



MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí



**REPORT OF AN INVESTIGATION
INTO A MARINE CASUALTY
INVOLVING A VESSEL IN
OR AROUND
INISHBOFIN ISLAND,
CO. GALWAY
ON OR ABOUT
3 JULY 2024**

**REPORT NO. MCIB/338
(No.4 OF 2025)**

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or onboard, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

The MCIB objective in investigating a marine casualty is to determine its circumstances and its causes with a view to making recommendations to the Minister of Transport - for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea and inland waterways.

The MCIB is a non-prosecutorial body. We do not enforce laws or carry out prosecutions. It is not the purpose of an investigation carried out by the MCIB to apportion blame or fault.

The legislative framework for the operation of the MCIB, the reporting and investigating of marine casualties and the powers of MCIB investigators is set out in the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector transposed into Irish law by the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011.

This report is published under and in accordance with the Merchant Shipping (Investigation of Marine Casualties) Act 2000 as amended by the Merchant Shipping (Investigation of Marine Casualties) (Amendment) Act 2022 and/or under and in accordance with the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011. It is not published under the Merchant Shipping (Investigation of Marine Accidents) Act 2025, Parts 1 and 5 of which were commenced by the Merchant Shipping (Investigation of Marine Accidents) Act 2025 (Commencement) Order 2025 S.I.188 of 2025 from 1 June 2025.

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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

| | |
|--------|--|
| BIM | Bord Iascaigh Mhara |
| C | Celsius |
| CGU | Coast Guard Unit |
| CoP | Code of Practice |
| EPIRB | Emergency Position Indicating Radio Beacon |
| LOA | Length Overall |
| MCIB | Marine Casualty Investigation Board |
| MN | Marine Notice |
| MRCC | Marine Rescue Co-ordination Centre |
| MRSC | Marine Rescue Sub Centre |
| MSO | Marine Survey Office |
| PFD | Personal Flotation Device |
| PLB | Personal Locator Beacon |
| PST | Personal Survival Techniques |
| RNLI | Royal National Lifeboat Institution |
| RTB | Return to Base |
| SFPA | Sea-Fisheries Protection Authority |
| SITREP | Situation Report |
| S.I. | Statutory Instrument |
| UTC | Universal Co-ordinated Time |
| VHF | Very High Frequency |

| | |
|--------------------|----|
| Horsepower | hp |
| Hour | hr |
| Kilometre | km |
| Knot | kt |
| Litre | lt |
| Metacentric height | GM |
| Metre | m |
| Nautical Mile | NM |

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8th October 2025.

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1. SUMMARY

- 1.1 On the afternoon of 2 July 2024, a lone fisher took to sea in a small aluminium vessel from Inishbofin, Co. Galway to engage in lobster fishing. The weather conditions were moderate to fresh with a small craft warning in effect. The vessel made its way towards lobster pots located off the north side of the island. The Casualty, who was familiar with the area, tended to his pots as part of his routine, working solo in forecasted moderate to fresh sea conditions.
- 1.2 The exact details of the circumstances of this incident cannot be determined with certainty, however, having examined the various possible sequence of events, the most likely scenario is that at some point during the day, the Casualty encountered a fouled lobster pot and attempted to free it by tethering the vessel to the pot riser, and used the swell to lift the vessel to aid dislodging the fouled lobster pot from the seabed. The combination of moderate to fresh seas and the added strain from the tethered pot compromised the vessel's stability. In the process of trying to free the pot, the vessel likely took on water, ultimately capsizing and most probably causing the Casualty to go overboard.
- 1.3 Although the Casualty was wearing a lifejacket, the water temperature, estimated at 14° Celsius (C) to 15°C, and the lack of an emergency communication device - such as an Emergency Position Indicating Radio Beacon (EPIRB), Personal Locator Beacon (PLB), or Very High Frequency (VHF) radio - meant no distress signal was sent. The Casualty had a mobile phone but either lost it or was unable to use it. As a result, the incident went unnoticed until the following day. The Coroner's pathology post mortem report recorded broken ribs but was unable to determine if these were pre or post mortem. If pre mortem, this would have hampered the Casualty very considerably and may explain why he was unable to reach the nearest land which was rocky at about 100 metres (m).
- 1.4 Local search efforts were initiated, and emergency services, including the Irish Coast Guard and the Clifden Royal National Lifeboat Institution (RNLI), were later mobilised. Despite these efforts, the Casualty was found deceased onshore and his body recovered in the early hours (hrs) of 4 July.

Note: Times are local time = UTC + 1 (Co-ordinated Universal Time + 1 hour).



Map of location where the incident occurred off the north coast of Inishbofin, Co. Galway.

2. FACTUAL INFORMATION

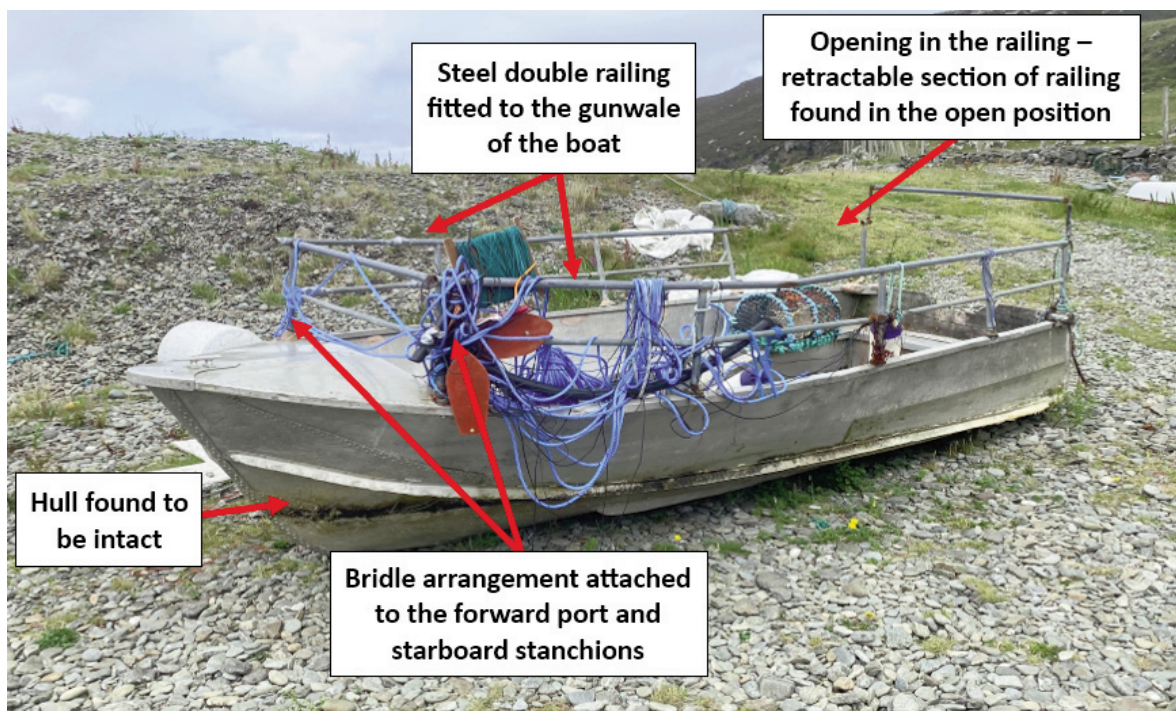
2.1 Vessel Details

| | |
|--------------------------|--|
| Type: | Aluminium constructed open vessel. |
| Distinguishing Markings: | “Freezer Aluminium Boats” name plate affixed at the bow. |
| Construction: | Aluminium. |
| Length Overall (LOA): | 5.49 m. |
| Breadth: | 1.98 m. |
| Owner: | The Casualty. |
| Builder: | Freezer Aluminium Boats. |
| Model: | Not determined. |
| Serial Number: | 1205. |
| Year Built: | Not determined. |
| Depth at Transom: | 0.55 m. |
| Engine: | Outboard petrol Yamaha 15 horsepower (hp). |

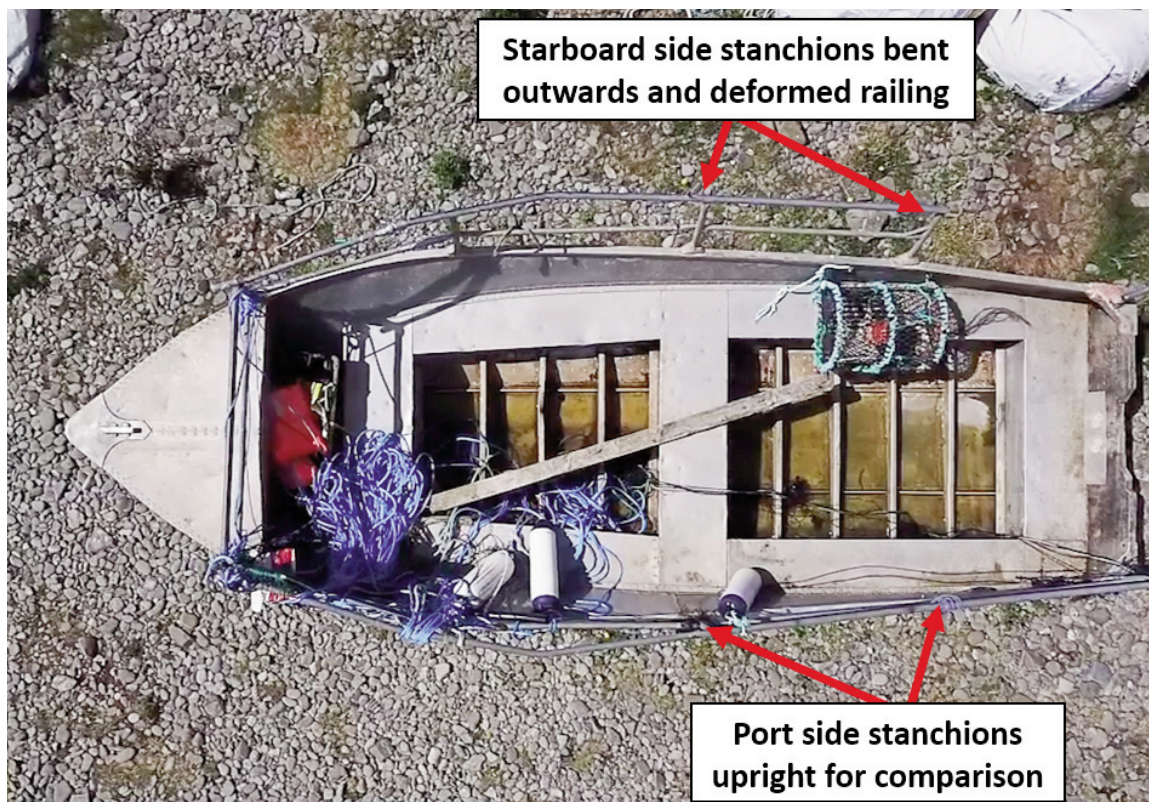


Photograph No. 1: The vessel ashore without the engine - photograph taken post incident.

- 2.1.1 The vessel was owned by the Casualty and was inspected by the Marine Casualty Investigation Board (MCIB) on 27 July 2024. According to witnesses interviewed over the course of the investigation, the Casualty had installed a new 15-hp Yamaha outboard engine approximately three months prior to the incident - this engine replaced a previous 20-hp outboard engine. At the time of inspection of the vessel, the engine was not present, as it was removed shortly after the incident to facilitate a service. However, from witness statements, the engine was found with the gear engaged in the forward position. Witnesses involved in the recovery of the vessel reported that a kill cord was in place when the vessel was recovered.
- 2.1.2 The vessel was constructed primarily from studded and welded aluminium, featuring minor fiberglass repairs to the hull. A steel double railing encircled the vessel, with a section designed to open for tending to pot buoys and other work. Witness statements indicated that the railing was installed by the Owner. The opening section of the railing could be secured using a retractable portion of the railing, which was found in the retracted position during the inspection. Attempts to close the retractable railing were unsuccessful due to the deformation of the starboard side railing. The damage was evident, with multiple stanchions bent outward. There was no means of getting back onboard in the event of a man overboard situation. It may have been possible to board the vessel via the transom, however there would be a risk of injury if the propellor was still turning.



Photograph No. 2: Railing around the vessel and bridle arrangement.



Photograph No. 3: Aerial photograph showing deformation to the railing and stanchions.

- 2.1.3 The vessel was located by rescue helicopter R118 during the search and rescue operation and was observed inverted and afloat. The vessel was subsequently found to be tethered to the seabed by a bridle arrangement that was connected to a pot riser.



Photograph No. 4: Photograph taken of the upturned vessel during the salvage. Credit salvage team.

2.2 Codes of Practice and Regulations

Code of Practice for the Safe Operation of Recreational Craft

2.2.1 The vessel involved in this incident was not registered as a commercial fishing vessel. Based on witness statements and its general use, it was most likely intended for a variety of purposes, including personal transport, transporting livestock, and fishing (including pot fishing). Where a vessel is used solely for recreational activities, including non-commercial fishing, it falls under the Code of Practice (CoP) for the Safe Operation of Recreational Craft¹ (“the Code”). This Code outlines safety guidance and recommended minimum safety equipment for leisure vessels operating in Irish waters. The CoP for the Safe Operation of Recreational Craft provides guidelines for ensuring safety and legal compliance for recreational craft users in Irish waters. It covers key areas such as safe operating practices, required safety equipment, legal regulations, risk management, and emergency procedures. The Code emphasises the importance of planning, preparation, and personal responsibility, aiming to reduce accidents and improve safety awareness for all types of recreational craft, from motorboats to kayaks and personal watercraft.

2.2.2 In addition, pot fishing is referenced in paragraph 2.10 of Chapter 2 of the CoP for the Safe Operation of Recreational Craft, which gives information for small fishing vessels engaged in both commercial and non-commercial potting as follows:

“2.10 Pot Fishing

Commercial potting for lobster or crab requires a licence issued by the Licensing Authority for Sea Fishing Boats, Department of Agriculture, Food and the Marine, National Seafood Centre, Clonakilty, Co. Cork. Commercial potting vessels may typically shoot up to 80 pots in a single string.

Those engaged in commercial potting should comply with the Code of Practice for the Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15 metres length overall in its updated version, which sets out requirements and recommendations relating to safety on board small fishing vessels and is available to view or download on www.gov.ie.

Attention is also drawn to Marine Notice No. 17 of 2019 regarding the safety of small vessels engaged in potting operations.

Recreational boaters may also engage in non-commercial potting for lobster or crabs. Such activities are limited to a small number of pots and the catch is intended for the owner’s table and not for commercial resale.”

1. Available at: <https://assets.gov.ie/34644/e38c887e83324ab4bfef6ce145210bb3.pdf>

[The Non-Commercial Pot Fishing (Lobster and Crab) Regulations 2016 (Statutory Instrument (S.I.) No. 31/2016) are referred to and the contents set out]

“Non-commercial potting activities should never be undertaken by a single boatman. Always wear a suitable Personal Flotation Device and Personal Locator Beacon. Somebody ashore should be aware of where the boat is intending to operate and when it is expected to return. Owners/Skippers should carry out a risk assessment of the intended operations and take appropriate actions to reduce/ mitigate the inherent risks that arise when nobody else is on board to help or raise the alarm.

Boats engaged in non-commercial potting should have a suitable means of re-boarding in the event of a crew member falling overboard.

Attention is also drawn to Marine Notice No. 31 of 2023 as amended 23/04/2025, Advice re. Use of appropriate Marker Buoys/ Ropes when engaged in Pot Fishing for lobster, crab or other fish or shellfish, and the annexed Good Practice Guide to Pot Marker Buoys.” [The text of the MN is then set out].

- 2.2.3 The CoP for the Safe Operation of Recreational Craft recommends that leisure vessels carry, at a minimum, appropriate lifejackets for all persons onboard, two hand-held distress flares, two orange smoke signals, a waterproof hand-held VHF radio, and a mobile phone in a waterproof case. Other equipment includes a foghorn, manual bilge pump, and an anchor with warp. While these items are not mandatory, they are strongly recommended to improve survivability in an emergency.

The Non-Commercial Pot Fishing (Lobster and Crab) Regulations 2016 (S.I. No. 31/2016)

- 2.2.4 Where fishing is carried out for personal or leisure purposes, the Non-Commercial Pot Fishing (Lobster and Crab) Regulations 2016 (S.I. No. 31/2016)² apply. Regulation 6 limits the number of pots to no more than six per person in use at any time:

“A person on board a fishing boat shall ensure that he or she, whether individually or in combination with other persons on board the boat, has no more than a total of six pots on board the boat or in the sea at any one time”.

This regulation is intended to ensure that recreational fishing remains sustainable and non-commercial in nature.

- 2.2.5 Evidence obtained during the investigation – including witness accounts and the number of pots used – indicates the vessel may have been engaged in fishing activity, exceeding the scope of recreational use. If that were the case, the vessel would have been subject to a different regulatory framework and would have

2. Available at: <https://www.irishstatutebook.ie/eli/2016/si/31/made/en/print>

required a sea-fishing boat licence issued by the Licensing Authority in the Department of Agriculture, Food and the Marine.

The Code of Practice for the Design, Construction, Equipment, and Operation of Small Fishing Vessels of Less than 15 Metres Overall

- 2.2.6 The CoP for the Design, Construction, Equipment, and Operation of Small Fishing Vessels of Less than 15 Metres Overall (Revision 3 applicable from 1 May 2022)³ applies to all fishing vessels under 15 m in length that are used commercially. The CoP sets the standards of safety and protection for all persons onboard small fishing vessels, of less than 15 m LOA, which are required to have a sea-fishing boat licence. The CoP is based on the voluntary instruments on safety at sea, jointly published by the Food and Agriculture Organization of the United Nations (FAO), the International Labour Organization (ILO), and the International Maritime Organization (IMO). The Casualty's vessel measured 5.49 m and was therefore within this scope. The Casualty did not hold a sea-fishing boat licence and therefore the boat was not registered. It is not a matter for the MCIB to investigate for what purposes the boat was used. Given its construction it is useful for the purposes of comparative safety analysis to provide some details as to the recreational and the small boat commercial regime.
- 2.2.7 Under the CoP, owners are responsible for ensuring that their vessels are surveyed by approved surveyors and meet standards for seaworthiness, construction, and equipment. Upon successful inspection, a Declaration of Compliance ("DoC"), is issued and remains valid for four years, with a mandatory owner-declared midterm confirmation after two years.
- 2.2.8 Section 2.1.2 of the CoP is particularly relevant given the altered construction made to the boat. It states:
- "The hull structure and machinery should provide the required strength and service for the safe operation of the vessel, in all expected operating conditions, at the required draught and power, in the sea and weather conditions likely to be met. Particular attention should be paid to the intended fishing methods."*
- 2.2.9 If the vessel was required to have a sea-fishing licence and came within the CoP it would have undergone a formal inspection which might have disclosed the stability issues that are addressed later in this report.

3. Available at: <https://assets.gov.ie/31514/7cc3ff87540c420eb6264e2ef515730c.pdf> The revision updated its references to legislation and Marine Notices, and incorporates many safety improvements, which have been derived from recommendations of the Marine Casualty Investigation Board, as well as from the Department of Transport's Maritime Safety Strategy (2015), and the Report of the Working Group on Safety, Training & Employment in the Irish Fishing Industry (2015).

2.3 Sea-Fisheries Protection Authority

2.3.1 The Sea-Fisheries Protection Authority⁴ (SFPA) oversees licensing and compliance with national and European Union fisheries laws. The SFPA monitors fishing activity to ensure vessels comply with legal requirements based on their intended use. These measures help verify that fishing gear, vessel modifications, and operational practices meet safety and sustainability standards.

2.3.2 To protect marine resources, the SFPA conducts inspections at sea, landing points, and markets to monitor and verify that all lobster fishing activities comply with conservation and sustainability requirements. They also investigate illegal fishing practices, such as unlicensed or unregistered operations, and impose sanctions where necessary to uphold compliance and safeguard the marine environment.

Safety and Communication Equipment

2.3.3 The CoP for the Safe Operation of Recreational Craft recommends that leisure vessels carry basic safety equipment, including personal flotation devices (PFD) (required as a matter of law), distress signals, and a means of communication. Table E⁵ at Page 67 of the Code sets out equipment recommendations, including the following equipment of relevance to this investigation for vessels in sheltered/coastal waters (category D):

- Suitable PFD/Lifejacket 150 Newtons for each person onboard (at least 100 Newtons for sheltered waters).
- Two handheld distress flares and two orange smoke signals.
- Waterproof hand-held VHF radio.
- Mobile phone (in waterproof holder).
- Foghorn (powered or aerosol type).
- Manual bilge pump.
- Anchor and warp.

2.3.4 There was no radio communications equipment observed onboard the vessel during the MCIB's inspection, nor was there any evidence to show that the Casualty used a hand-held VHF radio. The Casualty had a mobile phone with him which was subsequently found three weeks later on the shore at low tide, near to where he was found. The evidence suggests it was unlikely to have been held in a waterproof holder.

4. <https://www.sfpa.ie/What-We-Do>

5. Table E available at <https://www.gov.ie/pdf/?file=https://assets.gov.ie/305064/ec7153b1-5d52-4553-bff8-1561e1a91ad7.pdf#page=null>

- 2.3.5 In contrast, commercial fishing vessels must adhere to more stringent safety standards as outlined in the CoP for the Design, Construction, Equipment, and Operation of Small Fishing Vessels. These additional requirements include compulsory installation of VHF radios, EPIRBs, and regular safety drills. A comparison is provided below:

| Equipment Requirement | Leisure Vessel | Commercial Fishing Vessel |
|-----------------------|----------------|---------------------------|
| PFD | Required | Required |
| VHF Radio | Recommended | Mandatory |
| EPIRB/PLB | Not Required | Mandatory |
| Regular Inspections | Not Required | Mandatory |

2.4 Radio Licensing Requirements for Fishing Vessels

- 2.4.1 If the vessel had been classified as commercial, it would have been obligated to comply with commercial fishing requirements including regulations that require communication equipment.
- 2.4.2 The vessel was not registered as a fishing vessel, and therefore Fishing Vessel (Radio Installations) Regulations, 1998 S.I. No. 544/1998⁶ did not apply. These Regulations describe a Class IV fishing vessel as being of less than 12 m in length. Section 40 of the same Regulations states that:

“Every Class IV fishing vessel shall be provided with:

(a) a VHF radio installation capable of transmitting and receiving radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13), and 156.800 MHz (channel 16).

(b) a satellite emergency position-indicating radio beacon (satellite EPIRB) which

shall be:-

(i) capable of transmitting a distress alert either through the polar orbiting satellite service operating in the 406MHz and 121.5 MHz bands, or the 1.6 GHz band;

(ii) installed in a readily accessible position;

(iii) ready to be manually released and capable of being carried by one person into a survival craft;

6. <https://www.irishstatutebook.ie/eli/1998/si/544/made/en/print>

- (iv) *capable of floating free if the vessel sinks and of being automatically activated when afloat; or*
- (v) *capable of being activated manually.”*

2.5 EPIRB and PLB Communication Devices for Fishing Vessels

- 2.5.1 EPIRBs are specialised devices used primarily for maritime safety. They are designed to be installed on vessels and can activate automatically when submerged or be triggered manually during emergencies. Once activated, EPIRBs transmit a distress signal, including the vessel's location, via satellite to notify search and rescue authorities. According to Section 9.2.4.1.b of the CoP (headed *Radio Equipment to be Provided for all Sea Areas (including EPIRBs and PLBs)*), EPIRBs shall be provided for fishing vessels including fishing vessels of less than 12 m overall.
- 2.5.2 PLBs are smaller, portable emergency devices carried by individuals, suitable for both maritime and land-based activities and can be mounted on lifejackets. When activated, PLBs send a distress signal with global positioning system coordinates to a satellite system, enabling search and rescue teams to locate the person in distress. PLBs offer versatile emergency coverage and are used in maritime industries. Although not specifically required under the CoP, PLBs are optional extras for vessels less than 12 m.
- 2.5.3 As outlined by the CoP at Section 9.2.4.2, any EPIRB or PLB devices must be registered with the online ship radio licence and EPIRB registration system.

2.6 Safety Training

- 2.6.1 Bord Iascaigh Mhara (BIM), Ireland's seafood development agency, is dedicated to promoting safety and sustainability. The agency provides specialised training and funding to improve safety standards across many sectors, equipping fishers and recreational anglers with the skills and resources needed to manage the inherent risks of their activities. BIM's initiatives aim to support the well-being of crews, ensuring a safer environment.
- 2.6.2 BIM runs a Personal Survival Techniques (PST) one day course split into both theory and practical sessions. The current version of the course includes launching and entering a life raft. Included are actions to be taken by persons for self-protection in emergency situations, survival at sea and deployment of safety equipment.
- 2.6.3 Greater training is available and required for commercial fishers. The Fishing Vessel (Basic Safety Training) Regulations, 2001 (S.I. 587 of 2001) require all fishing vessel crewmembers to undergo Basic Safety Training. This three-day programme is run at all of BIM's training centres and consists of the following:

STCW-PST: Personal Survival Techniques

STCW-EFA: Elementary First Aid

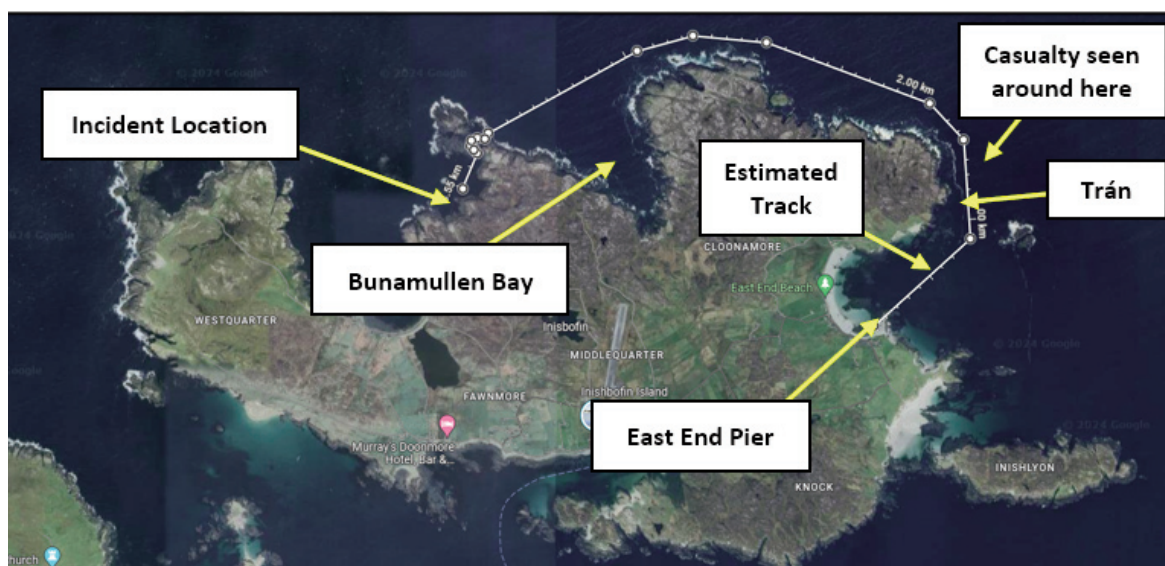
SKL-FPSA: Fire Prevention and Safety Awareness (BIM non-certified course given in addition by BIM).

BIM also offers an Enhanced Safety Training Scheme⁷, which is designed to improve safety standards for registered fishing vessels and their crews. The scheme combines practical training with grant aid to promote a safer working environment at sea. It includes the three-day Basic Safety Training course. Financial assistance is available for purchasing essential safety equipment, including PFDs with integrated PLBs. The scheme is, however, only open to registered vessel owners who apply on behalf of their skippers and crew members.

2.7 Voyage Particulars

- 2.7.1 On 2 July 2024, at approximately 13.30 hrs, the Casualty departed from East End Pier, Inishbofin, heading northeast to clear the island's easterly point and tend to fishing gear located off that area. Shortly after tending to his gear, at approximately 15.30 hrs the Casualty was engaged in conversation by a local person who was also on the water that day.
- 2.7.2 The exact particulars of the voyage cannot be determined with certainty. The inverted vessel was found approximately 100 m from the shore at the approximate coordinates of Latitude 53°37' 45.6"N and Longitude 10°13' 34.6"W in a small bay on the north side of Inishbofin and to the west of Bunamullen Bay, just south of Gubatarraghna Point. Therefore, it is probable that the Casualty moved around to the north side of the island, where he had lobster pots scattered, including in Bunamullen Bay. The Casualty also had pots in the channel to the west of Bunamullen Bay, extending to the area where the incident occurred.

7. BIM's Enhanced Safety Training Scheme is a 1-day course designed to provide the skippers and crews of registered fishing vessels with up-to-date training in personal survival techniques, first aid, fire prevention and health and safety in the workplace. Source: <https://bim.ie/wp-content/uploads/2021/01/Enhanced-Safety-Training-Application-Form.pdf>



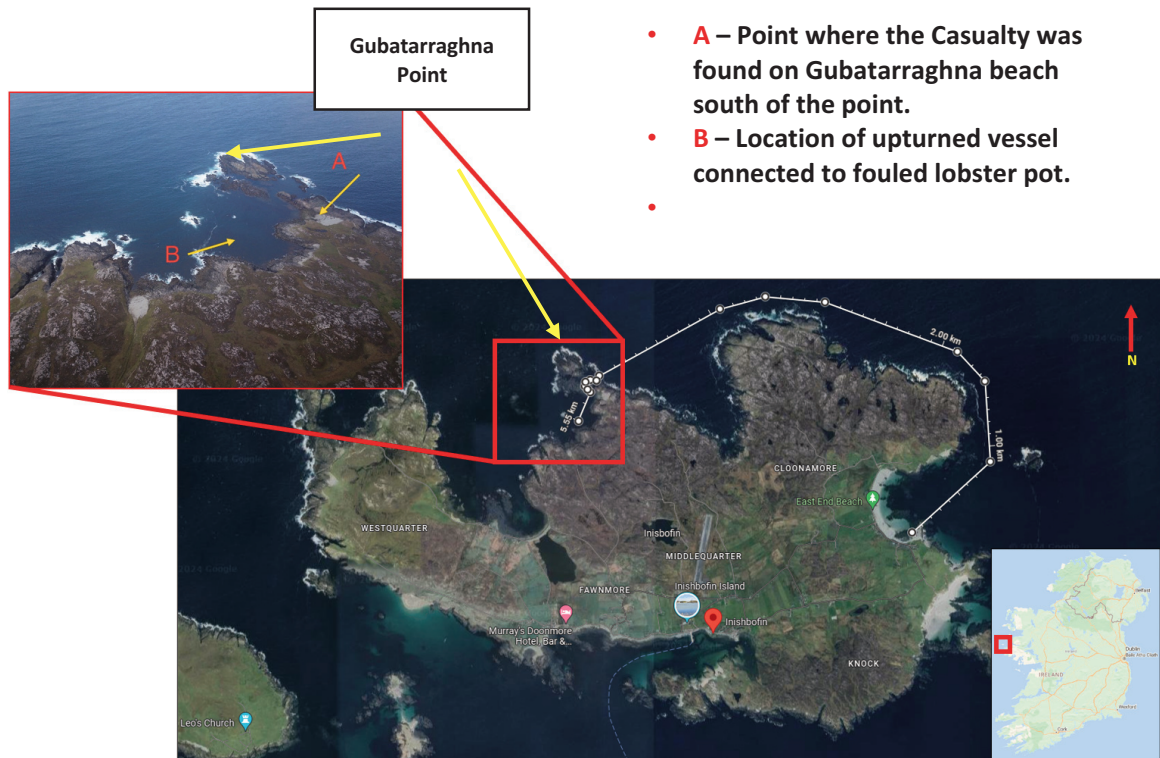
Photograph No. 5: Inishbofin and the estimated voyage taken by the Casualty.

2.8 Crew

- 2.8.1 The Casualty was an experienced mariner with extensive involvement in various maritime ventures. Witnesses reported that his experience included seasonal commercial salmon fishing in Alaska, United States, on two separate occasions. Although the Casualty was a non-swimmer, he had completed the PSTs training with BIM in 2002.

2.9 Incident Location

- 2.9.1 The incident occurred in a small bay on the north side of Inishbofin, just south of Gubatarraghna Point and west of Bunamullen Bay. The inverted vessel was found approximately 100 m from the shore at the approximate coordinates of Latitude 53°37' 45.6"N and Longitude 10°13' 34.6"W. The Casualty's body was initially sighted on Gubatarraghna beach (south of Gubatarraghna Point) on the next night and was recovered at 00.22 hrs on the early morning of 4 July, approximately 35 hrs after departing from East End Pier.
- 2.9.2 The shoreline along the north side of the island is highly exposed to northerly swells and rough seas, with predominantly rocky terrain. In more sheltered areas, the shoreline becomes less rocky. Within the small bay, where the incident occurred, there are two shallows that dry out during low tides, causing waves and swells to break before reaching the shore. In the photograph below, point B marks the approximate location where the inverted vessel was found, while point A indicates the approximate location where the Casualty was found.



Photograph No.6: Aerial map showing voyage from point of departure to incident locations Google Maps.

2.10 Time of the Incident

It is likely that the incident occurred sometime in the afternoon or early evening of 2 July 2024.

2.11 Safety Equipment: Mobile Phone and Personal Floatation Device

2.11.1 The Casualty had a mobile phone with him at the time of the incident. Although the phone was not found on his person when he was recovered, it was located three weeks later on the shore at low tide, near to where the Casualty was found. It was presumably not tethered to him nor is there any evidence that it was in a waterproof holder.

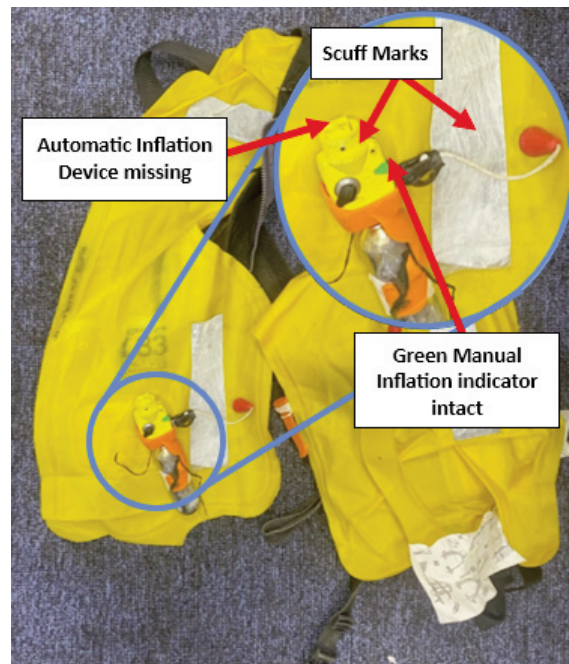
2.11.2 As provided in the Code at paragraph 11.11:

“Mobile Devices A mobile phone should not be relied on as the primary method of contacting the emergency services. Having said that, it is recommended that all vessels operating on inland lakes and waterways as well as in coastal waters carry a fully charged mobile phone contained in a watertight storage bag or casing. The mobile phone should at all times be fully charged and the signal strength and the charge indicator of the mobile phone should be regularly checked while the vessel is under way.”

- 2.11.3 On the day of the incident, the Casualty was wearing a Crewsaver brand inflatable lifejacket. When the Casualty was found on the shore, the PFD was still being worn and was inflated.
- 2.11.4 During the MCIB inspection of the PFD on 27 July 2024, it was found to be in generally reasonable condition. All straps were intact, and the inflation chambers were in good working order, though scuff marks and signs of general wear and tear were noted. The PFD had been overdue for its scheduled inspection, which was due in March 2024. Additionally, part of the automatic inflation device was missing, and scuff marks were observed around the fitting where the device would have been mounted. The green indication tag for manual inflation was still in place which means that given it was not used for manual inflation, the PFD was automatically inflated by the automatic inflation device. It follows that the damage noted to part of the automatic inflation device occurred after inflation, which is consistent with the noted scuff marks around that part of the PFD, presumably caused when the Casualty's body came to rest on the beach area.



Photograph No. 7: The Casualty's PFD observed in reasonable condition at the time of inspection.



Photograph No. 8: Close up of the manual inflation indicator which remained intact suggesting automatic inflation.

2.12 Marine Incident Information

| | |
|--------------------------|---|
| Type: | Marine casualty resulting in one fatality. |
| Nature of Incident: | Overdue fisher, reported in danger and declared as a distress situation. The fisher was lost overboard. |
| Date: | 2 July 2024. |
| Time: | SAR Operation: 22.14 hrs. |
| Position: | Latitude 53° 37.37' N - Longitude 010° 10.23' W. Inishbofin Island, Galway. |
| Wind Speed: | 2 July 2024: Over afternoon and evening, Moderate to Fresh Breeze Force 4 - 5 (11 - 20 knots (kts)). 3 July 2024: Fresh winds Beaufort Force 5 (19 - 22 kts), veering W-NW through the afternoon and increasing Strong by evening Force 6 (22 - 26 kts). |
| Wind Direction: | West. |
| Sea State: | Rough, with waves between 2.5 to 4 m in height. |
| Air Temperature: | Day: 14°C - 16°C/Night: 10.0°C - 12.0°C. |
| Sea Temperature: | 14.0°C - 15.0°C. |
| Tide Information 2 July: | Inishbofin - High: 02.37, Low: 08.53 hrs. High: 15.15 hrs, Low: 21.37 hrs. |
| Tide Information 3 July: | Inishbofin - High: 03.43, Low: 09.57hrs. High: 16.13hrs, Low: 22.41 hrs. |
| Range: | Approaching spring tides. |
| Sunrise 2 July: | Approximately 05.14 hrs. |
| Sunset 3 July: | Approximately 22.05 hrs. |
| Vessel Operation: | Lobster pot fishing. |
| Human Factors: | Fishing alone in rough weather conditions. |
| Consequences: | Single fatality. |

This incident resulted in a marine casualty as defined in Section 2 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 which defines a marine casualty and a vessel in the following terms:

“marine casualty” means an event or process which causes or poses the threat of—

- (a) death or serious injury to a person;*
- (b) the loss of a person overboard;*
- (c) significant loss or stranding of, or damage to, or collision with, a vessel or property; or*
- (d) significant damage to the environment,*
in connection with the operation of—
 - (i) a vessel in Irish waters;*
 - (ii) an Irish registered vessel, in waters anywhere; or*
 - (iii) a vessel normally located or moored in Irish waters and under the control of a resident of the State, in international waters contiguous to Irish waters, and includes an accident or damage referred to in section 26(1)(b);*

“vessel”, in relation to a marine casualty, means a vessel or craft (or part of a vessel or craft) which at the time of the casualty—

- (a) is registered in the State, or*
- (b) is located in the State (including in Irish waters), or*
- (c) being a vessel normally located or moored in Irish waters, is under the control of a resident of the State in international waters contiguous to Irish waters, and capable of being used, or intended to be used, for navigation or transportation on water, but does not include a seaplane.”*

2.13 Environmental Conditions

- 2.13.1 On Tuesday, 2 July, Wednesday, 3 July, and Thursday, 4 July 2024, Met Éireann published Sea Area Forecasts at 06.00, 12.00, 18.00, and 24.00 hrs, providing meteorological assessments of expected weather conditions in the forecast area on the day of the incident. The forecast predicted the weather to be:

“Sea Area Forecast until 0000 Wednesday, 3 July 2024

Issued at 0000 Tuesday, 2 July 2024

Gale warning: Nil

Small craft warning: Nil

Meteorological situation at 2100: Ireland lies in a moderate to fresh northwest airflow between high pressure of 1033hPa centred over the Azores and a depression of 993hPa centred west of Iceland. Fronts associated with this depression will cross Ireland on Tuesday and Tuesday night.

Forecast for Irish coastal waters from Mizen Head to Erris Head to Malin Head

Wind: West to northwest force 3 or 4 imminent, occasionally reaching force 5. Soon becoming westerly. Later backing southwest force 4 or 5.

Weather: Cloudy with scattered showers imminent. Patchy drizzle soon with more persistent rain later.

Visibility: Good, decreasing moderate or poor in precipitation.

Warning of Heavy Swell: Nil

Outlook for a further 24 hours until 0000 Thursday, 4 July 2024: Southwest to west winds increasing fresh to strong on Tuesday night. Winds veering west to northwest on Wednesday afternoon and increasing strong to near gale force. Weather: Cloudy with outbreaks of rain and drizzle. Becoming cloudy to fair with scattered showers on Wednesday afternoon.

Sea Area Forecast until 0600 Wednesday, 3 July 2024

Issued at 0600 Tuesday, 2 July 2024

Gale warning: Nil

Small craft warning: In operation

Meteorological situation at 0300: Ireland lies in a moderate to fresh northwest airflow between high pressure of 1034hPa centred over the Azores and a depression of 995hPa centred west of Iceland. Fronts associated with this depression will cross Ireland today and tonight.

Forecast for Irish coastal waters from Mizen Head to Erris Head to Malin Head

Wind: Westerly force 3 or 4 imminent. Soon increasing southwest force 4 or 5. Later increasing force 5 or 6.

Weather: Cloudy with scattered showers. Patchy rain and drizzle developing soon, turning more persistent later Mist and fog at times soon.

Visibility: Good, decreasing moderate or poor in precipitation, mist and fog.

Warning of Heavy Swell: Ni

Outlook for a further 24 hours until 0600 Thursday, 4 July 2024: Fresh to strong southwest winds, veering west to northwest on Wednesday afternoon and increasing strong to near gale force. Weather: Cloudy with outbreaks of rain and drizzle. Becoming cloudy to fair with scattered showers on Wednesday afternoon.

Sea Area Forecast until 1200 Wednesday, 3 July 2024

Issued at 1200 Tuesday, 2 July 2024

Gale warning: Nil

Small craft warning: In operation

Meteorological situation at 0900: An anticyclone of 1034hPa centred over the Azores extends a ridge of high pressure over Ireland generating a light to moderate and occasionally fresh west to northwest airflow over the country. Fronts associated with a depression of 996hPa centred west of Iceland will cross Ireland tonight.

Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head

Wind: West to southwest force 3 or 4, increasing southwest force 4 or 5 imminent. Soon increasing southwest force 5 or 6 and gusty. Later veering west to northwest.

Weather: Cloudy with patchy rain and drizzle, turning more persistent later. Mist and fog at times.

Visibility: Decreasing moderate or poor in precipitation, mist and fog.

Warning of Heavy Swell: Nil

Outlook for a further 24 hours until 1200 Thursday, 4 July 2024: Fresh to strong southwest winds, veering west to northwest on Wednesday afternoon and increasing strong to near gale force Weather: Cloudy with outbreaks of rain and drizzle. Becoming cloudy to fair with scattered showers on Wednesday afternoon.

Sea Area Forecast until 1800 Wednesday, 3 July 2024

Issued at 1800 Tuesday, 2 July 2024

Gale warning: Nil

Small craft warning: In operation

Meteorological situation at 1500: A mostly moderate to fresh west to southwest airflow covers Ireland generated ridge of high pressure extending from an Azores anticyclone of 1034hPa. Fronts associated with a depression of 996hPa, centred to the southwest of Iceland, will cross the country tonight.

Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head

Wind: Increasing south-westerly force 5 or 6 and gusty imminent Soon veering southwest to west. Later increasing west to northwest force 5 to 7, strongest north of Erris Head.

Weather: Cloudy with rain. Mist and fog at times. Scattered showers soon. Cloudy to fair later with showers.

Visibility: Decreasing moderate or poor in precipitation, mist and fog.

Warning of Heavy Swell: Nil

Outlook for a further 24 hours until 1800 Thursday, 4 July 2024: Fresh to strong west to northwest winds in southern sea areas, strong to near gale force elsewhere. Becoming mainly strong to near gale force westerly in all areas Thursday afternoon, reaching gale force at times in the north. Weather: Cloudy to fair with scattered showers, most frequent in norther sea areas.

Sea Area Forecast until 0000 Thursday, 4 July 2024

Issued at 0000 Wednesday, 3 July 2024

Gale warning: Nil

Small craft warning: In operation

Meteorological situation at 2100: Ireland lies in a moderate to fresh south-westerly airflow, generated by a depression of 996 hPa near Iceland. Associated fronts will move over the country tonight and tomorrow.

Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head

Wind: Southwest force 5 or 6. Imminently veering southwest to west. Later increasing westerly force 5 to 7.

Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with scattered showers, mainly in norther areas

Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers.

Warning of Heavy Swell: Nil

Outlook for a further 24 hours until 0000 Friday, 5 July 2024: Fresh to near gale force west to northwest winds, occasionally increasing gale force in the north. Mainly moderate to strong westerly winds later, decreasing light and variable at times in the south and west. Weather Cloudy to fair with scattered showers. Rain developing in the south later,

Sea Area Forecast until 0600 Thursday, 4 July 2024

Issued at 0600 Wednesday, 3 July 2024

Gale warning: Nil

Small craft warning: In operation

Meteorological situation at 0300: Ireland lies in a fresh to strong south-westerly airflow, generated by a depression of 992 hPa near Iceland. Associated fronts will move over the country today.

Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head

Wind: Southwest to west force 5 or 6. Soon increasing westerly force 5 to 7.

Weather: Cloudy with patchy light rain, drizzle, mist and fog. Soon cloudy to fair with scattered showers, mainly in northern areas.

Visibility: Moderate or poor in precipitation, mist and fog. Mostly good soon but decreasing moderate in showers.

Warning of Heavy Swell: Nil

Outlook for a further 24 hours until 0600 Friday, 5 July 2024: Fresh to near gale force west to northwest winds, occasionally increasing gale force in the north. Moderate to strong westerly winds in the north and east later but becoming light to moderate variable elsewhere. Weather. Cloudy to fair with scattered showers. Rain developing in the south later.”

- 2.13.2 The forecast Issued at 06.00 hrs Tuesday, 2 July 2024 included a Small Craft Warning. Initially this was until 06.00 hrs Wednesday, 3 July 2024 but was extended and was in effect from 06.00 hrs on 2 July and remained in force through 3 July until after 06.00 hrs on Thursday, 4 July. Small Craft Warnings are issued if winds of Beaufort Force 6 (min. mean of 22 kts) are expected up to 10 nautical miles (NM) offshore. Appendix 6 of the Code describes the meaning of wind forces (and wave heights). It describes Beaufort 6 as “Large waves begin to

form; the white foam crests are more extensive everywhere. Some spray/Large branches in motion, whistling heard in telephone wires; umbrellas used with difficulty". The next most serious level of warning is a Gale Warning (issued if winds of Beaufort Force 8 are expected). Appendix 6 reiterates the repeated advice for persons to check weather forecasts before embarking on a journey on water.

- 2.13.3 Met Éireann has prepared a post-incident weather report with a meteorologist's assessment of what the weather conditions are likely to have been in the vicinity of inner Galway Bay on the days of and around this incident, as follows:

Weather Report Tuesday 2, Wednesday 3, and Thursday 4 July 2024

| Meteorological Synopsis: | <p>The synoptic situation in Ireland was dominated by an anticyclone of 1026 – 1034 hPa centred over the Azores and a depression of 985-995 hPa which propagated eastward from West of Iceland to the area between Norway and the Shetland Islands over the period.</p> <p>In the morning and afternoon of the 2nd of July, a ridge of high pressure extended from the anticyclone over Ireland, generating a mostly fresh to moderate westerly to north-westerly airflow over the country. In the evening, influenced by the depression, winds turned south-westerly, remaining moderate to fresh.</p> <p>Over the course of the 3rd of July, the depression propagated north of Scotland. Fronts associated with the depression crossed the country over the morning and afternoon. Initially, winds remained south-westerly and increased to fresh to strong; however, as fronts clear eastward over the late afternoon and evening, winds veered west to northwest and increased fresh to near gale.</p> <p>The depression continued to propagate eastward towards Norway over the course of the 4th of July. As it progressed, the airflow associated with it veered from westerly to south-westerly and eased from fresh to near gale force in the morning and afternoon to gentle to moderate breeze in the evening.</p> | | | | | | | | |
|---|---|------------|-------------------------|--------|--|--------|---|--------|--|
| Estimated weather conditions in the vicinity of inner Galway Bay | | | | | | | | | |
| Wind | <table> <tr> <th data-bbox="521 1496 608 1529">Day</th><th data-bbox="647 1496 887 1529">Wind Description</th></tr> <tr> <td data-bbox="521 1541 600 1574">2 July</td><td data-bbox="647 1541 1422 1709">Moderate NW Breeze (Beaufort Force 4, 12 – 15 knots) easing to E Light to Gentle Breeze (Force 2 – 3, 5 – 10 knots) as front passes in morning. Over afternoon and evening, winds veer SW, increasing Moderate to Fresh Breeze (Force 4 – 5, 11 – 20 knots). Maximum gusts to 25 knots</td></tr> <tr> <td data-bbox="521 1720 600 1753">3 July</td><td data-bbox="647 1720 1422 1854">Mostly Fresh SW winds (Beaufort Force 5, 19 – 22 knots), veering W-NW through the afternoon and increasing Strong by evening (Force 6, 22 – 26 knots). Maximum gusts to 35 knots.</td></tr> <tr> <td data-bbox="521 1865 600 1899">4 July</td><td data-bbox="647 1865 1422 1966">Strong W Breeze (Beaufort Force 6, 22 – 28 knots), easing to Moderate to Fresh Breeze (Beaufort Force 4 – Force 5, 15 - 20 knots) over afternoon and evening. Max gusts to 35 knots.</td></tr> </table> | Day | Wind Description | 2 July | Moderate NW Breeze (Beaufort Force 4, 12 – 15 knots) easing to E Light to Gentle Breeze (Force 2 – 3, 5 – 10 knots) as front passes in morning. Over afternoon and evening, winds veer SW, increasing Moderate to Fresh Breeze (Force 4 – 5, 11 – 20 knots). Maximum gusts to 25 knots | 3 July | Mostly Fresh SW winds (Beaufort Force 5, 19 – 22 knots), veering W-NW through the afternoon and increasing Strong by evening (Force 6, 22 – 26 knots). Maximum gusts to 35 knots. | 4 July | Strong W Breeze (Beaufort Force 6, 22 – 28 knots), easing to Moderate to Fresh Breeze (Beaufort Force 4 – Force 5, 15 - 20 knots) over afternoon and evening. Max gusts to 35 knots. |
| Day | Wind Description | | | | | | | | |
| 2 July | Moderate NW Breeze (Beaufort Force 4, 12 – 15 knots) easing to E Light to Gentle Breeze (Force 2 – 3, 5 – 10 knots) as front passes in morning. Over afternoon and evening, winds veer SW, increasing Moderate to Fresh Breeze (Force 4 – 5, 11 – 20 knots). Maximum gusts to 25 knots | | | | | | | | |
| 3 July | Mostly Fresh SW winds (Beaufort Force 5, 19 – 22 knots), veering W-NW through the afternoon and increasing Strong by evening (Force 6, 22 – 26 knots). Maximum gusts to 35 knots. | | | | | | | | |
| 4 July | Strong W Breeze (Beaufort Force 6, 22 – 28 knots), easing to Moderate to Fresh Breeze (Beaufort Force 4 – Force 5, 15 - 20 knots) over afternoon and evening. Max gusts to 35 knots. | | | | | | | | |

| | |
|--|--|
| Weather | Conditions were mostly cloudy, with intermittent precipitation and occasional patches of mist. Precipitation consisted of mostly intermittent, light rain and drizzle. More persistent light rain and drizzle occurred overnight from approximately 22 UTC on the 2nd of July until approximately 06Z on the 3rd of July. There were scattered moderate showers of rain on the morning of the 4th of July. Total precipitation across the 3-day period was low, varying across the area from approximately 5 – 10mm. |
| Visibility | Visibility was mostly moderate (5 – 9 km) over the period, decreasing to poor in the vicinity of showers, with a noticeable reduction to poor overnight on the 2nd of July during a persistent period of light rain, mist and drizzle (minimum visibility in the range 2 – 3 km). |
| Air Temperature | Temperatures were mild over the 3-day period. Temperatures ranged from 10 to 12 degrees Celsius overnight and in the morning and evenings, while afternoon temperatures ranged from 14 to 16 degrees Celsius. |
| Estimated Sea State conditions (offshore) | Wave direction was westerly to north-westerly over the period. At offshore buoy M4, seas were moderate to rough on the 2nd (significant wave heights from 2.3 – 3m), rough until late afternoon on the 3rd (significant wave heights of 2.7 – 3m), and rough to very rough thereafter (significant wave heights of 4 – 5.2m). Nearer shore, seas were moderate on the 2nd of July, and moderate to rough on the 3rd and 4th of July. |
| Sea temperature | Sea temperature ranged from 14 to 15 degrees over the 3-day period, with little diurnal variation. |

See Appendix 7.1 Met Éireann Weather Report.

2.14 Shore Authority Involvement and Emergency Response

Summary from Irish Coast Guard Situation Reports (SITREP):

3 July 2024

- 22.14 Incident reported. Overdue fisherman from Inishbofin, missing after going fishing between East Inishbofin and Bunamullen Bay. The fisherman's dog returned alone, raising concern.
- 22.21 Clifden RNLi alerted, and pagers set off.
- 22.23 R118 Sligo Helicopter tasked for assistance.
- 22.52 Mayday relay issued for any vessels in the area.

23.45 R118 sights an upturned vessel matching the description of the Casualty's vessel.

23.53 R118 reports possible sighting of the Casualty onshore.

4 July 2024

00.22 Shoreside search party report body of the Casualty is located.

00.32 Plan formulated to move the Casualty to Inishbofin Airfield via helicopter after refuelling.

02.31 Body transferred to Inishbofin Airfield by R118.

03.26 Clifden RNLI departs Inishbofin.

03.35 R118 released, returning to base.

See Appendix 7.2 Irish Coast Guard Situation Report.

2.15 Cold Water Immersion

2.15.1 Cold water is defined as water of 15°C or less⁸. The Met Éireann weather report for the date of this incident describes the water temperature as ranging between 14°C to 15°C over the 3-day period, with little diurnal variation. Outlined below are important aspects from Chapters 4 and 6 of Essentials of Sea Survival dealing with the critical effects on the human body of the initial and short-term responses that occur following immersion in cold water, followed then by the long-term hypothermia effects.

2.15.2 The initial response is known as cold shock. The cold water causes a sudden lowering of skin temperature, which has a significant effect on a person's circulation and breathing. The body's responses commence almost immediately upon immersion, peaks during the first 30 seconds, and lasts for two to three minutes. This effect is believed to be responsible for the majority of immersion deaths in cold water, not the later onset of hypothermia.

2.15.3 The initial changes to the circulation system occur because of constriction of the skin's blood vessels. This increases the resistance to blood flow in the skin. Blood pressure rises dramatically. The heart works harder as it tries to pump blood through constricted blood vessels.

2.15.4 In cold water an initial breathing gasp of up to 2-3 litres (lt), close to the total lung capacity for an adult, is followed by uncontrollable rapid overbreathing (hyperventilation). The rapid overbreathing can result in a tenfold increase in

8. Source: Golden, F., & Tipton, M. (2002). Essentials of Sea Survival. Human Kinetics.

the volume of gas entering and leaving the lungs each minute, which can cause dizziness and confusion, and can create a sensation of breathing difficulty or suffocation. These are physiological effects that can contribute to the feelings of panic experienced by a person.

- 2.15.5 The reduction in breath-hold time that occurs after initial immersion in water is a major danger for a person who is otherwise fit and healthy. While a person may normally be able to hold their breath on average for over one minute, this reduces to less than ten seconds upon immersion in cold water. Consequently, in choppy or turbulent water where small waves may intermittently submerge the head or airway, a person is at risk of inhaling water during the first few minutes until they can regain control over their breathing. Breath-holding to facilitate escape from a capsized or submerged vessel may be difficult and can result in entrapment and drowning. Near drowning can occur after someone has inhaled only a small volume of water, of 0.25 - 0.5 lts for an average individual, which is a particularly small volume when compared with breathing volumes of over 150 lts recorded in the first minute after immersion in cold water.
- 2.15.6 Many of the activities that are critical to survival require effective use of the hands. However, in some cases as short as just minutes, the ability to use the hands is impaired in cold water as they, and the muscles in the forearms that help control them, experience cooling. This can lead to a significant decrease in manual dexterity, handgrip strength, and speed of movement. This loss of ability can have serious consequences for activities such as manipulating the inflation valve of a lifejacket or activating a manually inflating lifejacket, tightening straps, locating a whistle and other survival aids, holding onto a flotation aid or activating a signalling device such as a flare.

Hypothermia Response

- 2.15.7 If a casualty survives the initial and short-term effects of immersion in cold water, they remain at risk from the effects of impaired sensation and muscle function, leading to loss of consciousness, drowning or cardiac arrest through the response known as hypothermia. The signs of hypothermia can include a visible shivering; slurred speech; quieter/less communicative; uncharacteristic behaviours or personality; uncoordinated limb movements; a general slowing in physical and mental activity; increased errors or forgetfulness, poor judgment, bad decisions; reduced perception; or the dropping or damaging of vital equipment. As the cooling progresses, the person will become progressively more withdrawn until there is eventually a loss of consciousness leading to death.

2.16 Marine Notices

- 2.16.1 Marine Notices (MN) are information notices issued by the Department of Transport to publicise important safety, regulatory and other information relating

to the maritime sector in Ireland. All MNs are published and catalogued online⁹ and are issued by email directly to those who subscribe to the relevant mailing list. MNs that relate to the use of recreational craft are specifically addressed to the owners and operators of such craft. All MNs provide contact details for persons seeking further technical assistance on the subjects raised. The following recent MNs relate to content in this report relevant to small fishing vessels and/or to recreational vessels:

| Marine Notices related to the issues raised in this investigation report | | |
|--|------------------|---|
| Number | Date Published | Subject |
| No. 22 of 2025 | 29 April 2025 | Code of Practice for the Safe Operation of Recreational Craft |
| No. 20 of 2025 | 09 April 2025 | The Safe Operation of Recreational Craft Think and Prepare - Fatigue |
| No. 16 of 2025 | 24 March 2025 | The Safe Operation of Recreational Craft Think and Prepare - Wear a Personal Flotation Device/Lifejacket |
| No. 11 of 2025 | 11 March 2025 | The Safe Operation of Recreational Craft Think and Prepare - Tell someone about your plans and let the Coast Guard know |
| No. 09 of 2025 | 25 February 2025 | The Safe Operation of Recreational Craft Think and Prepare - Identify and Assess Hazards and Risks |
| No. 31 of 2023, amended on 23.04.2025 | 23 April 2025 | Advice re Use of Appropriate Marker Buoys/Ropes when Engaged in Pot Fishing for Lobster, Crab or other Fish or Shellfish. |
| No. 71 of 2023 | 26 October 2023 | Reminder - Dangers Associated with Fishing Alone |
| No. 48 of 2021 | 27 August 2021 | Correct Use of Personal Flotation Devices (PFDs) on Fishing Vessels. |
| No. 32 of 2019 Amended 07/02/2025 | 07 February 2025 | Personal Flotation Devices for Pleasure Craft and Personal Watercraft |
| No. 18 of 2014 | 10 February 2014 | EPIRB and PLB Performance Standards for under 15m Fishing Vessels |
| No. 39 of 2013 | 30 July 2013 | Wear a Personal Flotation Device (PFD) and increase your chance of survival in the event of entering water |

9. Published Marine Notices can be found at www.gov.ie/en/collection/e762fd-marine-notices

- 2.16.2 MN No. 31 of 2023, titled “*Advice re Use of Appropriate Marker Buoys/Ropes when Engaged in Pot Fishing for Lobster, Crab or other Fish or Shellfish*” was amended on 23 April 2025. It replaced MN No. 43 of 2021, which in turn superseded and replaced MN No. 10 of 2019. They are widely addressed to all Shipowners, Fishing Vessel Owners, Agents, Shipmasters, Skippers, Fishers, Yachtsmen and Seafarers. Since 2019 there has been a MN with the following warning and guidance (and reminding the need to comply with the Non-Commercial Pot Fishing (Lobster and Crab) Regulations 2016 (S.I. No. 31/2016):

“The Department of Transport reminds all vessel owners, agents, shipmasters, skippers, fishers, yachtsmen, seafarers and those engaged in pot fishing about the risks of vessels’ propellers becoming entangled in ropes of marker buoys used to indicate the position of pots used for fishing lobster, crab, or other fish or shellfish. This can occur because the length of rope used to fix marker buoys is too long, resulting in the line floating on or just below the surface.”

The 2025 amendment to MN No. 31 of 2023 includes the following additional references:

“Attention is also drawn to Fisheries Information Notice 05-2025 (“Non-Commercial Pot Fishing in Ireland”), issued by the Sea-Fisheries Protection Authority.”¹⁰

In addition, pot fishing is referenced in Chapter 2 of the Code of Practice for the Safe Operation of Recreational Craft (paragraph 2.10), which gives information for small fishing vessels engaged in both commercial and non-commercial potting.”¹¹

- 2.16.3 MN No. 11 of 2025 titled “*The Safe Operation of Recreational Craft Think and Prepare - Tell someone about your plans and let the Coast Guard know*” is aimed at all who go out on the water that they have voyage planning and ensure that they have the necessary safety equipment and training. Of particular relevance to this investigation is the following content:

“The focus of this Marine Notice is to draw attention to the importance of designating a shore-based contact person before you start your trip, to tell the person about your plans, your departure and return times, where you are going and what to do if there is a need to raise the alarm. It is also recommended that recreational craft users let the Coast Guard know about their planned journey by logging a Traffic Report Message with the nearest Coast Guard radio station.”

Think and Prepare information regarding Traffic Report Messages to the Coast Guard is provided on pages 18 and 19 of the Code and a ‘Traffic Report Message’

10. <https://www.sfpa.ie/LinkClick.aspx?fileticket=SDWyFjAubMQ%3D&portalid=0&resourceView=1#:~:text=Non%2Dcommercial%20fishing%20carried%20out,only%20be%20for%20personal%20consumption.>

11. The details in this part of the Code are set out earlier.

template is also given at Appendix 2 to the MN with simple instructions on how to create and use a Traffic Report Message.

2.16.4 MN No. 71 of 2023, titled *“Reminder - Dangers Associated with Fishing Alone”* is also relevant to this incident. It was issued following a previous MCIB report involving a fishing vessel “An Portán Óir”. The notice states: *“...the purpose of this Marine Notice is to remind owners and operators of fishing vessels of the dangers associated with fishing alone and of the importance of always wearing an approved personal flotation device/lifejacket and a personal location beacon while on deck...”*

2.16.5 Additionally, methods to reduce the risk of falling or being dragged into the water are outlined in MN No. 39 of 2013, titled *“Wear a Personal Flotation Device (PFD) and increase your chance of survival in the event of entering water”*, which states:

“How can you reduce the risk of falling or being dragged into the water?”

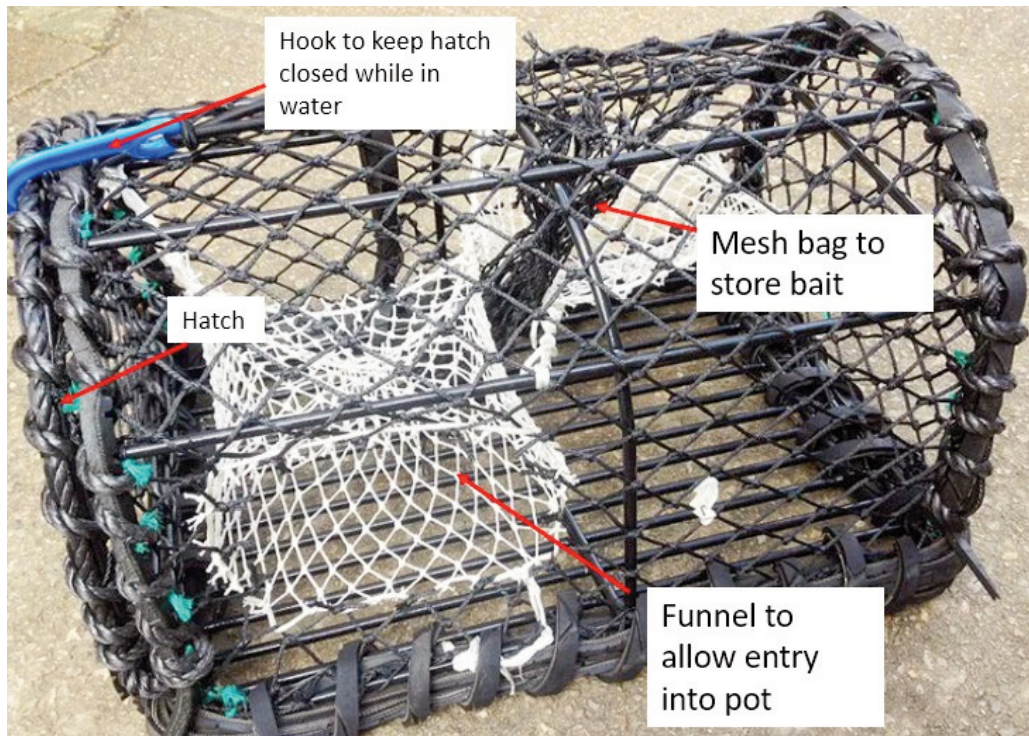
- *If handling nets, wear a lifejacket and clothing with no buttons, belts, fittings and connectors to reduce the risk of snagging.*
- *If working with ropes or wires, keep them coiled neatly and do not stand inside any loops.*
- *If working with overhead obstacles, wear a hard hat and be aware of the risk of being knocked unconscious and/or injured.*
- *If working on open deck that is awash, wear a safety harness attaching the lanyard to a strong point or safety line to reduce the risk of being swept overboard.”*

2.17 Postmortem Report

The cause of death is a matter to be determined by the Coroner. The Coroner’s pathologists postmortem report stated the Casualty had four broken ribs, on the right side and various bruising. However, on inquiry by the MCIB it was confirmed that it was not possible to determine if the broken ribs were sustained pre or postmortem. The Coroner’s pathologist confirm that it was not possible to determine actual time of death but that the medical evidence supported death on the 3 July and prior to reaching land. The provisional cause of death is drowning.

3. NARRATIVE

- 3.1 On the 2 July 2024, the Casualty's vessel was tending to lobster pots (also known as creels) to catch lobsters.



Example of a typical crab pot. Source: Guidance Document on Commercial Fishing Gear Types and Technical Measures, Sea-Fisheries Protection Authority, 2023.

- 3.2 The typical system of work for vessels engaged in this type of fishing is to leave the pots in the water to 'soak' for a number of days, before the vessel returns to haul the catch onboard. The vessel approaches a marker buoy leaving the buoy on the port or starboard side of the vessel. When the buoy is alongside the vessel, the buoy is taken onboard by heaving in the riser and lobster pot. Heaving of the pots on a vessel without a pot hauler or other mechanical means is done manually hand over hand. The lobsters are then removed from the pot, which is then cleaned and re-baited to make the pot ready to be set again. The pot is then returned to the water to soak. For single pots, this process takes approximately ten minutes to complete. The vessel is then re-positioned to another suitable location for the next pot.
- 3.3 On the day of 2 July 2024, around 13.00 hrs, the Casualty dropped his spouse at Inishbofin Pier so she could catch the 13.00 hrs ferry to Cleggan. Shortly after that, between 13.21 hrs and 13.31 hrs the Casualty spoke with a friend who was also a fisher over the phone. The Casualty informed him that he was heading to the East End Pier to his moored vessel and that he was going fishing. His plan was to check his equipment at Trán before heading to Tarraghon

(Gubatarraghna), approximately 3 NM from the East End Pier and then returning home. The Casualty would typically board the vessel with his dog before proceeding to sea. According to witnesses, during transit, the dog was usually known to sit with the Casualty or lie under the deck at the bow of the vessel.

- 3.4 The forecast issued at 06.00 hrs on Tuesday, 2 July 2024 included a Small Craft Warning. Initially this was until 06.00 hrs on Wednesday, 3 July 2024 but was extended and was in effect from 06.00 hrs on 2 July and remained in force through 3 July until after 06.00 hrs on Thursday 4 July. Small Craft Warnings are issued if winds of Beaufort Force 6 (min. mean of 22 kts) are expected up to 10 NM offshore. Wave heights of 2.3 m to 3 m on 2 July increased to 4 m to 5.2 m by the evening of 3 July, presenting significant hazards for small open vessels. At offshore buoy M4, sea conditions on 2 July were recorded as moderate to rough, with significant wave heights ranging from 2.3 m to 3 m. On 3 July, these conditions persisted as rough until late afternoon, with wave heights of 2.7 m to 3 m, worsening to rough to very rough later in the day, reaching heights of 4 m to 5.2 m.
- 3.5 It is not known what if any checks for the weather were made by the Casualty before he departed.
- 3.6 The Casualty was wearing a PFD and had his mobile phone with him, which appears not to have been tethered to him or in a waterproof holder. His vessel was not equipped with a VHF radio, an EPIRB, PLB, flares, a foghorn, or any other type of communication device.
- 3.7 The exact particulars of the voyage cannot be determined with certainty. At 15.30 hrs, a person aboard a motor sailboat spoke with the Casualty who was tending to his fishing equipment in the area between Trán/Gubaranduff and Black Rocks, approximately 1 NM from the East End Pier. The inverted vessel was found approximately 100 m from the shore at the approximate coordinates of Latitude 53° 37' 45.6"N and Longitude 10° 13' 34.6"W in a small bay on the north side of Inishbofin, just south of Gubatarraghna Point. The Casualty was located initially by persons searching on shore after 22.00 hrs and followed by a ground search and rescue team, with the Casualty's body recovered at approximately 00.22 hrs on 4 July, approximately 35 hrs after departing from East End Pier. Therefore, it is probable that the Casualty moved around to the north side of the island, where he had lobster pots scattered, including in Bunamullen Bay. He likely stopped to check and rebait the pots. The Casualty also had pots in the channel to the west of Bunamullen Bay, extending to the area of the small bay to the west of Bunamullen Bay where the incident occurred.
- 3.8 The shoreline along the north side of the island is highly exposed to northerly swells and rough seas, with predominantly rocky terrain. In more sheltered areas, the shoreline becomes less rocky. Within the small bay, there are two shallows that dry out during low tides, causing waves and swells to break before reaching the shore. In the photograph No. 6 above, point B marks the approximate location where the inverted vessel was found, while point A indicates the

approximate location where the Casualty was found.

- 3.9 At 14.20 hrs, another fisher acquaintance attempted to call the Casualty on his mobile, but the call went straight to voicemail. Mobile phone coverage in the area can be unreliable. At 15.30 hrs, a person on a motor sailboat observed and spoke to the Casualty tending to fishing equipment in the area between Trán/Gubaranduff and Black Rocks, approximately 1 NM from the East End Pier. During this interaction at sea, the person gave the Casualty small fish to use as bait for his pots. He did not notice a dog in the Casualty's vessel.
- 3.10 Following this, it is likely that the Casualty proceeded towards Gubatarraghna to tend to a number of lobster pots located in the inlet between Gubatarraghna and Inishbofin. The Casualty would have attended the pots checking for any catch, then re-bait the pots and place back into the water.
- 3.11 The exact sequence of events is not known, but the most likely scenario is that the Casualty arrived at the small bay on the north side of Inishbofin, just south of Gubatarraghna Point (where his boat was later found) and started to retrieve a pot or line of pots. At some point during the afternoon of 2 July, the Casualty appears to have encountered a fouled lobster pot as when the boat was recovered it was floating inverted and tethered to the seabed by a fouled lobster pot, with the engine still attached to the transom.
- 3.12 Witness statements confirmed that the vessel was recovered with the engine still in gear, suggesting that the capsized occurred while the engine was engaged.
- 3.13 If the Casualty had encountered a fouled pot he would have rigged a bridle from the bow of his vessel, attaching it to the pot rope or riser. As stated by witnesses, this method of freeing pots is a common practice in this area. This proposition is confirmed by the fact that the vessel was subsequently found to have been tethered to the seabed by a bridle arrangement that was connected to a pot riser.
- 3.14 With the vessel tethered to the fouled pot and exposed to moderate to fresh westerly to north-westerly seas (with a Small Craft Warning in operation), it would have been very easy for the vessel to have been subject to water ingress. Any ingress of water would have impacted its stability, causing the vessel to become destabilised and take on more water.
- 3.15 Witness statements advised that a steel double railing, which encircled the vessel, with a section designed to open for tending to pot buoys and other work (observed by the MCIB) was installed by the Casualty. The MCIB inspection noted damage on the starboard side railing with multiple stanchions bent outward. The retrofitted railings on the vessel would have contributed significantly to stability issues as this altered the vessel's centre of gravity and would have increased the rate of water ingress. With the vessel full of water and tethered to the seabed

via the pot bridle, it would have lost much of its ability to remain upright or correct itself. This compromised stability could have led to the vessel capsizing.

- 3.16 Two possible scenarios emerge that then led to the fatality. First, that the water ingress and/or instability led to the Casualty falling or being pitched into the water. Second, that he went overboard by accident (for example, could he have been trying to retrieve his mobile) before any water ingress, which lead to the boat being upturned or led to sufficient instability and to it later being swamped and overturning. In either scenario the Casualty either sustained four broken ribs (or other injury) when he went in over the side, which would be consistent with the damaged starboard railings or, sustained that injury much later possibly after having drowned. Such an injury would severely affect his ability to communicate by his mobile phone and/or to get to land. The assessment from the Coroner's pathologist to the MCIB is more consistent with an injury sustained when the Casualty went overboard.
- 3.17 It is probable that the mobile was lost overboard before the Casualty went in the water or shortly thereafter while he was in the water. It was located three weeks later near to where his body was recovered. There is no evidence of any rescue calls being made by him. It is more than likely that the mobile was not tethered to him or in a waterproof holder. There was no other means of communication as the vessel did not have a VHF radio, an EPIRB, PLB, flares, foghorn or other means of attracting attention, and was in a remote area.
- 3.18 It is known that the Casualty's lifejacket activated its automatic inflation device on immersion, causing the lifejacket to inflate as subsequently, the Casualty was found on the shore with his PFD inflated.
- 3.19 There were local reports that the Casualty's dog was seen inland near the north side of the island, approximately 600-800 m from the closest point of land to the upturned vessel at around 16.30 hrs on the 2 July, appearing scared and cold. Although this could not be confirmed, it suggests the time of the incident was between 16.00 hrs and 16.30 hrs approximately. However, this time seems unlikely given the engagement with a friend reported to have taken place at 15.30 hrs at Trán, some distance to the east of this location. The capsize therefore must have happened later on the evening of 2 July.
- 3.20 The Met Éireann weather report for the date of this incident describes the water temperature as ranging between 14°C to 15°C over the 3-day period, with little diurnal variation. Once in the water, even with a PFD, the Casualty was at risk of cold-water shock and hypothermia. The difficulties would be exacerbated if injuries were sustained at an early stage.
- 3.21 The nearest land to the location where the vessel was found was only 100 m. Assuming the Casualty first entered the water where the boat was found, he would presumably have headed for the nearest accessible location. However, the coastal area nearest to the upturned boat was very rocky and the Casualty may have tried to reach that part of the coast but then found that he could not

get himself out, and then decided to change direction and try to get to Gubatarraghna beach to the east. In the alternative, he may have decided to swim to the east from the initial immersion given that the wind direction during this period was predominantly westerly to north-westerly. The Casualty's body was sighted on Gubatarraghna beach initially after 22.00 hrs on 3 July, and the body was subsequently recovered the following day. Given the provisional determination by the Coroner's pathologist that his death was caused by drowning, it is probable that the Casualty died while in the water on 2 July and that wind and tides then moved his body to Gubatarraghna beach. As the Casualty had a functioning lifejacket and was only 100 m from land (albeit rocky) it seems more likely than not that he did sustain injury when he went into the water, and this combined with the effect of cold water resulted in his not being able to reach land.

- 3.22 On Wednesday July 3, 2024, at 11.30 hrs, the Casualty's spouse travelled from Cleggan to Inishbofin by ferry. The Casualty was expected to meet her upon arrival, but he failed to appear. Attempts to contact him on his mobile phone were unsuccessful, as calls went straight to voicemail. The Casualty's spouse was not immediately alarmed, as this was not unusual due to the island's patchy mobile coverage. It was also common for the Casualty to be out of contact while fishing or tending to his farm and animals. She returned to the mainland on the 13.00 hrs ferry.
- 3.23 As the day progressed with no contact from the Casualty, his spouse called the Casualty's brother to inquire about his whereabouts. The brother had not heard from the Casualty that day either and was also uncertain of his location. The Casualty's car was still at the pier and the vessel was not there. The Irish Coast Guard SITREP records that the Casualty's dog had returned to the East Pier area without him. Growing increasingly concerned, family and friends initiated efforts to locate him, including sending out search parties and checking East End Pier, where his vessel was usually moored.
- 3.24 At 22.14 hrs, on 3 July, Marine Rescue Sub Centre (MRSC) Malin was notified by a member of the public, who was a former member of the RNLI, about the overdue fisher. Between 22.15 hrs and 22.20 hrs, two members of the public searched the shoreline on the north side of Inishbofin using lamps to illuminate the area. They spotted what they believed to be the body of the Casualty on Gubatarraghna beach but were unable to alert other search parties due to the lack of mobile phone signal. They eventually contacted other locals and informed them of their observation and continued towards the Casualty. At 22.21 hrs, Clifden RNLI was alerted, and rescue helicopter R118 from Sligo was tasked at 22.23 hrs.
- 3.25 Clifden RNLI was also tasked at 22.24 hrs. At 22.27 hrs, the friend of the Casualty with whom he had spoken the previous day at around 15.30 hrs advised MRSC

Malin to check the rock on the north side of Bunamullen Bay, suggesting that if the Casualty had been washed onto the rock, he would have been unable to get off it. At 22.52 hrs, rescue helicopter R118 lifted off from Sligo with an estimated arrival time of 30 minutes. By 23.45 hrs, rescue helicopter R118 reported to MRSC Malin that they had sighted an upturned vessel. The inverted vessel was found approximately 100 m from the shore at the approximate coordinates of Latitude 53° 37' 45.6"N and Longitude 10° 13' 34.6"W in a small bay on the north side of Inishbofin, just south of Gubatarraghna Point.

- 3.26 At 00.15 hrs on 4 July, rescue helicopter R118 confirmed that the two individuals, who had located the Casualty between 22.15 hrs and 22.20 hrs on Gubatarraghna beach, were still with him. Shortly afterwards, six more shore-based people arrived at the scene.
- 3.27 The retrieval efforts continued as ground and air teams coordinated the retrieval and transfer of the Casualty. The Clifden Atlantic lifeboat was stood down at 00.43 hrs, with other units still on the scene. Plans were made to airlift the body to Inishbofin Airfield using rescue helicopter R118, but the helicopter first needed to refuel at Blacksod. By 01.11 hrs on 4 July, the helicopter had landed at Blacksod for a hot refuel. Once refuelled, rescue helicopter R118 returned to the scene and, at 02.23 hrs, lifted the Casualty from the remote location and transported him to Inishbofin Airfield.
- 3.28 The helicopter landed at Inishbofin Airfield at 02.31 hrs, where the Casualty was subsequently transferred to a waiting nurse and a Garda. Rescue helicopter R118 departed Inishbofin at 03.22 hrs, returning to its base at Sligo Airport. The lifeboat crews also completed their operations, with Clifden RNLI returning to its mooring by 05.25 hrs, marking the end of the coordinated search and recovery efforts.
- 3.29 On Thursday 5 July, when weather permitted, the vessel, including the engine was salvaged by members of the local community and brought ashore. The engine was dismounted and brought for servicing, and after flushing out and minor maintenance the engine started. One lobster pot was recovered with the vessel during the salvage operation.

4. ANALYSIS

4.1 There are a number of factors which combined to cause the fatal casualty:

1. Operations, alterations to the vessel and stability issues.
2. Weather conditions.
3. Falling or being thrown overboard.
4. Having no means to reboard.
5. No means of communication.
6. Cold water shock and hypothermia, and or injuries.
7. Inability to swim.
8. Lone working, lack of voyage planning, or communication arrangements.

4.2 Operations, Alterations to the Vessel and Stability Issues

4.2.1 The CoP flags issues relating to the work practises being carried out that apply in this marine casualty. These included not being aware of the associated dangers of the:

- adverse effects on a vessel's handling or stability characteristics due to retro-fitting or poor installation of non-design items;
- increased risk of falling overboard when hauling/shooting pots;
- dangers of capsizing a boat when attempting to recover a pot snagged on the ocean floor.

A key factor in the sequence of events was the Casualty's decision to tether the vessel to a fouled lobster pot(s) most likely in an attempt to retrieve them. This practice, although common, immobilises the vessel and increases the risk of instability. With the vessel unable to move with the natural motion of the waves, forces from the gear and the sea acted on the vessel, causing it to become unstable. MN No. 71 of 2023 underscores the need for careful assessment of such risks, advising fishers to avoid working alone and to ensure operations are conducted with safety as a priority. In this instance, the lack of additional support likely compounded the challenges of managing the vessel, leading to the loss of stability and eventual capsize.

- 4.2.2 The exact date when the double steel railings were added to the vessel is unknown; however, it is clear they were installed to enhance operational functionality, such as containing livestock and supporting lobster pot operations. Positioned along the gunwale, these railings significantly impacted the vessel's stability. By raising the centre of gravity, they reduced the vessel's natural ability to resist rolling motions, making it more vulnerable to instability, particularly in challenging sea conditions.
- 4.2.3 The weight of the railings, located above the deck, shifted the vessel's centre of gravity higher, thereby decreasing its metacentric height (GM) - a critical factor in stability. A lower GM reduces the vessel's capacity to return upright after tilting, leaving it prone to capsizing when subjected to external forces, such as wave action or water ingress. This instability was further exacerbated by the combined effects of rough seas, the tethering of the vessel to fouled gear, and the subsequent swamping.
- 4.2.4 The addition of railings, while functional for certain tasks, failed to account for their impact on the vessel's stability, particularly in adverse conditions.
- 4.2.5 Approximately three months before the incident, the vessel's previous 20-hp outboard engine was replaced with a new 15-hp Yamaha outboard engine. While a smaller engine can offer fuel efficiency and ease of maintenance, it may also affect the vessel's performance and handling characteristics, particularly under load or in challenging conditions. This change, though seemingly minor, could have introduced operational differences that impacted the Casualty's ability to manage the vessel effectively during the incident.
- 4.2.6 The combination of the engine change and the addition of railings highlights the need to consider how modifications to a vessel can interact and increase vulnerabilities, particularly in challenging conditions. The modifications, coupled with other factors, such as water ingress and tethering, critically undermined the vessel's seaworthiness and contributed to the tragic outcome.
- 4.2.7 While the Casualty's vessel was not registered as a fishing vessel it is useful to consider what difference that might have made given the modifications made to the vessel. Section 2.1.2 of the CoP for the Design, Construction, Equipment, and Operation of Small Fishing Vessels of Less than 15 Metres Length Overall points out that the hull structure and machinery must provide the necessary strength for safe operation in all expected conditions, including the vessel's draught, power, and the likely sea and weather conditions. It also stresses that the intended fishing methods must be taken into account, and the dangers of modifications. Had the sea-fishing licence regime applied, the boat would have to have been surveyed and modifications approved or not. This process might have led to an understanding of the impact the changes had on stability. Irrespective of such regulatory regime it is important for vessel owners and operators whether recreational or engaged in fishing to have regard to any factors that would impact the vessel's stability, performance and its ability to recover during any relevant weather conditions.

4.3 Weather Conditions

- 4.3.1 The Casualty took to sea despite a Small Craft Warning being in effect, which advised of deteriorating conditions. At offshore buoy M4, sea conditions on 2 July were recorded as moderate to rough, with significant wave heights of 2.3 m to 3 m and increased to 4 m to 5.2 m by the evening of 3 July, presenting significant hazards for small open vessels. This warning had been active since 06.00 hrs on 2 July and remained in force through 3 and 4 July, continuing into the following day.
- 4.3.2 Wave direction during this period was predominantly westerly to north-westerly, and the incident's location on the northern side of the island was exposed to these challenging sea states. This exposure subjected the vessel to direct impacts from the deteriorating conditions, which significantly increased the risks associated with fishing operations in the area.
- 4.3.3 The escalating sea state at the time of the incident would have had a direct impact on the vessel's stability. The worsening conditions heightened the risk of water ingress, swamping, and ultimately, capsizing. Operating in such conditions created a dangerous environment where the vessel was increasingly unable to recover from instability caused by rough seas.
- 4.3.4 By operating in these hazardous conditions, the Casualty faced significantly heightened risks. These included reduced vessel handling, increased wave forces, and the inability to stabilise or mitigate the impacts of the worsening sea state. These factors collectively contributed to the vessel's loss of stability and the tragic outcome.

4.4 Going Overboard

- 4.4.1 The exact circumstances leading to the marine casualty are unknown, but it is evident that the Casualty was attempting to retrieve a fouled lobster pot - a common hazard in lobster fishing. These pots can become entangled with underwater obstacles such as rocks, obstructions or other debris. To free the pot, the Casualty would have attached a bridle from the vessel's bow to the pot rope or riser to use the vessel's buoyancy and engine power to pull the pot loose. The fact that the vessel was in gear when recovered supports this assertion and the bridle was found attached to the upturned vessel. This action, in moderate to fresh sea conditions, would have created an uneven force on the vessel, particularly with the vessel tethered to a fixed point (the pot) while dealing with prevailing conditions. This mismatch of forces likely made the vessel increasingly unstable as it rolled and pitched against the swell.
- 4.4.2 The combination of fouled fishing gear, prevailing sea conditions, and the retrofitted railings on the vessel all played a significant role in the capsize. The

vessel's increased centre of gravity due to the railings, combined with the forces acting on the tethered vessel, likely caused a rapid loss of stability. The loss of stability probably resulted in the Casualty going overboard. If injuries were sustained during the capsize, they would have contributed to incapacitation, hindering the Casualty's ability to respond to the emergency effectively. Once in the water, the combination of cold temperatures and moderate to fresh seas would have further impaired his ability to survive.

4.5 Absence of Means for Re-boarding

- 4.5.1 In the scenario where the boat had not overturned when the Casualty entered the water, the absence of a suitable means of re-boarding as recommended in the CoP for Recreational Craft would have been a major factor. Re-boarding via the transom would have been risky if the propellor was still turning.

4.6 No Means of Communication

- 4.6.1 The Casualty's mobile phone was probably not tethered to him or in a waterproof container. It probably was lost when the Casualty went into the water, particularly if he was thrown in against the rails. Even if the mobile phone was not lost it may not have been of any use unless there was coverage in the area. The vessel did not have a VHF radio, an EPIRB, PLB or any means of communication. The Casualty had no means to signal for help and was in a remote part of the island, probably quite late in the afternoon or early evening. With significant wave heights of 2.3 m to 3 m recorded, although possibly less in sheltered areas in the bay, it would have made it difficult to be seen by any walkers.

4.7 Cold Water Shock and Hypothermia, and/or Injuries

- 4.7.1 Inspection of the PFD confirmed that it automatically inflated upon the Casualty entering the water. It was also verified that the lifejacket remained inflated until the Casualty was recovered onshore. This provided the Casualty with the possible chance of survival and would have aided in his recovery, ensuring he remained afloat until eventually coming ashore where he was found. However, even when a PFD functions as intended, the effects of cold shock can overpower the person. In the water temperatures of 14°C to 15°C present on the day, cold shock could have rapidly impaired breathing, coordination, and consciousness, making survival difficult even with optimal flotation support. Loss of motor function: in cold water, the ability to swim or even hold onto a flotation device is significantly impaired within minutes. As the hands and limbs become numb, fine motor skills and grip strength diminish, making it nearly impossible to perform actions like re-boarding a vessel, holding onto a flotation aid, or even inflating a manually activated lifejacket.

4.7.2 If the Casualty remained afloat for any significant period, as is likely, he would have quickly become exhausted and disoriented due to cold water-induced fatigue and the onset of hypothermia. Hypothermia reduces cognitive function, leading to poor decision-making and physical collapse, making it less likely for the Casualty to effectively attempt to reach shore.

4.7.3 The difficulties for the Casualty would have been severely compounded if he sustained injury while going overboard or possibly if attempting to get out of the water on rocky terrain.

4.8 Inability to Swim

4.8.1 The Casualty had completed Personal Survival Techniques (PST) in 2002 which would have given him an understanding on what to do in such an emergency. Being a non-swimmer is a significant handicap in a maritime emergency, especially after falling into cold water. The Casualty's inability to swim would have compounded the challenges he faced once the vessel capsized.

4.9 Lone Working, Lack of Voyage Planning, or Communication Arrangements

4.9.1 Fishing alone inherently increases risks, as it eliminates the possibility of assistance in emergencies. In this case, the Casualty was solely responsible for managing vessel operations and fishing tasks, including attempting to retrieve fouled gear. This type of operation often requires significant physical effort and quick decision-making, which can be difficult to manage without support. MN No. 71 of 2023 highlights the dangers of lone fishing, emphasising the importance of having another crewmember to assist in hazardous operations and ensure someone is available to respond in case of an emergency. The lack of a second person onboard heightened the Casualty's vulnerability to unforeseen events, particularly as conditions deteriorated during the incident. However, the fact is that it may be difficult to ensure a second person is available for activities of the sort being undertaken in an island environment. This does emphasise the even greater importance of the voyage planning and communication highlighted in MN No. 11 of 2025. MN No. 71 of 2023 also reinforces the importance of safety equipment and collaboration, such as having a functional radio, emergency locator devices reduce risks.

4.9.2 When the Casualty set out on his voyage on 2 July from East End Pier, there was no voyage plan or any communication protocol in place to outline his intended route or estimated time of return. This left no clear reference point for determining when he might be overdue, making it difficult to assess the severity of the situation as time passed. Had the Casualty established a check-in protocol, such as communicating with a shore contact at predetermined

intervals or after completing specific tasks, concerns could have been raised earlier when he failed to return or make contact. By providing a clear estimated return time the alarm could have been raised as soon as he was overdue, enabling a faster response.

- 4.9.3 There was no Traffic Report Message transmitted to the Coast Guard as recommended in the Code and emphasised in MN No. 11 of 2025. This would have been particularly invaluable given that mobile phone coverage on the island was irregular. The absence of an effective communication arrangement and detailed voyage plan allowed hours to pass before any concerns were raised, significantly delaying the initiation of search and rescue efforts.

5. CONCLUSIONS

5.1 The several factors which combined to cause the fatal casualty were:

- Operations, alterations to the vessel and stability issues
- Weather conditions
- Falling or being thrown overboard and capsize of the vessel
- No means of re-boarding
- No means of communication
- Cold water shock and hypothermia, and or injuries
- Inability to swim
- Lone working, lack of voyage planning, or communication arrangements

5.2 What occurred here is almost a contradiction to the recommendations set out in the CoP for the Safe Operation of Recreational Craft as follows:

“Non-commercial potting activities should never be undertaken by a single boatman.

Always wear a suitable Personal Flotation Device and Personal Locator Beacon.

Somebody ashore should be aware of where the boat is intending to operate and when it is expected to return.

Owners/Skippers should carry out a risk assessment of the intended operations and take appropriate actions to reduce/ mitigate the inherent risks that arise when nobody else is on board to help or raise the alarm.

Boats engaged in non-commercial potting should have a suitable means of re-boarding in the event of a crew member falling overboard.

Attention is also drawn to Marine Notice No. 31 of 2023, Advice re. Use of appropriate Marker Buoys/ Ropes when engaged in Pot Fishing for lobster, crab or other fish or shellfish, and the annexed Good Practice Guide to Pot Marker Buoys.”

5.3 Unlike the circumstances in many MCIB fatal investigations a PFD was worn, yet the fatality still occurred. Given that the boat capsized only 100 m from rough terrain, it raises the question as to whether the significant direct causal feature leading to the fatality was the serious injury involving the four fractured ribs identified by the Coroner’s pathologist (who advised that it was not medically possible to ascertain if they were caused pre or postmortem). How and when

these injuries were sustained is not a matter for the MCIB, so this aspect of any analysis must be tentative. Once in the water, the lack of any effective communication meant that the Casualty had to attempt to reach and get onto land on his own, while injured. This probably resulted in him being too long in cold water with the physical consequences of cold-water shock and hypothermia.

- 5.4 Where persons engage in activity on the water, on their own and in exposed or remote areas, the risks require much greater regard be had to the simple safety recommendations in the CoP for the Safe Operation of Recreational Craft which are repeated and emphasised in MNs, many of which follow recommendations and reports of the MCIB. As recently as 2025 the Department of Transport published MN No. 11 of 2025 which “pleaded” with water users to carry out effective voyage planning and in particular have effective communication methods. Where fishing activity is carried out commercially then there are, obviously, more onerous regulations, some of which are designed to provide monitoring and enforcement which enforces better compliance with safety features. Also, in April 2025 the Department of Transport re issued MN No. 31 of 2023, titled “*Advice re Use of Appropriate Marker Buoys/Ropes when Engaged in Pot Fishing for Lobster, Crab or other Fish or Shellfish*” addressed to all Shipowners, Fishing Vessel Owners, Agents, Shipmasters, Skippers, Fishers, Yachtsmen and Seafarers. Since 2019 there has been a MN with warning and guidance about entanglement of ropes. While this was not precisely what happened here, there was added reference in the 2025 update to the advice for Pot Fishers in the CoP for the Safe Operation of Recreational Craft. The key danger of which warning was given (Dangers of capsizing a boat when attempting to recover a pot snagged on the ocean floor) was in the previous 2017 edition of that Code.
- 5.5 The MNs listed in the table above emphasise how frequently the relevant safety messages are communicated, which is why the recommendations in this report will not recommend the issuing of another MN at this time. In particular:
- MN No. 11 of 2025 titled “*The Safe Operation of Recreational Craft Think and Prepare - Tell someone about your plans and let the Coast Guard know*”. “*The focus of this Marine Notice is to draw attention to the importance of designating a shore-based contact person before you start your trip, to tell the person about your plans, your departure and return times, where you are going and what to do if there is a need to raise the alarm. It is also recommended that recreational craft users let the Coast Guard know about their planned journey by logging a Traffic Report Message with the nearest Coast Guard radio station.*”
 - MN No. 71 of 2023, titled “*Reminder - Dangers Associated with Fishing Alone*” is also relevant to this incident. It was issued following a previous MCIB report involving a fishing vessel “An Portán Óir”. The Notice states: “*...the purpose of this Marine Notice is to remind owners and operators of fishing vessels of the dangers associated with fishing alone and of the importance of always*

wearing an approved personal flotation device/lifejacket and a personal location beacon while on deck...”

- 5.6 In 2023 the then Minister for Rural and Community Development published a strategy called “Our Living Islands”¹². They identified 30 islands approximately that are off the coast of Ireland and are cut off daily by the tides. They are not connected to the mainland by a bridge or causeway, have permanent year-round populations and are not in private ownership. This was updated in December 2024. This policy is described as being a whole-of-government policy, developed following an extensive consultation process with the island communities and other stakeholders. It does not specifically address maritime safety practices on the islands although it does have as a key objective health and wellbeing.

12. <https://www.gov.ie/en/department-of-rural-and-community-development/policy-information/our-living-islands/>

6. SAFETY RECOMMENDATIONS

6.1 To the Minister for Transport:

- 6.1.1 The Minister should continue the development of targeted campaigns to raise awareness about the dangers of lone fishing, particularly in adverse or potentially adverse weather conditions and to promote best practices, such as establishing formal voyage plans and maintaining regular communication with shore contacts.
- 6.1.2 Consider the merits of a communication and learning strategy aimed at emphasising to all fishing vessel operators, particularly those under 15 metres, the importance of registering their vessels and adhering, where applicable, to the Code of Practice for the Design, Construction, Equipment and Operation of Small Fishing Vessels of Less than 15 Metres Overall. This strategy should include specific guidance on the critical role of safety equipment, such as Emergency Position Indicating Radio Beacons, Personal Locator Beacons, and Very High Frequency radios, in reducing maritime fatalities.
- 6.1.3 Should consider how best to educate vessel owners on stability issues.
- 6.1.4 Should consider the introduction of a programme of unannounced inspections, for recreational and fishing vessels less than 15 metres in length overall to ensure compliance with the Codes of Practice and applicable regulations.

6.2 To the Minister for Agriculture, Food and the Marine

- 6.2.1 The Minister should, promote the registration of fishing vessels, under 15 metres, to ensure compliance with safety standards. Awareness campaigns should reinforce the importance of registration, for better safety.

6.3 To the Minister for Rural and Community Development

- 6.3.1 The Minister should consider bringing the contents of this report, with regards to maritime safety compliance, to the attention of the stakeholders of the “Our Living Islands” policy to consider for future actions that would improve training, education, and compliance with regard to maritime safety on the islands.

7. APPENDICES

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Appendix 7.1 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services
Glasnevin Hill
Dublin 9

Seirbhísi Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

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

MARINE CASUALTY INVESTIGATION
BOARD
2 LEESOW LANE DUBLIN 2

Sent by email only:

05/11/2024

Our Ref: WS1730/2411_5
Your Ref: MCIB/12/338

Estimated weather conditions and sea state conditions for the sea area North of Inisbofin Island, Co. Galway from 00 UTC on the 2nd of July 2024 to 00 UTC on the 5th of July 2024.

Dear Madam/Sir,

Please find below the requested marine weather report which is issued with an electronic signature and sent by email only. will follow by email, please include invoice and reference number with you

Should you have questions or queries with regard to the enclosed report please contact Climate Services Division – Enquiries Legal Unit on legal@met.ie and please include the reference number of this report in the subject line.

Reference number: WS1730/2411_5

Yours sincerely,

Met Éireann Climate Services Division – Enquiries Legal

Met Éireann, Ireland's National Meteorological Service, is maintained by the State under the UN Convention of the World Meteorological Organisation (WMO) and is the leading provider of weather information and related services in the State. Met Éireann operates the national meteorological observational network to World Meteorological Organisation standards, and the data is securely stored in the national climate archive. This weather report is derived from a number of sources to give the best estimate of conditions for the location requested, including; ground based observations, radar and satellite imagery, surface weather analysis charts, upper air charts and lightning data, all which are retrieved from the national climate archive.

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Appendix 7.1 Met Éireann Weather Report

**Met Éireann****The Irish Meteorological Service**

Climate Services

Glasnevin Hill

Dublin 9

Seirbhísi Aeráide

Cnoc Ghlas Naíon

Baile Átha Cliath 9

Tel: +353-1-8064260

Email: legal@met.ie**Our Ref: WS1730/2411_5****Your Ref: MCIB/12/338****WEATHER REPORT**

Estimated weather and sea state conditions for the sea area North of Inisbofin Island, Co Galway (approximately location 53.6316, -10.2370), from 00 UTC on the 2nd of July 2024 to 00 UTC on the 5th of July

Meteorological**Synopsis:**

Over this 3-day period, the synoptic situation in Ireland was dominated by an anticyclone of 1026 – 1034 hPa centred over the Azores and a depression of 985-995 hPa which propagated eastward from West of Iceland to the area between Norway and the Shetland Islands over the period.

In the morning and afternoon of the 2nd of July, a ridge of high pressure extended from the anticyclone over Ireland, generating a mostly fresh to moderate westerly to north-westerly airflow over the country. In the evening, influenced by the depression, winds turned south-westerly, remaining moderate to fresh.

Over the course of the 3rd of July, the depression propagated north of Scotland. Fronts associated with the depression crossed the country over the morning and afternoon. Initially, winds remained south-westerly and increased to fresh to strong; however, as fronts clear eastward over the late afternoon and evening, winds veered west to northwest and increased fresh to near gale.

The depression continued to propagate eastward towards Norway over the course of the 4th of July. As it progressed, the airflow associated with it veered from westerly to south-westerly and eased from fresh to near gale force in the morning and afternoon to gentle to moderate breeze in the evening.

Wind:

| Day | Wind Description |
|-------------------------|--|
| 2 nd July | Moderate NW Breeze (Beaufort Force 4, 12 – 15 knots) easing to E Light to Gentle Breeze (Force 2 – 3, 5 – 10 knots) as front passes in morning. Over afternoon and evening, winds veer SW, increasing Moderate to Fresh Breeze (Force 4 – 5, 11 – 20 knots). Maximum gusts to 25 knots |
| 3 rd July | Mostly Fresh SW winds (Beaufort Force 5, 19 – 22 knots), veering W-NW through the afternoon and increasing Strong by evening (Force 6, 22 – 26 knots). Maximum gusts to 35 knots. |
| 4 th July | Strong W Breeze (Beaufort Force 6, 22 – 28 knots), easing to Moderate to Fresh Breeze (Beaufort Force 4 – Force 5, 15 -20 knots) over afternoon and evening. Max gusts to 35 knots. |

Appendix 7.1 Met Éireann Weather Report



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Weather:

Conditions were mostly cloudy, with intermittent precipitation and occasional patches of mist. Precipitation consisted of mostly intermittent, light rain and drizzle. More persistent light rain and drizzle occurred overnight from approximately 22 UTC on the 2nd of July until approximately 06Z on the 3rd of July. There were scattered moderate showers of rain on the morning of the 4th of July. Total precipitation across the 3-day period was low, varying across the area from approximately 5 – 10mm.

Visibility:

Visibility was mostly moderate (5 – 9 km) over the period, decreasing to poor in the vicinity of showers, with a noticeable reduction to poor overnight on the 2nd of July during a persistent period of light rain, mist and drizzle (minimum visibility in the range 2 – 3 km).

Temperature:

Temperatures were mild over the 3-day period. Temperatures ranged from 10 to 12 degrees Celsius overnight and in the morning and evenings, while afternoon temperatures ranged from 14 to 16 degrees Celsius.

Sea State (offshore):

Wave direction was westerly to northwesterly over the period. At offshore buoy M4, seas were moderate to rough on the 2nd (significant wave heights from 2.3 – 3m), rough until late afternoon on the 3rd (significant wave heights of 2.7 – 3m), and rough to very rough thereafter (significant wave heights of 4 – 5.2m). Nearer shore, seas were moderate on the 2nd of July, and moderate to rough on the 3rd and 4th of July.

Sea temperature:

Sea temperature ranged from 14 to 15 degrees over the 3-day period, with little diurnal variation.

This report was issued on: 05 November 2024

Appendix 7.1 Met Éireann Weather Report

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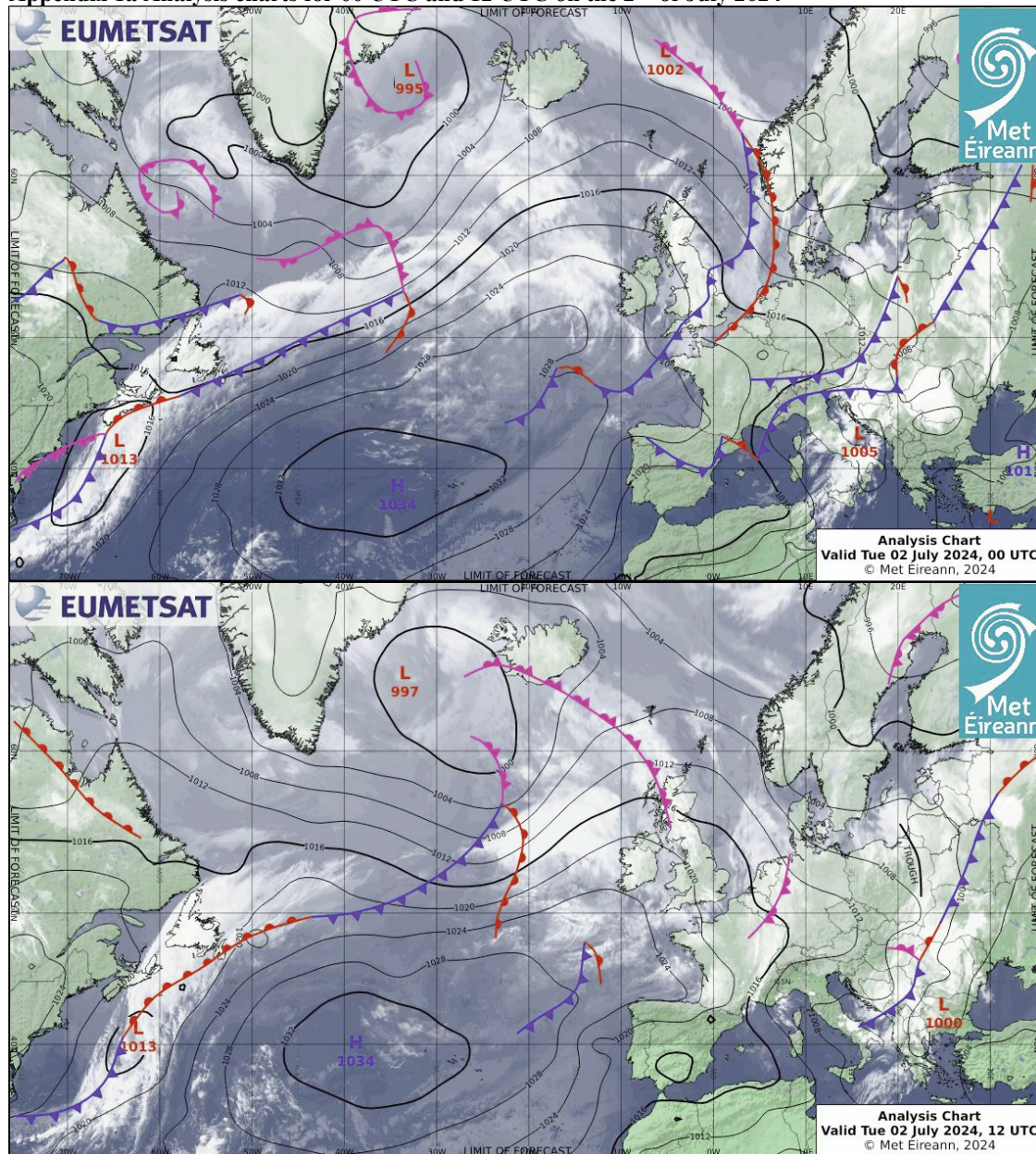
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Cnoc Ghlas Naíon

Baile Átha Cliath 9

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Email: legal@met.ieAppendix 1a Analysis charts for 00 UTC and 12 UTC on the 2nd of July 2024

Appendix 7.1 Met Éireann Weather Report



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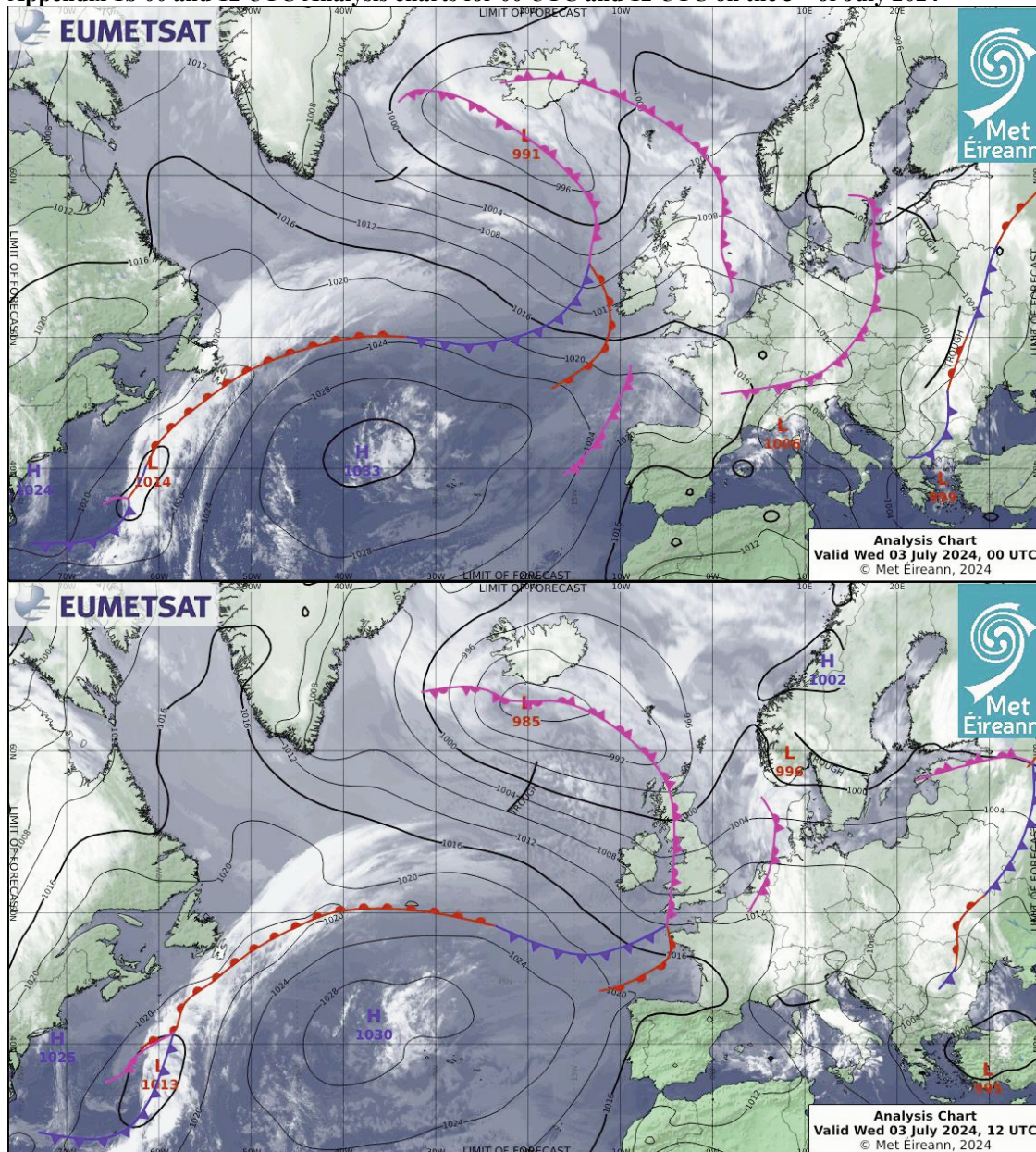
Cnoc Ghlas Naíon

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Email: legal@met.ie

Appendix 1b 00 and 12 UTC Analysis charts for 00 UTC and 12 UTC on the 3rd of July 2024



Appendix 7.1 Met Éireann Weather Report

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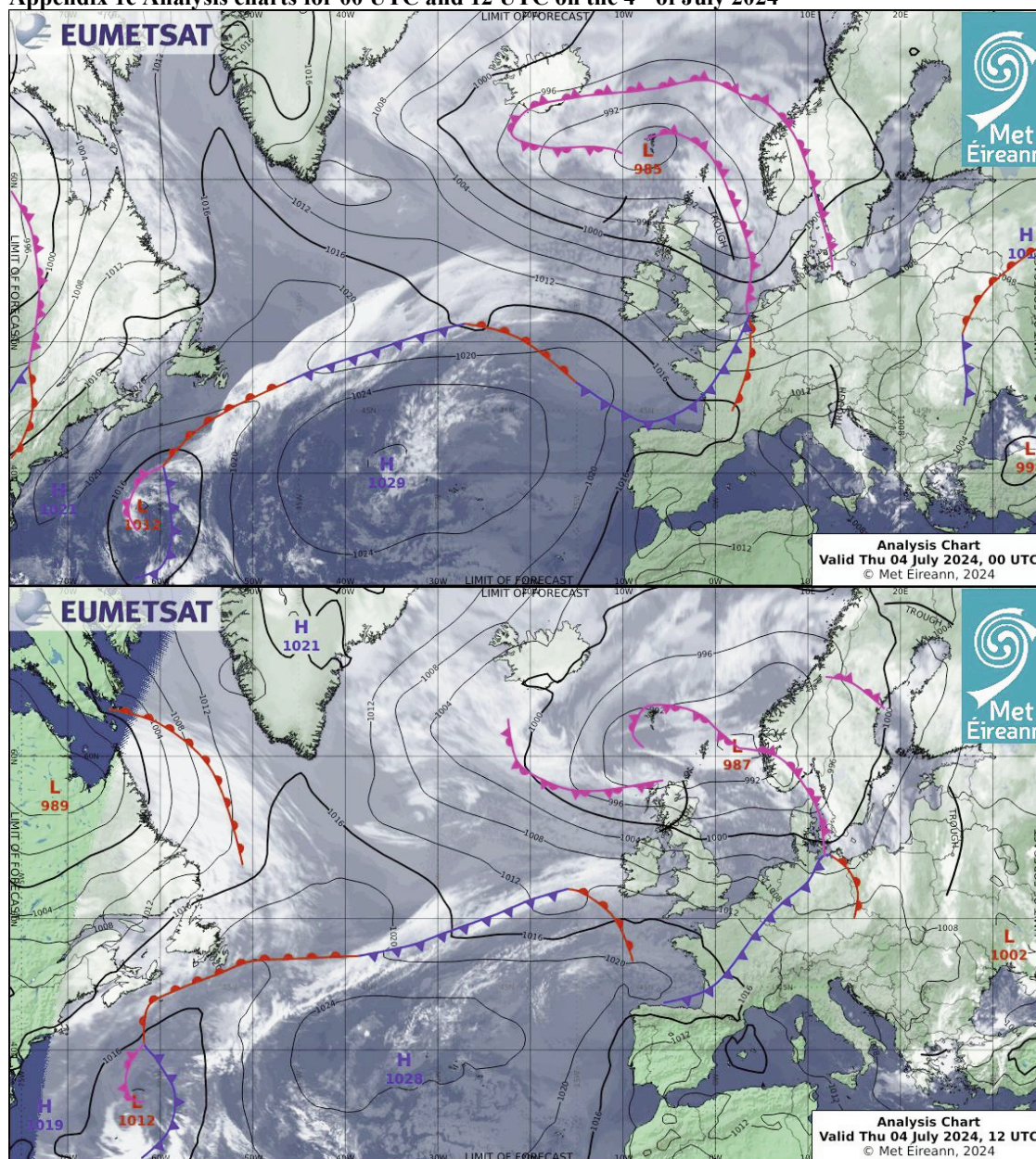
Dublin 9

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Email: legal@met.ie**Appendix 1c Analysis charts for 00 UTC and 12 UTC on the 4th of July 2024**

Appendix 7.1 Met Éireann Weather Report



Met Éireann

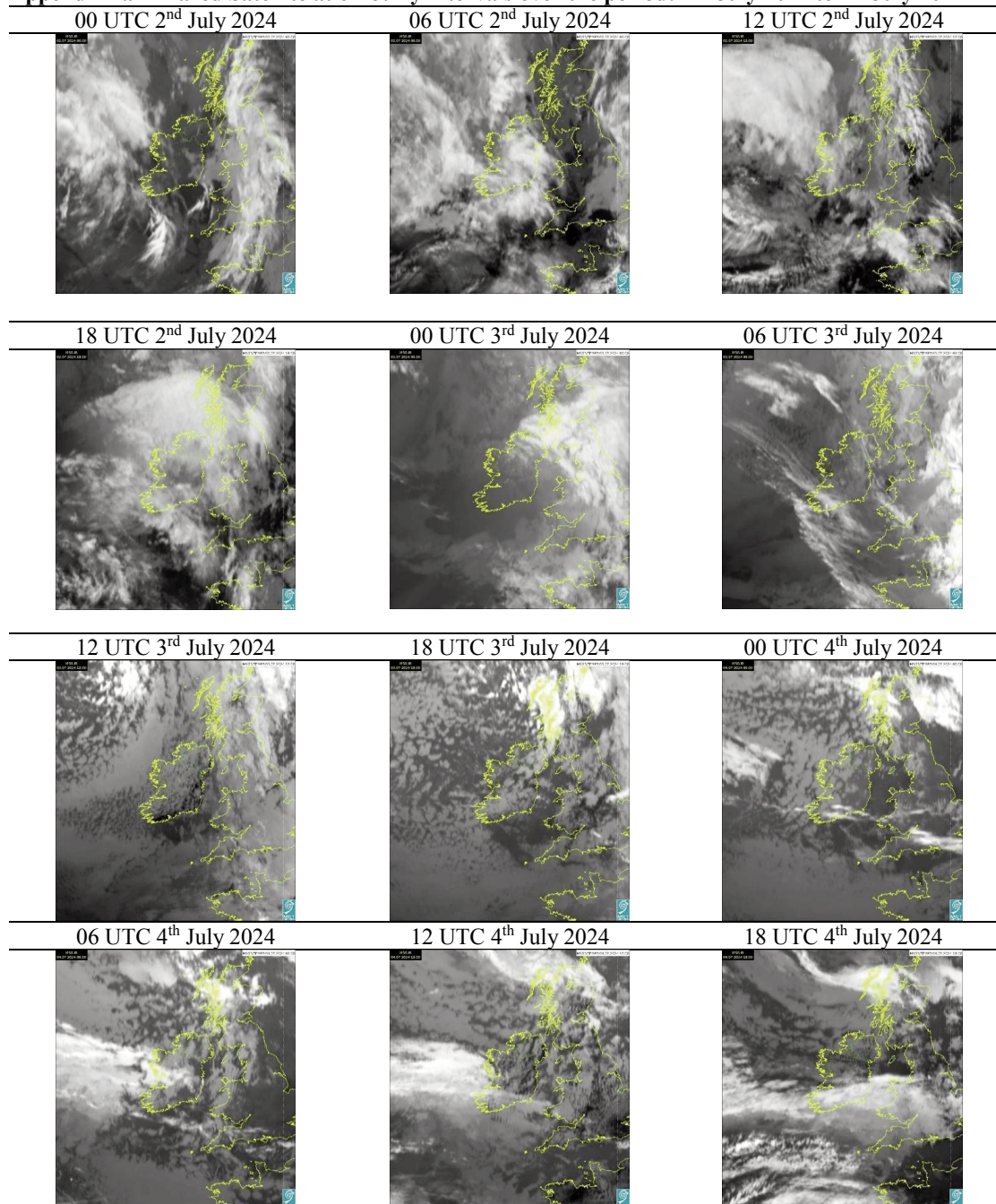
The Irish Meteorological Service

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Appendix 2a Infrared Satellite at 6-hourly intervals over the period: 2nd July 2024 to 4th July 2024



Appendix 7.1 Met Éireann Weather Report

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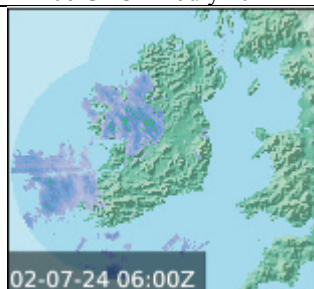
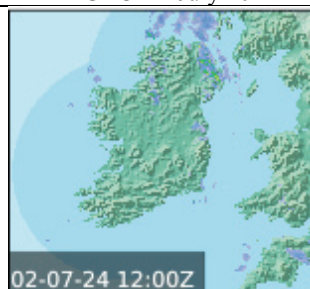
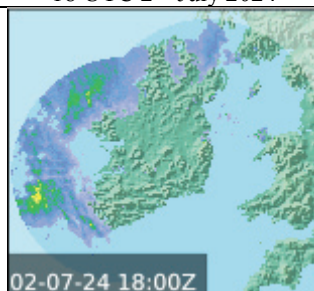
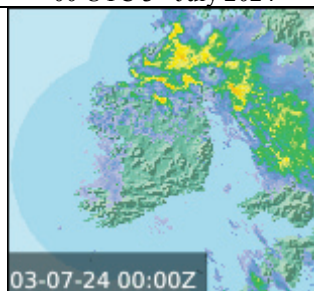
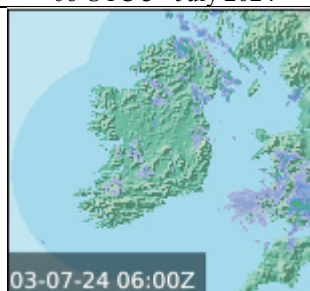
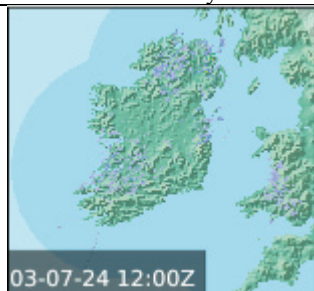
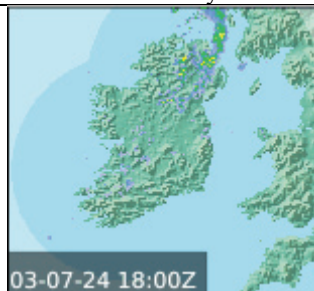
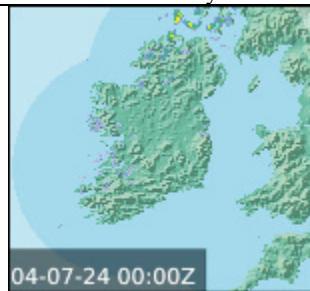
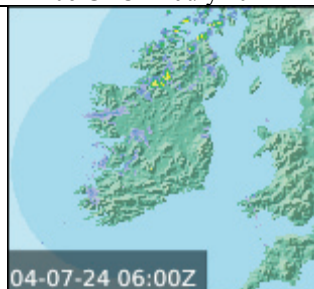
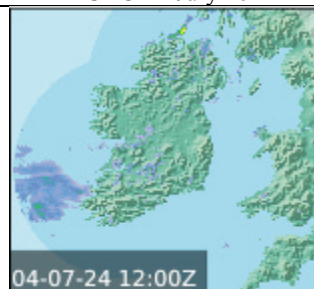
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Email: legal@met.ie**Appendix 2b Rainfall Radar at 6-hourly intervals over the period: 2nd July 2024 to 4th July 2024**00 UTC 2nd July 202406 UTC 2nd July 202412 UTC 2nd July 202418 UTC 2nd July 202400 UTC 3rd July 202406 UTC 3rd July 202412 UTC 3rd July 202418 UTC 3rd July 202400 UTC 4th July 202406 UTC 4th July 202412 UTC 4th July 202418 UTC 4th July 2024

Appendix 7.1 Met Éireann Weather Report



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Appendix 2a – Data from Mace Head Meteorological Station (~40 km SSE of report location) on 2nd July 2024

Daily Station Report

Station: MACE HEAD

Date: 02-Jul-2024

| Hour (utc) | ind | Rainfall (mm) | Temperature (C) | Dew Pt (C) | RH (per) | MSL (hpa) | Wind Sp (kt) | Wind Dir (deg) |
|------------|-----|---------------|-----------------|------------|----------|-----------|--------------|----------------|
| 1 | 0 | 0.0 | 12.4 | 10.6 | 88 | 1024.9 | 12 | 300 |
| 2 | 0 | 0.0 | 12.4 | 10.5 | 88 | 1024.9 | 13 | 300 |
| 3 | 0 | 0.0 | 12.5 | 10.4 | 86 | 1024.8 | 15 | 300 |
| 4 | 0 | 0.0 | 12.4 | 10.3 | 87 | 1024.5 | 12 | 310 |
| 5 | 0 | 0.0 | 12.6 | 10.8 | 88 | 1024.9 | 14 | 310 |
| 6 | 0 | 0.0 | 12.4 | 10.6 | 88 | 1024.5 | 13 | 320 |
| 7 | 0 | 0.0 | 12.4 | 9.2 | 80 | 1024.0 | 7 | 360 |
| 8 | 0 | 0.0 | 13.4 | 9.5 | 77 | 1023.3 | 4 | 90 |
| 9 | 0 | 0.0 | 14.3 | 9.1 | 71 | 1023.1 | 6 | 150 |
| 10 | 0 | 0.0 | 14.1 | 9.5 | 73 | 1023.0 | 10 | 180 |
| 11 | 0 | 0.0 | 15.2 | 10.6 | 74 | 1022.9 | 11 | 230 |
| 12 | 0 | 0.0 | 15.2 | 11.0 | 75 | 1022.2 | 12 | 240 |
| 13 | 0 | 0.0 | 14.9 | 9.8 | 71 | 1021.9 | 12 | 240 |
| 14 | 0 | 0.0 | 15.0 | 8.1 | 63 | 1020.8 | 12 | 240 |
| 15 | 0 | 0.0 | 14.9 | 8.7 | 66 | 1020.1 | 12 | 230 |
| 16 | 0 | 0.0 | 14.9 | 10.4 | 74 | 1019.1 | 13 | 220 |
| 17 | 0 | 0.0 | 14.4 | 10.5 | 77 | 1017.8 | 14 | 230 |
| 18 | 0 | 0.0 | 13.9 | 10.3 | 78 | 1016.5 | 16 | 230 |
| 19 | 0 | 0.0 | 13.4 | 10.6 | 83 | 1015.5 | 16 | 220 |
| 20 | 0 | 0.0 | 13.1 | 10.4 | 83 | 1014.7 | 18 | 230 |
| 21 | 0 | 0.0 | 13.2 | 10.3 | 82 | 1013.4 | 17 | 230 |
| 22 | 0 | 0.0 | 13.3 | 10.4 | 82 | 1012.5 | 18 | 220 |
| 23 | 0 | 0.0 | 13.4 | 10.5 | 82 | 1011.4 | 19 | 230 |
| 24 | 0 | 0.0 | 12.3 | 11.1 | 92 | 1010.0 | 18 | 230 |

Appendix 7.1 Met Éireann Weather Report



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Appendix 2b – Data from Mace Head Meteorological Station (~40 km SSE of report location) on 3rd July 2024

| Daily Station Report | | | | | | | | |
|----------------------|-----|---------------|-------------------|------------|----------|-----------|--------------|----------------|
| Station: MACE HEAD | | | Date: 03-Jul-2024 | | | | | |
| Hour (utc) | ind | Rainfall (mm) | Temperature (C) | Dew Pt (C) | RH (per) | MSL (hpa) | Wind Sp (kt) | Wind Dir (deg) |
| 1 | 0 | 0.0 | 11.9 | 11.0 | 94 | 1008.9 | 21 | 230 |
| 2 | 0 | 0.1 | 12.5 | 11.8 | 95 | 1007.5 | 19 | 220 |
| 3 | 0 | 0.2 | 13.0 | 12.5 | 96 | 1005.9 | 22 | 220 |
| 4 | 0 | 0.1 | 13.7 | 13.3 | 97 | 1005.0 | 19 | 230 |
| 5 | 0 | 0.1 | 13.5 | 13.2 | 97 | 1005.0 | 21 | 250 |
| 6 | 0 | 0.0 | 13.3 | 12.8 | 97 | 1005.4 | 21 | 280 |
| 7 | 0 | 0.0 | 13.2 | 12.7 | 96 | 1005.9 | 19 | 290 |
| 8 | 0 | 0.0 | 12.7 | 12.1 | 96 | 1006.7 | 20 | 290 |
| 9 | 0 | 0.0 | 12.7 | 11.2 | 91 | 1007.1 | 21 | 300 |
| 10 | 0 | 0.0 | 13.4 | 11.0 | 85 | 1007.6 | 20 | 300 |
| 11 | 0 | 0.0 | 13.0 | 11.5 | 90 | 1007.8 | 19 | 290 |
| 12 | 0 | 0.0 | 14.0 | 11.3 | 83 | 1008.2 | 20 | 290 |
| 13 | 0 | 0.0 | 13.6 | 10.7 | 83 | 1008.4 | 22 | 290 |
| 14 | 0 | 0.0 | 13.6 | 9.3 | 75 | 1008.5 | 22 | 290 |
| 15 | 0 | 0.0 | 13.7 | 10.7 | 82 | 1008.7 | 22 | 290 |
| 16 | 0 | 0.0 | 13.6 | 9.7 | 77 | 1008.7 | 24 | 280 |
| 17 | 0 | 0.0 | 13.4 | 9.3 | 75 | 1008.9 | 26 | 290 |
| 18 | 0 | 0.0 | 13.8 | 8.8 | 71 | 1009.1 | 25 | 290 |
| 19 | 0 | 0.0 | 13.1 | 8.7 | 74 | 1009.4 | 24 | 290 |
| 20 | 0 | 0.0 | 12.6 | 8.2 | 74 | 1009.9 | 23 | 290 |
| 21 | 0 | 0.0 | 12.3 | 7.0 | 70 | 1010.1 | 23 | 290 |
| 22 | 0 | 0.0 | 12.2 | 7.2 | 71 | 1010.4 | 22 | 290 |
| 23 | 0 | 0.0 | 12.6 | 7.7 | 72 | 1010.4 | 22 | 280 |
| 24 | 0 | 0.0 | 12.7 | 8.2 | 73 | 1010.1 | 23 | 280 |

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Appendix 2c – Data from Mace Head Meteorological Station (~40 km SSE of report location) on 4th July 2024

| Daily Station Report | | | | | | | | |
|----------------------|-----|---------------|-----------------|-------------------|----------|-----------|--------------|----------------|
| Station: MACE HEAD | | | | Date: 04-Jul-2024 | | | | |
| Hour (utc) | ind | Rainfall (mm) | Temperature (C) | Dew Pt (C) | RH (per) | MSL (hpa) | Wind Sp (kt) | Wind Dir (deg) |
| 1 | 0 | 0.1 | 12.5 | 9.1 | 79 | 1009.8 | 24 | 280 |
| 2 | 0 | 0.3 | 11.8 | 9.3 | 84 | 1009.6 | 24 | 270 |
| 3 | 0 | 0.1 | 12.4 | 8.1 | 75 | 1009.1 | 23 | 270 |
| 4 | 0 | 0.0 | 12.4 | 8.8 | 78 | 1008.7 | 24 | 270 |
| 5 | 0 | 0.1 | 12.4 | 9.5 | 83 | 1008.4 | 25 | 260 |
| 6 | 0 | 0.0 | 12.8 | 9.2 | 78 | 1008.3 | 28 | 270 |
| 7 | 0 | 0.0 | 12.9 | 8.4 | 74 | 1008.3 | 27 | 270 |
| 8 | 0 | 0.1 | 12.7 | 10.1 | 84 | 1008.6 | 23 | 270 |
| 9 | 0 | 0.5 | 11.1 | 9.4 | 89 | 1009.1 | 23 | 290 |
| 10 | 0 | 0.1 | 13.2 | 10.8 | 85 | 1009.0 | 20 | 280 |
| 11 | 0 | 1.1 | 12.6 | 11.1 | 90 | 1009.1 | 21 | 280 |
| 12 | 0 | 0.0 | 14.1 | 10.5 | 78 | 1009.1 | 18 | 270 |
| 13 | 0 | 0.0 | 13.6 | 10.0 | 79 | 1008.9 | 17 | 270 |
| 14 | 0 | 0.0 | 14.4 | 11.1 | 80 | 1009.0 | 16 | 260 |
| 15 | 0 | 0.0 | 14.4 | 11.0 | 80 | 1008.7 | 17 | 270 |
| 16 | 0 | 0.0 | 12.2 | 10.9 | 91 | 1008.6 | 17 | 280 |
| 17 | 0 | 0.0 | 13.5 | 10.4 | 81 | 1008.3 | 15 | 260 |
| 18 | 0 | 0.0 | 13.0 | 11.0 | 87 | 1007.9 | 17 | 260 |
| 19 | 0 | 0.0 | 13.1 | 10.6 | 84 | 1007.9 | 16 | 260 |
| 20 | 0 | 0.0 | 12.8 | 10.5 | 85 | 1007.9 | 15 | 260 |
| 21 | 0 | 0.0 | 12.7 | 10.3 | 85 | 1007.9 | 15 | 260 |
| 22 | 0 | 0.0 | 12.7 | 10.2 | 85 | 1007.7 | 14 | 270 |
| 23 | 0 | 0.3 | 12.4 | 10.7 | 89 | 1007.7 | 15 | 270 |
| 24 | 0 | 0.0 | 12.1 | 8.7 | 79 | 1007.6 | 15 | 290 |


Appendix 7.1 Met Éireann Weather Report

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| <div><div>24-hour Sea Area Forecast</div><div>Updated at 0000 / 0600 / 1200 / 1800</div><div>Sea Area Forecast until 0000 Wednesday, 3 July 2024</div><div>Issued at 0000 Tuesday, 2 July 2024</div></div> <div><div>1. Gale warning: Nil</div><div>Small craft warning: Nil</div><div>2. Meteorological situation at 2100: Ireland lies in a moderate to fresh northwest airflow between high pressure of 1033hPa centred over the Azores and a depression of 993hPa centred west of Iceland. Fronts associated with this depression will cross Ireland on Tuesday and Tuesday night.</div><div>3. Forecast for Irish coastal waters from Mizen Head to Erris Head to Malin Head</div><div>Wind: West to northwest force 3 or 4 imminent, occasionally reaching force 5. Soon becoming westerly. Later backing southwest force 4 or 5.</div><div>Weather: Cloudy with scattered showers imminent. Patchy drizzle soon with more persistent rain later.</div><div>Visibility: Good, decreasing moderate or poor in precipitation.</div><div>Forecast for Irish coastal waters from Malin Head to Howth Head to Mizen Head and for the Irish Sea</div><div>Wind: West to northwest force 4 or 5, soon decreasing force 2 to 4. Later backing southwest to west force 3 or 4, occasionally reaching force 5.</div><div>Weather: Cloudy to fair with isolated showers. Patchy rain and drizzle later.</div><div>Visibility: Good, decreasing moderate or poor in precipitation.</div><div>Warning of Heavy Swell: Nil</div><div>4. Outlook for a further 24 hours until 0000 Thursday 04 July 2024: Southwest to west winds increasing fresh to strong on Tuesday night. Winds veering west to northwest on Wednesday afternoon and increasing strong to near gale force. Weather: Cloudy with outbreaks of rain and drizzle. Becoming cloudy to fair with scattered showers on Wednesday afternoon.</div></div> <div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8065244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div> | <div><div>Text of Gale Warning</div><div>Nil</div></div> <div><div>Text of Small Craft Warning</div><div>Nil</div></div> <div><div>Coastal Reports</div><div>11 PM Monday, 01 July 2024</div><div>Main Head Automatic</div><div>West-Northwest, 14 Knots, Cloudy, 5 Miles, 1022, Steady</div><div>Dublin Airport</div><div>West-Northwest, 11 Knots, Cloudy, 10 Miles, 1023, Rising slowly</div><div>Buoy M5 51° 41' N 6° 42' W</div><div>North-Northwest, 16 Knots, Wave ht 0.9 m, The visibility at Tuskar is greater than 10 Miles, 1023, Rising slowly</div><div>Roches Point Automatic</div><div>North-Northwest, 15 Knots, Fair, 9 Miles, 1024, Rising slowly</div><div>Sherkin Island Automatic</div><div>North-Northwest, 10 Knots, Fair, 9 Miles, 1025, Rising slowly</div><div>Valentia Automatic</div><div>North, 5 Knots, Fair, 5 Miles, 1026, Rising slowly</div><div>Malin Head Automatic</div><div>Northwest, 12 Knots, Mist, 3 Miles, 1025, Rising slowly</div><div>Belmullet Automatic</div><div>West, 5 Knots, Mist, 4 Miles, 1025, Steady</div><div>Buoy M1 53° 29' N, 11° 12' W</div><div>Report not available</div><div>Buoy M2 53° 29' N, 5° 26' W</div><div>Northwest, 16 Knots, Wave ht 1.1 m, 1022, Rising slowly</div><div>Buoy M3 51° 13' N, 10° 33' W</div><div>North-Northwest, 14 Knots, Wave ht 1.8 m, 1026, Rising slowly</div><div>Buoy M4 55° 07' N 10° 07' W</div><div>West-Northwest, 12 Knots, Wave ht 2.2 m, 1023, Steady</div><div>Buoy M6 53° 47' N 15° 56' W</div><div>Southwest, 11 Knots, Wave ht 2.9 m, 1027, Steady</div><div>Disclaimer: buoy locations are approximate and are not for navigational purposes</div></div> <div><div>Sea Crossings</div><div>State of sea until 0000 Thursday 04 July 2024</div><div>Dublin - Holyhead</div><div>Slight, increasing moderate on Wednesday night</div><div>Rosslare - South Wales</div><div>Slight, increasing moderate on Tuesday night</div><div>Cork - South Wales</div><div>Slight, increasing moderate on Tuesday night</div><div>Rosslare - France</div><div>Slight to moderate, increasing moderate to rough on Wednesday afternoon</div><div>Cork - France</div><div>Slight to moderate, increasing moderate to rough on Wednesday afternoon</div><div>Rosslare - Spain</div><div>Slight to moderate, increasing moderate to rough on Wednesday afternoon</div></div> <div>Next update before 0700 Tuesday, 02 July 2024</div> <div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8065244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div> |
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Appendix 7.1 Met Éireann Weather Report

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| <div></div> <div><h1>24-hour Sea Area Forecast</h1><p>Updated at 0000 / 0600 / 1200 / 1800</p><p>Sea Area Forecast until 0600 Wednesday, 3 July 2024</p><p>Issued at 0600 Tuesday, 2 July 2024</p><div><div>1. Gale warning: In operation</div><div>Small craft warning: Nil</div></div><div><div>2. Meteorological situation at 0300: Ireland lies in a moderate to fresh northwest airflow between high pressure of 1034hPa centred over the Azores and a depression of 995hPa centred west of Ireland. Fronts associated with this depression will cross Ireland today and tonight.</div></div><div><div>3. Forecast for Irish coastal waters from Mizen Head to Erris Head to Malin Head</div><div>Wind: Westerly force 3 or 4 imminent. Soon increasing southwest force 4 or 5. Later increasing force 5 or 6.</div><div>Weather: Cloudy with scattered showers. Patchy rain and drizzle developing soon, turning more persistent later. Mist and fog at times soon.</div><div>Visibility: Good, decreasing moderate or poor in precipitation, mist and fog.</div></div><div><div>Forecast for Irish coastal waters from Malin Head to Howth Head to Mizen Head and for the Irish Sea</div><div>Wind: West to northwest force 2 to 4 imminent. Soon backing west force 3 or 4, occasionally reaching force 5. Later increasing south to southwest force 4 or 5.</div><div>Weather: Cloudy to fair with isolated showers. Patchy rain and drizzle soon, turning more persistent later. Mist and fog at times soon.</div><div>Visibility: Good, decreasing moderate or poor in precipitation, mist and fog.</div></div><div><div>Warning of Heavy Swell: Nil</div><div>4. Outlook for a further 24 hours until 0600 Thursday 04 July 2024: Fresh to strong southwest winds, veering west to northwest on Wednesday afternoon and increasing strong to near gale force. Weather: Cloudy with outbreaks of rain and drizzle. Becoming cloudy to fair with scattered showers on Wednesday afternoon.</div></div></div> <div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8094244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div> | <div></div> <div><div>Text of Gale Warning</div><div>Nil</div></div> <div><div>Text of Small Craft Warning</div><div>Southwest to west winds will reach force 6 on Tuesday night on Irish coasts from Mizen Head to Erris Head to Malin Head.</div></div> <div><div>Coastal Reports</div><div>5 AM Tuesday, 02 July 2024</div><div><div>Main Head Automatic</div><div>West. 16 Knots. Cloudy. 9 Miles. 1021. Steady</div></div><div><div>Dublin Airport</div><div>West. 6 Knots. Cloudy. 10 Miles. 1023. Steady</div></div><div><div>Buoy M5 51° 41' N 6° 42' W</div><div>North-Northwest. 15 Knots. Wave ht. 1 m. The visibility at Tuskar is greater than 10 Miles. 1023. Rising slowly</div></div><div><div>Roches Point Automatic</div><div>North-Northwest. 13 Knots. Fair. 7 Miles. 1024. Rising slowly</div></div><div><div>Sherkin Island Automatic</div><div>North-Northwest. 4 Knots. Fair. 10 Miles. 1025. Steady</div></div><div><div>Valentia Automatic</div><div>North. 1 Knot. Fair. 4 Miles. 1026. Steady</div></div><div><div>Mace Head Automatic</div><div>Northwest. 11 Knots. Mist. 3 Miles. 1024. Falling slowly</div></div><div><div>Belmullet Automatic</div><div>West. 8 Knots. Light drizzle. 4 Miles. 1024. Steady</div></div><div><div>Buoy M1 53° 8' N. 11° 12' W</div><div>Report not available</div></div><div><div>Buoy M2 53° 29' N. 8° 26' W</div><div>Northwest. 16 Knots. Wave ht 0.9 m. 1022. Steady</div></div><div><div>Buoy M3 51° 13' N. 10° 33' W</div><div>Northwest. 11 Knots. Wave ht. 1.7 m. 1026. Steady</div></div><div><div>Buoy M4 55° 0' N 10° 0' W</div><div>West. 14 Knots. Wave ht. 2.9 m. 1023. Steady</div></div><div><div>Buoy M6 53° 4' N 15° 56' W</div><div>Southwest. 12 Knots. Wave ht. 3.3 m. 1024. Falling</div></div><div>Disclaimer: buoy locations are approximate and are not for navigational purposes</div></div> <div><div>Sea Crossings</div><div>State of sea until 0600 Thursday 04 July 2024</div><div><div>Dublin - Holyhead</div><div>Slight. increasing moderate on Wednesday night.</div></div><div><div>Rosslare - South Wales</div><div>Slight. increasing moderate on Tuesday night.</div></div><div><div>Cork - South Wales</div><div>Slight. increasing moderate on Tuesday night.</div></div><div><div>Rosslare - France</div><div>Slight to moderate, increasing moderate to rough on Wednesday afternoon.</div></div><div><div>Cork - France</div><div>Slight to moderate, increasing moderate to rough on Wednesday afternoon.</div></div><div><div>Rosslare - Spain</div><div>Slight to moderate, increasing moderate to rough on Wednesday afternoon.</div></div></div> <div><div>Next update before 1300 Tuesday, 02 July 2024</div></div> <div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8094244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div> |
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Appendix 7.1 Met Éireann Weather Report



24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 1200 Wednesday, 3 July 2024

Issued at 1200 Tuesday, 2 July 2024

1. Gale warning: Nil

Small craft warning: In operation

2. Meteorological situation at 0900: An anticyclone of 1034hPa centred over the Azores extends a ridge of high pressure over Ireland generating a light to moderate and occasionally fresh west to northwest airflow over the country. Fronts associated with a depression of 996hPa centred west of Ireland will cross Ireland tonight.

3. Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head

Wind: West to southwest force 3 or 4, increasing southwest force 4 or 5 imminent. Soon increasing southwest force 5 or 6 and gusty. Later veering west to northwest.

Weather: Cloudy with patchy rain and drizzle, turning more persistent later. Mist and fog at times.

Visibility: Decreasing moderate or poor in precipitation, mist and fog.

Forecast for Irish coastal waters from Fair Head to Howth Head to Carnsore Point and for the Irish Sea

Wind: Northwest or variable force 3 to 5 and gusty, backing west to southwest imminent. Later increasing force 4 or 5.

Weather: Cloudy to fair with patchy rain and drizzle, turning more persistent later. Mist and fog at times.

Visibility: Decreasing moderate or poor in precipitation, mist and fog.

Forecast for Irish coastal waters from Carnsore Point to Dungarvan to Valentia


Wind: Westerly force 3 or 4 imminent. Soon increasing southwest force 4 or 5. Later increasing west force 5 or 6.

Weather: Cloudy to fair with patchy rain and drizzle, turning more persistent later. Mist and fog at times.

Visibility: Decreasing moderate or poor in precipitation, mist and fog.

Warning of Heavy Swell: Nil

4. Outlook for a further 24 hours until 1200 Thursday 04 July 2024: Fresh to strong southwest winds, veering west to northwest on Wednesday afternoon and increasing strong to near gale force. Weather: Cloudy with outbreaks of rain and drizzle. Becoming cloudy to fair with scattered showers on Wednesday afternoon.



Text of Gale Warning

Nil

Text of Small Craft Warning

Southwest to west winds will reach force 6 at times tonight and tomorrow on Irish coasts from Roches Point to Slynne Head to Malin Head.

Coastal Reports

11 AM Tuesday, 02 July 2024

Malin Head Automatic West-Southwest, 16 Knots, Cloudy, 7 Miles, 1020, Falling slowly

Dublin Airport Northwest, 7 Knots, Cloudy, 13 Miles, 1022, Falling slowly

Buoy M5 51° 41'N 6° 42'W West, 10 Knots, Wave ht 0.9 m, The visibility at Tuskar is greater than 10 Miles, 1024, Steady

Roches Point Automatic West, 2 Knots, Cloudy, 10 Miles, 1024, Falling slowly

Sherkin Island Automatic South-Southwest, 4 Knots, Cloudy, 14 Miles, 1024, Falling slowly

Valentia Automatic South, 5 Knots, Fair, 11 Miles, 1024, Falling slowly

Mace Head Automatic Southwest, 10 Knots, Mist, 4 Miles, 1023, Falling slowly

Beinmullet Automatic Southwest, 15 Knots, Cloudy, 7 Miles, 1022, Falling slowly

Buoy M1 53° 8'N, 11° 12'W Report not available

Buoy M2 53° 29'N, 8° 26'W West-Northwest, 10 Knots, Wave ht, 1.1 m, 1021, Falling slowly

Buoy M3 51° 13'N, 10° 33'W South, 4 Knots, Wave ht, 2.4 m, 1024, Falling slowly

Buoy M4 50° 0'N 10° 0'W Southwest, 16 Knots, Wave ht, 2.4 m, 1021, Falling slowly

Buoy M6 53° 41'N 15° 56'W Southwest, 17 Knots, Wave ht, 2.6 m, 1021, Falling

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

Sea Crossings

State of sea until 1200 Thursday 04 July 2024

Dublin - Holyhead Slight, increasing slight to moderate Wednesday morning.

Rosslare - South Wales Slight, increasing moderate Tuesday night.

Cork - South Wales Slight, increasing moderate Tuesday night.

Rosslare - France Slight to moderate, increasing moderate to rough on Wednesday afternoon.

Cork - France Slight to moderate, increasing moderate to rough on Wednesday afternoon.



Rosslare - Spain Slight to moderate, increasing moderate to rough on Wednesday afternoon.



Next update before 1900 Tuesday, 02 July 2024



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Appendix 7.1 Met Éireann Weather Report

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|  | <h1>24-hour Sea Area Forecast</h1> <p>Updated at 0000 / 0600 / 1200 / 1800</p> <p>Sea Area Forecast until 0000 Thursday, 4 July 2024</p> <p>Issued at 0000 Wednesday, 3 July 2024</p> | |
| | <ol style="list-style-type: none"> Gale warning: Nil Small craft warning: In operation Meteorological situation at 2100: Ireland lies in a moderate to fresh southwesterly airflow, generated by a depression of 996 hPa near Iceland. Associated fronts will move over the country tonight and tomorrow. Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head Wind: Southwest force 5 or 6. Imminently veering southwest to west. Later increasing westerly force 5 to 7. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with scattered showers, mainly in northern areas. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. | |
|  | <ol style="list-style-type: none"> Forecast for Irish coastal waters from Fair Head to Howth Head to Carnsore Point and for the Irish Sea Wind: Southwest to west force 3 to 5, occasionally increasing force 6. Later increasing westerly force 5 to 7. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with scattered showers, mainly in northern areas. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Forecast for Irish coastal waters from Carnsore Point to Dungarvan to Valentia Wind: Southwest to west force 5 or 6 imminent. Soon veering west to northwest force 4 to 6. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with isolated showers. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Warning of Heavy Swell: Nil Outlook for a further 24 hours until 0000 Friday 05 July 2024: Fresh to near gale force west to northwest winds, occasionally increasing gale force in the north. Mainly moderate to strong westerly winds later, decreasing light and variable at times in the south and west. Weather: Cloudy to fair with scattered showers. Rain developing in the south later. | |
| | <p>Forecasts provided by Met Eireann, Customer Services (Tel) 01-8094244. (Email) customer.liaison@met.ie. Met Eireann Copyright.</p> | |



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|  | <ol style="list-style-type: none"> Forecast for Irish coastal waters from Fair Head to Howth Head to Carnsore Point and for the Irish Sea Wind: Southwest to west force 3 to 5, occasionally increasing force 6. Later increasing westerly force 5 to 7. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with scattered showers, mainly in northern areas. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Forecast for Irish coastal waters from Carnsore Point to Dungarvan to Valentia Wind: Southwest to west force 5 or 6 imminent. Soon veering west to northwest force 4 to 6. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with isolated showers. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Warning of Heavy Swell: Nil Outlook for a further 24 hours until 0000 Friday 05 July 2024: Fresh to near gale force west to northwest winds, occasionally increasing gale force in the north. Mainly moderate to strong westerly winds later, decreasing light and variable at times in the south and west. Weather: Cloudy to fair with scattered showers. Rain developing in the south later. | |
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|  | <ol style="list-style-type: none"> Forecast for Irish coastal waters from Fair Head to Howth Head to Carnsore Point and for the Irish Sea Wind: Southwest to west force 3 to 5, occasionally increasing force 6. Later increasing westerly force 5 to 7. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with scattered showers, mainly in northern areas. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Forecast for Irish coastal waters from Carnsore Point to Dungarvan to Valentia Wind: Southwest to west force 5 or 6 imminent. Soon veering west to northwest force 4 to 6. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with isolated showers. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Warning of Heavy Swell: Nil Outlook for a further 24 hours until 0000 Friday 05 July 2024: Fresh to near gale force west to northwest winds, occasionally increasing gale force in the north. Mainly moderate to strong westerly winds later, decreasing light and variable at times in the south and west. Weather: Cloudy to fair with scattered showers. Rain developing in the south later. | |
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|  | <ol style="list-style-type: none"> Forecast for Irish coastal waters from Fair Head to Howth Head to Carnsore Point and for the Irish Sea Wind: Southwest to west force 3 to 5, occasionally increasing force 6. Later increasing westerly force 5 to 7. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with scattered showers, mainly in northern areas. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Forecast for Irish coastal waters from Carnsore Point to Dungarvan to Valentia Wind: Southwest to west force 5 or 6 imminent. Soon veering west to northwest force 4 to 6. Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Later cloudy to fair with isolated showers. Visibility: Moderate or poor in precipitation, mist and fog. Mostly good later but decreasing moderate in showers. Warning of Heavy Swell: Nil Outlook for a further 24 hours until 0000 Friday 05 July 2024: Fresh to near gale force west to northwest winds, occasionally increasing gale force in the north. Mainly moderate to strong westerly winds later, decreasing light and variable at times in the south and west. Weather: Cloudy to fair with scattered showers. Rain developing in the south later. | |
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|  | <h1>24-hour Sea Area Forecast</h1> <p>Updated at 0000 / 0600 / 1200 / 1800</p> <p>Sea Area Forecast until 0000 Thursday, 4 July 2024</p> <p>Issued at 0000 Wednesday, 3 July 2024</p> | |
| | <ol style="list-style-type: none"> Gale warning: Nil Small craft warning: In operation Meteorological situation at 2100: Ireland lies in a moderate to fresh southwester | |



Appendix 7.1 Met Éireann Weather Report

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|  | <h3>24-hour Sea Area Forecast</h3> <p>Updated at 0000 / 0600 / 1200 / 1800</p> <p>Sea Area Forecast until 0600 Thursday, 4 July 2024 Issued at 0600 Wednesday, 3 July 2024</p> <p>1. Gale warning: Nil Small craft warning: In operation</p> <p>2. Meteorological situation at 0300: Ireland lies in a fresh to strong southwesterly airflow, generated by a depression of 992 hPa near Iceland. Associated fronts will move over the country today.</p> <p>3. Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head</p> <p>Wind: Southwest to west force 5 or 6. Soon increasing westerly force 5 to 7.</p> <p>Weather: Cloudy with patchy light rain, drizzle, mist and fog. Soon cloudy to fair with scattered showers, mainly in northern areas.</p> <p>Visibility: Moderate or poor in precipitation, mist and fog. Mostly good soon but decreasing moderate in showers.</p> <p>Forecast for Irish coastal waters from Fair Head to Howth Head to Carnsore Point and for the Irish Sea</p> <p>Wind: Southwest to west force 3 to 5, occasionally increasing force 6. Later increasing westerly force 5 to 7.</p> <p>Weather: Cloudy with outbreaks of rain or drizzle. Areas of mist and fog. Soon cloudy to fair with scattered showers, mainly in northern areas.</p> <p>Visibility: Moderate or poor in precipitation, mist and fog. Mostly good soon but decreasing moderate in showers.</p> <p>Forecast for Irish coastal waters from Carnsore Point to Dungarvan to Valentia</p> <p>Wind: Southwest to west force 5 or 6. Imminently veering west to northwest force 4 to 6.</p> <p>Weather: Cloudy with patchy light rain, drizzle, mist and fog. Soon cloudy to fair with isolated showers.</p> <p>Visibility: Moderate or poor in precipitation, mist and fog. Mostly good soon but decreasing moderate in showers.</p> <p>Warning of Heavy Swell: Nil</p> <p>4. Outlook for a further 24 hours until 0600 Friday 05 July 2024: Fresh to near gale force west to northwest winds, occasionally increasing gale force in the north. Moderate to strong westerly winds in the north and east later but becoming light to moderate variable elsewhere. Weather: Cloudy to fair with scattered showers. Rain developing in the south later.</p> <p>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | <table><tr><td></td><td>Text of Gale Warning</td></tr><tr><td></td><td>Nil</td></tr></table> <table><tr><td></td><td>Text of Small Craft Warning</td></tr><tr><td></td><td>Southwest to west winds veering west to northwest will reach force 6 or higher at times today (Wednesday) and tonight on all Irish coasts.</td></tr></table> <table><tr><td>Coastal Reports</td><td>5 AM Wednesday, 03 July 2024</td></tr><tr><td>Malin Head Automatic</td><td>South, 15 Knots, Cloudy, 9 Miles, 1003, Falling rapidly</td></tr><tr><td>Dublin Airport</td><td>Southwest, 6 Knots, Recent rain, 10 Miles, 1008, Falling</td></tr><tr><td>Buoy M5 51° 41'N 6° 42'W</td><td>West-Southwest, 18 Knots, Wave ht: 1.6 m. The visibility at Tuskar is greater than 10 Miles, 1010, Falling</td></tr><tr><td>Roches Point Automatic</td><td>West-Southwest, 12 Knots, Cloudy, 24 Miles, 1009, Falling</td></tr><tr><td>Shirkin Island Automatic</td><td>Southwest, 16 Knots, Light drizzle, 1.1 Miles, 1009, Falling</td></tr><tr><td>Valentia Automatic</td><td>Southwest, 10 Knots, Rain shower, 1.7 Miles, 1009, Falling</td></tr><tr><td>Mace Head Automatic</td><td>West-Southwest, 19 Knots, Rain shower, 1.4 Miles, 1005, Falling rapidly</td></tr><tr><td>Belmullet Automatic</td><td>Southwest, 12 Knots, Gust 24 Knots, Light drizzle, 1.3 Miles, 1003, Falling</td></tr><tr><td>Buoy M1 53° 8'N, 11° 12'W</td><td>Report not available</td></tr><tr><td>Buoy M2 53° 29'N, 1° 26'W</td><td>Southwest, 8 Knots, Wave ht: 0.8 m, 1008, Falling</td></tr><tr><td>Buoy M3 53° 13'N, 10° 33'W</td><td>West-Southwest, 18 Knots, Wave ht: 2.5 m, 1009, Falling</td></tr><tr><td>Buoy M4 55° 08'N, 10° 03'W</td><td>Southwest, 18 Knots, Wave ht: 3 m, 1002, Falling</td></tr><tr><td>Buoy M6 53° 4'N 19° 58'W</td><td>West-Northwest, 21 Knots, Wave ht: 3 m, 1010, Rising slowly</td></tr></table> <p>Disclaimer: buoy locations are approximate and are not for navigational purposes</p> <table><tr><td>Sea Crossings</td><td>State of sea until 0600 Friday 05 July 2024</td></tr><tr><td>Dublin - Holyhead</td><td>Slight to moderate</td></tr><tr><td>Rosslare - South Wales</td><td>Moderate. Increasing moderate to rough Thursday afternoon</td></tr><tr><td>Cork - South Wales</td><td>Moderate. Increasing moderate to rough Thursday afternoon</td></tr><tr><td>Rosslare - France</td><td>Moderate. Increasing moderate to rough Wednesday afternoon</td></tr><tr><td>Cork - France</td><td>Moderate. Increasing moderate to rough Wednesday afternoon</td></tr><tr><td>Rosslare - Spain</td><td>Moderate. Increasing moderate to rough Wednesday afternoon</td></tr></table> <p>Next update before 1300 Wednesday, 03 July 2024</p> | | Text of Gale Warning | | Nil | | Text of Small Craft Warning | | Southwest to west winds veering west to northwest will reach force 6 or higher at times today (Wednesday) and tonight on all Irish coasts. | Coastal Reports | 5 AM Wednesday, 03 July 2024 | Malin Head Automatic | South, 15 Knots, Cloudy, 9 Miles, 1003, Falling rapidly | Dublin Airport | Southwest, 6 Knots, Recent rain, 10 Miles, 1008, Falling | Buoy M5 51° 41'N 6° 42'W | West-Southwest, 18 Knots, Wave ht: 1.6 m. The visibility at Tuskar is greater than 10 Miles, 1010, Falling | Roches Point Automatic | West-Southwest, 12 Knots, Cloudy, 24 Miles, 1009, Falling | Shirkin Island Automatic | Southwest, 16 Knots, Light drizzle, 1.1 Miles, 1009, Falling | Valentia Automatic | Southwest, 10 Knots, Rain shower, 1.7 Miles, 1009, Falling | Mace Head Automatic | West-Southwest, 19 Knots, Rain shower, 1.4 Miles, 1005, Falling rapidly | Belmullet Automatic | Southwest, 12 Knots, Gust 24 Knots, Light drizzle, 1.3 Miles, 1003, Falling | Buoy M1 53° 8'N, 11° 12'W | Report not available | Buoy M2 53° 29'N, 1° 26'W | Southwest, 8 Knots, Wave ht: 0.8 m, 1008, Falling | Buoy M3 53° 13'N, 10° 33'W | West-Southwest, 18 Knots, Wave ht: 2.5 m, 1009, Falling | Buoy M4 55° 08'N, 10° 03'W | Southwest, 18 Knots, Wave ht: 3 m, 1002, Falling | Buoy M6 53° 4'N 19° 58'W | West-Northwest, 21 Knots, Wave ht: 3 m, 1010, Rising slowly | Sea Crossings | State of sea until 0600 Friday 05 July 2024 | Dublin - Holyhead | Slight to moderate | Rosslare - South Wales | Moderate. Increasing moderate to rough Thursday afternoon | Cork - South Wales | Moderate. Increasing moderate to rough Thursday afternoon | Rosslare - France | Moderate. Increasing moderate to rough Wednesday afternoon | Cork - France | Moderate. Increasing moderate to rough Wednesday afternoon | Rosslare - Spain | Moderate. Increasing moderate to rough Wednesday afternoon |
| | Text of Gale Warning | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Text of Small Craft Warning | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Southwest to west winds veering west to northwest will reach force 6 or higher at times today (Wednesday) and tonight on all Irish coasts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coastal Reports | 5 AM Wednesday, 03 July 2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Malin Head Automatic | South, 15 Knots, Cloudy, 9 Miles, 1003, Falling rapidly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin Airport | Southwest, 6 Knots, Recent rain, 10 Miles, 1008, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M5 51° 41'N 6° 42'W | West-Southwest, 18 Knots, Wave ht: 1.6 m. The visibility at Tuskar is greater than 10 Miles, 1010, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roches Point Automatic | West-Southwest, 12 Knots, Cloudy, 24 Miles, 1009, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shirkin Island Automatic | Southwest, 16 Knots, Light drizzle, 1.1 Miles, 1009, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Valentia Automatic | Southwest, 10 Knots, Rain shower, 1.7 Miles, 1009, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mace Head Automatic | West-Southwest, 19 Knots, Rain shower, 1.4 Miles, 1005, Falling rapidly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Belmullet Automatic | Southwest, 12 Knots, Gust 24 Knots, Light drizzle, 1.3 Miles, 1003, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M1 53° 8'N, 11° 12'W | Report not available | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M2 53° 29'N, 1° 26'W | Southwest, 8 Knots, Wave ht: 0.8 m, 1008, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M3 53° 13'N, 10° 33'W | West-Southwest, 18 Knots, Wave ht: 2.5 m, 1009, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M4 55° 08'N, 10° 03'W | Southwest, 18 Knots, Wave ht: 3 m, 1002, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M6 53° 4'N 19° 58'W | West-Northwest, 21 Knots, Wave ht: 3 m, 1010, Rising slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sea Crossings | State of sea until 0600 Friday 05 July 2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin - Holyhead | Slight to moderate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - South Wales | Moderate. Increasing moderate to rough Thursday afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork - South Wales | Moderate. Increasing moderate to rough Thursday afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - France | Moderate. Increasing moderate to rough Wednesday afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork - France | Moderate. Increasing moderate to rough Wednesday afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - Spain | Moderate. Increasing moderate to rough Wednesday afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Appendix 7.1 Met Éireann Weather Report

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| <div><div><div>24-hour Sea Area Forecast</div><div>Updated at 0000 / 0600 / 1200 / 1800</div><div>Sea Area Forecast until 1200 Thursday, 4 July 2024</div><div>Issued at 1200 Wednesday, 3 July 2024</div></div></div> <div><div><div>1. Gale warning: Nil</div><div>Small craft warning: In operation</div></div><div><div>2. Meteorological situation at 0900: Frontal systems associated with an area of Low pressure close to Ireland with central pressure 986 hPa, continue to clear east over Ireland. The flow will continue to veer west to northwest as the frontal systems clear and increase fresh to strong.</div><div>3. Forecast for Irish coastal waters from Valentia to Erris Head to Fair Head</div><div>Wind: West to northwest force 6 or 7 and gusty imminent. Soon decreasing west for 5 or 6 and gusty. Later increasing force 6 or 7 and gusty.</div><div>Weather: Cloudy to fair with scattered showers.</div><div>Visibility: Moderate or poor in showers, otherwise good.</div></div><div><div>Forecast for Irish coastal waters from Fair Head to Howth Head to Carnsore Point and for the Irish Sea</div><div>Wind: West to northwest force 4 or 5 imminent, occasionally force 6. Soon increasing force 5 to 6, but reaching force 7 in the North Irish Sea and between Fair Head and Belfast Lough. Later backing west to southwest by the end of the period.</div><div>Weather: Cloudy with outbreaks of rain, drizzle, mist at first. Cloudy to fair weather imminent with scattered showers.</div><div>Visibility: Moderate or poor in precipitation, mist, otherwise good.</div></div><div><div>Forecast for Irish coastal waters from Carnsore Point to Roches Point to Valentia</div><div>Wind: West to northwest force 5 or 6 imminent, later backing west to southwest.</div><div>Weather: Cloudy to fair with scattered showers.</div><div>Visibility: Moderate or poor in showers, otherwise good.</div></div><div><div>Warning of Heavy Swell: Nil</div><div>4. Outlook for a further 24 hours until 1200 Friday 05 July 2024: Fresh to near gale force west to southwest winds, possibly reaching gale force in the north Thurs evening. Winds decreasing moderate to fresh in the north, east and west early Friday, but becoming light to moderate variable elsewhere. Weather: Cloudy to fair with showers merging to longer spells of rain some heavy with hail and thunder possible.</div></div></div> <div><div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div></div> | <div><div><div>Text of Gale Warning</div><div>Nil</div></div><div><div>Text of Small Craft Warning</div><div>Southwest to west winds veering west to northwest will reach force 6 or higher at times today (Wednesday) and tonight, and tomorrow (Thursday) on all Irish coasts.</div></div><div><div>Coastal Reports</div><div>11 AM Wednesday, 03 July 2024</div><div>Malin Head Automatic West, 18 Knots, Recent drizzle, 8 Miles, 1001, Steady</div><div>Dublin Airport West-Southwest, 12 Knots, Light drizzle, 8 Miles, 1004, Falling slowly</div><div>Buoy M5 51° 41'N 6° 42'W West-Southwest, 16 Knots, Wave ht. 1.6 m, The visibility at Tuskar is greater than 10 Miles, 1008, Falling slowly</div><div>Roches Point Automatic West-Northwest, 20 Knots, Cloudy, 24 Miles, 1007, Steady</div><div>Sherkin Island Automatic West, 15 Knots, Cloudy, 18 Miles, 1009, Rising slowly</div><div>Valentia Automatic West-Northwest, 12 Knots, Mist, 4 Miles, 1010, Rising slowly</div><div>Mace Head Automatic West-Northwest, 19 Knots, Cloudy, 12 Miles, 1007, Rising slowly</div><div>Beinuller Automatic West-Northwest, 16 Knots, Cloudy, 12 Miles, 1006, Rising slowly</div><div>Buoy M1 53° 5'N, 11° 12'W Report not available</div><div>Buoy M2 53° 29'N, 5° 28'W Southwest, 17 Knots, Wave ht 0.8 m, 1004, Falling slowly</div><div>Buoy M3 51° 13'N, 10° 33'W Northwest, 19 Knots, Wave ht. 2.6 m, 1011, Rising slowly</div><div>Buoy M4 56° 0'N 10° 0'W West, 18 Knots, Wave ht. 3 m, 1004, Rising slowly</div><div>Buoy M6 53° 4'N 15° 56'W West, 21 Knots, Wave ht. 3.4 m, 1012, Rising slowly</div><div>Disclaimer: buoy locations are approximate and are not for navigational purposes</div></div><div><div>Sea Crossings</div><div>Dublin - Holyhead Slight to moderate</div><div>Rosslare - South Wales Moderate</div><div>Cork - South Wales Moderate</div><div>Rosslare - France Increasing moderate to rough Wednesday afternoon.</div><div>Cork - France Moderate</div><div>Rosslare - Spain Moderate</div><div>Increasing moderate to rough Wednesday afternoon.</div></div><div><div>State of sea until 1200 Friday 05 July 2024</div><div>Slight to moderate</div><div>Moderate</div><div>Moderate</div><div>Increasing moderate to rough Wednesday afternoon.</div><div>Moderate</div><div>Moderate</div><div>Increasing moderate to rough Wednesday afternoon.</div></div><div><div>Next update before 1900 Wednesday, 03 July 2024</div></div><div><div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div></div></div> |
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Appendix 7.1 Met Éireann Weather Report

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| <div></div> <div><h1>24-hour Sea Area Forecast</h1><p>Updated at 0000 / 0600 / 1200 / 1800</p><p>Sea Area Forecast until 1800 Thursday, 4 July 2024</p><p>Issued at 1800 Wednesday, 3 July 2024</p><div><div>1. Gale warning: Nil</div><div>Small craft warning: In operation</div></div><div><div>2. Meteorological situation at 1500: Ireland lies in a fresh to strong west to northwest airflow, maintained by a depression of 986 hPa, centred approximately 590 nautical miles northwest of Malin Head.</div></div><div><div>3. Forecast for Irish coastal waters from Loop Head to Malin Head to Howth Head and for the north Irish Sea</div><div>Wind: Westerly force 6 or 7 imminent. Later becoming force 5 to 7.</div><div>Weather: Cloudy to fair with scattered showers.</div><div>Visibility: Moderate or poor in showers, otherwise good.</div></div><div><div>Forecast for Irish coastal waters from Howth Head to Dungarvan to Loop Head and for the south Irish Sea</div><div>Wind: Northwest force 5 or 6. Later becoming force 4 to 6.</div><div>Weather: Cloudy to fair with scattered showers.</div><div>Visibility: Moderate or poor in showers, otherwise good.</div></div><div>Warning of Heavy Swell: Nil</div><div>4. Outlook for a further 24 hours until 1800 Friday 05 July 2024: Moderate to strong westerly winds. Decreasing light variable in the south Friday, decreasing light to moderate westerly elsewhere. Weather: Cloudy to fair with showers merging to longer spells of rain some heavy with hail and thunder possible.</div></div> | <div></div> <div><h1>Text of Gale Warning</h1><p>Nil</p></div> <div><div>Text of Small Craft Warning</div><div>Southwest to west winds veering west to northwest will reach force 6 or higher at times today (Wednesday) and tonight, and tomorrow (Thursday) on all Irish coasts.</div></div> <div><div>Coastal Reports</div><div>5 PM Wednesday, 03 July 2024</div><div><div>Main Head Automatic</div><div>West, 24 Knots, Cloudy, 9 Miles, 1002, Steady</div><div>Dublin Airport</div><div>West-Northwest, 17 Knots, Wave ht. 1.5 m, The visibility at Tuskar is greater than 10 Miles, 1008, Rising slowly</div><div>Buoy M6 51° 41'N 6° 42'W</div><div>Northwest, 23 Knots, Gust 33 Knots, Fair, 18 Miles, 1009, Rising slowly</div><div>Roches Point Automatic</div><div>West-Northwest, 20 Knots, Cloudy, 12 Miles, 1011, Rising slowly</div><div>Sherkin Island Automatic</div><div>Northwest, 12 Knots, Gust 23 Knots, Cloudy, 10 Miles, 1012, Rising slowly</div><div>Valentia Automatic</div><div>West, 24 Knots, Mist, 3 Miles, 1009, Steady</div><div>Mace Head Automatic</div><div>West, 19 Knots, Gust 31 Knots, Cloudy, 8 Miles, 1007, Steady</div><div>Binn Inis Automatic</div><div>West-Northwest, 13 Knots, Wave ht 0.9 m, 1004, Steady</div><div>Buoy M2 53° 5'N, 11° 12'W</div><div>West-Northwest, 13 Knots, Wave ht 0.9 m, 1004, Steady</div><div>Buoy M2 53° 29'N, 5° 26'W</div><div>West-Northwest, 21 Knots, Wave ht 2.7 m, 1012, Steady</div><div>Buoy M3 51° 13'N, 10° 33'W</div><div>West-Northwest, 27 Knots, Gust 34 Knots, Wave ht. 3.4 m, 1004, Steady</div><div>Buoy M4 55° 0'N 10° 0'W</div><div>West-Northwest, 21 Knots, Wave ht. 3.4 m, 1013, Steady</div><div>Buoy M6 53° 4'N 15° 56'W</div><div>West-Northwest, 21 Knots, Wave ht. 3.4 m, 1013, Steady</div></div><div>Disclaimer: buoy locations are approximate and are not for navigational purposes</div></div> <div><div>Sea Crossings</div><div>State of sea until 1800 Friday 05 July 2024</div><div><div>Dublin - Holyhead</div><div>Slight to moderate</div><div>Rosslare - South Wales</div><div>Moderate</div><div>Cork - South Wales</div><div>Moderate</div><div>Rosslare - France</div><div>Moderate to rough</div><div>Cork - France</div><div>Moderate to rough</div><div>Rosslare - Spain</div><div>Moderate to rough</div></div></div> <div>Next update before 0100 Thursday, 04 July 2024</div> |
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Appendix 7.1 Met Éireann Weather Report

Met Éireann

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24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 0000 Friday, 5 July 2024

Issued at 0000 Thursday, 4 July 2024

1. Gale warning: Nil

Small craft warning: In operation

2. Meteorological situation at 2100:

Ireland lies in a fresh to near gale force west to northwest airflow between low pressure of 985hPa, centred to the north of Scotland and an anticyclone of 1027hPa centred in the mid-Atlantic.

3. Forecast for Irish coastal waters from Loop Head to Malin Head to Carnsore Point and for the Irish Sea

Wind: Westerly force 6 or 7 imminent. Decreasing force 4 to 6 by the end of the period.

Weather: Cloudy to fair with showers.

Visibility: Moderate or poor in showers, otherwise good.

Forecast for Irish coastal waters from Carnsore Point to Roches Point to Loop Head

Wind: Northwest force 5 or 6. Soon backing west. Later becoming west or cyclonic variable force 4 to 6 and increasing force 7 for a time east of Roches Point.

Weather: Cloudy to fair with showers. Later becoming cloudy with rain and drizzle.

Visibility: Moderate or poor in precipitation, otherwise good.

Warning of Heavy Swell: Nil

4. Outlook for a further 24 hours until 0000 Saturday 06 July 2024:

Moderate to strong westerly winds, decreasing light variable in the south Thursday night. Winds decreasing light to moderate west to southwest Friday. Veering northwest and increasing fresh to strong on the south and southwest Friday night. Weather: Cloudy to fair with showers merging to longer spells of rain some heavy with hail and thunder possible.

Text of Gale Warning

Nil

Text of Small Craft Warning

Southwest to west winds veering west to northwest will reach force 6 or higher at times tonight and tomorrow (Thursday) on all Irish coasts.

Coastal Reports

11 PM Wednesday, 03 July 2024

Malin Head Automatic

West, 25 Knots, Gust 35 Knots, Mod rain shower, 2 Miles, 1003, Rising slowly

Dublin Airport

West, 12 Knots, Fine, 16 Miles, 1008, Rising

Buoy M5 51° 41'N 6° 42'W

West-Northwest, 25 Knots, Wave ht. 1.8 m, The visibility at Tuskar is greater than 10 Miles, 1010, Rising slowly

Roches Point Automatic

West-Northwest, 17 Knots, Fair, 18 Miles, 1011, Rising slowly

Sherkin Island Automatic

West-Northwest, 14 Knots, Fair, 8 Miles, 1013, Rising slowly

Valentia Automatic

Northwest, 10 Knots, Recent drizzle, 8 Miles, 1014, Rising slowly

Mace Head Automatic

West-Northwest, 21 Knots, Mist, 4 Miles, 1010, Rising slowly

Beinmuller Automatic

West-Northwest, 13 Knots, Rain shower, 5 Miles, 1008, Rising slowly

Buoy M1 53° 29'N, 11° 12'W

Report not available

Buoy M2 53° 29'N, 5° 26'W

West-Northwest, 23 Knots, Gust 33 Knots, Wave ht. 1.8 m, 1006, Rising slowly

Buoy M3 51° 13'N, 10° 33'W

West-Northwest, 20 Knots, Wave ht. 2.9 m, 1015, Rising slowly

Buoy M4 56° 07'N 10° 07'W

West, 23 Knots, Wave ht. 4.5 m, 1006, Rising slowly

Buoy M6 53° 41'N 13° 56'W

West, 21 Knots, Wave ht. 3.8 m, 1014, Steady

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

Sea Crossings

Dublin - Holyhead

Rosslare - South Wales

Cork - South Wales

Rosslare - France

Cork - France

Rosslare - Spain

State of sea until 0000 Saturday 06 July 2024

Slight to moderate. Decreasing slight Friday

Moderate. Decreasing slight to moderate Friday

Moderate. Decreasing slight to moderate Friday

Moderate to rough. Decreasing slight to moderate for a time Friday


Moderate to rough. Decreasing slight to moderate for a time Friday evening

Moderate to rough. Decreasing slight to moderate for a time Friday evening

Next update before 0700 Thursday, 04 July 2024

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Appendix 7.1 Met Éireann Weather Report



24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 0600 Friday, 5 July 2024

Issued at 0600 Thursday, 4 July 2024

1. Gale warning: Nil

Small craft warning: In operation

2. Meteorological situation at 0300: Ireland lies in a fresh to near gale force westerly airflow between low pressure of 985hPa, centred to the north of Scotland and an anticyclone of 1026hPa centred in the mid-Atlantic.

3. Forecast for Irish coastal waters from Slyne Head to Malin Head to Howth Head and for the north Irish Sea

Wind: Westerly force 6 or 7. Later decreasing force 4 to 6.

Weather: Cloudy to fair with scattered showers.

Visibility: Moderate or poor in showers, otherwise good.

Forecast for Irish coastal waters from Howth Head to Roches Point to Slyne Head and for the south Irish Sea


Wind: Westerly force 5 or 6 and gusty. Soon becoming westerly or cyclonic variable force 4 to 6 and increasing force 7 for a time east of Roches Point. Later decreasing northerly force 3 or less.

Weather: Cloudy to fair with scattered showers. Soon cloudy with rain or drizzle in the southwest.

Visibility: Moderate or poor in precipitation, otherwise good.

Warning of Heavy Swell: Nil

Outlook for a further 24 hours until 0600 Saturday 06 July 2024: Moderate to strong westerly winds in northern sea areas, decreasing light to moderate west to southwest everywhere Friday morning. Veering northwest and increasing fresh to strong in the southwest, south and southeast Friday night. Weather. Cloudy to fair with showers merging to longer spells of rain some heavy with hail and thunder possible.



| Text of Gale Warning |
|----------------------|
| Nil |

| Text of Small Craft Warning |
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| Westerly winds will reach force 6 or higher at times today (Thursday) on all Irish coasts. |

| Coastal Reports |
|---|
| 5 AM Thursday, 04 July 2024 West-Southwest, 25 Knots, Gust 37 Knots, Cloudy, 9 Miles, 1002, Falling slowly West-Southwest, 11 Knots, Fair, 10 Miles, 1007, Falling slowly West, 22 Knots, Wave ht: 1.5 m, The visibility at Tuskar is greater than 10 Miles, 1011, Falling slowly West-Southwest, 7 Knots, Fair, 9 Miles, 1012, Steady West, 16 Knots, Fair, 7 Miles, 1013, Falling slowly West-Northwest, 13 Knots, Fair, 8 Miles, 1013, Falling slowly West, 24 Knots, Mist, 2 Miles, 1008, Falling slowly West, 16 Knots, Gust 30 Knots, Cloudy, 6 Miles, 1006, Falling slowly Report not available Buoy M1 53° 8'N, 11° 12'W Buoy M2 53° 29'N, 5° 26'W Buoy M3 51° 13'N, 10° 33'W Buoy M4 55° 0'N 10° 0'W Buoy M6 53° 4'N 15° 56'W Disclaimer: buoy locations are approximate and are not for navigational purposes |

| Sea Crossings |
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| State of sea until 0600 Saturday 06 July 2024 Dublin - Holyhead: Slight to moderate, Decreasing slight Friday and increasing slight to moderate Saturday Rosslare - South Wales: Moderate, Decreasing slight to moderate Friday Cork - South Wales: Moderate, Decreasing slight to moderate Friday Rosslare - France: Moderate to rough, Decreasing slight to moderate for a time Friday evening Cork - France: Moderate to rough, Decreasing slight to moderate for a time Friday evening Rosslare - Spain: Moderate to rough, Decreasing slight to moderate for a time Friday evening |



Next update before 1300 Thursday, 04 July 2024

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Appendix 7.1 Met Éireann Weather Report

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| <div><div>24-hour Sea Area Forecast</div><div>Updated at 0000 / 0600 / 1200 / 1800</div><div>Sea Area Forecast until 1200 Friday, 5 July 2024</div><div>Issued at 1200 Thursday, 4 July 2024</div></div> <div><p>1. Gale warning: Nil</p><p>Small craft warning: In operation</p><p>2. Meteorological situation at 0900: Ireland lies in a fresh to near gale and gusty westerly airflow between a depression of 986hPa centred between southern Norway and the Shetlands and an anticyclone of 1026hPa centred west of the Azores. A shallow wave depression will approach the southwest coast this afternoon.</p><p>3. Forecast for Irish coastal waters from Forecast for Irish coastal waters from Erris Head to Fair Head to Howth Head and for the North Irish Sea</p><p>Wind: Westerly force 5 to 7 and gusty, strongest along the north coast. Decreasing west to southwest force 4 or 5 towards the end of the period.</p><p>Weather: Fair to cloudy with scattered showers becoming isolated later.</p><p>Visibility: Reducing moderate or poor in precipitation. Otherwise good.</p><p>Forecast for Irish coastal waters from Forecast for Irish coastal waters from Howth Head to Roches Point to Erris Head and for the south Irish Sea.</p><p>Wind: Westerly force 5 or 6. Imminent backing mainly west to southwest force 4 to 6 but becoming cyclonic variable force 3 to 5 between Roches Point and Loop Head. Soon decreasing westerly or cyclonic variable force 3 to 5. Later decreasing westerly or variable force 2 to 4.</p><p>Weather: Fair to cloudy with scattered showers at first. Rain and drizzle imminent in the southwest and spreading eastwards along the south coast soon. Clearing to isolated showers later.</p><p>Visibility: Reducing moderate or poor in precipitation. Otherwise good.</p><p>Warning of Heavy Swell: Nil</p><p>4. Outlook for a further 24 hours until 1200 Saturday 06 July 2024: Light to moderate occasionally fresh west to southwest winds veering moderate to strong northwest on southern and western coastal waters on Friday evening and at Irish coastal waters later. Weather: Showers or longer spells of rain with isolated thunderstorms possible.</p></div> <div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div> | <div><div>Text of Gale Warning</div><div>Nil</div></div> <div><div>Text of Small Craft Warning</div><div>Westerly winds will reach force 6 or higher today, Thursday, on Irish coasts from Valentia to Belfast Lough to Mizen Head becoming confined to Irish coasts from Rossan Point to Malin Head to Strangford Lough overnight and early Friday.</div></div> <div><div>Coastal Reports</div><div>12 Noon Thursday, 04 July 2024</div><table><tr><td>Malin Head Automatic</td><td>West. 28 Knots, Gust 36 Knots, Fair, 8 Miles, 1002, Steady</td></tr><tr><td>Dublin Airport</td><td>West. 20 Knots, Gust 33 Knots, Fair, 16 Miles, 1006, Steady</td></tr><tr><td>Buoy M5 51° 41'N 6° 42'W</td><td>West-Southwest, 23 Knots, Wave ht. 2 m, The visibility at Tuskar is greater than 10 Miles, 1012, Steady</td></tr><tr><td>Roches Point Automatic</td><td>West-Southwest, 18 Knots, Cloudy, 14 Miles, 1011, Falling slowly</td></tr><tr><td>Sherkin Island Automatic</td><td>West-Southwest, 16 Knots, Cloudy, 5 Miles, 1013, Steady</td></tr><tr><td>Valentia Automatic</td><td>West. 15 Knots, Fair, 9 Miles, 1013, Steady</td></tr><tr><td>Mizen Head Automatic</td><td>West. 19 Knots, Gust 31 Knots, Recent rain, 2 Miles, 1009, Rising slowly</td></tr><tr><td>Beinmullet Automatic</td><td>West. 15 Knots, Gust 25 Knots, Cloudy, 8 Miles, 1007, Steady</td></tr><tr><td>Buoy M1 53° 29'N, 11° 12'W</td><td>Report not available</td></tr><tr><td>Buoy M2 53° 29'N, 6° 26'W</td><td>West. 21 Knots, Wave ht. 1.5 m, 1007, Steady</td></tr><tr><td>Buoy M3 51° 13'N, 10° 35'W</td><td>West-Southwest, 16 Knots, Wave ht. 3.5 m, 1014, Falling slowly</td></tr><tr><td>Buoy M4 56° 01'N 10° 07'W</td><td>West. 23 Knots, Gust 34 Knots, Wave ht. 4.3 m, 1004, Steady</td></tr><tr><td>Buoy M6 53° 41'N 15° 56'W</td><td>West-Southwest, 18 Knots, Wave ht. 3.3 m, 1010, Falling slowly</td></tr></table><div>Disclaimer: buoy locations are approximate and are not for navigational purposes</div></div> <div><div>Sea Crossings</div><div>State of sea until 1200 Saturday 06 July 2024</div><table><tr><td>Dublin - Holyhead</td><td>Slight to moderate, decreasing slight early on Friday. Increasing slight to moderate for a time Saturday morning.</td></tr><tr><td>Rosslare - South Wales</td><td>Moderate, occasionally rough this afternoon. Decreasing slight to moderate early on Friday, increasing moderate to rough early on Saturday.</td></tr><tr><td>Cork - South Wales</td><td>Moderate, occasionally rough this afternoon. Decreasing slight to moderate early on Friday, increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon.</td></tr><tr><td>Rosslare - France</td><td>Moderate to rough. Decreasing mostly moderate Friday morning.</td></tr><tr><td>Cork - France</td><td>Moderate to rough. Decreasing mostly moderate Friday morning.</td></tr><tr><td>Rosslare - Spain</td><td>Increasing moderate to rough early on Saturday.</td></tr></table><div>Next update before 1900 Thursday, 04 July 2024</div></div> <div>Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) customer.liaison@met.ie. Met Éireann Copyright.</div> | Malin Head Automatic | West. 28 Knots, Gust 36 Knots, Fair, 8 Miles, 1002, Steady | Dublin Airport | West. 20 Knots, Gust 33 Knots, Fair, 16 Miles, 1006, Steady | Buoy M5 51° 41'N 6° 42'W | West-Southwest, 23 Knots, Wave ht. 2 m, The visibility at Tuskar is greater than 10 Miles, 1012, Steady | Roches Point Automatic | West-Southwest, 18 Knots, Cloudy, 14 Miles, 1011, Falling slowly | Sherkin Island Automatic | West-Southwest, 16 Knots, Cloudy, 5 Miles, 1013, Steady | Valentia Automatic | West. 15 Knots, Fair, 9 Miles, 1013, Steady | Mizen Head Automatic | West. 19 Knots, Gust 31 Knots, Recent rain, 2 Miles, 1009, Rising slowly | Beinmullet Automatic | West. 15 Knots, Gust 25 Knots, Cloudy, 8 Miles, 1007, Steady | Buoy M1 53° 29'N, 11° 12'W | Report not available | Buoy M2 53° 29'N, 6° 26'W | West. 21 Knots, Wave ht. 1.5 m, 1007, Steady | Buoy M3 51° 13'N, 10° 35'W | West-Southwest, 16 Knots, Wave ht. 3.5 m, 1014, Falling slowly | Buoy M4 56° 01'N 10° 07'W | West. 23 Knots, Gust 34 Knots, Wave ht. 4.3 m, 1004, Steady | Buoy M6 53° 41'N 15° 56'W | West-Southwest, 18 Knots, Wave ht. 3.3 m, 1010, Falling slowly | Dublin - Holyhead | Slight to moderate, decreasing slight early on Friday. Increasing slight to moderate for a time Saturday morning. | Rosslare - South Wales | Moderate, occasionally rough this afternoon. Decreasing slight to moderate early on Friday, increasing moderate to rough early on Saturday. | Cork - South Wales | Moderate, occasionally rough this afternoon. Decreasing slight to moderate early on Friday, increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon. | Rosslare - France | Moderate to rough. Decreasing mostly moderate Friday morning. | Cork - France | Moderate to rough. Decreasing mostly moderate Friday morning. | Rosslare - Spain | Increasing moderate to rough early on Saturday. |
| Malin Head Automatic | West. 28 Knots, Gust 36 Knots, Fair, 8 Miles, 1002, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin Airport | West. 20 Knots, Gust 33 Knots, Fair, 16 Miles, 1006, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M5 51° 41'N 6° 42'W | West-Southwest, 23 Knots, Wave ht. 2 m, The visibility at Tuskar is greater than 10 Miles, 1012, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roches Point Automatic | West-Southwest, 18 Knots, Cloudy, 14 Miles, 1011, Falling slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sherkin Island Automatic | West-Southwest, 16 Knots, Cloudy, 5 Miles, 1013, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Valentia Automatic | West. 15 Knots, Fair, 9 Miles, 1013, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mizen Head Automatic | West. 19 Knots, Gust 31 Knots, Recent rain, 2 Miles, 1009, Rising slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Beinmullet Automatic | West. 15 Knots, Gust 25 Knots, Cloudy, 8 Miles, 1007, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M1 53° 29'N, 11° 12'W | Report not available | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M2 53° 29'N, 6° 26'W | West. 21 Knots, Wave ht. 1.5 m, 1007, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M3 51° 13'N, 10° 35'W | West-Southwest, 16 Knots, Wave ht. 3.5 m, 1014, Falling slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M4 56° 01'N 10° 07'W | West. 23 Knots, Gust 34 Knots, Wave ht. 4.3 m, 1004, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M6 53° 41'N 15° 56'W | West-Southwest, 18 Knots, Wave ht. 3.3 m, 1010, Falling slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin - Holyhead | Slight to moderate, decreasing slight early on Friday. Increasing slight to moderate for a time Saturday morning. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - South Wales | Moderate, occasionally rough this afternoon. Decreasing slight to moderate early on Friday, increasing moderate to rough early on Saturday. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork - South Wales | Moderate, occasionally rough this afternoon. Decreasing slight to moderate early on Friday, increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - France | Moderate to rough. Decreasing mostly moderate Friday morning. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork - France | Moderate to rough. Decreasing mostly moderate Friday morning. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - Spain | Increasing moderate to rough early on Saturday. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Appendix 7.1 Met Éireann Weather Report

|  | <h3>24-hour Sea Area Forecast</h3> <p>Updated at 0000 / 0600 / 1200 / 1800</p> <p>Sea Area Forecast until 1800 Friday, 5 July 2024</p> <p>Issued at 1800 Thursday, 4 July 2024</p> <p>1. Gale warning: Nil</p> <p>Small craft warning: In operation</p> <p>2. Meteorological situation at 1500: An area of low pressure with central pressure of 989hPa centred between southern Norway and the Shetlands generates a fresh to near gale and gusty west to southwest airflow over Ireland. A shallow wave depression continues to approach the southwest coast.</p> <p>3. Forecast for Irish coastal waters from Forecast for Irish coastal waters from Erris Head to Fair Head to Howth Head and for the North Irish Sea</p> <p>Wind: West to southwest force 5 to 7 and gusty, strongest along the north coast. Soon decreasing force 5 or 6, decreasing force 3 or 4 by the end of the period.</p> <p>Weather: Fair to cloudy with scattered showers.</p> <p>Visibility: Reducing moderate or poor in precipitation. Otherwise good.</p> <p>Forecast for Irish coastal waters from Forecast for Irish coastal waters from Howth Head to Roches Point to Erris Head and for the south Irish Sea.</p> <p>Wind: West to southwest force 4 or 5 imminent, but becoming cyclonic variable force 3 or 4 between Valentia and Hook Head. Soon west to northwest force 3 or 4. Later south to southwest or variable force 2 to 4 but possibly reaching force 5 or 6 between Milen Head and Loop Head.</p> <p>Weather: Rain and drizzle in the southwest and south, clearing to showers overnight. Elsewhere isolated showers.</p> <p>Visibility: Reducing moderate or poor in precipitation. Otherwise good.</p> <p>Warning of Heavy Swell: Nil</p> <p>4. Outlook for a further 24 hours until 1800 Saturday 06 July 2024: Mostly light to moderate occasionally fresh west to southwest winds veering moderate to strong northwest on southern and western coastal waters on Friday evening, and on all Irish coastal waters later, but northwest winds possibly reaching near gale at times in the southwest and south on Friday evening. Weather: Showers or longer spells of rain with isolated thunderstorms and hail possible.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----------------------|--|-----|--|-----------------------------|--|---|--|-----------------------------|--|-----------------|---|----------------------|--|----------------|---|--------------------------|---|------------------------|---|--------------------------|--|--------------------|--|---------------------|---|----------------------|----------------------|---------------------------|--|---------------------------|---|----------------------------|---|----------------------------|--|----------------------------|--|---|--|-------------------|---|------------------------|---|--------------------|---|-------------------|--------------------|---------------|--------------------|------------------|--------------------|
|  | <table><tr><th colspan="2">Text of Gale Warning</th></tr><tr><td colspan="2">Nil</td></tr></table> <table><tr><th colspan="2">Text of Small Craft Warning</th></tr><tr><td colspan="2">West to southwest winds will reach force 6 or higher today, Thursday, on Irish coasts from Loop Head to Belfast Lough to Roches Point becoming confined to Irish coasts from Rossan Point to Malin Head to Strangford Lough overnight and early Friday.</td></tr></table> <table><tr><th colspan="2">5 PM Thursday, 04 July 2024</th></tr><tr><td>Coastal Reports</td><td>West 29 Knots, Gust 39 Knots, Cloudy, 7 Miles, 1003, Steady</td></tr><tr><td>Malin Head Automatic</td><td>West 16 Knots, Gust 34 Knots, Fair, 16 Miles, 1006, Steady</td></tr><tr><td>Dublin Airport</td><td>West-Southwest, 25 Knots, Wave ht. 2.3 m, The visibility at Tuskar is 6 Miles, 1011, Falling slowly</td></tr><tr><td>Buoy M5 51° 41'N 6° 42'W</td><td>West-Southwest, 10 Knots, Light rain, 6 Miles, 1011, Steady</td></tr><tr><td>Roches Point Automatic</td><td>West-Southwest, 8 Knots, Light drizzle, 4 Miles, 1012, Falling slowly</td></tr><tr><td>Sherrin Island Automatic</td><td>Southwest, 7 Knots, Moderate rain, 4 Miles, 1011, Falling slowly</td></tr><tr><td>Valentia Automatic</td><td>West, 12 Knots, Rain shower, 2 Miles, 1008, Steady</td></tr><tr><td>Mace Head Automatic</td><td>West, 14 Knots, Gust 25 Knots, Cloudy, 10 Miles, 1007, Steady</td></tr><tr><td>Beinmullet Automatic</td><td>Report not available</td></tr><tr><td>Buoy M1 53° 54'N, 5° 12'W</td><td>East-Southwest, 13 Knots, Wave ht. 1.3 m, 1006, Steady</td></tr><tr><td>Buoy M2 53° 54'N, 5° 25'W</td><td>East-Southwest, 13 Knots, Wave ht. 1.3 m, 1011, Falling</td></tr><tr><td>Buoy M3 51° 13'N, 10° 33'W</td><td>East-Southwest, 14 Knots, Wave ht. 3.1 m, 1011, Falling</td></tr><tr><td>Buoy M4 55° 04'N, 10° 03'W</td><td>West, 21 Knots, Wave ht. 4.4 m, 1004, Steady</td></tr><tr><td>Buoy M6 53° 44'N, 15° 56'W</td><td>West-Northwest, 13 Knots, Wave ht. 2.9 m, 1009, Steady</td></tr></table> <p>Disclaimer: buoy locations are approximate and are not for navigational purposes</p> <table><tr><th colspan="2">State of sea until 1800 Saturday 06 July 2024</th></tr><tr><td>Dublin - Holyhead</td><td>Slight to moderate, decreasing slight early on Friday. Increasing slight to moderate on Saturday.</td></tr><tr><td>Rosslare - South Wales</td><td>Moderate. Decreasing slight to moderate early on Friday. Increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon.</td></tr><tr><td>Cork - South Wales</td><td>Moderate. Decreasing slight to moderate early on Friday. Increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon.</td></tr><tr><td>Rosslare - France</td><td>Moderate to rough.</td></tr><tr><td>Cork - France</td><td>Moderate to rough.</td></tr><tr><td>Rosslare - Spain</td><td>Moderate to rough.</td></tr></table> <p>Next update before 0100 Friday, 05 July 2024</p> | Text of Gale Warning | | Nil | | Text of Small Craft Warning | | West to southwest winds will reach force 6 or higher today, Thursday, on Irish coasts from Loop Head to Belfast Lough to Roches Point becoming confined to Irish coasts from Rossan Point to Malin Head to Strangford Lough overnight and early Friday. | | 5 PM Thursday, 04 July 2024 | | Coastal Reports | West 29 Knots, Gust 39 Knots, Cloudy, 7 Miles, 1003, Steady | Malin Head Automatic | West 16 Knots, Gust 34 Knots, Fair, 16 Miles, 1006, Steady | Dublin Airport | West-Southwest, 25 Knots, Wave ht. 2.3 m, The visibility at Tuskar is 6 Miles, 1011, Falling slowly | Buoy M5 51° 41'N 6° 42'W | West-Southwest, 10 Knots, Light rain, 6 Miles, 1011, Steady | Roches Point Automatic | West-Southwest, 8 Knots, Light drizzle, 4 Miles, 1012, Falling slowly | Sherrin Island Automatic | Southwest, 7 Knots, Moderate rain, 4 Miles, 1011, Falling slowly | Valentia Automatic | West, 12 Knots, Rain shower, 2 Miles, 1008, Steady | Mace Head Automatic | West, 14 Knots, Gust 25 Knots, Cloudy, 10 Miles, 1007, Steady | Beinmullet Automatic | Report not available | Buoy M1 53° 54'N, 5° 12'W | East-Southwest, 13 Knots, Wave ht. 1.3 m, 1006, Steady | Buoy M2 53° 54'N, 5° 25'W | East-Southwest, 13 Knots, Wave ht. 1.3 m, 1011, Falling | Buoy M3 51° 13'N, 10° 33'W | East-Southwest, 14 Knots, Wave ht. 3.1 m, 1011, Falling | Buoy M4 55° 04'N, 10° 03'W | West, 21 Knots, Wave ht. 4.4 m, 1004, Steady | Buoy M6 53° 44'N, 15° 56'W | West-Northwest, 13 Knots, Wave ht. 2.9 m, 1009, Steady | State of sea until 1800 Saturday 06 July 2024 | | Dublin - Holyhead | Slight to moderate, decreasing slight early on Friday. Increasing slight to moderate on Saturday. | Rosslare - South Wales | Moderate. Decreasing slight to moderate early on Friday. Increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon. | Cork - South Wales | Moderate. Decreasing slight to moderate early on Friday. Increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon. | Rosslare - France | Moderate to rough. | Cork - France | Moderate to rough. | Rosslare - Spain | Moderate to rough. |
| Text of Gale Warning | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Text of Small Craft Warning | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West to southwest winds will reach force 6 or higher today, Thursday, on Irish coasts from Loop Head to Belfast Lough to Roches Point becoming confined to Irish coasts from Rossan Point to Malin Head to Strangford Lough overnight and early Friday. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 PM Thursday, 04 July 2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coastal Reports | West 29 Knots, Gust 39 Knots, Cloudy, 7 Miles, 1003, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Malin Head Automatic | West 16 Knots, Gust 34 Knots, Fair, 16 Miles, 1006, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin Airport | West-Southwest, 25 Knots, Wave ht. 2.3 m, The visibility at Tuskar is 6 Miles, 1011, Falling slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M5 51° 41'N 6° 42'W | West-Southwest, 10 Knots, Light rain, 6 Miles, 1011, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roches Point Automatic | West-Southwest, 8 Knots, Light drizzle, 4 Miles, 1012, Falling slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sherrin Island Automatic | Southwest, 7 Knots, Moderate rain, 4 Miles, 1011, Falling slowly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Valentia Automatic | West, 12 Knots, Rain shower, 2 Miles, 1008, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mace Head Automatic | West, 14 Knots, Gust 25 Knots, Cloudy, 10 Miles, 1007, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Beinmullet Automatic | Report not available | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M1 53° 54'N, 5° 12'W | East-Southwest, 13 Knots, Wave ht. 1.3 m, 1006, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M2 53° 54'N, 5° 25'W | East-Southwest, 13 Knots, Wave ht. 1.3 m, 1011, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M3 51° 13'N, 10° 33'W | East-Southwest, 14 Knots, Wave ht. 3.1 m, 1011, Falling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M4 55° 04'N, 10° 03'W | West, 21 Knots, Wave ht. 4.4 m, 1004, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buoy M6 53° 44'N, 15° 56'W | West-Northwest, 13 Knots, Wave ht. 2.9 m, 1009, Steady | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State of sea until 1800 Saturday 06 July 2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin - Holyhead | Slight to moderate, decreasing slight early on Friday. Increasing slight to moderate on Saturday. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - South Wales | Moderate. Decreasing slight to moderate early on Friday. Increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork - South Wales | Moderate. Decreasing slight to moderate early on Friday. Increasing moderate to rough early on Saturday. Decreasing moderate by Saturday afternoon. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - France | Moderate to rough. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork - France | Moderate to rough. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rosslare - Spain | Moderate to rough. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Appendix 7.1 Met Éireann Weather Report

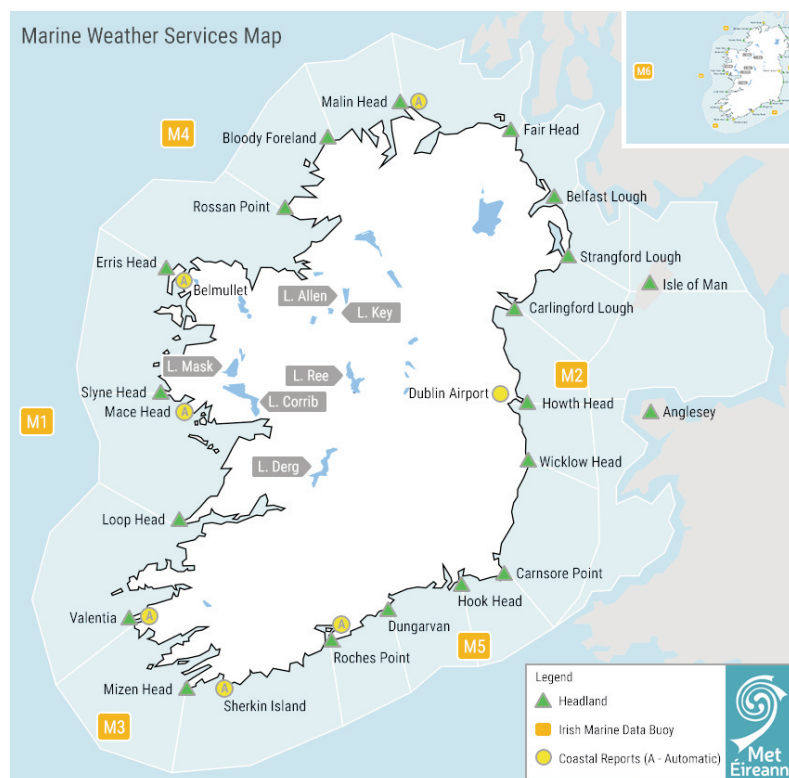

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Email: legal@met.ie

Appendix 4a Terminology Sea Area Map & Beaufort Scale of Wind

Beaufort Scale of Wind

| Force | Description | Speed* knots | km/hr | Specification -sea | Wave height** (metres) |
|-------|-----------------|-----------------|------------|--|---------------------------|
| 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 7.1 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services
Glasnevin Hill
Dublin 9

Seirbhísí Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

Tel: +353-1-8064260
Email: enq@met.ie
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Appendix 4b Terminology Sea State & Visibility

Wave Heights / State of Sea:

The wave height is the vertical distance between the crest and the preceding or following trough. The table below gives a description of the wave system associated with a range of significant wave heights.

The Significant wave height is defined as the average height of the highest one-third of the waves. (It is very close to the value of wave height given when making visual observations of wave height.)

| Sea State (Descriptive) | Significant Wave height in meters |
|----------------------------|--------------------------------------|
| Calm | 0 – 0.1 |
| Smooth(Wavelets) | 0.1 – 0.5 |
| Slight | 0.5 – 1.25 |
| Moderate | 1.25 – 2.5 |
| Rough | 2.5 – 4 |
| Very rough | 4 – 6 |
| High | 6 – 9 |
| Very high | 9 – 14 |
| Phenomenal | Over 14 |

Individual waves in the wave train will have heights in excess of the significant height. **The highest wave of all will have a height about twice the significant height.**

Visibility Descriptions:

| Visibility (Descriptive) | Visibility in nautical miles (kilometres) |
|-----------------------------|--|
| Good | More than 5 nm (> 9 km) |
| Moderate | 2 – 5 nm (4 – 9 km) |
| Poor | 0.5 – 2 nm (1 – 4 km) |
| Fog | Less than 0.5 nm (< 1km) |

Please Note:

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

Appendix 7.2 Irish Coast Guard Situation Report

03 2141Z JUL 24

FROM MRSC MALIN

TO MALIN HEAD SITREP GROUP

BT

MARSAR - OVERDUE FISHING VESSEL

UIIN1151/24

SAR SITREP ONE AND FINAL

A - IDENTITY OF CASUALTY:

MALE LATE 50'S

B - POSITION

53°37.37'N 010°10.23'W

C - SITUATION

OVERDUE FISHERMAN - INISHBOFFIN ISLAND

Appendix 7.2 Irish Coast Guard Situation Report

D - NUMBER OF PERSONS

1

E - ASSISTANCE REQUIRED

SEARCH

F - COORDINATING RCC

MRSC MALIN

G - DESCRIPTION OF CASUALTY

MALE LATE 50'S

H - WEATHER ON SCENE

WIND: 5, W / SEA: ROUGH / SWELL: LOW WAVE / AIR TEMP: 12.6°C / WATER TEMP: 12°C / VIS: GOOD / PRECIP: SLIGHT / SITREP WEATHER-TIME: 03 2114Z JUL 24

J - INITIAL ACTIONS TAKEN

TASK CLIFDEN RNLI / R118

K - SEARCH AREA

EAST SIDE OF INISHBOFIN TO BUNNAMULLAN BAY

L - COORDINATING INSTRUCTIONS

SEARCH

M - FUTURE PLANS

NIL

Appendix 7.2 Irish Coast Guard Situation Report

N - ADDITIONAL INFORMATION

2114 - OVERDUE FV , REPORTED HE WOULD BE FISHING ON EAST SIDE ON INISHBOFIN , LAST SEEN YESTERDAY EVENING , SHOULD HAVE RETURNED BY NOW.

2121 / 2136 / 2203 - CLIFDEN RNLI TASKED / PROCEEDING / ON-SCENE

2124 / 2152 / 2228 - R118 TASKED / PROCEEDING / ONSCENE

2245 - R118 SIGHTED UPTURNED VESSEL , DESCRIPTION MATCHES CAS VSL.

2253 - R118 ADVISES POSSIBLE T4 SIGHTED ONSHORE

2308 - AGS INFORMED

2343 - CLIFDEN ATLANTIC STOOD DOWN

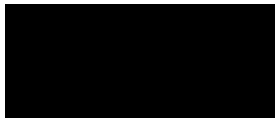
0131 - R118 TRANSFERS T4 TO INISHBOFIN AIRFIELD.

0226 / 0327 - CLIFDEN ALB DEPART IB / ALONGSIDE CLIFDEN

0235 / 0305 - R118 RELEASED / RTB.

0327 / 0425 - CLIFDEN RNLI ALB RELEASED / RTB

Regards



Watch Officer
MRSC Malin Head and Malin Search and Rescue Division
Irish Coast Guard



An Roinn Iompair
Department of Transport

MRSC Malin,
Malin Head, Ballygorman, Lifford, Co Donegal F93 TN32
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SECTION 36 PROCESS

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

It is a requirement under Section 36 that:

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

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

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

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

SECTION 36 CORRESPONDENCE

8. MSA 2000 - SECTION 36 OBSERVATIONS RECEIVED

No correspondence was received on the draft of this report.



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