



MARINE CASUALTY INVESTIGATION BOARD

Annual Report 2015



Reporting Period 1st January to 31st December 2015

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

The copyright in this report remains with the Marine Casualty Investigation Board by virtue of section 35(5) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

No person may produce, reproduce or transmit in any form or by any means this report or any part thereof without the express permission of the Marine Casualty Investigation Board.

This report may be freely used for educational purposes.

Contents

Section 1

1. Chairman's Statement	2
2. Board Members and General Information	5
3. Introduction	8
4. Summary of Incidents Which Occurred in 2015	9
5. Summary of Reports Published During 2015	11
6. Sample of Cases Published During 2015	17
7. Comparisons of Marine Casualties 2006 - 2015	19
8. Fatality Trends 2006 - 2015	20

Section 2

Financial Statements for the period 1st January to 31st December 2015	21
---	----

Tá leagan Gaeilge den Turascáil seo ar fáil ó suoimh idirlíon an Bhoird, www.mcib.ie, nó de bhun iarratais ó Rúnaí an Bhoird.

Chairman's Statement



Cliona Cassidy, B.L.,
Chairman

Dear Minister,

In accordance with the requirements of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the 13th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January – 31 December 2015.

Overview of 2015

There was no change in the number of investigable incidents, being seven in both 2014 and 2015. Three people lost their lives in two incidents involving fishing vessels and two people lost their lives in two incidents involving recreational vessels. For the last two years the number of lives lost has remained at five. The number of incidents resulting in injuries decreased from one to nil in 2015.

The MCIB was established 13 years ago and to the end of December 2015 it has published 200 reports. As in 2014, there were seven investigable reports resulting in five fatalities in 2015. The Board published ten Final Reports in 2015.

The MCIB launched its new look website in July 2015 – www.mcib.ie. The annual reports in English and Irish are available on the website, as are all reports published by the MCIB since its inception. On the homepage there is a link to an easy to download incident report form. The Board greatly appreciates any information provided by members of the public and others who have no statutory obligation. There is an obligation on certain people involved in an incident to report it (see Section 23 (1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 (as amended) as set out below).

“An owner, charterer, master, skipper, person in charge, ship's agent, ship's manager or ship's husband of a vessel involved in a marine casualty shall, by using the quickest feasible means, notify the Board of the casualty immediately he or she is aware that the marine casualty has occurred or commenced, or as soon as practicable thereafter.”

The need to understand and treat inland waterways with the same degree of caution as open water was brought home in two reports published this year. The Board wishes to remind recreational users, in particular, of the need to familiarise themselves with the locality that they are visiting for example speed limits and known dangers. People should also assess weather and light conditions for the time of the visit to assist in planning any voyage and prevent incidents. Recreational users in all water based activities should familiarise themselves with the Code of Practice for the Safe Operation of Recreational Craft and ensure that they are complying with the Code.

The importance of providing and maintaining appropriate life saving equipment for all persons aboard a vessel cannot be stressed strongly enough. As can be seen from the summary of the reports published in 2015, incidents can happen very quickly and the reason for an incident cannot always be established, but the outcome for persons aboard are greatly improved with effective and appropriate life saving equipment. Effective safety equipment requires vessel owners and users to ensure that the vessel holds sufficient equipment for the number of persons on-board for that journey, that the equipment has been maintained appropriately and finally that the equipment is easily located and ready for use in an emergency situation. The failure of any of these elements could render the safety equipment useless.

The Board welcomes the joint initiative by Bord Iascaigh Mhara, Irish Water Safety and RNLI in launching the Lifejacket Safety Awareness Campaign in January 2015. The Board wishes to re-iterate the importance of using VHF marine radios at sea and on inland waterways. VHF radio is broadcast and can be received by coast radio stations and by other vessels and it is a vital piece of safety equipment which should be carried on all vessels. The Board is committed to supporting the objectives and actions set out in the Maritime Safety Strategy launched in 2015.

External Investigations of Casualties

All investigations of casualties were 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 and reflects broad based maritime competence and experience.

Reports Published in 2015

The Board published ten Final Reports during 2015, full details of which are at pages 11 to 16.

Incidents in 2015

Investigations were initiated into seven incidents by the Board in 2015, summary details of the incidents are provided in the table, below. Full details of all incidents are set out on pages 9 and 10. Four of the incidents occurred in the fishing industry, two in the recreational sector and one general cargo vessel.

The Board would like to extend its condolence to all those bereaved in these incidents.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	4	2	3	NIL
General Cargo	1	NIL	NIL	NIL
Recreational	2	2	2	NIL
Passenger	NIL	NIL	NIL	NIL
Total	7	4	5	NIL

Fishing Vessels

There were four incidents involving fishing vessels, two of which resulted in the loss of life.

- Five crewmembers were saved when a fishing vessel sank rapidly off the Butt of Lewis, Outer Hebrides, Scotland on the 20th January 2015.
- A fishing vessel capsized in Rosslare Harbour, County Wexford on the 11th February 2015 when a large boulder was caught in its dredge.
- A fisherman lost his life when he fell overboard from his vessel at Horn Head, County Donegal on the 16th June 2015.
- Two fishermen lost their lives on-board their vessel at Killybegs Harbour, County Donegal on the 24th August 2015.

Recreational Craft

There were two incidents involving recreational craft, both of which resulted in the loss of life.

- A man lost his life when the vessel he was in sank close to the Saltees Islands, County Wexford on the 29th August 2015.
- A man was reported missing when he failed to return from a fishing trip in County Mayo on the 11th September 2015. His body was recovered 14 days later.

Cargo Vessels

- A cargo vessel was damaged following bottom contact while berthed at the Port of Greenore, County Louth on the 28th September 2015.

Detailed tables of incidents which occurred in the years 2006 to 2015 are at page 19 and 20 of this report. A summary of all incidents occurring in these years is provided in the table below.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatalities	10	17	9	6	18	7	13	6	5	5
Injuries	1	2	Nil	Nil	2	Nil	4	Nil	1	0
Vessels Involved	12	20*	10	6	18	12**	17	6	7	7

*This figure excludes the incident at Dun Laoghaire Regatta in 2007 which involved many small boats, dinghies and ribs

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

Financial

In the financial year ending 31 December 2015, the Board recorded an operating deficit of €37,339, which resulted in an accumulated surplus 2002 – 2015 of €7,953. Fully audited financial statements are set out in pages 21 to 32.

Ethics in Public Office

During 2015, 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 consistent efforts during 2015, without which the success of the Board would not be possible.

None of our work would be possible without the work of our efficient panel of investigators and Tom Power, the Co-ordinating Investigator. I would like to express my thanks to them for all their efforts in the production of our Reports throughout the year.

The work of the Secretariat also needs to be acknowledged, without their skills and experience, the Board could not function. On behalf of the Board, I would like to thank them for their hard work and dedication in a challenging environment with limited resources.

Finally, I wish to record our appreciation for the assistance you have given to the Board and by your officials during 2015.



CLIONA CASSIDY, B.L.,
CHAIRMAN

Board Members and General Information



Chairman:
Cliona Cassidy, B.L.,



Vice-Chairman:
Mr. Brian Keane



Board Member:
Micheál Frain



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



Board Member:
**Mr. Jurgen Whyte,
Chief Inspector of
Air Accidents,
Air Accident
Investigation Unit
(AAIU),
Department of
Transport, Tourism
and Sport**

Secretary: Ms. Margaret Bell
 Secretariat: Ms. Assumpta Dowd
 Mr. Hugh Carney
 Registered Office: Leeson Lane, Dublin 2.
 Telephone: 01 - 6783485
 Fax: 01 - 6783493
 Email: info@mcib.ie
 Website: www.mcib.ie

Auditors: Comptroller & Auditor General
 Treasury Building
 Dublin Castle
 Dublin 2.

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.

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 Act.

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.

Investigations & Reports 2015



Reporting Period 1st January to 31st December 2015

Introduction

Since establishment in 2002, and up to the end of 2015, the Board has published reports on 200 cases.

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

All reports are published on the Board's website, www.mcib.ie, and are available in limited numbers in paper format on application to the Secretariat.

Summary of Incidents Which Occurred During 2015

1st January to 31st December 2015

These indicate the incidents the Board are investigating from 2015.

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
MFV Iúda Naofa	20 January 2015	Fishing Vessel <24m	Sinking	On the 17th January 2015, the Irish fishing vessel 'MFV Iúda Naofa' departed with five crew from Rossaveal. On the morning of the 20th January 2015 at approximately 09.00 hrs to 09.30 hrs the forepeak bilge alarm sounded and water was observed in the bilge. The pumps were started but could not stem the flow of water. The vessel sank rapidly, but all the crewmembers were rescued.	0
FV Quo Vadis	11 February 2015	Fishing Vessel <15m	Sinking	On the 11th February 2015, the Irish fishing vessel 'FV Quo Vadis' departed from Rosslare Harbour with three crew on-board. Just after 07.00 hrs the vessel began dredging for razor clams close to Rosslare Harbour. At approximately 12.00 hrs, at the end of a dredge run, it was noticed that the dredge was heavier than normal and when the dredge was hoisted to the surface it contained a large boulder. The vessel rolled on a swell and instantly capsized throwing the three crewmen into the water under the vessel. They swam free and were all rescued.	0
MFV Our Jenna	16 June 2015	Fishing Vessel <15m	Fatal Incident	On the 16th June 2015, the 'MFV Our Jenna' departed from Portnablagh, Co. Donegal at approximately 06.00 hrs. The vessel had two persons on-board. At approximately 13.30 hrs one man fell overboard. The Skipper managed to grab hold of the crewmember and secure him in the water, with a line around his waist. The rescue services were alerted. The casualty was transferred to the SAR helicopter and brought to Letterkenny General Hospital, Co. Donegal where he was pronounced dead.	1
FV Oileán an Óir	24 August 2015	Fishing Vessel >24m	Fatal Incident	Two men lost their lives while working on-board 'FV Oileán an Óir' while it was alongside at Town Pier, Killybegs Harbour Co. Donegal on the 24th August 2015.	2
Jillian	29 August 2015	Recreational craft	Sinking	On Saturday the 29th August 2015, the Owner/Skipper launched his Dory, 'Jillian', from Kilmore Quay to take a group of ten on a fishing expedition in the vicinity of the Saltee Islands. The vessel became swamped and capsized. All of the vessel's occupants except one managed to climb onto the upturned hull and remained there until they were rescued. All ten casualties were picked up by a ferry. One of the group was transferred to the Kilmore Quay lifeboat and then airlifted by R117 to Waterford Hospital where he was pronounced dead.	1

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
Cara Rose	11 September 2015	Recreational craft	Fatal Incident	On the morning of the 11th September 2015 a vessel, 'Cara Rose' departed from the pier at Rinroe Point, Co. Mayo with one person on-board. At 17.00 hrs there had been no contact from the vessel and a family member raised the alarm. The badly damaged vessel was observed by the Ballyglass Lifeboat at 19.04 hrs on the shore under cliffs with no one on-board. An extensive search continued for a further 14 days when a body was recovered from the sea. This was later identified as the missing owner.	1
MV Cielo Di Monaco	28 September 2015	General Cargo	Grounding	On Sunday the 27th September 2015 the 39,000 tonne cargo vessel 'MV Cielo Di Monaco' berthed at the Port of Greenore. The following morning the Chief Officer noticed that the vessel was aground forward. Further investigation found there was ingress of water into the forepeak ballast tank. Subsequent inspection by divers and inside the tank found damage to the shell plating and frames of the vessel.	0

Summary of Reports Published 2015

1st January to 31st December 2015

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
MFV Dean Leanne	9 February 2015	Fishing Vessel <15m	Sinking	The 'MFV <i>Dean Leanne</i> ', a 5.91 metre (m) L.O.A. Irish registered, open fishing vessel departed Dunmore East at 06.53 hrs on the 12th June 2013 with a crew of three on-board with the intention of re-positioning pots laid in Tramore Bay. The vessel was reported missing and the emergency services were tasked. At 17.58 hrs the first casualty was sighted in the water by R117. The three casualties were recovered by 18.14 hrs. The vessel was found capsized and partially sunken.	3 fatalities	The vessel was not operated in accordance with the conditions as had been set out in its invalid Declaration of Compliance as it was operating outside its defined operational area. The vessel possibly encountered wind or wave action or a combination of both. This may have caused the vessel to be swamped and lose reserve of buoyancy beyond which it was unable to recover for its loaded condition, resulting in its sinking.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
STV Astrid	11 February 2015	Passenger Ship	Sinking	<p>On the 24th July 2013 the ship was scheduled to be one of the flotilla of boats taking part in a sailing festival. The ship hauled anchor and proceeded out of Oysterhaven, using engine power. Whilst hauling sails the engine was still being used and the ship proceeded in a SW direction at a speed of approximately 3 knots. At approximately 11.40 hrs the engine failed and the ship was unable to sail out of the situation that grounded the 'STV Astrid' on the coast 0.7 NM North West of the Big Sovereign, just outside Oysterhaven. Rescue services were alerted and all trainees and crew were safely evacuated and landed into Kinsale, without any injuries being sustained. The ship sank but was subsequently salvaged and deemed an economic write-off.</p>	0	The immediate cause of the ship grounding and subsequent sinking can be attributed to the loss of power from the main engine. The main engine stopped as a result of fresh water contamination of the fuel. However, the main cause of this ground is that the ship was not operated in a safe manner in compliance with the international conventions.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
FV Napier	5 March 2015	Fishing Vessel <15m	Sinking	On the afternoon of 30th January 2014 the fishing vessel ' <i>FV Napier</i> ' with the Skipper and one crewman on-board was grappling for missing lobster pot strings off the Saltee Islands, Wexford. The bilge and engine space started to flood rapidly with water. Both men abandoned the vessel in the liferaft and the vessel sank. They were picked up safely by another fishing vessel and then transferred to the Kilmore Quay Lifeboat and brought ashore safely.	0	The vessel has not been located or recovered thus it has not been possible to determine the exact cause of the water flooding into the bilge/engine area. But the rapidity of the sinking is indicative of the catastrophic failure of some part of the sea water cooling system to the engine.
HHL New York	3 May 2015	General Cargo	Grounding	The ' <i>MV HHL New York</i> ' completed berthing operations at the port of Fenit at 17.15 hrs on 1st November 2013. During the night, a mooring ring on the quayside failed. The vessel fell astern and to port, causing its bow ropes to part. As the vessel fell astern it caused damage when it made contact with the fishing vessel ' <i>MFV Ocean Dawn</i> '. The ship used its own power to secure itself to the berth.	0	The vessel was too large for the berth. The vessel was permitted to enter the port by the Harbour authorities, who were aware of its size and the weather forecast.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Zillah	6 June 2015	Recreational Craft - Sailing	Sinking	On Wednesday 13th August 2014, the deceased took two friends for a sail in his Drascombe Lugger 'Zillah' in the vicinity of Schull Harbour, Schull, Co. Cork. While sailing the vessel gybed unintentionally and capsized throwing all three occupants into the water. The three occupants attempted to swim to Castle Island. The guests made it to the shore and climbed the rocks, but the Skipper/Owner did not reach the shore. The two guests were airlifted from Castle Island the following day. Later that morning the deceased was located and removed to Baltimore.	1 fatality	When the vessel gybed unintentionally and broached, the lack of experience of the crew meant that they did not react correctly to the developing situation, leading to the capsizing of the vessel. The Drascombe Lugger is not fitted with a mechanism to retain the centre plate in the extended position, relying on gravity to keep it down.
Inishowen Head	17 June 2015	Recreational Craft	Sinking	On the 28th June 2014, a vessel departed from Portleen Pier, Glengad, Co. Donegal bound for Kinnagoe Head, to engage in lobster potting. The vessel was observed departing at approximately 04.45 hrs (UTC) by a witness. At approximately 09.45 hrs, the owner of the vessel was found floating in the water on the northern side of Kinnagoe Head. The emergency services were alerted and attended the scene. The casualty was transferred to an Irish Coast Guard Rigid Inflatable Boat (RIB) and brought to Greencastle, Co. Donegal, where the casualty was pronounced dead.	1 Fatality	It is not possible to state clearly how the casualty occurred. However, the vessel was engaged in either hauling pots or setting the string of pots. The Skipper of a witness vessel stated that some of the pots were baited, indicating that they were being set when the incident occurred. The only clear evidence was the rope that fouled the propeller led directly to a lobster pot that was jammed between two rocks.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
MFV Mollys Quest	13 July 2015	Fishing Vessel <15m	Sinking	On the morning of the 15th of July 2014 'MFV Molly's Quest' departed Rosslare Harbour with three on-board to go razor fishing north of the harbour. After eight hours of fishing the vessel experienced minor mechanical issues. Shortly after the mechanical issues were temporarily rectified, the vessel began to heel excessively to port and sank. The crew abandoned ship and were picked up a short time later by two other razor-fishing vessels operating in the area.	0	Examination of the recovered vessel gave no evidence as to why the vessel capsized. Interviews with the Skipper and crew could shed no further light on the cause of capsizing. The actual cause is therefore undetermined.
Hodson Bay	5 August 2015	Recreational Craft	Sinking	On Thursday 20th March 2014 a party of six travelled to Hodson Bay in Co. Roscommon to go fishing on Lough Ree with two boats and an extensive set of camping equipment. The group split into two, with four members of the party setting off in two boats travelling in search of a suitable camping ground. After finding a site, one boat carrying a single person returned to collect the remaining two party members. Shortly thereafter, the alarm was raised and the RNLI subsequently recovered two persons from the water, one of whom was pronounced dead and the other was discharged from hospital five days later. After an extensive search of the lake, the boat was recovered on Tuesday 1st April 2014. On Sunday 6th April 2014 the body of the third man was found.	2 Fatalities 1 Injury	The low freeboard, combined with the spray and waves caused by the wind gusts of 35 knots, would have led to the boat shipping water over the gunwales and subsequently the boat began to sink by the stern.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Inchavore River	10 September 2015	Recreational Craft	Sinking	On the 13th November 2014 a group of kayakers attempted to make a descent of the Inchavore River in Co. Wicklow. They began their descent in two groups. One of the kayakers in the first group got into difficulty and separated from the rest of the group. He was subsequently found unconscious and could not be revived.	1	One kayaker became temporarily trapped in a stopper at the end of a section of the river. He subsequently capsized and was swept out of the kayak.
FV Quo Vadis	17 December 2015	Fishing Vessel <15m	Sinking	On the 11th February 2015, the Irish fishing vessel 'FV Quo Vadis' departed from Rosslare Harbour with three crew on-board. At approximately 12.00 hrs, at the end of a dredge run, it was noticed that the dredge was heavier than normal and the possibility of fouling on a wire or rope was suspected. When the dredge was hoisted to the surface it contained a large boulder. The vessel was significantly trimmed by the stern. The vessel rolled on a swell and instantly capsized throwing the three crew into the water under the vessel. They swam free from under the vessel which then sank rapidly. Rosslare Harbour Lifeboat station observed the incident and raised the alarm. Two fishing vessels in the vicinity rendered assistance to the crew in the water and they were then brought ashore by the Lifeboat service.	0	The vessel lifted a weight which caused excessive trim, loss of freeboard and loss of metacentric height which resulted in water on deck. The free surface effect of this water added to being rolled by a wave caused the vessel to capsize suddenly. The dredge mouth had not been fitted with protection bars to prevent ingress of large objects. There was no restriction on the power of the winch which enabled the vessel to lift such a heavy and dangerous load.

For further information on any of these investigated incidents please refer to our website, www.mcib.ie.

Sample of Cases Published 2015

1st January to 31st December 2015

The Board wishes to draw special attention to the following four reports which were published in 2015.

MFV DEAN LEANNE



The '*MFV Dean Leanne*', a 5.91 metre (m) L.O.A. Irish registered, open fishing vessel departed Dunmore East at 06.53 hrs on the 12th June 2013 with a crew of three on-board with the intention of re-positioning pots laid in Tramore Bay. The vessel was reported missing at 17.29 hrs at which time the emergency services were tasked. At 17.58 hrs the first casualty was sighted in the water by Waterford based helicopter R117. The three casualties were recovered by 18.14 hrs, two by the Dunmore East Lifeboat and one by the Waterford based helicopter R117. The vessel was found capsized and partially sunken.

STV ASTRID



The vessel, a 42 metre (m) Dutch registered sail training passenger ship, of steel construction and brig rigged, was anchored in Oysterhaven Anchorage, Co. Cork at approximately 14.00 hrs on the 23rd July 2013. On-board on arrival at Oysterhaven were the Master and permanent crew of three, a temporary cook, a mentor and 24 trainees/passengers. The trainees ranged in age from 15 to 24 and eight were Irish nationals. Of the remaining trainees four were Dutch nationals, three were UK nationals, six were French nationals, two were Belgian nationals and one was a Spanish national. On the 24th July 2013 the ship was scheduled to be one of the flotilla of boats taking part in a sailing festival between Oysterhaven and Kinsale. The ship hauled anchor at 11.00 hrs and proceeded out of Oysterhaven, using engine power. At approximately 11.35 hrs sails were being hauled and the course was altered. Whilst hauling sails the engine was still being used and the ship proceeded in a SW direction at a speed of approximately 3 knots. At approximately 11.40 hrs the engine failed and the ship was unable to sail out of the situation that grounded the '*STV Astrid*' on the coast 0.7 NM North West of the Big Sovereign, which is a small island just outside Oysterhaven. Rescue services were alerted and all trainees and crew were safely evacuated and landed into Kinsale, without any injuries being sustained. The ship sank but was subsequently salvaged and deemed an economic write-off.

HODSON BAY



On Thursday 20th March 2014 a party of six travelled from Portadown to Hodson Bay in Co. Roscommon to go fishing on Lough Ree with two boats and an extensive set of camping equipment. Upon arrival, the group split into two, with four members of the party setting off in two boats travelling northeast in search of a suitable camping ground. The remaining two members stayed behind. After finding a campsite, one boat carrying a single person returned to collect the remaining two party members. Shortly thereafter, the alarm was raised and the RNLI subsequently recovered two persons from the water, one of whom was pronounced dead and the other was discharged from hospital five days later. After an extensive search of the lake, the boat was recovered on Tuesday 1st April 2014. On Sunday 6th April 2014 the body of the third man was found near to the boat recovery site.

INCHAVORE RIVER



On the 13th November 2014 a group of kayakers attempted to make a descent of the Inchavore River in Co. Wicklow. They began their descent in two groups. One of the kayakers in the first group got into difficulty and separated from the rest of the group. He was subsequently found unconscious and could not be revived.

Comparisons of Marine Casualties 2006 - 2015

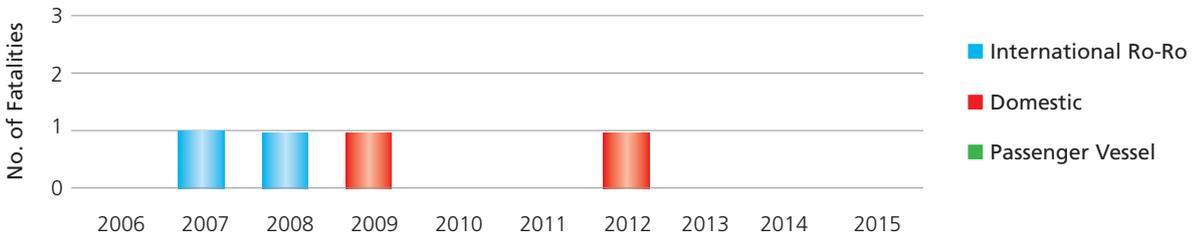
Type of Craft	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Passenger Ships/Vessels										
International Ro-Ro		1 Fatality/ 1 Injury	1 Fatality							
Domestic				1 Fatality			1 Fatality			
Passenger Vessel										
Sub total	None	1 Fatality/ 1 Injury	1 Fatality	1 Fatality	None	None	1 Fatality	None	None	None
Cargo Ships										
General Cargo Ships		1 Fatality								
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship										
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
Sub total	None	1 Fatality	None	None	None	None	None	None	None	None
Fishing Vessels										
< 15 metres	5 Fatalities	3 Fatalities	2 Fatalities		2 Fatalities	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality
15 - 24 metres	2 Fatalities	9 Fatalities	1 Fatality		1 Fatality/ 1 Injury		5 Fatalities/ 1 Injury	3 Fatalities		
> 24 metres			1 Fatality			1 Fatality				2 Fatalities
Sub total	7 Fatalities	12 Fatalities	4 Fatalities	None	3 Fatalities/ 1 Injury	5 Fatalities	9 Fatalities/ 2 Injuries	5 Fatalities	1 Fatality	3 Fatalities
Recreational Craft										
Jet Skis	1 Fatality	1 Fatality								
Open Boats/Canoe	2 Fatalities	2 Fatalities	3 Fatalities	4 Fatalities	8 Fatalities	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury	
Motor (Decked)		1 Injury			5 Fatalities/ 1 Injury					2 Fatalities
Sail			1 Fatality	1 Fatality			1 Fatality		1 Fatality	
Fast Power Craft/RIB					2 Fatalities	1 Fatality	1 Fatality/ 2 Injuries			
Sub totals	3 Fatalities	3 Fatalities/ 1 Injury	4 Fatalities	5 Fatalities	15 Fatalities/ 1 Injury	2 Fatalities	5 Fatalities/ 2 Injuries	1 Fatality	4 Fatalities/ 1 Injury	2 Fatalities
Total Incidents	12	16	10	6	17	13	17	6	7	7
Total Fatalities	10	17	9	6	18	7	15	6	5	5
Total Injuries	0	2	0	0	2	0	4	0	1	0
Total No. of Vessels involved	14	20*	10	6	18	12**	18	6	7	7

*This figure excludes the incident at Dun Laoghaire Regatta in 2007 which involved many small boats including dinghies and RIBs

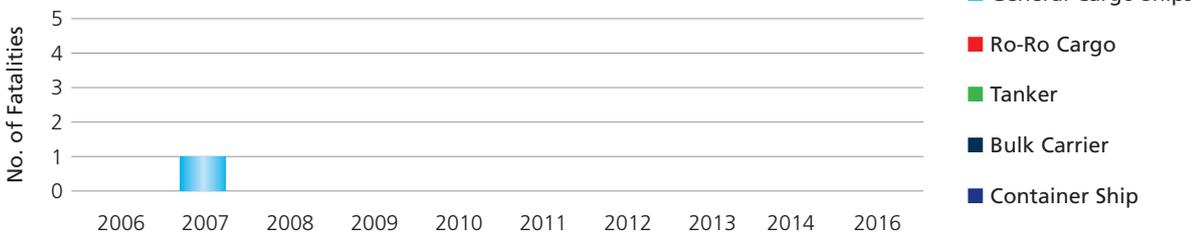
**This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

Fatality Trends 2006 - 2015

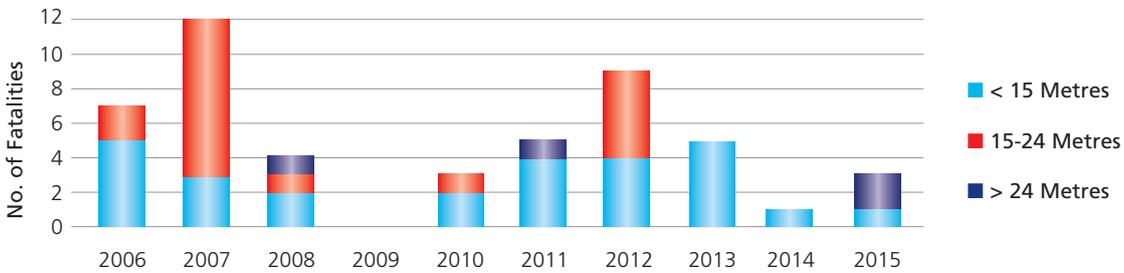
Passenger Ships/Vessels



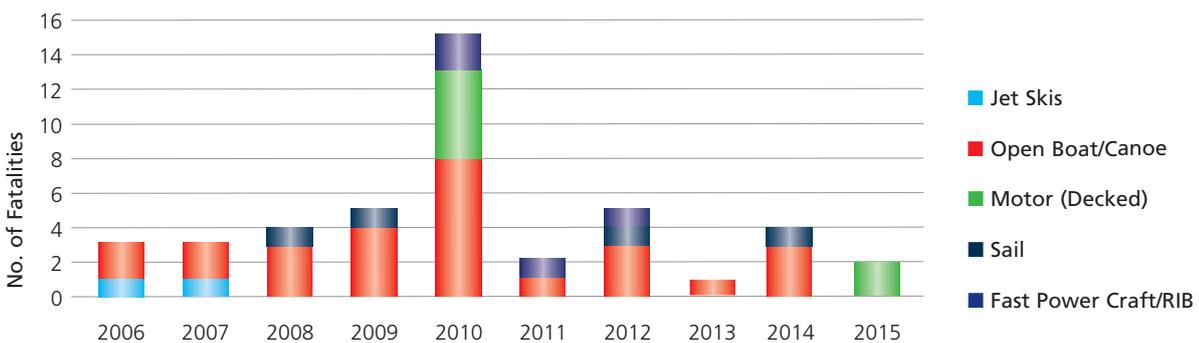
Cargo Ships



Fishing Vessels



Recreational Craft



Financial Statements

2015



Reporting Period 1st January to 31st December 2015

Contents

Statement of Responsibilities	23
Statement on the system of Financial Control	24
Report of the Comptroller and Auditor General	25
Statement of Income and Expenditure and Retained Reserves	27
Statement of Financial Position	28
Statement of Cash Flows	29
Notes to the Financial Statements for the year ended 31 December 2015	30

s

Statement of Responsibilities of the Board

For the year ending 31st December 2015

Responsibilities of the Board

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 of by the Minister for Transport, Tourism and Sport with the consent of the Minister for Public Expenditure & Reform proper accounts of monies received or expended by it. In preparing the financial statements, the Board is required to:

1. Select suitable accounting policies and apply them consistently.
2. Make judgements and estimates that are reasonable and prudent.
3. State whether any applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements.
4. Prepare the financial statements on a going concern basis unless it is inappropriate to presume that the board will continue in operation.

The Board is responsible for keeping adequate accounting records, which disclose with reasonable accuracy at any time the financial position of the Board and which enable it to ensure that the financial statements comply with Section 20(1) of the Merchant Shipping Act (Investigation of Marine Casualties) Act, 2000. The Board is also responsible for safeguarding the assets of the Board and for taking reasonable steps for the prevention and detection of fraud and other irregularities.



Cliona Cassidy B.L.
Chairman



Margaret Bell
Secretary

Statement on the System of Financial Control

For the year ending 31st December 2015

Responsibility for the system of internal financial control

On behalf of the Marine Casualty Investigation Board, I acknowledge our responsibility for ensuring that an effective system of internal financial control is maintained and operated.

The system of internal financial control can only provide reasonable but not absolute assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected in a timely period.

Key Control Procedures

The financial controls that operated in the year are as follows:

- All payments (excluding staff* salaries) are authorised by at least two members of the Board.
- All travel and subsistence claims are authorised by another member of the Board and certified in order for payment by the Secretariat.
- Codes of Business Conduct for Board members and staff are in place.
- The Board is advised at each Board meeting by the Secretary of the current financial standing of the Marine Casualty Investigation Board.

The parent Department for the Marine Casualty Investigation Board transferred by Government decision from the Department of Communications, Energy and Natural Resources to the Department of Transport, Tourism and Sport with effect from 1 January 2006. A derogation from the Section 10 (Internal Audit) requirement of the Code of Practice for the Governance of State Bodies was received from the Department of Transport, Tourism and Sport in July 2011.

Annual Review of Controls

I confirm that in respect of the year ended 31 December 2015 the board has conducted a review of the effectiveness of the system of internal financial control.

Signed on behalf of the Board



Cliona Cassidy B.L.
Chairman

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

Report of the Comptroller and Auditor General

Report of the Comptroller and Auditor General for presentation to the Houses of the Oireachtas

Marine Casualty Investigation Board

I have audited the financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2015 under 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. The financial statements have been prepared in the form prescribed under Section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, and in accordance with generally accepted accounting practice.

Responsibilities of the Members of the Board

The Board is responsible for the preparation of the financial statements, for ensuring that they give a true and fair view and for ensuring the regularity of transactions.

Responsibilities of the Comptroller and Auditor General

My responsibility is to audit the financial statements and to report on them in accordance with applicable law.

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation.

My audit is carried out in accordance with the International Standards on Auditing (UK and Ireland) and in compliance with the Auditing Practices Board's Ethical Standards for Auditors.

Scope of audit of the financial statements

An audit involves obtaining evidence about the amounts and disclosures in the financial statements, sufficient to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or error. This includes an assessment of

- whether the accounting policies are appropriate to the Marine Casualty Investigation Board's circumstances, and have been consistently applied and adequately disclosed
- the reasonableness of significant accounting estimates made in the preparation of the financial statements, and
- the overall presentation of the financial statements.

I also seek to obtain evidence about the regularity of financial transactions in the course of audit.

In addition, I read the Marine Casualty Investigation Board's annual report to identify material inconsistencies with the audited financial statements and to identify any information that is apparently materially incorrect based on, or materially inconsistent with, the knowledge acquired by me in the course of performing the audit. If I become aware of any apparent material misstatements or inconsistencies, I consider the implications for my report.

Opinion on the financial statements

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 as at 31 December 2015 and of its income and expenditure for 2015; and
- have been properly prepared in accordance with generally accepted accounting practice.

In my opinion, the accounting records of the Marine Casualty Investigation Board were sufficient to permit the financial statements to be readily and properly audited. The financial statements are in agreement with the accounting records.

Matters on which I report by exception

I report by exception if I have not received all the information and explanations I required for my audit, or if I find

- any material instance where money has not been applied for the purposes intended or where the transactions did not conform to the authorities governing them, or
- the information given in the Marine Casualty Investigation Board's annual report is not consistent with the related financial statements or with the knowledge acquired by me in the course of performing the audit, or
- the statement on internal financial control does not reflect the Marine Casualty Investigation Board's compliance with the Code of Practice for the Governance of State Bodies, or
- there are other material matters relating to the manner in which public business has been conducted.

I have nothing to report in regard to those matters upon which reporting is by exception.



Patricia Sheehan

For and on behalf of the Comptroller and Auditor General

31 August 2016

Statement of Income & Expenditure & Retained Revenue Reserves

For the Year Ended 31st December 2015

	Notes	YEAR ENDED 31 DEC 2015	YEAR ENDED 31 DEC 2014
		€	€
Income			
Oireachtas Grants (Vote no. 31 Subhead D20)		277,753	262,259
		<u>277,753</u>	<u>262,259</u>
Expenditure			
Staff Salaries	4	119,190	111,650
Agency staff	4	9,761	36,109
Board Members Fees	5	17,776	17,773
Printing, Postage and Stationery		22,066	7,231
Advertising		3,765	-
Website Design		7,872	-
Accident Investigation Expenses	3	102,383	30,514
Travel & Subsistence – Board Members	6	3,632	3,866
Travel & Subsistence – Others		888	55
Legal & Professional Fees		12,829	3,633
Accountancy		8,364	3,567
Audit Fees		5,000	5,000
Bank Charges		141	118
Training		480	-
Sundry Expenses		945	554
		<u>315,092</u>	<u>220,070</u>
Surplus/(Deficit) for the Year		(37,339)	42,189
Accumulated Surplus/(Deficit) 1 January		45,292	3,103
Accumulated Surplus/(Deficit) 31 December		<u>7,953</u>	<u>45,292</u>

The Statement of Accounting Policies and notes 1 to 11 form part of these Financial Statements.



Cliona Cassidy B.L.
Chairman



Margaret Bell
Secretary

Statement of Financial Position

As at 31st December 2015

	Notes	31 DEC 2015 €	31 DEC 2014 €
Current Assets			
Cash and cash equivalents		60,646	80,137
		<u>60,646</u>	<u>80,137</u>
Creditors – amounts falling due within one year			
Payables	2	(52,693)	(34,845)
		<u>7,953</u>	<u>45,292</u>
Net Current Assets/(Liabilities)			
		<u>7,953</u>	<u>45,292</u>
Total Assets less Current Liabilities			
		<u>7,953</u>	<u>45,292</u>
Representing			
Retained Revenue Reserves		<u>7,953</u>	<u>45,292</u>

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



Cliona Cassidy B.L.
Chairman



Margaret Bell
Secretary

Statement of Cash Flows

As at 31st December 2015

	31 DEC 2015	31 DEC 2014
	€	€
Reconciliation of operating surplus to net Cash flow from operating activities		
Operating Profit/Loss	(37,339)	42,189
Increase / Decrease in Creditors	17,848	5,642
Net Cash flow from Operating Activities	(19,491)	47,831
Cashflow Statement		
Net cash outflow from operating activities	19,491	47,831
Increase/Decrease in Cash	(19,491)	47,831

Notes to the Financial Statements

For the year ending 31st December 2015

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.

The MCIB transitioned from previously extant Irish GAAP to FRS 102 as at 1 January 2015.

b) Statement of Compliance

The financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2015 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC), as promulgated by Chartered Accountants Ireland. These are the Marine Casualty Investigation Board's first set of financial statements prepared in accordance with FRS 102. The date of transition to FRS 102 is 1 January 2014. The transition to FRS 102 has not affected its reported financial position or financial performance.

c) 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.

d) Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2015.

e) Currency

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

f) Oireachtas Grants

Income from Oireachtas Grants represent the actual cash receipts 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*.

g) 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.

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

h) Receivables

Receivables are recognised at fair value, less a provision for doubtful debts. The provision for doubtful debts is a specific provision, and is established when there is objective evidence that Marine Casualty Investigation Board will not be able to collect all amounts owed to it. All movements in the provision for doubtful debts are recognised in the Statement of Income and Expenditure and Retained Revenue Reserves.

i) 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

	2015	2014
	€	€
Creditors – amounts falling due within one year		
Accrued Expenses	(52,693)	(34,845)

Note 3. Accident Investigation Expenses

During 2015 a tender process was completed to implement a panel of investigators – a scale of fees is agreed for the completion of each investigation.

During year ended 31st December 2015, the Board completed 10 investigations and published reports on each investigation. At 31st December 2015, 6 investigations were in progress and not finalised. The potential cost of this work is €30,990 and this has been included in the accrued expenses figure in note 2.

Note 4. Employees and Superannuation

A permanent Secretariat of three 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 employees at the end of 2015 and 3 employees at the end of 2014.

During the year a temporary member was required and this agency fee of €9,761 was paid out of the funds available to the Marine Casualty Investigation Board.

Note 5. Board Members Fees

Board member	2015	2014
	€	€
Cliona Cassidy	7,618	7,617
Brian Keane	5,079	5,078
Michael Frain	5,079	5,078
Brian Hogan		-
Jurgen Whyte		-
Total Fees	17,776	17,773

Note 6. Board Members Travel

Total travel expenses of €3,632 were paid to members of the Board in 2015 in respect of attendance at the Board Meetings during 2015, of which Brian Keane received €1,615 and Michael Frain received €2,017. All expenses were paid in accordance with the Civil Service Travel Rates.

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:

- Telephone & Fax
- Postage, stationary & internal printing costs
- Cleaning
- Other office expenses including lighting 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 in the financial statements.

Note 9. Board Members: Disclosure of Interests

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

Note 10. Board Meetings

The Board meets on a regular basis to review its operation. In 2015, the number of board meetings attended by each of the Board Members were as follows:

Brian Hogan	10
Brian Keane	10
Cliona Cassidy	9
Michael Frain	8
Jurgen Whyte	10

Note 11. Approval of Financial Statements

The financial statements were approved by the Board on 31/8/16.



Leeson Lane, Dublin 2. Telephone: 01-678 3485. Fax: 01-678 3493. www.mcib.ie