



MARINE CASUALTY INVESTIGATION BOARD

Annual Report 2021



Reporting Period 1st January to 31st December 2021

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Contents

Section 1

1. Chairperson's Statement	2
2. Board Members and General Information	7
3. Incidents and Investigations Introduction	10
4. Summary of Incidents which Occurred in 2021	11
5. Summary of Reports Published During 2021	15
6. Comparisons of Marine Casualties 2012 - 2021	21
7. Fatality Trends 2012 - 2021	22
8. Appendix A	23

Section 2

Financial Statements for the period 1st January to 31st December 2021	27
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Chairperson's Statement



Claire Callanan,
Chairperson

Dear Minister,

In accordance with the requirements of Section 21 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the nineteenth Incidents & Investigations report of the Marine Casualty Investigation Board, covering the period 1 January – 31 December 2021.

The audited accounts of the Marine Casualty Investigation Board (MCIB) will be presented to you later in the year on completion of the annual audit by the Comptroller & Auditor General, following which, both this report and the MCIB Financial Statement will be combined to create the MCIB Annual Report 2021 for publication on the MCIB website www.mcib.ie.

Overview of 2021

The MCIB commenced investigations into eight marine casualties in 2021, all of which occurred in 2021. No lives were lost in any of the marine casualties under investigation.

A further 68 incidents were considered by the Board which involved co-operation between the MCIB and the accident investigation bodies of other states. These incidents were in general considered to be minor in nature and not warranting investigation by the MCIB or were incidents where investigations were being conducted by the flag state. Some cases required the uploading of data by Ireland onto the European Maritime Casualty Investigation Platform (EMCIP)¹.

During 2021 the MCIB also assessed 14 further incidents to determine whether an investigation should be carried out, and in these cases determined that they were either minor and/or that no useful safety recommendations were likely to be forthcoming from an investigation.

The MCIB was established 19 years ago and to the end of December 2021 it has published 248 reports into incidents under its statutory remit. The Board published six final marine casualty investigation reports in 2021.

Eight investigations were commenced during the year and there were nine ongoing investigations at 31 December 2021. Of these ongoing investigations, one occurred in November 2019, involving one fatality from a kayak on the Caragh River, Glencar, Co. Kerry, and is ongoing due to the complexities of the investigation. There are in total 11 investigations ongoing including those commenced in 2022.

In the MCIB Annual Report for 2020 we strongly encouraged all organisations (especially clubs and commercial entities) associated with water sports and water recreational activities to audit their safety systems, and to have regard to the Code of Practice (CoP) and all guidelines or recommendations issued by any governing sports bodies. In report No. 304, published in 2021, a number of recommendations were made in relation to the kayaking/canoeing sector including ones related to commercial users. These included a recommendation that consideration should be given to the establishment of a directory of commercial providers of coastal sea and river paddle facilities, and that consideration should be given to how best to enhance safety standards within the commercial paddle sport provider sector, and whether a mandatory registration or licencing scheme (which would provide for the registration of instructors and their qualifications) should be introduced. It is disappointing to note that in 2021 the MCIB continued to be advised of situations where little or no regard was paid to governing body safety guidelines. We have observed a continuing increase in the number of very serious incidents involving kayakers/canoeists some of which could very easily have led to fatalities. Regulation may well be required, especially in the commercial sector, if voluntary standards set by accredited bodies are not adhered to.

Other MCIB reports published in 2021 reflect the wide variety of circumstances that can give rise to the investigation of marine incidents. As reflected in the upcoming report from EMSA described later, the MCIB has seen an increase in incidents involving fishing vessels of all sizes. This has also been the assessment of our European Union (EU) partners and is feeding into the draft of the new EU Directive.

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

The MCIB noted the report entitled “Experiences of Non-EEA Migrant Workers in the Irish Fishing Industry”² published in October 2021. The objective of this socio-legal research study was to assess the current working conditions, immigration status, and experiences of enforcement of non-European Economic Area (EEA) workers in the Irish fishing fleet. The analysis drew on “semi-structured interviews conducted with 24 male migrant workers in the Irish fishing industry.” The report recorded that

- “Over two thirds of the participants observed that they could work between 15 and 20 hours a day.”
- “Less than half of the interviewees recalled boats being inspected by the Workplace Relations Commission or anyone else asking about work related issues. Fear of losing one’s job and work permit, along with language barriers, were key challenges for workers to engaging with employers or inspectors to seek better working conditions.”

The relevant recommendations focused on regulatory audit and enforcement, neither of which fall within the remit of the MCIB, however we remain cognisant of the difficulties during investigations of engaging effectively with crew who may not speak English or understand our role.

New legislation

As a result of the Court of Justice of the European Union (CJEU) decision in July 2020 (which held that Ireland had not correctly implemented Article 8.1 of Directive 2009/18/EC) the Board of the MCIB has had to operate with only three members. The Merchant Shipping (Investigation of Marine Casualties) (Amendment) Bill 2021 was presented to the Dáil on 11 November 2021 and passed its final stages in the Seanad on 5 May 2022. The Act will facilitate an increased composition of the Board based on a minimum of five and a maximum of seven members appointed by the Minister, along with other necessary operational and technical revisions to support the ongoing functioning of the Board.

The Board looks forward to the appointment of additional Board members at the earliest opportunity.

Review

In April 2021, the Minister for Transport initiated a review to assess the current organisational structures for marine casualty investigation in Ireland, and to set out any recommendations to achieve the most appropriate and effective marine casualty investigation structures for Ireland, taking into account national, EU and international obligations. This is a welcome development in potentially contributing to achieving greater maritime safety through safety investigation in what is a relatively small sector by comparison with some of our larger coastal European neighbours.

The MCIB supports developments that will improve marine casualty investigations. During 2021 a recruitment drive for additional investigators to the investigator panel was successfully carried out. The panel comprises persons with a high level of technical expertise who are independent. The recruitment of a full-time expert consultant to the Board is also underway, and the staff of the MCIB secretariat has been expanded. The complexities of some of the investigations carried out can be seen in the reports that have been published in the last 12 months.

European Context and EMSA

A considerable amount of the work that the MCIB does involves engagement with the European Maritime Safety Agency (EMSA) in respect of maritime incidents that fall within the ambit of the EU Directive 2009/18/EC (which establishes the fundamental principles governing the investigation of accidents in the maritime transport sector). EMSA is the EU agency that is tasked with providing technical expertise and operational assistance to improve maritime safety, pollution preparedness and response and maritime security throughout the EU. EMSA also ensures the consistent investigation of marine accidents throughout the EU and shares best practices on maritime safety, security, and environmental issues. EMSA has developed a methodology to analyse data reported in EMCIP with the view to detecting potential safety issues. As with other EU investigative agencies, the MCIB reports marine incident data to EMCIP.

EMSA is due to publish its 2021 Annual Overview of Marine Casualties and Incidents consisting of analysis of marine casualties or incidents accidents reported up to 31 December 2020 by the EU Member States in EMCIP. The report will analyse accident data provided to EMCIP from an accident perspective; from an advance draft of the Report the figures in 2019 show that while 16% of all the occurrences registered in EMCIP correspond to fishing vessels, they were the source of 32% of all very serious and serious occurrences. The EMSA Report concludes that “fishing vessels are more vulnerable to accidents, not so much in terms of frequency, but in terms of the seriousness of the consequences when they do occur. The rate of very serious casualties and serious casualties for fishing vessels is much higher compared to the overall fleet. In addition, despite the accidents of fishing vessels representing 16% of the total number of accidents,

2. This research was conducted at Maynooth University Department of Law by Dr Clíodhna Murphy, Dr David Doyle and Stephanie Thompson. The research was funded by the International Transport Workers’ Federation (ITF). Published October 2021.

the number of fishing vessels lost represent more than 50% of the number of total vessels lost. This trend has been observed in recent years." The Directive, and therefore the data reported on from EMCIP, only applies to fishing vessels over 15 metres (m) long.

EMSA provides training services for EU accident investigators and announced in April 2022 the development of a training academy with a Core Curriculum Course for EU accident investigators which will come on stream in late 2023. The new EMSA Academy will deliver training on new or amended International Maritime Organisation (IMO)/EU acts and will provide operational training, using advanced tools and developing a Common Core Curricula. All trainings in EMSA Academy will comply with International Organisation for Standardisation (ISO) 9001:2015, ISO 21001:2018 and ISO 29993:2017 standards. This is a very welcome development which will contribute to the continued learning of MCIB accident investigators.

The European Commission has also initiated a review of EU legislation and a new Directive is expected within the next twelve months.

The Department published 66 Marine Notices in 2021

The full list can be accessed here <https://www.gov.ie/en/collection/4d794-marine-notices-2021/>

The following Marine Notices were published in 2021 following MCIB reports and investigations:

4 of 2021	Incident involving the Fire and Total Loss of a Fishing Vessel less than 15m in length.
5 of 2021	Prevention of Collisions at Sea.
11 of 2021	Safety recommendations regarding an incident involving the grounding of a Fishing Vessel 15-24 metres in length.
19 of 2021	Importance of Voyage Planning and avoiding dangerous situations in Adverse Weather and Sea Condition.
48 of 2021	Correct Use of Personal Flotation Devices (PFDs) on Fishing Vessels.
53 of 2021	Hazards associated with trawling on small fishing vessels.

The following 2021 Marine Notices are also of relevance to safety issues in particular for those working in the fishing industry.

20 of 2021	Requirement for Crew Lists on registered fishing vessels.
43 of 2021	Reminder Advice re Use of Appropriate Marker Buoys/Ropes when Engaged in Pot Fishing for Lobster, Crab or other Fish or Shellfish.
60 of 2021	Minimum Safety and Health Requirements for Improved Medical Treatment on Board Vessels.

External Investigations of Casualties

All investigations of casualties are carried out by external investigators. The Board has available to it a panel of investigators including personnel holding technical qualifications as naval architects, marine engineers or deck officers. The panel reflects broad based maritime competence and experience which are of relevance in undertaking independent investigations. Safety investigations are conducted with the sole objective of preventing marine casualties and marine incidents in the future. They are not designed to determine liability or apportion blame.

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

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

Determine remedial actions	Where appropriate the MCIB suggests Safety Recommendations i.e. proposals for remedial actions to prevent future marine casualties and incidents, to the Department of Transport and to other parties that are best placed to implement such measures.
Report	The investigation results in a report providing, amongst other things, the circumstances of the event, the analysis of contributing factors and its conclusions. The report is published in order to spread the safety lessons to the maritime community. Data on marine casualties and incidents are uploaded onto EMCIP, thus supporting their analysis.

Reports Published in 2021

The Board published six Final Reports during 2021. The full details are provided at pages 15 to 20.

Investigations in 2021

Investigations were initiated by the Board into eight incidents that occurred in 2021. Summary details of the incidents are provided in the table below. Full details of all incidents are set out on pages 11 and 14.

Five of the eight incidents which required investigation occurred in the fishing industry, two involved recreational craft and one involved a passenger vessel.

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

Fishing Vessels

There were five incidents involving fishing vessels.

- Loss of vessel off Duncannon, Co. Wexford (11/01/2021) (report published on 30 December 2021).
- Crewmember injured at Co. Donegal.
- Loss of vessel, Co. Cork.
- Fire onboard and loss of vessel, Co. Cork.
- Crewmember injured onboard vessel south of Kinsale, Co. Cork.

Recreational Craft

There were two incidents involving recreational craft.

- Incident involving yacht drifting onto rocks Co. Cork.
- Yacht fire resulting in sinking in Crosshaven, Co. Cork.

Passenger Vessels

There was one incident involving a passenger vessel.

- Incident involving a fire onboard a passenger ferry midriver between Ballyhack, Co. Wexford and Passage East, Co. Waterford.

Detailed tables of incidents investigated which occurred in the years 2012 to 2021 are at pages 21 and 22 of this report. A summary of all incidents investigated occurring in these years is provided in the table below:

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	13	6	5	5	9	6	8	6	4	0
Injuries Vessels	4	Nil	1	0	14	Nil	Nil	1	2	2
Vessels Involved	17	6	7	7	15	5	5	7	8	8

Ethics in Public Office

During 2021, 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 want to thank my Board colleagues who have given hugely of their time and very considerable expertise during this last year to the MCIB. None of that investigative work would have been possible without the dedication and expertise of our investigators whom I would also like to thank.

I would also like to express my appreciation on behalf of the Board to our Board Secretary and her Secretariat and congratulate them on the work done during the year which continued to be very challenging with the covid pandemic effects.

Finally, I wish to record my appreciation for the assistance that you as Minister, and that of your officials in the Maritime Safety Policy Division, have afforded to the Board during 2021.



CLAIRE CALLANAN
CHAIRPERSON

Board Members and General Information



Ms. Claire Callanan,
Chairperson, Solicitor



Dr. Dorothea Dowling,
Deputy Chairperson,
Chartered Insurer and
Accredited Mediator



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

Secretary: Ms. Margaret Bell
Secretariat: Mr. Paul Hallissey
Mr. Philip Grattan (January-August 2021)
Registered Office: Leeson Lane, Dublin 2
Telephone: 01-6783485
Email: info@mcib.ie
Website: www.mcib.ie

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

Establishment of the Board

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

Function of the Board

The function of the MCIB is to carry out investigations into Marine Casualties, as defined in Section 2 of the Act and the Regulations. In carrying out its functions the MCIB also complies with the provisions of the International Maritime Organisation’s Casualty Investigation Code and the Directive. The Directive is given effect in Irish law by the Regulation (S.I. No. 276 of 2011) and applies to only some of the incidents under investigation. Investigations within the scope of the Directive are carried out in accordance with the requirements of the Directive and the Common Methodology as set out in Commission Regulation (EU) No 1286/2011 of the 9th of December 2011.

In accordance with the Act, Marine Casualty means an event or process, which causes or poses the threat of:

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

in connection with the operation of:

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

The purpose of each investigation is to:

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

It is important to note that it is NOT the purpose of an investigation to attribute blame or fault. The Board is non-prosecutorial. Any prosecution, which arises out of any casualty, is the function of Statutory Bodies i.e. 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.

Incidents and Investigations 2021



Reporting Period 1st January to 31st December 2021

Introduction

Since establishment in 2002, and up to the end of 2021, the Board has published reports on 248 cases.

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

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

Summary of Incidents Investigated which Occurred During 2021

1st January to 31st December 2021

Incidents the Board is investigating from 2021

Name of vessel/Incident: FV Aztec	
TYPE OF CRAFT	Fishing vessel <15 m
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	<p>The fishing vessel (FV) "Aztec" departed Duncannon Harbour, Co. Wexford with four persons onboard, to pair trawl with the "FV Western Dawn" for sprat at 07.00 hours (hrs). At 09.30 hrs they hauled the net, took sprat onboard, and stored them below deck in secure pounds.</p> <p>At approximately 10.00 hrs the "FV Western Dawn" shot its net and the "FV Aztec" took onboard the end for the next tow. As it prepared to take the ends, the fishing weight of approximately 350 kilogrammes (kg) fell from the gunwale onto the deck.</p> <p>At 10.45 hrs the "FV Western Dawn" hauled its net and the "FV Aztec" passed back the end of the net to the "FV Western Dawn". The "FV Western Dawn" then commenced passing fish over to the "FV Aztec" and during this operation a crewmember noticed a hole in the starboard aft section of the deck allowing water to flood into the steering compartment. As the stern settled deeper in the water the Skipper manoeuvred the "FV Aztec" alongside the "FV Western Dawn" and instructed the crew to transfer to the "FV Western Dawn". The "FV Aztec" then sank within a minute.</p>

Name of vessel/Incident: FV Marliona	
TYPE OF CRAFT	Fishing Vessel >15 m
TYPE OF INCIDENT	Crewmember injured
FATALITIES	None
SUMMARY	<p>A serious marine casualty occurred on the "FV Marliona" while alongside Greencastle Harbour, Co. Donegal, Ireland. During a repair process the Skipper's left arm became trapped by a trawl door causing severe damage to his arm.</p> <p>First aid was administered by another crewmember and the bleeding was stopped. The ambulance was called and the Casualty was transferred to the nearest hospital where he was treated for his injuries. The hospital treated the Casualty and managed to save his arm. He was released the same day.</p>

Name of vessel/Incident: FV Ellie Adhamh	
TYPE OF CRAFT	Fishing Vessel >15 m
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	<p>The "FV Ellie Adhamh" with seven crew onboard was trawl fishing for prawns south of the Porcupine Bank approximately 160 nautical miles (NM) off the west coast of Cork. At approximately 20.00 hrs the crew hauled the final trawl before returning to the vessel's home port of Castletownbere in Bantry Bay, Co.Cork when the vessel experienced an electrical power failure affecting the vessel's main deck and wheelhouse decks. The crew were unable to restore the normal power supply and the vessel's emergency lighting and equipment operating systems reverted to being powered by the vessel's Emergency 24-volt (V) direct current (DC) battery power supply arrangements. Despite this disabling condition the fishing vessel still had propulsion power and a limited steering capability. In company with another fishing vessel, "FV Ellie Adhamh" made course for Castletownbere at speed.</p> <p>The 24V emergency battery power supply was of limited duration and at approximately 04.00 hrs the following morning the batteries were exhausted causing the fishing vessels emergency 24V battery powered electrical operating systems to fail. As a consequence, the fishing vessel's radio communications equipment, emergency lighting and the propulsion control (controllable pitch propellor (CPP)) systems all ceased operation and shut down. The fishing vessel lost forward propulsion and became adrift. The "FV Ellie Adhamh" was rolling heavily and taking water into the Main Deck (also called the factory deck, or the 'middle' deck). The crew encountered difficulties in pumping overboard the shipped seawater which was coming aboard through a defective discard chute mechanism located on the port side, after section of that deck.</p> <p>The following morning, Irish Coast Guard (IRCG) Rescue Helicopter R115 provided emergency salvage pumping equipment to the vessel and shortly afterwards the naval patrol vessel "LE George Bernard Shaw" established a towline to the stricken fishing vessel and commenced towing the fishing vessel to Castletownbere. However, the fishing vessel developed a significant list during the towing operation and the safety of the crew became a concern for the rescuers. At 18.55 hrs that evening the crew were airlifted from the listing vessel and brought to safety, ashore. The towline to the "FV Ellie Adhamh" broke at 19.22 hrs and the fishing vessel became adrift again. The following morning, tug "Nomad" arrived on scene but was unable to establish a tow line due to weather conditions. At 10:55 hrs the tug reported "FV Ellie Adhamh" had sunk off the Bull Rock on the west coast of Co. Cork.</p>

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

TYPE OF CRAFT	Fishing Vessel >15 m
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	<p>The "FV Horizon" was fishing with four crew onboard, approximately 20 NM off the Old Head of Kinsale, Co. Cork shortly before 02.00 hrs when the Skipper noticed large amounts of smoke coming from the accommodation of the vessel. Despite the crew's firefighting efforts, the fire took hold and spread. The Skipper broadcast a 'MAYDAY' distress call by Very High Frequency (VHF) radio and the crew took to a life raft. The crew were recovered from their life raft by the Offshore Supply Ship "Pathfinder" but despite efforts to fight the fire by a responding Offshore Supply Ship "Maersk Maker" the fishing vessel sank at approximately 07.00 hrs (UTC), close to the position where it initially caught fire. There was some sea surface oil pollution reported which appears to have dissipated naturally.</p> <p>Weather and sea conditions at the time were good with light winds and a moderate sea. The crew were subsequently transferred to the Courtmacsherry Lifeboat and brought ashore. There were no injuries suffered by the crew.</p>

Name of vessel/Incident: **Frazer Tintern**

TYPE OF CRAFT	Passenger
TYPE OF INCIDENT	Fire
FATALITIES	None
SUMMARY	<p>When en route to Passage East, Co. Waterford at approximately 18.05 hrs, the Master of the vessel detected a strong smell of diesel fuel. At that point a crewmember called him to say that he could also get a strong smell of diesel and was going to investigate. When the crew member got to the mesh door at the No.1 engine compartment he was met with black smoke and flames. The crewmembers notified the Master straight away that they had a fire onboard. The Master immediately shut down the No.1 engine and turned off the engine room fans. Two crewmembers then activated two portable fire extinguishers and rigged fire hoses to provide boundary cooling.</p> <p>The vessel continued to the Passage East slipway to get the passengers off as quickly and safely as possible. As a precaution all passengers were summoned to the muster station and issued lifejackets. On the way to the Passage East slipway the fire was brought under control. On arrival at Passage East all passengers and vehicles were disembarked in a safe manner. The vessel was then secured, and the remaining engines shut down. When the smoke dispersed fully the crew investigated the engine room to confirm the fire had been extinguished.</p>

Name of vessel/Incident: **Jelly Baby**

TYPE OF CRAFT	Pleasure Craft
TYPE OF INCIDENT	Constructive total loss
FATALITIES	None
SUMMARY	The vessel with nine crewmembers was participating in a yacht race in Cork Harbour. One Crewmember and sail went overboard. The Crewmember was recovered onboard but the sail entangled the keel, rudder and propellor, disabling the yacht. The yacht drifted onto rocks and sustained serious damage. The Crewmember scrambled ashore with no injuries. The yacht was later towed into Crosshaven Co.Cork for damage survey but declared a constructive total loss. No pollution was caused.

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

TYPE OF CRAFT	Fishing Vessel >15m
TYPE OF INCIDENT	Crewmember injured
FATALITIES	None
SUMMARY	The "FV Aquila" was retrieving its seine net and when the crewmembers were guiding the nets into the net pound on the stern of the vessel, the articulated crane's hydraulic ram hose burst causing the boom to descend suddenly, crushing a Crewmember. The injured Crewmember required a medevac to Cork University Hospital by the IRCG helicopter.

Name of vessel/Incident: **Black Magic**

TYPE OF CRAFT	Pleasure Craft
TYPE OF INCIDENT	Sinking
FATALITIES	None
SUMMARY	The yacht "Black Magic" with one person onboard sailed from Crosshaven yacht marina, Co. Cork. Its destination was Kinsale Harbour. Approximately an hour and a quarter later the yacht's outboard engine caught fire. The fire rapidly spread through the yacht, and the Skipper transmitted a 'MAYDAY' distress broadcast using his handheld VHF radio. The distress call was relayed to the IRCG radio station at Valentia by a fishing vessel working in the vicinity of the incident and a search and rescue operation commenced. In the meantime, another fishing vessel in close proximity to the burning yacht rescued the Skipper and brought him to safety. Shortly thereafter the Skipper was transferred ashore by the Port of Cork RIB which had come from Crosshaven to assist. The Skipper was not injured during the incident. The yacht was eventually consumed by fire and reported as having sunk in Ringabella Bay, Co.Cork.

Summary of Reports Published 2021

1st January to 31st December 2021

The following tables are summarised from published reports and are intended to give an overview. Full reports can be viewed on the MCIB website www.mcib.ie

Name of vessel/Incident: MV Alta	
DATE OF PUBLICATION	3 March, 2021
TYPE OF CRAFT	General Cargo Ship
DATE OF INCIDENT	16 February, 2020
SUMMARY	Motor Vessel "MV Alta" is a merchant ship built in 1976. The crew were stranded onboard after the ship was rendered irreparably disabled on a voyage from Greece to Haiti. "MV Alta" was abandoned by the crew and left adrift in October 2018 after a US Coast Guard relief operation rescued the crew of ten approximately 1,400 miles south-east of Bermuda. On 3 September 2019, the UK's Royal Navy "HMS Protector" sighted the "MV Alta", derelict in the middle of the Atlantic Ocean. The derelict drifted eastward and finally came ashore on 16 February 2020 in Ballyandreen Bay and grounded on the shore near Ballycotton, Co. Cork, Ireland.
INJURIES/FATALITIES	None
CAUSE OF INCIDENT	The "MV Alta" suffered a mechanical breakdown and was abandoned and set adrift by its owners and crew in October 2018. During the following 16 months the derelict drifted eastwards across the Atlantic Ocean, presenting a danger to safe navigation for all other vessels and offshore fixed installations in its vicinity and a danger of injury or death to their crews and operators. As the derelict vessel drifted into EU waters and the territorial seas of Ireland the responsibility for responding to a maritime incident caused by collision with the derelict ship rested with Ireland and its maritime search and rescue agencies.

Name of vessel/Incident: FV Alize	
DATE OF PUBLICATION	4 August, 2021
TYPE OF CRAFT	Trawler <15 m
DATE OF INCIDENT	4 January, 2020
SUMMARY	<p>On 3 January 2020, the "FV Alize" departed Duncannon Harbour, Co. Wexford with two persons onboard to fish for scallops.</p> <p>At 20.45 hrs the following day the Skipper, during a mobile telephone conversation with a family member, indicated that they were on their last tow (trawl) and would be returning to Duncannon Harbour. At 22.34 hrs Marine Rescue Coordination Centre (MRCC), Dublin, were advised that an Irish registered Emergency Position Indicating Radio Beacon (EPIRB) had activated seven NM southwest of Hook Head, Co. Wexford.</p> <p>Dublin MRCC tasked IRCG Rescue Helicopter R117 and the Dunmore East and Kilmore Quay Royal National Lifeboat Institution (RNLI) lifeboats to proceed to the EPIRB activation location. Rescue Helicopter R117 recovered one person from the sea. The Casualty was transported to Waterford University Hospital where he was later pronounced dead. An extensive search operation was conducted for the missing crewmember.</p> <p>The wreck of "FV Alize" was located on the sea bottom in the vicinity of the EPIRB activation position. The body of the second crewmember was recovered by divers from the wreck on 24 January 2020.</p>
INJURIES/FATALITIES	2 Fatalities
CAUSE OF INCIDENT	<p>"FV Alize" capsized and rapidly sank without warning while hauling its trawl dredges.</p> <p>The crew's likelihood of survival was reduced by:</p> <ul style="list-style-type: none"> • Not having the opportunity to broadcast a distress message. • Not complying with S.I. 586/2001 – Fishing Vessel (Personal Flotation Devices) Regulations 2001 by not wearing a PFD/lifejackets or wearing an incomplete PFD/lifejacket in that the crotch strap was missing. <p>The vessel was being operated below the optimum crew level of three persons. Therefore, the number of crew onboard at the time of the incident on 4 January 2020 was insufficient to operate the vessel safely and enable the recovery of the vessel's dredges in a safe and efficient manner.</p> <p>The crew were not trained in stability awareness and were therefore unaware of critical stability factors or methods to mitigate the effects of marginal safe stability conditions while operating the vessel's fishing gear. The pronounced transient reduction in the stability of the vessel when hauling and docking the derricks was unrealised by the crew and they were likely unaware of the stability implications of leaving the port dredge suspended while the weight of the starboard dredge was landed onto the main deck bulwarks.</p> <p>The absence of a detailed lifting equipment planned maintenance and inspection system onboard fishing vessels of less than 15 m length overall was recognised as a safety issue and addressed in this investigation but did not directly contribute to the loss of "FV Alize" and the vessel's crew.</p>

Name of vessel/Incident: Olympic Style Rowing Boat	
DATE OF PUBLICATION	5 October, 2021
TYPE OF CRAFT	Recreational - Open Boat/Canoe
DATE OF INCIDENT	23 February, 2019
SUMMARY	<p>On Saturday 23 February 2019 at approximately 09.30 hrs, a rowing boat with five young persons (aged 12-13 years) ("the crew") was launched from Athlunkard Boat Club slipway on the Abbey River, a tributary of the River Shannon in Limerick City with the purpose of carrying out a training session on the River Shannon. A coach accompanied the rowing boat, in a Safety Boat.</p> <p>At approximately 10.15 hrs the rowing boat got into difficulty, struck some midstream supports of Thomond Weir, overturned and the five crew were thrown into the water. A member of the public alerted the rescue authorities and a rescue operation commenced; primary responder being the Local Authority Fire Brigade's (LAFB) inflatable boat "Fire Swift" which was exercising in the locality.</p> <p>Four crew were rescued from the water by the Coach in the Safety Boat. A fifth young female rower was entangled with the boat and submerged underwater but freed after intervention by the "Swift Rescue" boat's crew. The Casualty was treated on "Swift Rescue" and transported ashore and hospitalised.</p>
INJURIES/FATALITIES	1 serious injury
CAUSE OF INCIDENT	<p>The following were causative factors of this incident: Absence of a comprehensive risk assessment prior to the training session; the collective inexperience of the Quad's junior crew; lack of rescue and safety equipment onboard the Safety Boat; the complacency by Athlunkard Boat Club towards the purpose of the Club's Safety Boat and the safety equipment it was supposed to carry; despite being tied back in a ponytail, the Rower's long hair trapped the Rower to the capsized Quad; Athlunkard Boat Club's disregard towards developing a safety culture and implementing an effective safety management system.</p> <p>Contributory Factors that led to this incident included: The absence of a planning process; the absence of a viable safety culture and the Club's complacent attitude towards safety during its river activities; the Coach and Quad "<i>Louie Murnane</i>" were significantly separated and isolated by river distance from the other coaches in the other Safety Boat; the hazard presented by Thomond Weir was underestimated by the Coach, Club Safety Officer and officers of Athlunkard Boat Club; trainees/novices onboard Olympic style rowing boats are not required to wear PFDs; not having spare flotation devices onboard; failure to establish an effective means of communications between the coaches on the two safety boats; under-manning of the Safety Boat; absence of a knife onboard the Safety Boat; the degree of separation between the two safety boats during the training session; lack of advice and encouragement in safety matters emanating from Rowing Ireland (RI); absence of interaction between the Coach and the Club and vice versa regarding safety; the Club was not aware of the RI Safety Manual or its contents and the absence of an effective and measurable assessment of the implementation of the national governing body's Safety Policy (2017) and its Safety Manual (2017) to club level; the absence of any effective interactive communications between RI and Athlunkard Boat Club.</p>

Name of vessel/Incident: Kayaking Incident	
DATE OF PUBLICATION	28 October, 2021
TYPE OF CRAFT	Several Kayaks
DATE OF INCIDENT	13 September, 2020
SUMMARY	<p>In the late afternoon/early evening of Sunday 13 September 2020, a party of 15 kayakers set out on a commercial sea kayaking tour. The intended plan was a return trip from Bulloch Harbour to Dalkey Island, Co. Dublin. The Group was comprised of three instructors and 12 participants. The Group got separated; one small group towards the north of Bulloch Harbour and the second larger group towards the north end of Loreto Convent.</p> <p>Three separate members of the public placed 999 calls to emergency services between 19.03 hrs and 19.14 hrs to report kayakers in difficulty. The Small Group comprised two kayaks; a single kayak and a double kayak. Unable to cope with the waves which they encountered outside Bulloch Harbour, the Small Group drifted northwards. The single kayak was overturned by a wave and the Participant was thrown out of the cockpit. This Participant, with the aid of two Instructors in two separate single kayaks, was able to get back into her kayak. However, she was thrown out a second time and a second time assisted back into her kayak and again thrown out a third time. On the third occasion, this Participant held on to the kayak in the water until a third Instructor arrived and, assisted by one of the other Instructors, who managed to put this Participant back into her kayak. Those on the double kayak (according to the Participant) who formed part of the Small Group also went into the water and assistance was rendered by local Fishers.</p> <p>The Participants in the Small Group were assessed by ambulance personnel on shore at Bulloch Harbour. In the case of the single kayaker, this Participant reports that she was advised by the ambulance personnel of their wish to bring her to hospital, due to their concern with the amount of sea water which she had swallowed but she declined their recommendation. The Large Group comprised an unknown number of double and single kayaks, totalling nine Participants. The Large Group made its way to rocks by the shore close to the north end of Loreto Convent and from there, traversed the rocks and proceeded to Bulloch Harbour on foot. All Participants and Instructors were accounted for and made it safely back to shore.</p>
INJURIES/FATALITIES	None.
CAUSE OF INCIDENT	<p>At the time of the start of the incident, there was no Small Craft Warning in operation. However, at the time the Tour set off there was. Notwithstanding that Small Craft Warning, the kayaks, being small craft, embarked on the Tour. It follows that insufficient regard was had to the Small Craft Warning. Disregard for Met Éireann forecasts contributed to the decision to embark on a potentially unsafe Tour. Insufficient regard was had to Section 7.4 of the CoP which notes that canoeing/kayaking in a wind force 4 or above should only be considered for the very experienced. Having regard to the lack of experience on the part of at least two of the Participants, the Tour should not have departed. Section 7.4 also notes sea kayakers should be aware of the effects of interaction between wind and tide on the sea states. It therefore follows having regard to sea conditions experienced at the time of the incident that insufficient regard was had to those conditions. In effect the conditions were such that the Tour should not have commenced in these conditions.</p> <p>In addition, the qualifications ascribed by the organiser's observations to one or other of the Instructors did not meet the appropriate qualifications recommended by Canoeing Ireland (CI) for an instructor taking out a group in conditions similar to those which were encountered on the Tour.</p> <p>In view of the risks associated with "cold shock" and hypothermia, there existed a risk that an inexperienced Participant, should they become immersed in the water, could suffer from either or both. While such a risk can never be eliminated, it can be managed by using the "Prevention" steps outlined by Water Safety Ireland. In addition, two of the Participants indicated that no warnings were given to them that they would become immersed in the water, nor were they told what to do in that</p>

event. A forewarning of what to expect if immersed in the sea and safety instructions as to what to do (or not to do) should have been issued before the put-in. No information was provided of any contingency planning for what was to happen if someone or, a number of Participants encountered difficulties. The ready availability of a rescue boat would have provided appropriate facilities in the event that a situation arose.

Insufficient regard appears to have been paid to MN9/2003. No reference is made to this in the organiser's observations. If adequate consideration had been given to all applicable factors, the incident might have been avoided.

The alert to the emergency services came from three "999" calls from members of the public who witnessed the incident from the shore as it unfolded. Based on the IRCG Situation Report (SITREP) and Report, there appears to be no record of any communication over VHF between the Tour Group and the organiser or Instructors.

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

DATE OF PUBLICATION	11 November, 2021
TYPE OF CRAFT	Fishing Vessel <15 m
DATE OF INCIDENT	2 November, 2020
SUMMARY	<p>At approximately 12.00 hrs on 2 November 2020 two men left Galway on the "FV Myia" to retrieve and reset shrimp pots off the coast of Salthill.</p> <p>At approximately 13.30 hrs the men were resetting a train of pots when one of the men got entangled in rope attached to the train of pots. The weight of the train of pots combined with the forward motion of the vessel quickly pulled him overboard and under the water.</p> <p>Galway RNLI Lifeboat Operations Manager (LOM) was contacted by mobile phone and immediately requested activation of pagers for an immediate launch of the Inshore Lifeboat (ILB). The ILB quickly arrived on the scene and retrieved the Crewmember from the water. He was transferred to the ambulance on arrival at the lifeboat station and brought to Galway University Hospital where he was pronounced dead.</p>
INJURIES/FATALITIES	1 Fatality
CAUSE OF INCIDENT	<p>The Casualty was dragged over the stern of the vessel after becoming entangled in the gear on the deck. This may have been contributed to by violent movements generated by the sea conditions while feeding out pots. In either case it would appear the vessel was undertaking an inherently dangerous task in conditions beyond the safe limits to do so.</p> <p>The use of mobile phone to generate a distress call added some delay, however short, in the alert of the emergency services. In this case the call was made to a relative who in turn called the Lifeboat LOM who then called Valentia Marine Rescue Sub Centre (MRSC) to activate the lifeboat crew pagers. A 'MAYDAY' call over VHF radio would have been picked up immediately by Valentia MRSC leading to immediate activation of the lifeboat crew pagers. Vessels of this size do not require a fixed VHF but are required to carry at least a hand-held unit. Activation of a Personal Locator Beacon (PLB) would also have triggered an instant distress call.</p> <p>The Casualty was not wearing a PFD while operating on an open deck in hazardous conditions. Wearing a suitably specified and fitted PFD would have greatly improved his chances of survival.</p>

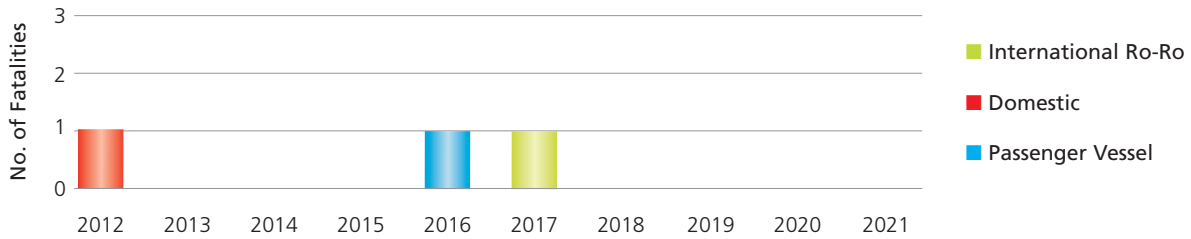
Name of vessel/Incident: FV Aztec	
DATE OF PUBLICATION	30 December, 2021
TYPE OF CRAFT	Fishing Vessel <15 m
DATE OF INCIDENT	11 January, 2021
SUMMARY	<p>At 07.00 hrs on 11 January 2021 the "FV Aztec" departed Duncannon Harbour, Co. Wexford with four persons onboard, to pair trawl with the "FV Western Dawn" for sprat. At 09.30 hrs they hauled the net, took sprat onboard, and stored them below deck in secure pounds.</p> <p>At approximately 10.00 hrs the "FV Western Dawn" shot its net and the "FV Aztec" took onboard the end for the next tow. As it prepared to take the ends, the fishing weight of approximately 350 kg fell from the gunwale onto the deck.</p> <p>At 10.45 hrs the "FV Western Dawn" hauled its net and the "FV Aztec" passed back the end of the net to the "FV Western Dawn". The "FV Western Dawn" then commenced passing fish over to the "FV Aztec" and during this operation a crewmember noticed a hole in the starboard aft section of the deck allowing water to flood into the steering compartment. As the stern settled deeper in the water the Skipper manoeuvred the "FV Aztec" alongside the "FV Western Dawn" and instructed the crew to transfer to the "FV Western Dawn". The "FV Aztec" then sank within a minute.</p>
INJURIES/FATALITIES	None
CAUSE OF INCIDENT	<p>Both the "FV Aztec" and the "FV Western Dawn" have been pair trawling for sprat at this time of year for the past eight years. The Skippers and crews of both vessels were familiar with the processes involved in this type of pair trawling. There were no risk assessments or method statements for pair trawling listed in the "FV Aztec's" safety statement. Effective risk assessments and procedures would have highlighted dangers associated with pair trawling.</p> <p>The "FV Aztec" had an in-date CoP survey and there were no reports of serious defects prior to sailing from Duncannon on the morning of 11 January 2021.</p> <p>The vessel was heavily laden at the time and dependant on the buoyancy provided by the steering compartment to maintain its longitudinal stability. Although not required, the "FV Aztec" had stability calculations done in 2017 for a condition with ten tonnes of fish in the hold. These stability calculations concentrated on lateral stability and did not address longitudinal aspects of stability. It was stated during recovery operations that the "FV Aztec" had between ten and 12 tonnes of fish onboard. Although no limits are set for vessels of this size, the loading of the vessel was a contributory factor in the sinking. This must take into account the weight of the catch onboard as well as the positioning of fish in the hold. The effect of the additional catch being taken onboard at the time of the incident will have also caused considerable settling by the stern and listing to starboard. The combination of these forces will have left the longitudinal stability of the vessel dependant on the buoyancy provided by the steering compartment.</p> <p>The hole in the deck went unnoticed when it occurred but the incident should have merited further investigation.</p> <p>No alert was sent out by the "FV Aztec" or by the "FV Western Dawn". First notification of foundering of the vessel to MRCC Dublin was from the shore. Although there was no imminent danger to life, as a serious incident occurred, a Pan-Pan alert should have been raised with the Coast Guard.</p> <p>The steering compartment of the "FV Aztec" had no bilge alarm fitted and no means of directly pumping out this compartment. A small drain hole allowed water to drain from the steering compartment onto the fish hold.</p>

Comparisons of Marine Casualties 2012 - 2021

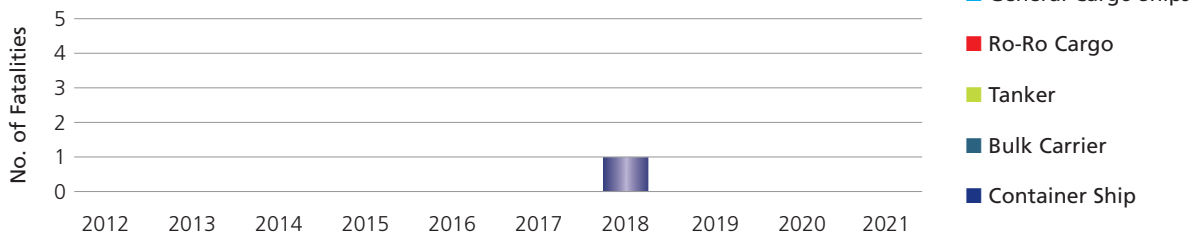
Type of Craft	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Passenger Ships/Vessels										
International Ro-Ro					10 injuries	1 Fatality				
Domestic	1 Fatality				2 Injuries					
Passenger Vessel					1 Fatality 1 injury					
Sub total	1 Fatality	None	None	None	1 Fatality 13 Injuries	1 Fatality	None	None	None	None
Cargo Ships										
General Cargo Ships										
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship							1 Fatality			
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
Sub total	None	None	None	None	None	None	1 Fatality	None	None	None
Fishing Vessels										
< 15 metres	4 Fatalities/ 1 Injury	2 Fatalities	1 Fatality	1 Fatality	2 Fatalities	2 Fatalities	2 Fatalities	2 Fatalities	3 Fatalities	
15 - 24 metres	5 Fatalities/ 1 Injury	3 Fatalities							1 Fatality 1 Injury	1 Injury
> 24 metres				2 Fatalities	2 Fatalities					1 Injury
Sub total	9 Fatalities/ 2 Injuries	5 Fatalities	1 Fatality	3 Fatalities	4 Fatalities	2 Fatalities	2 Fatalities	2 Fatalities	4 Fatalities 1 Injury	2 Injuries
Recreational Craft										
Jet Skis										
Open Boats/Canoe	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury		1 Fatality/ 1 Injury	1 Fatality	1 Fatality	3 Fatalities/ 1 Injury		
Motor (Decked)				2 Fatalities	3 Fatalities		1 Fatality	1 Fatality		
Sail	1 Fatality		1 Fatality							
Fast Power Craft/RIB	1 Fatality 2 Injuries					2 Fatalities	3 Fatalities			
Sub totals	5 Fatalities/ 2 Injuries	1 Fatality	4 Fatalities/ 1 Injury	2 Fatalities	4 Fatalities/ 1 Injury	3 Fatalities	5 Fatalities	4 Fatalities 1 Injury	None	None
Total Incidents	17	6	7	7	15	5	5	10	8	8
Total Fatalities	15	6	5	5	9	6	8	6	4	0
Total Injuries	4	0	1	0	14	0	0	1	1	2
Total No. of Vessels involved	18	6	7	7	15	5	5	11	8	8

Fatality Trends 2012 - 2021

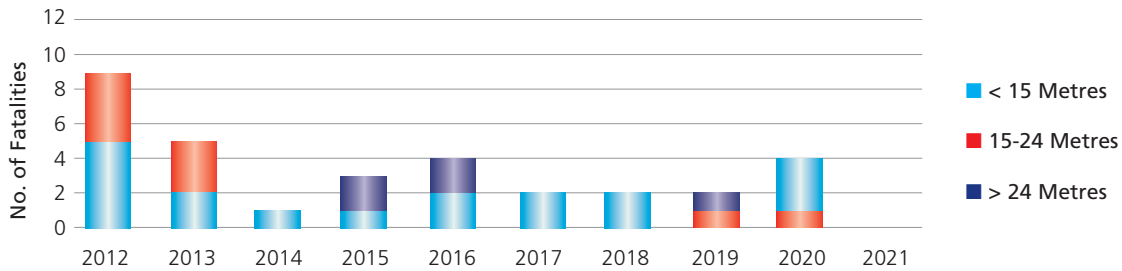
Passenger Ships/Vessels



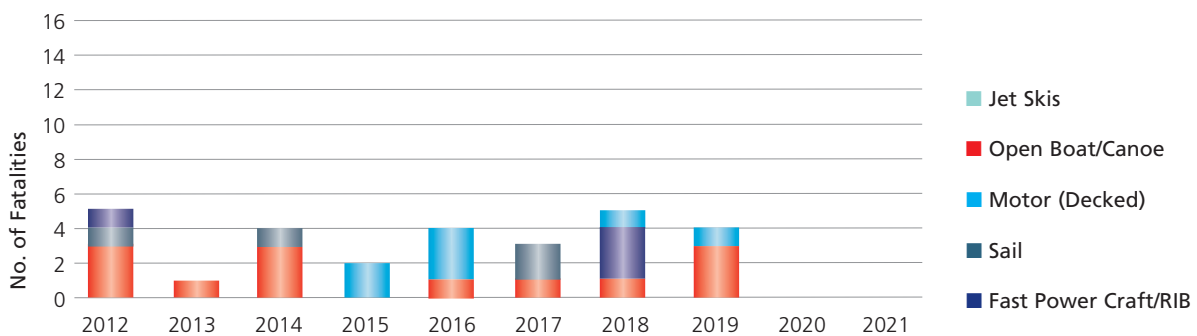
Cargo Ships



Fishing Vessels



Recreational Craft



Appendix A

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

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/404	FV Mianda	07/01/2021	Vessel aground
MCIB/13/405	Shannon Breeze	09/01/2021	Vessel grounded shortly after the ferry departed
MCIB/13/407	FV Resilient	17/01/2021	Injured crewmember
MCIB/13/408	Mary Paul	15/01/2021	Vessel suffered water ingress
MCIB/13/410	FV Lours der Mers	04/02/2021	Fouled propeller
MCIB/13/411	FV Ophelia	12/12/2020	Vessel reported to be taking on water
MCIB/13/412	FV Rossoren	22/02/2021	Tow required after gearbox problems
MCIB/13/413	FV Eder Sands	26/02/2021	Main engine failure
MCIB/13/414	FV Skellig Light II	03/04/2021	Engine failure
MCIB/13/415	FV Aoibhe C	28/02/2021	Vessel reported to be taking on water
MCIB/13/416	FV Mangan D	03/05/2021	Vessel not under command
MCIB/13/417	MV Cemi	03/07/2021	Vessel not under command
MCIB/13/418	FV Syracuse	03/06/2021	Injured crewmember
MCIB/13/419	Key Discovery	03/09/2021	Fire in one of the cargo holds of the vessel
MCIB/13/420	Baltiyskaya Kosa	15/03/2021	Injured crewmember
MCIB/13/421	Ocean Spey	25/02/2021	Injured crewmember
MCIB/13/422	Illaunnakirka	02/04/2021	Vessel aground
MCIB/13/423	Ar Laeres	21/03/2021	Injured crewmember
MCIB/13/424	Mega Express Four and FV Dignity	24/02/2021	Near miss
MCIB/13/425	Lively Lady	15/04/2021	Vessel aground
MCIB/13/426	Lar Voaleden	15/04/2021	Injured crewmember
MCIB/13/427	Michigan	14/04/2021	Injured crewmember
MCIB/13/428	Kayak Incident	28/02/2021	Fatality, River Barrow
MCIB/13/429	Rio da Bouza	18/04/2021	Injured crewmember
MCIB/13/430	FV Endurance	22/04/2021	Lost of throttle to main engine
MCIB/13/431	FV Banriona na Mhara & FV Cora Joseph	25/03/2021	Collision
MCIB/13/432	FV Melisandre	05/01/2021	Allision
MCIB/13/433	FV Michelle Na Mara	05/04/2021	Fouled propeller

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/434	DPC Tolka	04/07/2021	Allision
MCIB/13/435	FV Maria Magdalena	05/09/2021	Vessel reported to be taking on water
MCIB/13/436	Youghal, capsized boats	14/04/2021	Two vessels capsized
MCIB/13/437	FV Roise Catriona	05/12/2021	Vessel propped
MCIB/13/438	FV Radoche Tercero	16/05/2021	Medical evacuation
MCIB/13/439	FV Sowenna	05/11/2021	Vessel propped
MCIB/13/440	Arklow Future	17/05/2021	Incident with pilot ladder
MCIB/13/441	FV Acionna	05/06/2021	Injured crewmember
MCIB/13/442	FV Dawn Ross	13/06/2021	Engine problem
MCIB/13/443	MV York	06/11/2021	Vessel not under command
MCIB/13/444	Boat on fire	07/06/2021	Injured crewmembers
MCIB/13/445	FV Bridget Carmel	08/06/2021	Vessel not under command
MCIB/13/446	Cabin cruiser	20/06/2021	Sunken cruiser
MCIB/13/447	FV Albator	03/07/2021	Injured crewmember
MCIB/13/448	FV Owenie Padraig	05/07/2021	Injured crewmember
MCIB/13/449	FV H1100 WIRON5	06/07/2021	Injured crewmember
MCIB/13/450	FV Chara Maith	08/07/2021	Injured crewmember
MCIB/13/451	Cabin Cruiser on fire	19/07/2021	Fire onboard
MCIB/13/452	FV Patricia Marta	19/07/2021	Injured crewmember
MCIB/13/453	FV Armor II	29/07/2021	Injured crewmember
MCIB/13/455	FV Atlantic Quest	10/08/2021	Injured crewmember
MCIB/13/456	FV Dearbhla	11/08/2021	Vessel aground
MCIB/13/458	Yacht Giuliana	12/08/2021	Sunken yacht
MCIB/13/459	FV Saint Josse	21/08/2021	Vessel aground
MCIB/13/460	JSP Rider	22/08/2021	Person overboard
MCIB/13/461	FV Julien Coleou	08/09/2021	Injured crewmember
MCIB/13/462	MV Stena Horizon	09/09/2021	Vessel made contact in port
MCIB/13/463	FV Aspin	11/09/2021	Injured crewmember
MCIB/13/464	MV Genco Titus	15/09/2021	Vessel not under command
MCIB/13/465	Arklow Flair	30/09/2021	Vessel made contact with a moored barge
MCIB/13/466	MV Mont Fort	10/10/2021	Vessel not under command
MCIB/13/467	BG Diamond	11/10/2021	Vessel adrift
MCIB/13/469	FV Devotion	11/10/2021	Vessel aground

MCIB Ref.	Vessel Name	Date	Incident details
MCIB/13/470	FV Bridget Carmel	16/10/2021	Fire onboard
MCIB/13/471	FV Amervan Tres	31/10/2021	Mayday broadcast
MCIB/13/472	Pont Aven Ferry & Pilot Vessel Failte	23/10/2021	Injured crewmember
MCIB/13/474	Arklow Flair	07/11/2021	Vessel aground
MCIB/13/475	Blue Star 1	12/11/2021	Vessel damaged
MCIB/13/478	FV Adrienne	24/11/2021	Vessel aground
MCIB/13/479	MV Epsilon	16/12/2021	Fire onboard

Financial Statements

2021



Reporting Period 1st January to 31st December 2021

Contents

Governance Statement and Board Members' Report	29
Statement on Internal Control	33
Report of the Comptroller and Auditor General	36
Statement of Income and Expenditure and Retained Revenue Reserves	38
Statement of Financial Position	39
Statement of Cash Flows	40
Notes to the Financial Statements for the year ended 31 December 2021	41

Governance Statement and Board Members' Report

For the year ending 31st December 2021

Principal activities

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

Governance

The Board of Marine Casualty Investigations Board (MCIB) was established under Section 7(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The functions of the Board are set out in the Act of 2000 and the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011 and the European Communities Act 1972 (S.I. No. 444 of 2020). The Board is accountable to the Minister for Transport and is responsible for ensuring good governance and performs this task by setting strategic objectives and targets and taking strategic decisions on all key business issues. The regular day-to-day management, control and direction of MCIB are the responsibility of the Board Members and the Secretary to the Board.

Board Responsibilities

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

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

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

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

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

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

The Department of Transport (DoT) is responsible for allocating the annual budget. The MCIB profiles its spending at the beginning of the year to the DoT. Due to the nature of the work undertaken by the MCIB, the Board is not in a position to plan and budget with certainty for the year ahead. As a result, the Board did not use a budget as a comparison for their review of the MCIB's performance in 2021.

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

The Board considers that the financial statements of MCIB give a true and fair view of the financial performance and the financial position of MCIB at 31 December 2021.

Implementation

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

Board Structure

The Board consists of a Chairperson, a Deputy Chairperson and three ordinary members. The Chief Surveyor in the DoT is required to sit on the Board under the Merchant Shipping Act, 2000. The Secretary General of the DoT, or his nominee is also required to sit on the Board under this Act. The Chairperson, Deputy Chairperson and remaining member of the Board are appointed by the Minister. The table below details the appointment period for current members:

BOARD MEMBER	ROLE	DATE APPOINTED / TERM COMPLETED
Claire Callanan	Chairperson	Appointed January 2019
Dorothea Dowling	Deputy Chairperson	Appointed April 2017
Frank Cronin	Ordinary Member	Appointed April 2017

In March 2019, the European Commission lodged an application to the Court of Justice of the European Union against Ireland in connection with the implementation of Article 8.1 of Directive 2009/18/EC of 23 April 2009, which established the fundamental principles governing the investigation of accidents in the maritime transport sector, with particular regard to the independence of the Marine Casualty Investigation Board due to the presence of the two civil servants on the Board. The State lodged a Defence in the infringement proceedings during 2019. On 9 July 2020 the Court of Justice of the European Union ruled that Ireland had not correctly implemented Article 8(1) of Directive 2009/18/EC. As a result of this judgement the two members of the Board resigned, effective from 30 July 2020.

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

The State addressed the Court findings through the making of amended regulations under the European Communities Act 1972 (S.I. No. 444 of 2020) to confirm that persons who fill either of the two positions can no longer be appointed as Board members for the purpose of investigations that fall within the scope of the Directive. The Merchant Shipping (Investigation of Marine Casualties) (Amendment) Act 2022 came into force on 16 May 2022. This Act provides for a revised Board composition and the appointment of new members to fill the existing vacancies on the Board.

Schedule of Attendance, Fees and Expenses

A schedule of attendance at the Board meetings for 2021 is set out at Note 5 to the financial statements and outlines details of the fees and expenses received by each member during the year.

Performance Review

The Board has engaged with an external accountant to assist in the reviewing of the system of internal control. The review was finalised and the report approved by the Board on 15 March 2022.

Key Personnel Changes

There was one key personnel change in the year ended 31 December 2021. Mr Philip Grattan left the MCIB in July 2021 and was replaced in January 2022 by Ms Diptiben Bhatt.

Committees

There are no committees in place. The MCIB was awarded a continued derogation regarding the Audit and Risk Committee based on the current structures and procedures in place within MCIB for financial oversight and risk management.

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

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

Travel and Subsistence Expenditure

There were €nil of travel and subsistence costs incurred by staff and board members during the year ended 31 December 2021 (2020: nil).

Consultancy Costs

Consultancy costs include the cost of external advice to management and exclude outsourced 'business-as-usual' functions.

	2021	2020
Public Relations	€3,690	-
Total	€3,690	-

Legal and professional fees of €77,121 (2020: €14,065) relate to expenditure on processes that have been outsourced under 'business as usual'. The MCIB was awarded 80% of their legal costs relating to judicial review proceedings which were successfully defended.

Hospitality Expenditure

Hospitality expenditure during the year was €273 (2020: €193). Hospitality expenditure relates to costs incurred for Board meetings and investigator training.

Additional Disclosures

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

Other disclosures required by The Code in relation to legal costs and settlements, hospitality, and termination/severance payments and agreements are not disclosed as no expenditure was incurred in relation to these categories in the year ended 31 December 2021.

Statement of Compliance

Statement of Compliance

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

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

- Internal Audit, and Audit and Risk Committee
- Property Acquisition and Disposal of Surplus Property
- Acquisition of Land, Buildings or other Material Assets
- Capital Investment Appraisal
- Diversification, Establishment of Subsidiaries and Acquisitions by State Bodies
- Disposal of State Assets
- Compliance with use of Auction of Tendering Requirements
- Risk Appetite Statement

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

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

The MCIB oversight agreement was finalised on 6 May 2022 after discussions and review with Department of Transport



Claire Callanan
Chairperson
14 June 2022

1. The MCIB maintains a risk register.

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

Statement on Internal Control

For the year ending 31st December 2021

Scope of Responsibility

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

Purpose of the System of Internal Control

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

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform has been in place in MCIB for the year ended 31 December 2021 and up to the date of approval of the financial statements.

Capacity to Handle Risk

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

Risk and Control Framework

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

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

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

- procedures for all key business processes have been documented,
- financial responsibilities have been assigned at management level with corresponding accountability,
- an annual non-pay budget of €390,000 is provided by DoT to the MCIB for investigations and other business expenditure. The budget is drawn down as the MCIB bank balance reaches approximately €50,000. If there is a sufficient bank balance at the year end and the MCIB can confirm that further funds will not be required, the remainder of the grant not drawn down is retained by the Department.
- there are systems in place to safeguard the assets.

Ongoing Monitoring and Review

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

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

Impact of the COVID-19 Global Pandemic

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

Procurement

I confirm that the MCIB has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2021 the MCIB complied with those procedures with the exception of the following matters.

Category of non-compliant expenditure	2021	2021 number of suppliers
Printing services	€17,618	1
Legal services	€77,121	1
Total	€94,739	2

A formal contract has not been in place for printing services since 2004 as a quote is sought and assessed and then agreed for each individual report. The MCIB is exploring options for in-house publishing of reports and continues to engage with the current printing provider while this is being implemented. The progression of this task has been impacted by staffing resources and COVID-19 restrictions.

The current legal advisor was engaged by the MCIB in 2014 following tender. Due to the low cost the contract has been rolled over on a yearly basis. A tender process for legal services was initiated in December 2020 however due to circumstances outside of the MCIB's control (arising from litigation successfully defended in December 2021) the process was paused in early January 2021. The process is expected to recommence in 2022 subject to considerations arising from the very recent initiation of further proceedings by the unsuccessful applicant in the litigation.

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

The Board acknowledges that some of the procurement disclosures identified in the SIC for 2020 were not addressed during 2021. The MCIB has commenced the process of rectifying the areas of non-compliance in relation to procurement during 2021 and expect these to be resolved in full during 2022.

Review of Effectiveness

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

The MCIB's monitoring and review of the effectiveness of the systems of internal control is further informed by the

work of the external auditors, the external accountants who review the internal control function, and the senior management within the MCIB responsible for the development and maintenance of the internal control framework.

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2021 informed by the MCIB procedures in place to monitor and control ongoing Board business and expenditure, and the report of the accountants engaged in February 2021 to undertake an external review of internal controls. The Internal Control Review report was considered and approved by the Board at the Board meeting on the 15 March 2022. The Board is satisfied that the controls in place are robust and effective.

Internal Control Issues

No weaknesses in internal control were identified in relation to 2021 that require disclosure in the financial statements, with the exception of the non-compliant procurement disclosed above.

Signed on behalf of the Board



Claire Callanan
Chairperson
14 June 2022

Report of the Comptroller and Auditor General

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

Opinion on financial statements

I have audited the financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2021 as required under the provisions of section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The financial statements comprise

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

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the Marine Casualty Investigation Board at 31 December 2021 and of its income and expenditure for 2021 in accordance with Financial Reporting Standard (FRS) 102 - *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

Basis of opinion

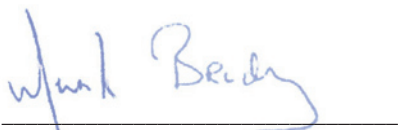
I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of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

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

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

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

I have nothing to report in that regard.



Mark Brady

For and on behalf of the Comptroller and Auditor General
15 June 2022

Appendix to the report

Responsibilities of Board members

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

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

Responsibilities of the Comptroller and Auditor General

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

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

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

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

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

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

Information other than the financial statements

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

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

Reporting on other matters

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

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

I also report by exception if, in my opinion,

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

Statement of Income & Expenditure & Retained Revenue Reserves

For the Year Ended 31st December 2021

		YEAR ENDED 31 DEC 2021	YEAR ENDED 31 DEC 2020
	Notes	€	€
Income			
Oireachtas Grants (Vote 31, subhead C3)		318,404	276,014
		318,404	276,014
Expenditure			
Staff Salaries	4	136,480	131,187
Temporary Staff	4	7,828	-
Board Members Fees	5	20,948	20,948
Printing, Postage and Stationery		17,618	12,348
Website Design		1,775	1,410
Accident Investigation Expenses	3	82,373	89,950
Office Expenses		-	1,767
Advertisement		2,074	-
Translation		1,522	1,309
Maps/Charts		823	1,563
Legal & Professional Fees		77,121	14,065
Public Relations		3,690	-
Accountancy		8,342	5,869
Audit Fees		7,900	7,650
Bank Charges		318	320
Training		-	425
Sundry Expenses		1,391	193
		370,203	289,004
Surplus/(Deficit) for the Year		(51,799)	(12,990)
Accumulated Deficit 1 January		(55,719)	(42,729)
Accumulated Deficit 31 December		(107,518)	(55,719)

The Statement of Cash Flows and notes 1 to 10 form part of these Financial Statements.

Claire Callanan

Claire Callanan
Chairman
14 June 2022

Margaret Bell

Margaret Bell
Secretary
14 June 2022

Statement of Financial Position

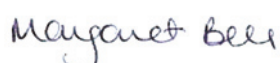
As at 31st December 2021

	Notes	31 DEC 2021 €	31 DEC 2020 €
Current Assets			
Prepayments		492	1,406
Cash and cash equivalents		24,203	44,798
		24,695	46,204
Creditors – amounts falling due within one year			
Payables	2	(132,213)	(101,923)
Net Current (Liabilities)		(107,518)	(55,719)
Representing			
Accumulated Deficit brought forward		(55,719)	(42,729)
Surplus/(Deficit) for the period		(51,799)	(12,990)
Retained Revenue Reserves		(107,518)	(55,719)

The Statement of Cash Flows and notes 1 to 10 form part of these Financial Statements.



Claire Callanan
Chairman
14 June 2022



Margaret Bell
Secretary
14 June 2022

Statement of Cash Flows

As at 31st December 2021

	31 DEC 2021 €	31 DEC 2020 €
Cash flows from operating activities		
Cash (absorbed by) operations	(51,799)	(12,990)
(Increase) / decrease in receivables	914	(914)
Increase / (decrease) in payables	30,290	36,523
Net cash inflow/(outflow) from operating activities	(20,595)	22,619
Net cash used in investing activities	-	-
Net cash used in financing activities	-	-
Net increase/(decrease) in cash and cash equivalents	(20,595)	22,619
Cash and cash equivalents at beginning of year	44,798	22,179
Cash and cash equivalents at end of year	24,203	44,798

Notes to the Financial Statements

For the year ending 31st December 2021

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 2021 have been prepared in compliance with the applicable legislation, and with FRS 102, the financial reporting standard applicable in the UK and the Republic of Ireland, issued by the Financial Reporting Council (FRC) in the UK.

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

c) Going concern

The financial statements are prepared on a going concern basis.

d) Basis of preparation

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

e) Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2021.

f) Currency

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

g) Oireachtas Grants

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

h) Recognition of Costs of Investigations

Costs relating to ongoing investigations are accrued for at the year end, based on estimated costs per investigation. Investigators invoice the MCIB on completion of investigations and the publication of the report. Interim expenses and travel expenses are paid as they are incurred.

*Note: The MCIB Secretariat comprised three permanent staff assigned from the Department of Transport in 2021. This will increase to four in 2022 when vacancies are filled.

i) Superannuation

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

j) Cash and cash equivalents

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

Note 2. Creditors – amounts falling due within one year

	2021	2020
	€	€
Accrued Expenses	132,213	101,923
Included in accrued expenses are amounts relating to:		
PAYE control account	7,212	7,212

Note 3. Accident Investigation Expenses

During year ended 31st December 2021, the Board completed 6 investigations and published reports on each investigation. The total cost of the investigations completed in 2021 was €82,373. No interim reports of ongoing investigations were published in 2021. As at 31st December 2021, 12 investigations were in progress and not finalised. The potential cost of this work is €93,166 and this has been included in the accrued expenses figure in note 2. Investigation costs are accrued in the year of occurrence of the incident.

Also included in investigation expenses are travel and subsistence costs incurred by investigators of €5,040 (2020: €nil - due to a decision taken by the Board in December 2020 that investigators will be reimbursed for agreed vouched T&S expenditure at Civil Service rates).

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

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

A permanent Secretariat of three whole time staff was provided by the Department of Transport. Staff costs were recouped by the Department from the Board's grant allocation. The Board had 2 staff members assigned by DoT at the end of 2021 (with two vacancies to be filled) and 3 staff members assigned at the end of 2020.

During the year a temporary member was required and this individual fee of €7,828 was paid out of the funds available to the Marine Casualty Investigation Board.

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

Short-term employee benefits**	2021	2020
€	No. of employees in band	No. of employees in band
0 – 59,999	3	3
60,000 – 69,999	-	-
70,000 – 79,999	-	-

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

Note 5. Board Members

The Board meets on a regular basis to review its operation and held 14 ordinary meetings in 2021.

As at 31st December 2021 the Board had a total of 3 members.

The fees payable to the Chairperson and the Board members for 2021 were at rates sanctioned and approved by the Minister for Public Expenditure and Reform. The Chairperson and the Board members received a pro rata fee. Two Board members who resigned in 2020 did not receive any fee under the One Person One Salary (OPOS) principle.

A schedule of 2021 Attendance and Fees is set out below:

A schedule of 2021 Attendance and Fees is set out below:

Board member	Meetings Attended	2021	2020
	€	€	
Claire Callanan	14/14	8,978	8,978
Frank Cronin	14/14	5,985	5,985
Dorothea Dowling	14/14	5,985	5,985
Total Fees		20,948	20,948

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

No travel expenses were paid to members of the Board in 2021 in respect of attendance at the Board Meetings during 2021.

Note 6. Going concern

In the financial year ending 31 December 2021, the Board recorded an operating deficit of €51,799 and an accumulated deficit for 2002 – 2021 of €107,518. Funding has been received in 2021 and is expected to continue to be received to ensure that all liabilities can be met by the Board.

Note 7. Operating costs

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

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

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

Note 8. Taxation

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

Note 9. Board Members: Disclosure of Interests

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

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

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

Note 10. Approval of Financial Statements

The financial statements were approved by the Board on 14 June 2022.



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