



MARINE CASUALTY INVESTIGATION BOARD

# Annual Report

## 2016



Reporting Period 1st January to 31st December 2016

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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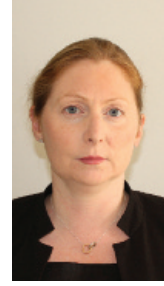
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Tá leagan Gaeilge den Turascáil seo ar fáil ó suoimh idirlíon an Bhoird, [www.mcib.ie](http://www.mcib.ie), nó de bhun iarratais ó Rúnaí an Bhoird.

# Chairman's Statement



Cliona Cassidy, B.L.,  
Chairman

Dear Minister,

In accordance with the requirements of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the 14th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January – 31 December 2016.

## Overview of 2016

2016 saw a substantial increase in the number of investigations initiated by the MCIB from seven to 15. Unfortunately, this increase was also reflected in an increase in fatalities. In total nine people lost their lives in incidents under the MCIB's statutory remit. An 80% increase on the number of fatalities in 2014 and 2015, both with five fatalities, and a disheartening reversal of a three year downward trend.

Four incidents involving fishing vessels resulted in four fatalities and four people lost their lives in four incidents involving recreational vessels. One person lost their life in an incident involving a passenger vessel. The number of incidents resulting in injuries increased from nil in 2015 to 14 in 2016. The injuries were caused in one incident involving a recreational vessel and two incidents involving passenger vessels.

The MCIB was established 14 years ago and to the end of December 2016 it has published 208 reports into incidents under its statutory remit. The Board published eight Final Reports in 2016.

Since the MCIB was established there has been an increase in understanding of the dangers of operating vessels under the influence of drugs or alcohol. That message is not getting through to all though and there are still a number of incidents caused by impairment due to drugs or alcohol. In those situations, the operators of the vessel put their own lives and their vessel at risk, but they may also put the lives of others at risk, including members of the rescue services. Operating a vessel under the influence of drugs or alcohol puts lives at risk. The Board wishes to remind all vessel operators of their need to take personal responsibility and ensure that they are fit to undertake their planned voyage.

There has been a notable number of incidents where the modification of a vessel has been the cause or a significant factor in an incident. Vessel owners and operators must comply with their appropriate regulatory or advisory regime, for example the Code of Practice for the Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15m Length overall or the Code of Practice for the Safe Operation of Recreational Craft. They also need to ensure that they understand the nature of their vessel, for example its stability, flooring and rail height requirements, and load restrictions or limitations. Any modification to a vessel can have a significant impact on the vessel's operation and on the safety of any persons on board. Any vessel and all its equipment must also be appropriately maintained. The dangers of inadequate maintenance of vessel equipment and systems is highlighted in two reports published in 2016. It is the responsibility of vessel owners and operators to ensure that their vessel is safe and appropriately maintained for the voyage or activity they are involved in.

The Board wishes to reiterate again the importance of voyage planning. Anyone undertaking a voyage must understand the nature of the locality and the light and weather conditions for that locality. They must also familiarise themselves with the vessel that they are using, its limitations, restrictions, the safety equipment on board, whether it is sufficient for the numbers on board, and whether the vessel and the safety equipment have been appropriately maintained. Without such knowledge a vessel operator cannot react to an emergency or change in weather. Unfortunately, as can be seen from the reports published in 2016, without this knowledge an incident can result in a fatality. An incident can happen very quickly and the cause is not always readily established, but pre-planning, drills and the use of appropriate life-saving equipment, including VHF radio equipment, can be the difference between injury and fatality.

## External Investigations of Casualties

All investigations of casualties were carried out by the Board's panel of external investigators. The panel consists of personnel holding technical qualifications as naval architects, marine engineers or deck officers and reflects broad based maritime competence and experience.

## Reports Published in 2016

The Board published eight Final Reports during 2016, full details of which are at pages 13 to 20.

## Incidents in 2016

Investigations were initiated into 15 incidents by the Board in 2016, summary details of the incidents are provided in the table below. Full details of all incidents are set out on pages 9 to 12. Six of the incidents occurred in the fishing industry, five in the recreational sector and four involved passenger vessels.

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

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	6	2	4	NIL
General Cargo	NIL	NIL	NIL	NIL
Recreational	5	1	4	1
Passenger	4	NIL	1	13
<b>Total</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>14</b>

## Fishing Vessels

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

- FV Carraig Chuin 20th March 2016
- FV Sean Anthony 10th April 2016
- FV Cu na Mara 30th June 2016 (fatal)
- Lough Corrib II at Tawin Pt 7th September 2016 (fatal)
- FV Endurance 8th November 2016 (fatal)
- FV Kerri Heather 16th November 2016 (fatal)

## Recreational Craft

There were five incidents involving recreational craft, four of which resulted in the loss of life.

- Kenmare Bay 31st January 2016 (fatal)
- Castleconnell 4th February 2016 (fatal)
- Pegasus 9th April 2016
- Lough Corrib 26th May 2016 (fatal)
- Bluebird II 15th August 2016 (fatal)

## Passenger Vessels

There were four incidents involving passenger vessels, one of which resulted in the loss of life.

- MV Epsilon 8th February 2016
- MV Rose of Aran 6th June 2016
- PV Mary Ann of Dunloe 1st September 2016
- IRCG Delta Coast Guard RIB 12th September 2016 (fatal)

Detailed tables of incidents which occurred in the years 2007 to 2016 are at page 23 and 24 of this report. A summary of all incidents occurring in these years is provided in the table below.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	17	9	6	18	7	13	6	5	5	9
Injuries	2	Nil	Nil	2	Nil	4	Nil	1	0	14
Vessels Involved	20*	10	6	18	12**	17	6	7	7	15

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

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

### Financial

In the financial year ending 31 December 2016, the Board recorded an operating deficit of €48,220, which resulted in an accumulated deficit 2002 – 2016 of €40,267. Fully audited financial statements are set out in pages 25 to 36. The deficit has mainly arisen as a result of a number of reports which are in progress but have not yet been paid for. Funding has been received in 2017 and is expected to continue to be received to ensure that all liabilities can be met by the Board.

### Ethics in Public Office

During 2016, all Board members were in compliance with the applicable provisions and requirements of the Ethics Acts and the Standards in Public Office Act, 2001.

### Acknowledgements

I would like to thank my Board colleagues for their consistent efforts during 2016, without which the success of the Board would not be possible. It is with regret that we see the departure of Brian Keane and Micheál Frain as their tenure on the Board ended in March 2016 and February 2017 respectively. I would like to wish them well in their future endeavours and thank them for their contributions throughout their appointment on the Board.

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

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

Finally, I wish to record our appreciation for the assistance you have given to the Board and by your officials during 2016.



CLIONA CASSIDY, B.L.,  
CHAIRMAN

# Board Members and General Information



Chairman:  
**Cliona Cassidy, B.L.,**



Vice-Chairman:  
**Mr. Brian Keane**



Board Member:  
**Mr. Micheál Frain**



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



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

Secretary: Ms. Margaret Bell  
 Secretariat: Ms. Assumpta Dowd  
 Ms. Monica Quinn  
 Registered Office: Leeson Lane, Dublin 2.  
 Telephone: 01 - 6783485  
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 Email: info@mcib.ie  
 Website: www.mcib.ie

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

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

## Establishment of the Board

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

## Function of the Board

The function of the MCIB is to carry out investigations into Marine Casualties, as defined in Section 2 of the Act. In carrying out its functions the MCIB also complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector. Directive 2009/18/EC is given effect in Irish law by S.I. No. 276 of 2011.

### Marine Casualty means an event or process, which causes or poses the threat of:

- (a) death or serious injury to a person;
- (b) the loss of a person overboard;
- (c) significant loss or stranding of, damage to, or collision with, a vessel or property; or
- (d) significant damage to the environment,

in connection with the operation of:

- (i) a vessel in Irish waters;
- (ii) an Irish registered vessel, in waters anywhere; or
- (iii) a vessel normally located or moored in Irish waters and under the control of a resident of the State, in international waters contiguous to Irish waters.

### The purpose of each investigation is to:

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

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

## Status

The MCIB is an independent statutory body funded by the Oireachtas under Section 19 of the Act.

A copy of the final report of each investigation is sent to the Minister for consideration of the recommendations made therein. All reports are made available to the public (on request) free of charge or can be accessed via the MCIB website at [www.mcib.ie](http://www.mcib.ie).



# Investigations & Reports 2016



Reporting Period 1st January to 31st December 2016

# Introduction

Since establishment in 2002, and up to the end of 2016, the Board has published reports on 208 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 in limited numbers in paper format on application to the Secretariat.

# Summary of Incidents Which Occurred During 2016

1st January to 31st December 2016

These indicate the incidents the Board are investigating from 2016.

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
<b>Kenmare Bay</b>	31st January 2016	Recreational Canoe	Capsize	On the afternoon of the 31st January 2016 two persons and two dogs departed in a canoe from a strand in the vicinity of the old graveyard, Templenoe, Co. Kerry to go duck shooting on a nearby island. Shortly after departure the boat capsized resulting in the occupants ending up in the water. One person was subsequently rescued; the second person's body was recovered the next day the 1st February 2016.	1
<b>Castleconnell</b>	4th February 2016	Recreational Open/Motor	Capsize	In the early hours of Thursday the 4th February 2016, four young men took a boat from Castleconnell Boat Club and launched it into the River Shannon. The men had been taking drugs and/or drinking alcohol since the previous afternoon. The river was very high and was flowing very fast due to the weather conditions of the previous months. After a short period, they realised that the boat was taking on water and they could no longer control it properly. In very challenging circumstances and after an extended rescue operation by several emergency services the men were rescued. One of the men was unresponsive and was later pronounced dead.	1
<b>MV Epsilon</b>	8th February 2016	Ro-Ro Passenger Ship	Heavy Weather Damage	On the afternoon of the 7th February 2016, 'MV Epsilon' sailed from Cherbourg in France bound for Dublin, Ireland. The Master reviewed the weather forecast prior to sailing which indicated adverse weather conditions for the voyage as a result of 'Storm Imogen'. Having Departed Cherbourg, the vessel crossed the English Channel. As the wind and weather continued to increase, the Master took the decision to seek shelter in Barnstaple Bay where it suffered heavy weather causing damage to the cargo and some crew and passenger injuries. Once the weather improved sufficiently, the vessel departed from Barnstaple Bay and resumed her passage to Dublin port, arriving on the morning of the 9th February 2016.	0
<b>FV Carraig Chuin</b>	20th March 2016	Fishing Vessel <15m	Sinking	The 'FV Carraig Chuin' departed from Kilkeel, Co. Down on the 19th March 2016. At 10.56 hrs on the 20th March 2016, the Air Traffic Control at Shannon Airport reported that an EPIRB signal had been received by an aircraft and was identified as being registered to the vessel. The signal was confirmed by UKMCC Kinloss at 10.58 hrs. MRCC Dublin tasked the air sea rescue helicopter R116, based at Dublin Airport and the RNLI Lifeboat at Clogherhead. The crew were airlifted to safety at 12.06 hrs and brought directly to hospital in Drogheda.	0

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
<b>FV Sean Anthony</b>	10th April 2016	Fishing Vessel 15m - 24m	Grounding	The 'FV Sean Anthony' departed from Kinsale on the 5th April 2016 to fish in grounds approximately 25 miles south west of Kinsale, close to the Kinsale Gas Field. The vessel ceased fishing on the 10th April 2016, due to adverse weather conditions, and was returning to port when it lost power. The vessel was washed onto rocks at the western side of the entrance to Kinsale Harbour, almost due west of Lower Cove. Shortly before grounding the Skipper issued a Mayday call and alerted the Irish Coast Guard. The RNLI at Kinsale was tasked to the scene and arrived within a short space of time. All three crewmembers were rescued. No pollution occurred.	0
<b>Pegasus</b>	9th April 2016	Recreational Sailing	Explosion & Fire	On the afternoon of Saturday the 9th April 2016, the owner and another man boarded the yacht 'Pegasus' to check the mooring chain and bridle. After a period working on the boat's mooring, both men returned to 'Pegasus' for lunch. The owner went below into the cabin to light the gas cooker and asked his friend to turn the gas on at the cylinder in the cockpit locker. The owner struck a match whilst standing in front of the cooker, which was followed immediately by a large explosion and fireball. Both men managed to get off the boat and into the dinghy. The explosion had been witnessed by those ashore and several dinghies made their way to the scene. Both men were taken from their dinghy into the dinghies of witnesses and brought ashore. The boat sank within minutes of the explosion. Both men were wearing Personal Flotation Devices (PFDs) at all times during the incident.	0
<b>Lough Corrib</b>	26th May 2016	Recreational Open/Motor	Allision	On the 26th May 2016 a recreational angling boat with two persons on board set out for an afternoon of rod-fishing from Carrowmoreknock, Co. Galway. While moving towards the final fishing ground the vessel allided with a fixed navigation mark. One person fell overboard and was subsequently recovered and landed ashore to an ambulance. The person passed away in hospital.	1
<b>MV Rose of Aran</b>	6th June 2016	Passenger Ship	Man Overboard	On Monday the 6th June 2016 the Passenger ship 'MV Rose of Aran' was berthed at the Pier at Inis Oirr Island to transfer passengers. Whilst alongside and when passengers were disembarking from the vessel over the gangway the vessel drifted off the berth and the end of the gangway fell off the pier. The gangway tipped downwards towards the water. There were two passengers on the gangway at the time and both fell into the water between the vessel and the pier. Bystanders assisted both passengers on to the pier. The two passengers received medical treatment on the island and were transferred back to the mainland later in the day.	0

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
<b>FV Cu Na Mara</b>	30th June 2016	Fishing Vessel 15m - 24m	Man Overboard	On the 30th June 2016 the 'FV Cu na Mara' commenced fishing for prawns (nephrops) about 130 nautical miles West of Slea Head. The nets were being deployed for the first trawl. At approximately 14.00 hrs the two nets were unwound from the two net drums and trailed astern of the vessel in the water. In the process of transferring over the attachment of the nets from the net drums to the middle towing winch at the stern of the vessel, a crewmember went overboard. The Skipper and the other crewmembers immediately became aware of the incident and brought the vessel astern to assist him. He was wearing a Personal Floatation Device (PFD) which inflated. He was quickly recovered from the water by the crew and first aid was administered but he did not survive.	1
<b>Bluebird II</b>	15th August 2016	Recreational Open/Motor	Man Overboard	On the morning of the 15th August 2016 a lone angler departed from Rossbrin Cove, near Schull, Co. Cork to go angling between the Calf Islands. He was in contact with his family by mobile phone during the early afternoon, however when he did not arrive home in the early evening as planned, the alarm was raised and a search commenced. Later that evening his vessel the 'Bluebird II' was found with nobody on board. The search continued until late that night and again from early morning the next day, when his body was recovered.	1
<b>PV Mary Ann of Dunloe</b>	1st September 2016	Passenger Boat	Sinking	On the morning of the 1st September 2016 at approximately 11.30 hrs a passenger vessel carrying twelve tourists was making its way from Ross Castle to the Gap of Dunloe. As the vessel approached Foilcoille Point on Lough Leane, conditions worsened with high winds and steep waves. The vessel became swamped and passengers were tipped into the water. Three other vessels came to the rescue of the casualty vessel. All passengers and the crewmember of the casualty vessel were rescued with no serious injuries having been sustained.	0
<b>Lough Corrib II at Tawin Point</b>	7th September 2016	Fishing Vessel <15m	Man Overboard	On the morning of the 7th September 2016 the 'Loch Corrib II', a registered inshore fishing vessel, departed from its home pier, at Ballinacourty, near Maree, Co. Galway. There was one occupant on board. Shortly before 12.45 hrs, the vessel was noted stationary off Tawin Island by another vessel. It was observed that the vessel had been in the same position for a considerable period and the Skipper of the other craft went to investigate. He found the vessel unmanned with the engine running and held in position by a string of lobster pots. The alarm was raised and a full scale search commenced. At approximately 17.40 hrs, the body of the Skipper of the 'Loch Corrib II' was found in the water approximately one nautical mile west of the Black Rock buoy, off Barna.	1

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
<b>IRCG Delta RIB</b>	12th September 2016	Passenger Boat	Man Overboard	On 9th September 2016, the Irish Coast Guard Station at Kilkee was tasked by MRSC Valentia to provide search and rescue volunteers at the cliffs to the southwest of the town, close to Fohagh Point. Reports indicated that a man might have fallen off the cliffs. On the morning of the 12th September the volunteers assembled at the Coast Guard Station and resumed operations, including a launch of the Delta RIB. On the second tasking of the day and whilst searching a cove to the east of Fohagh Point, a Mayday message was picked up from the Delta RIB. Reports indicated that the vessel had capsized throwing all three crew into the water. Immediately, a full scale search and rescue operation commenced. One of the crew was picked up by a RIB, a second crewmember was rescued by the SAR Rescue helicopter service. The third crewmember died in the incident and the body was recovered by SAR rescue helicopter.	1
<b>FV Endurance</b>	8th November 2016	Fishing Vessel 15m - 24m	Fatal Incident on board	On the 8th November 2016 the 'FV Endurance' was fishing for prawns (Nephrops) about 200 nautical miles South West of the Irish coast in the Porcupine Bank area. At approximately 18.30 hrs the nets were being hauled. The Starboard side net was extremely heavy. In the course of retrieving the net one Crewmember became trapped between the net and the Starboard side stern quarter. The Crewmember was lifted bodily by the net and was upended over the Starboard rail. He landed on the ledge outboard of the rail and was pinned there by the net. The Skipper and crew managed to haul the Crewmember back over the rail and onto the after upper deck of the vessel. The Crewmember did not survive the ordeal and passed away.	1
<b>FV Kerri Heather</b>	16h November 2016	Fishing Vessel <15m	Man Overboard	On the morning of the 16th November 2016, the fishing vessel 'FV Kerri Heather' departed from Arklow with three persons on board. The purpose of the voyage was to lift and bait lines of pots. At approximately 09.00 hrs, as the second lines of pots were being hauled, the crewman at the hauler fell overboard. Despite immediate attempts to recover him, and a subsequent search by lifeboats, fishing vessels and helicopters, the person was not recovered. Searches continued until 2nd December without recovery of the person. On the 15th January 2017, a body was recovered on the South West coast of Anglesey and was subsequently identified as the missing fisherman.	1

# Summary of Reports Published 2016

1st January to 31st December 2016

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>MFV <i>Íúda Naofa</i></b>	19th January 2016	Fishing Vessel 15m- 24m	Sinking	On the 17th January 2015, the Irish fishing vessel, ' <i>MFV Íúda Naofa</i> ' departed with five crew from Rossaveal in the company of another vessel ' <i>MFV Star of Hope</i> '. On the morning of the 20th January 2015 the vessels were proceeding towards the Minches. At approximately 09.00 hrs to 09.30 hrs on 20th January the forepeak bilge alarm sounded and water was observed in the bilge. The pumps were started but could not stem the flow of water. At 10.33 hrs the vessel called the Irish Coast Guard. Shortly afterwards generator power was lost. At 11.53 hrs a HM Coast Guard helicopter landed a pump on deck, but the crew were unable to start the pump. The vessel began to list to port and the helicopter lowered the winchman to begin the rescue of the crew. The vessel went down by the head and sank rapidly. Two of the crew were lifted from the water by the helicopter and the other two crew swam to the life raft which had inflated and were rescued by the ' <i>MFV Star of Hope</i> '.	0	It is not possible to determine the cause of water ingress without physical evidence from the vessel. The vessel had adequate stability for normal working conditions and remained stable with the forward compartment flooded. The loss of stability occurred with the lodging of water on the fore deck which led to a capsize and eventual sinking of the vessel.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>MFV Our Jenna</b>	22nd February 2016	Fishing Vessel <15m	Man Overboard	On the 16th June 2015, the 'MFV Our Jenna' departed from Portnablagh, Co. Donegal at approximately 06.00 hrs. The vessel had two persons on board. At approximately 13.30 hrs one man fell overboard. The Skipper managed to grab hold of the other crewmember and secure him, in the water, with a line around his waist. The rescue services were alerted and units, including a SAR helicopter, the Irish Coast Guard and the RNLI, were tasked. The casualty was transferred to the SAR helicopter and brought to Letterkenny General Hospital, where he was pronounced dead.	1 Fatality	There was no direct witness to the incident. There are two possible areas where the Crewmember could have fallen overboard either the opening in the starboard side rails where the pots were recovered or the opening across the stern area. In altering the construction of the vessel and removing the transom bulwark, the owners created a large opening at the aft end of the working deck, through which a person could easily fall. It is considered that the modification did not conform to Section 6 of the Code of Practice, under which the vessel operated and perhaps rendered the Document of Compliance for the vessel invalid. The rubber used on the deck did not conform to the Code of Practice and conveyor belt rubber is known to become slippery when wet. The deck would therefore not have the anti – slip properties required for safety. The Crewmember, who was unable to swim, was not wearing a PFD nor was he wearing a safety harness.



NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Jillian	31st May 2016	Recreational Motor Boat	Sinking	<p>On Saturday the 29th August 2015, the Owner/Skipper launched his Dory, 'Jillian', from the public slipway at Kilmore Quay to take a group of ten family members and friends on a fishing expedition. As the vessel was passing between Great and Little Saltee, it became swamped and capsized. All of the vessel's occupants except one (who remained in the water throughout) managed to climb onto the upturned hull and remained there until they were rescued. The Skipper of the Saltee Island Ferry, noted that the vessel had not returned and joined the search. The crew of the ferry heard shouting while searching along the south eastern shore of the Great Saltee with a search light. The Kilmore Quay and Fethard lifeboats and Dunmore East and Kilmore Quay Coast Guard units were all tasked along with R117 rescue helicopter. All ten casualties were picked up by the ferry. One of the group was transferred to the Kilmore Quay lifeboat and then airlifted by R117 to Waterford Hospital where he was pronounced dead. The other nine casualties were brought ashore at Kilmore Quay, taken to Wexford General Hospital.</p>	1 Fatality	<p>The Owner/Skipper was not aware whether the vessel was overloaded when it departed Kilmore Quay. It is likely that the additional weight of two of the passengers in front of the wheelhouse caused the bow to sit low in the water. When the vessel entered the rougher water between the islands this may have been sufficient to allow the waves to break over the bow, rather than the boat riding over them. The waves breaking over the bow was sufficient to break the Perspex windows, rapidly filling the vessel and causing it to capsize. The Owner/Skipper did not know the maximum number of people that the vessel should carry. All Skippers of vessels should be aware of the load capacity of their vessels despite the fact that in this instance this vessel was built before compliance with the RCD became mandatory. There was no requirement for the maker's name plate to show information such as the maximum number of people it was rated to carry.</p>

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>FV Oileán an Óir</b>	1st September 2016	Fishing Vessel >24m	Fatal Incident	<p>On the 24th August 2015 the 'FV Oileán an Óir' was lying alongside at the Town Pier in Killybegs harbour following work on the vessel when it was out of the water. The refrigerated sea water system (RSW) had been out of service since March of 2015. Two members of the crew were assigned to run the RSW to check that it was operational. The work commenced at about 13.00 hrs. Seawater was pumped through the RSW into the port side and starboard side refrigerated sea water fish storage tanks. It was noted that the water was dirty and a decision was made to suction out both tanks using a vacuum pumping system. Following this, Crewmember 1 went into the port side RSW tank and was overcome by toxic gases. Crewmember 3 had been attending to other duties on-board, and was alerted by Crewmember 2 that Crewmember 1 was in difficulty. As Crewmember 3 raised the alarm Crewmember 2 returned to the tank and was also overcome. There were no witnesses to the incident. Crewmembers 1 and 2 were rescued from the tank and removed to hospital by the local shore-side emergency services. Crewmember 1 died later that evening and Crewmember 2 died on Friday the 28th August. Both deaths have been attributed to the inhalation of toxic gases that were present in the confines of the port side RSW tank.</p>	2 Fatalities	<p>The death of both crewmembers was caused by the inhalation of lethal levels of hydrogen sulphide (H<sub>2</sub>S) accompanied by elevated levels of ammonia (NH<sub>3</sub>) that were present in the atmosphere in the port side RSW tank. Crewmember 1 entered the port side RSW tank and was immediately overcome by toxic gas. Crewmember 2 attempted to assist Crewmember 1 and also became overcome by toxic gas. Neither the vessel, nor the crewmen had equipment to monitor the atmospheres within the tanks. The duties of employers and employees found in the Safety, Health and Welfare at Work Act, 2005 and S.I. 325/1999 the Safety, Health and Welfare at Work (Fishing Vessels) Regulations 1999 apply to fishing vessels as a place of work. The source of lethal levels of hydrogen sulphide (H<sub>2</sub>S) and elevated levels of ammonia (NH<sub>3</sub>) was the dormant water that existed in the RSW system Section C. The hazards associated with the generation of toxic gases from the decaying of organic matter and the consequent hazard that these toxic gases and or the depletion of oxygen in the atmospheres in confined spaces is well known in the broader marine industry. The understanding and recognition of the dangers associated</p>

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
						with these toxic gases does not appear to be as well known within the fishing industry. International developments and increasing awareness of issues with the dangers of enclosed space entry in vessels indicate that there is need for greater awareness and guidance in this regard specifically for fishing vessels.
<b>MV Cielo Di Monaco</b> (interim)	6th September 2016	General Cargo	Grounding	Interim report pending publication of final report.	0	See final report dated 1st December 2016 below.
<b>MV Cara Rose</b>	26th October 2016	Recreational Motor Boat	Fatal Incident	<p>On the morning of the 11th September 2015 a vessel, 'MV Cara Rose', departed from the pier at Rinroe Point, Co. Mayo with one person on board. At 17.00 hrs there had been no contact from the vessel and a family member raised the alarm.</p> <p>The badly damaged vessel was observed by the Ballyglass Lifeboat at 19.04 hrs on the shore under cliffs with no one on board. The following day the vessel had been broken up by the seas and an extensive search continued for a further 14 days when a body was recovered from the sea. This was later identified as the missing owner.</p>	1 Fatality	The loss of this vessel and crewmember was due to structural failure of the vessel whilst hauling pots. The vessel did not hold any safety certification, nor did it comply with the Recreational Craft Code of Practice. The addition of the pot hauler significantly weakened the vessels structure to the point of failure. As the vessel did not hold certification as a commercial fishing vessel then it should have complied with the requirements of a recreational craft. The Recreational Craft Code of Practice was last revised in 2008 and it does not address all of the issues relevant to non-commercial potting. The sea and weather conditions at the time were not directly instrumental in the loss of the fisherman.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Castleconnell	28th November 2016	Recreational Motor/Open	Sinking	<p>In the early hours of Thursday the 4th February 2016, four young men took a boat from Castleconnell Boat Club and launched it into the River Shannon. The men had been taking drugs and/or drinking alcohol since the previous afternoon. The river was very high and was flowing very fast due to the weather conditions of the previous months. After a short period, they realised that the boat was taking on water and they could no longer control it properly. The men managed to guide the boat into the trees on to a spit of land with the river flowing over it like a rapid. The boat was tipped over as it rounded on submerged rocks and was pushed into the trees and the men were thrown into the shallow water. The strong current forced the upturned boat against the trees and the leg of one of the men became trapped under the capsized boat and another man's feet became trapped in undergrowth.</p> <p>In very challenging circumstances and after an extended rescue operation by several emergency services the men were rescued. One of the men was unresponsive and was later pronounced dead at Limerick University Hospital. Post mortem results state that the cause of death was due to drowning.</p>	1 Fatality	<p>The consumption of drugs and/or alcohol over a protracted period of time affected the judgement of the four men leading them to take risks that, otherwise, they would not have considered. It is possible that they may not have been aware of their limitations in ability to handle a boat and the assessment of the dangerous water conditions. As the men lacked any experience of boats and boat handling and given the poor visibility and the amount of drugs and alcohol consumed they did not notice that the drain plug was missing in the transom which resulted in the ingress of water. Once the boat capsized, the men had no safety equipment, for example PFDs, to assist them for the two and half hours that they were in the water. In addition they were only wearing ordinary outdoor clothing.</p>

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>Pegasus</b>	30th November 2016	Recreational Sail	Fire and Explosion	<p>On the afternoon of Saturday the 9th April 2016, the owner and another man boarded the yacht 'Pegasus' to check the mooring chain and bridle. The vessel was lying on her own swinging mooring in Oranmore Bay to the south of Galway Bay Sailing Club.</p> <p>After a period working on the boat's mooring, both men returned to 'Pegasus' for lunch. The owner went below into the cabin to light the gas cooker to put the kettle on and asked his friend to turn the gas on at the cylinder in the cockpit locker.</p> <p>The owner struck a match whilst standing in front of the cooker, which was followed immediately by a large explosion and fireball. Both men managed to get off the boat and into the dinghy. The explosion had been witnessed by those ashore and several dinghies made their way to the scene. Both men were taken from their dinghy into the dinghies of witnesses and brought ashore. An ambulance had been called and both men were taken to Galway University Hospital.</p> <p>The boat sank within minutes of the explosion. Both men were wearing Personal Flotation Devices (PFDs) at all times during the incident.</p>	1 Injury	<p>As the explosion caused severe and extensive damage to the vessel, it is not possible to be certain of the layout of the gas cylinder, regulator and hose prior to the explosion, however; as the gas hose was detached from the cooker hose tail and blackened and scorched on inspection, it is most likely that it had become loose or partially detached before the incident took place. Thus, when the gas valve was turned on in the cockpit, it is most likely that gas was flowing freely into the grill area of the cooker and, as this gas is denser than air, overflowing onto the floor and then into the bilges. When the owner struck the match, the gas on the floor and in the bilge exploded and the gas flowing from the hose ignited forming a blue ball of flame. If a gas alarm had been installed, it would have sounded as soon as the gas started flowing from the hose and given adequate warning of a gas leak. This would have alerted the owner and could have prevented the events which followed.</p>

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>MV Cielo Di Monaco</b>	1st December 2016	General Cargo	Grounding	On Sunday the 27th September 2015 the 39,000 tonne (t) cargo vessel 'MV Cielo Di Monaco' berthed at the Port of Greenore. The following morning whilst reading the draft before discharge of cargo had commenced the Chief Officer noticed that the vessel was aground forward. Further investigation found there was ingress of water into the forepeak ballast tank. Subsequent inspection by divers and inside the tank found damage to the shell plating and frames of the vessel. Temporary repairs were carried out under the supervision of a Classification Society Surveyor before the vessel sailed. There was no pollution or injury to persons.	0	The Master is responsible for the safety of the vessel and it appears that the prearrival preparations for the vessel did not consider all aspects of the port. The incident occurred due to failings in the port's management of risk assessment and appropriate safety procedures and the safe management of the ship. Greenore Port is a privately owned independent port and as such the safety and management procedures are not audited by an independent authority for best practice.

For further information on any of these investigated incidents please refer to our website, [www.mcib.ie](http://www.mcib.ie).

# Sample of Cases Published 2016

1st January to 31st December 2016

The Board wishes to draw special attention to the following three reports which were published in 2016.

## CASTLECONNELL



In the early hours of Thursday the 4th February 2016, four young men took a boat from Castleconnell Boat Club and launched it into the River Shannon. The men had been taking drugs and/or drinking alcohol since the previous afternoon. The river was very high and was flowing very fast due to the weather conditions of the previous months. After a short period, they realised that the boat was taking on water and they could no longer control it properly. The men managed to guide the boat into the trees on to a spit of land with the river flowing over it like a rapid. The boat was tipped over as it grounded on submerged rocks and was pushed into the trees and the men were thrown into the shallow water. The strong current forced the upturned boat against the trees and the leg of one of the men became trapped under the capsized boat and another man's feet became trapped in undergrowth. In very challenging circumstances and after an extended rescue operation by several emergency services the men were rescued. One of the men was unresponsive and was later pronounced dead at Limerick University Hospital. Post mortem results state that the cause of death was due to drowning.

## MFV OUR JENNA



On the 16th June 2015, the 'MFV Our Jenna' departed from Portnablagh, Co. Donegal at approximately 06.00 hrs. The vessel had two persons on-board. At approximately 13.30 hrs one man fell overboard. The Skipper managed to grab hold of the other crewmember and secure him, in the water, with a line around his waist. The Skipper contacted the Coast Guard Radio Station at approximately 13.54 hrs. The rescue services were alerted and units, including a SAR helicopter, the Irish Coast Guard and the RNLI, were tasked. The first vessel to arrive at the scene was a charter vessel but the Skipper was unable to transfer people across to the 'MFV Our Jenna' due to sea conditions. The Irish Coast Guard was the first of the emergency services to arrive at the scene. The casualty was transferred to the SAR helicopter and brought to Letterkenny General Hospital, Co. Donegal where he was pronounced dead. The vessel returned to Portnablagh later that afternoon.

There was no direct witness to the incident. There are two possible areas where the Crewmember could have fallen overboard either at the opening in the starboard side rails where the pots were recovered, or, at the opening across the stern area. In altering the construction of the vessel and removing the transom bulwark, the owners created a large opening at the aft end of the working deck, through which a person could easily fall. Bulwarks are put in place for safety reasons and the implications of their removal should be carefully considered. It is considered that the modification did not conform to Section 6 of the Code of Practice, under which the vessel operated and perhaps rendered the Document of Compliance for the vessel invalid. The rubber used on the deck did not conform to the Code of Practice and conveyor belt rubber is known to become slippery when wet. The deck would therefore not have the anti-slip properties required for safety. It is considered the rubber laid on deck did not conform to Section 6 of the Code of Practice. The Crewmember, who was unable to swim, was not wearing a PFD, which is mandated by the Code of Practice nor was he wearing a safety harness as recommended by the Code of Practice.

**FV OILEÁN AN ÓIR**

On the 24th August 2015 the 'FV *Oileán an Óir*' was lying alongside at the Town Pier in Killybegs harbour following work on the vessel when it was out of the water. The refrigerated sea water system (RSW) had been out of service since March of 2015. Two members of the crew were assigned to run the RSW to check that it was operational. The work commenced at about 13.00 hrs. Seawater was pumped through the RSW into the port side and starboard side refrigerated sea water fish storage tanks. It was noted that the water was dirty and a decision was made to suction out both tanks using a vacuum pumping system. Following this, Crewmember 1 went into the port side RSW tank and was overcome by toxic gases. Crewmember 3 had been attending to other duties on-board, and was alerted by Crewmember 2 that Crewmember 1 was in difficulty. As Crewmember 3 raised the alarm Crewmember 2 returned to the tank and was also overcome. There were no witnesses to the incident. Crewmembers 1 and 2 were rescued from the tank and removed to hospital by the local shore-side emergency services. Crewmember 1 died later that evening and Crewmember 2 died on Friday the 28th August. Both deaths have been attributed to the inhalation of toxic gases that were present in the confines of the port side RSW tank.



# Comparisons of Marine Casualties 2007 - 2016

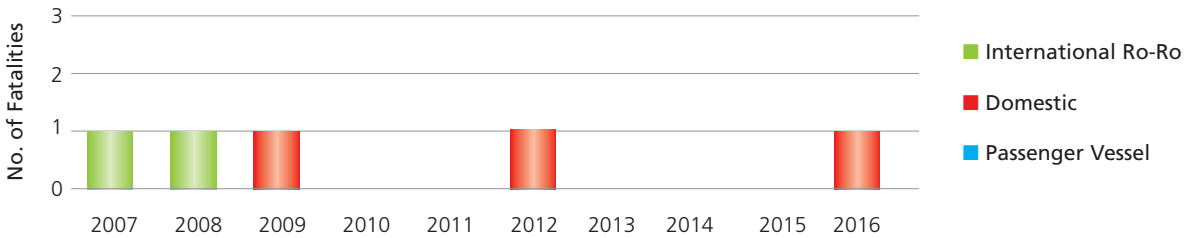
Type of Craft	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Passenger Ships/Vessels</b>										
International Ro-Ro	1 Fatality/ 1 Injury	1 Fatality								10 injuries
Domestic			1 Fatality			1 Fatality				2 Injuries
Passenger Vessel										1 Fatality 1 Injury
<b>Sub total</b>	<b>1 Fatality/ 1 Injury</b>	<b>1 Fatality</b>	<b>1 Fatality</b>	<b>None</b>	<b>None</b>	<b>1 Fatality</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>1 Fatality 13 Injuries</b>
<b>Cargo Ships</b>										
General Cargo Ships	1 Fatality									
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship										
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
<b>Sub total</b>	<b>1 Fatality</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>
<b>Fishing Vessels</b>										
< 15 metres	3 Fatalities	2 Fatalities		2 Fatalities	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality	2 Fatalities
15 - 24 metres	9 Fatalities	1 Fatality		1 Fatality/ 1 Injury		5 Fatalities/ 1 Injury	3 Fatalities			
> 24 metres		1 Fatality			1 Fatality				2 Fatalities	2 Fatalities
<b>Sub total</b>	<b>12 Fatalities</b>	<b>4 Fatalities</b>	<b>None</b>	<b>3 Fatalities/ 1 Injury</b>	<b>5 Fatalities</b>	<b>9 Fatalities/ 2 Injuries</b>	<b>5 Fatalities</b>	<b>1 Fatality</b>	<b>3 Fatalities</b>	<b>4 Fatalities</b>
<b>Recreational Craft</b>										
Jet Skis	1 Fatality									
Open Boats/Canoe	2 Fatalities	3 Fatalities	4 Fatalities	8 Fatalities	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury		1 Fatality 1 Injury
Motor (Decked)	1 Injury			5 Fatalities/ 1 Injury					2 Fatalities	3 Fatalities
Sail		1 Fatality	1 Fatality			1 Fatality		1 Fatality		
Fast Power Craft/RIB				2 Fatalities	1 Fatality	1 Fatality/ 2 Injuries				
<b>Sub totals</b>	<b>3 Fatalities/ 1 Injury</b>	<b>4 Fatalities</b>	<b>5 Fatalities</b>	<b>15 Fatalities/ 1 Injury</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>Total Incidents</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>17</b>	<b>13</b>	<b>17</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>15</b>
<b>Total Fatalities</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>18</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>9</b>
<b>Total Injuries</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>
<b>Total No. of Vessels involved</b>	<b>20*</b>	<b>10</b>	<b>6</b>	<b>18</b>	<b>12**</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>15</b>

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

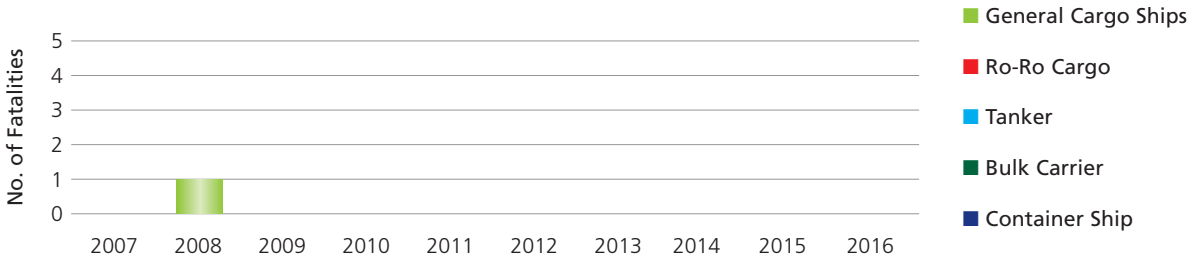
\*\*This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

# Fatality Trends 2007 - 2016

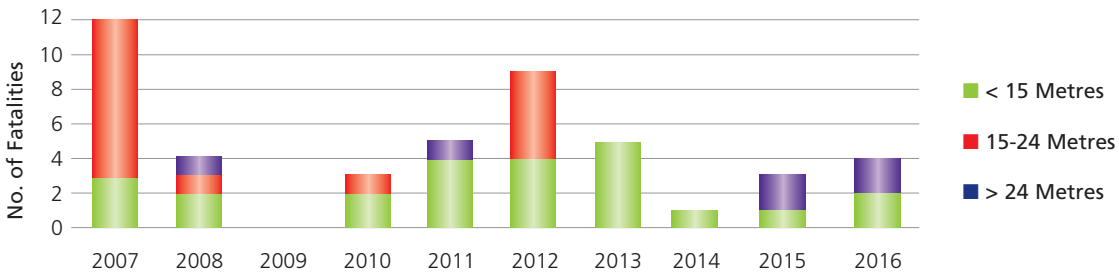
## Passenger Ships/Vessels



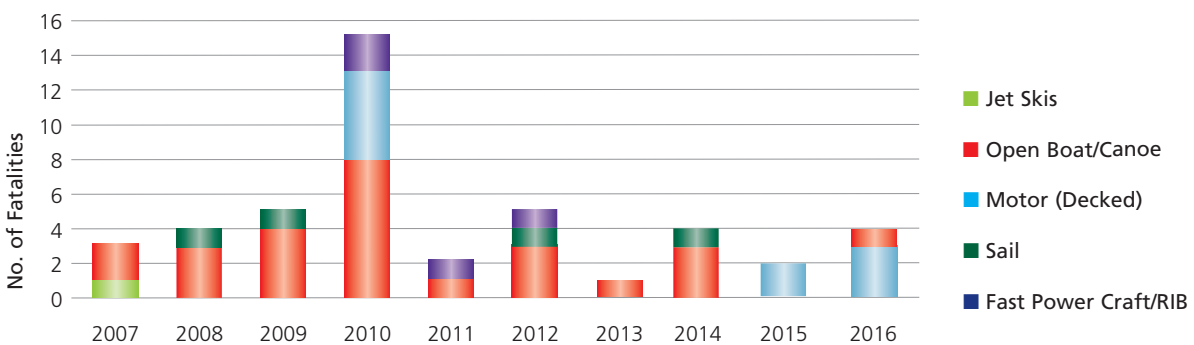
## Cargo Ships



## Fishing Vessels



## Recreational Craft



# Financial Statements

2016



Reporting Period 1st January to 31st December 2016

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# Statement of Responsibilities of the Board

For the year ending 31st December 2016

## Responsibilities of the Board

Section 20(1) of the Merchant Shipping Act (Investigation of Marine Casualties) Act, 2000 requires the Board to keep, in such form as may be approved of by the Minister for Transport, Tourism and Sport with the consent of the Minister for Finance proper accounts of all monies received or expended by it. In preparing the financial statements, the Board is required to:

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

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



Cliona Cassidy B.L.  
Chairman



Margaret Bell  
Secretary

# Statement on the System of Financial Control

For the year ending 31st December 2016

## Responsibility for the system of internal financial control

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

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

## Key Control Procedures

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

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

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

## Annual Review of Controls

I confirm that in respect of the year ended 31 December 2016 the Board has conducted a review of the effectiveness of the systems of internal financial control.

## Signed on behalf of the Board




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Cliona Cassidy B.L.  
Chairman

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

# Report of the Comptroller and Auditor General

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

## Marine Casualty Investigation Board

I have audited the financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2016 under the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The financial statements comprise the statement of income and expenditure and retained revenue reserves, the statement of financial position, the statement of cash flows and the related notes. The financial statements have been prepared in the form prescribed under Section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, and in accordance with generally accepted accounting practice.

## Responsibilities of the Members of the Board

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

## Responsibilities of the Comptroller and Auditor General

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

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

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

## Scope of audit of the financial statements

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

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

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

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

## Opinion on the financial statements

In my opinion, the financial statements:

- give a true and fair view of the assets, liabilities and financial position of the Board as at 31 December 2016 and of its income and expenditure for 2016; and
- have been properly prepared in accordance with generally accepted accounting practice.

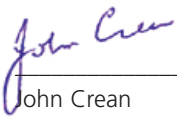
In my opinion, the accounting records of the Board were sufficient to permit the financial statements to be readily and properly audited. The financial statements are in agreement with the accounting records.

## Matters on which I report by exception

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

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

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



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John Crean

For and on behalf of the Comptroller and Auditor General



# Statement of Income & Expenditure & Retained Revenue Reserves

For the Year Ended 31st December 2016

	Notes	YEAR ENDED 31 DEC 2016	YEAR ENDED 31 DEC 2015
		€	€
<b>Income</b>			
Oireachtas Grants (Vote no. 31 Subhead C3)		185,151	277,753
		185,151	277,753
<b>Expenditure</b>			
Staff Salaries	4	126,927	119,190
Agency Staff		-	9,761
Board Members Fees	5	13,967	17,776
Printing, Postage and Stationery		15,285	22,066
Advertising		-	3,765
Website Design		676	7,872
Accident Investigation Expenses	3	57,565	102,383
Travel & Subsistence – Board Members	6	2,431	3,632
Travel & Subsistence – Others		150	888
Legal & Professional Fees		2,982	12,829
Accountancy		5,965	8,364
Audit Fees		5,000	5,000
Bank Charges		317	141
Training		1,194	480
Sundry Expenses		912	945
		233,371	315,092
(Deficit) for the Year		(48,220)	(37,339)
Accumulated Surplus 1 January		7,953	45,292
Accumulated (Deficit)/Surplus 31 December		(40,267)	7,953

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



Cliona Cassidy B.L.  
Chairman



Margaret Bell  
Secretary

# Statement of Financial Position

As at 31st December 2016

	Notes	31 DEC 2016 €	31 DEC 2015 €
<b>Current Assets</b>			
Cash and cash equivalents		24,890	60,646
		<u>24,890</u>	<u>60,646</u>
<b>Creditors – amounts falling due within one year</b>			
Payables	2	(65,157)	(52,693)
		<u>(40,267)</u>	<u>7,953</u>
<b>Net Current Assets/(Liabilities)</b>			
		<u>(40,267)</u>	<u>7,953</u>
<b>Representing</b>			
Retained Revenue Reserves		<u>(40,267)</u>	<u>7,953</u>

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



Cliona Cassidy B.L.  
Chairman



Margaret Bell  
Secretary

# Statement of Cash Flows

As at 31st December 2016

	31 DEC 2016	31 DEC 2015
	€	€
<b>Reconciliation of operating surplus to net Cash flow from operating activities</b>		
Operating deficit	(48,220)	(37,339)
Increase in payables	12,464	17,848
Net cash flow from operating activities	(35,756)	(19,491)
<b>Cash flow Statement</b>		
Net cash outflow from operating activities	(35,756)	19,491)
<b>Decrease in Cash</b>	(35,756)	(19,491)

# Notes to the Financial Statements

For the year ending 31st December 2016

## Note 1. Accounting Policies

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

### a) General Information

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

### b) Statement of Compliance

The financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2016 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC), as promulgated by Chartered Accountants Ireland.

### c) Basis of preparation

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

### d) Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2016.

### e) Currency

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

### f) Oireachtas Grants

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

### g) Superannuation

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

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

### h) Receivables

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

the Statement of Income and Expenditure and Retained Revenue Reserves.

#### i) Cash and cash equivalents

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

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

	2016	2015
	€	€
Creditors – amounts falling due within one year		
Accrued Expenses	(65,157)	(52,693)

### Note 3. Accident Investigation Expenses

During year ended 31st December 2016, the Board completed 8 investigations and published reports on each investigation. At 31st December 2016, 11 investigations were in progress and not finalised. The potential cost of this work is €40,700 and this has been included in the accrued expenses figure in note 2.

### Note 4. Employees and Superannuation

A permanent Secretariat of three staff is provided by the Department of Transport, Tourism and Sport. Staff costs were recouped by the Department from the Board's grant allocation. The Board had 3 employees at the end of 2016 and 3 employees at the end of 2015.

### Note 5. Board Members Fees

Board member	2016	2015
	€	€
Cliona Cassidy	7,618	7,618
Brian Keane	1,270	5,079
Michael Frain	5,079	5,079
Brian Hogan	-	-
Jurgen White	-	-
<b>Total Fees</b>	<b>13,967</b>	<b>17,776</b>

## Note 6. Board Members Travel

Total travel expenses of €2,431 were paid to members of the Board in 2016 in respect of attendance at the Board Meetings during 2016, of which Brian Keane received €162 and Michael Frain received €2,269. All expenses were paid in accordance with the Civil Service Travel Rates.

## Note 7. Operating costs

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

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

- Telephone & Fax
- Postage, stationary & internal printing costs
- Cleaning
- Other office expenses including 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 sections 17 and 18 of the Merchant Shipping (Investigation of Casualties) Act, 2000.

## Note 10. Board Meetings

The Board meets on a regular basis to review its operation. In 2016, the number of board meetings attended by each of the Board Members were as follows:

Brian Hogan	10
Brian Keane (Resigned March 2016)	1
Cliona Cassidy	10
Michael Frain	9
Jurgen Whyte	10

## Note 11. Approval of Financial Statements

The financial statements were approved by the Board on 13 June 2017.





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