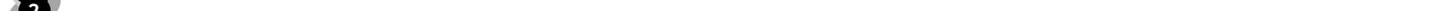


**REPORT INTO THE INCIDENT
OF THE COLLISION
BETWEEN A JET-SKI AND
A SPEEDBOAT IN
YOUGHAL, CO. CORK
ON 11TH AUGUST, 2003**

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

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1. SYNOPSIS

On the evening of 11th August 2003 at approximately 2020 hours a collision occurred between a Jet Ski and a speedboat at Youghal inner Harbour, Co. Cork. The operator of the Jet Ski, 15-year-old Patrick Daly suffered fatal injuries. Mr. Michael Murray the operator of the speedboat suffered serious leg injuries. Mr. Martin Pierce who was being towed on an inflatable craft by the speedboat at the time of the accident was not injured.

2. FACTUAL INFORMATION

2.1	<p>Name of Deceased: Address: Formal sea training:</p>	<p>Patrick Daly (Operator of Jet Ski) Youghal, Co. Cork None</p>
	<p>Name of Injured Person:</p>	<p>Michael Murray (Owner and Operator of the Speedboat) Youghal, Co. Cork</p>
	<p>Formal sea Training:</p>	<p>Attended the National Fishery Training College in 1985 and took courses as a fishing deck hand, Sea Survival, First Aid and Radio.</p>
	<p>Jet Ski Make/Model: Engine:</p>	<p>Kawasaki 1100ZX1 1,071 cc three cylinder, 120 horsepower marine engine</p>
	<p>Fuel Tank Capacity: Speed</p>	<p>13.7 Gallon 50 Knots approximately</p>
	<p>Owner:</p>	<p>Mr. James Leahy Youghal, Co. Cork</p>
	<p>Jet Ski Purchased by Owner</p>	<p>2001 (originally imported from USA)</p>
	<p>Speed Boat Make/Model: Length Overall Breadth: Main Engine Manufacturer: Model: Originally Purchased: Purchased by owner:</p>	<p>Bayliner Capri 1800 5.48m 2.15m (Outboard) Mercury Marine Force 120 (120 Horsepower) 1994 5th August 2003</p>

3. CIRCUMSTANCES PRIOR TO THE INCIDENT

3.1 Powerboat

- 3.1.1 Mr. Michael Murray the owner and operator of the speedboat has significant sea-going experience. According to Mr. Murray he first started going to sea on boats at about twelve years of age. At the age of sixteen Mr. Murray went to sea on fishing vessels. In 1991 Mr. Murray stopped going to sea and went to work in England in the construction industry.
- 3.1.2 Mr. Murray bought the Bayliner boat on the 3rd August 2003 and took delivery on the 5th August, 2003.
- 3.1.3 Mr. Murray purchased an inflatable craft popularly known as a "doughnut" on the day of the accident (see photographs at Appendix 9.4).
- 3.1.4 Mr. Murray accompanied by his brother Steven, brought the boat by trailer to Ferrypoint and launched it at approximately 1500 hours.
- 3.1.5 It was a fine sunny day with light winds and perfect conditions for operating a speedboat on the water. Mr. Murray and his brother attached the "doughnut" to the boat with a towline of approximately 20-25 metres in length.
- 3.1.6 Two other men joined Mr. Murray and his brother. Mr. Murray took the helm. Two of the three men on board took turns at going on the "doughnut". On one occasion Mr. Murray let his brother take the helm and took a turn on the "doughnut".
- 3.1.7 Mr. Murray states that they went out as far as Claycastle and back to the mouth of the harbour a number of times.
- 3.1.8 Mr. Murray noted that there was a lot of Jet Ski activity in the area and he estimated seeing up to about five Jet Skis while his boat was in the area.
- 3.1.9 Mr. Murray states that he also brought his craft into the inner harbour as far as Youghal Bridge but whilst there did not see any Jet Skis in this area at that time.
- 3.1.10 At about 1730hrs Mr. Murray landed ashore his original passengers and somewhere between 1930hrs and 2000hrs went alongside at the quays in Youghal and picked up Mr. Martin Pierce. According to Mr. Pierce he boarded the speedboat at about 2000hrs and they initially proceeded to the mouth of the harbour where they launched the inflatable "doughnut".
- 3.1.11 Video footage of Mr. Murray's speedboat shot at approximately 1800hrs, shows the boat passing in front of the amusement arcade area running parallel to a Jet Ski. The speedboat is seen in the videotape towing the "doughnut" with two persons standing up in the boat.

3.2 Jet Ski

- 3.2.1 Mr. Leahy the owner of the Jet Ski has said that he arrived at Ferrypoint at about 1945hrs on the 11th August 2003, where he found Patrick Daly kitted out and ready to go on the Jet Ski.
- 3.2.2 Mr. Leahy maintains that Patrick Daly had permission to take the Jet Ski from the Leahy family yard at any time. On the 11th August Mr. Leahy said that he had missed three calls on his mobile phone from Patrick Daly. On arrival home earlier Mr. Leahy noticed that the lifejackets were missing from another boat and he guessed that Patrick Daly had taken them to go on the Jet Ski.
- 3.2.3 Mr. Leahy, accompanied by his young daughter, took the Jet Ski out for a ten to fifteen-minute trip before Patrick Daly went out.
- 3.2.4 At about 1745hrs Patrick Daly called his friend Gareth Ducey on Gareth's mobile phone and asked Gareth Ducey to collect him at home and bring him out to go Jet Skiing.
- 3.2.5 At about 1945hrs Patrick Daly and Gareth Ducey hitched up the trailer and 'Jet Ski' and then proceeded to Ferrypoint.
- 3.2.6 At about 1955hrs they arrived at Ferrypoint. According to Gareth Ducey he observed Patrick Daly kitted out in a wetsuit with a lifejacket on.
- 3.2.7 According to Mr. Ducey, Mr. Leahy arrived at about 2000hrs and took the Jet Ski out before Patrick Daly had a chance to use it.
- 3.2.8 Mr. Ducey also stated that he then left to get some warmer clothing and returned to Ferrypoint at about 2015hrs.
- 3.2.9 At approximately 2015hrs Patrick Daly left Ferrypoint on the Jet Ski.

4. THE INCIDENT

{There are conflicting versions of the incident as follows:}

A. Version of witness on the shore -

4.1 A person was sitting on a bollard on the shore at Youghal watching the fishing activity on the shore. This person's attention was drawn to Mr. Murray's speedboat and the doughnut being towed behind. He heard shouts from the person on the doughnut, which he believed, were shouts of fun. He thought at first that the doughnut was a jet ski following the speedboat. He also noted a Jet Ski (Mr. Leahy's being driven by Mr. Daly) travelling in the same direction as the speedboat but further offshore. He observed this 'Jet Ski' and Mr. Murray's turn towards one another almost at the same time and observed them collide. There was a loud bang on impact. {Sketch 2 in Appendix 9.3 illustrates this version of events}.

B. Version of Mr. Murray -

- 4.2 According to Mr. Murray when the "doughnut" was launched he proceeded north up the harbour. He observed a Jet Ski about five hundred / six hundred yards away in the region of the sluice gates and about two hundred yards off Youghal shoreline. When he was adjacent to 'Youghal Carpets' he proceeded to turn to starboard to head out to sea and slowed down to about fifteen knots to make the turn. He had turned through about ninety degrees when he saw the Jet Ski coming towards him. He maintains that the Jet Ski was going flat out and thought that it would turn away at some stage but the Jet Ski didn't turn and collided with his boat. {Sketch 1 in Appendix 9.3 illustrate this version of events}.
- 4.3 The Jet Ski and speedboat collided at approximately 2025hrs. Mr. Daly, Mr. Murray and Mr. Pierce were thrown into the water.

5. EVENTS AFTER THE INCIDENT

- 5.1 On the shore a Mr. Denis McCarthy was unloading his catch after being out on a fishing trip. He heard a loud bang and his instinct told him that something was wrong. Mr. McCarthy, a member of the local lifeboat service, Mr. Anthony White and Mr. Mark Lee (both voluntary members of the Irish Coast Guard in Youghal) went in Mr. McCarthy's boat to investigate the 'bang'. They were at the scene in approximately thirty seconds and found three people in the water and Mr. Murray's speedboat running in circles, out of control, in the same area.
- 5.2 Mr. McCarthy, Mr. White and Mr. Lee managed, despite the out-of-control boat, to recover the three people in the water relatively quickly into their boat and head towards shore.
- 5.3 Some people on the shore used their mobile phones to alert the emergency services, Garda Siochana, medical and coast guard resources. Youghal lifeboat and a coast guard helicopter were on the scene quickly.
- 5.4 A Doctor arrived on the scene and it was decided, as Mr. Patrick Daly was critically injured, to use the Coast Guard helicopter to transfer him to hospital. However, Mr. Patrick Daly died at the scene and was pronounced dead at 2130hrs.
- 5.5 Mr. Michael Murray was noted to have suffered extensive lower limb and pelvic injuries and was brought by ambulance to Cork University Hospital.
- 5.6 Mr. Pierce was uninjured.

6. FINDINGS

- 6.1 The weather on the evening of the 11th August 2003 was very good with a very slight sea, little or no swell and good evening sunshine.
- 6.2 Mr. Patrick Daly was only fifteen years old and was operating an 1100 cc Jet Ski. Whilst he had no formal training it appeared that he had some operational experience on Jet Skis.
- 6.3 Mr. James Leahy (the owner of the Jet Ski) stated that he was not aware that S.I. No. 284 of 2001 Merchant Shipping (Mechanically Propelled Pleasure Craft)(Safety) Regulation, 2001 places an age restriction on the operation or control of mechanically propelled pleasure craft "to ensure that person who has not attained the age of 16 years shall not operate or be in control of the craft."
- 6.4 Mr. Michael Murray had only recently purchased the speedboat. The doughnut that was being towed behind the speedboat at the time of the accident had only been purchased that day. Despite Mr. Michael Murray's experience with the sea and with boats it was apparent that he had not adequate time to familiarize himself with the operation and manoeuvring characteristics of the speedboat. The manoeuvring characteristics of the speedboat would have been further complicated with the addition of the towed doughnut.
- 6.5 The Emergency Stop switch in the speedboat is located outboard of the steering position in way of the radio speaker (see photos at Appendix 9.4). To operate in an emergency the Emergency Stop Cord with connecting switch should be attached to the operator of the boat. If the operator of the boat leaves or is forced from his position then the switch pulls from the Emergency Stop position and the engine cuts out. When the boat was inspected at Youghal during the investigation it was noted that the lanyard with the connection to the emergency stop position was attached to the ignition mechanism.
- 6.6 On inspection the Emergency Stop Mechanism in the speedboat was found to be faulty. However, Mr. Michael Murray stated that although he never specifically tested the Emergency Stop he noted that the engine would not start if the switch on the cord was not inserted into the Emergency Stop.
- 6.7 Mr. Michael Murray was standing up in the boat while steering. The Emergency Stop lanyard was not attached to his person.
- 6.8 Youghal Urban District Council was in the process of introducing Bye Laws, which will include provisions regulating the use of Jet Skis within its functional area. These Bye Laws were not in place at the time of the accident.

- 6.9 Mr. Martin Pierce states that he did not witness any of the events leading up to the accident as he was concentrating on staying on the "doughnut". He states that he may have noticed the Jet Ski in the area but cannot recall specifically seeing one.
- 6.10 Mr. Leahy, the owner of the Jet Ski, stated that he never knew Patrick Daly to act irresponsibly on the Jet Ski. He further stated that he warned Patrick never to have anybody on the back of the Jet Ski and not to go into the quays in Youghal. He was aware that Patrick was only fifteen years old.
- 6.12 Mr. Denis McCarthy, Mr. Anthony White and Mr. Mark Lee went to render assistance in Mr. McCarthy's boat instinctively on hearing the "bang". They recovered two seriously injured persons and one uninjured persons from the water whilst the speedboat was circling out of control. Their actions were positive and carried out in a courageous, efficient and seamanlike manner.

7. CONCLUSIONS

- 7.1 It is not possible to conclude with certainty how the accident occurred. The MCIB is of the view however, that the version of events given by the person on the shore is probably correct.
- 7.2 It is clear from the vessel damage report (see Appendix 9.1) that the vessels were on converging courses when they collided. This clearly supports the version of events given by the witness on the shore (see Sketch 2 in Appendix 9.3). It is also considered that if the accident occurred as per Mr. Michael Murray's version of events, the damage to the vehicles would have been of a different configuration.
- 7.3 It is clear that the person on the shore had a good view of events. Mr. Michael Murray's recollection of events may be somewhat clouded by the fact that he sustained severe injuries in this accident. His injuries are believed to have been caused by the rotating propeller of his own boat as it went out of control when he was thrown clear into the water, as damage was noted to the blades of the propeller.
- 7.4 It is also considered that the sun may have been in Mr. Murray's eyes at the time of, or prior to, the impact itself. The sun set in the approximate direction of 296.5° (approximately west northwest). If, as we believe Mr. Murray's vessel was heading almost due north into the harbour prior to the incident, the sun would have been at 7° on his portside, which would not interfere with his vision as he turned to starboard. If, however, the Jet Ski operated by Patrick Daly was coming from Ferrypoint (as the witness on the shore maintains), the sun would have been about $30^{\circ}/40^{\circ}$ on Mr. Daly's portside and would have been directly in his line of vision when he turned to port, as indicated by the witness on the shore.
- 7.5 Mr. Michael Murray was alone in the speedboat. His attention was divided between looking at the person on the "doughnut" and navigating the boat.
- 7.6 Patrick Daly was not wearing protective headgear.
- 7.7 The International Regulations for Preventing Collisions at Sea apply to all craft navigating on the high seas and in all navigable waters connected therewith. These Regulations apply to all vessels, including Jet Skis and speedboats.

8. RECOMMENDATIONS

- 8.1 Persons operating Jet Skis should be required to wear appropriate protective headgear.
- 8.2 Where a person(s) is being towed on a recreational craft, the towing vessel should have a person dedicated to lookout for the person on the vessel being towed; the operator of the towing craft should give his/her full attention to the operation / navigation of the vessel.
- 8.3 Operators of Jet Skis should familiarize themselves with all literature provided by the Department of Communications, Marine and Natural Resources.
- 8.4 It is noted that the Department of Communications, Marine and Natural Resources has published a Marine Safety Bill in 2004, which when enacted, will regulate the use of Jet Skis and fast powered craft, by enabling Local Authorities to introduce Bye-Laws, impose fines, etc. In addition the Department has published a Draft Code of Practice for Recreational Craft to promote and enhance safety.
- 8.5 All owners and operators of leisure craft are recommended to follow maker's instructions and guidance, especially regarding safety features on board their leisure craft.
- 8.6 The MCIB recommend that a safety leaflet be issued to all concerned bodies, including relevant Local Authorities stating Statutory Instrument 284 of 2001 and setting out a code of practice relating to Jet Skis and high powered leisure craft.

LIST OF APPENDICES

9. LIST OF APPENDICES

9.1 Vessel Damage Report

9.2 Chart Extract Showing Incident Location

9.3 Sketches 1 and 2 - Possible Track of Vessels Prior to Impact.

9.4 Photographs

Appendix 9.1

Vessel Damage Report.

VESSEL DAMAGE REPORT

(COMPLIED BY A SHIP SURVEYOR FROM THE MARITIME SAFETY DIRECTORATE)

On the 12th August 2003 I was requested to attend the vessels involved in a fatal collision the previous evening in Youghal Harbour. The purpose of my attendance was to report on the damage sustained as a result of the collision to both vessels. This inspection was carried out in the Coast Guard Station in Youghal. The craft involved were a Bayliner powerboat, an inflatable towed ride and a Kawasaki Jet Ski.

GENERAL PARTICULARS (POWERBOAT)

Manufacturer: Bayliner

Model: Capri 1800

Hull I.D: BIYC 64 CRA 393

Length_(O.A.): 5.48m

Breadth: 2.15m

Hullform: Typical chined deep V hullform with spray rails.

Colour: White with turquoise band at deck edge, also turquoise antifouling.

Main Engine (Outboard)

Manufacturer: Mercury Marine

Model: Force 120

DAMAGE OBSERVED

1. On the forward port side of the hull there were four deep scratches, the deepest of which would be approximately 3mm deep. These were located approximately 300mm aft of the stem at the height at which they are located. The scratches ranged in length from 130mm to 340mm and extended 120mm longitudinally. (Figure 1)
2. 500mm aft of these scratches there are some black scuff marks on the side of the hull. It is presumed that these were caused by the gunwale of the Jet Ski. (Figure 2)

Appendix 9.1

Vessel Damage Report.

3. Above these scuff marks there is damage to the hull to deck joint. Firstly the hull to deck joint has opened up over a length of approximately 800mm. In the region above the scuff marks there are two vertical cracks radiating out from the deck joint. On the deck side the crack is 80mm long and on the hull side it is 55mm long. At the lower end of the hull crack is a horizontal crack of approximately 100mm. (Figure 2)
4. On the underside of the vessel there was a small chip to the gelcoat on a spray rail forward of amidships. It is not apparent what caused this damage.
5. The port side windshield sustained damage. This consisted of an aluminium frame structure with perspex or polycarbonate windows. The windshield consisted of three sections, port, starboard and a centre section that folded over to the port side to facilitate access to the vessels forward section. It would appear that the centre section was folded over to allow access to the forward section. The damage sustained to the windshield included the loss of both port and centre forward facing windshields, the loss of the top bar of the frame for both windows, loss of the unhinges side frame on the centre window and damage to the bottom frame on the centre window. Additionally there was damage sustained to the side windshield on the port side, with the bottom framework forward pulled out from the deck and bent outboard. (Figure 3)
6. It is apparent that the vessel carried an auxiliary outboard engine for emergency use. A bracket for this engine was located on the port side of the transom. However during the inspection the engine was missing and the bracket had been sheared. (Figure 4)
7. The propeller on the main engine was also damaged. This was a three blade propeller, diameter approximately 330mm. Two blades sustained damaged to their tips. The damage would appear to have been caused by striking some object. The intact blade length was 120mm, on the damaged blades the lengths were reduced to 100mm and 95mm. (Figure 4)
8. I also observed some delamination to the plywood shelf on the forward port side, which forms the base for the forward V shaped seats. There was also a crack on the plywood bulkhead at the aft end of this structure. As this delamination on the plywood shelf is also evident on the starboard side

Appendix 9.1

Vessel Damage Report.

I would consider this to have existed prior to the collision. However the crack on the bulkhead may have been caused by the collision. (Figure 5)

INFLATABLE TOWED RIDE

At the time of the collision the powerboat was towing an inflatable towed ride, with the following particulars.

Type: EZ Ride XXL This vessel had a similar silhouette to a jet ski.

Length_(O.A.): 1.90m

Breadth: 1.40m

The towrope on board the powerboat measured 39meters.

There was no damage evident on this vessel.

GENERAL PARTICULARS (JET SKI)

Manufacturer: Kawasaki

Model: 1100 ZXi

Length_(O.A.): 2.75m

Breadth: 1.05m

DAMAGE OBSERVED

The Jet Ski was extensively damaged on its starboard side as can be seen from the following,

- A. About 500mm aft of the bow the topside cowling of the Jet Ski is cracked from the starboard hull to topside joint across to the port side joint. (Figure 7)
- B. The cowling on the forward starboard side was extensively cracked. Additionally there was a crack on the hull chine extending aft for a length of approximately 1300mm, starting 200mm aft of the bow. (Figure 7 & 8)

- C. On the starboard side the rear view mirror was sheared off and the bolts securing the mirror were bent downwards. The mirror cowling was found

Appendix 9.1

Vessel Damage Report.

in the crack in the hull to topside joint just aft of the mounting bracket. The mirror itself was found with in this crack but located at the aft of the vessel.

- D. The throttle lever, which was located on the starboard side handlebars, was damaged.
- E. On the starboard side, the hull to topside joint was extensively damaged along the full length of the craft. There were traces of the powerboats turquoise antifouling along this region. Additionally the rubbing strake was damaged on the Jet Ski. (Figure 9)
- F. There was very little damage to the port side of the Jet Ski. Apart from the crack detailed in Item 1, there was one crack radiating aft and one small crack radiating into the hull. (Figure 10)

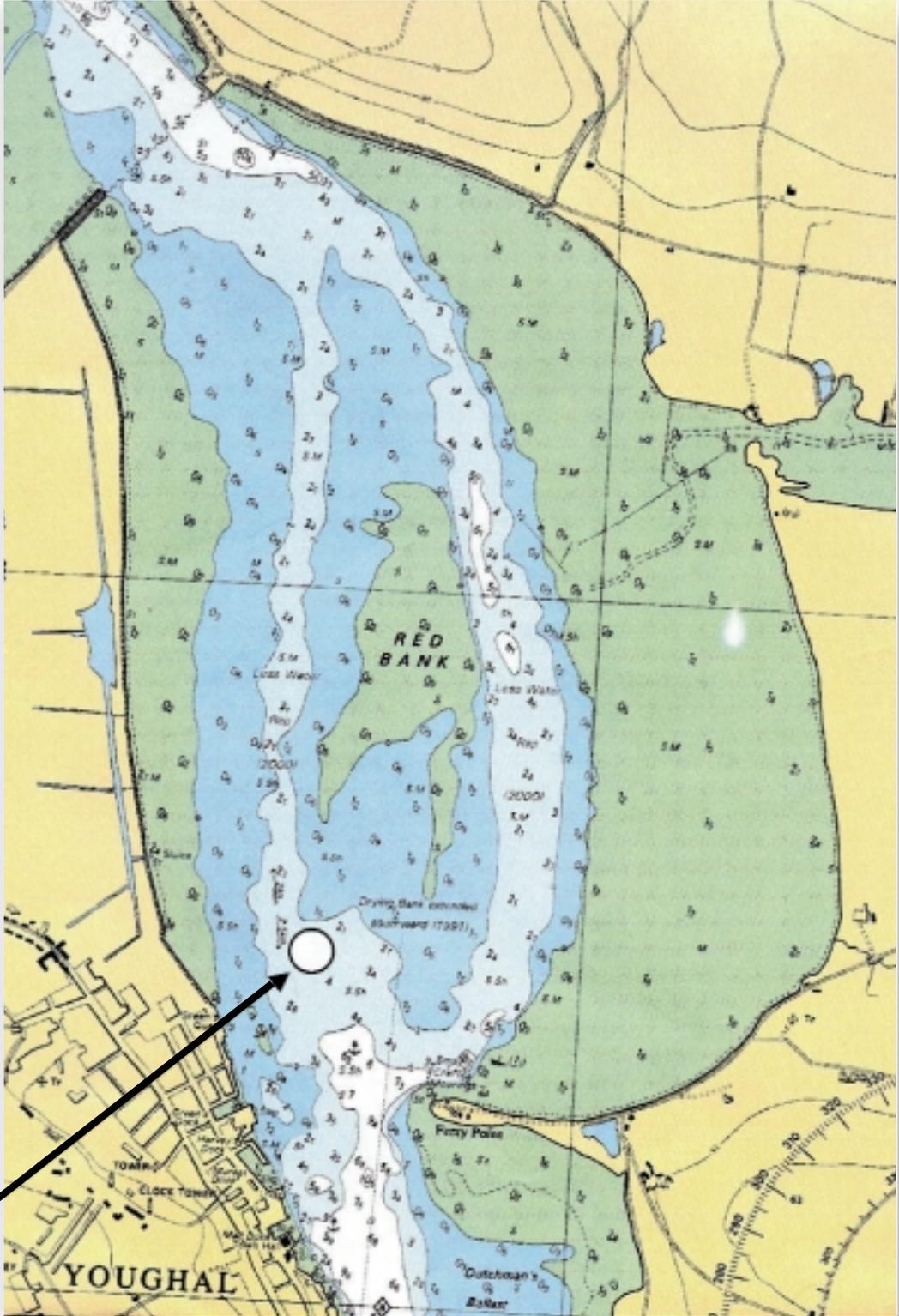
GENERAL OBSERVATIONS

From the damage seen it would appear that just prior to impact both vessels were running in similar direction and on a convergent course. It would appear that impact occurred forward on both vessels. It is reasonable to assume that the scratches on the hull of the powerboat (Item No. 1), were caused by the bolts on the mirror bracket of the Jet Ski (Item C). Given this orientation the bow of the powerboat would be responsible for the damage to the forward end of the Jet Ski (Items A & B). It would appear that the topside to hull joint of the Jet Ski fractured on impact with the side of the powerboat. Additionally I would assume that the Jet Ski ran back along the hull and struck the auxiliary outboard causing the bracket to shear.

There was no apparent cause for the damage to the propeller of the main engine.

Appendix 9.2

Chart Extract Showing Incident Location.



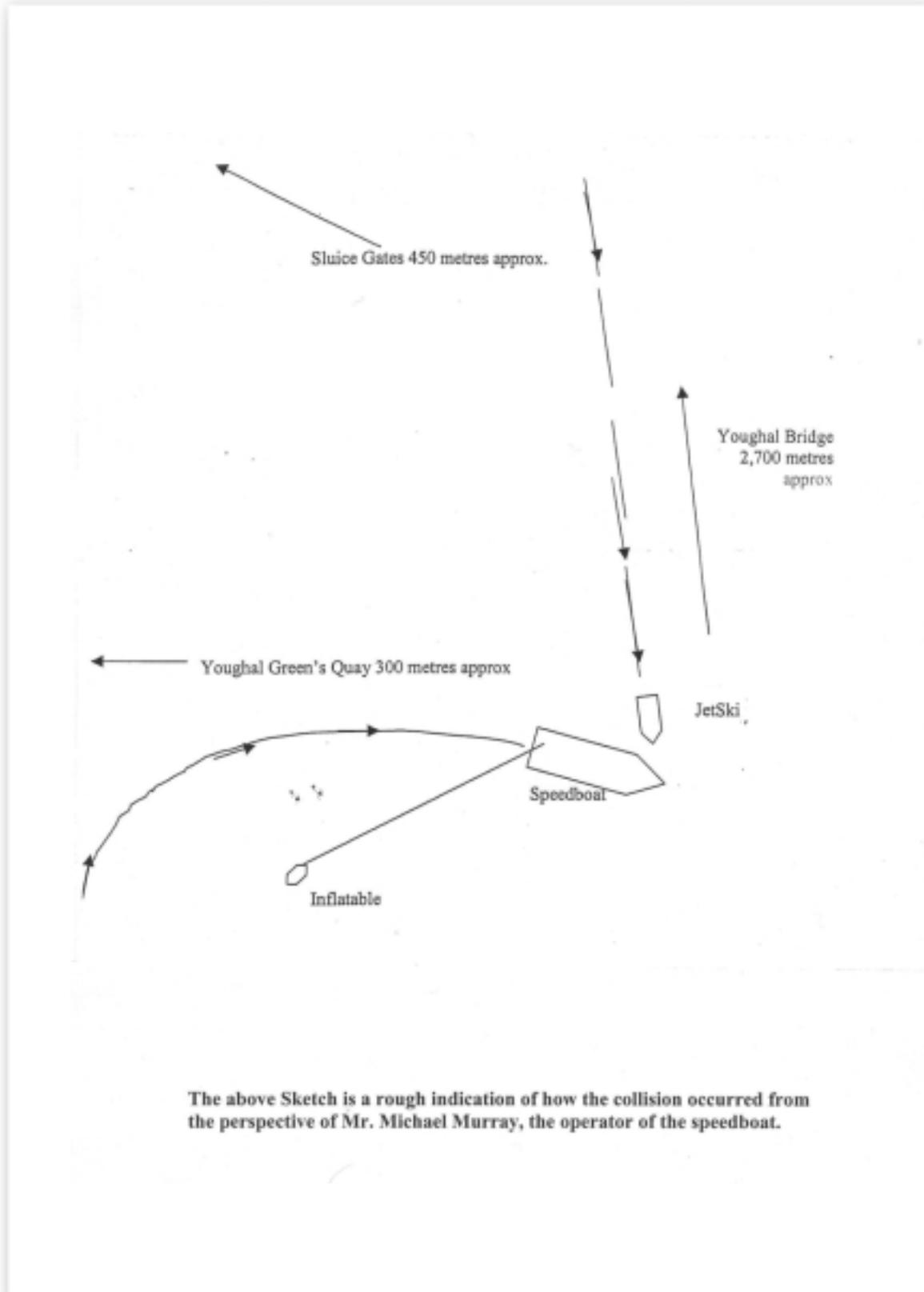
Approximate Position of Collision

NOT TO BE USED FOR NAVIGATION PURPOSES

APPENDIX 9.3

Appendix 9.3

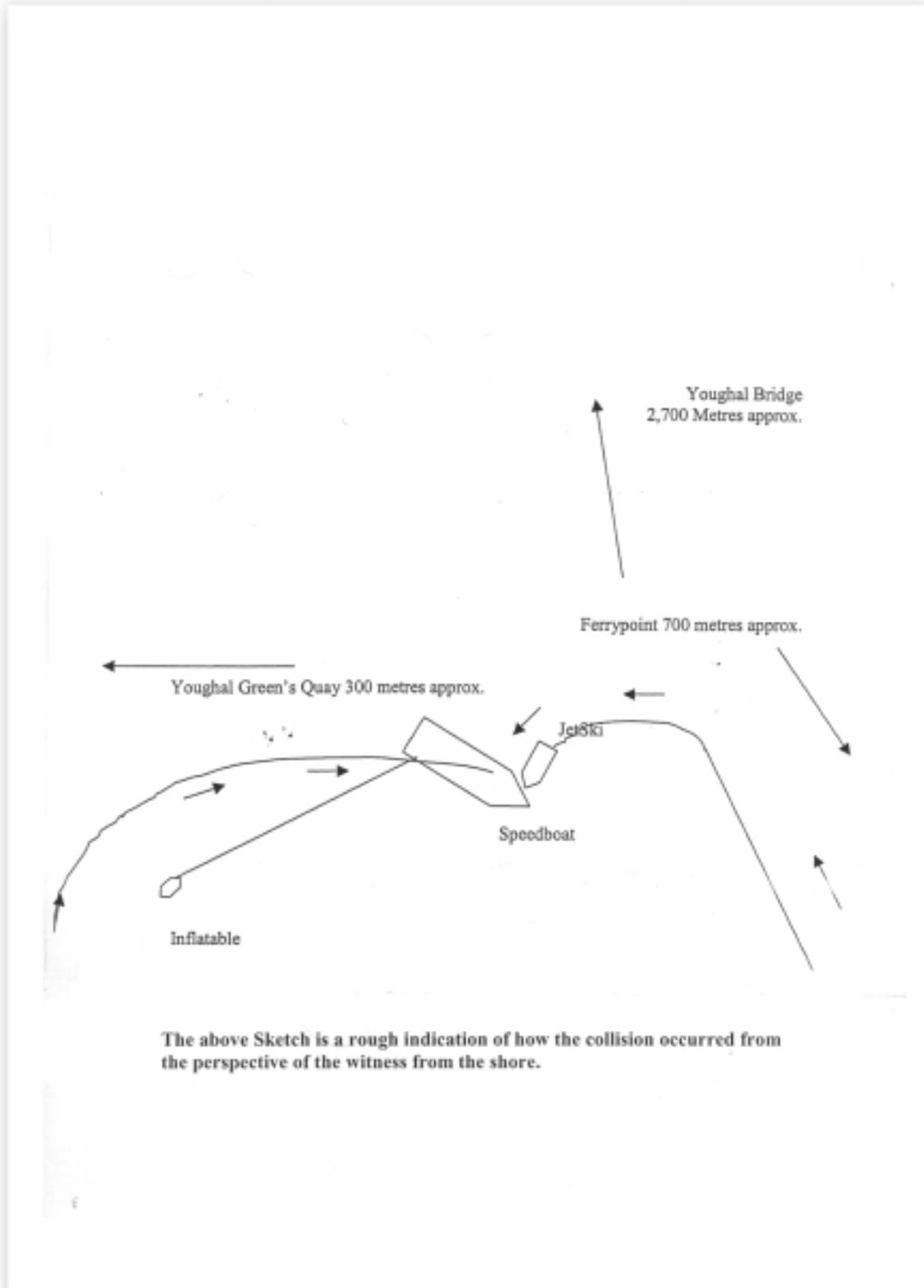
Sketch 1 - Possible Track of Vessels Prior to Impact.



The above Sketch is a rough indication of how the collision occurred from the perspective of Mr. Michael Murray, the operator of the speedboat.

Appendix 9.3

Sketch 2 - Possible Track of Vessels Prior to Impact.



The above Sketch is a rough indication of how the collision occurred from the perspective of the witness from the shore.

Appendix 9.4

Photographs.



FIGURE 1
SCRATCHES TO PORT BOW
REGION



FIGURE 2
DAMAGE TO HULL & DECK
JOINT

Appendix 9.4

Photographs.



FIGURE 3
DAMAGE TO WINDSHIELD



FIGURE 4
DAMAGE TO AUXILIARY &
MAINENGINE

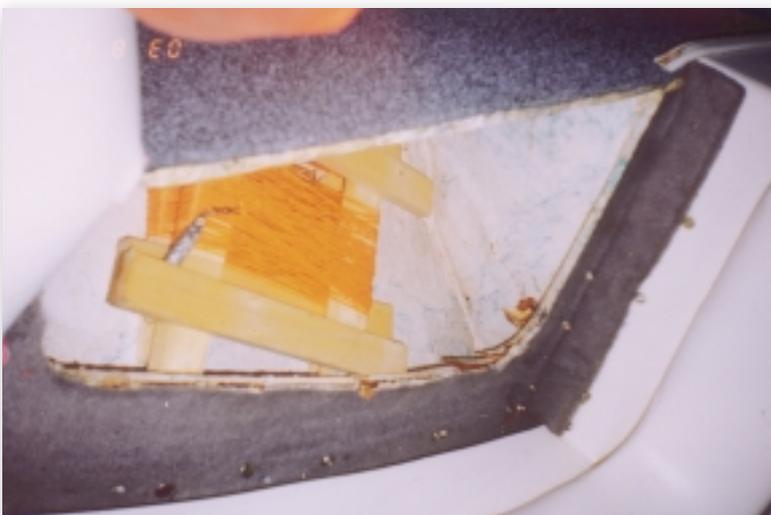


FIGURE 5
PLYWOOD DELAMINATION

Appendix 9.4

Photographs.



FIGURE 6
INFLATABLE TOWED RIDE



FIGURE 7
DAMAGE TO TOPSIDE
COWLING



FIGURE 8
DAMAGE TO STARBOARD
SIDE HULL

Appendix 9.4

Photographs.



FIGURE 9
DAMAGE TO STARBOARD
SIDE TOPSIDE TO HULL
JOINT



FIGURE 10
DAMAGE TO PORT SIDE OF
JET SKI

Appendix 9.4

Emergency Stop Switch



Appendix 9.4

Emergency Stop Switch



9. LIST OF CORRESPONDENCE RECEIVED

Correspondent	Page No.
An Garda Siochana	29
MCIB Response	29
Mr. Garry Ducey	30
MCIB Response	30

9. CORRESPONDENCE RECEIVED

An Garda Síochána

Oifig an Cheannfoirt
Stáisiún an Gharda Síochána,
Mainistir na Corann,
Co. Chorcaí

Teileafón/Telephone: (021) 4621557
Facs/Fax: (021) 4621559

Please quote the following ref. number:



Superintendent's office,
Garda Station,
Midleton,
Co. Cork

Web Site: www.garda.ie
E-mail:

GARDA SÍOCHÁNA
SUPERINTENDENT'S OFFICE

3rd SEP 2004

MIDLETON
DIVISION OF CORK NORTH

Mr. Dick Heron,
Marine Casualty Investigation Board,
Leeson Lane,
Dublin 2

Re: Draft Report of the investigation into the collision between a Jet Ski and a
Speedboat in Youghal, Co. Cork on the 11th August 2003.

Dear Mr. Heron,

I wish to acknowledge receipt of your detailed report on the above collision. I have studied the report and I strongly agree with your recommendations, especially at 8.4.

Unfortunately, An Garda Síochána at Youghal does not have the physical resources or the training/expertise to deal with such incidents or to enforce Bye-Laws if they are implemented. The use of competent 'water wardens' would be very beneficial in this area.

With the increase in numbers, use and popularity of various water craft it is essential that action is taken to prevent accidents.

Yours faithfully,



Superintendent.
(W.M. HAYES)



Mission Statement:
To achieve the highest attainable level of Personal Protection, Community Commitment and State Security.

MCIB RESPONSE

The MCIB notes the contents of this letter.

9. CORRESPONDENCE RECEIVED

Clashanahy House,
Kinsalebeg,
Youghal,
Co.Cork.

4th October 2004.

Mr Dick Heron,
Secretary,
Marine Casualty Investigation Board,
Lesson Lane,
Dublin 2



Your Ref: MCIB 71

DRAFT Report of the Investigation into the collision between a Jet Ski and a Speedboat in Youghal, Co. Cork on 11th August 2003.

Dear Mr Heron,

I refer to your letter of the 13th ult enclosing draft report of the above investigation. I confirm having read through the report and I have no comments or observations to offer on this report.

Yours sincerely,
Garry Ducey
Garry Ducey.

MCIB RESPONSE

The MCIB notes the contents of this letter.

