



MARINE CASUALTY INVESTIGATION BOARD

Annual Report 2014



Reporting Period 1st January to 31st December 2014

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

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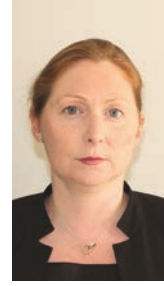
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Tá leagan Gaeilge den Turascáil seo ar fáil ó suoimh idirlíon an Bhoird, www.mcib.ie, nó de bhun iarratais ó Rúnaí an Bhoird.

Chairman's Statement



Cliona Cassidy, B.L.,
Chairman

Dear Minister,

In accordance with the requirements of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I present the 12th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1st January – 31st December 2014.

Overview of 2014

The number of incidents slightly increased from six in 2013 to seven in 2014, and the incidents involving injuries increased from nil in 2013 to one in 2014. There were five lives lost during the year, four of which occurred in connection with recreational activities. One person lost their life in the fishing industry. The Board cautiously welcomes the fact that this is the lowest number of fatalities in the previous 12 years.

The MCIB was established 12 years ago and in that time it has published 190 reports. There were seven investigable incidents in 2014 resulting in five fatalities. The Board published seven Final Reports and one Interim Report in 2014.

While prevention of incidents is of primary importance, the Board wishes to again highlight the importance of providing and maintaining appropriate life saving equipment in the event that an incident occurs. In 2012 the Board noted, with concern, that many of the fatalities in the fishing sector involved lone fishermen going to sea without appropriate lifesaving equipment, VHF radios or flares. This would appear to be due to "tradition" or "fishing culture". The Board wishes to again reiterate the importance of an on-going safety information campaign and the need for personal responsibility.

The Board notes again this year that a number of the reports published concern incidents, which were caused or contributed to by the failures of navigational procedures and equipment. The reports this year and in previous years highlights the importance of correct, up to date navigational equipment, in particular charts, and proper training for procedures and use of equipment.

The Board wishes to remind all recreational vessel users of the importance of familiarising themselves with the vessel that they are using as well as the local area that they are proposing to visit. In particular it should be noted that inland waterways should be treated with the same caution as other open water. Weather and light conditions in inland waterways are changeable and the importance of location specific information is vital in preventing incidents, including signs for speed limits or other dangers. Recreational users in all water based activities should familiarise themselves with the Code of Practice for the Safe Operation of Recreational Craft and ensure that they are complying with the Code.

The Board welcomes your publication and launch of the Maritime Safety Strategy. The strategy was developed following a consultation with key stakeholders and the general public. It included analysis of the MCIB statistics over the last 12 years and actions and objectives have been developed from that analysis. The Board is committed to supporting your objectives as set out in the Maritime Safety Strategy and the elimination of maritime fatalities.

External Investigations of Casualties

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

Reports Published in 2014

The Board published seven Final Reports and one Interim Report during 2014, full details of which are at pages 10 to 14.

Incidents in 2014

Investigations were initiated into seven incidents by the Board in 2014, summary details of the incidents are provided in the table below. Full details of all incidents are set out on page 9. Three of the incidents occurred in the fishing industry, three in the recreational sector and one general cargo vessel.

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

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

Fishing Vessels

There were three incidents involving fishing vessels.

- Two men were picked up and brought ashore by another fishing vessel when their vessel sank in Wexford in January 2014.
- A man died when his fishing vessel engaged in lobster potting sunk off Donegal in June 2014.
- Three crewmembers were picked up by another fishing vessel when their vessel sank off Rosslare Harbour in July 2014.

Recreational Craft

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

- Two men drowned when their vessel sank on Lough Ree, Hodson Bay in March 2014, their companion was rescued.
- A man died and when his Drascombe Lugger capsized south of Schull Harbour in August 2014, his two companions swam to safety.
- A man died while kayaking as part of a group on the Inchavore River in November 2014.

Cargo Vessels

- A cargo vessel grounded on the southern part of the Arklow Bank in January 2014.

Detailed tables of incidents which occurred in the years 2005 to 2014 are at page 16 and 17 of this report. A summary of all incidents occurring in these years is provided in the table below.

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatalities	8	10	17	9	6	18	7	13	6	5
Injuries	0	1	2	Nil	Nil	2	Nil	4	Nil	1
Vessels Involved	11	12	20*	10	6	18	12**	17	6	7

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

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

Financial

In the financial year ending 31 December 2014, the Board recorded an operating surplus of €42,189, which resulted in an accumulated surplus 2002 – 2014 of €45,292. Fully audited financial statements are set out in pages 20 to 29.

Ethics in Public Office

During 2014, all Board members were in compliance with the applicable provisions and requirements of the Ethics Acts and the Standards in Public Office Act, 2001.

Acknowledgements

I would like to thank my Board colleagues for their consistent efforts during 2014, without which the success of the Board would not be possible.

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

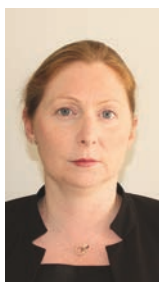
The work of the Secretariat also needs to be acknowledged, without their skills and experience, the Board could not function. On behalf of the Board, I would like to thank them for their hard work and dedication in a challenging environment with limited resources. I would like to thank Anthony Bates for his efficiency and enthusiasm and the Board wish him well in his new role. It was a pleasure to welcome Hugh Carney as his replacement.

Finally, I wish to record our appreciation for the assistance you have given to the Board and by your officials during 2014.



CLIONA CASSIDY, B.L.,
CHAIRMAN

Board Members and General Information



Chairman:
Cliona Cassidy, B.L.,



Vice-Chairman:
Mr. Brian Keane



Board Member:
Micheál Frain



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



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

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

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

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

Establishment of the Board

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

Function of the Board

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

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

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

in connection with the operation of:

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

The purpose of each investigation is to:

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

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

Status

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

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

Investigations & Reports 2014



Reporting Period 1st January to 31st December 2014

Introduction

Since establishment in 2002, and up to the end of 2014, the Board has published reports on 190 cases.

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

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

Summary of Incidents Which Occurred During 2014

1st January to 31st December 2014

These indicate the incidents the Board are investigating from 2014.

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
Arslan II	14 January 2014	General Cargo	Grounding	The "MV Arslan II" en route from Nemrut, Turkey towards Belfast, grounded on the southern part of the Arklow Bank. The vessel re-floated later the same evening.	0
FV Napier	30 January 2014	Fishing Vessel <15m	Sinking	"FV Napier" with the Skipper and one crewman on-board off the Saltee Islands, Wexford. The bilge and engine space started to flood rapidly with water. Both men abandoned the vessel and the vessel sank. They were picked up by another fishing vessel and brought ashore safely.	0
Hodson Bay/ Lough Ree	20 March 2014	Recreational craft	Fatal Incident	Two men lost their lives when their vessel sank at Hodson Bay, Lough Ree.	2
Inishowen Head	28 June 2014	Fishing Vessel <15m	Fatal Incident	A vessel departed from Bunagee Pier, Culdaff Bay, bound for Kinnagoe Head to engage in lobster potting. At 09.45 hrs the owner of the vessel was found floating in the water, emergency services were alerted. He was later pronounced dead.	1
MFV Molly's Quest	15 July 2014	Fishing Vessel <15m	Sinking	"MFV Molly's Quest" departed Rosslare Harbour with three crewmembers on-board to go razor fishing north of the harbour. The vessel experienced minor mechanical issues. Shortly after the mechanical issues were temporarily rectified, the vessel began to heel excessively to port and sank. The crew abandoned ship and were picked up a short time later by two other razor-fishing vessels operating in the area.	0
Zillah	13 August 2014	Recreational craft - Sail	Fatal Incident	A Drascombe Lugger gybed unintentionally and capsized throwing its three occupants into the water. Two of the three made it to shore, the body of the third person was located the following morning.	1
Inchavore River	13 November 2014	Recreational craft - Canoe	Fatal Incident	On the 13th November 2014 two groups of kayakers attempted to make a descent of the Inchavore River in Co. Wicklow. They began their descent in two groups. One of the kayakers in the first group got into difficulties and separated from the group. He was found unconscious and could not be revived.	1

Summary of Reports Published 2014

1st January to 31st December 2014

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
FV Kingfisher <15m	10th January 2014	Fishing Vessel	Fire and sinking	The "FV Kingfisher" a 10.67m Irish registered fishing vessel departed Dunmore East on the 25th November 2012 with a Skipper and one crewmember on-board, to go pair trawling for herring, with partner vessel "FV Mystical Rose". The fishing gear was shot away and during the hauling operations a fire was discovered on-board. The vessel's crew were unable to fight the fire due to thick acrid smoke and eventually abandoned the vessel and boarded a liferaft. They were rescued by the "FV Defiance" and there were no injuries. The "FV Kingfisher" subsequently sank. No pollution has been reported.	0	The exact source of the fire is unknown, but it probably started in the engine room. By the time the crew became aware of the fire, they were unable to take emergency response actions, such as utilising the vessel's sprinkler system. Equipment such as a fire detection system is the vessel's first line of defence and is critical to its safety. If the "FV Kingfisher" had been fitted with a fire detection system the vessel's crew may have been able to tackle the fire in its infancy, and the abandonment and loss of the vessel may have been avoided.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Flying Horse	23rd April 2014	Passenger Vessel	Flooding	The 33ft Irish passenger vessel "Flying Horse" departed Ballinskelligs Pier for Skellig Michael on the 29th June 2012 with 14 passengers and one crew member on-board. Approximately 20 minutes into the trip the vessel came off a big wave, following which a loud bang was heard. The vessel commenced flooding and the Skipper, realising that there was something wrong, turned the vessel around and attempted to contact the owner's representative by telephone. No attempt was made to use the vessel's VHF Radio. The passengers donned lifejackets. However accessing the lifejackets was difficult and there were insufficient lifejackets for all persons on-board. The vessel returned to Ballinskelligs and all passengers were landed safely ashore albeit somewhat traumatised.	0	The "Flying Horse" was proceeding at an excessive speed for the prevailing weather conditions. It had insufficient crew for the nature of the voyage. The Skipper did not possess the necessary qualifications for manning the "Flying Horse". There was insufficient lifesaving equipment for all persons on-board and no suitable lifejackets for children. The "Flying Horse" carried more passengers than its licence permitted.
STV Astrid (interim report)	22nd July 2014	Passenger Ship	Sinking	See Full Published Report.	0	See Full Published Report.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Castletownbere	28th July 2014	Fishing Vessel	Drowning	On the morning of 17th August 2012 the vessel owner decided to go out alone in his vessel to take in his lobster pots. He had a number of strings of pots laid off Pulleen Harbour west of Castletownbere. At about lunch time his upturned vessel was seen from the shore. The vessel was stationary and not moving with the tide. A search operation was mounted and the Casualty's body was recovered from the water adjacent to the vessel a short time later.	1 Fatality	While there were no immediate witnesses to the incident, it is considered likely that the sea swell coupled with the lobster pot becoming lodged on the bottom of the seabed and possible jamming of the rope for the string of lobster pots on the pot hauler contributed to the vessel becoming inundated with water and capsizing.
FV Leonora Jacinta	26th November 2014	Fishing Vessel <15m	Fatal	On the morning of 25th November 2013 the fishing vessel departed from Kilmore Quay with one person on-board. About three and a half hours later the vessel was observed south of the Saltee Islands secured to a line of pots with no one on-board. The alarm was raised and an air and sea search commenced which continued for a further 26 days without success. On the 4th May 2014, a deceased person was found on the shore of the Great Saltee Island and was subsequently identified as being the missing fisherman.	1 Fatality	It is considered likely that the owner of the "FV Leonora Jacinta" fell overboard whilst cutting pots free from a fouled line. It is not possible to determine the exact circumstances which led to the owner falling overboard. The low height of the bulwark and absence of higher rails meant a person working at the pot hauler had little or no support. The evidence from witnesses and the presence of two Personal Floation Devices (PFDs) on-board confirms that the owner of the vessel was not wearing a PFD.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
FV Liberty	20th November 2014	Fishing Vessel <15m	Fatal	The "FV Liberty" a 13.32 metre (m) Length Overall (L.O.A.) Irish registered fishing vessel departed Dunmore East at approximately 23.59 hrs on the 13th February 2013, with a Skipper and two crewmembers on-board, to go single net bottom trawling. At 12.30 hrs on the 14th February 2013, the fishing gear was shot away at a position approximately 23 miles south of the Old Head of Kinsale. Hauling of the gear commenced at 17.50 hrs and during the hauling operations, the bag rope failed, causing a split link to strike a crewmember. The crewmember was fatally injured.	1 Fatality	The casualty was fatally injured as a result of being struck on the head by a pair of split links that fell from a height during the hoisting of the cod end of the trawl net. The split links fell due to the failure of the attachment of the lazy deckie rope to the split link. The cause of the failure of the rope could not be ascertained due to the fact that the rope and part of the net was jettisoned overboard in preparation for manoeuvring the vessel for the helicopter recovery operation. It is known that the split links used for the joining of the lazy deckie to the messenger rope were not compatible and prone to jamming and that the head block used for the lazy deckie messenger ropes were in a poor condition.
Lough Ree RIB	17th November 2014	Recreational craft - RIB	Collision	At approximately 22.20 hrs on the 14th July 2012, a rigid inflatable boat (RIB) departed from Athlone Town Marina on route to Shankaragh, with a helmsman and 3 passengers on-board. The helmsman was an experienced motorboat enthusiast who holds a level 2- powerboat certificate as well as sailing instructor qualifications. Shortly after departure the RIB hit the centre support pillars of the Athlone Railway Bridge. The helmsman and passenger No. 1 were thrown from the RIB into the water, whilst passenger No. 2 hit the bridge support pillars, suffering head injuries. All parties were rescued and after a stay in hospital they were released. The RIB, was damaged beyond repair.	1 Injury	The collision occurred less than 300 metres from the RIB's departure point. Therefore it is likely that the craft was accelerating until very shortly before the collision. The extent of damage was consistent with the RIB travelling quickly at speeds of above 15 knots. The collision occurred at or around sunset. Given the weather that evening, it is likely that the light conditions would not have been good. Only two of the occupants in the RIB were wearing Personal Flotation Devices (PFDs). The RIB was in good order prior to the incident and was not a contributory factor to this incident.

NAME OF VESSEL/ INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
MV Arslan II	17th December 2014	Cargo	Grounding	The "MV Arslan II", grounded on the southern part of the Arklow Bank on the 14th January 2014. The vessel re-floated later the same evening, but having sustained damage to her steering gear was unable to proceed under its own power. The vessel anchored at the position awaiting the arrival of a tug. The tow commenced on the 15th January 2014 and the vessel was brought to Dublin, where it berthed at South Bank Quays, at approximately 13.30 hrs UTC on the 16th January 2014.	0	Standard procedures for navigation and management of a vessel were not adhered to during the voyage. The vessel's actions were based on reliance on a small-scale chart and compounded by the improper use of unofficial tide tables. The interval between position fixing was inadequate for a vessel operating in coastal waters. Best practice would suggest in coastal waters the position of the vessel should be checked between 15 and 20 minute intervals, dependent on other information, such as set and drift. The incident also highlights the need for a vessel to use other means of navigation, such as visual compass bearings, radar bearings and ranges from fixed objects, in coastal waters to verify its position and the effects of tides, currents and winds on the course made good. The vessel was allowed to pass on the wrong side of a navigation mark. The reason provided was that the chart showed a depth of 20 metres to the north of the buoy, so the Officer of the Watch considered the vessel was safe.

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

Sample of Cases Published 2014

1st January to 31st December 2014

The Board wishes to draw special attention to the following 3 reports which were published in 2014. The Board believes these cases highlight key findings.

MV ARSLAN II



The "MV Arslan II" (IMO 9030333) en-route from Nemrut, Turkey towards Belfast, Northern Ireland, grounded on the southern part of the Arklow Bank on the 14th January 2014. The vessel re-floated later the same evening, but having sustained damage to her steering gear was unable to proceed under its own power. The vessel anchored at the position awaiting the arrival of a tug. The tow commenced on the 15th January 2014 and the vessel was brought to Dublin, where it berthed at South Bank Quays, at approximately 13.30 hrs UTC on the 16th January 2014.

LOUGH REE RIB



At approximately 22.20 hrs on the 14th July 2012, a rigid inflatable boat (RIB) departed from Athlone Town Marina on route to Shankaragh, with a helmsman and 3 passengers on-board. The helmsman was an experienced motorboat enthusiast who holds a level 2-powerboat certificate as well as sailing instructor qualifications. Shortly after departure the RIB hit the centre support pillars of the Athlone Railway Bridge. The helmsman and passenger No. 1 were thrown from the RIB into the water, whilst passenger No. 2 hit the bridge support pillars, suffering head injuries. All parties were rescued and after a stay in hospital they were released. The RIB, which did not belong to the helmsman or any of the passengers, was damaged beyond repair.

CASTLETOWNBERE



On the morning of the 17th August 2012 the vessel owner decided to go out alone in his vessel to take in his lobster pots as it was coming to the end of the fishing season. He had a number of strings of lobster pots laid off Pulleen Harbour west of Castletownbere. At about lunch time his upturned vessel was seen from the shore. The vessel was stationary and not moving with the tide. A search operation was mounted and the Casualty's body was recovered from the water adjacent to the vessel a short time later.

Comparisons of Marine Casualties 2005 - 2014

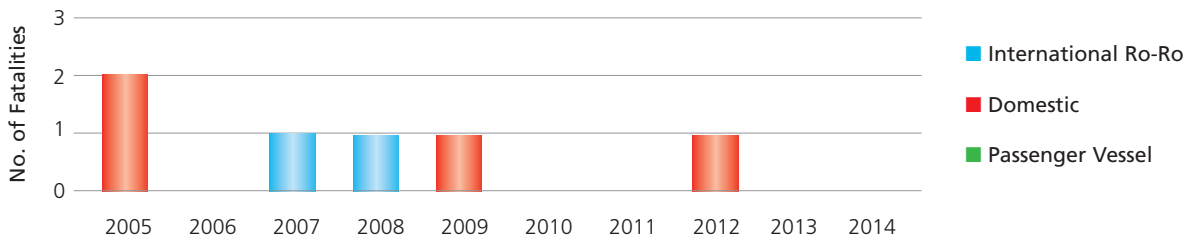
Type of Craft	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Passenger Ships/Vessels										
International Ro-Ro			1 Fatality/ 1 Injury	1 Fatality						
Domestic	2 Fatalities				1 Fatality			1 Fatality		
Passenger Vessel										
Sub total	2 Fatalities	None	1 Fatality/ 1 Injury	1 Fatality	1 Fatality	None	None	1 Fatality	None	None
Cargo Ships										
General Cargo Ships			1 Fatality							
Ro-Ro Cargo										
Tanker										
Bulk Carrier										
Container Ship										
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
Sub total	None	None	1 Fatality	None	None	None	None	None	None	None
Fishing Vessels										
< 15 metres	3 Fatalities	5 Fatalities	3 Fatalities	2 Fatalities		2 Fatalities	4 Fatalities	4 Fatalities/ 1 Injury	5 Fatalities	1 Fatality
15 - 24 metres		2 Fatalities	9 Fatalities	1 Fatality		1 Fatality/ 1 Injury		5 Fatalities/ 1 Injury		
> 24 metres				1 Fatality			1 Fatality			
Sub total	3 Fatalities	7 Fatalities	12 Fatalities	4 Fatalities	None	3 Fatalities/ 1 Injury	5 Fatalities	9 Fatalities/ 2 Injuries	5 Fatalities	1 Fatality
Recreational Craft										
Jet Skis		1 Fatality	1 Fatality							
Open Boats/Canoe	1 Fatality	2 Fatalities	2 Fatalities	3 Fatalities	4 Fatalities	8 Fatalities	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities/ 1 Injury
Motor (Decked)			1 Injury			5 Fatalities/ 1 Injury				
Sail	2 Fatalities			1 Fatality	1 Fatality			1 Fatality		1 Fatality
Fast Power Craft/RIB						2 Fatalities	1 Fatality	1 Fatality/ 2 Injuries		
Sub totals	3 Fatalities	3 Fatalities	3 Fatalities/ 1 Injury	4 Fatalities	5 Fatalities	15 Fatalities/ 1 Injury	2 Fatalities	5 Fatalities/ 2 Injuries	1 Fatality	4 Fatalities/ 1 Injury
Total Incidents	11	12	16	10	6	17	13	17	6	7
Total Fatalities	8	10	17	9	6	18	7	15	6	5
Total Injuries	0	0	2	0	0	2	0	4	0	1
Total No. of Vessels involved	11	14	20*	10	6	18	12**	18	6	7

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

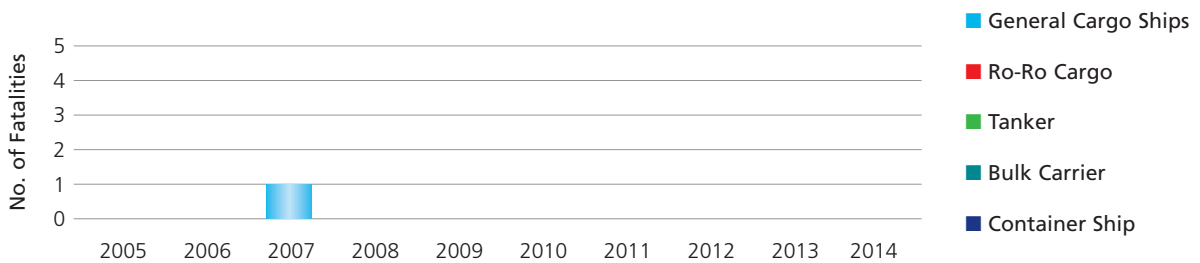
**This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

Fatality Trends 2005 - 2014

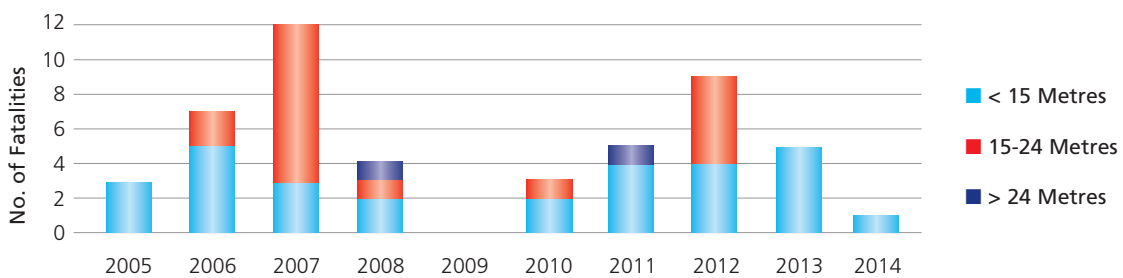
Passenger Ships/Vessels



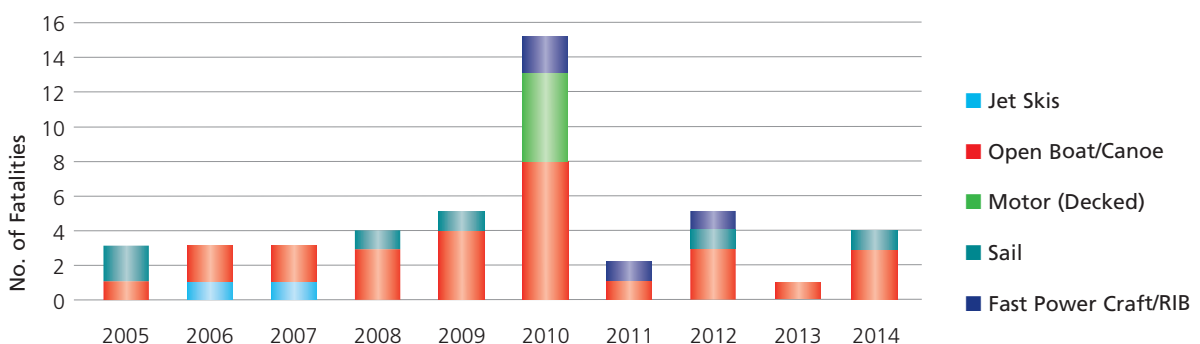
Cargo Ships



Fishing Vessels



Recreational Craft



Financial Statements

2014



Reporting Period 1st January to 31st December 2014

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Statement of Responsibilities of the Board


For the year ending 31st December 2014

Responsibilities of the Board

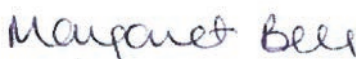
Section 20(1) of the Merchant Shipping Act (Investigation of Marine Casualties) Act, 2000 requires the Board to keep, in such form as may be approved of by the Minister for Transport, Tourism and Sport with the consent of the Minister for Finance proper and usual accounts of all monies received or expended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

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

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



Cliona Cassidy B.L.
Chairman
29th June 2015



Margaret Bell
Secretary
29th June 2015

Statement on the System of Financial Control

For the year ending 31st December 2014

Responsibility for the system of Internal Financial Control

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

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

Key Control Procedures

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

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

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

Annual Review of Controls

I confirm that in respect of the year ended 31 December 2014 the Board has conducted a review of the effectiveness of the systems of internal financial control.

Signed on behalf of the Board



Cliona Cassidy B.L.
Chairman
29th June 2015

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

Report of the Comptroller and Auditor General

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

Marine Casualty Investigation Board

I have audited the financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2014 under the Merchant Shipping¹ (Investigation of Marine Casualties) Act 2000. The financial statements, which have been prepared under the accounting policies set out therein, comprise the statement of accounting policies, the income and expenditure account, the balance sheet and the related notes. The financial statements have been prepared in the form prescribed under Section 20 of the Act, and in accordance with generally accepted accounting practice in Ireland.

Responsibilities of the Board

The Board is responsible for the preparation of the financial statements, for ensuring that they give a true and fair view of the state of the Board's affairs and of its income and expenditure, and for ensuring the regularity of transactions.

Responsibilities of the Comptroller and Auditor General

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

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

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

Scope of Audit of the Financial Statements

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

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

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

In addition, I read the Board's annual report to identify material inconsistencies with the audited financial statements. If I become aware of any apparent material misstatements or inconsistencies, I consider the implications for my report.

Opinion on the Financial Statements

In my opinion, the financial statements, which have been properly prepared in accordance with generally accepted accounting practice in Ireland, give a true and fair view of the state of the Board's affairs at 31 December 2014 and of its income and expenditure for 2014.

In my opinion, proper books of account have been kept by the Board. The financial statements are in agreement with the books of account.

Matters on which I report by Exception

I report by exception if

- I have not received all the information and explanations I required for my audit, or
- my audit noted any material instance where money has not been applied for the purposes intended or where the transactions did not conform to the authorities governing them, or
- the information given in the Board's annual report is not consistent with the related financial statements, or
- the statement on the system of financial control does not reflect the Board's compliance with the Code of Practice for the Governance of State Bodies, or
- I find there are other material matters relating to the manner in which public business has been conducted.

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



Patricia Sheehan

For and on behalf of the Comptroller and Auditor General

30th June 2015

Statement of Accounting Policies

For the year ending 31st December 2014

1. General

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.

2. Basis of Accounting

The financial statements have been prepared under the historical cost convention in the form approved by the Minister for Transport, Tourism and Sport, with the consent of the Minister for Finance, under the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The Financial Statements are prepared on an accruals basis, except as indicated below and in accordance with generally accepted accounting practice. Financial Reporting Standards, recommended by the Accounting Standards Board, are adopted as they become effective.

3. Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2014..

4. Oireachtas Grants

Income from Oireachtas Grants represent the actual cash receipts 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*..

5. Fixed Assets and Depreciation

Fixed Assets are shown at cost. Depreciation is provided on a straight-line basis as follows:

Office Equipment 5 years

6. Capital Account

The capital account represents the unamortised value of income used for capital purposes.

7. Superannuation

Department staff* seconded to act as the Secretariat to the MCIB are covered by the relevant Department's pension arrangements.

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

Income & Expenditure Account 2014

For the Year Ended 31st December 2014

		YEAR ENDED 31 DEC 2014	YEAR ENDED 31 DEC 2013
Income	Notes	€	€
Oireachtas Grants (Vote no. 31)		262,259	237,028
		<u>262,259</u>	<u>237,028</u>
Expenditure			
Staff Salaries	4	111,650	107,028
Agency staff	4	36,109	-
Board Members Fees	5	17,773	17,990
Printing, Postage and Stationery		7,231	20,669
Advertising		-	1,931
Accident Investigation Expenses	3	30,514	60,180
Travel & Subsistence – Board Members	6	3,866	2,176
Travel & Subsistence – Others		55	989
Legal & Professional Fees		3,633	6,720
Accountancy		3,567	4,738
Audit Fees		5,000	4,700
Bank Charges		118	100
Sundry Expenses		554	62
		<u>220,070</u>	<u>227,283</u>
Surplus/(Deficit) for the Year		42,189	9,745
Accumulated Surplus/(Deficit) 1 January		3,103	(6,642)
Accumulated Surplus/(Deficit) 31 December		<u>45,292</u>	<u>3,103</u>

The Statement of Accounting Policies and notes 1 to 12 form part of these Financial Statements.



Cliona Cassidy B.L.
Chairman
29th June 2015



Margaret Bell
Secretary
29th June 2015

Balance Sheet 2014

As at 31st December 2014

	Notes	31 DEC 2014 €	31 DEC 2013 €
Current Assets			
Cash at Bank and in Hand	1	80,137	32,306
		<u>80,137</u>	<u>32,306</u>
Creditors – amounts falling due within one year			
Creditors and Accruals	2	(34,845)	(29,203)
		<u>45,292</u>	<u>3,103</u>
Net Current Assets/(Liabilities)		<u>45,292</u>	<u>3,103</u>
Total Assets less Current Liabilities		<u>45,292</u>	<u>3,103</u>
Capital and Reserves			
Income & Expenditure Surplus/(Deficit)		45,292	3,103
		<u>45,292</u>	<u>3,103</u>

The Statement of Accounting Policies and notes 1 to 12 form part of these Financial Statements.



Cliona Cassidy B.L.
Chairman
29th June 2015



Margaret Bell
Secretary
29th June 2015

Notes to the Financial Statements

For the year ending 31st December 2014

	2014	2013
Note 1. Cash at Bank and in Hand	€	€
Current Account	80,137	32,306
Note 2. Creditors – amounts falling due within one year		
Accrued Expenses	(34,845)	(29,203)

Note 3. Accident Investigation Expenses

During 2010 a tender process was completed to implement a panel of investigators – a scale of fees are agreed for the completion of each investigation. Prior to 2010 no fees were paid in respect of the investigation of marine casualties completed by the Marine Survey Office of the Department of Transport, Tourism and Sport.

During year ended 31st December 2014, the Board completed 7 investigations and published reports on each investigation. There were 14 investigations and published reports in 2013.

At 31st December 2014, 9 investigations were in progress and not finalised. The potential cost of this work amounts to €51,100. At 31st December 2013, 9 investigations were in progress and not finalised.

Note 4. Employees and Superannuation

A permanent Secretariat of three staff is provided by the Department of Transport, Tourism and Sport. Staff costs were recouped by the Department from the Board's grant allocation. The Board had 3 employees at the end of 2014 and 3 employees at the end of 2013.

During the year a temporary member was required and this individual agency fee of €36,109 was paid out of the funds available to the Marine Casualty Investigation Board.

Note 5. Board Members Fees

Board member	2014	2013
	€	€
Cliona Cassidy	7,617	7,618
Brian Keane	5,078	4,656
Michael Frain	5,078	1,693
John G. O'Donnell	-	1,208
Thomas R. Power	-	2,815
Brian Hogan	-	-
Jurgen White	-	-
Total Fees	17,773	17,990

Note 6. Board Members Travel

Total travel expenses of €3,866 were paid to members of the Board in 2014 in respect of attendance at the Board Meetings during 2014, of which Brian Keane received €1,291 and Michael Frain received €2,575. All expenses were paid in accordance with the Civil Service Travel Rates.

Note 7. Operating Costs

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

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

- Telephone & Fax
- Postage, stationary & internal printing costs
- Cleaning
- Other office expenses including lighting and heating.

Note 8. Taxation

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

Note 9. Board Members: Disclosure of Interests

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

Note 10. Board Meetings

The Board meets on a regular basis to review its operation. In 2014, the number of board meetings attended by each of the Board Members were as follows:

Brian Hogan	11
Cliona Cassidy	11
Michael Frain	10
Jurgen White	10
Brian Keane	8

Note 11. Going Concern

The organisation is relying on the continued financial support from the Department of Transport, Tourism and Sport and is of the opinion that such support will continue for the foreseeable future. Due to the above it is considered appropriate to continue to prepare the accounts on a Going Concern Basis.

Note 12. Approval of Financial Statements

The financial statements were approved by the Board on the 29th June 2015.



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