



MARINE CASUALTY INVESTIGATION BOARD

# Annual Report

## 2019



Reporting Period 1st January to 31st December 2019

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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# Chairperson's Statement



**Claire Callanan,**  
Chairperson

Dear Minister,

In accordance with the requirements of Section 21 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the seventeenth Incidents and Investigations report of the Marine Casualty Investigation Board, covering the period from 1 January to 31 December, 2019.

The audited accounts of the MCIB will be presented to you later in the year on completion of the annual audit by the Comptroller & Auditor General in accordance with the requirements of Section 20(2) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. Thereafter, both this report and the MCIB Financial Statement will be combined to create the MCIB Annual Report 2019, for circulation and for publication on the MCIB website [www.mcib.ie](http://www.mcib.ie)

## Overview of 2019

During 2019 the MCIB commenced full investigations into ten marine casualties which was double the number investigated in 2018. In 2019 a total of six people lost their lives in the marine casualties under investigation while one person involved in a rowing incident at Thomandgate, Co Limerick was left with life changing injuries.

Two incidents involving kayaks resulted in two fatalities. Two people lost their lives in two separate incidents when boarding their berthed fishing vessels. A further two lost their lives while engaged in recreational fishing.

The Board would like to extend its condolences to all those bereaved by these events.

The MCIB also undertook two Preliminary Investigations in 2019 (see page 16). The first incident at Dublin Port involved an explosion while a cargo ship was discharging molasses and it was fortunate that no injuries were sustained by the crew. However, the second incident which occurred on board a Ro-Ro Ferry at Rosslare resulted in one fatality. A further 26 minor incidents were considered by the Board. These involved cooperation between the MCIB and the accident investigation bodies of other states and in some cases the uploading of data by Ireland onto the European Maritime Casualty Investigation Platform (EMCIP)<sup>1</sup>.

The MCIB also receives notifications of many other incidents that do not warrant investigation. These primarily arise from situation reports issued by the Irish Coast Guard. During 2019 the MCIB assessed 38 of these reports to determine whether an investigation was required under relevant legislation.

The MCIB was established 17 years ago and to the end of 2019 it has published 230 reports into incidents under its statutory remit. The Board published seven final Marine Casualty Investigation Reports in 2019. With the exception of one investigation, all investigations into incidents that occurred prior to January 2019 have been completed and published. The final report into a 2018 incident at Portronan, Co Donegal involving a recreational powerboat when two people lost their lives is still ongoing due to the complexities of the investigation.

The occurrence of two incidents involving kayaking in a single year highlights the dangers associated with an activity in which people participate at many levels. It is imperative that any individual or group engaged in this activity realise the importance of adequate route planning and an understanding of the watercourse. Risk assessments of all stretches of river intended for use should be carried out and particular attention should be taken of the varying levels of competence among those taking part in all aspects of the activity. Participants should ensure that they are equipped with the necessary safety equipment and that a reliable means of communication has been established to be effective in the event of an accident. Where clubs are involved in training it is imperative that all such clubs have a robust Safety Management System in place. They must ensure that training sessions are given by coaches with the required skills level and that training sessions are adequately crewed for the safety of the number of trainees involved. The safety practices and procedures in place must comply with the Code of Practice: 'The Safe Operation of Recreational Craft (2017)'.

1. The European Marine Casualty Information Platform (EMCIP) is a database and a data distribution system operated by the European Maritime Safety Agency.

Regrettably, as in previous years I must comment on incidents where toxicology results supplied by the Coroner's Office reflected evidence of alcohol. While it is not always possible to definitively determine the exact cause of an incident the Board published two reports in 2019 where alcohol could have impaired the judgement and reaction times of the Casualties. Such impairment has a detrimental effect on most people's ability to deal with the unexpected. No member of a crew should consume alcohol or other intoxicants either prior to or during any trip on water. In the event of the unexpected, which can develop into a serious situation very quickly, the ability to think quickly and calmly can be the difference between life and death.

I also wish to draw attention to the inadvisability of depending on mobile phones as the primary means of communication while at sea. Section 11.11 of the Code of Practice for Recreational Craft states that mobile phones should not be relied on as the primary means of contacting the emergency services. Marine VHF radio is the most appropriate means of communication. The Board welcomed the issuing of Marine Notice No. 40 of 2019 by the Department of Transport, Tourism & Sport (DTTAS) urging users of recreational craft to carry marine VHF equipment on-board as the primary means of Distress and Safety communication. In addition, the carriage of an Emergency Position Indicating Radio Beacon (EPIRB) and/or Personal Locator Beacon (PLB) is strongly advised. Mobile phones should not be considered as a suitable substitute nor should they be relied on as the sole means of communication while on water.

The Board also welcomed the issuing of Marine Notice No. 38 of 2019 following a fatal incident involving a small fishing vessel. That notice outlined the importance of basic safety training for skippers and crew. Owners were also reminded that the nature and extent of any major repairs or major structural modifications to their vessel must comply with the Code of Practice for Fishing Vessels < 15 m (Section 1.5.4.4.). Unapproved modifications to vessels can be the cause of, or contribute to, fatal incidents.

During 2019 the Board continued to consider the impact of the exit of the United Kingdom of Great Britain and Northern Ireland from the membership of the European Union. The Board will continue to assess the consequences of the UK's exit. One potential issue for the MCIB relates to the investigation of marine casualties involving Ro-Pax ships and High Speed Passenger Craft covered by EU Directive 2009/18.

In March 2019 the European Commission lodged an application to the Court of Justice of the European Union against Ireland in connection with the implementation of Article 8.1 of Directive 2009/18/EC of 23 April 2009, which established the fundamental principles governing the investigation of accidents in the maritime transport sector, with particular regard to the independence of the Marine Casualty Investigation Board. The State lodged a Defence in the infringement proceedings in 2019 and a decision of the Court is awaited.

During 2019 the Code of Practice: The Safe Operation of Recreational Craft 2017 was updated. The updates can be downloaded in electronic format at <https://www.gov.ie/en/publication/66ff7e-safe-operation-of-recreational-craft/>

### External Investigations of Casualties

All investigations of casualties are carried out by the Board's panel of external investigators. The panel consists of personnel holding technical qualifications as naval architects, marine engineers or deck officers. The panel reflects broad based maritime competence and experience which are of relevance in undertaking independent investigations. Safety investigations are conducted with the sole objective of preventing marine incidents in the future and they are not designed to determine liability nor to apportion blame.

A typical investigation process generally includes the following phases and outcomes:

<b>Notification</b>	When the MCIB is notified of a marine casualty or incident, an assessment is conducted to decide whether to investigate.
<b>Gather evidence</b>	Once the investigation is launched, gathering evidence expeditiously, including witness interviews, is important to understanding the circumstances of the occurrence and the sequence of the events.
<b>Analyse evidence</b>	Evidence must be properly analysed to identify the factors that led to the marine casualty or incident. The focus is on understanding the reason why an unsafe action or condition led to the casualty or incident and the context, physical or organisational, in which the casualty or incident occurred.
<b>Draw conclusions</b>	Conclusions identify the safety issues and the missing or inadequate defences (material, functional, educational or procedural) for which safety actions may be developed to prevent marine casualties or incidents.

<b>Determine remedial actions</b>	Where appropriate the MCIB suggests Safety Recommendations i.e. proposals for remedial actions to prevent future marine casualties and incidents, to the Department of Transport, Tourism & Sport and to other parties who are best placed to implement such measures.
<b>Report</b>	The investigation culminates in a report providing, amongst other matters, the identifiable facts about the circumstances of the event, an analysis of contributing factors and the conclusions. The report is published in order to spread the safety lessons to the maritime community. Data on marine casualties and incidents coming within the scope of Directive 2009/18/EC are uploaded onto the European Maritime Casualty Investigation Platform (EMCIP), thus supporting their analyses.

### Reports Published in 2019

The Board published seven Final Reports during 2019. The full details are provided at pages 17 to 22.

### Incidents in 2019

Investigations were initiated by the Board into ten incidents in 2019. Summary details of the incidents are provided in the table below. Full details of all incidents are set out on pages 11 to 16 (for information purposes details of the two preliminary investigations referred to previously are also included in this table).

Four of the ten incidents which required full investigations involved the fishing industry, five occurred during recreational use and one resulted from a collision between a cargo vessel and a yacht.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	4	2	2	0
General Cargo (Ro-Ro Cargo)	1	0	0	0
Recreational	5	1	4	1
Passenger	0	0	0	0
<b>Total</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>1</b>

### Fishing Vessels

Four incidents involved fishing vessels and two of these resulted in the loss of life.

- Death of a crewmember returning to his vessel at Killybegs, Co Donegal (15/03/2019).
- Fire on board a fishing vessel, off Wexford Coast (03/05/2019).
- Death of a crewmember returning to his vessel at Rosslare, Co Wexford (19/05/2019).
- Grounding and loss of a trawler off Ardglass, Co Down (24/10/2019).

### Recreational Craft

Five incidents involved recreational craft and four of those resulted in the loss of life.

- One fatality involving a Canadian canoe on Lough Gill, Co Sligo (29/01/2019).
- Rowing incident resulting in life changing injuries at the Salmon Weir, Thomadgate, Co Limerick (23/02/2019).
- One fatality involving a recreational fishing vessel on Lough Mask, Co Mayo (09/03/2019).
- One fatality during the sinking of a vessel engaged in recreational fishing, Dunmanus Bay, Co Cork.
- One fatality resulting from a kayaking incident at Glencar, Co Kerry (02/11/2019).

### Cargo vessel and yacht

There was one incident involving a collision between a cargo vessel and a yacht, off Greystones Harbour (23/08/2019).

### Summary of incidents 2010 to 2019

Detailed tables of incidents investigated which occurred in the years 2010 to 2019 are at page 23 and 24 of this report. A summary of all incidents investigated occurring in these years is provided in the table below:

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	18	7	13	6	5	5	9	6	9	6
Injuries	2	Nil	4	Nil	1	0	14	Nil	Nil	1
Vessels Involved	18	12*	17	6	7	7	15	5	5	11

\*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks.

### Ethics in Public Office

During 2019, all Board members were in compliance with the applicable provisions and requirements of the Ethics Acts and the Standards in Public Office Act, 2001.

### Acknowledgements

I would like to thank my Board colleagues for their support in this my first year as Chairperson of the MCIB and for their contributions during 2019 to the successful discharge of the statutory responsibilities of the Board.

None of our work would be possible without the expertise of our efficient panel of investigators. The Board welcomed a refreshed panel in January, 2019 and was glad to have retained the services of two investigators from the previous panel.

It is also a pleasure to acknowledge the sterling work of the Secretariat without whose dedicated skills and experience the Board could not function. On behalf of the Board, I would like to thank them for their hard work in a challenging environment with limited resources. The Board would also like to extend their appreciation and best wishes to Monica Quinn who retired in December and to thank her for her service to the work of the Board. We were fortunate to be joined by Philip Grattan who was appointed to the staff of the Secretariat in November, 2019.

Finally, I wish to record my appreciation for the assistance that you as Minister, and that of your officials in the Maritime Safety Policy Division, have afforded to the Board during 2019.

CLAIRE CALLANAN  
CHAIRPERSON



# Board Members and General Information



**Ms. Claire Callanan,**  
Chairperson, Solicitor



**Ms. Dorothea Dowling,**  
Deputy Chairperson,  
Chartered Insurer and  
Accredited Mediator



**Mr. Frank Cronin,**  
Marine Engineer Class 1 combined,  
FCII, Chartered Insurer



**Mr. Brian Hogan,**  
Chief Surveyor, Department of  
Transport, Tourism and  
Sport



**Mr. Nigel Lindsay,**  
Senior Rail Accident  
Investigator, RAIU,  
Department of Transport,  
Tourism and Sport

Secretary: Ms. Denise Hyland  
Secretariat: Ms. Monica Quinn  
Mr. Paul Hallissey  
Mr. Philip Grattan  
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The following is some general information regarding the Marine Casualty Investigation Board (MCIB).

## Establishment of the Board

The Marine Casualty Investigation Board (MCIB) was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

## Function of the Board

The function of the MCIB is to carry out investigations into Marine Casualties, as defined in Section 2 of the Act. In carrying out its functions the MCIB also 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. Directive 2009/18/EC is given effect in Irish law by S.I. No. 276 of 2011 and applies to a small number of incidents under investigation. Investigations within the scope of the EU Directive are carried out in accordance with the requirements of the Directive and the Common Methodology as set out in Commission Regulation (EU) No 1286/2011 of the 9th of December, 2011.

### 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, 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.

### The purpose of each investigation is to:

1. Establish the cause or causes of a marine casualty.
2. Report on the marine casualty with a view to making recommendations for the avoidance of similar marine casualties.

***It is important to note that it is NOT the purpose of an investigation to attribute blame or fault. The Board is non-prosecutorial. Any prosecution, which arises out of any casualty, is the function of Statutory Bodies such as An Garda Síochána, etc.***

## Status

The MCIB is an independent statutory body funded by the Oireachtas under Section 19 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000.

A copy of the final report of each investigation is sent to the Minister for consideration of the recommendations made therein.

All reports are made available to the public (on request) free of charge or can be accessed via the MCIB website at [www.mcib.ie](http://www.mcib.ie).



# Incidents and investigations 2019



Reporting Period 1st January to 31st December 2019

# Introduction

Since establishment in 2002, and up to the end of 2019, the Board has published reports on 230 cases.

The statistics contained in this Report show the varying types of craft involved and the cause(s) of each incident. This provides the reader with some insight into the scope of the work of the Board. To date reporting formats have been maintained in a consistent format in order to allow comparison with earlier years' incidents and reports.

All reports are published on the Board's website at [www.mcib.ie](http://www.mcib.ie), and are available for free online.

# Summary of Incidents Investigated Which Occurred During 2019

1st January to 31st December 2019

Incidents the Board is investigating from 2019.

Name of vessel/Incident: <b>Canadian Canoe/Lough Gill, Co. Sligo</b>	
<b>DATE OF INCIDENT</b>	29 January, 2019
<b>TYPE OF CRAFT</b>	Recreational - Open Boat (Canoe)
<b>TYPE OF INCIDENT</b>	Man overboard
<b>FATALITIES</b>	1 fatality
<b>SUMMARY</b>	<p>On Saturday the 26th January 2019, a canoeist departed from a pier in Trawane Bay, opposite the small island of Inishfree on Lough Gill, in an open boat (Canadian Canoe). He was alone and travelled a short distance west along the shore of Lough Gill to Slish Woods where he set up a campsite close to the shore on the mainland.</p> <p>On Tuesday the 29th January 2019, the canoeist's partner who visited the area, having been concerned by his lack of communication, saw the vessel overturned on the lake shore east of the pier near Cullentra woods and to the east of the camp site. She called the emergency services via the '999 system'. The Coast Guard was alerted and commenced a search of the area. The Casualty was discovered by Rescue Helicopter R118 and was lifted from the lake and taken to Sligo General Hospital where he was subsequently pronounced dead. An autopsy was carried out and the pathologist recorded his death as due to fresh water drowning.</p>

Name of vessel/Incident: <b>Kayak/Thomand Salmon Weir, Thomandgate, Co. Limerick</b>	
<b>DATE OF INCIDENT</b>	23 February, 2019
<b>TYPE OF CRAFT</b>	Recreational - Open Boat/Canoe
<b>TYPE OF INCIDENT</b>	Capsize
<b>FATALITIES</b>	1 serious injury
<b>SUMMARY</b>	<p>On Saturday the 23rd February 2019 at approximately 09.30 hours (hrs), a rowing boat with five young crew persons (12 - 13 years) was launched from Athlunkard Boat Club slipway on the Abbey River, a tributary of the River Shannon in Limerick City with the purpose of carrying out a training session on the River Shannon. A coach accompanied the rowing boat in a safety boat.</p> <p>At approximately 10.15 hrs the rowing boat got into difficulty, struck some midstream supports of Thomond Weir and overturned. The five crew members were thrown into the water when the boat was breached across the weir supports, broadside to the river water flow in an inverted attitude. A rescue operation commenced, the primary responder being the Local Authority Fire Brigade's inflatable boat 'Fire Swift' which was exercising in the locality.</p> <p>Four crewmembers were rescued from the water by the coach in the Safety Boat. A fifth young female rower was entangled with the boat and submerged underwater but freed after intervention by 'Fire Swift' boat crew. The Casualty was treated at the scene, transported ashore by 'Fire Swift' boat crew and hospitalised.</p>

Name of vessel/Incident: <b>Lough Mask, Co. Mayo</b>	
<b>DATE OF INCIDENT</b>	9 March, 2019
<b>TYPE OF CRAFT</b>	Recreational - Open Boat/Canoe
<b>TYPE OF INCIDENT</b>	Man overboard
<b>FATALITIES</b>	1 fatality
<b>SUMMARY</b>	<p>On the 8th March 2019 a local angler departed the slip at Cushlough near Ballinrobe Co. Mayo for an afternoon of angling on Lough Mask.</p> <p>He failed to return that evening and a search and rescue operation was launched but was hampered due to weather.</p> <p>The following day his lake boat was found on the eastern shore of Lough Mask. The body of the angler was not found until the 30th March 2019 after a continued search effort.</p>

Name of vessel/Incident: <b>MV Menhaden/Killybegs Harbour, Co. Donegal</b>	
<b>DATE OF INCIDENT</b>	15 March, 2019
<b>TYPE OF CRAFT</b>	Fishing vessel, >24m
<b>TYPE OF INCIDENT</b>	Drowning of crew-member while reboarding vessel
<b>FATALITIES</b>	1 fatality
<b>SUMMARY</b>	<p>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.</p> <p>At approximately 12.30 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.</p> <p>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.</p>

Name of vessel/Incident: <b>Susanne II/fire and subsequent sinking</b>	
<b>DATE OF INCIDENT</b>	2 May, 2019
<b>TYPE OF CRAFT</b>	Fishing vessel, 15 - 24 m
<b>TYPE OF INCIDENT</b>	Fire and sinking
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>On the 2nd of May 2019 a fishing vessel, 30 nautical miles east of Arklow was stopped while the crew were taking a break between fishing activities when a crewmember observed smoke coming from an engine room vent. The weather at the time was good.</p> <p>The Skipper went to investigate the source of the smoke and soon realised that there was a serious fire in the engine room. He made an attempt to fight the fire but the level of smoke hampered any effort. The smoke and fire very quickly engulfed the vessel's accommodation and wheel house. The crew retrieved the vessel's Emergency Position Indicating Radio Beacon (EPIRB) and abandoned ship to an inflatable life raft.</p> <p>A passing angling vessel sighted the smoke from the burning fishing vessel and proceeded in the direction to investigate. On arriving on-scene the angling vessel recovered the three crewmembers from their life raft. Shortly afterwards the Irish Coast Guard rescue helicopter R117 arrived and lowered a paramedic to assess the crew from the fishing vessel. The Skipper was airlifted to University Hospital Waterford from where he was later discharged, while the two other crewmembers were brought to Arklow Harbour.</p> <p>A short time later a tug boat with fire fighting capabilities arrived on-scene and commenced fighting the fire on-board the fishing vessel. The fishing vessel continued to burn and eventually sank.</p>

Name of vessel/Incident: <b>FV Ellie Adham/Rosslare, Co. Wexford</b>	
<b>DATE OF INCIDENT</b>	19 May, 2019.
<b>TYPE OF CRAFT</b>	Fishing vessel, 15 - 24 m
<b>TYPE OF INCIDENT</b>	Drowning of crew-member while boarding vessel
<b>FATALITIES</b>	1 fatality
<b>SUMMARY</b>	<p>On the 19th May 2019, as the berthing crew were preparing to dock the 'MV Stena Nordica' at approximately 03.40 hrs they noticed a man passing by No. 3 berth. He seemed unsteady on his feet and informed the berthing crew he was going to the 'MFV Ellie Adhamh'. The man was then seen to proceed towards No. 4 berth where that vessel was moored.</p> <p>The last line came ashore from the 'MV Stena Nordica' at approximately 03.55 hrs. A member of the berthing party then went to check to see if the man was alright. As he approached the 'MFV Ellie Adhamh' he heard a noise coming from between the vessel and the quay wall. The other members of the berthing crew arrived and located the Casualty face down in the water.</p> <p>The berthing crew then contacted the Duty Port Controller who contacted the emergency services. The 'MV Stena Nordica' launched its rescue boat and they recovered the Casualty. They then landed him at the Lifeboat Station but despite medical intervention the Casualty did not survive.</p>



Name of vessel/Incident: <b>Varken Ege/Medi Mode/collision</b>	
<b>DATE OF INCIDENT</b>	23 August, 2019
<b>TYPE OF CRAFT</b>	Tanker/sailing yacht
<b>TYPE OF INCIDENT</b>	Collision
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>On Saturday the 22nd August 2019 at 10.45 hrs a sailing vessel 'Medi Mode' departed from Arklow and was on route to Kilmore Quay. A decision was made to change the destination from Kilmore Quay to Howth as the weather had deteriorated and due to an impending night arrival in Kilmore Quay.</p> <p>At approximately 02.10 hrs on the 23rd August, a southbound vessel appeared off the starboard bow.</p> <p>On Sunday the 23rd August at 01.00 hrs the tanker 'Varkan Ege' commenced its sea passage after leaving Dublin Port. The destination was Falmouth and a course was set of 161 degrees with a speed of 7.5 Knots.</p> <p>At 02.15 the officer on watch (OOW) of the 'Varkan Ege' observed a red light on the starboard bow and he went to check for an echo on the radar. He found a small echo and realised that it was an echo from a sailing vessel. The closest point of approach (CPA) was 0 nautical miles.</p> <p>He made a large alteration of course to starboard. At 02.22 hrs there was a collision between the two vessels. There was damage to the sailing vessel but nobody was injured. There was no damage to the tanker 'Varkan Ege'. The sailing vessel was extensively damaged but was able to make way under its own power to Greystones Harbour.</p> <p>Nobody was injured and there was no pollution caused by this incident.</p>

Name of vessel/Incident: <b>Tommy R/sinking</b>	
<b>DATE OF INCIDENT</b>	10 October, 2019
<b>TYPE OF CRAFT</b>	Recreational - Motor (Decked)
<b>TYPE OF INCIDENT</b>	Sinking
<b>FATALITIES</b>	1 fatality
<b>SUMMARY</b>	<p>At approximately 08.00 hours (hrs) on the morning of Wednesday 9th October, a recreational craft 'Tommy R' with one angler on-board departed Dunmanus Harbour for the purpose of fishing in Dunmanus Bay.</p> <p>At 20.27 hrs, the angler was reported overdue. Shortly after a search operation commenced in the Dunmanus Bay area.</p> <p>At 22.59 hrs, boat wreckage was found on the western shoreline of Carbery Island with more wreckage found between Drishane Point and the series of inlets ("coos") east of Furze Island on the Dunmanus Peninsular. The wreckage was identified as being from the boat 'Tommy R'. The body of the angler was found by divers off the northwest side of Carbery Island at 16.19 hrs on the 13th October. The body was recovered and brought ashore to Dunmanus Harbour.</p>

Name of vessel/Incident: <b>FV Dillon Owen/grounding and sinking</b>	
<b>DATE OF INCIDENT</b>	24 October, 2019
<b>TYPE OF CRAFT</b>	Fishing vessel, 15 – 25 m
<b>TYPE OF INCIDENT</b>	Grounding and sinking
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>On the morning of the 23rd October 2019, the 'FV Dillon Owen', whilst approaching Ardglass Harbour, Northern Ireland, lost power and drifted onto rocks at Phennick Point.</p> <p>The five crew members were airlifted to safety. Attempts by RNLI lifeboats to tow the vessel were unsuccessful and the fishing vessel remained on the rocks pending a salvage operation. The 'FV Dillon Owen' sank over the following days. The wreck was recovered and sent for demolition.</p> <p>There were no injuries to the crew or pollution of the environment connected with this incident.</p>

Name of vessel/Incident: <b>Glencar kayak/capsize</b>	
<b>DATE OF INCIDENT</b>	2 November, 2019.
<b>TYPE OF CRAFT</b>	Recreational - Open Boat/Canoe
<b>TYPE OF INCIDENT</b>	Capsize
<b>FATALITIES</b>	1 fatality
<b>SUMMARY</b>	<p>On the 2nd November 2019 a party of 27 kayakers set out on a down river run of the Upper Caragh River, Kerry. The kayakers were from a university kayak club and consisted of experienced and beginner kayakers. The first group of 9 kayakers successfully navigated the river without major incident.</p> <p>The second two groups were following the same procedure. Towards the end of the run a number of the kayakers encountered overhanging trees and two of them capsized. The first capsize person lost their paddle and was trapped upside down in their kayak. This person was quickly recovered ashore and resuscitated by members of the group.</p> <p>Simultaneous with this incident another kayaker exited their boat and became trapped against an overhanging branch by the current. Members of the group attempted to free the trapped person, who was conscious, however, after about 20 minutes the Casualty became unconscious due to the cold.</p> <p>The Casualty was freed and brought ashore with no vital signs. Resuscitation was begun. The Casualty was transferred to hospital by air ambulance where she passed away.</p>

## Details of Preliminary Investigations Undertaken by the MCIB in 2019

Name of vessel/Incident: <b>Isle of Inishmore/fatal incident on board</b>	
<b>DATE OF INCIDENT</b>	21 March, 2019
<b>TYPE OF CRAFT</b>	International Ro-Ro
<b>TYPE OF INCIDENT</b>	Fatal incident on board
<b>FATALITIES</b>	1 fatality
<b>SUMMARY</b>	<p>The 'Isle of Inishmore' operates a ferry service between the ports of Rosslare Europort and Pembroke Dock and is registered under the flag of Cyprus.</p> <p>The vessel arrived at Rosslare Harbour at 06.46 hrs on the 21st March 2019 and was in the process of loading. At approximately 07.45 hrs a crewmember was crushed between two trailer units on Deck 3 of the vessel.</p> <p>The Casualty was declared dead at the scene by paramedics.</p> <p>The MCIB carried out a preliminary investigation into this incident while the full investigation was carried out by the Cypriot authorities as the flag state. See link under for final report. <a href="https://maritimecyprus.files.wordpress.com/2020/03/maic-acc-inv-report_isle-of-inishmore.pdf">https://maritimecyprus.files.wordpress.com/2020/03/maic-acc-inv-report_isle-of-inishmore.pdf</a></p>

Name of vessel/Incident: <b>MV Bakkedal/explosion</b>	
<b>DATE OF INCIDENT</b>	18 March, 2019
<b>TYPE OF CRAFT</b>	Tanker
<b>TYPE OF INCIDENT</b>	Explosion
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>On the 18th March 2019 the cargo/tanker vessel 'Bakkedal' was discharging molassas from tanks No. 2 and No. 4 at berth 46 in Dublin Port. At 06:00 hrs steam was put on to the heater for No. 4 tank to raise the temperature. The steam to the heaters at No. 2 and 6 tanks was turned off. At 06:30 hrs the cargo heater at No. 2 tank exploded, the cover was blown off, adjacent pipework was damaged and molassas cargo sprayed onto surrounding structures and the deck.</p> <p>Discharge of cargo was stopped and the cargo spillage contained on board.</p> <p>None of the crew were in the vicinity of the exploding heater and there were no injuries to persons on board.</p> <p>The vessel is registered under the flag of Marshall Islands. The MCIB carried out a preliminary investigation into this incident while the full investigation was undertaken by the Marshall Islands authorities. The findings of the flag state investigation noted the immediate causes of the incident were inadequate pre-task planning, hazard assessment, cleaning/maintenance of the space and inadequate supervision. Preventative action has been taken to address the lessons learned on board with the recommendation that the lessons learned be shared in the Company's managed fleet.</p>

# Summary of Reports Published 2019

1st January to 31st December 2019

Name of vessel/Incident: <b>Malin Beg Head, Co. Donegal</b>	
<b>DATE OF PUBLICATION</b>	14 February, 2019
<b>TYPE OF CRAFT</b>	Recreational - Fast Power Craft/RIB
<b>TYPE OF INCIDENT</b>	Men overboard
<b>SUMMARY</b>	<p>At approximately midday on the 8th of July, 2017 two men departed on an angling trip in a Rigid Inflatable Boat (RIB) from Teelin Pier near Rhannakilla, Co. Donegal. They were observed departing by a local boatman.</p> <p>At 12.40 hrs the boatman encountered the RIB at sea and the two occupants appeared to be fishing using rods and reels. There was no further contact with the occupants of the RIB.</p> <p>At approximately 10.30 hrs the following morning a man living close to Malin Beg Head found a body on the shore close to his land. Shortly after 11.00 hrs, the boatman who had seen them leave the pier the previous day, noticed that their car was still parked at Teelin Pier and became concerned for their safety. He contacted the Coast Guard to alert them. A search was commenced and several lifeboats, Coast Guard units and the Coast Guard helicopter R118 were tasked to search an area centred at Malin Beg Head. A short time later a second man's body was taken from the sea about 400 metres (m) from where the first Casualty was found. The RIB and a debris field were found on the foreshore close to the location of the first Casualty.</p>
<b>INJURIES/FATALITIES</b>	2 fatalities
<b>CAUSE OF INCIDENT</b>	<p>There were no witnesses to the actual incident which caused the individuals to exit the boat or their drowning. From the evidence available both men appeared to be amateur anglers.</p> <p>It is clear from witness statements that the crew had difficulty with the outboard engine. The wind direction was westerly and the vessel on a lee shore. Without an anchor and with an unreliable engine in such a situation a vessel would quickly find itself in difficulties.</p> <p>It is likely, given the above, that the vessel drifted into an area of surf and breaking waves. It may have been swamped or capsized throwing the occupants overboard.</p>

Name of vessel/Incident: <b>FV Julie Eleanor</b>	
<b>DATE OF PUBLICATION</b>	3 May, 2019.
<b>TYPE OF CRAFT</b>	Fishing vessel < 15 m
<b>TYPE OF INCIDENT</b>	Man overboard
<b>SUMMARY</b>	<p>On the 22nd November, 2017 at 12.22 hrs the fishing vessel 'FV Julie Eleanor' departed with a single fisher aboard. At 21.46 hrs on the 22nd November the Coast Guard received a phone call reporting the fishing vessel as overdue. At 23.15 hrs the Search and Rescue helicopter located the vessel at a position 1.2 miles south east of Barna where it was held fast to a line of pots. The Galway lifeboat crew boarded the vessel at 23.21 hrs and found nobody aboard. The sole Personal Floatation Device (PFD) with which the vessel was equipped was subsequently located in the wheelhouse. The search was suspended at 01.33 hrs on the 23rd November and was resumed at first light. The body of the fisher was recovered around noon approximately five miles east of where the vessel had been located.</p>
<b>INJURIES/FATALITIES</b>	1 fatality
<b>CAUSE OF INCIDENT</b>	<p>The cause of the Casualty falling overboard is not readily identifiable. It has not been possible to ascertain what caused the interruption in deployment of the second line of pots.</p> <p>The fact that the boathook was on board suggests the Casualty was not trying to clear fouled pots or lines as it would have gone overboard also. In addition, the engine and steering were operating satisfactorily when the vessel was brought to Galway docks, which is counter indicative of a fouled propeller or rudder that the fisher might have been attempting to clear.</p> <p>The weather and sea at the time were not severe so those factors are unlikely to have caused the Casualty to fall overboard.</p>

Name of vessel/Incident: <b>FV Ashling Patrick</b>	
<b>DATE OF PUBLICATION</b>	14 June, 2019.
<b>TYPE OF CRAFT</b>	Fishing Vessel 15 m
<b>TYPE OF INCIDENT</b>	Swamping
<b>SUMMARY</b>	<p>On the 10th April, 2018 at approximately 07.00 hrs, the 'FV Aisling Patrick' departed from Ballyglass, Co. Mayo with three persons on board to fish for mackerel between Erris Head and Eagle Island.</p> <p>At around 12.30 hrs the vessel began listing to starboard. The Skipper entered the wheelhouse and the speed was reduced to ascertain the cause of the list. A wave struck the vessel on the port quarter which pushed the starboard bulwark under water and flooded the deck. Almost immediately a second wave struck the port side again and capsized the vessel.</p> <p>The Skipper had commenced a mayday message after the first wave struck but he had not completed it when the second wave struck and capsized the vessel. He swam out from underneath the capsized vessel. The other two crewmembers were thrown into the water. The life raft surfaced from under the vessel and one crewmember inflated it and climbed aboard. He threw a large fender towards the Skipper. The third crewmember was in the water face down and did not make any attempt to swim or stay afloat. One crewmember was in the life raft, the other two were in the water drifting away.</p>
<b>INJURIES/FATALITIES</b>	1 fatality
<b>CAUSE OF INCIDENT</b>	<p>The investigation was unable to determine conclusively the cause of the capsizing but it would appear that the vessel's stability was reduced due to the ingress of water and as a consequence capsized in the prevailing sea conditions.</p> <p>There were at least two possible sources of water ingress identified on the starboard side of the vessel. One source identified was the multiple pipe connections between the oil cooler and deck water pump. Another source of water ingress was through a crack in the deck leading to the aft starboard compartment.</p> <p>The bilge alarm systems did not give an early warning of water ingress into either compartment. This indicates that the vessel had not been maintained in accordance with the Code of Practice for fishing vessels less than 15 m LOA as required in the CoP Section 1.5.4.2.</p> <p>The requirements set out in Sections 2.17, 2.18 and 4.3.2 and Annex 7 of the CoP could benefit from elaboration to assist owners in ensuring the installation and maintenance of effective bilge pump arrangements.</p> <p>The most probable reason the EPIRB did not deploy is that its hydrostatic release did not immerse to 4 metres.</p> <p>The distress message would have been complete had it been sent digitally by activating the DSC button on the VHF.</p> <p>The absence of any formal operational training for the crew of this vessel resulted in poor operational procedures and incorrect actions during an emergency situation.</p> <p>Of the top ten factors in the Marine Safety Strategy contributing to loss of life at sea in Ireland identified by the Department of Transport, Tourism and Sport the following three are present in this incident:</p> <ul style="list-style-type: none"> <li>• The need for an enhanced maritime safety culture.</li> <li>• Lack of crew training.</li> <li>• Non-wearing of PFD (lifejacket/buoyancy aid).</li> </ul>

Name of vessel/Incident: <b>River Suir, Co. Tipperary</b>	
<b>DATE OF PUBLICATION</b>	17 July, 2019
<b>TYPE OF CRAFT</b>	Recreational – OpenBoat/Canoe
<b>TYPE OF INCIDENT</b>	Drowning
<b>SUMMARY</b>	On the morning of the 11th November 2017 a group of people were engaged in kayaking in the vicinity of Cahir Castle, Co. Tipperary. One member of the group capsized while negotiating a weir (sluice) and entered the water. He was unable to get to safety and floated approximately 4.18 kilometres (kms) down the River Suir where rescue services recovered him. He did not respond to first aid.
<b>INJURIES/FATALITIES</b>	1 fatality
<b>CAUSE OF INCIDENT</b>	<p>Prior to negotiating the weir, no recorded risk assessment was carried out and no recorded plan was in place for an incident occurring.</p> <p>The Casualty was not wearing a PFD when he was recovered from the river. He was wearing a PFD prior to going down the weir and therefore it was either removed by the Casualty or lost between the time of the incident and the time of the recovery.</p>

Name of vessel/Incident: <b>FV Beal Sruthan</b>	
<b>DATE OF PUBLICATION</b>	6 September, 2019
<b>TYPE OF CRAFT</b>	Recreational – Motor (Decked)
<b>TYPE OF INCIDENT</b>	Sinking
<b>SUMMARY</b>	<p>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.</p> <p>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.</p>
<b>INJURIES/FATALITIES</b>	1 fatality
<b>CAUSE OF INCIDENT</b>	<p>The cause of the incident has not been firmly established.</p> <p>Modifications had been made to the vessel which may have contributed to its sinking.</p> <p>The only lifesaving appliance found on board was a non-approved lifebuoy which was affixed to the vessel with cable ties, was full of water and was of no use in an emergency situation.</p> <p>The vessel did not comply with the Code of Practice for Small Fishing Vessels or the Code of Practice for Recreational Craft which includes requirements for recreational fishing. In this case the vessel did not comply with either set of requirements.</p>



Name of vessel/Incident: <b>Coonana Pier, Co. Kerry</b>	
<b>DATE OF PUBLICATION</b>	12 September, 2019
<b>TYPE OF CRAFT</b>	Recreational - Fast Power Craft/RIB
<b>TYPE OF INCIDENT</b>	Swamping
<b>SUMMARY</b>	<p>On the 30th September 2018 at approximately 08.30 hrs a recreational powerboat departed from Coonanna Pier in Co. Kerry with three persons on board. The vessel sailed out of the harbour and proceeded westwards to fish with rods in Dingle Bay.</p> <p>At approximately 18.00 hrs a member of the public saw the bow of a boat at the entrance to Coonanna Harbour and shortly afterwards observed a person in the water closer to the pier. The person informed the Coast Guard which tasked a SAR helicopter and the Valentia Lifeboat. The helicopter recovered three bodies from the water. The remains of the boat were recovered the next day</p>
<b>INJURIES/FATALITIES</b>	3 fatalities
<b>CAUSE OF INCIDENT</b>	<p>There are four main factors which likely combined to cause this incident and its outcome :</p> <ol style="list-style-type: none"> <li>1. The design and construction of the boat.</li> <li>2. Failure to plan for the voyage and for emergency situations.</li> <li>3. Failure to appreciate the limitations of the boat.</li> <li>4. The consumption of alcohol by two of the three crew.</li> </ol> <p>When the boat was first sighted it was stern underwater and bow pointing upwards. This indicates that the boat was swamped from astern so the cockpit rapidly filled with water and tipped the crew into the sea.</p>

Name of vessel/Incident: <b>River Roughty, Co. Kerry</b>	
<b>DATE OF PUBLICATION</b>	25 September, 2019
<b>TYPE OF CRAFT</b>	Recreational – Open Boat/Canoe
<b>TYPE OF INCIDENT</b>	Capsize
<b>SUMMARY</b>	<p>On the morning of the 4th November 2018 a party of five experienced kayakers set out on a downriver run of the Roughty River, Co Kerry.</p> <p>The kayakers were aware of a log obstructing the river about 2.5 km downriver and planned to takeout just before the drop where the log was located by turning into a side channel. The first three kayakers turned in and beached their kayaks and waited for the remaining two to arrive. As the fourth kayaker approached the side channel the kayak capsized and the kayaker went into the water. One of the first three kayakers attempted to hold the kayak and catch the person in the water, however, the person went over the drop and was caught under the log. The fifth kayaker arrived and beached his boat and the four kayakers attempted to pull the person free from the log but could not do so. At this point the Casualty's head was underwater.</p> <p>One person went to the road and borrowed a mobile phone to call the emergency services. When the emergency services arrived efforts were made to move the log and after about an hour and a half the log was removed and the Casualty released and carried ashore. Once ashore the Casualty was attended to by a doctor from the ambulance service and pronounced dead.</p>
<b>INJURIES/FATALITIES</b>	1 fatality
<b>CAUSE OF INCIDENT</b>	<p>The incident occurred because the Casualty's kayak touched a rock and capsized as she was turning across the current.</p> <p>Capsizing is a fairly normal occurrence and the trained and experienced kayaker can push themselves upright with their paddle. In this instance the kayak was in shallow water. The Casualty probably exited the boat unintentionally and was unable to hold on to the boat or get to her feet. She went out into the main flow of water and did not gain a foothold on the river bed and was washed downstream over the drop and into the log obstruction.</p>

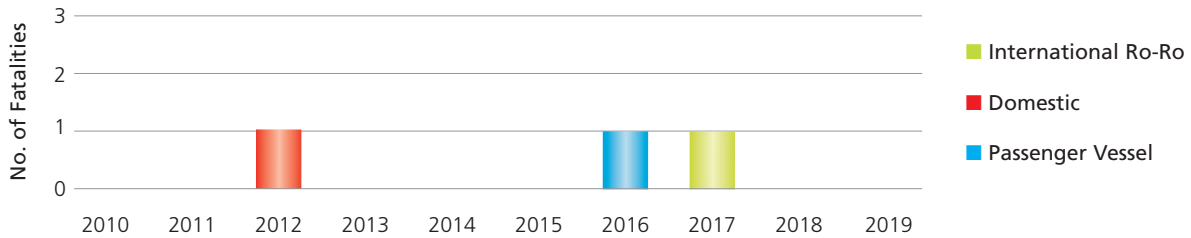
# Comparisons of Marine Casualties 2010 - 2019

Type of Craft	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Passenger Ships/Vessels</b>										
International Ro-Ro							10 injuries	1 Fatality		
Domestic			1 Fatality				2 Injuries			
Passenger Vessel							1 Fatality 1 Injury			
<b>Sub total</b>	<b>None</b>	<b>None</b>	<b>1 Fatality</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>1 Fatality 13 Injuries</b>	<b>1 Fatality</b>	<b>None</b>	<b>None</b>
<b>Cargo Ships</b>										
General Cargo Ships										
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship									1 Fatality	
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
<b>Sub total</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>1 Fatality</b>	<b>None</b>
<b>Fishing Vessels</b>										
< 15 metres	2 Fatalities	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality	2 Fatalities	2 Fatalities	2 Fatalities	
15 - 24 metres	1 Fatality/ 1 Injury		5 Fatalities/ 1 Injury	3 Fatalities						1 Fatality
> 24 metres		1 Fatality				2 Fatalities	2 Fatalities			1 Fatality
<b>Sub total</b>	<b>3 Fatalities/ 1 Injury</b>	<b>5 Fatalities</b>	<b>9 Fatalities/ 2 Injuries</b>	<b>5 Fatalities</b>	<b>1 Fatality</b>	<b>3 Fatalities</b>	<b>4 Fatalities</b>	<b>2 Fatalities</b>	<b>2 Fatalities</b>	<b>2 Fatalities</b>
<b>Recreational Craft</b>										
Jet Skis										
Open Boats/Canoe	8 Fatalities	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury		1 Fatality/ 1 Injury	1 Fatality	1 Fatality	3 Fatalities/ 1 Injury
Motor (Decked)	5 Fatalities/ 1 Injury					2 Fatalities	3 Fatalities		1 Fatality	1 Fatality
Sail			1 Fatality		1 Fatality					
Fast Power Craft/RIB	2 Fatalities 2 Injuries	1 Fatality	1 Fatality					2 Fatalities	3 Fatalities	
<b>Sub totals</b>	<b>15 Fatalities/ 3 Injuries</b>	<b>2 Fatalities</b>	<b>5 Fatalities/</b>	<b>1 Fatality</b>	<b>4 Fatalities/ 1 Injury</b>	<b>2 Fatalities</b>	<b>4 Fatalities/ 1 Injury</b>	<b>3 Fatalities</b>	<b>5 Fatalities</b>	<b>4 Fatalities 1 Injury</b>
<b>Total Incidents</b>	<b>17</b>	<b>13</b>	<b>17</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>10</b>
<b>Total Fatalities</b>	<b>18</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>6</b>
<b>Total Injuries</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Total No. of Vessels involved</b>	<b>18</b>	<b>12*</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>11</b>

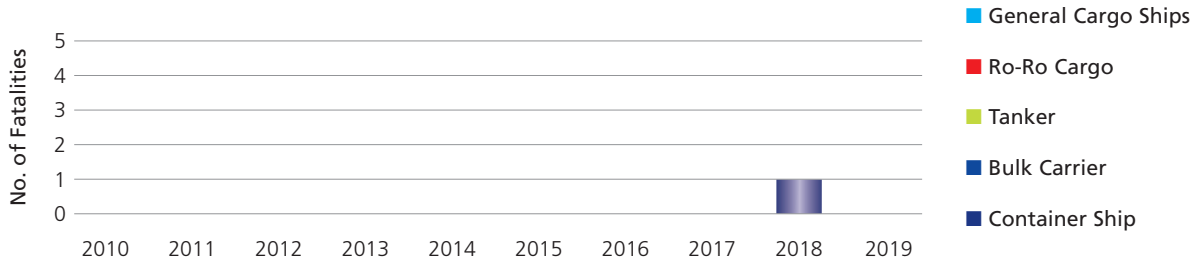
\*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

# Fatality Trends 2010 - 2019

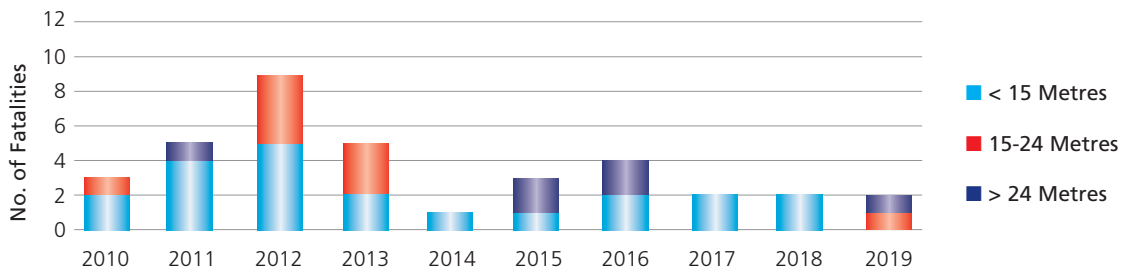
## Passenger Ships/Vessels



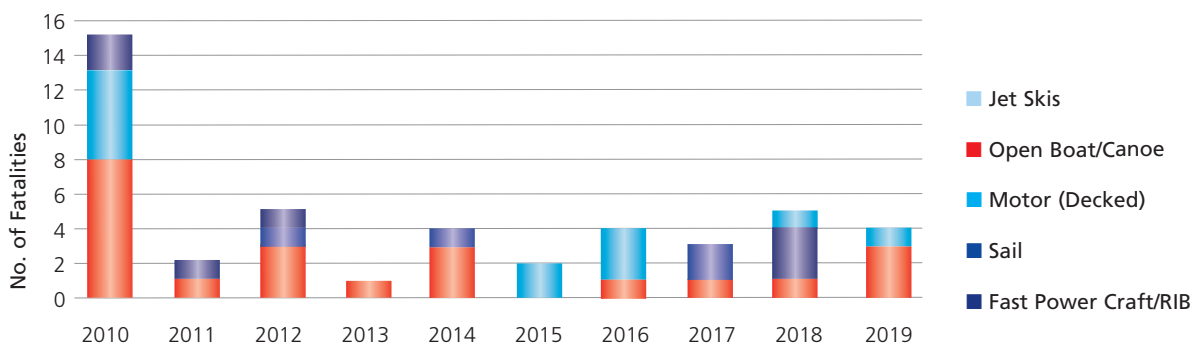
## Cargo Ships



## Fishing Vessels



## Recreational Craft



# Appendix A

The incidents set out under were considered by the MCIB but not investigated. Some of these incidents involved cooperation with other flag states or in some case the uploading of key data onto the European Maritime Casualty Investigation Platform (EMCIP).

Date	Vessel Name	Incident Details
MCIB/13/318	MFV Kapitan Nazin	08.02.19
MCIB/13/319	FV Galiana Segundo	13.02.19
MCIB/13/320	Bro Developer	07.02.19
MCIB/13/317	FV Glenravel	08.02.19
MCIB/13/321	MV Mirror	29.03.19
MCIB/13/322	W.B.Yeats	30.03.19
MCIB/13/323	MV Laureline	05.04.19
MCIB/13/324	MV Arklow Muse	05.04.19
MCIB/13/325	MV Zea Gold	13.04.19
MCIB/13/326	Fenit RNLI ALB	13.04.19
MCIB/13/327	Arklow Day	03.05.19
MCIB/13/328	MFV Flowing Tide	08.05.19
MCIB/13/329	FV Jimmy	21.05.19
MCIB/13/330	Loa Zour	06.06.19
MCIB/13/331	FV ASPIN	08.06.19
MCIB/13/332	Isle of Inishmore	11.08.19
MCIB/13/333	Arklow Dale	20.08.19
MCIB/13/334	FV Kirrixki/MV Hua Sheng Hai	12.10.19
MCIB/13/335	Stena Europe	29.10.19
MCIB/13/336	Granuaile	31.10.19
MCIB/13/337	FV Sean Og/Atlantic Sea collision	02.11.19
MCIB/13/338	Corona Gloria	18.11.19
MCIB/13/339	Rio Da Bouza	24.11.19
MCIB/13/340	Arklow Day	09.12.19
MCIB/13/341	Séan Óg	15.12.19
MCIB/13/342	Arklow Fortune	19.12.19

# Appendix B

In accordance with Section 16(4) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 the names of consultants and persons engaged by the MCIB during 2019 are set out under.

Focus Advertising (Print services)

McKeever, Rowan Solicitors (Legal advisors)

Moore Accountants (Accountancy services)

BH Consulting Ltd (GDPR advice)

Granite Digital (Website maintenance)

The Governance Company (Board evaluation services)

## Investigators

Mr Ronan Carroll

Mr Bill Clear

Mr Eugene Curry, Curry Marine

Mr Frank Jackson, Jackson Marine

Mr John Garvan Meehan

Mr Derek Potter

Mr Robert Scarrott, Scarrott Marine

# Financial Statements 2019



Reporting Period 1st January to 31st December 2019



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# Governance Statement and Board Members' Report

For the year ending 31st December 2019

## Principal activities

The principal activity of the organisation continued to be the carrying out of investigations into marine casualties that take place to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

## Governance

The Board of Marine Casualty Investigations Board (MCIB) was established under Section 7(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The functions of the Board are set out in the Act of 2000 and the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011. The Board is accountable to the Minister for Transport, Tourism & Sport and is responsible for ensuring good governance and performs this task by setting strategic objectives and targets and taking strategic decisions on all key business issues. The regular day-to-day management, control and direction of MCIB are the responsibility of the Board Members and the Secretary to the Board.

## Board Responsibilities

The work and responsibilities of the Board are set out in The Code of Conduct, which also contain the matters specifically reserved for Board decision. Standing items considered by the Board include:

- declaration of interests,
- risk register,
- financial reports/management accounts,
- investigation reports.

Section 20(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000, requires the Board to keep, in such form as may be approved by the Minister for Transport, Tourism & Sport with the consent of the Minister for Public Expenditure and Reform, all proper and usual accounts of money received and expended by it.

In preparing these financial statements, the Board of the MCIB is required to:

- select suitable accounting policies and apply them consistently,
- make judgements and estimates that are reasonable and prudent,
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that it will continue in operation, and
- state whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements.

The Board is responsible for keeping adequate accounting records which disclose, with reasonable accuracy at any time, its financial position and enables it to ensure that the financial statements comply with Section 20(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The maintenance and integrity of the corporate

and financial information on the MCIB website is the responsibility of the Board. In accordance with Section 16(4) of the Act the names of persons engaged by the MCIB during 2019 are published in the Annual Report.

The Department of Transport, Tourism & Sport (DTTAS) is responsible for allocating the annual budget. The MCIB profile its spending at the beginning of the year to the DTTAS. Due to the nature of the work undertaken by the MCIB, the Board is not in a position to plan and budget with certainty for the year ahead. As a result, the Board did not use a budget as a comparison for their review of the MCIB's performance in 2019.

The Board is also responsible for safeguarding its assets and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Board considers that the financial statements of MCIB give a true and fair view of the financial performance and the financial position of MCIB at 31 December 2019.

## Implementation

Paragraph 1.19 of *Code of Practice for the Governance of State Bodies* ('the Code') requires the implementation of strategy by the management of each State body to be supported through an annual planning and budgeting cycle. Boards of State bodies are required to approve an annual plan and/or budget and to formally evaluate the actual performance by reference to the plan and/or budget on an annual basis. Due to the nature of work the MCIB undertakes, i.e. investigating marine casualties that take place to, or on board Irish registered vessels worldwide, and other vessels in Irish territorial waters and inland waterways it is not possible for the Board of the MCIB to plan with certainty for the year ahead.

## Board Structure

The Board consists of a Chairperson, a Deputy Chairperson and three ordinary members. The Chief Surveyor in the DTTAS is required to sit on the Board under the Merchant Shipping Act, 2000. The Secretary General of the DTTAS, or his nominee is also required to sit on the Board under this Act. The Chairperson, Deputy Chairperson and remaining member of the Board are appointed by the Minister after a competitive recruitment process undertaken independently by PAS to select suitable potential candidates. The table below details the appointment period for current members:

BOARD MEMBER	ROLE	DATE APPOINTED / TERM COMPLETED
Cliona Cassidy	Chairperson	Appointed January 2013 / Resigned January 2019
Claire Callanan	Chairperson	Appointed January 2019
Dorothea Dowling	Deputy Chairperson	Appointed April 2017
Frank Cronin	Ordinary Member	Appointed April 2017
Brian Hogan	Ordinary Member	Appointed December 2002
Nigel Lindsay	Ordinary Member	Appointed November 2017

In March 2019, the European Commission lodged an application to the Court of Justice of the European Union against Ireland in connection with the implementation of Article 8.1 of Directive 2009/18/EC of 23 April 2009, which established the fundamental principles governing the investigation of accidents in the maritime transport sector, with particular regard to the independence of the Marine Casualty Investigation Board. The State lodged a Defence in the infringement proceedings during 2019. The date for the ECJ judgement is the 9 July, 2020.

## Schedule of Attendance, Fees and Expenses

A schedule of attendance at the Board meetings for 2019 is set out at Note 5 to the financial statements and outlines details of the fees and expenses received by each member during the year.

## Performance Review

In the year ended 31 December 2019, the Board engaged The Governance Company and completed an online self-assessment. The resulting report was submitted on 20 December 2019.

The Board has engaged with an external accountant to assist in the reviewing of the system of internal control. The review was finalised and the report approved by the Board in April 2020.

## Key Personnel Changes

There was one key personnel change in the year ended 31 December 2019. Ms Monica Quinn, retired on the 4 December 2019 and was replaced by Mr Philip Grattan in the Secretariat. Mr Philip Grattan joined the MCIB on the 21 October 2019.

## Committees

There are no committees in place.

## Disclosures Required by Code of Practice for the Governance of State Bodies (2016)

The Board is responsible for ensuring that the MCIB has complied with the requirements of The Code, as published by the Department of Public Expenditure and Reform in August 2016. The following disclosures are required by The Code:

### Travel and Subsistence Expenditure

There were no travel and subsistence costs incurred during the year ended 31 December 2019 (2018: nil).

### Consultancy Costs

No consultancy costs were incurred or capitalised during the year ended 31 December 2019 (2018: €2,984).

Legal and professional fees of €13,537 (2018: €7,684) relate to expenditure on processes that have been outsourced under 'business as usual'.

### Hospitality Expenditure

Hospitality expenditure during the year was €786 (2018: €856). Hospitality expenditure relates to costs incurred for Board meetings and investigator training.

## Additional Disclosures

Employee' short-term benefits breakdown disclosure is included in Note 4 to the financial statements.

Other disclosures required by The Code in relation to legal costs and settlements, and termination/severance payments and agreements are not disclosed as no expenditure was incurred in relation to these categories in the year ended 31 December 2019.

## Statement of Compliance

The Board has adopted the Code of Practice for the Governance of State Bodies (2016) and has put procedures in place to ensure compliance with The Code. The MCIB was awarded a continued derogation regarding the Audit and Risk Committee based on the current structures and procedures in place within MCIB for financial oversight and risk management.

The derogations from certain provisions of The Code given to the MCIB due to its small size and nature of its activities are listed below:

- Internal Audit, and Audit and Risk Committee<sup>1</sup>
- Property Acquisition and Disposal of Surplus Property

- Acquisition of Land, Buildings or other Material Assets
- Capital Investment Appraisal
- Diversification, Establishment of Subsidiaries and Acquisitions by State Bodies
- Disposal of State Assets
- Compliance with use of Auction of Tendering Requirements<sup>2</sup>

The MCIB engages a firm of accountants who prepare the Financial Statements each year and assist MCIB during the audit process. A separate team from the accounting firm is also engaged to conduct an annual review of MCIB's internal financial controls.

The MCIB maintains a risk register which is reviewed as a standing item at every Board meeting.

The MCIB oversight agreement was finalised on 19 July 2019 after discussions and review with DTTAS.



Claire Callanan  
Chairperson  
30th June 2020

1. The MCIB maintains a risk register.

2. This derogation refers to 8.36 – 8.43 of the Code of Practice and does not extend to tendering for ongoing MCIB programme matters.

# Statement on Internal Control

For the year ending 31st December 2019

## Scope of Responsibility

On behalf of MCIB, I acknowledge the Board's responsibility for ensuring that an effective system of internal control is maintained and operated. This responsibility takes account of the requirements of The Code.

## Purpose of the System of Internal Control

The system of internal control is designed to manage risk to a tolerable level rather than to eliminate it. The system can therefore only provide reasonable and not absolute assurance that assets are safeguarded, transactions authorised and properly recorded and that material errors or irregularities are either prevented or detected in a timely way.

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform has been in place in MCIB for the year ended 31 December 2019 and up to the date of approval of the financial statements.

## Capacity to Handle Risk

Due to its small size the MCIB has received a derogation from the Department of Transport, Tourism & Sport in respect of the Internal Audit function. The MCIB currently engages with its outsourced accountants to conduct an internal control review.

## Risk and Control Framework

The MCIB has implemented a risk management system which identifies and reports key risks and the management actions being taken to address and, to the extent possible, to mitigate those risks.

A risk register is in place which identifies the key risks facing MCIB and these have been identified, evaluated and graded according to their significance. The register is reviewed by the Board on a monthly basis. The outcome of these assessments is used to plan and allocate resources to ensure risks are managed to an acceptable level.

The risk register details the controls and actions needed to mitigate risks and responsibility for operation of controls assigned to specific staff. I confirm that a control environment containing the following elements is in place:

- procedures for all key business processes have been documented,
- financial responsibilities have been assigned at management level with corresponding accountability,
- an annual budget of €278,000 is provided by DTTAS to the MCIB for investigations and other business expenditure. The budget is drawn down as the MCIB bank balance reaches approximately €50,000. If there is a sufficient bank balance at the year end and the MCIB can confirm that further funds will not be required, the remainder of the grant not drawn down is retained by the Department.
- there are systems in place to safeguard the assets.

## Ongoing Monitoring and Review

Formal procedures have been established for monitoring control processes and control deficiencies are communicated to those responsible for taking corrective action and to management and the Board, where relevant, in a timely way. I confirm that the following ongoing monitoring systems are in place:

- business operational reporting can be used to derive assurance in relation to how risks are being managed,
- management activity is monitored and reviewed to determine that quality arrangements are being met in line with expectations for specific areas of risk, and
- internal control reviews are carried out by independent accountants on an annual basis.

## Procurement

I confirm that the MCIB has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2019 the MCIB complied with those procedures with the exception of the following matters.

Contracts with a total value of €40,006 where no procurement competition was undertaken during 2018 are set out in the table under.

Category of non-compliant expenditure	2019	2019 number of suppliers
Accountancy and internal audit services	7,134 <sup>1</sup>	1
Printing services	6,998	1
<b>Total</b>	<b>14,132</b>	<b>2</b>

1. Includes €3,567 related to 2018 that was paid in March 2019.

Accounting and internal audit services were originally procured following a full procurement process in 2013. The supplier was retained without a further procurement process due to past satisfactory service, knowledge of the Board's activities and functions, and the relatively minor cost of service.

A formal contract has not been in place for printing services since 2004 as a quote is sought and assessed and then agreed for each individual report. Due to the low cost the printing provider has been retained without competitive tender. However, given the increase in investigations and printing requirements the MCIB intend to tender for printing needs in Q2 or to explore a change to in-house printing of reports.

The main factors contributing to non-compliance is the specialist nature of the MCIB work and the relatively small amounts involved, the manner in which it functions through a Board of five and the small size of the supporting Secretariat all of which can place heavy demands on limited resources.

The Board acknowledge that the procurement disclosures identified in the SIC for 2018 were not addressed during 2019. To date the MCIB's staffing resources have not permitted examination and rectification of non-compliance procurement, however, this task has been entered into the MCIB Business Plan for attention in Q2.

## Review of Effectiveness

I confirm that the MCIB has procedures to monitor the effectiveness of its risk management and control procedures. All Board members have knowledge of all expenditure entered into by the MCIB in the discharge of its statutory role and are updated by the Secretary to the Board, on an ongoing basis and at each monthly Board meeting, of all payments made and any issues likely to impact on the finances of the MCIB. All payments made require the approval of and authorisation by two members of the Board on the online AIB banking system.

The MCIB's monitoring and review of the effectiveness of the systems of internal control is further informed by the work of the external auditors, the external accountants who review the internal control function, and the senior management within the MCIB responsible for the development and maintenance of the internal control framework.

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2019 informed by the MCIB procedures in place to monitor and control ongoing Board business and expenditure, and the report of the accountants engaged in February 2020 to undertake an external review of internal controls. The draft Internal Control Review report was considered and approved by the Board at the Board meeting on the 23 April, 2020. The Board are satisfied that the controls in place are robust and effective.



## Internal Control Issues

No weaknesses in internal control were identified in relation to 2019 that require disclosure in the financial statements, with the exception of the non-compliant procurement disclosed above.

Signed on behalf of the Board



Claire Callanan  
Chairperson  
30th June 2020

# Report of the Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas  
Marine Casualty Investigation Board

## Opinion on financial statements

I have audited the financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2019 as required under the provisions of section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The financial statements comprise

- the statement of income and expenditure and retained revenue reserves
- the statement of financial position
- the statement of cash flows and
- the related notes, including a summary of significant accounting policies.

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the Marine Casualty Investigation Board at 31 December 2019 and of its income and expenditure for 2019 in accordance with Financial Reporting Standard (FRS) 102 - The Financial Reporting Standard applicable in the UK and the Republic of Ireland.

## Basis of opinion

I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of the Marine Casualty Investigation Board and have fulfilled my other ethical responsibilities in accordance with the standards.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

## Report on information other than the financial statements, and on other matters

The Marine Casualty Investigation Board has presented certain other information together with the financial statements. This comprises the annual report, the governance statement and Board members' report and the statement on internal control. My responsibilities to report in relation to such information, and on certain other matters upon which I report by exception, are described in the appendix to this report.

I have nothing to report in that regard.



Orla Duane

For and on behalf of the Comptroller and Auditor General  
30th June 2020

## Appendix to the report

### Responsibilities of Board members

As detailed in the governance statement and Board members' report, the Board members are responsible for

- the preparation of financial statements in the form prescribed under section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000
- ensuring that the financial statements give a true and fair view in accordance with FRS 102
- ensuring the regularity of transactions
- assessing whether the use of the going concern basis of accounting is appropriate, and
- such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

### Responsibilities of the Comptroller and Auditor General

I am required under section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000 to audit the financial statements of the Marine Casualty Investigation Board and to report thereon to the Houses of the Oireachtas.

My objective in carrying out the audit is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement due to fraud or error. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the ISAs, I exercise professional judgment and maintain professional scepticism throughout the audit. In doing so,

- I identify and assess the risks of material misstatement of the financial statements whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- I obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal controls.
- I evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures.

- I conclude on the appropriateness of the use of the going concern basis of accounting and, based on the audit evidence obtained, on whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Marine Casualty Investigation Board's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my report. However, future events or conditions may cause the Marine Casualty Investigation Board to cease to continue as a going concern.
- I evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

### Information other than the financial statements

My opinion on the financial statements does not cover the other information presented with those statements, and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, I am required under the ISAs to read the other information presented and, in doing so, consider whether the other information is materially inconsistent with the financial statements or with knowledge obtained during the audit, or if it otherwise appears to be materially misstated. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

### Reporting on other matters

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation. I report if I identify material matters relating to the manner in which public business has been conducted.

I seek to obtain evidence about the regularity of financial transactions in the course of audit. I report if I identify any material instance where public money has not been applied for the purposes intended or where transactions did not conform to the authorities governing them.

I also report by exception if, in my opinion,

- I have not received all the information and explanations I required for my audit, or
- the accounting records were not sufficient to permit the financial statements to be readily and properly audited, or
- the financial statements are not in agreement with the accounting records.

# Statement of Income & Expenditure & Retained Revenue Reserves

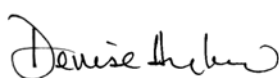
For the Year Ended 31st December 2019

	Notes	YEAR ENDED 31 DEC 2019	YEAR ENDED 31 DEC 2018
		€	€
<b>Income</b>			
Oireachtas Grants (Vote 31, subhead C3)		200,590	237,392
		<u>200,590</u>	<u>237,392</u>
<b>Expenditure</b>			
Staff Salaries	4	100,442	122,623
Board Members Fees	5	20,948	20,948
Printing, Postage and Stationery		6,998	25,778
Advertising		-	4,933
Website Design		1,137	584
Accident Investigation Expenses	3	27,864	40,199
Office Expenses		480	-
Safety Equipment		503	-
Translation		1,534	-
Maps/Charts		1,937	1,273
Legal & Professional Fees		13,537	10,668
Accountancy		7,134	8,364
Audit Fees		6,000	7,000
Bank Charges		264	401
Training		2,400	3,250
Sundry Expenses		810	855
		<u>191,988</u>	<u>246,876</u>
Surplus/(Deficit) for the Year		8,602	(9,484)
Accumulated Deficit 1 January		(51,331)	(41,847)
Accumulated Deficit 31 December		<u>(42,729)</u>	<u>(51,331)</u>

The Statement of Cash Flows and notes 1 to 11 form part of these Financial Statements.



Claire Callanan  
Chairman  
30th June 2020



Denise Hyland  
Secretary  
30th June 2020

# Statement of Financial Position

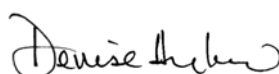
As at 31st December 2019

	Notes	31 DEC 2019 €	31 DEC 2018 €
<b>Current Assets</b>			
Prepayments		492	583
Cash and cash equivalents		22,179	45,576
		22,671	46,159
<b>Creditors – amounts falling due within one year</b>			
Payables	2	(65,400)	(97,490)
<b>Net Current (Liabilities)</b>		<b>(42,729)</b>	<b>(51,331)</b>
<b>Representing</b>			
Accumulated Deficit brought forward		(51,331)	(41,847)
Surplus/(Deficit) for the period		8,602	(9,484)
Retained Revenue Reserves		(42,729)	(51,331)

The Statement of Cash Flows and notes 1 to 11 form part of these Financial Statements.



Claire Callanan  
Chairman  
30th June 2020



Denise Hyland  
Secretary  
30th June 2020

# Statement of Cash Flows

As at 31st December 2019

	31 DEC 2019 €	31 DEC 2018 €
<b>Cash flows from operating activities</b>		
Cash generated from/(absorbed by) operations	8,602	(9,484)
Increase in receivables	91	(583)
Increase / (decrease) in payables	(32,090)	5,073
<b>Net cash inflow/(outflow) from operating activities</b>	(23,397)	(4,994)
<b>Net cash used in investing activities</b>	-	-
<b>Net cash used in financing activities</b>	-	-
<b>Net increase/(decrease) in cash and cash equivalents</b>	(23,397)	(4,994)
Cash and cash equivalents at beginning of year	45,576	50,570
<b>Cash and cash equivalents at end of year</b>	22,179	45,576

# Notes to the Financial Statements

For the year ending 31st December 2019

## Note 1. Accounting Policies

The basis of accounting and significant accounting policies adopted by the Marine Casualty Investigation Board are set out below. They have all been applied consistently throughout the year and for the preceding year.

### a) General Information

The Marine Casualty Investigation Board was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The Board commenced operations on 5 June 2002. It was formally established on 25 March 2003. The Board undertakes the independent investigation of marine casualties in Ireland and publishes the resulting reports.

### b) Statement of Compliance

The financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2019 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the Republic of Ireland issued by the Financial Reporting Council (FRC).

The Board of the entity who held office at the date of approval of these Financial Statements are responsible for securing the entity's compliance with its relevant obligations and we confirm the entity's compliance with the Code of Practice for Governance of State Bodies (August) 2016.

### c) Going concern

The financial statements are prepared on a going concern basis.

### d) Basis of preparation

The financial statements have been prepared under the historical cost convention, except for certain assets and liabilities that are measured at fair values as explained in the accounting policies below. The financial statements are in the form approved by the Minister for Transport, Tourism and Sport with the concurrence of the Minister for Public Expenditure and Reform under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the Marine Casualty Investigation Board's financial statements.

### e) Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2019.

### f) Currency

The financial statements have been presented in Euro (€) which is also the functional currency of the board.

### g) Oireachtas Grants

Income from Oireachtas Grants represent the cash and seconded staff salary costs received in the year from the Department of Transport, Tourism and Sport and payments made in the year by the Department of Transport, Tourism and Sport on behalf of the Marine Casualty Investigation Board's staff\*.

\*Note: The MCIB Secretariat comprises three permanent staff assigned from the Department of Transport, Tourism and Sport.

### h) Recognition of Costs of Investigations

Costs relating to ongoing investigations are accrued for at the year end, based on estimated costs per investigation. Investigators invoice the MCIB on completion of investigations.

**i) Superannuation**

Department staff\* assigned to act as the Secretariat to MCIB are covered by the relevant Department's pension arrangements. Accordingly the Board has no liability for Pensions.

**j) Cash and cash equivalents**

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities.

**Note 2. Creditors – amounts falling due within one year**

	2019	2018
	€	€
Accrued Expenses	65,400	97,490
Included in accrued expenses are amounts relating to:		
PAYE control account	7,212	10,055

**Note 3. Accident Investigation Expenses**

During year ended 31st December 2019, the Board completed 7 investigations and published reports on each investigation. The total cost of the investigations completed in 2019 was €27,864. No interim reports of ongoing investigations were published in 2019. As at 31st December 2019, 10 investigations were in progress and not finalised. The potential cost of this work is €35,955 and this has been included in the accrued expenses figure in note 2. Investigation costs are accrued in the year of occurrence of the incident.

**Note 4. Employees and Superannuation****Key management personnel**

Key management personnel in MCIB consists of the members of the Board and the senior management team. The total value of employee benefits for key management personnel is set out at Note 5 to the Financial Statements.

A permanent Secretariat of three whole time staff is provided by the Department of Transport, Tourism and Sport. Staff costs were recouped by the Department from the Board's grant allocation. The Board had 3 staff members assigned by DTTAS at the end of 2019 and 3 staff members assigned at the end of 2018.

The number of staff at each pay-band is detailed in the below table.

Short-term employee benefits	2019	2018
€	No. of employees in band	No. of employees in band
0 – 59,999	3	3
60,000 – 69,999	-	-
70,000 – 79,000	-	-

**Note 5. Board Members**

The Board meets on a regular basis to review its operation and held 11 ordinary meetings in 2019 but the Members conduct a substantial amount of business electronically between formal meetings as the need for immediate decisions on investigations arise.

As at 31st December 2019 the Board had a total of 5 members.

The fees payable to the Chairperson and the Board members for 2019 were at rates sanctioned and approved by the Minister for Public Expenditure and Reform. The Chairperson and the Board members received a pro rata fee. In 2019 two Board members did not receive any fee under the One Person One Salary (OPOS) principle.



**A schedule of 2019 Attendance and Fees is set out below:**

Board member	Meetings Attended	2019 €	2018 €
Cliona Cassidy (Chairperson – resigned January 2019)	1/11	-	8,978
Claire Callanan (Chairperson – appointed January 2019)	11/11	8,978	-
Frank Cronin	11/11	5,985	5,985
Dorothea Dowling	9/11	5,985	5,985
Nigel Lindsay	9/11	-*	-
Brian Hogan	11/11	-*	-
<b>Total Fees</b>		<b>20,948</b>	<b>20,948</b>

\*In accordance with the 'One Person One Salary' principle, Nigel Lindsay and Brian Hogan did not receive a fee in 2019..

Board members are paid an annual rate, on a pro rata basis, not per attendance at meetings. The amounts disclosed above reflect the gross amounts payable to members.

No travel expenses were paid to members of the Board in 2019 in respect of attendance at the Board Meetings during 2019.

**Note 6. Going concern**

In the financial year ending 31 December 2019, the Board recorded an operating surplus of €8,602 and an accumulated deficit for 2002 – 2019 of €42,729. Funding has been received in 2019 and is expected to continue to be received to ensure that all liabilities can be met by the Board.

**Note 7. Operating costs**

The Department of Transport, Tourism and Sport provides accommodation, including the use of fixed assets, to the Board free of charge in the Department's premises in Leeson Lane, Dublin 2.

The Board funds its own operating costs with the exception of the following services which are provided by the Department of Transport, Tourism and Sport free of charge:

- IT & Telephone
- Postage, stationary & internal printing costs (excluding costs relating to investigations)
- Cleaning
- Other office expenses including light and heating.

**Note 8. Taxation**

In accordance with Section 227 of the Taxes Consolidation Act, 1997 no taxation was paid or has to be provided for in the financial statements.

**Note 9. Board Members: Disclosure of Interests**

All Board members have adopted procedures in accordance with Section 17 and 18 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

The Board conducts its business in a manner which is both impartial and is seen to be impartial in accordance with the MCIB Code of Business Conduct (see [www.mcib.ie](http://www.mcib.ie)). The Code is intended to establish an agreed set of ethical principles for the conduct of the Board's business; promote and maintain confidence and trust in the Board; and prevent the development or acceptance of unethical practices in the Board. Board members advise the Secretary to the Board of potential conflicts of interest and will absent themselves from a Board meeting where a conflict of interest arises.

In complying with the requirements of the Ethics in Public Office Acts 1995 and 2001 – Annual Statements of Interests, each Board member furnishes to the Secretary on an annual basis, no later than the 31 January, a completed Statement of Interests form. Nil responses are also submitted.

**Note 10. Covid 19**

The impact of the Covid 19 pandemic was discussed at the Board meeting held on the 3 March, 2020. The Board acknowledged that anticipated Government travel and work practice restrictions for the duration of the pandemic may require future Board meetings to be held remotely; that Secretariat staff may be required to work from home for a prolonged period; and that investigations may be impacted upon due to travel restrictions for investigators. A business continuity plan was put in place to minimise any disruption to the work of the Board. The MCIB have also provided briefing to DTTAS on MCIB contingency measures, as part of the Department's input into the National Action Plan, to deal with Covid 19. Investigators are also provided with all Covid 19 updates relevant to their work as maritime investigators. Approval was given at the Board meeting of the 23 April, 2020 to the use of electronic signatures, where required to progress MCIB business, while restrictions remained in place.

**Note 11. Approval of Financial Statements**

The financial statements were approved by the Board on the 23 June, 2020.





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