a Sea Survival course under the supervision of Derek O'Connor, organised by Poolbeg Yacht and Boat Club.
- 7.2 We enclose copies of both of our Maritime Radio Operator Certificates and also our Level 4 Certificates for the Yachtmaster Offshore Shore Based Course. We have retained the originals.

**8. List of Appendices**

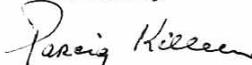
- 8.5 Report of PFD from Sea & Shore Safety Services Ltd.

In addition to our comments in our letter dated 18<sup>th</sup> September last, please note the following:

At all times we carried 6 automatic lifejackets and 2 buoyancy aids on Alana. This has been our normal practice for many years. When we first went back aboard Alana (in and around May 2009) we noticed only one lifejacket aboard. We presumed the other jackets had been taken by one of the investigating team. Only when we received the draft report did we notice that the PFD worn by Kenneth was manufactured by Baltic, which came as a surprise to us as we never purchased a Baltic lifejacket of any description. Prior to this, we had not identified the lifejacket as Baltic. Also, the fact that this was not automatic reaffirmed our suspicions that this lifejacket did not belong to Alana. As stated in our previous letter Alana was purchased in 2005 and Alar in 1999 and at both times we purchased all new safety equipment. We did not own a pleasure boat in 1994 and did not have any lifejackets and therefore are at a loss as to where this jacket came from. Should you wish to investigate this further we will assist you in every way possible.

Kind regards.

Yours sincerely



**PARAIG KILLEEN**



**CYNTHIA KILLEEN**

The boards comments on this letter are on page 44.



**IRISH SAILING ASSOCIATION**

**YACHTMASTER TRAINING SCHEME**  
**LEVEL 4 -**  
**YACHTMASTER OFFSHORE**  
**SHORE BASED COURSE**

This is to certify that *Synthia Kelleher* **NAOMH EANNA**  
has attended a shore based course at **SCHOOL OF NAVIGATION**  
**RINGSEND**

ISA Recognised Establishment

according to the standards laid down by the ISA and has successfully completed the course.

Signed *[Signature]* Date *13/4/2008*  
Principal

This is not a certificate of proficiency

Successful attendance at this course may exempt the holder from part of the mileage requirements for the ISA / Department of the Marine Yachtmaster Offshore Certificate

LEVEL 5
LEVEL 4
LEVEL 3
LEVEL 2
LEVEL 1



**IRISH SAILING ASSOCIATION**

**YACHTMASTER TRAINING SCHEME**  
**LEVEL 4 -**  
**YACHTMASTER OFFSHORE**  
**SHORE BASED COURSE**

This is to certify that *Korag Kelleher* **NAOMH EANNA**  
has attended a shore based course at **SCHOOL OF NAVIGATION**  
**RINGSEND**

ISA Recognised Establishment

according to the standards laid down by the ISA and has successfully completed the course.

Signed *[Signature]* Date *13/4/2008*  
Principal

This is not a certificate of proficiency

Successful attendance at this course may exempt the holder from part of the mileage requirements for the ISA / Department of the Marine Yachtmaster Offshore Certificate

LEVEL 5
LEVEL 4
LEVEL 3
LEVEL 2
LEVEL 1

<p><b>Authority to Operate</b></p> <p>The holder of this certificate is hereby authorised to operate a VHF DSC and VHF-ONLY radio telephone station established in a ship under a licence issued by the Secretary of State.</p> <p>Subject to the provisions of Section 7 (3) of the Wireless Telegraphy Act 1949 regarding the suspension of any authority with a view to revocation thereof, this Authority shall remain valid until further notice.</p> <p><i>S Hamilton</i></p> <p>For the Secretary of State London</p>	<p>United Kingdom of Great Britain and Northern Ireland</p> <p><b>Maritime Radio Operator Certificate of Competence</b></p> <p><b>SHORT RANGE CERTIFICATE</b></p> <p>Issued by  on behalf of </p> <p>The short Range Certificate is awarded under the provisions of Section 7 (1) of the Wireless Telegraphy Act 1949, the Radio Regulations annexed to the International Telecommunication Convention, and recommendation T/R 31 - 04 of the European Radiocommunications Committee of the Conference of European Postal and Telecommunications Administrations.</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

SHORT RANGE CERTIFICATE	DESCRIPTION OF HOLDER
  <p>Certificate number Y 556140</p>	<p>Height: 5 ft 5 in or 1.65 m</p> <p>Colour of Eyes: <b>Green</b></p> <p>Hair: <b>Blonde</b></p> <p>Complexion: <b>Fair</b></p> <p>Distinguishing marks: <b>None</b></p>
<p>Name: <b>Mrs C Killeen</b></p> <p>Address: <b>34 Oaklands Avenue Swords County Dublin Republic Of Ireland</b></p>	<p>Date of Birth: <input type="text"/></p> <p>Place of Birth: Town <b>Dublin</b></p> <p>Country <b>Republic Of Ireland</b></p>
<p>Holder's Signature <i>Cynthia Killeen</i></p> <p>Date of issue: <b>03/06/03</b></p>	<p>Authorised by: </p> 

**Authority to Operate**

The holder of this certificate is hereby authorised to operate a VHF DSC and VHF-ONLY radio telephone station established in a ship under a licence issued by the Secretary of State.

Subject to the provisions of Section 7 (3) of the Wireless Telegraphy Act 1949 regarding the suspension of any authority with a view to revocation thereof, this Authority shall remain valid until further notice.

*D Hamilton*

For the Secretary of State  
London

United Kingdom of Great Britain and Northern Ireland

**Maritime Radio Operator Certificate  
of Competence**

**SHORT RANGE  
CERTIFICATE**

Issued by



Royal Yachting Association

on behalf of



Maritime and Coastguard Agency

The short Range Certificate is awarded under the provisions of Section 7 (1) of the Wireless Telegraphy Act 1949, the Radio Regulations annexed to the International Telecommunication Convention, and recommendation T/R 31 - 04 of the European Radiocommunications Committee of the Conference of European Postal and Telecommunications Administrations.

SHORT RANGE CERTIFICATE	DESCRIPTION OF HOLDER
 <p style="text-align: right;">Certificate number <b>556139</b></p>	<p>Height: <b>5</b> ft <b>10</b> in or <b>1.78</b> m</p> <p>Colour of Eyes: <b>Blue</b></p> <p>Hair: <b>Brown/Grey</b></p> <p>Complexion: <b>Fair</b></p> <p>Distinguishing marks: <b>None</b></p>
<p>Name: <b>Mr P Killeen</b></p> <p>Address: <b>34 Oaklands Avenue Swords County Dublin Republic Of Ireland</b></p>	<p>Date of Birth: <input type="text"/></p> <p>Place of Birth: Town <b>Dublin</b></p> <p>Country <b>Republic Of Ireland</b></p>
<p>Holder's Signature <i>Parraig Killeen</i></p> <p>Date of issue: <b>03/06/03</b></p>	<p>Authorised by: </p>

## MCIB RESPONSE

The MCIB notes the contents of this letter and has made any necessary factual changes. However, we must point out that in relation to the comment on point 8.5, Ms. Killeen signed a receipt confirming that the Baltic 150 was the one actually worn by Mr. Jones on the date of the incident. A copy of the receipt is shown below.



**Mr Paraig Killeen,  
34 Oaklands Avenue,  
Swords,  
Co Dublin.**

Please reply to:  
Marine Casualty Investigation Board  
Leeson Lane  
Dublin 2  
Telephone: 01 678 3484/5/6  
Fax: 01 678 3493  
FREEFONE: 1800 202 614  
Email: [info@mcib.ie](mailto:info@mcib.ie)  
Web: [www.mcib.ie](http://www.mcib.ie)

13<sup>th</sup> July 2009

**Ref: MCIB Investigation into the YT Alana .MOB 14<sup>th</sup> Sept 2008.**

**PFD Baltic 150 Model Number 94041580300068**

Dear Sir,

Please be advised under the Merchant Shipping (Investigation of Marine Casualties) Act 2000, Section 29 (1 C) the above PFD is returned to you.

Received PFD Baltic 150 Model Number 94041580300068 which I confirm was worn by Mr Kenneth Jones on the day of the accident Sunday the 14<sup>th</sup> September 2008.

Signed.....

BOARD MEMBERS  
John G. O'Donnell, B.L. Chairman  
Thomas R. Power  
Sinead Brett  
Brian Hogan  
Jurgen Whyte  
Kieran Baker, Secretary

## An Garda Síochána

Oifig Chéimtoir Pearsanta  
an Choimisinéara,  
An Garda Síochána,  
Páirc an Fhionnuisce,  
Baile Átha Cliath 8.

Tel/Teileafón: (01) 66 62015 / 16 / 18

Fax/Facs: (01) 66 62013



Office of the Commissioner's  
Personal Assistant  
Garda Headquarters,  
Phoenix Park,  
Dublin 8

Láithreán Gréasáin / Website:  
www.garda.ie

Ríomhpost / E-mail:  
commissioner@garda.ie

Luaigh an uimhir tharagtha seo a leanas le  
do thoil:  
Please quote the following ref. number:

Our Ref: PA 2.1N  
Your Ref: MCIB/162

Mr. John G. O'Donnell  
Marine Casualty Investigation Board  
Leeson Lane  
Dublin 2

**Re: Marine Casualty Investigation Board - draft Report of the Investigation into  
the loss of Mr. Kenneth Jones falling overboard from the yacht "Alana" and  
drowning off Bray Head, Co. Wicklow on the 14 September 2008.**

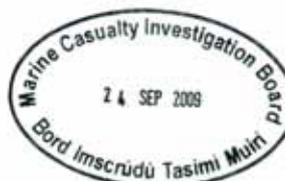
Dear Mr. O'Donnell

I am directed by the Commissioner to refer to your correspondence dated 21  
August 2009, in the above, and to advise you that An Garda Síochána has no  
comments or observations to add to the draft report.

Yours sincerely

  
B CORCORAN  
CHIEF SUPERINTENDENT  
PERSONAL ASSISTANT  
TO COMMISSIONER

21 September 2009



Ráiteas Misin / Mission Statement:

An leibhéal insoicthe is airde a bhaint amach maidir le Cosaint Phearsanta, Tiomantas don Phobal agus Slándáil Stáit.  
To achieve the highest attainable level of Personal Protection, Community Commitment and State Security.

### MCIB RESPONSE

The MCIB notes the contents of this letter.

*Killeen  
34 Oaklands Avenue  
Swords  
Co. Dublin*

Teresa Walsh  
Secretariat  
Marine Casualty Investigation Board  
Leeson Lane  
Dublin 2  
By Post & Fax: 678 34 93

18 September 2009

*Draft Report of the investigation into the loss of Mr. Kenneth Jones 14<sup>th</sup> September 2008  
Your Ref MCIB/162*

Dear Madam

We refer to the above and to your telephone conversations with our daughter Paula yesterday.

We would be obliged if you would grant an extension to the time period specified in your letter dated 21<sup>st</sup> August 2009 in order that we may respond to the draft report. The stated date for a response therein is 21<sup>st</sup> September 2009.

There are a few small amendments and observations which we would like included in the report but most importantly, it appears that the lifejacket did not belong to our boat Alana. We believe this to be true for a number of reasons: (briefly) all new safety equipment was purchased when we bought Alana in 2005 and also for our previous boat Alar which was bought in 1999: all lifejackets purchased were always automatic with gas cylinders / tablets: we never purchased a Baltic lifejacket.

Therefore in the interests of accuracy we would appreciate if you would please give an extension so that we may look into the matter further before submitting our response to the draft report.

We would like to take this opportunity to thank your office for the time and effort taken in compiling the report and look forward to hearing from you in due course.

Kind regards,

Yours sincerely

  
PARAIG KILLEEN



  
CYNTHIA KILLEEN

## MCIB RESPONSE

The MCIB notes the contents of this letter.

Irish Coast Guard  
GARDA CÓSTA na hÉIREANN



16<sup>th</sup> September 2009

Mr John G. O'Donnell B.L.,  
Chairman  
MCIB  
Leeson Lane  
Dublin 2

**Re: Draft Report of the Investigation into the loss of Mr Kenneth Jones  
Overboard from the Yacht "Alana" and his subsequent death off  
Bray Head, Co. Wicklow on 14<sup>th</sup> September 2008**

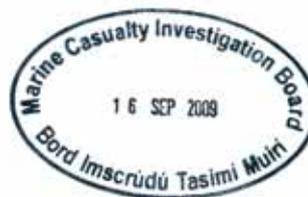
Dear Mr O'Donnell,

I refer to the above draft report on which you invited me to comment/provide my observations.

I would like to strongly endorse paragraph 7.2 of the report that EPIRBS should where possible have a GPS input which will speed and assist the IRCG response.

Yours sincerely,

Chris Reynolds  
Director  
Irish Coast Guard  
Department of Transport  
Leeson Lane  
Dublin 2  
Tel: 00 353 1 678 3440; Fax: 00 353 1 678 3459  
chrisreynolds@transport.ie



## MCIB RESPONSE

The MCIB notes the contents of this letter.

