



MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí

**REPORT INTO A
FATAL INCIDENT AT
KILLYBEGS HARBOUR
CO. DONEGAL
14th MARCH 2019**

**REPORT NO. MCIB/288
(No.3 OF 2020)**

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

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

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

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

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



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

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Glossary of Abbreviations and Acronyms

CCTV	Closed Circuit TV
MRSC	Marine Rescue Sub Centre
PPE	Personal Protective Equipment

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1. SUMMARY

- 1.1 The Casualty was last recorded on closed circuit TV (CCTV) at 00.55 hrs on Thursday the 14th March 2019. His vessel, the *'MFV Menhaden'*, was moored outside the *'MV Grip Transporter'* which in turn was moored outside a third vessel, the *'MFV Olgarry'*. The CCTV footage captures images of the Casualty climbing the gangway from the quay onto the starboard side of the *'MFV Olgarry'*. He can then be seen moving aft and transiting to the port side of the *'MFV Olgarry'* before moving out of sight behind the wheelhouse. He did not reappear on the CCTV footage forward of the wheelhouse or midships where the gangway to the *'MV Grip Transporter'* was rigged.
- 1.2 At approximately 10.30 hrs the Harbour Master was alerted that the Casualty was missing. After viewing the CCTV footage the Harbour Master contacted the Marine Rescue Sub Centre (MRSC) at Malin Head who in turn tasked Killybegs Coast Guard at 12.51 hrs. The Coast Guard boat was launched at 13.10 hrs and a shore search also commenced. At 13.25 hrs a body was sighted on the shore at the east side of the harbour. At 13.40 hrs the Coast Guard shore crew arrived on-scene and called Ballyshannon Gardaí to request their attendance with a doctor.
- 1.3 The evidence indicates the Casualty entered the water while transiting from the *'MFV Olgarry'* at approximately 01.00 hrs. Weather conditions were poor at the time with a lot of movement between vessels. There was a gangway rigged between the *'MFV Olgarry'* and *'MV Grip Transporter'* but there are no images on CCTV footage of this gangway being used by the Casualty.

Note all times are local time = UTC

2. FACTUAL INFORMATION

2.1 Vessel Details

2.1.1 Casualty's Vessel

Name:	<i>'MFV Menhaden'</i> .
Flag:	Irish.
Port of registry:	Skibbereen.
Port Letters and numbers:	S135.
IMO number	9189330.
Length overall:	49.7 m.
Beam:	10.02 m.
Draught:	6 m.
Gross tonnage:	816.
Year built:	1999.
Vessel type:	Trawler.

2.1.2 Second Vessel

Name:	<i>'MV Grip Transporter'</i> .
Flag:	Norwegian.
IMO number:	9052680.
Length overall:	60.4 m.
Beam:	11 m.
Draught:	4.5 m.
Gross tonnage:	1098.
Year built:	1993.
Vessel type:	Fish transporter.

2.1.3 Third Vessel

Name:	'MFV Olgarry'.
Flag:	Irish.
Port of Registry:	Sligo.
Port letters and numbers:	SO591.
IMO number:	9278193.
Length overall:	44 m.
Beam:	10.8 m.
Draught:	6.5 m.
Gross tonnage:	629.
Year built:	2003.
Vessel type:	Trawler.

2.2 Voyage Particulars

- 2.2.1 'MFV Menhaden' arrived into port at Killybegs Harbour on Saturday the 9th March 2019 at 11.00 hrs and tied up outside its partner vessel the 'MFV Sea Spray' at the western side of the Auction Hall Pier. The 'MFV Sea Spray' was landing first and the 'MFV Menhaden' was required to wait until Monday afternoon to land during which time it laid outside of 'MFV Sea Spray'.
- 2.2.2 At 14.00 hrs on Monday the 11th March 2019 the 'MFV Menhaden' moved to the fish meal berth at the new pier and discharged fish from 16.00 hrs to 24.00 hrs. It then was moved out to let the 'MFV Seabjorn' in to land its catch as it was tied outboard waiting to berth. The 'MFV Menhaden' then proceeded out of the harbour to flush tanks and take fresh water aboard before returning to the harbour to take shelter as the forecast was poor.
- 2.2.3 At 02.00 hrs on the morning of the 12th March 2019 the 'MFV Menhaden' tied up outside of the 'MV Grip Transporter' which in turn was tied up outside the 'MFV Olgarry' at the end of the Auction Hall Pier. A safety net was put out on the starboard side of the wheelhouse as it was deemed to be the safest place for crossing between the 'MFV Menhaden' and the 'MV Grip Transporter' (see Appendix 7.1 Photographs No.1 and No.2). The 'MFV Olgarry' and the 'MV Grip Transporter' had a gangway rigged for crossing between the vessels (see Appendix 7.1 Photographs No.3 and No.4). The 'MFV Olgarry' also had a gangway rigged for access to the quay wall (see Appendix 7.1 Photographs No.5 and No.6).

2.2.4 Photographs No. 1 & 2 show the boarding arrangements between the ‘*MV Grip Transporter*’ and ‘*MFV Menhaden*’. There were steps on both vessels and a net was rigged. It is noted that there was no gangway.

Photographs No. 3 & 4 shows the gangway rigged between the ‘*MV Grip Transporter*’ and the ‘*MFV Olgarry*’. There was a gangway, steps and a net.

Photographs No. 5 & 6 show the gangway rigged between the ‘*MFV Olgarry*’ and the quay. Steps and a gangway were rigged. It is noted that there is no net visible.

2.3 Marine Incident Information

Type: Very serious marine casualty resulting in a fatality.

Date: 14th March 2019.

Time: Circa 01.00 hrs.

Position: Auction Hall Pier, Killybegs Harbour.

Weather: Very poor conditions (see Appendix 7.2 Met Éireann Weather Report).

Tide: Predicted tidal information for Killybegs for the 14th March 2019.

LW	04.33 hrs.	1.25 m.	HW	11.10 hrs.	3.17 m.
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LW	16.47 hrs.	1.35 m.	HW	23.41 hrs.	3.10 m.
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2.4 Emergency Response

2.4.1 As reported from Malin Head MRSC.

12.51 hrs. The Harbour Master alerted Malin Head MRSC regarding a missing person at Killybegs Harbour and Killybegs Coast Guard was tasked.

13.14 hrs. Killybegs Coast Guard on-scene.

13.43 hrs. Killybegs Coast Guard boat reported a body on the shore on the east side of the Harbour and requested the shore team to attend.

13.50 hrs. Killybegs Coast Guard shore team on-scene requested Garda and doctor.

17.00 hrs. Body handed over to undertaker.

17.50 hrs. Coast Guard unit returned to base.

3. NARRATIVE

- 3.1 The Casualty's vessel the '*MFV Menhaden*' was tied up at Killybegs Harbour on the 12th March 2019 and was due to remain in harbour for several days due to adverse weather forecasts.
- 3.2 The Casualty went ashore on the evening of the 13th March 2019 at approximately 16.00 hrs.
- 3.3 A crewmember of the Casualty's sister vessel the '*MFV Sea Spray*' met up with the Casualty in the Harbour Bar at approximately 22.45 hrs. They then moved to Hughie's Bar and then on to the Cope Bar where the crewmember requested a room for both of them for the night. They were allocated a room and the crewmember escorted the Casualty to the room at 00.30 hrs on the 14th March 2019 before returning to the bar. When the crewmember returned to the room at 01.15 hrs he found it empty and went to bed.
- 3.4 The crewmember returned to his vessel on the 14th March at 10.30 hrs and was asked if the Casualty had been with him the previous night. It was then realised that the Casualty was missing and the Harbour Master was contacted.
- 3.5 The Harbour Master contacted the Skipper of the '*MFV Menhaden*' requesting his attendance at the harbour office to review CCTV footage. On viewing the CCTV footage the Skipper identified the Casualty walking along the pier at 00.53 hrs.
- 3.6 From the CCTV footage at 00.54 hrs the Casualty can be seen climbing the gangway from the quay onto the starboard side of the '*MFV Olgarry*' and hesitating on the deck of that vessel. He then can be seen moving aft and transiting to the port side of the '*MFV Olgarry*' before moving out of sight behind the wheelhouse. He did not appear forward of the wheelhouse or midship where the gangway to the '*MV Grip Transporter*' was rigged.
- 3.7 Weather conditions at the time, as reflected on the CCTV footage, were very poor (see Appendix 7.2 Met Éireann Weather Report) and there would have been considerable movement between the vessels.
- 3.8 Having reviewed the CCTV footage the Harbour Master contacted the MRSC at Malin Head who in turn tasked Killybegs Coast Guard at 12.51 hrs. The Coast Guard RIB was launched at 13.10 hrs and a shore search also commenced. At 13.25 hrs a body was sighted on the shore at the east side of the harbour. This was confirmed by the Coast Guard RIB at 13.27 hrs. At 13.50 hrs the Coast Guard shore crew arrived on-scene and contacted Ballyshannon Gardaí to request the attendance of a Garda and a doctor.

- 3.9 The cause of death is a matter to be determined at the Coroner's inquest. A post mortem report indicates death due to drowning at sea. The accompanying toxicology report indicates high levels of alcohol in the Casualty's system.

4. ANALYSIS

- 4.1 There were no witnesses to this incident. The CCTV footage does not record how the Casualty entered the water.
- 4.2 Although there was a gangway rigged between the 'MFV Olgarry' and the 'MV Grip Transporter' this was not recorded on CCTV footage as having been used by the Casualty.
- 4.3 The Casualty had been socialising ashore between 16.00 hrs on the 13th March 2019 and 00.30 hrs on the 14th March 2019. The toxicology report indicates that the Casualty had consumed a considerable amount of alcohol prior to his death.
- 4.4 The crewmember from the sister vessel the 'MFV Sea Spray' arranged accommodation ashore for the night and accompanied the Casualty to that room at 00.30 hrs on the 14th March 2019. Shortly afterwards, for reasons unknown, the Casualty decided to return to the 'MFV Menhaden'.
- 4.5 CCTV footage reflects the Casualty boarding the 'MFV Olgarry' from the quay but he then seems to hesitate as if unsure where to go next. The last CCTV images of the Casualty show him crossing the aft end of the 'MFV Olgarry'.
- 4.6 The 'MFV Menhaden' risk assessment clearly states 'No crewmember must come onboard while under the influence of alcohol or drugs'.
- 4.7 The probable cause of the Casualty occurred during the boarding between the vessels. As the Casualty was seen on the 'MFV Olgarry' it is concluded that the Casualty entered the water either boarding between the 'MFV Olgarry' and 'MV Grip Transporter' or when boarding between the 'MV Grip Transporter' and 'MFV Menhaden'. The gangway between the 'MFV Olgarry' and 'MV Grip Transporter' appears to have been rigged appropriately. The boarding arrangements between the 'MV Grip Transporter' and 'MFV Menhaden' was missing a gangway.
- 4.8 The requirement for gangways on fishing vessels of the sizes and year of construction included is set out in S.I. No. 325/1999-Safety, Health and Welfare at Work (Fishing Vessels) Regulations, 1999 is as follows: '*An accommodation ladder, gangway or other similar equipment providing an appropriate, safe means of boarding the vessel shall be provided.*' On this basis greater dexterity would have been required when boarding between the 'MV Grip Transporter' and 'MFV Menhaden'. The CCTV suggests that the Casualty did not use the gangway rigged between the 'MV Grip Transporter' and 'MFV Menhaden'. On the basis of the above it is concluded that the most probable scenario is that the Casualty entered the water boarding between the 'MV Olgarry' and 'MV Grip Transporter'.

5. CONCLUSIONS

- 5.1 The Casualty most likely fell into the water when transiting between the 'MFV *Olgarry*' and the 'MV *Grip Transporter*'. Contributory factors included alcohol consumption, weather conditions and the lack of personal protective equipment (PPE).
- 5.2 The boarding arrangements between the 'MV *Grip Transporter*' and 'MFV *Menhaden*' did not have a gangway.

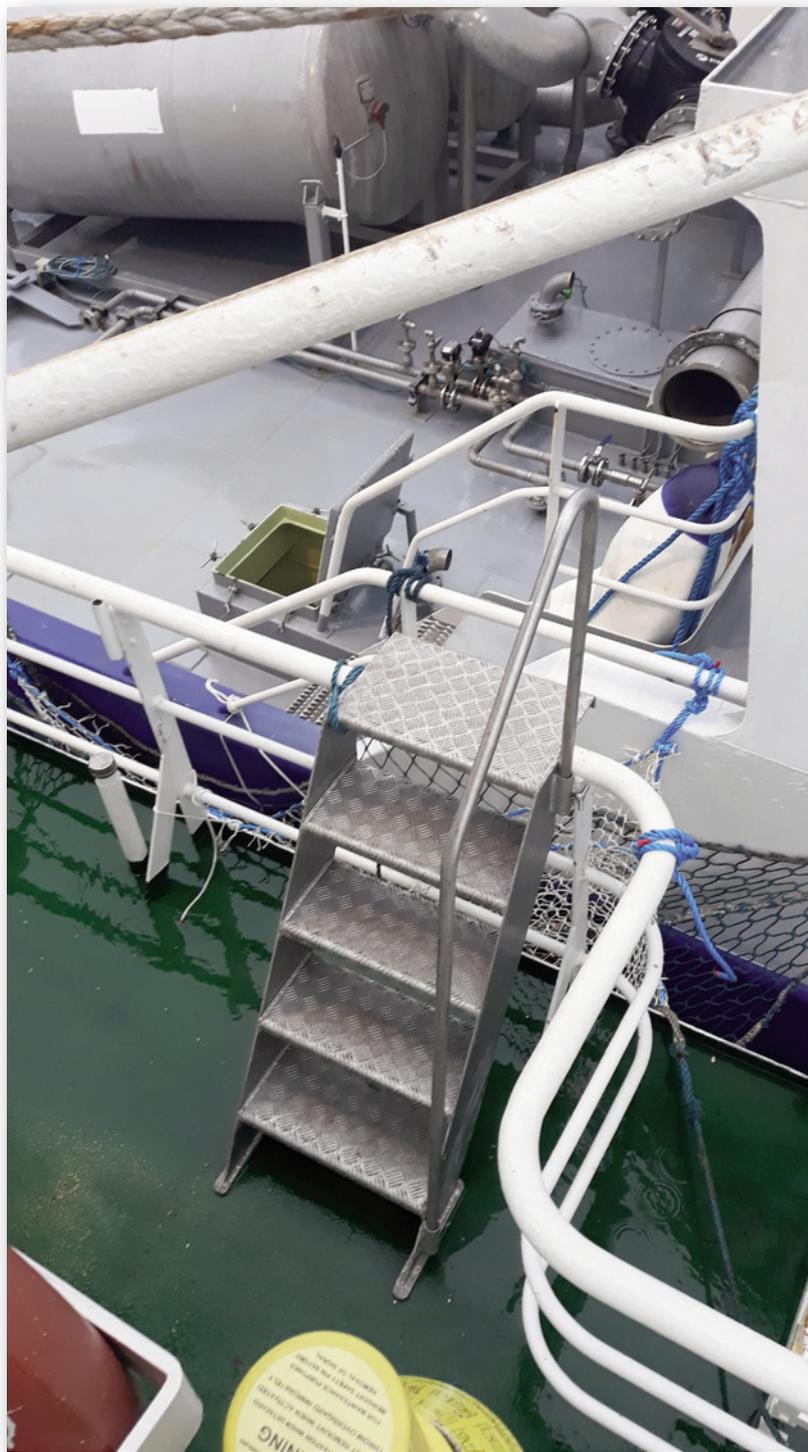
6. SAFETY RECOMMENDATIONS

- 6.1 It is recommended that the Minister for Transport, Tourism and Sport issue a Marine Notice reminding fishing vessel crews of the dangers associated with boarding and transiting across vessels and that gangways should be rigged.
- 6.2 It is recommended that the Minister for Transport, Tourism and Sport issue a Marine Notice reminding fishing vessel crews of the dangers associated with boarding and transiting across vessels under the influence of alcohol.

7. APPENDICES

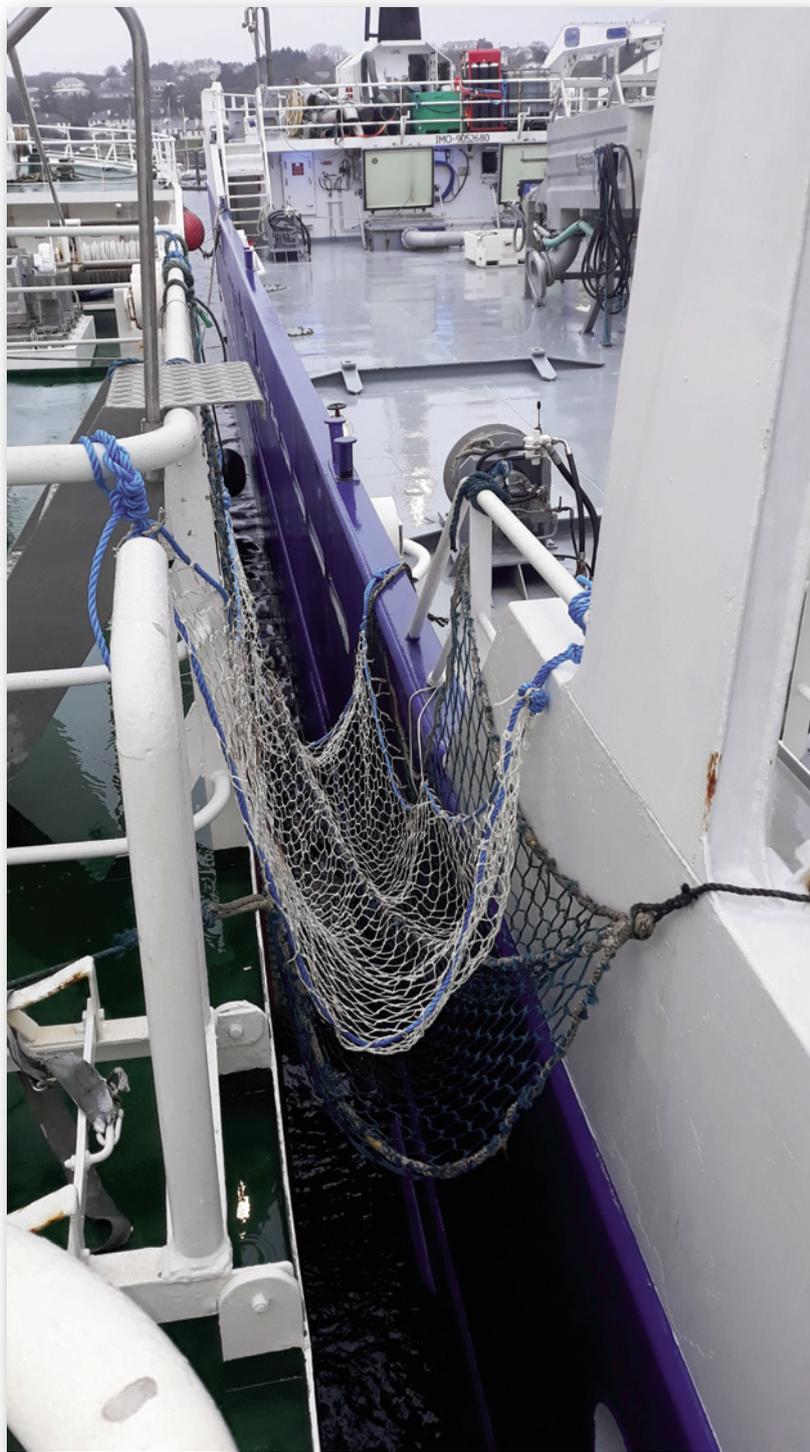
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Appendix 7.1 Photographs



Photograph No.1 - Steps and net on 'MFV Menhaden'. View from 'MFV Menhaden'.

Appendix 7.1 Photographs



Photograph No.2 - Net from 'MFV Menhaden' to 'MV Grip Transporter'.

Appendix 7.1 Photographs



Photograph No.3 - Steps between 'MFV Olgarry' and 'MV Grip Transporter'.

Appendix 7.1 Photographs

*'MV Grip
Transporter'*



'MFV Olgarry'

Photograph No.4 - Gangway and net rigged between 'MFV Olgarry' and 'MV Grip Transporter'.

Appendix 7.1 Photographs



Photograph No.5 - Gangway on 'MFV Olgarry' to shore.

Appendix 7.1 Photographs



Photograph No.6 - Gangway from shore to 'MFV Olgarry'.

Appendix 7.2 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

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**MCIB,
Dept of Transport, Tourism and Sport,
Leeson Lane, Dublin 2
D02TR60**

Our Ref. WS1730/1909_13
Your Ref. MCIB/12/288

**Re: Estimate of weather conditions in the vicinity of Killybegs Harbour, Co Donegal (54.6352, -8.4395)
on Thursday 14th March 2019 between 00:00 and 12:00 hours UTC.**

30 September 2019

Dear Madam/Sir,

Please find enclosed the above report.

An invoice for €90 plus VAT will follow, please include invoice and reference number with your payment. Please note Met Éireann no longer accepts cheques.

In the event of a court case, it is expected that this weather report will be agreed with all parties. Please refer to our website www.met.ie/climate/services with regard to the procedure, logistics and costs of court attendance by a Meteorologist.

Should you have any questions or queries with regard to the enclosed report in the near, or distant future, please contact Climate Services on 01 8064260 or LEGAL@met.ie and please kindly quote the reference number.

Yours sincerely,

Appendix 7.2 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

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Our Ref. WS1730/1909_13

Your Ref. MCIB/12/288

Re: Estimate of weather conditions in the vicinity of Killybegs Harbour, Co Donegal (54.6352, -8.4395) on Thursday 14th March 2019 between 00:00 and 12:00 hours UTC.

Synopsis: A strong and unstable westerly airflow covered Ireland on the 14th due to a combination of a complex area of low pressure (980hPa) near Iceland and a large (near stationary) high pressure system (1038hPa) near the Azores. Active weather fronts (cold front) associated with the depression crossed the area between 00:00 and 06:00 hours.

Estimate of weather & sea state conditions:

00:00 – 06:00 hours UTC:

Weather: Overcast with persistent rain during the first hours of the period followed by scattered blustery showers.

Temperature: Air temperature of 8 or 9 degrees Celsius.

Wind: Strong and gusty occasionally gale force winds; Beaufort Force 6 to gale force 8 (mean wind speeds of 25 – 35 knots) with frequent gusts of 40 knots and occasional gusts up to 52 knots which occurred between 03:00 and 04:00 hours. Wind direction gradually veered from a southwesterly direction to a west-northwesterly direction during the period.

Visibility: Moderate to poor in rain.

06:00 – 12:00 hours UTC:

Weather: Partly cloudy and scattered blustery showers.

Temperature: Air temperature of 7 to 9 degrees Celsius.

Wind: Strong winds of Beaufort force 6 – 7 (mean wind speed of 22 – 33 knots) from westerly or northwesterly direction. Occasional gusts up to 41 knots. Winds eased to Force 5 – 6 by noon.

Visibility: Mostly good but moderate to poor in showers.

Appendix 7.2 Met Éireann Weather Report



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Re: Estimate of weather conditions in the vicinity of Killybegs Harbour, Co Donegal (54.6352, -8.4395) on Thursday 14th March 2019 between 00:00 and 12:00 hours UTC.

Sea State:

Offshore the sea state was very rough or high due to an extended period of strong westerly winds. The significant wave height offshore (combined wave and swell) is estimated to have been between 4 – 5 metres, possibly occasionally 6 or 7 metres. The swell direction was mainly westerly and the estimated mean wave period was 8 to 9 seconds. A warning of heavy Atlantic swell was in operation.

Met Éireann does not have access to wave measurements or wave models for inshore locations hence an estimation of the sea state inside Killibegs Harbour is not provided in this report.

Sea Temperature:

8 to 10 degrees Celsius.

Please address all correspondence to legal@met.ie and please kindly quote the **reference number** WS1730/1909_13

Appendix 7.2 Met Éireann Weather Report



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APPENDIX 2. Sea States & Visibility

Wave Heights / State of Sea:

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

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

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

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

Visibility Descriptions:

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



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Weather Forecast From Met Éireann																																							
<h2 style="margin: 0;">24-hour Sea Area Forecast</h2> <p style="margin: 0; font-size: small;">Updated at 0000 / 0600 / 1200 / 1800</p> <p style="margin: 0; font-size: x-small;">Sea Area Forecast until 0000 Friday, 15 March 2019 Issued at 0000 Thursday, 14 March 2019</p>																																							
<p>1. Gale warning: In operation Small craft warning: In operation</p>																																							
<p>2. Meteorological situation at 2100: Fronts will cross Ireland from the west and northwest overnight and on Thursday morning, in a strong west to southwest airflow. Clearer conditions will follow from the northwest during Thursday, but fronts will linger along south and southwest coasts, returning northwards later.</p>																																							
<p>3. Forecast for Irish coastal waters from Erris Head to Carlingford Lough to Carnsore Point and for the Irish Sea</p> <p>Wind: West to southwest, force 7 to gale force 8, occasionally strong gale force 9, veering west to northwest overnight and in the early morning, decreasing westerly force 6 or 7 on Thursday morning, further decreasing westerly, force 5 or 6 by evening.</p> <p>Forecast for Irish coastal waters from Carnsore Point to Roches Point to Valentia</p> <p>Wind: West to southwest, force 7 to strong gale force 9, decreasing westerly force 6 or 7 during Thursday afternoon, later increasing west to southwest, force 7 to gale force 8.</p> <p>Forecast for Irish coastal waters from Valentia to Słyne Head to Erris Head</p> <p>Wind: West to southwest, force 7 to gale force 8, occasionally strong gale force 9, veering west to northwest on Thursday morning and decreasing force 6 or 7, further decreasing force 5 or 6 in the afternoon, but increasing force 7 to gale force 8 in the evening and early night.</p> <p>Weather for all Irish coastal waters and the Irish Sea: Rain, clearing from the northwest later in the night and during Thursday, but persisting in the south and southwest. Rain will become widespread again later, with a risk of mist and fog.</p> <p>Visibility for all Irish coastal waters and the Irish Sea: Moderate to poor in rain and in mist or fog.</p> <p>Warning of Heavy Swell: on Atlantic coasts.</p>																																							
<p>4. Outlook for a further 24 hours until 0000 Saturday 16 March 2019: West to southwest gales or strong gales on Thursday night, decreasing fresh to strong in most sea areas during Friday, but near gale in the north. Widespread rain Thursday night, with a risk of fog, clearing from the northwest on Friday.</p>																																							
<p style="font-size: x-small;">Text of Gale Warning</p> <p style="font-size: x-small;">Westerly gales or strong gales overnight and in the early morning on all Irish coastal waters and on the Irish Sea.</p> <p style="font-size: x-small;">Text of Small Craft Warning</p> <p style="font-size: x-small;">See gale warning.</p>																																							
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<p>Next update before 0700 Thursday, 14 March 2019 A detailed forecast may be obtained by dialling <i>Weatherline</i> on 1550 123 855.</p>																																							

Appendix 7.2 Met Éireann Weather Report



Met Éireann

The Irish Meteorological Service

Climate Services
Glasnevin Hill
Dublin 9

Seirbhís Aeráide
Cnoc Ghlas Naíon
Baile Átha Cliath 9

Tel: +353-1-8064260
Fax: +353-1-8064216
Email: LEGAL@MET.ie

Weather Forecast From Met Éireann

24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 0600 Friday, 15 March 2019
Issued at 0600 Thursday, 14 March 2019

1. Gale warning: In operation
Small craft warning: In operation
2. Meteorological situation at 0300: Fronts are crossing Ireland, in strong west to southwest airflow. The flow will veer west to northwest today, easing a little, as clearer conditions extend from the northwest. However, fronts will linger along south and southwest coasts, returning northwards later today and tonight, in a strong west to southwest airflow.
3. Forecast for Irish coastal waters from Erris Head to Carrlingford Lough to Carnsore Point and for the Irish Sea

Wind: Westerly, veering west to northwest, force 7 to gale force 8 and gusty, decreasing force 6 or 7 later this morning, further decreasing westerly, force 5 or 6 by evening, backing southwest to south early tonight. Winds will increase westerly, force 7 to gale force 8 tonight.

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

Wind: Westerly, force 7 to strong gale force 9, decreasing force 6 or 7 this afternoon, increasing west to southwest, force 7 to gale force 9 early tonight.

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

Wind: West to northwest, force 7 to gale force 8, decreasing force 5 or 6 by early afternoon, but increasing west to southwest, force 7 to gale force 8, this evening and early tonight. Winds will decrease west to northwest, force 6 or 7 overnight.

Weather for all Irish coastal waters and the Irish Sea: Rain, clearing from the northwest this morning and early this afternoon, but persisting in the south and southwest. Rain will become widespread again early tonight, with a risk of mist and fog.

Visibility for all Irish coastal waters and the Irish Sea: Becoming mostly good today, but moderate to poor in the southwest and south and decreasing moderate to poor in all sea areas tonight.

Warning of Heavy Swell: on Atlantic coasts.

4. Outlook for a further 24 hours until 0600 Saturday 16 March 2019: Strong to gale force west to northwest winds, decreasing fresh to strong in most sea areas during Friday, but near gale in the north. Southwesterly gales will develop on Friday night in the west and south as well as in the south Irish Sea, but winds mostly light to moderate cyclonic variable elsewhere. Mainly fair on Friday, but mist and drizzle in the southwest. Rain will become widespread later Friday and Friday night, with a risk of fog.

Weather Forecast From Met Éireann

24-hour Sea Area Forecast

Updated at 0000 / 0600 / 1200 / 1800

Sea Area Forecast until 1200 Friday, 15 March 2019
Issued at 1200 Thursday, 14 March 2019

1. Gale warning: In operation
Small craft warning: In operation
2. Meteorological situation at 0900: A strong westerly flow is present over Ireland. A frontal wave will track across the country overnight.
3. Forecast for Irish coastal waters from Slyne Head to Malin Head to Howth Head and for the Irish Sea north of Anglesey

Wind: Westerly force 6 to 7, soon increasing force 7 to gale force 8, later decreasing force 6 to 7.

Forecast for Irish coastal waters from Howth Head to Roche's Point to Slyne Head and for the Irish Sea south of Anglesey

Wind: Westerly force 5 to 7, strongest in the southwest, soon becoming force 7 to gale force 8, later decreasing force 5 to 6.

Weather for all Irish coastal waters and the Irish Sea: Rain and mist in the southwest spreading to all areas tonight and clearing most areas again by morning. Otherwise just isolated showers.

Visibility for all Irish coastal waters and the Irish Sea: Moderate to poor in rain, otherwise good.

Warning of Heavy Swell: today on Atlantic coasts.

4. Outlook for a further 24 hours until 1200 Saturday 16 March 2019: Winds moderating for a time but later becoming cyclonic variable strong to gale force. Heavy rain on Friday night and Saturday morning.

Weather Forecast From Met Éireann

Text of Gale Warning

Westerly gales will develop again tonight on all Irish coastal waters and on the Irish Sea.

Text of Small Craft Warning

See gale warning.

Coastal Reports	5 AM Thursday, 14 March 2019
Malin Head Automatic	West, 29 knots, Gust 44 knots, Recent drizzle, 4 Miles, 994, Rising slowly
Dublin Airport	West-Southwest, 20 Knots, Gust 36 Knots, Light rain, 6 Miles, 996, Falling
Buoy M5 51° 41'N 8° 42'W	West-Southwest, 29 Knots, Gust 40 Knots, Wave ht: 4.2 m, The visibility at Tuskar is greater than 10 Miles, 1007, Falling
Roches Point Automatic	West, 26 knots, Gust 38 knots, Light drizzle, 16 Miles, 1008, Falling
Sherkin Island Automatic	West-Southwest, 35 knots, Gust 47 knots, Mist, 2 Miles, 1010, Falling
Valentia Automatic	West, 27 Knots, Gust 43 Knots, Rain shower, 1.8 Miles, 1010, Falling
Mace Head Automatic	West, 35 Knots, Gust 45 Knots, Recent drizzle, 3 Miles, 1009, Falling slowly
Beaulieu Automatic	West, 19 Knots, Gust 33 Knots, Recent drizzle, 5 Miles, 1002, Rising slowly
Buoy M1 53° 8'N, 11° 12'W	Report not available
Buoy M2 53° 29'N, 5° 26'W	West-Southwest, 26 Knots, Gust 39 Knots, Wave height not available, 597, Falling rapidly
Buoy M3 51° 13'N, 10° 33'W	Report not available
Buoy M4 58° 0'N, 10° 0'W	Report not available
Buoy M6 53° 4'N, 15° 56'W	West-Northwest, 21 Knots, Gust 37 Knots, Wave ht: 6.5 m, 1009, Steady

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

Sea Crossings	State of sea until 0600 Saturday 16 March 2019
Dublin - Holyhead	Rough, decreasing mostly moderate later Thursday, later increasing to rough
Rosslare - South Wales	Very rough
Cork - South Wales	Very rough
Rosslare - France	Very rough
Cork - France	Very rough

Next update before 1300 Thursday, 14 March 2019
A detailed forecast may be obtained by dialling *Weatherline* on 1550 123 855.

Appendix 7.2 Met Éireann Weather Report



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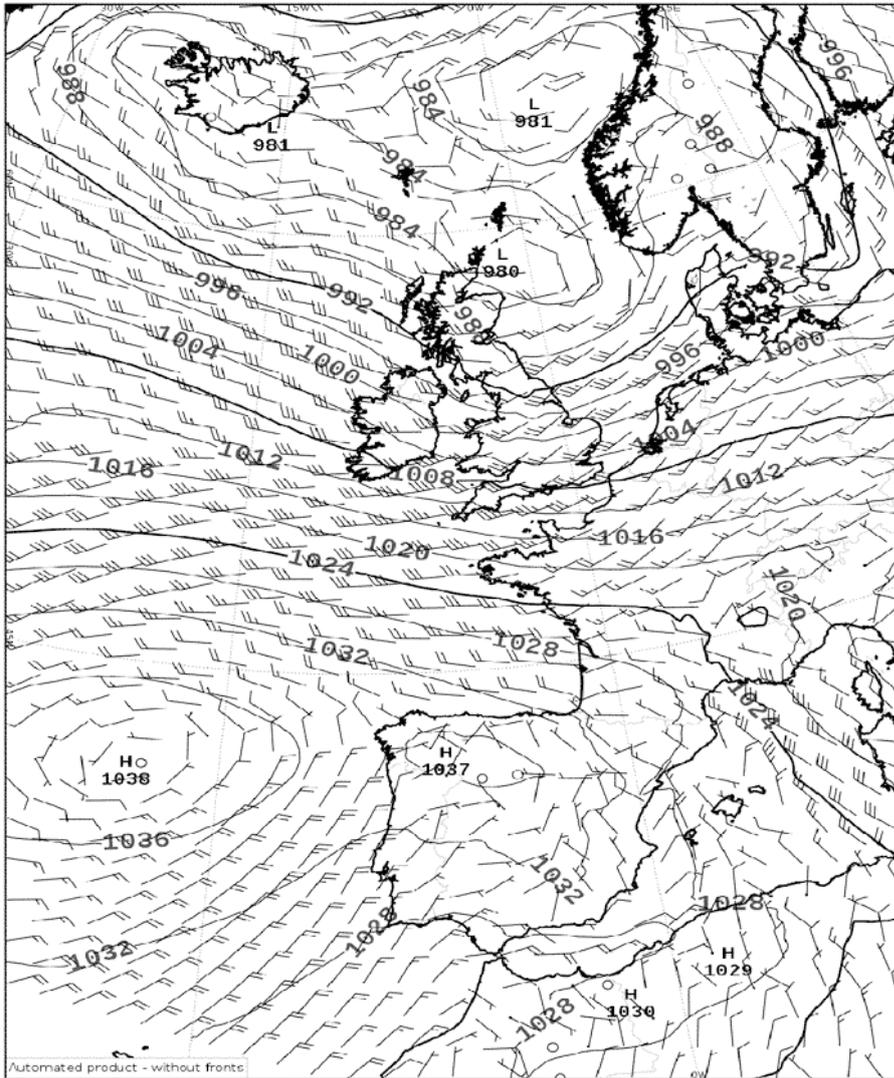
Fax: +353-1-8064216

Email: LEGAL@MET.ie

Sea Level Pressure / 10-Metre Wind

Product number 0015 updated at 0400 / 1000 / 1600 / 2

Analysis valid on Thu 14 Mar 2019 at 06 UTC



Appendix 7.2 Met Éireann Weather Report



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The Irish Meteorological Service

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Glasnevin Hill

Dublin 9

Seirbhís Aeráide

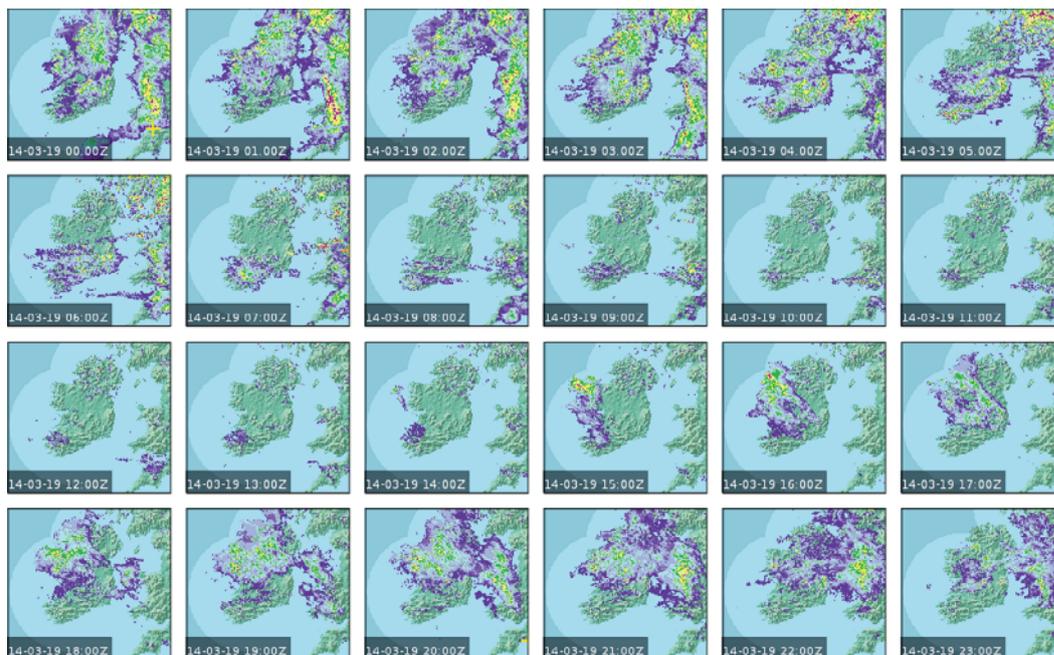
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Appendix 7.2 Met Éireann Weather Report



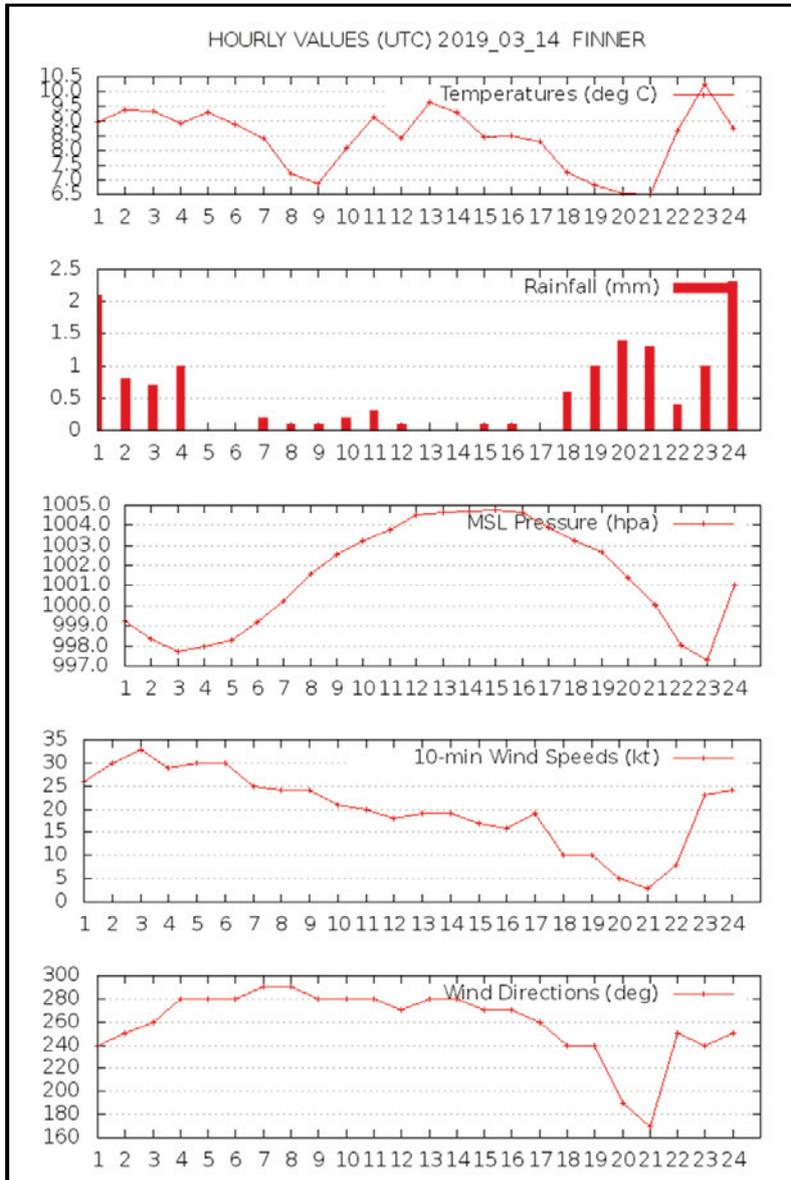
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NATURAL JUSTICE - CORRESPONDENCE RECEIVED

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

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

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

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

8. NATURAL JUSTICE - CORRESPONDENCE RECEIVED

	PAGE
8.1 Correspondence from witness and MCIB response	32

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

CORRESPONDENCE 8.1

Correspondence 8.1 Witness and MCIB response

[REDACTED]

From: [REDACTED]
Sent: 11 November 2019 11:58
To: [REDACTED]
Subject: Fwd: MCIB/12/288

Sent from [REDACTED]

Begin forwarded message:

From: [REDACTED]
Date: 11 November 2019 at 11:55:55 GMT
To: info@mcib.ie
Subject: MCIB/12/288

Dear [REDACTED]

Today I received the MCIB report for fatal accident report at Killybegs harbour on the 14 March 2019. I wish to make one comment , under section 3 NARRATIVE , appendix 3.4 , i the crewman of mfv Sea Spray returned to the vessel at 10.30am on 14th March not 12.30 pm as stated in report.

MCIB RESPONSE: Noted and report amended.

This is reflected in my Garda statement given at Killybegs Garda station to [REDACTED] on the 15th March 2019.

Kind regards

[REDACTED]

Sent from [REDACTED]



Leeson Lane, Dublin 2.
Telephone: 01-678 3485/86.
email: info@mcib.ie
www.mcib.ie

