

MARINE CASUALTY INVESTIGATION BOARD

Annual Report

2004



Reporting Period 1st January to 31st December 2004

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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Chairman's Statement



John G. O'Donnell, B.L.
Chairman

Dear Minister

I am pleased to present the second Annual Report of the Marine Casualty Investigation Board (MCIB) as required by Section 21 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000.

This report deals with the following matters:

1. Marine casualties occurring during the year 1st January to 31st December 2004.
2. A summary of investigations of marine casualties which are ongoing and which occurred in the year 1st January to 31st December 2004.
3. A summary of reports on marine casualties published during 2004.
4. An analysis of a sample of cases published during 2004.
5. A list of preliminary investigations into marine casualties which occurred during 2004.

During this twelve-month period, a total of thirty-nine reports were published by the MCIB. None of the published reports relate to incidents occurring during the year January to December 2004, but rather relate to a backlog of seventy-three marine casualties that had occurred prior to 2004. The reason for this is that there is an inevitable delay between the occurrence of marine casualties, their investigation, the preparation of draft reports, dealing with submissions received in respect of draft reports and completion of the final report.

I am pleased to report that this backlog has now been cleared.

The report outlines comparisons between the following:

- (a) Marine casualties/injuries occurring in the year 2004, compared with marine casualties/injuries occurring in the year 2003.
- (b) Statistics relating to reports published for the year 2004 compared with reports published for the year 2003.
- (c) As the MCIB was only established in June 2002, it is not yet possible to discern any trends emerging from the statistics. The MCIB will compile statistics on an ongoing basis and, if possible, comment on trends emerging from these figures.

Three observations can be noted from the statistics and/or information available to the MCIB, namely: -

- (i) It is clear that safety at sea standards have improved greatly in recent years, with a greater awareness amongst seafarers of safety requirements and greater adherence to having and using safety equipment on board.
- (ii) There has been an increase in marine incidents occurring in inland waterways. This may reflect the increased number of vessels on lakes and rivers, but it also highlights the greater need for awareness of safety on board vessels on such waters.
- (iii) The fishing industry is a source of concern to the MCIB because of the increase in the number of marine casualties in this area.

I would again like to pay tribute to the MCIB's Investigators who over the past year have demonstrated a very

professional, conscientious and diligent approach to the investigation of what are often tragic circumstances. Their thoroughness and excellence has enabled the Board to prepare comprehensive and accurate reports into incidents.

I would also like to thank each member of the Board for their contribution within the last year and, last, but not least, to the Secretariat for their valued work.

It is also heartening to note, Minister, the steps taken by the Government to improve safety at sea. I look forward to pending legislation and I have no doubt that continuing legislation will result in higher safety for all. I trust that all seafarers will become more safety conscious and place their safety, that of their crew members and of other seafarers as the number one priority at all times in the hope that the number of casualties involving Irish vessels and/or in Irish waters will decrease in the future.

I look forward to serving as Chairman for the year ahead.



JOHN G. O'DONNELL, B.L.

CHAIRMAN

30th June 2005

Board Members and General Information



Chairman:
Mr. John G. O'Donnell, B.L.



Vice-Chairperson:
Ms. Sinéad Brett, B.C.L., LL.M



Board Member:
Mr. Thomas R. Power



Board Member:
**Mr. Brian Hogan,
Chief Surveyor**



Board Member:
Ms. Mary Lally

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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.

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, Health and Safety Authority etc.

Status

The MCIB is an independent body with its own funding provided for by the Oireachtas under Section 19 of the Act.

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

Investigations & Reports 2004



Reporting Period 1st January to 31st December 2004

Introduction

During the twelve-month period from the 1st January 2004 to the 31st December 2004, thirty-nine reports were published. Work also commenced on the investigation of 15 new marine casualties, which occurred during this period. A summary of the work undertaken by the Board is as follows:

YEAR	NO. OF INCIDENTS	STATUS
Backlog of cases pre June 2002	48	24 reports published
June 2002 - December 2003	25	15 reports published
January 2004 - December 2004	15	

Preliminary Examinations

January 2004 – December 2004	3
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It was decided that when an accident was not sufficiently serious to warrant a full investigation that a preliminary investigation would be undertaken. Three preliminary investigations were carried out during the reporting period.

MFV Alegna 2 and MFV Martina Ellis	22nd May 2004
MV Seabrie	28th October 2004
MFV Sanmar	21st November 2004

Summary of Marine Casualties Occuring 2004

1st January 2004 to 31st December 2004

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Alexia (MCIB/80)	18.04.2005	Cargo Ship Bulk Carrier	Failure of a Pilot Ladder	On 04.02.2004 the pilot ladder rope gave way as a pilot was disembarking. The pilot and the pilot ladder fell 27 feet into the pilot cutter.	1 Serious Injury	The pilot rope had been in service a long time and had not been well maintained.
Sybille (MCIB/84)	09.03.2005	Cargo Ship Container	Failure of a Pilot Ladder	On 18.02.2004 the pilot ladder rope gave way as the pilot transfer was in progress. The pilot and a part of the ladder fell into the pilot cutter.	None	The pilot ropes were permanently rigged and open to damage from weather and the sea.
Blanche Eileen (MCIB/81)	14.06.2005	Fishing Vessel (< 15 metres)	Grounding	On 20.04.2004 this vessel was reported missing. The vessel was later found aground rocks at East Calf Island, Co. Cork. The body of the skipper was found on 22.05.2004.	1 Fatality	The Skipper was not wearing a lifejacket.
Sheephaven Bay (MCIB/94)	18.04.2005	Recreational Craft Open Boat	Drowning	On 03.05.2004 a jet skier found a body in the water at Sheep Haven Bay and the Coast Guard were alerted, then a 2nd body was found and also an upturned boat.	2 Fatalities	It may have been a problem with the engine or rough sea conditions.
RIB Incident (MCIB/95)	30.09.2005	Recreational Craft RIB	Capsize	On 23.05.2004 4 people all wearing PFDs left for Sutton in a RIB. 2 crew transferred to another RIB at Sutton. Whilst returning to Dun Laoghaire the other 2 crew were thrown overboard.	None	Excessive speed. The helmsman was not fully familiar with the 100-horse power RIB.
Jet Ski 2 (MCIB/85)	30.09.2005	Recreational Craft Jet Ski	Collision	On 27.06.2004 a jet ski collided with a moored fishing vessel in Ballyvaughan Harbour, Co. Clare.	1 Injury	Inexperience of operating a Jet Ski and also a lack of knowledge of the sea.
Castletown (MCIB/96)	01.09.2005	Fishing Vessel (>24 metres)	Man overboard	On 05.08.2004 a crewmember was lost overboard 60 miles south of Galley Head on the Cork Coast. His body was recovered later that day.	1 Fatality	Crewmember was dragged along by the trawl wires as the trawl was beginning to run free.
Drowning in Co. Cavan (MCIB/87)	02.06.2006	Recreational Craft Open Boat	Drowning	On 31.07.2004 4 people set out for Lough Sheelin, Co. Cavan. Whilst returning the next day a man fell overboard and died. His body was found on 02.08.2004.	1 Fatality	No lifejackets were being worn Also alcohol and lack of sleep may have assisted in this incident.

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Winkelried (MCIB/88)	16.10.2006	Recreational Craft Motor Boat	Drowning	On 08.08.2004 2 crewmembers set out on Lough Ree. A fisherman found 1 body on 09.10.2004 and another body was located on the 14.10.2004.	2 Fatalities	Neither crewmember was wearing lifejackets.
Patriarch (MCIB/97)	10.11.2005	Recreational Craft Motor Boat	Fire on board and subsequent grounding	On 01.09.2004 a fire broke out on this vessel as it was bound for Blacksod Bay. A mayday was declared and the 3 crewmembers were rescued. The vessel grounded and burned out.	None	The fire may have started due to rubber or plastic burning or indeed an electrical fire.
Inis Mill (MCIB/99)	29.11.2006	Recreational Craft Motor Boat	Pump/ engine failure	On 08.09.2004 the vessel was abandoned by a 5-person crew as it was taking in water. After 8 days in a liferaft they were rescued off the North Cornish Coast.	None	Pump failure.
St Oliver (MCIB/98)	22.12.2005	Fishing Vessel (15 – 24 metres)	Grounding	On 17.09.2004 this vessel left Bertrabuoy Bay for the Port of Rossaveal with a crew of 4. The vessel grounded at Duck Island in bad weather and all 4 perished.	4 Fatalities	Weather conditions were very bad with winds of gale force 9 and visibility was poor.
Spalpin Fanach 2 (MCIB/101)	31.01.2006	Fishing Vessel (15 – 24 metres)	Fire onboard and sinking	On 27.09.2004 this vessel sailed from Castletownbere, Co. Cork with a crew of 3. On the 28.09.2004 a fire broke out in the engine room. The crew abandoned the vessel and were picked up by another Fishing vessel.	None	The fire may have started in the engine room and the spare oil and diesel onboard fed the fire. No attempts to put out the fire led to the vessel sinking.
Drowning of 2 Canoeists (MCIB/104)	02.09.2005	Recreational Craft Canoe	Drowning	On 30.10.2004 2 canoeists drowned after getting into difficulties at St. Mullins Weir, Co. Carlow.	2 Fatalities	Due to an earlier storm the normally placid river was a fast flowing torrent and the 2 canoeists may not have realised this.
Drowning in Co. Donegal (MCIB/103)	25.08.2005	Recreational Craft Open Boat	Drowning	On 14.10.2004 a man set out lobster potting from Glengad Pier, Co. Donegal. Later that day an overdue punt was reported and a search and rescue operation was instigated. A body was found close to Glengad Head on 15.10.2004.	1 Fatality	With hidden rocks in the area the boat may have hit a rock and sank leaving the fisherman stranded at sea.

Summary of Reports Published 2004

1st January 2004 to 31st December 2004

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Aine (MCIB/01)	27.01.2004	Fishing Vessel (>24 metres)	Grounding	Aine ran aground at Inish Naoon, Co. Donegal at 04.50 hrs. on 09.11.1997.	None	Navigated too close to shore, steering failure.
Arklow Brook (MCIB/04)	04.10.2004	Cargo Ship General Cargo Ship	Seaman fell into hold	Seaman fell from Boson's chair 9m. into hold on 15.01.2002 while ship proceeding upriver on River Elbe.	1 Serious Injury	Lack of use of safety harness, hard hat and safety line.
Arklow Valour (MCIB/06)	28.04.2004	Cargo Ship General Cargo Ship	Chief Mate fell into Bandstand	On 24.05.1993, Chief Mate found dead at foot of access ladder to "Bandstand."	1 Fatality	Unknown - not linked to operation of ship.
Arklow Venture (MCIB/07)	28.04.2004	Cargo Ship General Cargo Ship	Galley Fire	Chip pan fire in galley at 03.00 hrs. while moored at Eccles, Manchester on 03.06.1997. 1 Seaman died.	1 Fatality	Chip pan overheated whilst un-supervised late at night.
Barracuda (MCIB/76)	28.04.2004	Recreational Craft Motor	Man Overboard	1 Person fell overboard from punt after mooring 17ft. motorboat at Blackrock, Co. Cork on 18.08.2003.	1 Fatality	Person slipped from punt. Life jacket did not inflate.
Bara Segal/ Seahope (MCIB/09)	20.02.2004	Fishing Vessel (15 – 24 metres) Cargo Ship Bulk Carrier	Collision	Collision between MFV Bara Segal and MV Seahope 9 miles S.E. Tuskar Rock on 14.08.2002.	None	Failure by both vessels to follow collision regulations.
Incident at Brandon Bay (MCIB/75)	12.11.2004	Recreational Craft Motor	Capsize	Attempt to launch angling boat from beach in heavy surf on 23.09.2003 at Brandon Bay, Co. Kerry, resulting in capsizing.	1 Fatality	Launching boat from beach in heavy surf - no life jackets worn.
Carole Denise (MCIB/11)	28.04.2004	Fishing Vessel (<15 metres)	Failure of lifting derrick	On 21.10.2001 while clearing dredge over gunwhale the handbrake failed on winch resulting in jib falling on and fatally injuring crewman.	1 Fatality	Poor maintenance of winch equipment and poor design of lifting gear.

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITY	CAUSE OF INCIDENT
Celestial Dawn (MCIB/13)	27.01.2004	Fishing Vessel (>24 metres)	Grounding and Loss	"Celestial Dawn" grounded at East side lighthouse at Dingle Bay at 18.45hrs. on 02.02.2002.	None	Steering failure and failure to properly man to Irish Regulations.
Chants d'Esperance (MCIB/14)	27.01.2004	Fishing Vessel (15 – 24 metres)	Sinking	On 17.12.1996 the vessel sank 26 miles S/W of Smalls. Crew rescued by RAF SAR helicopter.	None	Poor condition of vessel leading to serious leak in stern area.
Christ Maria (MCIB/73)	28.04.2004	Fishing Vessel (15 – 24 metres)	Grounding, sinking	On 29.03.2003 vessel grounded beside Grohoge Point near Union Hall, Co. Cork, resulting in loss of vessel.	None	Poor watch keeping, no safe navigational watch kept.
Clara/Coral Antillarum (MCIB/13)	28.04.2004	Fishing Vessel (<15 metres) Cargo Ship Tanker	Collision	At 07.20 hrs. on 24.08.2000 the Clara and Coral Antillarum collided 4.6 miles N.N.E. Wicklow Head.	None	Coral Antillarum broke Collision Regulations, Clara failed to keep proper lookout.
Credo du Marin/Holger (MCIB/18)	20.02.2004	Fishing Vessel (> 24 metres) Cargo Ship Container Ship	Collision	At 03.30 hrs. on 24.08.1997 at 10 miles SSE from Hook Head, Co. Wexford the Holger collided with MFV Credo du Marin.	None	Proper lookout not maintained on MV Holger.
Dai Mouse/Voe Trader (MCIB/55)	20.02.2004	Recreational Craft Sail/Workboat	Collision	On 12.05.2001 the Voe Trader collided with yacht Dai Mouse while it was anchored in Dublin Bay.	5 Injured, 1 seriously	Voe Trader did not keep proper lookout and did not proceed at safe speed.
Dunkerque Express (MCIB/21)	28.04.2004	Cargo Ship Container Ship	Seaman crushed between containers	On 26.08.1998 while unloading containers at Felixstone, a sailor was trapped between two containers and sustained fatal injuries.	1 Fatality	Lack of control in lifting and lack of high viz vests for crew.
Elsinor (MCIB/23)	27.01.2004	Fishing Vessel (>24 metres)	Grounding	On 15.09.2001 the French trawler Elsinor ran aground on rocks at Foilnaboe outside Castletownbere.	None	Lack of watch keeping and navigation.
Fiona Patricia/Montgomery (MCIB/25)	28.04.2004	Fishing Vessel (15 – 24 metres) Barge	Collision	At 23.00 hrs. on 20.08.2000 the Fiona Patricia collided with an unlit barge at the entrance to Castletownbere Harbour.	None	The barge was unlit and left moored and unattended.

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Grove (MCIB/89)	27.01.2004	Fishing Vessel (>24 metres)	Fire	On 19.11.2002 a fire occurred in the engine room of the Grove while fishing off Mayo coast.	None	Electrical fault causing fire.
Incident at Bulls Mouth Co. Mayo (John Allen) (MCIB/77)	28.04.2004	Recreational Craft Open Boat	Man overboard	On 19.03.2003 Mr. John Allen left Bulls Mouth for Inishbiggle Island, Co. Mayo. His body was recovered on 01.08.2003.	1 Fatality	Unknown.
John Michael (MCIB/69)	28.04.2004	Fishing Vessel (<15 metres)	Man overboard	On 12.02.2003 a crewmember was lost overboard from John Michael while shooting nets 8 miles west of Loophead.	1 Fatality	Cardiac Arrest.
Kylemhor (MCIB/29)	27.01.2004	Fishing Vessel (<15 metres)	Capsize and Sinking	On 31.05.2000 the Kylemhor capsized and sank while fishing south of Black Ball Head with loss of sole crewmember.	1 Fatality	Unknown.
Lisa Selina (MCIB/30)	13.07.2004	Fishing Vessel (<15 metres)	Sinking	On 31.10.1998 the Lisa Selina was lost south west of Dawros Head: all aboard lost.	2 Fatalities	Unknown.
Lochmor (MCIB/31)	04.10.2004	Passenger Ship Ferry (Domestic)	Engine and steering failure	On 22.05.2002 the Lochmor was attempting to leave Liscannor Harbour when steering and engine failed - anchors dragged.	None	Lack of maintenance, inexperienced crew.
Incident on Lough Mask (MCIB/90)	28.04.2004	Recreational Craft Open Boat	Grounding and capsize	On 03.05.2003 two anglers were on Lough Mask when their boat drifted onto rocks and capsized resulting in loss of 1 life.	1 Fatality	No lifejackets worn and insufficient buoyancy in boat.
Mark Amay (MCIB/32)	28.04.2004	Fishing Vessel (>24 metres)	Accidental Fall	On 20.02.2002 while unloading catch in Galway Harbour, crewman fell into fish hold.	1 Fatality	No protective ropes or stanchions at fish hold.
Olgarry/ Michelle (MCIB/33)	28.04.2004	Fishing Vessels (>24 metres) (<15 metres)	Collision	On 26.09.1995 the Olgarry was returning to Killybegs when it collided with Michelle, which was lifting pots.	None	Olgarry failed to keep proper lookout.

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITY	CAUSE OF INCIDENT
Incident in Kenmare Bay (Tony Murphy) (MCIB/61)	13.07.2004	Recreational Craft Open Boat	Man Overboard	On 01.08.2002 Mr. Tony Murphy went fishing alone in Kenmare Bay. His body was recovered on 10.08.2002.	1 Fatality	Unknown.
Princess Eva (MCIB/64)	01.07.2004	Cargo Ship Tanker	Detention	On 28.01.2003 the Princess Eva anchored in McSwaynes Bay, Donegal after accident 150 miles NW of Ireland. The ship was detained due to large cracks in deck.	2 Fatalities 1 seriously injured	Ship Un-seaworthy.
Princess Grainne/ Touch-'n -Go (MCIB/37)	10.12.2004	Fishing Vessel (15 - 24 metres) Recreational Craft Motor	Collision	The Princess Grainne collided with Touch-'n'-Go on 13.08.1998. Touch-'n'-Go was anchored at entrance to Castletown Berehaven.	None	Princess Grainne failed to keep proper lookout and proper speed.
Renegade (MCIB/39)	01.07.2004	Fishing Vessel (>24 metres)	Collision	At 00.25 hrs. on 25.07.1999 the Renegade was struck by an unknown ship while fishing east of Rockabill.	None	Large merchant vessel struck Renegade.
Sea Hamex (MCIB/68)	28.04.2004	Cargo Ship Car Carrier	Grounding	On 28.01.2003 the Sea Hamex was attempting to berth in storm conditions in Rosslare. She was blown on to ground.	None	Lack of manoeuvre-ability of ship due to high winds, lack of tug facilities in Rosslare Port.
Sonia/Maureen (MCIB/45)	28.04.2004	Cargo Ship/ Recreational Craft Pilot Launch/ Sail	Collision	On 27.08.1998 the pilot launch Sonia collided with yacht Maureen off Cobh.	1 Serious Injury	The Sonia failed to keep proper lookout and maintain safe speed.
Sonia Nancy (MCIB/46)	20.02.2004	Fishing Vessel (>24 metres)	Sinking	On 04.01.1998 the Sonia Nancy suffered engine failure in severe storm conditions 150 miles south of Valentia. The crew were rescued by RAF helicopter. The vessel floundered in heavy seas.	1 Minor injury	Engine failure - cause unknown.
Spailpin Fanach (MCIB/47)	20.02.2004	Fishing Vessel (15 - 24 metres)	Sinking	On 13.05.2000 whilst hauling nets due West of Aran Islands, a crewman was lost overboard.	1 Fatality	Lost balance and heart failure due to cold water.

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Stena Europe (MCIB/70)	31.08.2004	Passenger Ship RO-RO	Engine Failure	Stena Europe departed Rosslare 30.01.2003. Shortly afterward she suffered complete engine failure.	None	Cylinder head stud failure resulting in power shutdown.
Suffolk (MCIB/66)	10.12.2004	Cargo Ship Container ship	Mooring line accident	Whilst mooring in Dublin Port on 05.03.2003 a seaman was fatally injured by winch drum.	1 Fatality	Entangled in mooring line.
Viking Raider (MCIB/74)	28.04.2004	Recreational Craft RIB	Engine Failure	On 18.04.2003 14 divers were diving Lambay Island when the boat was swamped and the engine failed.	None	Boat overloaded causing swamping.
Western Explorer (MCIB/91)	28.04.2004	Fishing Vessel (<15 metres)	Flooding and sinking	On 22.03.2003 the vessel suffered flooding and sank whilst fishing due south West Mutton Island, Co. Donegal.	None	Water ingress cause unknown.
Whithaven (MCIB/58)	20.02.2004	Cargo Ship Tanker	Grounding	On 09.03.2002 the Whithaven was outbound from New Ross when she grounded in River Barrow at 01.30 hrs.	None	Fish trap floodlight mistaken for ferry point floodlight.

Sample of Cases Published 2004

1st January 2004 to 31st December 2004

The Board has selected four of the thirty-nine cases published during this year which it considers are representative of the type of cases investigated. These will give the reader some idea of the range of activities and type of investigations carried out by the Board.

A. Princess Eva – MCIB/64



The "Princess Eva", an oil tanker, sailed from Copenhagen on 19th January 2003 en route for Houston/Corpus Christi, Texas with a 53,422 tonne cargo of V.G.O. (vacuum gas oil – a black residual product of partial crude oil refinement) in two parcels, one of high sulphur, the other low sulphur. The voyage planning routed the vessel around the north of Scotland and then South West passing about 150 miles off the northwest coast of Ireland. During the voyage down the West coast of Scotland and off the North West coast of Ireland severe weather was encountered with winds of up to force 11 reported. On the morning of the 28th January 2003, the forward liferaft broke free from its cradle and inflated. Whilst attempting to re-secure the raft, three crewmembers were hit by a large wave breaking over the bow of the ship. Two crewmembers lost their lives in the incident. A third was seriously injured but survived and was airlifted from the vessel to Galway Hospital.

Following the accident the vessel proceeded to Killybegs to land the bodies of the deceased and to collect replacement crewmembers. It arrived and anchored in McSwayne's Bay off Killybegs early in the afternoon of the 29th January 2003. On inspection a number of structural cracks were noted on the deck of the vessel. The managing company in Argentina was informed of the incident. Following receipt of a report from the Coast Guard, The Chief Surveyor of the Maritime Safety Directorate sent two surveyors to conduct an inspection of the vessel which took place on the morning of the 30th January 2003. The vessel was found to be un-seaworthy. It was detained under the provisions of Port State Control legislation. Following this detention and in order to avoid a potential major oil spill the ship was required to discharge its cargo into two tankers, which arrived in Killybegs. Temporary repairs were carried out on the M/V "Princess Eva" in Killybegs before it was allowed to sail to a repair port.

The MCIB Report on this case recommended that:

1. The Department of Communications Marine and Natural Resources work with the relevant international organisations to enact regulations to deal with sub-standard oil tankers.
2. Consideration be given to the location of an Emergency Towing Vessel (ETV) off the Irish Coast. It is understood that the Department is working closely with its EU partners on such matters. Furthermore the report supported the work of the Department in declaring a particularly sensitive sea area off the west coast of Ireland. The Board is pleased to note that this has now been established.

B. Western Explorer – MCIB/91

On 22nd March 2003 at about 16.00 hours, the 15m fishing vessel MFV "Western Explorer" sailed from the port of Fenit, Co. Kerry. Whilst engaged in fishing to the North of Kilkee, Co. Clare, the vessel suffered flooding of the fish hold and engine room and subsequently sank at 10.45 hours on 23rd March. The crew of the vessel were evacuated before the vessel sank and there were no injuries or fatalities.

The report recommended that a safety regime should be prioritised for fishing vessels. The Board notes that the Department has now developed safety schemes for fishing vessels of 24 metres plus in length and also for fishing vessels less than 15 metres long.

C. Stena Europe – MCIB/70

The Ro-Ro passenger ship M/V "Stena Europe" departed Rosslare Europort on 30th January 2003 at 12:09 hours for Fishguard, Wales with 155 passengers and 65 crew on board. Approximately 30 minutes later an alarm sounded indicating that a fire had occurred in the auxiliary engine room. There then followed a sequence of different alarms and at 12:38 No 1 main engine stopped automatically on high temperature. No. 2 main engine was stopped manually and Nos. 3 and 4 main engines stopped automatically on high temperature and all propulsion was lost.

The vessel then drifted down onto and past the Tuskar Rock Lighthouse off the Co. Wexford coastline. Emergency services were alerted to the situation. The loss of propulsion was caused by loss of cooling water in the engines. The engineering staff successfully re-started the engines by 14:00 hours and the ship continued to Fishguard in the UK. The investigation subsequently found a cylinder head holding down stud had broken. This weakened the cylinder head allowing combustion gases into the cooling water jacket. The high temperature cooling water system cross connection valves were open allowing the entire engine cooling system on the ship to be adversely affected.

The Board made a number of technical recommendations regarding specific attention to start air pressure systems on ships. The Board notes that all of these recommendations have been complied with.

D. Lough Mask – MCIB/90



On Saturday May 3rd 2003 at approximately 12.45 hours two fishermen set out in an open fibreglass lake boat to go fishing in the vicinity of the Gortmore – Churchfield area of Lough Mask. During the course of the day the fishermen pulled ashore on an island to have lunch. One then removed his lifejacket saying that it was uncomfortable. After lunch they then resumed fishing on the lake with neither anglers wearing their lifejackets. Later in the afternoon the weather deteriorated with a significant increase in wind and wave height. They then moved to Henaghan's Bay for the last fishing of the day.

The boat was blown onto a rocky shore and grounded. When attempting to re-float it the boat was swamped by a wave and overturned. The boat floated free with both men clinging to it. After some time one of the anglers lost his grip. Some time later the other fisherman clambered onto a rocky shore and attracted the attention of other fishermen. The Coast Guard were informed and a helicopter responded. This man was transferred to hospital and the search continued for the missing fisherman. His body was recovered later that day.

Due to the prevalence of incidents of this type the Board recommended that inland anglers should undertake proper planning for such trips and that someone should be notified ashore of their plans prior to departure, the weather should be checked and suitable clothing and a lifejacket should be worn. The mandatory requirements for this are set out in Statutory Instrument 274 of 2002 and the Board strongly recommends that these should be communicated to inland anglers and complied with at all times.

List of Preliminary Investigations carried out in 2004

1st January 2004 to 31st December 2004

Three incidents occurred which were deemed by the MCIB to warrant a preliminary examination rather than a Marine Casualty Investigation Report. The following is a list of these incidents:

MFV "Martina Eilis" and MFV "Alegna 2" (MCIB/82)

On 22nd May 2004 the fishing vessels "Martina Eilis" and "Alegna 2" were in a slight collision near the fishing grounds off Lands End. Both vessels returned to Dunmore East.

MV "Seabrie" (MCIB/102)

Having completed discharge of cargo in Kinsale, Co. Cork, the "Seabrie" anchored at Middle Cove, Kinsale Harbour, Co. Cork. She dragged her anchor and grounded south of Charlesfort. The vessel was later re-floated.

MFV "Sanmar" (MCIB/106)

The "Sanmar" ran aground at Bar Rock in Mulroy Bay on Saturday 20th November 2004. The vessel broke up and sank.

Comparison of Marine Casualties/Injuries occurring during 2002, 2003 & 2004

Type of Craft	2002	2003	2004
Passenger Ships/Boats			
International Ro-Ro			
Domestic			
Passenger Boat	5 Fatalities		
Sub total	5 Fatalities		
Cargo Ships			
General Cargo Ships		1 Fatality	
Ro-Ro Cargo		1 Fatality	
Tanker		2 Fatalities 1 Injury	
Bulk Carrier			1 Injury
Container Ship		1 Fatality	
Car Carrier			
Work Boat/Tug/Pilot/Barge/Heavy Lift			
Sub total		5 Fatalities 1 Injury	1 Injury
Fishing Vessels			
< 15 metres		1 Fatality	1 Fatality
15-24 metres			4 Fatalities
> 24 metres	1 Fatality	1 Fatality	1 Fatality
Sub total	1 Fatality	2 Fatalities	6 Fatalities
Recreational Craft			
Jet Skis		1 Fatality	1 Injury
Open Boats/Canoe	1 Fatality	2 Fatalities	6 Fatalities
Motor	2 Injuries	2 Fatalities	2 Fatalities
Sail			
Fast Power Craft/RIB		1 Injury	
Sub total	1 Fatality 2 Injuries	5 Fatalities 1 Injury	8 Fatalities 1 Injury
Total Cases	8	17	15
Total Fatalities	7	12	14
Total Injuries	2	2	2
Total No. of Vessels involved	9	18	17

Comparison between MCIB Reports Published 2002, 2003 & 2004

Type of Craft	2002	2003	2004
Passenger Ships/Boats			
International Ro-Ro	1	2	1
Domestic		1	1
Passenger Boat		1	
Sub total	1	4	2
Cargo Ships			
General Cargo Ships		4	3
Ro-Ro Cargo			
Tanker			3
Bulk Carrier		1	1
Container Ship		2	3
Car Carrier		1	1
Work Boat/Tug/Pilot/Barge/Heavy Lift		4	3
Sub total		12	14
Fishing Vessels			
< 15 metres		2	5
15-24 metres		3	4
> 24 metres		5	13
Sub total		10	22
Recreational Craft			
Jet Skis			
Open Boats/Canoe		1	3
Motor		2	3
Sail			2
Fast Power Craft/RIB			1
Sub total		3	9
Total No. of Reports Published	1	24	39
Total No. of crafts involved in incidents	1	29	47
Total No. of Fatalities		21	18
Total No. of Injuries	1	5	9

Financial Statements

2004



Reporting Period 1st January to 31st December 2004

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Statement of Responsibilities of the Board

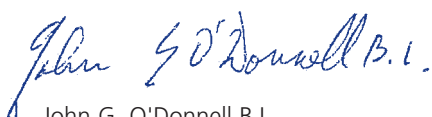
For the year ending 31st December 2004

Responsibilities of the Board

Section 20(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 requires the Board to keep proper and usual accounts of all monies received and expended by it. In preparing those financial statements, the Board is required to:

- Select suitable accounting policies and then 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 the Board will continue in operation.
- Disclose and explain any material departures from applicable accounting standards.

The Board is responsible for keeping proper books of accounts 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 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The Board is also responsible for safeguarding its assets and for taking reasonable steps to prevent fraud and other irregularities.



John G. O'Donnell B.L.
Chairperson



Dick Heron
Secretary

Report of the Comptroller and Auditor General

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

I have audited the financial statements of pages 26 to 29 under Section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

Respective Responsibilities of the Members of the Board and the Comptroller and Auditor General

The accounting responsibilities of the Members of the Board are set out on page 23. It is my responsibility, based on my audit, to form an independent opinion on the financial statements presented to me and to report on them.

I review whether the statement on the system of internal financial control on page 25 reflects the Board's compliance with applicable guidance on corporate governance and report any material instance where it does not do so, or if the statement is misleading or inconsistent with other information of which I am aware from my audit of the financial statements.

Basis of Audit Opinion

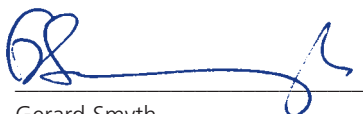
In the exercise of my function as Comptroller and Auditor General, I conducted my audit of the financial statements in accordance with auditing standards issued by the Auditing Practices Board and by reference to the special considerations which attach to State Bodies in relation to their management and operation.

An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made in the preparation of the financial statements, and of whether the accounting policies are appropriate to the Board's circumstances, consistently applied and adequately disclosed.

I planned and performed my audit so as to obtain all the information and explanations that I considered necessary to provide me with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement whether caused by fraud or other irregularity or error. In forming my opinion I also evaluated the overall adequacy of the presentation of information in the financial statements.

Opinion

In my opinion, proper books of account have been kept by the Board and the financial statements, which are in agreement with them, give a true and fair view of the state of affairs of the Marine Casualty Investigation Board at 31 December 2004 and its income and expenditure for the year then ended.



Gerard Smyth

For and on behalf of the Comptroller and Auditor General
17 June 2005

Statement on the System of Financial Control

For the year ending 31st December 2004

Responsibility for System of Internal Financial Control

On behalf 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 control can only provide reasonable and not absolute assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or other irregularities are either prevented or would be detected on a timely basis.

Key Control Procedures

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

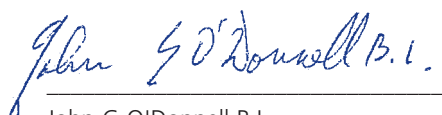
- All payments (excluding salaries and travel and subsistence which were paid by the Department of Communications, Marine and Natural Resources) are authorised by at least two members of the Board.
- All travel and subsistence claims are authorised by a Senior official of the Department of Communications, Marine and Natural Resources.
- Codes of business conduct for Board members and staff are in place.
- Two Board members review and assess the financial activity of the Board at each Board meeting.

A derogation on the formation of an audit committee and an internal audit function has been requested from the Department of Communications, Marine & Natural Resources.

Annual Review of Controls

I confirm that in respect of the year ended 31st December 2004 the Board did not conduct a review of the effectiveness of the system of internal financial controls.

Signed on behalf of the Board



John G O'Donnell B.L
Chairperson

Statement of Accounting Policies

For the year ending 31st December 2004

1. General

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

2. Period of Financial Statements

The Financial Statements cover the period from 1st January 2004 to 31st December 2004.

3. Basis of Accounting

The Financial Statements have been prepared on an accruals basis, except as indicated below, and in accordance with Generally Accepted Accounting Principles under the historical cost convention. Financial reporting standards recommended by the recognised accounting bodies are adopted as they become applicable.

4. Oireachtas Grants

Oireachtas Grants are recognised in the financial statements on the basis of:

- cash receipts from the Department of Communications, Marine & Natural Resources,
- payments made on behalf of the Board by the Department of Communications, Marine & Natural Resources.

Recognition of these payments represents a change in accounting policy and the comparative figures for 2003 have been re-stated accordingly.

5. Depreciation

The Marine Casualty Investigation Board does not hold any fixed assets.

6. Superannuation

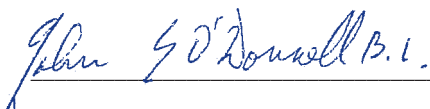
Staff on the Board were seconded from the Department of Communications, Marine & Natural Resources and are covered by the Department's pension arrangements. The board does not operate pension schemes.

Income & Expenditure Account 2004

For the Year Ended 31st December 2004

	Notes	YEAR ENDED 31 DEC 2004		YEAR ENDED 31 DEC 2003	
		€	€	€	€
Income					
Oireachtas Grant			213,580		139,619
Expenditure					
Staff salaries	4	70,626		65,765	
Board Member Fees		17,776		17,776	
Hire of Meeting rooms		750		1,466	
Entertainment		1,882		1,300	
Printing, postage and stationary		70,869		63,845	
Website maintenance		545		4,296	
Mobile telephone		278		-	
Accident Investigation Expenses		786		1,129	
Travel & Subsistence: Board Members		19,024		21,185	
Travel & Subsistence: Staff		1,284		449	
Consultancy fees		3,150		5,694	
Accountancy		11,035		9,700	
Secretarial expenses		4,340		3,945	
Audit fees		8,000		8,000	
Bank charges		45		39	
Sundry expenses		1,049		2,793	
Legal & Professional fees	3	1,452		827	
			(212,891)		(208,209)
Surplus/(Deficit) for the year			689		(68,590)
Balance brought forward at start of year			(31,778)		36,812
Balance carried forward at end of year			(31,089)		(31,778)

There are no recognised gains or losses, other than those dealt with in the Income & Expenditure Account. The Statement of Accounting Policies and notes 1 to 9 form part of the Financial Statements.



John G. O'Donnell B.L.
Chairperson



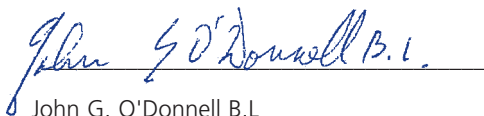
Dick Heron
Secretary

Balance Sheet 2004

For the Year Ended 31st December 2004

	Notes	AS AT 31 DEC 2004		AS AT 31 DEC 2003	
		€	€	€	€
Current Assets					
Cash at bank and in hand		14,674		12,109	
Current Liabilities					
Creditors	2	(45,763)		(43,887)	
Net Current Assets/(Liabilities)			(31,089)		(31,778)
Net Assets/(Liabilities)			(31,089)		(31,778)
Represented by: Profit and loss account			(31,089)		(31,778)
			(31,089)		(31,778)

The statement of Accounting Policies and notes 1 to 9 form part of these financial statements.



John G. O'Donnell B.L.
Chairperson



Dick Heron
Secretary

Notes to the Financial Statements

For the year ending 31st December 2004

1 Taxation

No provision has been made for taxation in the financial statements.

2 Creditors: amounts falling due within one year	As at 31 Dec 2004	As at 31 Dec 2003
Accruals	€45,763	€43,887

3 Professional fees

No fees were paid to Marine Investigators as all were employed from the Department of Communications, Marine & Natural Resources' Marine Survey Office.

4 Employees and Superannuation

Staff on the Board are seconded from the Department of Communications, Marine & Natural Resources. Staff costs are re-couped by the Department from the Board's grant allocation.

5 Operating Costs

The Board funds its own operating costs with the exception of the following services which are provided by the Department of Communications, Marine & Natural resources free of charge:

- Telephone & Fax,
- Cleaning,
- Stationery,
- Other office expenses including lighting and heating.

6 Fixed Assets & Associated Costs

There are no fixed assets held in the name of the Board. Equipment, furniture, premises and associated costs are provided free of charge by the Department of Communications, Marine and Natural Resources.

7 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.

8 Comparatives

Comparative figures are for the year ended 31st December 2003.

9 Approval of the financial statements

The Board approved the financial statements on the 6th May 2005.

Notes

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