



# MCIB

Marine Casualty Investigation Board  
*Bord Imscrúdú Taisní Muirí*

**REPORT OF  
INVESTIGATION INTO A  
FATAL INCIDENT  
INVOLVING THE FISHING VESSEL  
'BEAL SRUTHAN'  
OFF CRAUGH ISLAND,  
GALWAY BAY  
23rd MAY 2018**

**REPORT NO. MCIB/279  
(No.5 OF 2019)**

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

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

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

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

In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.

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

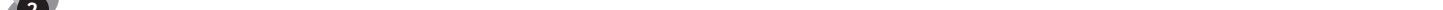
**REPORT OF  
INVESTIGATION INTO A  
FATAL INCIDENT  
INVOLVING THE FISHING VESSEL  
'BEAL SRUTHAN'  
OFF CRAUGH ISLAND,  
GALWAY BAY  
23rd MAY 2018**

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

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

**REPORT NO. MCIB/279  
(No.5 OF 2019)**

Report MCIB/279 published by the Marine Casualty Investigation Board.  
Printed 27th August 2019.





	<b>PAGE</b>
1. Summary	4
2. Factual Information	5
3. Narrative	7
4. Analysis	9
5. Conclusions	12
6. Safety Recommendations	13
7. Appendices	14
8. Natural Justice - Correspondence Received	33

## 1. SUMMARY

On the 23rd May 2018, the Casualty, operating a 21 foot open boat departed from an unidentified location near Clifden, believed to be a pier close to the townland of Coolacloy, Co. Galway, to commence laying lobster pots. He was on his third run of the day and departed in the late afternoon. After approximately one hour he contacted a friend by mobile phone saying the vessel was taking on water and he was in trouble. The emergency services were alerted and knowing the approximate location of his vessel they proceeded from Clifden Royal National Lifeboat Institution (RNLI) station. An Irish Coast Guard helicopter was also tasked. The emergency services were on scene in approximately 25 minutes. A short time later a body was spotted by the helicopter and the RNLI boat was directed to it. The body was recovered and brought ashore at the entrance to Clifden Harbour.

Note all times are local time.

## 2. FACTUAL INFORMATION

### 2.1 The Vessel

Name:	'BEAL SRUTHAN'.
Fishing Number:	G 873.
Length:	6.50 metres (m) approximately.
Beam (extreme):	2.12 m approximately.
Construction:	Glass Reinforced Plastic (GRP) hull with timber wheelhouse and fore deck.
Height of deck to top of bulwark:	550 millimetre (mm).
Height bulwark to safety rail:	300 mm.
Main engine:	Yamaha 50 hp outboard 4 stroke.
Auxiliary engine:	Mariner 6 hp outboard 4 stroke.

### 2.2 Vessel Description

The vessel used by the Casualty was purchased second-hand in late 2017 and worked on by the Casualty over the winter period in preparation for the 2018 season. The vessel was constructed of GRP materials. The hull was of simulated clinker style with a raked stem, round bilge with bilge keels and a transom stern. The vessel had a small forward timber wheelhouse with raised foredeck and was powered by an outboard engine (petrol). A spare outboard engine was carried on a folding bracket mounted on the transom. The vessel was an open boat. It bore marks and numbers which are believed to belong to a different vessel (see Appendix 7.1 Photographs No. 1 to No. 3 inclusive).

### 2.3 Crew Details

The vessel was operated with a single crew member on board, the Casualty.

### 2.4 Safety Equipment

The only safety equipment on board the vessel was a lifebuoy of a non-approved type secured by cable tie to the vessel.

## 2.5 Voyage Particulars

- 2.5.1 The vessel had departed from shore to lay lobster pots off Craugh Island, a small island off the Connemara Coast, west of Omev Island. The point of departure has not been established but is believed to be a small pier near Coolacloy where the Casualty resided. The vessel was operating in the vicinity of Craugh Island, approximate position 53° 31.4' N 010° 13.1' W (see Appendix 7.2 Charlet of the Area).
- 2.5.2 The vessel had already completed two trips and this was the third trip of the day. The time of departure has been given as close to 16.00 hours. The vessel was carrying between 25 and 30 pots at the time. There was only one person on board the vessel.

## 2.6 Marine Casualty

- 2.6.1 This was a very serious marine casualty resulting in loss of life and loss of a vessel. The time of sinking cannot be established but is believed to be close to the time the alarm was raised. The person who raised the alarm tried to call the vessel back approximately four minutes after he received the initial mobile telephone call but got no answer.
- 2.6.2 The alarm was raised at 16.47 hours on the 23rd May 2018. Two Irish Coast Guard helicopters were tasked, R118 (Sligo) and R115 (Shannon). In addition the RNLi station at Clifden was tasked. The lifeboat and rescue helicopter R115 were on scene within a minute of each other. The Casualty was located and recovered at 17.37 hours and taken to Galway University Hospital. The response time was 29 minutes.

## 2.7 Emergency Response

The initial contact was made by mobile telephone to a colleague on shore. The colleague contacted the emergency services who initially passed the call to Valentia Marine Rescue Sub Centre (MRSC). In turn, the situation was transferred to Malin MRSC. Malin MRSC alerted the Irish Coast Guard helicopter R115, Clifden RNLi and Cleggan Coast Guard Team. The Casualty was landed at Clifden where the body was handed over to the ambulance service (see Appendix 7.4 Extract from Situation Report (SITREP)).

## 2.8 Weather

The weather report and forecast for the relevant time is set out in Appendix 7.3 of this report. There was no small craft warning in operation. The wind speed was mainly light force three or less occasionally moderate force four from the south or south westerly direction or variable due to local sea breeze. The sea state was slight with total wave height of less than 1 m from a westerly direction.

### **3. NARRATIVE**

#### **3.1 Events Before the Incident**

3.1.1 The deceased underwent the Basic Safety Training Course organised through Bord Iascaigh Mhara (BIM) between the 14th and 16th April 2015. He was also accredited with undergoing the Enhanced Safety Course which allowed him to avail of grants for the purchase of equipment through the BIM Fleet Safety Scheme. The equipment purchased included an inflatable Personal Flotation Device (PFD) with inbuilt Personal Locator Beacon (PLB). Other equipment purchased included ACR GlobalFix Pro 406 Mhz Auto GPS Emergency Position Indicating Rasdio Beacon (EPIRB), four red parachute rocket flares, four red hand flares, two buoyant orange smoke signals, First Aid Kit Category C, portable gas fog horn, a two kg portable dry powder fire extinguishers, an Icom M25 portable Very High Frequency (VHF) transceiver and a Safety of Life at Sea (SOLAS) Lifebuoy with 30 metres safety line.

3.1.2 In late 2017 the Casualty purchased the vessel that foundered. He worked on the vessel over the winter period in preparation for the 2018 lobster fishing season. One modification undertaken was the removal of the inboard diesel engine that was installed in this vessel, cropping the transom and mounting a Yamaha 50 hp outboard motor on the transom (see Appendix 7.1 Photographs No.4 and No.5).

3.1.3 This boat was not inspected or measured before the incident. The vessel was not examined under the Code of Practice for the Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15 m Length overall (CoP for Small Fishing Vessels).

#### **3.2 The Incident**

3.2.1 The vessel was used for the first time on the date of the incident. The indications are that it made two trips earlier in the day and carried between 25 and 30 pots on deck for shooting. The third trip of the day commenced in or around 16.00 hours.

3.2.2 At approximately 16.45 hours the Casualty contacted a colleague by mobile telephone stating that the vessel was taking on water and that he was in trouble. The colleague contacted the emergency services. He then tried to call the Casualty back to advise that help was on the way but could not make contact with the Casualty by mobile phone.

3.2.3 There were no witnesses to the sinking of the vessel or what happened to the Casualty.

### 3.3 Events Post Incident

- 3.3.1 The initial search area was given as the south west corner of Craugh Island. When the RNLi arrived on scene there was nothing to be seen. The Casualty was located lying in the water by a helicopter which directed the RNLi vessel to the location, which was north east of where they were. When they recovered the Casualty from the water he was not wearing a PFD.
- 3.3.2 The family and friends in the area arranged to lift the vessel. The vessel was raised on the 10th June 2018 and brought to Cleggan. It was examined on the 10th and 11th June 2018. The vessel was removed from the harbour. Arrangements were made for a further inspection which was carried out on the 22nd June 2018.
- 3.4 Weather conditions at the time were not considered to contribute to the incident (see Appendix 7.3 Met Éireann Weather Report).
- 3.5 The cause of death was due to drowning.

## 4. ANALYSIS

- 4.1.1 Vessels engaged in commercial sea fishing, including potting, are required to hold a Sea Fishing Boat licence from the Sea Fish Licensing Authority of the Department of Agriculture, Food and the Marine. One requirement for such a licence is that the vessel must comply with safety requirements. For vessels under 15 m in length this includes compliance with the CoP for Small Fishing Vessels. Vessels which are engaged in recreational sea fishing, including non-commercial potting, do not need to hold a sea fishing licence. Such vessels are categorised as recreational craft and should comply with the Code of Practice for the Safe Operation of Recreational Craft (CoP for Recreational Craft).
- 4.1.2 Following a public consultation the Department of Agriculture Fisheries and the Marine introduced the Non-Commercial Pot Fishing (Lobster and Crab) Regulations 2016 to clarify the distinction between commercial and non-commercial potting. These new regulations were introduced in January 2016 and define the limits of non-commercial potting (see Appendix 7.5 - S.I. No. 31 of 2016).
- 4.1.3 In this incident the vessel was not operated under the applicable limits for non-commercial potting.
- 4.1.4 If the vessel was engaged in recreational fishing then the vessel should have complied with the requirements of the CoP for Recreational Craft.

However, irrespective of which code the vessel should have operated under the following deficiencies in equipment and operations were relevant factors in this incident:

- A PFD was not being worn on the working deck of a fishing vessel.
  - The life ring was secured to the vessel so it was not ready for use and could not float free.
  - There was no means of recovering a person from the water nor for a conscious person to re-board the vessel from the water.
  - There was no formal communication to a responsible person onshore as to time of departure and expected time of return. The vessel did not make a VHF radio call or operate a locator beacon.
- 4.2 The vessel that foundered was essentially an open cockpit boat constructed of fibreglass with a timber wheelhouse and cockpit flooring. It bore the name and fishing number of the licenced vessel '*Beal Sruthan*' and the fishing number G 873. The physical condition of the hull was good but the condition of the foredeck and wheelhouse structure was rotted and decayed. The structure was a combination of timber and plywood. There was evidence that fibreglass had been applied over the forward structure and transom area which had failed

whilst the vessel was under water. The stem head fitting had been pulled off and the fixing screws were corroded. Safety rails were loose and the fixing screws were loose and corroded. The transom had been cropped to accommodate the outboard engine and the inboard engine had been removed leaving the mounting frame in place. The steel trailing skeg, which one would expect to find with a pintle bearing support for a rudder, was missing (see Appendix 7.1 Photograph No. 6).

- 4.3 The transom section was examined. There was a 'high tide' mark clearly visible. The distance from the base of the keel section to the top of the mark was measured at approximately 862 mm. The bottom of the transom was 750 mm above the bottom of the keel. There were two holes in the transom, of approximately 18 mm diameter and spaced approximately 520 mm apart at a height of 450 mm above the base of the transom, or between 433 mm and 439 mm above the waterline. These holes were considered to have been for steering cables to the original rudder as fitted to the vessel (see Appendix 7.1 Photographs No. 4 and No.5).
- 4.4 The transom had been cut back to a depth of 240 mm over a distance (width) of 720 mm. A well had been formed measuring 890 mm x 430 mm between the transom and an inner partial bulkhead. There were openings in the side of the well on both sides for the steering cable, the throttle cable (starboard side) for a battery connection and fuel line (port side). The battery was secured to the port side aft deck and exposed.
- 4.5 The back of the keel was examined. The keel was partially encased by a steel keel band. At the aft end where the original propeller tube aperture was located the space was covered by steel. Internally, the inner end of the stern tube was blanked off with a fibre type material (believed to be GRP bandage tape). The trailing skeg had been removed (see Appendix 7.1 Photograph No.6).
- 4.6 The wheelhouse and foredeck were simply constructed of plywood over timber frames. The foredeck was of timber planks covered by plywood. There was evidence of expanded foam used to seal joints. There was a plastic steering wheel mounted in the centreline. The Yamaha throttle lever, combined engine speed and gear direction, was in the 'ahead position' almost fully open (see Appendix 7.1 Photograph No.7). The kill cord mechanism was present but the cord was secured to the ignition key, not to the person operating the vessel. There was a small electrical switch panel and a Garmin Echo map 45 GPS unit. The centreline forward facing glass was broken. The doorway had been pulled off. There was a fitting for a pot hauler on the forward starboard side of the vessel.
- 4.7 The engines were examined and it was noted that the propeller blades for the main outboard engine were sheared and the hub distorted. The evidence indicated the engine was in gear at the time of sinking and had suffered from hydraulic locking. The emergency outboard engine had a damaged propeller blade.



- 4.8 The modifications made to the vessel should only have been carried out in consultation with a Naval Architect. The weight of the inboard engine, located amidships in the cockpit area was transferred to the transom. The power output and delivery of the outboard engine was different to the original design. In addition, the outboard engine would drive the vessel faster than the hull design. This would cause a large squatting effect when the throttle was opened up and drag the stern closer to the waterline.
- 4.9 The weight of the pots carried has not been established. The information received indicates that the Casualty was carrying 25-30 pots. The average weight is 15 kilograms (kgs), thus the load carried was between 375 kgs and 450 kgs. This does not include the weight of the rope strings, normally approximately 200 fathoms of 10 mm polypropylene rope, weights and floats. Such a load would have an effect on both the vertical and longitudinal stability of the vessel.

The only lifesaving appliance found on board was a non-approved lifebuoy. This was fitted with a length of heaving line but was found to be fixed to the vessel by cable ties and to be full of water (see Appendix 7.1 Photograph No.8). Lifebuoys should not be tied to a vessel as they should be readily to hand and also float free should the vessel sink and thus be available to persons in the water.

## 5. CONCLUSIONS

- 5.1 If the vessel was engaged in commercial fishing then it should have complied with the requirements of the CoP for Small Fishing Vessels. The vessel did not have a Declaration of Compliance (DoC) or the required licence to engage in commercial fishing.
- 5.2. If the vessel was engaged in recreational fishing then the vessel should have complied with the requirements of the CoP for Recreational Craft.
- 5.3. It was unclear which activity the vessel was engaged in. However, from a safety perspective there is a requirement for the vessel to have complied with either the requirements of the CoP for Small Fishing Vessels or the CoP for Recreational Craft which includes requirements for recreational fishing. In this case the vessel did not comply with either set of requirements.
- 5.4 The cause of the vessel's sinking has not been firmly established. The most probable cause was the failure to properly blank off the redundant stern tube by failing to properly seal both ends.
- 5.5 The only possible alternative was that the power from the outboard engine caused the stern to squat sufficiently to permit water ingress through the two transom holes found.
- 5.6 The vessel did not comply with either CoP and it did not have the required safety equipment.

## 6. SAFETY RECOMMENDATIONS

- 6.1 The Minister for Transport, Tourism and Sport should issue a Marine Notice confirming that craft engaged in non-commercial potting should comply with the CoP for the Safe Operation of Recreational Craft and that craft engaged in commercial potting should comply with the CoP for the Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15m Length overall.
  
- 6.2 The Minister for Transport, Tourism and Sport should issue a Marine Notice reminding owners of fishing vessels of the dangers associated with modifying vessels, including changes to a vessel's engine, without proper evaluation of the consequences. Owners of vessels should comply with Section 1.5.5.2 of the CoP for the Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15m Length overall which requires proposed modifications to be agreed in advance, with one of the approved Code of Practice Surveyors.

The Marine Casualty Investigation Board (MCIB) notes that the Minister for Transport, Tourism and Sport published on the 13th of June 2019, Marine Notice No. 17 of 2019 on the 'Safety of small fishing vessels engaged in potting operations'. This marine notice was published responding to an MCIB report on a similar casualty involving a small fishing vessel engaged in potting operations. The MCIB welcomes the publication of this marine notice as it addresses the recommendation in this report. The MCIB has included this marine notice as an appendix to this report (see Appendix 7.6 Marine Notice No.17 of 2019) in order to increase awareness of the safety issues raised in such operations.

<b>7.</b>	<b>APPENDICES</b>	<b>PAGE</b>
7.1	Photographs	15
7.2	Chartlet of the Area	19
7.3	Met Éireann Weather Report	20
7.4	Extract from Situation Report (SITREP)	27
7.5	S.I. 31 of 2016 Non - Commercial Pot Fishing (Lobster and Crab) Regulations 2016	28
7.6	Marine Notice No.17 of 2019	31

Appendix 7.1 Photographs



Photograph No. 1: Vessel on slipway at Cleggan with name and fishing number on board on port side of wheelhouse.



Photograph No. 2: Two engines mounted on transom and lifebuoy.



Appendix 7.1 Photographs



Photograph No.3: View of wheelhouse interior.



Photograph No. 4: Hole is in starboard side of transom, one for steering cable and the other for original exhaust outlet.

Appendix 7.1 Photographs



Photograph No. 5: Cut out section of transom with fibreglass used to seal joint.



Photograph No. 6: Steel shoe covering stern tube opening.



Appendix 7.1 Photographs



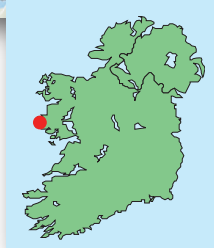
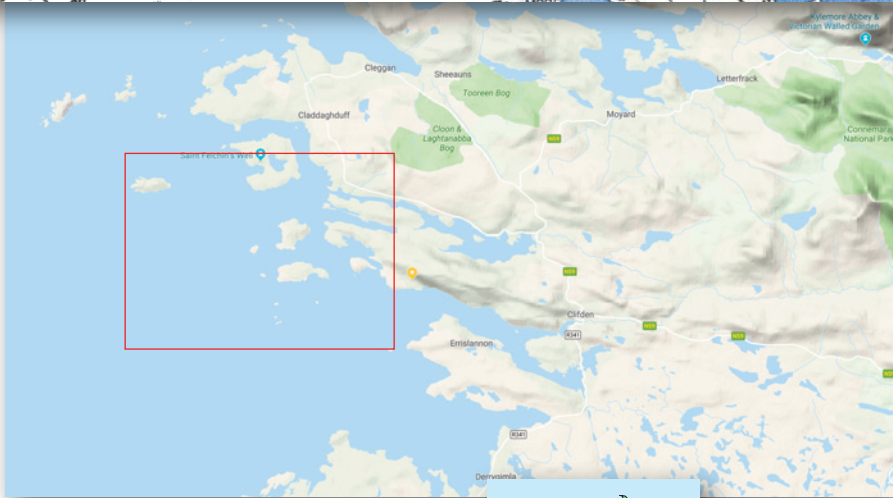
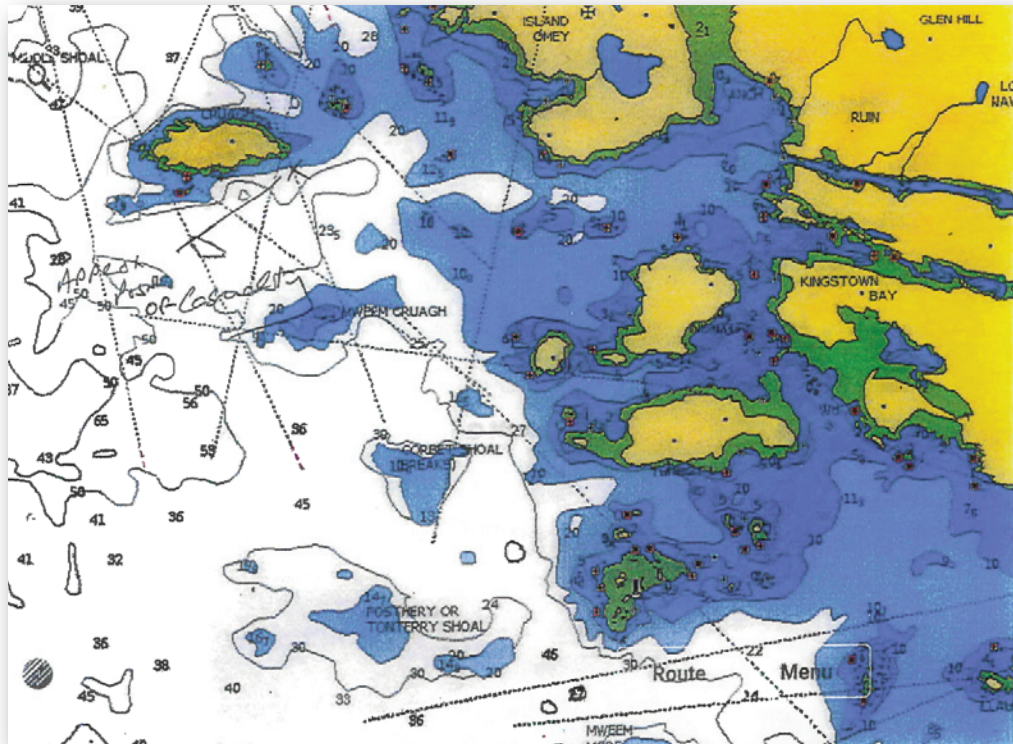
Photograph No. 7: Yamaha engine throttle as found.



Photograph No. 8: Cable tie used to secure lifebuoy to vessel.



Appendix 7.2 Chartlet of the Area



## Appendix 7.3 Met Éireann Weather Report



**Met Éireann**  
The Irish Meteorological Service

Climate Enquiries  
Glasnevin Hill  
Dublin 9

Fiosrúcháin Aeráide  
Cnoc Ghlas Naíon  
Baile Átha Cliath 9

Tel: +353-1-8064260  
Fax: +353-1-8064216  
Email: enq@met.ie

**Our Ref:** WS1730/1809\_15  
**Your Ref:** MCIB/12/279

**Re: Estimate of weather and sea conditions off the coast of Craugh Island Clifden Co Galway on Wednesday 23<sup>rd</sup> May 2018 between 06:00 hours and 18:00 hours Local Time (= UTC + 1) (incident position 53 31.40N 010 13.10W)**

**General Meteorological Situation:** Slack and stable conditions covered the country on this day due to a high pressure ridge which extended from an anti-cyclone of 1029 hPa over Scotland.

**23<sup>rd</sup> May 2018 from 06:00 to 12:00 hours Local Time (=UTC+1)**

<b><u>Weather:</u></b>	Fair (sunny with just a few fair weather clouds).
<b><u>Temperature:</u></b>	Air temperature 12 to 15 degrees. Sea temperature 11 degrees.
<b><u>Wind:</u></b>	Light (force 3 or less) from east- or southeasterly direction or variable due to local sea breeze.
<b><u>Visibility:</u></b>	Good.
<b><u>Sea State:</u></b>	Slight (total wave height less than 1m) from a westerly direction.

**23<sup>rd</sup> May 2018 12:00 to 18:00 hours Local Time (=UTC +1)**

<b><u>Weather:</u></b>	Fair (sunny with just a few fair weather clouds).
<b><u>Temperature:</u></b>	Air temperature 15 to 18 degrees. Sea temperature 12 degrees.
<b><u>Wind:</u></b>	Mainly light (force 3 or less) occasionally moderate (force 4) from south or southwesterly direction or variable due to local sea breeze.
<b><u>Visibility:</u></b>	Good.
<b><u>Sea State:</u></b>	Slight (total wave height less than 1m) from a westerly direction.

Climate & Observations Division Met Éireann  
17 September 2018

Appendix 7.3 Met Éireann Weather Report



**Met Éireann**  
The Irish Meteorological Service

Climate Enquiries  
Glasnevin Hill  
Dublin 9

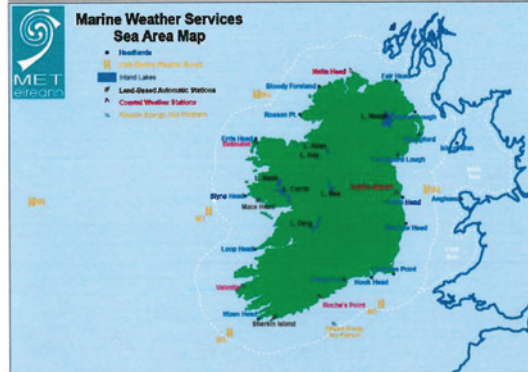
Fiosrúcháin Aeráide  
Cnoc Ghlas Naíon  
Baile Átha Cliath 9

Tel: +353-1-8064260  
Fax: +353-1-8064216  
Email: enq@met.ie

**Our Ref.** WS1730/1809\_15  
**Your Ref.** MCIB/12/279

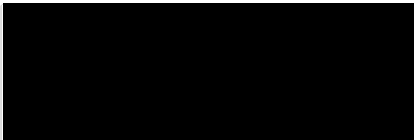
**Re: Estimate of weather and sea conditions off the coast of Craugh Island Clifden Co Galway on Wednesday 23<sup>rd</sup> May 2018 between 06:00 hours and 18:00 hours Local Time (= UTC + 1) (incident position 53 31.40N 010 13.10W)**

**APPENDIX 1. 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.



Climatology & Observations Division Met Éireann  
17 September 2018



Appendix 7.3 Met Éireann Weather Report



**Met Éireann**  
The Irish Meteorological Service

Climate Enquiries  
Glasnevin Hill  
Dublin 9

Fiosrúcháin Aeráide  
Cnoc Ghlas Naíon  
Baile Átha Cliath 9

Tel: +353-1-8064260  
Fax: +353-1-8064216  
Email: enq@met.ie

**Our Ref.** WS1730/1809\_15  
**Your Ref.** MCIB/12/279

**Re: Estimate of weather and sea conditions off the coast of Craugh Island Clifden Co Galway on Wednesday 23<sup>rd</sup> May 2018 between 06:00 hours and 18:00 hours Local Time (= UTC + 1) (incident position 53 31.40N 010 13.10W)**

**APPENDIX 2. Sea States & Visibility**

**Wave Heights / State of Sea**  
The wave height is the vertical distance between the crest and the preceding or following trough. The table below gives a description of the wave system associated with a range of significant wave heights. The Significant wave height is defined as the average height of the highest one-third of the waves. (It is very close to the value of wave height given when making visual observations of wave height.)

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

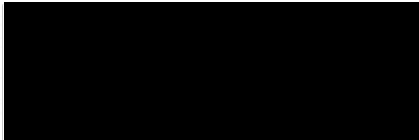
Individual waves in the wave train will have heights in excess of the significant height. The highest wave of all will have a height about twice the significant height

**Visibility** Descriptions of visibility mean the following:

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)

**Note:**

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



Climatology & Observations Division Met Éireann  
17 September 2018



## Appendix 7.3 Met Éireann Weather Report



Weather Forecast From Met Éireann

# 24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

**Sea Area Forecast until 0600 Thursday, 24 May 2018**  
**Issued at 0600 Wednesday, 23 May 2018**

**1. Gale warning:** Nil  
**Small craft warning:** Nil

**2. Meteorological situation at 0300:** An area of high pressure centred to the north of Scotland has a ridge extending over Ireland.

**3. Forecast for all Irish coastal waters and the Irish Sea**

**Wind:** Easterly or variable force 2 to 4.

**Weather:** Fair or fine.

**Visibility:** Good.

**Warning of Heavy Swell:** Nil

**4. Outlook for a further 24 hours until 0600 Friday 25 May 2018:** Light or moderate variable winds, becoming mainly northerly moderate to fresh and occasionally strong later. Generally fair weather with some showers in the southeast and south.

Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) [customer.liason@met.ie](mailto:customer.liason@met.ie). Met Éireann Copyright.

Appendix 7.3 Met Éireann Weather Report



Weather Forecast From Met Éireann

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

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

Coastal Reports	5 AM Wednesday, 23 May 2018
Malin Head Automatic	North-Northeast, 3 Knots, Cloudy, 21 Miles, 1025, Steady
Dublin Airport	North, 4 Knots, Mist, 4 Miles, 1025, Steady
Buoy M5 51° 41'N 6° 42'W	North-Northeast, 12 Knots, Wave ht:0.6 m, The visibility at Tuskar is greater than 10 Miles, 1022, Steady
Roches Point Automatic	North, 6 Knots, Fair, 11 Miles, 1023, Falling slowly
Sherkin Island Automatic	East-Northeast, 7 Knots, Fair, 26 Miles, 1023, Steady
Valentia Automatic	East-Northeast, 3 Knots, Fair, 26 Miles, 1023, Falling slowly
Mace Head Automatic	East, 4 Knots, Fair, 26 Miles, 1024, Steady
Belmullet Automatic	East-Northeast, 3 Knots, Fair, 13 Miles, 1024, Falling slowly
Buoy M1 53° 8'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	East-Northeast, 8 Knots, Wave ht:0.5 m, 1024, Steady
Buoy M3 51° 13'N, 10° 33'W	West-Southwest, 4 Knots, Wave ht: 1.4 m, 1023, Steady
Buoy M4 55° 0'N 10° 0'W	North, 1 Knots, Wave height not available, 1024, Steady
Buoy M6 53° 4'N 15° 56'W	South, 13 Knots, Wave ht: 2.2 m, 1022, ?


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

Sea Crossings	State of sea until 0600 Friday 25 May 2018
Dublin - Holyhead	Slight
Rosslare - South Wales	Slight
Cork - South Wales	Slight
Rosslare - France	Mostly moderate
Cork - France	Mostly moderate

**Next update before 1300 Wednesday, 23 May 2018**

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

Appendix 7.3 Met Éireann Weather Report



Weather Forecast From Met Éireann

## 24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

**Sea Area Forecast until 1200 Thursday, 24 May 2018**  
**Issued at 1200 Wednesday, 23 May 2018**

**1. Gale warning:** Nil  
**Small craft warning:** Nil

**2. Meteorological situation at 0900:** An Anticyclone of 1028 hPa., in the North Sea is slow moving. A slack variable or easterly flow covers Ireland. A cold front is approaching the Atlantic Seaboard, but will weaken overnight. A more active frontal trough over northern France is moving northwestwards and will approach the Irish Sea tomorrow.

**3. Forecast for Irish coastal waters from Roches Point to Loop Head to Malin Head**

**Wind:** Variable force 2 or 3, but becoming north to northwest in direction later tonight and reaching force 4 locally tomorrow.

**Weather:** Fair or fine, but some local patches of sea mist or fog later tonight and early tomorrow.

**Visibility:** Mostly good, but moderate to poor in any mist or fog.

**Forecast for Irish coastal waters from Malin Head to Howth Head to Roches Point and for the Irish Sea**

**Wind:** Variable, but mainly east to northeasterly, force 3 or 4.

**Weather:** Fair at first, some rain or showers developing in places on Thursday morning.

**Visibility:** Poor in rain or showers, good otherwise.

**Warning of Heavy Swell:** Nil

**4. Outlook for a further 24 hours until 1200 Friday 25 May 2018:** Moderate to fresh and gusty north to northeasterly winds developing, with the winds possibly strong along western coasts later Thursday night and early Friday morning. Some rain or showers on the Irish Sea and on eastern and southeast coasts, mainly fair or fine elsewhere.

Forecasts provided by Met Éireann. Customer Services (Tel) 01-8064244. (Email) [customer.liason@met.ie](mailto:customer.liason@met.ie). Met Éireann Copyright.



## Appendix 7.3 Met Éireann Weather Report



## Weather Forecast From Met Éireann

**Text of Gale Warning**

Nil

**Text of Small Craft Warning**

Nil

Coastal Reports	12 Noon Wednesday, 23 May 2018
Malin Head Automatic	East, 16 Knots, Fair, 9 Miles, 1026, Steady
Dublin Airport	East, 11 Knots, Fair, 10 Miles, 1026, Steady
Buoy M5 51° 41'N 6° 42'W	East-Northeast, 10 Knots, Wave ht:0.6 m, The visibility at Tuskar is greater than 10 Miles, 1025, Rising slowly
Roches Point Automatic	East-Southeast, 11 Knots, Fair, 9 Miles, 1024, Rising slowly
Sherkin Island Automatic	East-Southeast, 14 Knots, Fair, 14 Miles, 1024, Steady
Valentia Automatic	West-Northwest, 7 Knots, Fair, 18 Miles, 1024, Steady
Mace Head Automatic	South-Southeast, 7 Knots, Fair, 12 Miles, 1024, Steady
Belmullet Automatic	North-Northeast, 1 Knot, Fair, 12 Miles, 1024, Steady
Buoy M1 53° 8'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	Northeast, 10 Knots, Wave ht:0.8 m, 1026, Rising slowly
Buoy M3 51° 13'N, 10° 33'W	Southeast, 5 Knots, Wave ht: 1.1 m, 1024, Steady
Buoy M4 55° 0'N 10° 0'W	Southeast, 6 Knots, Wave height not available, 1025, Steady
Buoy M6 53° 4'N 15° 56'W	Southeast, 13 Knots, Wave ht: 3.3 m, 1022, ?

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

Sea Crossings	State of sea until 1200 Friday 25 May 2018
Dublin - Holyhead	Wavelets increasing slight, possibly up to moderate on Friday morning.
Rosslare - South Wales	Slight increasing moderate later Thursday night and Friday morning.
Cork - South Wales	Slight increasing moderate on Thursday night.
Rosslare - France	Mostly moderate.
Cork - France	Mostly moderate.

**Next update before 1900 Wednesday, 23 May 2018**

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



Appendix 7.4 Extract from Situation Report (SITREP)

**23rd May 2018**

15.47 hrs 999 call from member of the public  
15.50 hrs Helicopter R118 tasked  
15.51 hrs Clifden RNLI tasked  
15.52 hrs R115 tasked & R118 stood down  
16.16 hrs Clifden AWB on scene  
16.17 hrs R115 on scene commences search  
16.32 hrs R115 locates Casualty and directs Clifden  
AWB to location  
16.37 hrs Casualty recovered  
17.49 hrs Casualty landed at Galway University Hospital

### Appendix 7.5 S.I. 31 of 2016 Non - Commercial Pot Fishing (Lobster and Crab) Regulations 2016

S.I. No. 31 of 2016

#### NON-COMMERCIAL POT FISHING (LOBSTER AND CRAB) REGULATIONS 2016

I, SIMON COVENEY, Minister for Agriculture, Food and the Marine, exercise of the powers conferred on me by sections 3 and 15 of the Sea-Fisher and Maritime Jurisdiction Act 2006 (No 8 of 2006) and of the Sea-Fisher Foreshore and Dumping at Sea (Transfer of Departmental Administration a Ministerial Functions) Order 2007 (S.I. No. 707 of 2007) (as adapted by t Agriculture, Fisheries and Food (Alteration of Name of Department and Ti of Minister) Order 2011 (S.I. No. 455 of 2011)), hereby make the followi regulations:

1. (1) These Regulations may be cited as the Non-Commercial Pot Fishi (Lobster and Crab) Regulations 2016.

(2) These Regulations come into operation on 1 February 2016.

2. For the purposes of these Regulations—

“banded claw” means a claw of a crab or lobster that is restrained or prevent from opening by a rubber band or similar restraint placed on the claw;

“closed season” means the months of October, November, December, Janua February, March and April;

“crab” means *Cancer pagurus*, *Maja squinado* or *Necora puber*;

“flap” means any part of the five flaps of the tail fan of a lobster including t telson with anus and left and right uropod each uropod containing two flaps;

“licensed fishing boat” means an Irish sea-fishing boat or a Union fishing vess

“lobster” means *Homarus gammarus*;

“mutilated lobster” means a lobster which has been mutilated in such a mann which could hide or obliterate a V notch;

“nicked claw” means a claw of a crab or lobster where tendons or ligaments the claw have been cut or severed;

“pot” means any pot, receptacle or container with one or more openings entrances and which is capable of being left at sea to catch crabs or lobster;

“sell” includes offer, expose or keep for sale, invite an offer to buy, or distribi for reward;

*Notice of the making of this Statutory Instrument was published in  
“Iris Oifigiúil” of 29th January, 2016.*

Appendix 7.5 S.I. 31 of 2016 Non - Commercial Pot Fishing (Lobster and Crab) Regulations 2016

“Union fishing vessel” means a fishing vessel flying the flag of an EU Member State and registered in the Union;

“V notch” means a marking in the shape of the letter “V” cut for the purposes of identification of particular lobsters into one or more of the five flaps of the tail fan of any lobster, with the apex of the V positioned inwards from the edge of the flap;

“V-notched lobster” means a lobster bearing a V notch.

3. A person on board a fishing boat shall not, during the closed season-

- (a) place pots in the sea from the boat, or
- (b) land, transport, store or retain on board the boat a lobster or crab.

4. A person on board a fishing boat shall ensure that, in any period of twenty-four hours, no more than-

- (a) one lobster, and
- (b) five crab

are landed from or retained on board the boat.

5. (1) A person on board a fishing boat shall not land, transport, store or retain on board the boat a V-notched lobster or mutilated lobster.

(2) A person on board a fishing boat shall cause a V-notched lobster or mutilated lobster taken by the boat to be carefully handled and returned alive to the sea without delay.

6. 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.

7. A person shall not store in the sea a crab or lobster that has a nicked claw or banded claw.

8. A person shall not buy, handle, tranship, transport, land, process, store or sell a crab or lobster taken by a fishing boat in contravention of these Regulations.

**Appendix 7.5 S.I. 31 of 2016 Non - Commercial Pot Fishing (Lobster and Crab) Regulations 2016**

9. These Regulations shall not apply to—

- (a) a fishing boat fishing outside the internal waters or territorial seas of the State, or
- (b) a licensed fishing boat.



GIVEN under my Official Seal,  
20 January 2016.

SIMON COVENEY,  
Minister for Agriculture, Food and the Marine.

Appendix 7.6 Marine Notice No.17 of 2019



**An Roinn Iompair,  
Turasóireachta agus Spóirt**  
Department of Transport,  
Tourism and Sport

**Marine Notice No. 17 of 2019**

*Notice to all Shipowners, Fishing Vessel Owners, Agents, Shipmasters, Skippers, Fishers,  
Yachtsmen and Seafarers*

**Safety of small vessels engaged in potting operations**

The Department of Transport, Tourism and Sport wishes to highlight a recent report published by the Marine Casualty Investigation Board on the fatal incident involving 'FV Julie Eleanor' on 22 November 2017. The full [report](#) may be obtained from the website of the Marine Casualty Investigation Board, [www.mcib.ie](http://www.mcib.ie).

In response to the Marine Casualty Investigation Board recommendation, the purpose of this Marine Notice is to remind users of small vessels of less than 15m in length, engaged in potting operations, that:

- Those engaged in non-commercial potting are encouraged to familiarise themselves with the [Code of Practice for the Safe Operation of Recreational Craft](#) and to comply with the statutory requirements highlighted by the Code, and heed the safety advice and recommendations of the Code.
- 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 15m length overall](#). The Code sets out requirements and recommendations relating to safety on board small fishing vessels.

These Codes of Practice are available on the Department's website, [www.dttas.gov.ie](http://www.dttas.gov.ie).

Suitable Personal Flotation Devices and Personal Locator Beacons should always be worn. Somebody ashore should be aware of where the boat is intending to operate and when it is expected to return. Vessels should have a suitable means of re-boarding in the event of a crew member falling overboard.

The Department wishes to highlight the increased risks involved with single person operation of such vessels. 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 render assistance or to raise the alarm.

Appendix 7.6 Marine Notice No.17 of 2019

Marine Notices are issued purely for maritime safety and navigation reasons and should not be construed as conferring rights or granting permissions.

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

13/06/2019

For any technical assistance in relation to this Marine Notice, please contact:  
The Marine Survey Office, tel: +353-(0)1-678 3400.  
For general enquiries, please contact the Maritime Safety Policy Division, tel: +353-(0)1-678 3418.  
Written enquiries concerning Marine Notices should be addressed to:  
Dept. of Transport, Tourism and Sport, Maritime Safety Policy Division, Leeson Lane, Dublin 2, D02 TR60, Ireland.  
email: [MarineNotices@dtas.gov.ie](mailto:MarineNotices@dtas.gov.ie) or visit us at: [www.dttas.gov.ie](http://www.dttas.gov.ie)

## NATURAL JUSTICE - CORRESPONDENCE RECEIVED

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

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

The Board reviews and considers all observations received whether published or not published in the final report. When the Board considers an observation requires amendments to the report that is stated beside the relevant observation. When the Board is satisfied that the report has adequately addressed the issue in the observation, then the observation is ‘Noted’ without comment or amendment. The Board may make further amendments or observations in light of the responses from the Natural Justice process.

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

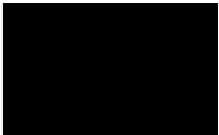
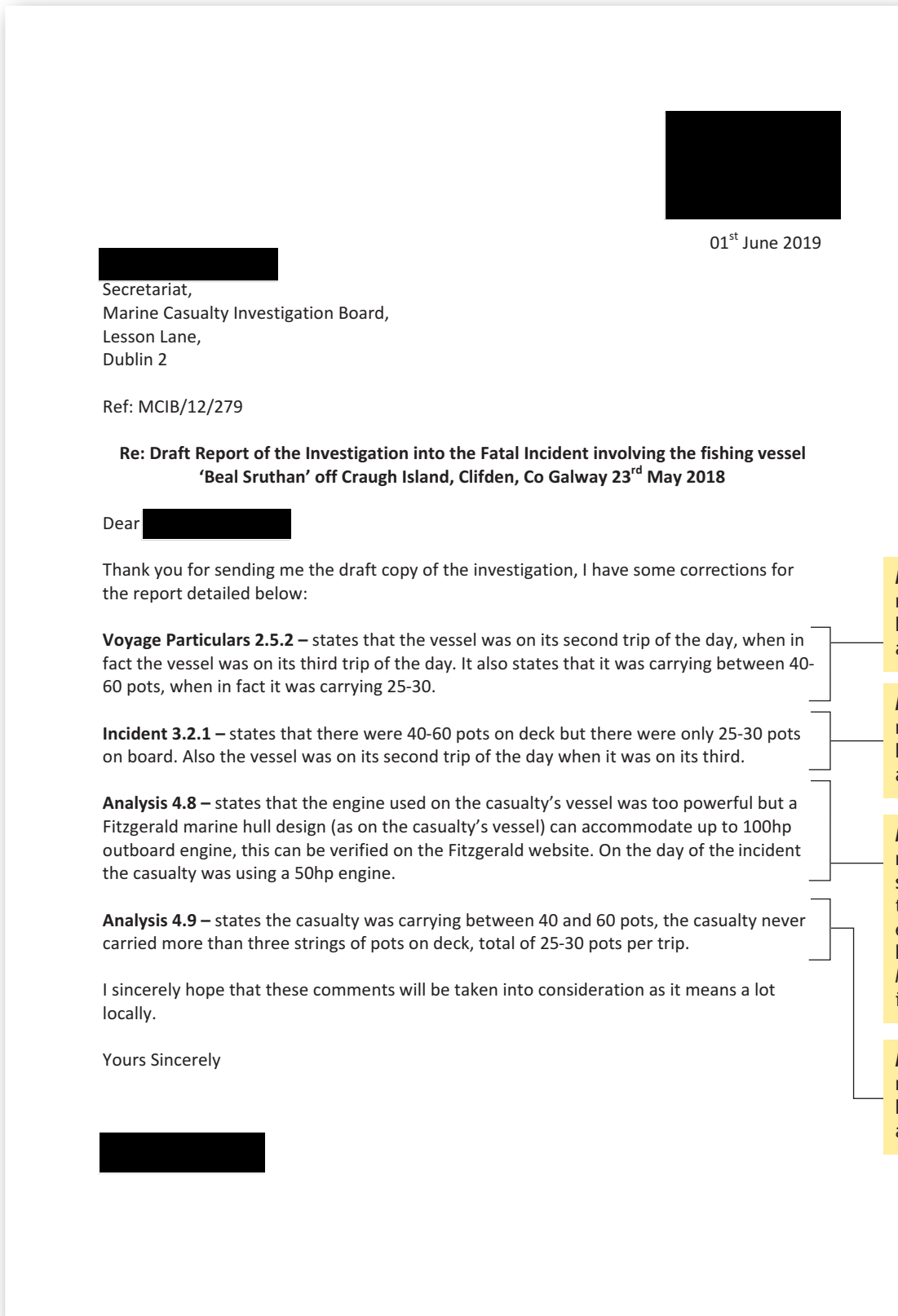
## 8. NATURAL JUSTICE - CORRESPONDENCE RECEIVED

	PAGE
8.1 Correspondence from the Next of Kin and MCIB response	35
8.2 Correspondence from the Irish Coast Guard and MCIB response	36
8.3 Correspondence from an Garda Síochána and MCIB response	37

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



Correspondence 8.1 Next of Kin and MCIB response



01<sup>st</sup> June 2019



Secretariat,  
Marine Casualty Investigation Board,  
Lesson Lane,  
Dublin 2

Ref: MCIB/12/279

**Re: Draft Report of the Investigation into the Fatal Incident involving the fishing vessel 'Beal Sruthan' off Craugh Island, Clifden, Co Galway 23<sup>rd</sup> May 2018**

Dear 

Thank you for sending me the draft copy of the investigation, I have some corrections for the report detailed below:

**Voyage Particulars 2.5.2** – states that the vessel was on its second trip of the day, when in fact the vessel was on its third trip of the day. It also states that it was carrying between 40-60 pots, when in fact it was carrying 25-30.

**Incident 3.2.1** – states that there were 40-60 pots on deck but there were only 25-30 pots on board. Also the vessel was on its second trip of the day when it was on its third.

**Analysis 4.8** – states that the engine used on the casualty's vessel was too powerful but a Fitzgerald marine hull design (as on the casualty's vessel) can accommodate up to 100hp outboard engine, this can be verified on the Fitzgerald website. On the day of the incident the casualty was using a 50hp engine.

**Analysis 4.9** – states the casualty was carrying between 40 and 60 pots, the casualty never carried more than three strings of pots on deck, total of 25-30 pots per trip.

I sincerely hope that these comments will be taken into consideration as it means a lot locally.

Yours Sincerely



**MCIB RESPONSE:** MCIB notes this response and has amended the report accordingly.

**MCIB RESPONSE:** MCIB notes this response and has amended the report accordingly.

**MCIB RESPONSE:** MCIB notes this response. As stated in Section 2 of the report the main engine was a Yamaha 50 hp outboard motor. The MCIB reiterates its view in paragraph 4.8.

**MCIB RESPONSE:** MCIB notes this response and has amended the report accordingly.

## CORRESPONDENCE 8.2

### Correspondence 8.2 Irish Coast Guard and MCIB response



MCIB Reference: MCIB/12/279

Tuesday, May 14, 2019

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

**Re: Draft Report FV “Beal Sruthan” 23<sup>rd</sup> May 2018.**

Dear [REDACTED]

Further to your letter of 7<sup>th</sup> of May 2019, I wish to advise that the Irish Coast Guard has no observations on the report.

MCIB RESPONSE: Noted.

Yours sincerely

[REDACTED]

Príomh Oifig  
Garda Cóstá na Éireann, An Roinn Iompair, Turasóireachta agus Spóirt,  
Lána Chill Mochargán, Baile Átha Cliath 2, Éire  
Head Office  
Irish Coast Guard, Department of Transport, Tourism and Sport,  
Leeson Lane, Dublin 2, Ireland

+353-1-678 3454 / 3427  
+353-1-678 3459  
www.coastguard.ie  
admin@irishcoastguard.ie

Correspondence 8.3 Garda Síochána and MCIB response

An Garda Síochána

Coimisinéir Cúnta  
Ceanncheathrú Réigiún an Iarthair  
Bóthar Bhaile Átha Cliath  
An Rinn Mhór  
Gaillimh  
H91 F62K



Assistant Commissioner  
Garda Western Region Headquarters  
Dublin Road  
Renmore  
Galway  
H91 F62K

Teil./Tel.: (091) 337108 /09

Bl linn/Join us  

Láithreán Gréasáin/Web Site:  
[www.garda.ie](http://www.garda.ie)  
Ríomhphost/Email:  
[commissioner\\_west@garda.ie](mailto:commissioner_west@garda.ie)

Confidential

WR\_23-262741/19

  
Secretariat  
Marine Casualty Investigation Board  
Leeson Lane  
Dublin 2

*Re: Draft Report of the Investigation into the Fatal Incident involving the Fishing Vessel "Beal Sruthan" off Craugh Island, Clifden, Co. Galway.*

I am directed by Assistant Commissioner Western Region to refer to the above.

Please be advised that Chief Superintendent Galway has no submissions in respect of this incident.

MCIB RESPONSE: Noted.

  
12<sup>th</sup> June, 2019











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

