



MARINE CASUALTY INVESTIGATION BOARD

# Annual Report 2020



Reporting Period 1st January to 31st December 2020

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. Chairperson's Statement	2
2. Board Members and General Information	6
3. Incidents and Investigations Introduction	10
4. Summary of Incidents which Occurred in 2020	11
5. Summary of Reports Published During 2020	15
6. Comparisons of Marine Casualties 2011 - 2020	27
7. Fatality Trends 2011 - 2020	28
8. Appendix A	29

## Section 2

Financial Statements for the period 1st January to 31st December 2020	31
---	----

# 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 eighteenth Incidents & Investigations report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January – 31 December 2020.

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, following which, both this report and the MCIB Financial Statement will be combined to create the MCIB Annual Report 2020, for circulation and for publication on the MCIB website [www.mcib.ie](http://www.mcib.ie).

## Overview of 2020

The MCIB commenced investigations into eight marine casualties in 2020. A total of four people lost their lives in three of the marine casualties under investigation involving fishing vessels.

The Board appreciates the great loss and distress caused to all those bereaved by, and involved in, these events.

A further 47 incidents were considered by the Board which involved cooperation between the MCIB and the accident investigation bodies of other states. These incidents were considered to be minor in nature and not warranting investigation by the MCIB or were incidents where investigations were being conducted by the flag state. Some cases required the uploading of data by Ireland onto the European Maritime Casualty Investigation Platform (EMCIP)<sup>1</sup>.

The MCIB also receives reports on many other incidents that ultimately are not investigated. During 2020 the MCIB assessed 13 further incidents to determine whether an investigation should be carried out, and in these cases determined that they were either minor and/or that no useful safety recommendations were likely to be forthcoming from an investigation.

The MCIB was established 18 years ago and to the end of December 2020 it has published 242 reports into incidents under its statutory remit. The Board published twelve final marine casualty investigation reports in 2020.

Of the twelve incidents that occurred prior to January 2020 that had not been reported on by January 2020, ten reports have been completed and published. Investigations into two incidents which occurred in 2019, one involving an Olympic style rowing boat at Thomond Salmon Weir, Co. Limerick, in February 2019, and one fatal kayaking incident on Caragh River, Glencar, Co. Kerry, in November 2019, are still ongoing due to the complexities of the investigations.

The occurrence of so many incidents involving sailing, rowing, canoeing and kayaking in the last few years highlights the dangers associated with activities which people participate in at many levels including recreational and sporting. This is a trend also reported by the marine casualty investigation entities of our European neighbours. Safety in this sector is a particular concern with the increase in recreational and holiday activities arising from the Covid 19 pandemic. 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.

Safety practices should comply with those recommended in the Code of Practice (CoP): "The Safe Operation of Recreational Craft (2017)". The MCIB strongly encourages all organisations (especially clubs and commercial entities) associated with water sports and water recreational activities to audit their safety systems, and to have regard to the Code of Practice and all guidelines or recommendations issued by any governing sports bodies. The MCIB observed the outcome of a potentially very serious incident involving 5 persons on two sail boats in April 2021. The two sail boats capsized in worsening weather, the party had Personal Floatation Devices (PFD) and were wearing the correct equipment and a Personal Locator Beacon (PLB) which alerted the emergency services, and a rescue plan was immediately put into operation. The members of the group had attended sailing courses and knew what to do. The

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

RNLI rescued all 5 persons who had been in the water for over half an hour. This incident vividly highlights the importance and value of taking the recommended safety measures.

The Board published twelve reports in 2020 of which eight involved fishing vessels. Of those, six involved commercial fishing vessels. The range of the circumstances reported illustrates the risks that exist in maritime activity with incidents ranging from safety issues over access to vessels, to fires, and collisions. In the two investigations that involved fires, the vessels were equipped with EPIRBs (Emergency Position Indicating Radio Beacon) and VHF radios and as a result the crew in each case survived relatively unscathed (the value of the EPIRB being particularly relevant in one case where the VHF distress call went unanswered). In the MCIB Annual Report for 2019 we reported on Marine Notice No. 40 of 2019 by the then entitled Department of Transport, Tourism & Sport which urges users of recreational craft to carry marine VHF equipment on-board as the primary means of Distress and Safety communication, and the carriage of an EPIRB and/or PLB was strongly advised. The absence of effective communication methods and PFDs featured in a number of the investigations as a contributory factor.

As reported previously, in July 2020 the Court of Justice of the European Union (EU) held that Ireland had not correctly implemented Article 8.1 of Directive 2009/18/EC of 23 April 2009 which established additional principles governing the investigation of certain categories of serious marine incidents in the maritime transport sector. To support the continued independence of the MCIB, irrespective of the category of investigation, the two ministerial appointees resigned from the Board, and legislation is on its passage through Dáil Éireann to enable new appointments to the Board. The European Commission has also initiated a review of EU legislation and a new Directive is expected within the next twelve months. In April 2021 the Minister for Transport initiated a review to assess the current organisational structures for marine casualty investigation in Ireland, and to set out any recommendations to achieve the most appropriate and effective marine casualty investigation structures for Ireland, taking into account national, EU and international obligations. This is a welcome development in potentially contributing to achieving greater maritime safety through safety investigation in what is a relatively small sector by comparison with some of our larger coastal European neighbours.

### **The Department published 61 Marine Notices in 2020**

The full list can be accessed here <https://www.gov.ie/en/collection/1424e2-marine-notices-2020/>

### **The following Marine Notices were published in 2020 following MCIB reports and investigations:**

18 of 2020	Incident Involving the Fire and Total Loss of a Fishing Vessel 15-24m in length.
25 of 2020	Two Separate Fatal Incidents while Boarding Fishing Vessels.
30 of 2020	Safety Advice in relation to Canoeing and Kayaking.
41 of 2020	Sinking of the Dillon Owen off Ardglass Harbour.
58 of 2020	Two separate fatal incidents involving recreational fishing by persons operating alone.

### **The following 2020 Marine Notices are also of relevance to safety issues in particular for those working in the fishing industry.**

3 of 2020	S.I. No 672 of 2019 European Union (International Labour Organisation Work in Fishing Convention) (Working Hours) Regulations 2019.
29 of 2020	Ocean Signal EPIRB Service Information Letter and Reminder to all EPRIB Owners to Carry Out Regular Beacon Tests and Inspections.
46 of 2020	Council Directive (EU) 2017/159 implementing the Social Partners' Agreement concerning the implementation of the Work in Fishing Convention 2007 (this Notice has been amended).

### **External Investigations of Casualties**

All investigations of casualties are carried out by external investigators. The Board has available to it a panel of investigators including 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 casualties and marine incidents in the future. They are not designed to determine liability or 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 has to be 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 has to 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 leads to the casualty 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.
<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 and to other parties who are best placed to implement such measures.
<b>Report</b>	The investigation results in a report providing, amongst other things, the circumstances of the event, the analysis of contributing factors and its conclusions. The report is published in order to spread the safety lessons to the maritime community. Data on marine casualties and incidents are uploaded onto the European Maritime Casualty Investigation Platform (EMCIP), thus supporting their analysis.

### Reports Published in 2020

The Board published twelve Final Reports during 2020. The full details are provided at pages 15 to 26.

### Investigations in 2020

Investigations were initiated by the Board into eight incidents in 2020. Summary details of the incidents are provided in the table below. Full details of all incidents are set out on pages 11 and 14.

Five of the eight incidents which required investigation occurred in the fishing industry, two involved recreational craft (one kayak and one pleasure craft) and one involved a merchant vessel.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	5	3	4	2
General Cargo	1	0	0	0
Recreational	2	1	0	0
Passenger	0	0	0	0
<b>Total</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>2</b>

### Fishing Vessels

There were five incidents involving fishing vessels, three of which resulted in the loss of life.

- Death of two crewmembers and sinking of vessel, Duncannon, Co. Wexford (05/01/2020).
- Loss of vessel off Sheep's Head Co. Cork due to fire, resulting in injuries to two crewmen (04/03/2020) (report published on 23 December 2020).
- Serious damage to vessel when it struck rocks at Blasket Islands (14/05/2020) (report published on 29 December 2020).
- Death of a crewmember, with loss of vessel when it drifted onto rocks, Teelin, Co. Donegal (26/08/2020).
- Death of a crewmember between Blackrock and Silverstrand in Co. Galway (2/11/2020).

### Recreational Craft

There were two incidents involving recreational craft.

- Fire and loss of motor cruiser, Carrick on Shannon (06/09/2020).
- Kayaking incident at Bulloch Harbour, Dalkey (13/09/2020).

### Cargo vessel

There was one incident involving a grounding.

- Grounding of merchant vessel in Ballycotton, Co. Cork (16/02/2020).

Detailed tables of incidents investigated which occurred in the years 2011 to 2020 are at page 27 and 28 of this report. A summary of all incidents investigated occurring in these years is provided in the table below:

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	7	13	6	5	5	9	6	8	6	4
Injuries	Nil	4	Nil	1	0	14	Nil	Nil	1	2
Vessels Involved	12*	17	6	7	7	15	5	5	7	8

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

### Ethics in Public Office

During 2020, 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 this year and for their contributions during 2020 to the successful discharge of the statutory responsibilities of the Board. I want to particularly thank our two outgoing Board members Brian Hogan and Nigel Lindsay for their hugely valuable and valued contribution to the MCIB. I also want to pay tribute to my current Board colleagues who have given of their time and expertise even more unstintingly during this last year to the MCIB. I cannot overestimate the value of their contributions and support to me and to the MCIB while we await the new legislation and new Board appointees. The years achievements are also reflected in the publishing of twelve reports into investigations in 2020. None of that work would have been possible without the expertise of our investigators whom I would like to thank.

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 Board Secretary Denise Hyland who left on retirement in December and to thank her for her service to the work of the Board. I would also like to welcome back Margaret Bell who previously acted as Secretary to the Board from 2012 to 2018.

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 2020.

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

Secretary: Ms. Margaret Bell

Secretariat: Mr. Paul Hallissey  
Mr. Philip Grattan

Registered Office: Leeson Lane, Dublin 2

Telephone: 01-6783485

Email: [info@mcib.ie](mailto:info@mcib.ie)

Website: [www.mcib.ie](http://www.mcib.ie)

The following is some general information regarding the Marine Casualty Investigation Board (MCIB).

## Establishment of the Board

The MCIB was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 ("the Act"). Under the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011 S.I. No. 276 of 2011 ("the Regulations") the MCIB is the body in Ireland mandated to investigate incidents that fall within EU Directive 2009/18/EC ("the Directive") governing the investigation of accidents in the maritime transport sector.

## 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 and the Regulations. In carrying out its functions the MCIB also complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and the Directive. The Directive is given effect in Irish law by the Regulation (S.I. No. 276 of 2011) and applies to only some of the incidents under investigation. Investigations within the scope of the 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.

**In accordance with the Act, 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](http://www.mcib.ie).



# Incidents and Investigations 2020



Reporting Period 1st January to 31st December 2020

# Introduction

Since establishment in 2002, and up to the end of 2020, the Board has published reports on 242 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](http://www.mcib.ie), and are available on application to the Secretariat.

# Summary of Incidents Investigated which Occurred During 2020

1st January to 31st December 2020

Incidents the Board is investigating from 2020.

Name of vessel/Incident: <b>FV Alize/Fatal Incident</b>	
<b>DATE OF INCIDENT</b>	4 January, 2020
<b>TYPE OF CRAFT</b>	Fishing vessel <15 m
<b>TYPE OF INCIDENT</b>	Sinking
<b>FATALITIES</b>	2 Fatalities
<b>SUMMARY</b>	<p>On 3 January 2020, the fishing vessel "FV Alize" departed Duncannon Harbour with two persons onboard, to fish for scallops.</p> <p>At 20.45 hours (hrs) the following day the Skipper, during a mobile telephone conversation with a family member, indicated that they were on their last tow (trawl) and would be returning to Duncannon Harbour. At 22.34 hrs Marine Rescue Coordination Centre (MRCC), Dublin, were advised that an Irish registered EPIRB had activated seven nautical miles (NM) southwest of Hook Head.</p> <p>Dublin MRCC tasked Irish Coast Guard rescue helicopter R117 and the Dunmore East and Kilmore Quay RNLI lifeboats to proceed to the EPIRB activation location. Rescue helicopter R117 recovered one person from the sea. The casualty was transported to Waterford University Hospital where he was later pronounced dead. An extensive search operation was conducted for the missing crewmember.</p> <p>The wreck of "FV Alize" was located on the sea bottom in the vicinity of the EPIRB activation position. The body of the second crewmember was recovered by divers from the wreck on 24 January 2020.</p>

Name of vessel/Incident: <b>MV ALTA/Grounding</b>	
<b>DATE OF INCIDENT</b>	16 February, 2020
<b>TYPE OF CRAFT</b>	Merchant Vessel (not under command)
<b>TYPE OF INCIDENT</b>	Grounding
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>Merchant vessel "MV Alta" is a merchant ship built in 1976. The crew were stranded onboard after the ship was rendered irreparably disabled on a voyage from Greece to Haiti. "MV Alta" was abandoned by the crew and left adrift in October 2018 after a US Coast Guard relief operation rescued the crew of 10 approximately 1,400 miles south-east of Bermuda. On 3 September 2019, the UK's Royal Navy "HMS Protector" sighted the "MV Alta", derelict in the middle of the Atlantic Ocean. The derelict drifted eastward and finally came ashore in Ballyandreen Bay and grounded on the shore near Ballycotton, Co. Cork, Ireland.</p>

Name of vessel/Incident: **FV Kayleigh**

<b>DATE OF INCIDENT</b>	4 March, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel <15 m
<b>TYPE OF INCIDENT</b>	Fire
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>On the evening of 3 March 2020, the fishing vessel "FV Kayleigh" was fishing 9 NM southwest off Sheeps Head with two crewmen onboard when a fire broke out in the vessel's engine compartment. The crew suffered burn injuries. The fire continued in the engine compartment and the vessel started to take in water.</p> <p>The Skipper issued a Mayday distress call on VHF at 23.10 hrs that the boat was on fire and taking on water. The fishing vessel's Beacon EPIRB was activated at 23.21 hrs when the crew abandoned the vessel and boarded an inflatable life raft. The EPIRB transmission identified the vessel as the "FV Kayleigh".</p> <p>Castletownbere RNLI lifeboat was the first on the scene and at approximately 23.58 hrs picked up the two injured crew from their life raft and immediately proceeded to Castletownbere to transfer the crewmen ashore for medical treatment. Irish Coast Guard rescue helicopter R115 airlifted the two injured crewmen to Cork Airport for onward transfer by ambulance to Cork University Hospital for treatment.</p> <p>The fishing vessel was abandoned and adrift and presumed to have sunk sometime early on 4 March.</p>

Name of vessel/Incident: **FV Dearbhla**

<b>DATE OF INCIDENT</b>	14 May, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel >15 m
<b>TYPE OF INCIDENT</b>	Grounding
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>At approximately 04.10 hrs on the morning of 14 May 2020 while on passage from Rossaveel, Co. Galway to Howth, Co. Dublin, the fishing vessel "FV Dearbhla" with five crew onboard, struck rocks at the north west peninsula of the island of Inish na Bró in the Blaskets archipelago off the coast of Co. Kerry.</p> <p>After the initial impact the vessel was able to manoeuvre to deeper water and the crew investigated the extent of the damage. The crew were unharmed but their investigations for damage found that there was heavy contact damage to the vessel's bows. They found no water ingress below the water line. The emergency services were not informed of the grounding and the vessel continued its voyage to Howth.</p> <p>The vessel's owner was informed of the incident at approximately 08.00 hrs that day. The owner arranged for the vessel to proceed to Castletownbere for an inspection of the damage and repairs. The inspection revealed that the vessel had considerable contact damage to its stem at the waterline and was holed above the waterline under the bows.</p>

Name of vessel/Incident: **Mirror of Justice**

<b>DATE OF INCIDENT</b>	26 August, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel <15 m
<b>TYPE OF INCIDENT</b>	Sinking
<b>FATALITIES</b>	1 Fatality
<b>SUMMARY</b>	On 26 August 2020, the fishing vessel " <i>Mirror of Justice</i> " drifted onto rocks west of Teelin Bay. An extensive search and rescue operation was implemented to try to find the lone fisher who owned and operated the vessel. Due to an Atlantic swell the vessel broke up on the rocks on which it grounded. Shortly afterwards the casualty was found floating ½ mile away near debris from the wreck wearing floatation type oil skins but no PFD.

Name of vessel/Incident: **Carrickcraft**

<b>DATE OF INCIDENT</b>	6 September, 2020
<b>TYPE OF CRAFT</b>	Pleasure Craft
<b>TYPE OF INCIDENT</b>	Fire
<b>FATALITIES</b>	None
<b>SUMMARY</b>	On 6 September 2020 four clients of Carrickcraft, having rented a Linssen 35 motor cruiser the previous day, departed Carrick on Shannon heading south. Approximately 45 minutes into their journey, near Jamestown, a fire broke out in the engine compartment. The clients abandoned the vessel onto a passing charter boat. The fire brigade attended the scene and extinguished the fire. Soon afterwards the vessel sank in approximately 8 meters (m) of water.

Name of vessel/Incident: <b>Kayaking Incident</b>	
<b>DATE OF INCIDENT</b>	13 September, 2020
<b>TYPE OF CRAFT</b>	Several Kayaks
<b>TYPE OF INCIDENT</b>	Threat to life/injury
<b>FATALITIES</b>	None
<b>SUMMARY</b>	<p>In the late afternoon/early evening of Sunday 13 September 2020, a party of fifteen kayakers (the Group) set out on a commercial sea kayaking tour. The intended plan was a return trip from Bulloch Harbour to Dalkey Island, and back. The Group was comprised of three instructors and twelve participants. The Group got separated into one small group to the north of Bulloch Harbour and a second larger group towards the north end of Loreto Convent.</p> <p>Three separate members of the public placed 999 calls between 19.03 hrs and 19.14 hrs to report kayakers in difficulty. The Small Group comprised two kayaks; a single kayak and a double kayak. Unable to cope with the waves which they encountered outside Bulloch Harbour, the Small Group drifted northwards. The single kayak was overturned by a wave and the Participant thrown out of the cockpit. This Participant, with the aid of two Instructors in two separate single kayaks, was able to get back into her kayak. However, she was thrown out a second time and a second time assisted back into her kayak and again thrown out a third time. On the third occasion, this Participant held on to the kayak in the water until a third Instructor arrived and, assisted by one of the other Instructors, put this Participant back into her kayak. Those on the double kayak (according to the Participant) who formed part of the Small Group also went into the water and assistance was rendered by local fishers. The Participants in the Small Group were assessed by ambulance personnel on shore at Bulloch Harbour.</p> <p>The Large Group comprised a number of double and single kayaks, totalling nine Participants, made its way to rocks by the shore close to the north end of Loreto Convent and from there, traversed the rocks and proceeded to Bulloch Harbour on foot. All Participants and Instructors were accounted for and made it safely back to shore.</p>

Name of vessel/Incident: <b>FV Myia</b>	
<b>DATE OF INCIDENT</b>	2 November, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel <15m
<b>TYPE OF INCIDENT</b>	Drowning
<b>FATALITIES</b>	1 Fatality
<b>SUMMARY</b>	<p>At approximately 12.00hrs on 3 November 2020 two men left Galway on the "FV Myia" to retrieve and reset shrimp pots off the coast of Salthill. At approximately 13.30 hrs the men were resetting a train of pots when one of the men went overboard and got entangled in rope attached to the train of pots. The weight of the train of pots combined with the drift of the vessel quickly pulled him under the water.</p> <p>Galway RNLI Lifeboat Operations Manager was contacted by mobile phone and immediately requested activation of pagers for an immediate launch of the Inshore Lifeboat. The ILB quickly arrived on the scene and retrieved the crewman from the water. He was transferred to ambulance on arrival at the Lifeboat station and brought to Galway University Hospital where he was pronounced dead.</p>

# Summary of Reports Published 2020

1st January to 31st December 2020

Name of vessel/Incident: <b>Fatal Incident on Lough Gill</b>	
<b>DATE OF PUBLICATION</b>	22 April, 2020
<b>TYPE OF CRAFT</b>	Recreational Craft - Canoe
<b>DATE OF INCIDENT</b>	26 January, 2019
<b>SUMMARY</b>	<p>On Saturday 26 January 2019, a canoeist departed from a pier in Trawane Bay, opposite the small island of Inishfree, on Lough Gill, Co. Sligo, in an open 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 29 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 and called emergency services via the "999 system". The Coast Guard was alerted and commenced a search of the area.</p> <p>The Casualty was discovered by the Coast Guard helicopter R118 and was lifted from the lake and was taken to Sligo General Hospital where he was subsequently pronounced dead.</p>
<b>INJURIES/FATALITIES</b>	1 Fatality
<b>CAUSE OF INCIDENT</b>	<p>The charts provided showed that the passage inshore of the Isle of Inishfree was sheltered. However, when leaving Cullentra Woods, if the Casualty went there, the first 100 metres of his route would have been exposed to wind, making the canoe difficult to control even in reasonable weather.</p> <p>Once the Casualty entered the water, he would probably have immediately felt the shock of the very cold water. The boat may have drifted away, and he may not have been able to stay on or with it to achieve adequate buoyancy, despite being an accomplished swimmer.</p> <p>The PFD worn by the Casualty would not keep him afloat as an inflatable life jacket would have done. It was designed only to aid the person to stay afloat and swim to safety. The footwear worn by the Casualty was open top wellington boots which would have weighed him down on immersion.</p>

Name of vessel/Incident: <b>MFV Menhaden, Killybegs</b>	
<b>DATE OF PUBLICATION</b>	30 April, 2020
<b>TYPE OF CRAFT</b>	Trawler >15 m
<b>DATE OF INCIDENT</b>	14 March, 2019
<b>SUMMARY</b>	<p>The Casualty was last recorded on closed circuit TV (CCTV) at 00.55 hrs on Thursday 14 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 captured images of the Casualty climbing the gangway from the quay onto the starboard side of the “MFV Olgarry”. He was then 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 10.30 hrs the Harbour Master was alerted that the Casualty was missing. After viewing the CCTV footage the Harbour Master contacted the Marine Rescue Sub Centre (MRSC) at Malin Head who in turn tasked Killybegs Coast Guard at 12.51 hrs. The Coast Guard boat was launched at 13.10 hrs and a shore search also commenced. At 13.25 hrs a body was sighted on the shore at the east side of the harbour. At 13.40 hrs the Coast Guard shore crew arrived on-scene and called Ballyshannon Gardaí to request their attendance with a doctor.</p> <p>The evidence indicated the Casualty entered the water while transiting from the “MFV Olgarry” at approximately 01.00 hrs. Weather conditions were poor at the time with a lot of movement between vessels. There was a gangway rigged between the “MFV Olgarry” and “MV Grip Transporter” but there were no images on CCTV footage of this gangway being used by the Casualty.</p>
<b>INJURIES/FATALITIES</b>	1 Fatality
<b>CAUSE OF INCIDENT</b>	<p>The Casualty most likely fell into the water when transiting between the “MFV Olgarry” and the “MV Grip Transporter”. Contributory factors included alcohol consumption, weather conditions and the lack of personal protective equipment (PPE).</p> <p>The boarding arrangements between the “MV Grip Transporter” and “MFV Menhaden” did not include a gangway.</p>

Name of vessel/Incident: <b>MFV Ellie Adhamh</b>	
<b>DATE OF PUBLICATION</b>	8 May, 2020
<b>TYPE OF CRAFT</b>	Trawler >15 m
<b>DATE OF INCIDENT</b>	19 May, 2019
<b>SUMMARY</b>	<p>As the berthing crew were preparing to dock the “MV Stena Nordica” at approximately 03.40 hrs on the 19 May 2019, 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 landed him at the Lifeboat Station but despite medical intervention the Casualty did not survive</p>
<b>INJURIES/FATALITIES</b>	1 Fatality
<b>CAUSE OF INCIDENT</b>	<p>It is likely that there was considerable movement of the vessel due to manoeuvring of the “MV Stena Nordica” in close proximity to it. As the much larger vessel went astern into its berth it would have caused considerable water flow in the vicinity of the “MFV Ellie Adhamh”.</p> <p>Safe means of access to the vessel at all states of tide was not evident.</p> <p>The toxicological analysis report from the post mortem confirmed the Casualty was under the influence of alcohol and would have been a danger to himself and others in the port area at the time of the incident.</p> <p>No PFD was worn by the Casualty.</p> <p>Rosslare Europort does not have bye laws regulating the operation of fishing vessels operating within its jurisdiction.</p>

Name of vessel/Incident: <b>FV Dillon Owen</b>	
<b>DATE OF PUBLICATION</b>	26 June, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel >15 m
<b>DATE OF INCIDENT</b>	23 October, 2019
<b>SUMMARY</b>	<p>On the morning of 23 October 2019, the "FV Dillon Owen", whilst approaching Ardglass Harbour, Northern Ireland, lost power and drifted onto rocks at Phennick Point. The five crewmembers 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>
<b>INJURIES/FATALITIES</b>	None.
<b>CAUSE OF INCIDENT</b>	<p>This incident was a sequence of three distinct events: the initial grounding; the loss of power; and finally the second grounding and sinking of the "FV Dillon Owen". The initial grounding at the entrance to Ardglass Harbour had a number of causative factors:</p> <ul style="list-style-type: none"> <li>• Entering Ardglass Harbour two hours before high tide in a loaded condition.</li> <li>• Entering Ardglass Harbour without a formal passage/pilotage plan.</li> <li>• Failure to observe the harbour's navigation aids.</li> <li>• The watchkeeper's loss of spatial awareness as to the position of the entrance channel with reference to the safe depth of water.</li> </ul>

Name of vessel/Incident: **MFV Suzanne II**

<b>DATE OF PUBLICATION</b>	14 August, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel >15 m
<b>DATE OF INCIDENT</b>	2 May, 2019
<b>SUMMARY</b>	<p>On 2 May 2019 a fishing vessel 30 NM 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 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 onboard the fishing vessel. The fishing vessel continued to burn and eventually sank.</p>
<b>INJURIES/FATALITIES</b>	1 Injury
<b>CAUSE OF INCIDENT</b>	<p>The source of the fire is unknown. It started in the engine room and rapidly got out of control. Once the fire was well established it engulfed the vessel and being of timber construction it continued to fuel the fire until the entire vessel was ablaze. Had it been possible to contain the fire by closing dampers and access hatches this might have starved the fire of oxygen and allowed the crew more time in preparing to abandon the vessel. It is, however, unlikely that a fire of this ferocity could have been fully contained and extinguished by the vessel's crew.</p> <p>Whether the fire detection system did sound but was not heard or whether it failed to alert the crew is unknown. Most likely the fire detection system did not sound as it is improbable that it would not have been heard. Not sounding could have been due to a recent defect or a longer standing one that would have been picked up if there was a monthly check or damaged by the fire itself before it could sound. There is no record as to when the system was last tested or inspected as the vessel's onboard records were lost in the incident. Regulations (S.I. 640 Of 2007) state the following: "131. (a) Inspections of the life-saving equipment and fire appliances shall be made at intervals of not more than one month." It is a requirement under the Regulations to carry out monthly inspections. The fire detection system functioning properly and sounding would have given the crew earlier warning of the fire and possibly have enabled a more effective effort at fighting the fire.</p> <p>The damage caused by a fire burning for this duration and the tug's continued attempt at fire fighting resulted in a loss of buoyancy and the eventual sinking of the fishing vessel.</p>

Name of vessel/Incident: <b>Lough Mask</b>	
<b>DATE OF PUBLICATION</b>	1 September, 2020
<b>TYPE OF CRAFT</b>	Lake Boat
<b>DATE OF INCIDENT</b>	8 March, 2019
<b>SUMMARY</b>	On 8 March 2019 a local angler departed the slip at Cushlough near Ballinrobe Co. Mayo for an afternoon of angling on Lough Mask. He failed to return that evening and a search and rescue operation was launched. The search was hampered due to bad weather. The lake boat belonging to the angler was found on the eastern shore of Lough Mask on 9 March. Following a continued search effort the body of the angler was found on 30 March 2019.
<b>INJURIES/FATALITIES</b>	1 Fatality
<b>CAUSE OF INCIDENT</b>	<p>The time or cause of the incident is not known. However, it is possible given the Casualty's mobile phone ceased activity at 14.00 hrs that he entered the water around that time.</p> <p>The weather conditions deteriorated later in the day, making it unsuitable to be out on the water alone in a small vessel. If a vessel were to get into difficulty on an exposed shoreline it would have compounded the situation, as in fact appears to have been the case.</p> <p>Lough Mask has no navigation marks to warn water users of danger and with water levels at the time of the year when the incident occurred, awareness of hazards below the water would be all the more difficult.</p> <p>Once the Casualty entered the water he would probably have experienced the shock of cold water. The water temperature of Lough Mask at the time of the incident was 8°C - cold water shock is a factor in water temperatures below 15°C. This combined with the Casualty not wearing a PFD would have considerably reduced his chances of survival.</p>

Name of vessel/Incident: **Varken Ege/Medi Mode**

<b>DATE OF PUBLICATION</b>	15 September, 2020
<b>TYPE OF CRAFT</b>	Tanker & Yacht
<b>DATE OF INCIDENT</b>	23 August, 2019
<b>SUMMARY</b>	<p>On Saturday 22 August 2019 at 10.45 hrs the sailing vessel “<i>Medi Mode</i>” 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. At 17.45 hrs on 22 August, abeam of Rosslare, a course was set for the home port of Howth. The vessel was motor sailing on autopilot with navigation lights and steaming light showing from sunset. At approximately 02.10 hrs on 23 August, a southbound vessel appeared off the starboard bow. It’s steaming white lights and a green side light were observed by the watchkeeper on the yacht.</p> <p>On Sunday 23 August at 01.00 hrs the tanker “<i>Varkan Ege</i>” 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 of the “<i>Varkan Ege</i>” 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 NM.</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 “<i>Varkan Ege</i>”. 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>
<b>INJURIES/FATALITIES</b>	None
<b>CAUSE OF INCIDENT</b>	<p>The “<i>Medi Mode</i>” believed that no risk of collision existed because the lights were green to green. However, due to yawing from a following wind they were actually showing a red, port side light to the “<i>Varkan Ege</i>” when the lookout observed the vessel. Having taken no compass bearings and also because they had no radar, this could not be definitively determined. Even though “<i>Medi Mode</i>” saw the “<i>Varkan Ege</i>” in time, it believed it was the stand on vessel and kept its course and speed in the belief that the “<i>Varkan Ege</i>” would either alter course or would pass clear on their starboard side. This led to a close quarters situation and subsequent collision.</p> <p>The “<i>Varkan Ege</i>” reported seeing the red light with a CPA of zero at 02.16 hrs and the collision occurred at 02.22 hrs. This gave it 6 minutes to take proper action to avoid collision. A lookout would have detected this at 4 minutes (closing speed 15.5k - Range of light 1 NM). It had six minutes to make a large alteration of course to starboard, as it observed the “<i>Medi Mode</i>” light at a range of 1.5 NM. A course alteration was made at 02.18 hrs, approximately 4 minutes before the collision.</p> <p>The “<i>Varkan Ege</i>” stated that it observed the “<i>Medi Mode</i>” altering its course to port just before the collision. “<i>Medi Mode</i>” stated that it kept its course. This cannot be determined definitively as the “<i>Medi Mode</i>” did not have the technology to record this. However, the two vessels were on a collision course before this happened. The collision occurred with the prow of the “<i>Medi Mode</i>” striking the port bow of the “<i>Varkan Ege</i>”.</p> <p>As per COLREGs, the “<i>Varkan Ege</i>” complied with efforts to avoid collision when it became apparent that collision was possible. It altered course to starboard, it reduced speed and requested “<i>Medi Mode</i>” by sound signal to indicate its intentions.</p> <p>The “<i>Varkan Ege</i>” should not have attempted to communicate via VHF with the sailing vessel when it was so close. This is not recommended and was not successful.</p>

	<p>This wasted valuable time when an immediate alteration of course to starboard may have been sufficient to avoid collision.</p> <p>The two crewmembers of the “<i>Medi Mode</i>” had many years’ experience of sailing, however, they had no formal marine navigation training. They had no recognised course on the COLREGs. This was a contributory factor particularly in relation to International Regulations for Preventing Collisions at Sea 1972 Rule 7: Taking Compass bearings and Rule 17(b) and (d) Action of stand-on vessel.</p>
--	--

Name of vessel/Incident: <b>Tommy R</b>	
<b>DATE OF PUBLICATION</b>	16 October, 2020
<b>TYPE OF CRAFT</b>	Open Deck Boat
<b>DATE OF INCIDENT</b>	9 October, 2019
<b>SUMMARY</b>	<p>At approximately 08.00 hrs on the morning of Wednesday 9 October, 2019 a 5.7 metre (m) open deck boat “<i>Tommy R</i>” with one angler onboard departed Dunmanus Harbour for the purpose of fishing in Dunmanus Bay. 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 at Drishane Point on the Dunmanus Peninsula. The wreckage was identified as being from the boat “<i>Tommy R</i>”. The body of the Casualty was found by divers in an undersea gully off the northwest side of Carbery Island at 16.19 hrs on 13 October 2019. The body was recovered and brought ashore to Dunmanus Harbour.</p>
<b>INJURIES/FATALITIES</b>	1 Fatality
<b>CAUSE OF INCIDENT</b>	<p>It was concluded that the most probable cause of the Casualty was that sometime after 13.00 hrs the Casualty fell overboard from the “<i>Tommy R</i>” close to the northwest shore of Carbery Island. The “<i>Tommy R</i>” steering would have been uncontrolled, and the boat would have come into close proximity of the Carbery Breaker or the seas northwest of Carbery Island. The boat would then have been overwhelmed, broken up and sunk by a breaking sea.</p> <p>There are a number of factors that contributed to the loss of the Casualty and boat “<i>Tommy R</i>”:</p> <ul style="list-style-type: none"> <li>• The weather was adverse, there was a small craft warning in operation and the seas were rough in Dunmanus Bay.</li> <li>• The Casualty was operating on his own in very dangerous seas off Carbery Breaker and Carbery Island.</li> <li>• The Casualty was not wearing a PFD.</li> <li>• The vessel was not suitable for the sea conditions existing in the vicinity of Carbery Island on the day.</li> </ul>

Name of vessel/Incident: <b>Portronan</b>	
<b>DATE OF PUBLICATION</b>	13 November, 2020
<b>TYPE OF CRAFT</b>	Fletcher Dorado, Ski Boat
<b>DATE OF INCIDENT</b>	17 July, 2018
<b>SUMMARY</b>	<p>On 17 July 2018 at approximately 08.00 hrs, a recreational powerboat departed from Portronan, Co. Donegal with three persons onboard. The vessel was allowed to drift whilst the crew were engaged in angling with rods.</p> <p>Approximately two hours later the engine was started but it quickly stopped and it could not be started again. The vessel was anchored stern first whilst the crew attended to the engine. A wave washed over the stern flooding the boat and as the crew made an emergency call on a UK mobile phone a second wave washed over the stern and the boat foundered. While the emergency call was being put through by Emergency Call Answering Service (ECAS) to the Coast Guard the mobile phone fell into the water and there was no further contact with the crew. All of the information told to ECAS was not passed to the Coast Guard.</p> <p>The boat submerged to just below the surface, supported by air inside the cabin. Crewmember No.2 was wearing a PFD and drifted away from the boat. The Skipper and Crewmember No.1, without PFDs, clung to fenders on the side of the boat. Shortly afterwards the Skipper let go of the boat and drifted away face downwards.</p> <p>Crewmember No.1 clung on to the boat for about 5 hours. When he saw a boat in the distance he began shouting and his shouts were heard by a person ashore and the Skipper of a boat, both of whom raised the alarm. Lifeboats, Search and Rescue (SAR) helicopter and Coast Guard Units were tasked. Crewmember No.1 who was clinging to the boat was picked up by a fishing boat and Crewmember No.2 who was wearing a PFD was rescued by the helicopter. The body of the Skipper was found on the shore about 1.5 km away. Crewmember 2 rescued by helicopter was taken to Altnagelvin Hospital, Co. Derry. He passed away later that evening.</p>
<b>INJURIES/FATALITIES</b>	2 Fatalities
<b>CAUSE OF INCIDENT</b>	<p>There were multiple contributory factors that led to the ultimate outcome.</p> <p>The crew had not planned the voyage sufficiently and were not prepared for this emergency. (CoP: The Safe Operation of Recreational Craft, Sections 2 and 11).</p> <p>During the incident the crew's actions exacerbated the severity of the incident. Anchoring this type of craft by the stern made it much more susceptible to swamping in any type of sea. (CoP: The Safe Operation of Recreational Craft, Appendix 4, Dangers involved in Anchoring.)</p> <p>An effective method of indicating distress was not aboard the vessel. A mobile phone should not be relied on as the primary method of contacting the emergency services. (CoP: The Safe Operation of Recreational Craft, Sections 2 and 11)</p> <p>After the 10.16 hrs emergency call the Coast Guard acted in accordance with the information it had to hand. The information it had regarding the incident, according to the IRCG, was insufficient to task assets for a search.</p> <p>There was enough information in the ECAS recording of the emergency call for the IRCG to initiate SAR operations shortly after 10.16 hrs. This information was not transferred to the Coast Guard due to:</p> <ul style="list-style-type: none"> <li>(i) The operators at the Coast Guard on the initial emergency call not receiving sufficient information to commence a SAR operation.</li> <li>(ii) Restrictive procedures in ECAS which were not sufficiently flexible for a situation which required the ECAS operators to be more proactive in transferring all the information available to the Coast Guard.</li> </ul> <p>Because the information in the recording of the emergency call was not transferred shortly after 10.16 hrs. the Casualties were in the water for 5 hours. This increased the severity of the incident.</p>

Marine communications are very different from land-based communications and the ECAS system is a land-based emergency call answering system with limitations for use at sea.

### Name of vessel/Incident: **Loa Zour**

<b>DATE OF PUBLICATION</b>	15 December, 2020
<b>TYPE OF CRAFT</b>	Yacht
<b>DATE OF INCIDENT</b>	6 June, 2019
<b>SUMMARY</b>	<p>The yacht "<i>Loa Zour</i>" sailed with five crew onboard from Kinsale, Co. Cork on 3 June 2019 with an intended destination of A Coruña, northern Spain. As the yacht approached the north coast of Spain on 6 June the yacht's crew issued a Mayday broadcast and activated the vessel's EPIRB as they experienced severe difficulties in storm force conditions from Storm Miguel. The crew were airlifted from the yacht by a Spanish Maritime Rescue helicopter (Salvamento Alavamento Maritimo) and taken ashore to A Coruña Airport.</p> <p>The yacht "<i>Loa Zour</i>" was located adrift two days later and boarded by the crew. The yacht was subsequently navigated into the port of A Coruña.</p>
<b>INJURIES/FATALITIES</b>	None
<b>CAUSE OF INCIDENT</b>	<p>The cyclone that developed into Storm Miguel was an unusual and unexpected weather event due to its severity and formation in June, during a warm season. Cyclones usually form in the winter months. By the time Storm Miguel formed up in the North Atlantic and was identified as a storm on 5 June, yacht "<i>Loa Zour</i>" had sailed beyond the point of returning to Ireland or turning west into the Atlantic Ocean to avoid the forecasted severe weather and sea conditions of the storm as it tracked along the north Spanish coast and into the Bay of Biscay. Due to the direct course south taken by the crew of yacht "<i>Loa Zour</i>" and the distances from any safe haven during the latter part of the voyage it was inevitable that yacht "<i>Loa Zour</i>" would be enveloped by Storm Miguel before it arrived to A Coruña.</p>

Name of vessel/Incident: **FV Kayleigh**

<b>DATE OF PUBLICATION</b>	23 December, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel <15 m
<b>DATE OF INCIDENT</b>	4 March, 2020
<b>SUMMARY</b>	<p>On the evening of 3 March 2020, a fishing vessel 9 NM southwest off Sheeps Head with two crewmen onboard was fishing when a fire broke out in the vessel's engine compartment. The crew suffered burn injuries. The fire continued in the engine compartment and the vessel started to take in water.</p> <p>The Skipper issued a Mayday distress call on VHF at 23.10 hrs that the boat was on fire and taking on water. The fishing vessel's EPIRB was activated at 23.21 hrs when the crew abandoned the vessel and boarded an inflatable life raft. The EPIRB transmission identified the vessel as the "FV Kayleigh".</p> <p>Castletownbere RNLI lifeboat was the first on the scene and at approximately 23.58 hrs picked up the two injured crew from their life raft and immediately proceeded to Castletownbere to transfer the crewmen ashore for medical treatment. Irish Coast Guard rescue helicopter R115 airlifted the two injured crewmen to Cork Airport for onward transfer by ambulance to Cork University Hospital for treatment. The fishing vessel was abandoned and adrift and presumed to have sunk sometime early on 4 March.</p>
<b>INJURIES/FATALITIES</b>	2 crew with Injuries
<b>CAUSE OF INCIDENT</b>	<p>It was considered more probable than not, that the source of the fire first seen by the Skipper when he looked into the engine compartment was in the vicinity of the engine exhaust pipes or battery bank where lub-oil was ignited by the hot exhaust pipes and caught fire. The resulting fire would likely have followed the leaking oil which spilled over onto the lower part of the engine and floor plates. The fire in this area would have been likely to have come in direct contact with the engine seawater cooling flexible hose and the hull.</p> <p>The plastic materials of the hose and/or the hull caught fire and were burned through to a degree that the material(s) broke down, losing their intrinsic strength and allowed seawater to enter and flood the engine compartment. Thick black smoke emitting from the compartment after the fire ball supports the hypothesis that the plastic component of the hull and/or the plastic flexible pipes were on fire by the time the Skipper opened the hatch the second time and the crew were injured by the fireball.</p>

Name of vessel/Incident: <b>FV Dearbhla</b>	
<b>DATE OF PUBLICATION</b>	29 December, 2020
<b>TYPE OF CRAFT</b>	Fishing Vessel >15 m
<b>DATE OF INCIDENT</b>	14 May, 2020
<b>SUMMARY</b>	<p>At approximately 04.10 on the morning of 14 May 2020 while on passage from Rossaveel, Co. Galway to Howth, Co. Dublin, the fishing vessel "FV Dearbhla" with five crew onboard, struck rocks at the north west peninsula of the island of Inish na Bró in the Blaskets archipelago off the coast of Co. Kerry.</p> <p>After the initial impact the vessel was able to manoeuvre to deeper water and the crew investigated the extent of the damage. The crew were unharmed but their investigations for damage found that there was heavy contact damage to the vessel's bows. They found no water ingress below the water line. The emergency services were not informed of the grounding and the vessel continued its voyage to Howth.</p> <p>The vessel's owner was informed of the incident at approximately 08.00 hrs that day. The owner arranged for the vessel to proceed to Castletownbere for an inspection of the damage and repairs. The inspection revealed that the vessel had considerable contact damage to its stem at the waterline and was holed above the waterline under the bows.</p>
<b>INJURIES/FATALITIES</b>	None
<b>CAUSE OF INCIDENT</b>	<p>The Watchkeeper Alarm panel keyed switch facility was switched off when the watchkeeper left the wheelhouse and not turned on return.</p> <p>By falling asleep whilst on watch in the wheelhouse the watchkeeper did not make the necessary course alteration to keep the vessel in safe and navigable waters. The vessel grounded on rocks.</p> <p>The incident may have been averted if the required course change to navigate Blasket Sound safely was better supervised.</p> <p>The incident may have been averted if there were adequate facilities in the wheelhouse to make beverages and therefore allow watchkeepers to take light refreshments.</p> <p>The incident may have been averted if the Watchkeeper Alarm panel keyed switch facility had been used as intended by its designer.</p> <p>No evidence was provided demonstrating that the crew had received adequate training to reduce the risks of endangering the health and safety of the crew or preventing accidents.</p>

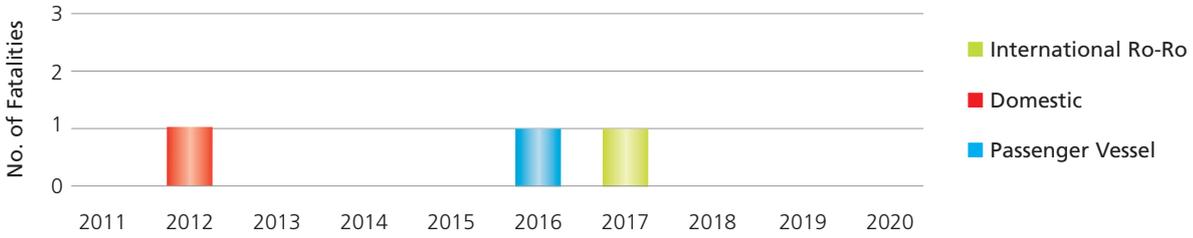
# Comparisons of Marine Casualties 2011 - 2020

Type of Craft	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<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>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>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>1 Fatality</b>	<b>None</b>	<b>None</b>
<b>Fishing Vessels</b>										
< 15 metres	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality	2 Fatalities	2 Fatalities	2 Fatalities	2 Fatalities	3 Fatalities
15 - 24 metres		5 Fatalities/ 1 Injury	3 Fatalities							1 Fatality 1 Injury
> 24 metres	1 Fatality				2 Fatalities	2 Fatalities				
<b>Sub total</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>4 Fatalities 1 Injury</b>
<b>Recreational Craft</b>										
Jet Skis										
Open Boats/Canoe	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury		1 Fatality/ 1 Injury	1 Fatality	1 Fatality	3 Fatalities/ 1 Injury	
Motor (Decked)					2 Fatalities	3 Fatalities		1 Fatality	1 Fatality	
Sail		1 Fatality		1 Fatality						
Fast Power Craft/RIB	1 Fatality	1 Fatality 2 Injuries					2 Fatalities	3 Fatalities		
<b>Sub totals</b>	<b>2 Fatalities</b>	<b>5 Fatalities/ 2 Injuries</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>None</b>
<b>Total Incidents</b>	<b>13</b>	<b>17</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>8</b>
<b>Total Fatalities</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>4</b>
<b>Total Injuries</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Total No. of Vessels involved</b>	<b>12*</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>8</b>

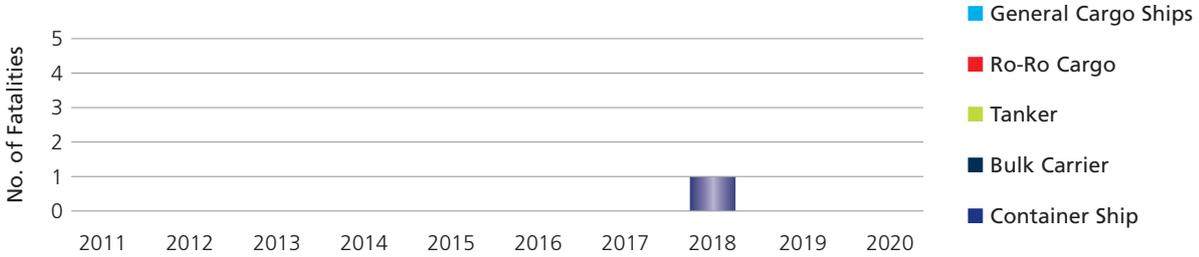
\*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

# Fatality Trends 2011 - 2020

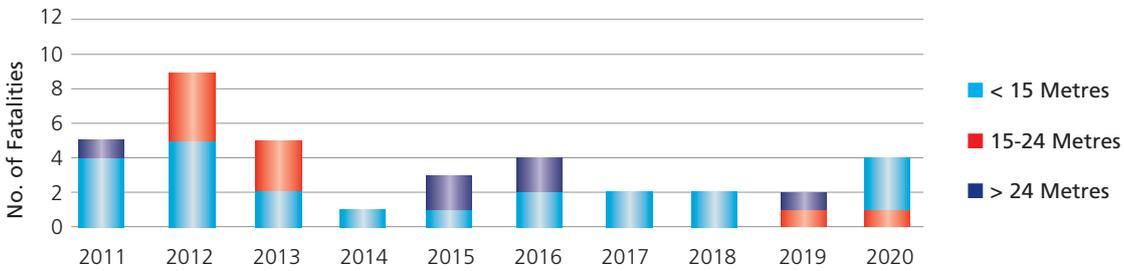
## Passenger Ships/Vessels



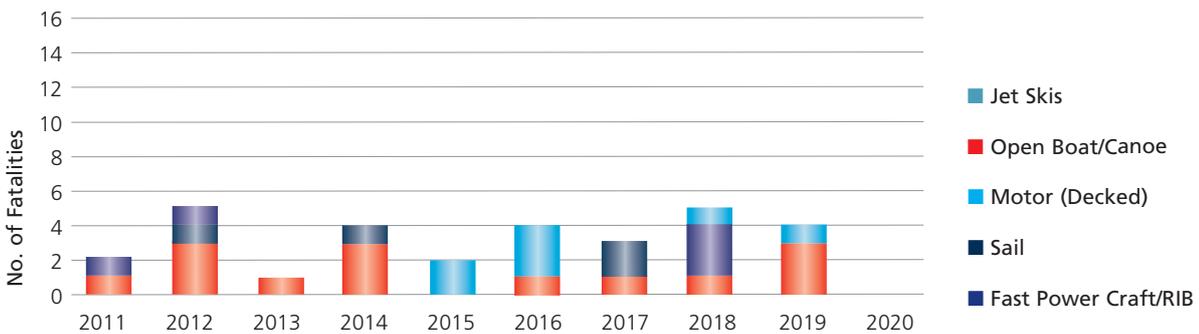
## Cargo Ships



## 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).

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/343	FV Brisas Pixuetinas	17/01/2020	Vessel reported to be taking on water
MCIB/13/344	Isle of Inishmore	15/01/2020	Steering gear issue
MCIB/13/345	FV Rossoren	28/01/2020	Injured crewmember
MCIB/13/346	FV Brisán	30/01/2020	Vessel breakdown
MCIB/13/347	MV Susan	30/01/2020	Shore worker injured
MCIB/13/348	MV Eider	06/02/2020	Steering gear problem
MCIB/13/349	Beaumotion	14/02/2020	Engine failure
MCIB/13/351	Arctic Voyager	25/02/2020	Injured fisherman
MCIB/13/352	FV Adventurer	26/02/2020	Injured crewmember
MCIB/13/353	MV Samskip Express	26/02/2020	Vessel aground
MCIB/13/354	FV Zeeland	06/03/2020	Two injured crewmembers
MCIB/13/355	FV Nuevo Santillana	09/03/2020	Injured crewmember
MCIB/13/356	MV Norbay	09/03/2020	Loss of main engine propulsion
MCIB/13/357	MV Ardent	14/03/2020	Fouled propeller
MCIB/13/358	FV Brenholm	24/03/2020	Medical evacuation
MCIB/13/359	FV Emer Jane	13/04/2020	Vessel breakdown
MCIB/13/360	FV Argo K	28/04/2020	Vessel suffered damage after sinking
MCIB/13/361	FV Yannick	10/05/2020	Fouled propeller
MCIB/13/362	FV Pedear Elaine II	13/05/2020	Injured crewmember
MCIB/13/364	FV Arkh Angell	19/05/2020	Vessel breakdown
MCIB/13/365	MV Norbay	19/05/2020	Vessel suffered hull damage in berth
MCIB/13/366	FV Tarka	30/05/2020	Fouled propeller
MCIB/13/367	FV Clara	25/06/2020	Injured crewmember
MCIB/13/368	FV Marcestina	29/06/2020	Injured crewmember
MCIB/13/369	MV Wilson Hawk	28/06/2020	Vessel grounding
MCIB/13/370	MV BG Diamond	29/06/2020	Damage to vessel
MCIB/13/371	SV Dawn Approach	13/07/2020	Vessel aground
MCIB/13/372	FV Boy Jason	16/07/2020	Injured crewmember
MCIB/13/373	MV Seatruck Power	18/07/2020	Vessel not under command

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/374	FV Notre Dame Cedeira	19/07/2020	Vessel suffered engine problems
MCIB/13/375	FV Lumian	26/07/2020	Medical evacuation
MCIB/13/376	Aqua Transporter	04/08/2020	Vessel breakdown
MCIB/13/377	Aisling Gabrielle	26/07/2020	Near miss
MCIB/13/388	FV Falcon Star	06/08/2020	Vessel capsized
MCIB/13/389	Samskip Express	21/08/2020	Vessel touched seabed and damaged hull
MCIB/13/391	Diaoznny (yacht)	07/09/2020	Mayday call and crewmember rescue
MCIB/13/392	MV Angela	10/09/2020	Damage to vessel
MCIB/13/393	MV Elbrader	20/10/2020	Injured crewmember and loss of cargo
MCIB/13/394	Lily B	20/10/2020	Vessel not under command
MCIB/13/395	W.B. Yeats	06/10/2020	Missing crewmember
MCIB/13/396	MFV Ardent	28/09/2020	Fire onboard
MCIB/13/397	FV Dearbhla	12/11/2020	Injured crewmember
MCIB/13/399	Saoirse na Farraige	03/12/2020	Accidental activation of the fire suppression system
MCIB/13/400	Wilson Dieppe	29/09/2020	Injured crewmember
MCIB/13/401	FV Katie Rose	06/12/2020	Injured crewmember
MCIB/13/402	FV Endurance	13/12/2020	Injured crewmember
MCIB/13/403	FV Susa Uno	06/12/2020	Sick crewmember

# Financial Statements

2020



Reporting Period 1st January to 31st December 2020

# Contents

Governance Statement and Board Members' Report	33
Statement on Internal Control	37
Report of the Comptroller and Auditor General	40
Statement of Income and Expenditure and Retained Revenue Reserves	42
Statement of Financial Position	43
Statement of Cash Flows	44
Notes to the Financial Statements for the year ended 31 December 2019	45

# Governance Statement and Board Members' Report

For the year ending 31st December 2020

## 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 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 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.

The Department of Transport (DoT) is responsible for allocating the annual budget. The MCIB profile its spending at the beginning of the year to the DoT. 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 2020.

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 2020.

## 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 DoT is required to sit on the Board under the Merchant Shipping Act, 2000. The Secretary General of the DoT, 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. The table below details the appointment period for current members:

BOARD MEMBER	ROLE	DATE APPOINTED / TERM COMPLETED
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 / Resigned July 2020
Nigel Lindsay	Ordinary Member	Appointed November 2017 / Resigned July 2020

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. On 9 July 2020 the Court of Justice of the European Union ruled that Ireland had not correctly implemented Article 8(1) of Directive 2009/18/EC. As a result of this judgement two members of the Board resigned, effective from 30 July 2020.

Following a review of the decision, the Board has implemented additional measures and procedures to better ensure the continued effective operation and compliance with the Directive as now interpreted by the CJEU.

The State addressed the Court findings through the making of amended regulations under the European Communities Act 1972 (S.I. No. 444 of 2020) to confirm that the two members are no longer Board members for the purpose of investigations that fall within the scope of the Directive. Additionally, a General Scheme of a Bill in order to amend the Merchant Shipping (Investigation of Marine Casualties) Act 2000 to facilitate a revised Board composition and the appointment of new members to fill the existing vacancies on the Board has been published by the Department of Transport and is currently at pre legislative scrutiny stage with the relevant Oireachtas Committee.

## Schedule of Attendance, Fees and Expenses

A schedule of attendance at the Board meetings for 2020 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

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 29 April 2021.

## Key Personnel Changes

There was one key personnel change in the year ended 31 December 2020. Ms Denise Hyland, retired on the 22 January 2021 and was replaced by Ms Margaret Bell. Ms Margaret Bell joined the MCIB on the 14 December 2020.

## 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 2020 (2019: nil).

### Consultancy Costs

No consultancy costs were incurred or capitalised during the year ended 31 December 2020 (2019: Nil).

Legal and professional fees of €14,065 (2019: €13,537) relate to expenditure on processes that have been outsourced under 'business as usual'.

### Hospitality Expenditure

Hospitality expenditure during the year was €193 (2019: €810). 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, hospitality, 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 2020.

## 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>
- Risk Appetite Statement

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 06/05/2021 after discussions and review with DTTAS.



Claire Callanan  
Chairperson  
29 June 2021

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 2020

## 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 2020 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 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 DoT 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

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.

## Impact of the COVID-19 Global Pandemic

The impact of the COVID-19 pandemic was discussed at the Board meeting held on the 3 March, 2020. The Board acknowledged that government imposed travel and work restrictions 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 also 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 briefings to DoT 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 for the use of electronic signatures, where required, to progress MCIB business while restrictions remained in place.

## Procurement

I confirm that the MCIB has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2020 the MCIB complied with those procedures with the exception of the following matters.

Category of non-compliant expenditure	2020	2020 number of suppliers
Accountancy and internal audit services	5,966	1
Printing services	11,071	1
Legal services	9,222	1
<b>Total</b>	<b>26,259</b>	<b>3</b>

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 tender process was carried out in December 2020 and the Board agreed on a preferred bidder in February 2021. It was agreed by the Board that Moore would be retained for the purposes of the 2020 Financial Statements.

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. The MCIB are exploring options for in-house publishing of reports and continue to engage with the current printing provider while this is being implemented. The progression of this task has been impacted by staffing resources and COVID-19 restrictions.

The current legal advisor was engaged by the MCIB in 2014 following tender. Due to the low cost the contract has been rolled over on a yearly basis. A tender process for legal services was initiated in December 2020 however due to circumstances outside of the MCIB's control to the process was paused in early January 2021. The process is expected to recommence in the coming weeks.

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 three 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 2019 were not addressed during 2020. The MCIB has commenced the process of rectifying the areas of non-compliance in relation to procurement during 2020 and expect these to be resolved in full during 2021.

## 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 2020 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 29 April 2021. 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 2020 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  
29 June 2021

# 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 2020 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 2020 and of its income and expenditure for 2020 in accordance with Financial Reporting Standard (FRS) 102 - *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

## Basis of opinion

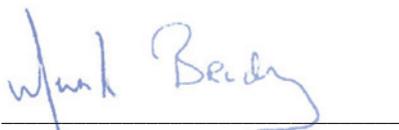
I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of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



Mark Brady

For and on behalf of the Comptroller and Auditor General  
30 June 2021

## 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 2020

		YEAR ENDED 31 DEC 2020	YEAR ENDED 31 DEC 2019
	Notes	€	€
<b>Income</b>			
Oireachtas Grants (Vote 31, subhead C3)		276,014	200,590
		276,014	200,590
<b>Expenditure</b>			
Staff Salaries	4	131,187	100,442
Board Members Fees	5	20,948	20,948
Printing, Postage and Stationery		12,348	6,998
Website Design		1,410	1,137
Accident Investigation Expenses	3	89,950	27,864
Safety Equipment		-	503
Office Expenses		1,767	480
Translation		1,309	1,534
Maps/Charts		1,563	1,937
Legal & Professional Fees		14,065	13,537
Accountancy		5,869	7,134
Audit Fees		7,650	6,000
Bank Charges		320	264
Training		425	2,400
Sundry Expenses		193	810
		289,004	191,988
Surplus/(Deficit) for the Year		(12,990)	8,602
Accumulated Deficit 1 January		(42,729)	(51,331)
Accumulated Deficit 31 December		(55,719)	(42,729)

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

*Claire Callanan*

Claire Callanan  
Chairman  
29 June 2021

*Margaret Bell*

Margaret Bell  
Secretary  
29 June 2021

# Statement of Financial Position

As at 31st December 2020

	Notes	31 DEC 2020 €	31 DEC 2019 €
<b>Current Assets</b>			
Prepayments		1,406	492
Cash and cash equivalents		44,798	22,179
		46,204	22,671
<b>Creditors – amounts falling due within one year</b>			
Payables	2	(101,923)	(65,400)
<b>Net Current (Liabilities)</b>		<b>(55,719)</b>	<b>(42,729)</b>
<b>Representing</b>			
Accumulated Deficit brought forward		(42,729)	(51,331)
Surplus/(Deficit) for the period		(12,990)	8,602
Retained Revenue Reserves		(55,719)	(42,729)

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



Claire Callanan  
Chairman  
29 June 2021



Margaret Bell  
Secretary  
29 June 2021

# Statement of Cash Flows

As at 31st December 2020

	31 DEC 2020 €	31 DEC 2019 €
<b>Cash flows from operating activities</b>		
Cash generated from/(absorbed by) operations	(12,990)	8,602
Increase in receivables	(914)	91
Increase / (decrease) in payables	36,523	(32,090)
<b>Net cash inflow/(outflow) from operating activities</b>	22,619	(23,397)
<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>	22,619	(23,397)
Cash and cash equivalents at beginning of year	22,179	45,576
<b>Cash and cash equivalents at end of year</b>	44,798	22,179

# Notes to the Financial Statements

For the year ending 31st December 2020

## 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.

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 2020 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 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 2020.

### 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 and payments made in the year by the Department of Transport on behalf of the Marine Casualty Investigation Board's staff\*.

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

### 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**

	2020	2019
	€	€
Accrued Expenses	101,923	65,400
Included in accrued expenses are amounts relating to:		
PAYE control account	7,212	7,212

**Note 3. Accident Investigation Expenses**

During year ended 31st December 2020, the Board completed 12 investigations and published reports on each investigation. The total cost of the investigations completed in 2020 was €89,950. No interim reports of ongoing investigations were published in 2020. As at 31st December 2020, 9 investigations were in progress and not finalised. The potential cost of this work is €63,700 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.

Also included in the accrued investigation costs are travel and subsistence costs incurred by investigators of €10,000. A decision was taken by the Board in December 2020 that, going forward, investigators will be reimbursed for agreed vouched T&S expenditure at Civil Service rates.

**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. 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 2020 and 3 staff members assigned at the end of 2019.

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

Short-term employee benefits**	2020	2019
€	No. of employees in band	No. of employees in band
0 – 59,999	3	3
60,000 – 69,999	-	-
70,000 – 79,000	-	-

\*\*Note: For the purposes of this disclosure, short term employee benefits in relation to services rendered during the reporting period include salary overtime allowances and other payments made on behalf of the employee but exclude employers PRSI

## Note 5. Board Members

The Board meets on a regular basis to review its operation and held 15 ordinary meetings in 2020.

As at 31st December 2020 the Board had a total of 3 members.

The fees payable to the Chairperson and the Board members for 2020 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 2020 two Board members did not receive any fee under the One Person One Salary (OPOS) principle.

**A schedule of 2020 Attendance and Fees is set out below:**

Board member	Meetings Attended	2020 €	2019 €
Claire Callanan	15/15	8,978	8,978
Frank Cronin	15/15	5,985	5,985
Dorothea Dowling	14/15	5,985	5,985
Nigel Lindsay (resigned July 2020)	9/15	-*	-
Brian Hogan (resigned July 2020)	9/15	-*	-
<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 2020.

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 2020 in respect of attendance at the Board Meetings during 2020.

## Note 6. Going concern

In the financial year ending 31 December 2020, the Board recorded an operating deficit of €12,990 and an accumulated deficit for 2002 – 2020 of €55,719. Funding has been received in 2020 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 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 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. Approval of Financial Statements**

The financial statements were approved by the Board on the 29 June 2021.





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