



MARINE CASUALTY INVESTIGATION BOARD

# Annual Report

## 2011



Reporting Period 1st January to 31st December 2011



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

# Chairman's Statement



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

Dear Minister,

In accordance with the requirements of the Merchant Shipping (Investigation of Marine Casualties) Act 2000, I have great pleasure in furnishing the 9th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January – 31 December 2011.

## Overview of 2011

The number of people who lost their lives in marine incidents this year is well down on 2010 and, at seven, among the lowest annual number of fatalities recorded since the MCIB came into being. Whilst the reduction in marine fatalities is welcome, lives are still being lost as a result of marine incidents. As always, lessons can be learned from these incidents that hopefully will help avoid similar occurrences in the future.

The majority of those who, lost their lives in 2011 were involved in the fishing industry. A significant issue that these tragedies highlight is that the wearing of appropriate Personal Flotation Devices (PFDs) can save lives and their importance cannot be emphasised enough.

Compared to last year, there have been significantly fewer incidents involving recreational craft. Of these, there were two incidents which involved the loss of a person's life. It was also good to note the wearing of PFDs was not an issue in these particular incidents. This would seem to imply that the improvements noted by the MCIB in the adherence to safety standards in the recreational craft sector last year have been maintained and continue to improve. The MCIB continues to strongly support the benefits of wearing PFDs and notes that while it is a legal requirement in certain circumstances to wear one, the wearing of PFDs should be second-nature for all recreational craft users.

The MCIB was established 10 years ago and in that time the Board has published 155 reports and has made recommendations which have contributed to the prevention of loss of life at sea. The Board has noticed trends emerging most notably the welcome increase in the use of lifejackets and PFDs. The Board has also noted the increase of incidents involving alcohol consumption whilst afloat and urges the development of an educational campaign to inform those involved in waterborne activities of the dangers posed by the consumption of alcohol whilst afloat.

Since the Board's inception in 2002, it notes that the fishing industry has accounted for an annual average of approximately 40% of all fatalities. This is far too high and whilst the Board recognises that fishing is a hard and dangerous occupation, more must be done to reduce these tragedies.

Over the past 10 years we have seen the development of improved maritime safety regulatory regimes in Ireland, most notably in the fishing sector. These have been very effective and I wish to encourage the Minister to continue to be ambitious in relation to fishing vessel safety and seek to achieve safety standards similar to Iceland which has achieved a standard of zero fatalities in its fishing sector.

## 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 2011

The Board published 15 Final Reports during 2011, a summary of which are on pages 10 - 12.

## Incidents in 2011

Investigations were initiated into 13 incidents by the Board in 2011, summary details of the incidents are provided in

the table below. A summary of all incidents are set out on page 9. Five of the incidents occurred in the recreational sector and six in the fishing industry. There was also one incident involving a general cargo vessel and one involving a domestic cargo vessel.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	6	3	5	Nil
Cargo	2	Nil	Nil	Nil
Recreational	5	1	2	Nil
Total	13	4	7	Nil

### Fishing Vessels

There were six incidents involving fishing vessels, the majority of which resulted in the loss of lives.

- A crew member was drowned when a vessel capsized in Cork Harbour in January 2011.
- A crew member was drowned when a vessel capsized and sank in the Suir Estuary, Co. Waterford in February 2011.
- 2 crew members drowned after their vessel went missing off Skerries Harbour, Dublin, in April 2011.
- A crew member lost his life when nets were being run out from a vessel off Achill Island, Co. Mayo in May 2011.
- 6 crew members were rescued when a vessel foundered and sank off Malin Head, Co. Donegal in October 2011.
- A vessel sank off Glandore Harbour, Co. Cork requiring the rescue of 3 crew members in December 2011.

### Recreational Craft

Five incidents occurred in the recreational sector, two of which resulted in the loss of life.

- 6 children and their instructor were rescued when they got into difficulty whilst kayaking off Clogherhead, Co. Louth in May 2011.
- A small angling vessel capsized in Lough Mask resulting in the drowning of 1 person.
- 3 people were rescued from the sea when their vessel caught fire and sank in Cork Harbour in July 2011.
- A yacht capsized off Baltimore, West Cork, during the Fastnet Race requiring the rescue of 21 crew in August 2011. All the crew were wearing lifejackets.
- A man died after falling overboard from a Dinghy off Donegal Point, Kilkee, Co. Clare in October 2011.

### Cargo Vessels

There were two incidents involving cargo vessels, neither of which resulted in the loss of life.

- One general cargo ship ran aground at Cashla Bay, Co. Galway in March 2011.
- A domestic cargo vessel took on water off the coast of Sleah Head, Co. Kerry resulting in a number of sheep being jettisoned overboard in August 2011.

The Board extends its condolence to all those bereaved in these incidents.

A detailed breakdown of incidents which occurred in the years 2002 to 2011 is on page 14 of this report. A summary of all incidents occurring in these years is provided in the table below.

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Fatalities	7	12	14	8	10	17	9	6	18	7
Injuries	2	2	2	nil	1	2	nil	nil	2	nil
Vessels Involved	9	18	17	11	12	20*	10	6	18	12**

\*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 2011, the Board recorded an operating surplus of €25,803, which resulted in an accumulated surplus 2002 – 2011 of €29,799. Fully audited financial statements are set out on pages 19 - 27 of this Report.

### New EU Requirements

Investigations into casualties that come within the scope of new European legislation<sup>1</sup>, which came into effect in 2011, are now required to be carried out by the MCIB and reported to the EU. Whilst this has considerably added to the workload of the MCIB, it is envisaged that the majority of the additional work will be in the form of reporting requirements to the EU, as all investigations that come within the scope of the new legislation already came within the scope of the Act of 2000.

The EU Directive supports the implementation of the IMO Code for Safety Investigations into a Marine Casualty or Marine Incident. The Code entered into force on 1 January 2010.

### Ethics in Public Office

During 2011, 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 2011, without which the success of the Board would not be possible.

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. In particular, I would especially like to thank Kieran Baker, who has been reassigned, for all his hard work as Secretary to the Board.

We welcomed Helen Conway to the Secretariat, during the year. Helen replaces Kieran as Secretary and we are grateful for all her support and assistance.

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.

Finally, I wish to record our appreciation of the assistance given to the Board by the Minister and his officials during 2011.



JOHN G. O'DONNELL, B.L.  
CHAIRMAN,

<sup>1</sup>Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council – Given effect in Irish Law by S.I. No. 276 of 2011 European Communities (Merchant Shipping)(Investigation of Accidents) Regulations 2011.

# Board Members and General Information



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



Vice-Chairperson:  
**Mr. Thomas R. Power**



Board Member:  
**Ms. Sinéad Brett, B.C.L., LL.M,  
Solicitor**



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. Helen Conway  
 Secretariat: Ms. Evelyn Reddin  
 Registered Office: Leeson Lane, Dublin 2.  
 Telephone: 01 - 6783485  
 Fax: 01 - 6783493  
 Email: [info@mcib.ie](mailto:info@mcib.ie)  
 Website: [www.mcib.ie](http://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 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](http://www.mcib.ie).



# Investigations & Reports 2011



Reporting Period 1st January to 31st December 2011

# Introduction

Since its establishment in 2002, and up to the end of 2011, the Board has published reports on one hundred and fifty five 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. However, new EU legislation<sup>2</sup> which came into effect this year requires some changes to this format which will be incorporated into future reports.

All reports are published on the Board's website, [www.mcib.ie](http://www.mcib.ie), and are available in limited numbers in paper format on application to the Secretariat.

<sup>2</sup>Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council – Given effect in Irish Law by S.I. No. 276 of 2011 European Communities (Merchant Shipping)(Investigation of Accidents) Regulations 2011.

# Summary of Incidents Which Occurred During 2011

1st January to 31st December 2011

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
<b>Carraig an Iasc</b>	20 January 2011	Fishing Vessel < 15m	Drowning	Whilst altering course, the vessel became swamped, capsized and the two crew members ended up in the water.	1
<b>Na Buachailli</b>	18 February 2011	Fishing Vessel < 15m	Drowning	Crewmember drowned when vessel capsized and sank whilst fishing for mussels in Waterford Estuary.	1
<b>Pantanal</b>	31 March 2011	General Cargo Ship	Grounding	Vessel ran aground in Cashla Bay, Galway.	0
<b>Lady Linda</b>	1 April 2011	Fishing Vessel < 15m	Drowning	The vessel went missing and was subsequently found upturned off Clogher Head, Co. Louth. Both crewmen drowned.	2
<b>Un-named Angling Boat</b>	8 May 2011	Open Angling Boat	Fatal Capsize	One of the occupants drowned when an angling boat swamped and capsized in bad weather on Lough Mask.	1
<b>Mark Amay II</b>	10 May 2011	Fishing Vessel > 24m	Fatal MOB	Crewmember drowned after being carried overboard by fishing net off Achill Island, Co. Mayo.	1
<b>Un-named Kayaks</b>	26 May 2011	Recreational Craft – canoe/kayak	Capsize	Occupants were rescued from the water after their kayaks capsized in rough conditions off Clogher Head, Co. Louth	0
<b>Claire Buoyant</b>	1 August 2011	Cargo Ship – Work Boat /Barge	Flooding	Vessel took on water resulting in a number of sheep being jettisoned overboard off the coast of Sleah Head, Co. Kerry	0
<b>Rambler 100</b>	15 August 2011	Recreational Craft – Sail	Capsize	Yacht capsized requiring the rescue of the crewmembers, off Baltimore, Co. Cork.	0
<b>Jem</b>	21 August 2011	Recreational Craft – Motor	Sinking	Fire occurred on the vessel which sank in Cork Harbour. All three crew were rescued.	0
<b>Amy Jane</b>	7 October 2011	Fishing Vessel 15-24m	Sinking	The vessel experienced flooding of the pot hold and later foundered and sank. All crewmembers were rescued.	0
<b>Un-named Dinghy</b>	5 November 2011	Recreational Craft – Fast Power Craft/RIB	Fatal MOB	Occupant drowned when the vessel capsized.	1
<b>Jeanette Roberto</b>	11 December 2011	Fishing Vessel < 15m	Sinking	3 crewmembers were rescued when their vessel sank off Glandore Harbour, Co. Cork.	0
<b>Total number of incidents: 13</b>					<b>Total fatalities: 7</b>

# Summary of Reports Published 2011

1st January to 31st December 2011

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>Carraroe Fatality</b>	14 January 2011	Recreational Craft – motor	MOB	Occupant drowned when he fell overboard whilst fishing near Carraroe.	1 Fatality	It was not possible conclusively to determine the cause of this casualty.
<b>Duggies Pride</b>	14 February 2011	Recreational Craft – open boat	Drowning	Vessel sank at Greenore Point, Rosslare, Co. Wexford, resulting in one fatality.	1 Fatality	The vessel was floating at two strokes above the water, which allowed water to enter through the hull. The transom well drain holes were at the same level.
<b>Kindred Star II</b>	24 March 2011	Fishing Vessel < 15m	Sinking	A lone fisherman was rescued off the East coast of Cork when his vessel succumbed to uncontrollable engine room flooding.	None	Failure of the connection of a section of flexible pipe fitted on the outlet side of the jacket water cooler on the seawater side of the cooler, permitting the main engine seawater cooling water pump to pump directly into the engine room.
<b>Clodagh River</b>	26 April 2011	Recreational Craft – canoe/ kayak	Drowning	Two kayakers drowned when they became trapped in a weir on the River Clodagh near Portlaw, Co. Waterford.	2 Fatalities	There are various issues that contributed to the cause of this incident ranging from the training of the kayakers to the design of the weir itself.
<b>MFV Janireh</b>	2 June 2011	Fishing vessel 15-24m	Fatal MOB	While vessel was working south west of Mizen Head, Co. Cork, a difficulty arose with the trawl gear. In the course of attempting to rectify it, a crewmember was lost overboard.	1 Fatality	The crewmember is most likely to have overbalanced while standing on nets stowed in the port net bin with his foot supported by the rail while attempting to release fouled elements of the trawl gear. The crewmember was not wearing a PFD.
<b>Castletownshend</b>	9 June 2011	Recreational Craft – canoe/ kayak	Fatal MOB	Kayaker died off Castletownshend, West Cork, Ireland.	1 Fatality	It was not possible conclusively to determine the cause of this casualty.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITIES	CAUSE OF INCIDENT
<b>Quo Vadis</b>	16 June 2011	Recreational Craft – motor	Drowning	Two persons drowned when attempting to re-board their vessel off Inisbofin Island.	2 Fatalities	Combination of executing a night-time transfer from a small inflatable tender to a vessel that was swinging on a mooring, possible tiredness and diminished human performance resulting from the effects of alcohol consumption.
<b>Léim an Bhrádain</b>	20 July 2011	Fishing vessel < 15m	Sinking	Vessel capsized and sank off the North Mayo Coast. Two persons were rescued.	None	The combination of the free surface effect of water on deck, shifting cargo and the list created by hauling pots was sufficient to overcome the righting moment of the vessel and cause it to capsize. The vessel sank quickly as there was no inherent buoyancy.
<b>Jennifer</b>	22 July 2011	Fishing vessel < 15m	Drowning	Vessel sank off North Donegal coast resulting in the loss of 2 crewmembers.	2 Fatalities	It is thought probable that the vessel encountered wind or wave action or a combination of both which caused it to heel to an angle beyond which it was able to recover from its loaded condition resulting in capsize and sinking.
<b>Cullenstown</b>	26 August 2011	Recreational Craft – open boat	Drowning	Open boat capsized off Cullenstown Beach, Co. Wexford, resulting in one fatality.	1 Fatality	The combination of boat size, darkness, weather conditions, tidal flow, fishing equipment and the absence of safety equipment other than a lifejacket combined to increase the danger and reduce the chance of survival.
<b>Ainmire</b>	26 August 2011	Fishing vessel 15-24m	Sinking	Five crewmembers rescued when vessel sank off the Butt of Lewis, Scotland.	None	The vessel experienced a sudden and large inflow of seawater into the engine room. However, it was not possible to conclusively determine where the source of this inflow was. The location of the bilge pump under the plates resulted in it being flooded and unable to pump.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>Jem</b>	22 November 2011	Recreational Craft – Motor	Sinking	Fire occurred on the vessel and eventually sank in Cork Harbour. All three crew were rescued.	None	Fire triggered by leak of petrol from outboard engine into the bilge of the vessel when the main engine of the vessel was started.
<b>Dalkey Island</b>	22 November 2011	Recreational Craft – open	Drowning	The body of a man seen earlier rowing in an open boat was taken from the sea at Dalkey Island, Dun Laoghaire, Co. Dublin.	1 Fatality	It was not possible to reach a definite conclusion as to the cause of this incident.
<b>Lough Mask</b>	22 December 2011	Recreational Craft – Open Angling Boat	Drowning	One of the occupants drowned when an angling boat swamped and capsized in bad weather on Lough Mask.	1 Fatality	Weather conditions and limited safety instruction given prior to departure.
<b>Carraig an Iasc</b>	22 December 2011	Fishing Vessel < 15m	Drowning	Whilst altering course, the vessel became swamped, capsized and the two crew members ended up in the water.	1 Fatality	It is probable that the vessel encountered wind or wave action or a combination of both which caused the loaded vessel to capsize.

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

# Sample of Cases Published 2011

1st January to 31st December 2011

The Board wishes to draw special attention to the following 3 reports which were published in 2011

## FATAL INCIDENT ON THE CLODAGH RIVER, CO. WATERFORD ON 7th APRIL 2010



On the 7th April 2010, 3 men entered the water in their kayaks at Curraghmore Estate in Whitestown, Co. Waterford and paddled downstream until they reached the weir at Portlaw.

Whilst attempting to navigate the weir, 2 of the men lost their lives. There are various issues that contributed to the cause of this incident ranging from the training of the kayakers to the weir itself, the design of which made it next to impossible to escape from without the use of lifebuoys and/or access to a ladder.

## DUAL FATALITY OFF INISHBOFIN, CO. GALWAY ON 10th OCTOBER 2010



In the early hours of the 10th October 2010, 2 men lost their lives while attempting to board the motor yacht "*Quo Vadis*", which was moored in Inishbofin Harbour, Inishbofin Island, Co. Galway.

The fatalities most likely resulted from a combination of executing a night-time transfer from a small inflatable tender to a vessel that was swinging on a mooring, possible tiredness and diminished human performance resulting from the effects of alcohol consumed during the preceding hours while socialising ashore.

## DUAL FATALITY OFF GLENGAD, MALIN HEAD, CO. DONEGAL ON 1st NOVEMBER 2010



On the 1st November 2010, 2 men left their homes at Ross Head, Glengad, Co. Donegal and travelled by road to the F.V. "*Jennifer*" at Portmore Pier, Malin Head to move crab pots from their location at sea to Glengad.

The vessel sank shortly afterwards and the bodies of the 2 men were subsequently recovered. Little is known of what occurred in the moments immediately prior to the incident, but whatever happened must have occurred suddenly and without warning. It is thought probable that the "*Jennifer*" encountered wind or wave action or a combination of both which caused the vessel to heel to an angle beyond which it was able to recover from its loaded condition resulting in capsize and sinking.

# Comparisons of Marine Casualties 2002 - 2011

Type of Craft	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>Passenger Ships/Boats</b>										
International Ro-Ro						1 Fatality/ 1 Injury	1 Fatality			
Domestic				2 Fatalities				1 Fatality		
Passenger Boat	5 Fatalities									
<b>Sub total</b>	<b>5 Fatalities</b>			<b>2 Fatalities</b>		<b>1 Fatality/ 1 Injury</b>	<b>1 Fatality</b>	<b>1 Fatality</b>	<b>None</b>	<b>None</b>
<b>Cargo Ships</b>										
General Cargo Ships		1 Fatality				1 Fatality				
Ro-Ro Cargo		1 Fatality								
Tanker		2 Fatalities/ 1 Injury								
Bulk Carrier			1 Injury							
Container Ship		1 Fatality								
Car Carrier										
Work Boat Pilot/Barge/ Heavy Lift										
<b>Sub total</b>		<b>5 Fatalities/ 1 Injury</b>	<b>1 Injury</b>			<b>1 Fatality</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>
<b>Fishing Vessels</b>										
< 15 metres		1 Fatality	1 Fatality	3 Fatalities	5 Fatalities	3 Fatalities	2 Fatalities		2 Fatalities	4 Fatalities
15 - 24 metres			4 Fatalities		2 Fatalities	9 Fatalities	1 Fatality		1 Fatality/ 1 Injury	
> 24 metres	1 Fatality	1 Fatality	1 Fatality				1 Fatality			1 Fatality
<b>Sub total</b>	<b>1 Fatality</b>	<b>2 Fatalities</b>	<b>6 Fatalities</b>	<b>3 Fatalities</b>	<b>7 Fatalities</b>	<b>12 Fatalities</b>	<b>4 Fatalities</b>	<b>None</b>	<b>3 Fatalities 1 Injury</b>	<b>5 Fatalities</b>
<b>Recreational Craft</b>										
Jet Skis		1 Fatality	1 injury		1 Fatality	1 Fatality				
Open Boats/Canoe	1 Fatality	2 Fatalities	6 Fatalities	1 Fatality	2 Fatalities	2 Fatalities	3 Fatalities	4 Fatalities	8 Fatalities	1 Fatality
Motor (Decked)	2 Injuries	2 Fatalities	2 Fatalities			1 Injury			5 Fatalities/ 1 Injury	
Sail				2 Fatalities			1 Fatality	1 Fatality		
Fast Power Craft/RIB		1 Injury							2 Fatalities	1 Fatality
<b>Sub totals</b>	<b>1 Fatality/ 2 Injuries</b>	<b>5 Fatalities/ 1 Injury</b>	<b>8 Fatalities/ 1 Injury</b>	<b>3 Fatalities</b>	<b>3 Fatalities</b>	<b>3 Fatalities/ 1 Injury</b>	<b>4 Fatalities</b>	<b>5 Fatalities</b>	<b>15 Fatalities/ 1 Injury</b>	<b>2 Fatalities</b>
<b>Total Incidents</b>	<b>8</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>18</b>	<b>13</b>
<b>Total Fatalities</b>	<b>7</b>	<b>12</b>	<b>14</b>	<b>8</b>	<b>10</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>18</b>	<b>7</b>
<b>Total Injuries</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>None</b>	<b>None</b>	<b>2</b>	<b>0</b>
<b>Total No. of Vessels involved</b>	<b>9</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>14</b>	<b>20*</b>	<b>10</b>	<b>6</b>	<b>20</b>	<b>12**</b>

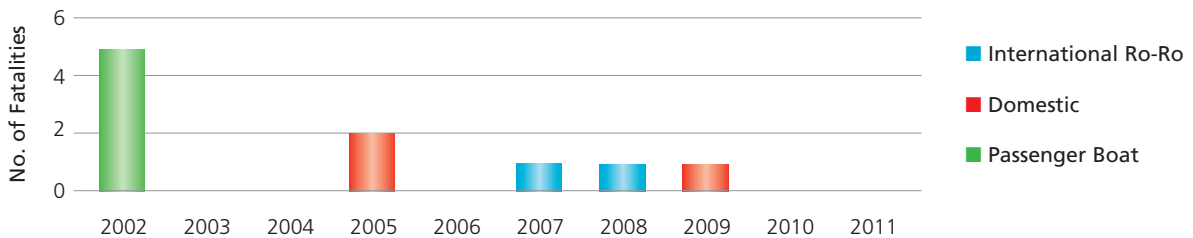
\*This figure excludes the incident at Dun Laoghaire Regatta in 2007 which involved 115 small boats including dinghies and RIBs

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

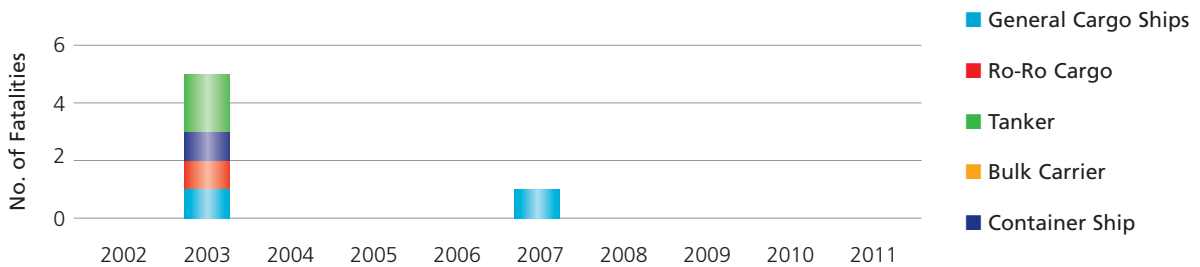


# Fatality Trends 2002 - 2011

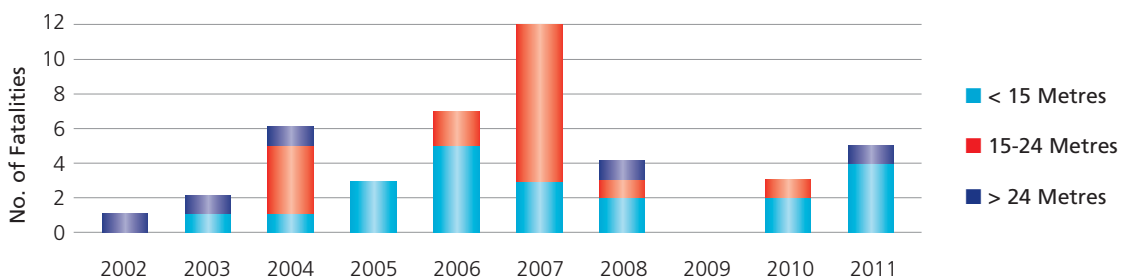
## Passenger Ships/Boats



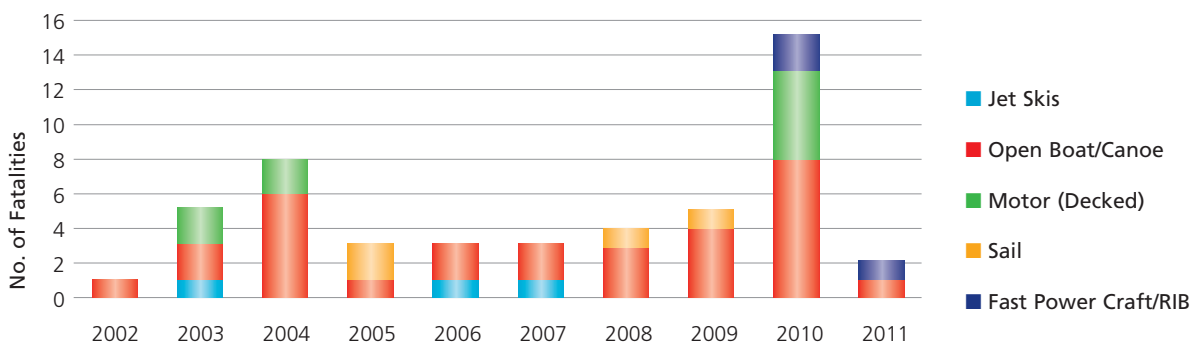
## Cargo Ships



## Fishing Vessels



## Recreational Craft





# Financial Statements

2011



Reporting Period 1st January to 31st December 2011

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# Statement of Responsibilities of the Board

For the year ending 31st December 2011

## 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.



John G. O'Donnell B.L.  
Chairperson  
14th May 2012



Helen Conway  
Secretary  
14th May 2012

# Statement on the System of Financial Control

For the year ending 31st December 2011

## Responsibility for the 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 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 Secretariat.
- 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 2011 the Board has conducted a review of the effectiveness of the systems of internal financial control.

## Signed on behalf of the Board



John G O'Donnell B.L.  
Chairperson  
14th May 2012

\*Note: The MCIB Secretariat comprises two 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 statement of the Marine Casualty Investigation Board for the year ended 31 December 2011 under the Merchant Shipping (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 reporting framework that has been applied in their preparation is applicable law and 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 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 all the financial and non-financial information in the 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 2011 and of its income and expenditure for the year then ended.


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 moneys have 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 for the year which the financial statements are prepared is not consistent with the financial statements, or
- the Statement on Internal Financial Control does not reflect the Board's compliance with the Code of Practice for the Governance of State Bodies, or
- 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.



Andrew Harkness

For and on behalf of the Comptroller and Auditor General

17th May 2012



# Statement of Accounting Policies

For the year ending 31st December 2011

## 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 2011.

## 4. Oireachtas Grants

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

## 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 MCIB are covered by the relevant Department's pension arrangements.

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

# Income & Expenditure Account 2011

For the Year Ended 31st December 2011

	Notes	YEAR ENDED 31 DEC 2011	YEAR ENDED 31 DEC 2010
<b>Income</b>		€	€
Oireachtas Grants		196,798	167,570
Transfer from Capital Account		-	776
		<u>196,798</u>	<u>168,346</u>
<b>Expenditure</b>			
Staff Salaries		65,489	91,739
Board Members Fees		18,221	17,333
Printing, Postage and Stationary		21,241	21,529
Website Maintenance		620	2,653
Accident Investigation Expenses		50,901	14,732
Travel & Subsistence - Board Members		3,122	2,574
Travel & Subsistence - Other		506	13
Legal & Professional Fees		3,398	-
Accountancy		4,828	4,719
Audit Fees		2,500	2,500
Bank Charges		64	49
Depreciation		-	776
Sundry Expenses		105	452
		<u>170,995</u>	<u>159,069</u>
Surplus for the Year		25,803	9,277
Accumulated Surplus/(Deficit) 1 January		3,996	(5,281)
Accumulated Surplus 31 December		<u>29,799</u>	<u>3,996</u>

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



John G. O'Donnell B.L.  
Chairperson  
14th May 2012



Helen Conway  
Secretary  
14th May 2012

# Balance Sheet 2011

As at 31st December 2011

	Notes	31 DEC 2011 €	31 DEC 2010 €
<b>Fixed Assets</b>			
Tangible Assets	2	-	-
<b>Current Assets</b>			
Debtors		227	227
Cash at Bank and in Hand	3	58,349	29,317
		58,576	29,544
<b>Creditors - Amounts falling due within one year</b>			
Creditors and Accruals	4	(28,777)	(25,548)
<b>Net Current Assets</b>		29,799	3,996
<b>Total Assets less Current Liabilities</b>		29,799	3,996
<b>Capital and Reserves</b>			
Capital Account		-	-
Income & Expenditure Account		29,799	3,996
		29,799	3,996

The statement of accounting policies and notes 1 to 12 form part of these financial statements.



John G. O'Donnell B.L.  
Chairperson  
14th May 2012



Helen Conway  
Secretary  
14th May 2012

# Notes to the Financial Statements

For the year ending 31st December 2011

## Note 1. Investigations Amalgamation & Going Concern

On 14th October 2008 it was announced that the functions of the Marine Casualty Investigation Board ('MCIB'), would be amalgamated with the Air Accident Investigation Unit ('AAIU') and the Railway Investigation Unit ('RAIU') to form a new body with responsibility for air, marine and rail accident investigations.

During 2011 the MCIB, AAIU and RAIU were co-located on an administrative basis into a single office suite. As the assets, liabilities and function of the Marine Casualty Investigation Board will be transferred to the new body it is considered appropriate to continue to prepare the accounts on a Going Concern Basis.

	2011	2010
	€	€
<b>Note 2. Tangible Fixed Assets – Office Equipment</b>		
<b>Cost</b>		
Opening Balance 1 January	3,884	3,884
Additions	-	-
Disposals	-	-
Closing Balance at end of period	<u>3,884</u>	<u>3,884</u>
<b>Depreciation</b>		
Opening Balance 1 January	3,884	3,107
Disposals	-	-
Charge For Period	-	777
Closing Balance at end of period	<u>3,884</u>	<u>3,884</u>
<b>Net Book Values</b>		
At end of period	<u>-</u>	<u>-</u>
<b>Note 3. Cash at Bank and in Hand</b>		
Current Account	<u>58,349</u>	<u>29,317</u>
<b>Note 4. Creditors - Amounts falling due within One Year</b>		
Accrued Expenses	<u>28,777</u>	<u>25,548</u>

## Note 5. Professional Fees

During 2010 a tender process was completed to implement a panel of investigators – a scale of fees have been agreed for the completion of each investigation. In previous years 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.

In 2011, 10 investigations were commenced but not finalised by year end. The potential cost of this work amounts to €36,900.

## Note 6. Employees and Superannuation

The Board has no employees. A permanent Secretariat of two staff is provided by the Department of Transport, Tourism and Sport. Staff costs were recouped by the Department from the Board's grant allocation.

**Note 7. Board Members Fees**

Total fees of €18,221 were paid to the three external members of the Board in 2011, of which the Chairman John G. O'Donnell received €7,809 (2010 - €7,429) and Thomas R. Power and Sinead Brett, each received €5,206 (2010 - €4,952). All fees were paid net of Professional Services Withholding Tax at 20%. The ex-officio and Departmental appointees do not receive any payment in respect of their membership of the Board.

**Note 8. Board Members Travel**

Total travel expenses of €3,122 were paid to two external members of the Board in 2011 in respect of attendance at the 9 Board Meetings during 2011, of which the Chairman John G. O'Donnell received €2,698 (2010 - €2,078) and Sinead Brett received €424 (2010 - €496). All expenses were paid in accordance with the Civil Service Travel Rates.

**Note 9. Operating Costs**

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

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

**Note 10. 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 11. 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 12. Approval of Financial Statements**

The financial statements were approved by the Board on the 14 May 2012.

# Board Meetings

The Board meets on a regular basis to review its operation. In 2011, the number of Board meetings attended by each of the Board Members were as follows:

John G. O'Donnell	9
Tom Power	9
Sinead Brett	6
Brian Hogan	9
Jurgen Whyte	10





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