INTERIM REPORT OF AN INVESTIGATION INTO A MARINE CASUALTY INVOLVING THE **FV MARLIONA** 80 MILES WEST OF MALIN HEAD ON **10 NOVEMBER 2025**

REPORT NO. MAIU/26014/INTERIM
(No.2 OF 2026)

AN tAONAD UM IMSCRÚDÚ TAISMÍ MUIRÍ
MARINE ACCIDENT INVESTIGATION UNIT

The Marine Accident Investigation Unit (MAIU) was established on 01 January 2026, under Section 7(1) of the Merchant Shipping (Investigation of Marine Accidents) Act 2025, to fulfil Ireland's statutory marine accident investigation obligations under Directive 2009/18/EC and under SOLAS regulations I/21 and XI-1/6.

The legislative framework governing the operation of the MAIU, the reporting and investigating of marine accidents, and the powers of MAIU investigators, are set out in the Merchant Shipping (Investigation of Marine Accidents) Act 2025 (the "2025 Act").

The MAIU conducts marine safety investigations into accidents involving ships in Irish waters and Irish-flagged ships anywhere in the world. The purpose of a marine safety investigation is to establish the cause(s) of a marine accident with the objective of making safety recommendations to prevent future similar accidents. It is not the purpose of a marine safety investigation to attribute fault or blame.

The MAIU is independent in its operations and function from any officer of the Minister whose decision-making relates to maritime functions as set out in length in Section 10(3) of the 2025 Act.

The 2025 Act also provides for the dissolution of the Marine Casualty Investigation Board (MCIB) and sets out transitional investigation provisions whereby any ongoing investigation will continue to be dealt with and determined by the MCIB investigator concerned or an MAIU investigator, pursuant to the relevant statutory provisions and modifications.

Despite the dissolution of the MCIB, pursuant to Section 42 of the 2025 Act, this ongoing investigation continues to be dealt with under 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.

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.

Section 34 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, as amended by Section 12 of the 2022 Act, requires that, where the Board is unable to publish the report of an investigation of a marine casualty during the period of 12 months from the date of the marine casualty, it shall publish at least one interim report of the investigation within that period.

This is an interim report, and no conclusions should be drawn from its contents.

Report MAIU/26014/INTERIM published by the Marine Accident Investigation Unit.
5th November 2026.

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1. SUMMARY

1.2. On Monday 10 November 2025, at approximately 22.00 hours (hrs) Local Time (UTC), the trawler FV Marliona, departed from Greencastle, County Donegal, Ireland, bound for fishing grounds located approximately 80 nautical miles due west of Malin Head. After around 11 hours steaming the vessel commenced shooting nets between 08.00 to 09.00 hrs on Tuesday 11 November 2025. The net was hauled at around 13.00 hrs. The catch was landed on board and preparations were made to shoot the net for a second time at approximately 13.25 hrs.

1.3. The net shooting procedure involves taking the weight of the port and starboard trawl doors on two main trawl winches. The Casualty, stood at the port quarter of the trawl deck, gave a visual hand signal to the Skipper, located on the bridge, to commence heaving on the winch. The Skipper operated the winch and immediately there was a loud bang; the Casualty was observed falling headfirst over the stern and overboard.

1.4. When in the water the Casualty's lifejacket inflated and initially he hung onto a chain connected to the starboard trawl door, known as the backstrap. A life ring and line were thrown to the Casualty and thereafter a rope with an improvised strop was also thrown. The Casualty struggled to hold on and appeared in shock. He subsequently drifted away from the vessel. A MAYDAY call was made on VHF channel 16 and the vessel's rescue boat launched, with the Skipper and a Crew Member.

1.5. The Casualty was recovered unconscious from the water and despite CPR administered by the Crew, and a helicopter medical evacuation, the Casualty was later pronounced dead at Silgo University Hospital.

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