

MARINE CASUALTY INVESTIGATION BOARD

Annual Report 2012



Reporting Period 1st January to 31st December 2012

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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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 have great pleasure in furnishing the 10th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January – 31 December 2012.

Overview of 2012

The number of incidents increased to 17 in 2012. While the number of incidents increased by 30%, tragically that equated to a very significant increase in fatalities and injuries. Fatalities more than doubled in comparison to 2011 and incidents involving injuries rose from nil to 4. There were 15 lives lost during the year and it proved to be a very difficult year for the fishing industry which accounted for 9 of the fatalities. Five people lost their lives in recreational activities.

The MCIB was established 11 years ago and in that time published 169 reports. There were 17 investigable reports in 2012 resulting in 15 fatalities. The Board published 14 reports in 2012.

In the Board's 2010 Annual Report it expressed its concern regarding the number of incidents involving alcohol and urged the Minister to initiate an educational campaign highlighting the dangers of alcohol consumption and going out on the water. Marine Notice 56 was issued in 2012 to remind those involved in waterborne activities of the legislative provisions prohibiting the operation of vessels under the influence of alcohol. Unfortunately, alcohol consumption was again a significant factor in a number of incidents and the seriousness of those incidents in 2012. The Board urges the Minister to undertake a continuing campaign to educate and inform all those involved in recreational activities and also those involved in the fishing industry as to the dangers involved in alcohol consumption in relation to the operation of vessels.

A number of the reports issued in 2012 showed a greater adherence to safety procedures and policies on board fishing vessels including drills and familiarity with safety equipment. Unfortunately this is not yet complied with across the board and there is still a significant level of non-compliance in both the fishing industry and recreational vessels. The Board urges the Minister to ensure that the need for adherence to safety policies is fully communicated to the industry.

In a number of incidents it was noted that unapproved modifications have been made to vessels. Such modifications can adversely affect stability of a vessel.

The Board notes, 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. The Board urges the Minister to undertake an on-going campaign aimed at fishermen to emphasise the dangers involved. Safety in this important industry cannot be overemphasised as significant resources have been provided to search and rescue within the state of Ireland. Where appropriate lifesaving and communication equipment are used the probability of rescue is greater than it has ever been in the past.

In this regard the Board is concerned that mayday calls are being made on mobile phones instead of VHF radios. The use of inappropriate communication methods can lead to difficulties in locating the distressed vessel and also communication issues depending on the signal strength in the area.

On another note, the Board published the report on the capsizing of the Rambler 100 during the Rolex Fastnet Race and is pleased to note that the majority of the recommendations made therein were adopted by the International Sailing Federation, the ISAF, and are now mandatory for all Category 1 monohull offshore yacht races.

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 2012

The Board published 14 Final Reports during 2012, full details of which are at pages 11 to 14.

Incidents in 2012

Investigations were initiated into 17 incidents by the Board in 2012, summary details of the incidents are provided in the table, below. Full details of all incidents are set out on pages 11 and 14. 7 of the incidents occurred in the recreational sector and 6 in the fishing industry. There were 3 incidents involving passenger vessels 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	6	4	9	2
General Cargo	1	NIL	NIL	NIL
Recreational	7	NIL	5	2
Passenger	3	NIL	1	NIL
Total	17	3	15	4

Fishing Vessels

There were 6 incidents involving fishing vessels, the majority of which resulted in the loss of lives.

- 5 crew members drowned when their vessel sank near Glandore Harbour, Co Cork in January 2012.
- One crew member was seriously injured when his leg became entangled in the propeller shaft of his vessel near Erris head in April 2012.
- Two fishermen lost their lives when their vessel sank off Spanish Point, Co Clare on 13th August 2012
- The body of a currach fisherman was recovered off Clare Island on 14th August 12. A relative raised the alarm when the man did not return home at the appointed time.
- A fishing vessel caught fire and sank near Dunmore East, Co Waterford in November 2012.

Recreational Craft

There were 7 incidents involving recreational craft, 5 of which resulted in the loss of life.

- A man died when his punt capsized at the entrance to Dundalk Harbour in February 2012.
- A man was thrown from his boat when it was hit by a wave and drowned in Lough Corrib in March 2012.
- A man lost his arm when he was thrown from a RIB in Cork harbour in June 2012.
- A RIB collided with a railway bridge in Lough Ree in July 2012, one person sustained head injuries.
- The body of a man was recovered in Lough Derg after his power boat hit rocks and capsized in August 2012.
- A sailing dingy capsized in Kenmare Bay, two men were thrown into the water, one swam to safety the other drowned
- A man drowned in Castletownbere when his boat capsized in August 2012.

Cargo Vessels

- A Merchant Vessel grounded on a charted rock "Pierre au Vraic" near Alderney Harbour in September 2012.

Passenger Vessels

- A crewmember suffered fatal head injuries when he fell down some stairs on a passenger vessel in Kilonan Harbour, Inis Mór in July 2012
- 15ft high waves resulted in a passenger vessel taking on water at the Skellig Islands in June 2012.
- A passenger ferry collided with another passenger ferry while attempting to berth alongside it at Rosslare Europort in October 2012.

Detailed tables of incidents which occurred in the years 2003 to 2012 are at page 16 of this report. A summary of all incidents occurring in these years is provided in the table below.

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatalities	12	14	8	10	17	9	6	18	7	15
Injuries	2	2	0	0	2	Nil	Nil	2	Nil	4
Vessels Involved	18	17	11	12	20*	10	6	18	12**	18

*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 2012, the Board recorded an operating deficit of €36,441 which resulted in an accumulated deficit 2002-2012 of €6,642. Fully audited financial statements are set out from page 19 onward.

Ethics in Public Office

During 2012, 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 2012, without which the success of the Board would not be possible.

I would also in particular like to acknowledge the work of John O'Donnell and Sinead Brett who stepped down as Chairman and Board Member, respectively, in 2012. John O'Donnell was the Chairman from the inception of the Board and together with the Board ensured the smooth set up of the MCIB and established comprehensive procedures for the investigative role of the MCIB. Sinead Brett was also a Board member from inception. Their commitment and professionalism throughout their tenure and the time that they gave to the work of the MCIB over the past 10 years is greatly appreciated.

While this report deals with activities in 2012, it is being presented during 2013 and at the time of writing we would also like to thank Mr. Thomas Power who stepped down as Vice-Chairman in June 2013 and who made a tremendous contribution to the Board since its inception.

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 Helen Conway who has been re-assigned. We welcomed Margaret Bell, Assumpta Dowd and Anthony Bates to the Secretariat, during the year. Margaret replaces Helen 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 2012.

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. Anthony Bates
 Registered Office: Leeson Lane, Dublin 2.
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 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 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.

Investigations & Reports 2012



Reporting Period 1st January to 31st December 2012

Introduction

Since establishment in 2002, and up to the end of 2012, the Board has published reports on one hundred and sixty nine 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 legislation¹ which came into effect last year required some changes to this format which has been incorporated into 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.

¹Directive 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 2012

1st January to 31st December 2012

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
F/V Tit Bonhomme	15 January 2012	Fishing Vessel 15-24m	Sinking	Vessel hit rocks and sank near Glandore Harbour, Co. Cork. Six crew on board.	5
Un-named Punt	12 February 2012	Recreational craft open boat	Capsized	Man went overboard when his punt capsized at the entrance to Dundalk Harbour.	1
Anglers Fancy	19 March 2012	Recreational craft open boat	Man Overboard	A man was thrown from his boat in Lough Corrib when it was hit by a wave, his companion went into the water in a bid to save him.	1
James Collins	20 April 2012	Fishing Vessel <15m	Injured crewman	A crewman was seriously injured when his leg became entangled in the propeller shaft.	0
Un-named Currach	23 April 2012	Recreational craft open boat	Drowning	A man was last seen going to check lobster pots. His currach was discovered the next day near the Aran Islands, his body was recovered close to MacDara Island.	1
Cork Harbour RIB	9 June 2012	Recreational craft RIB	Serious Injury	A man lost his arm after falling out of his RIB in Cork Harbour.	0
Ceol na Farraiige	1 July 2012	Passenger Ship-Domestic	Fatal Injury	A 73 year old crew member fell down some stairs suffering fatal head injuries.	1
Lough Ree RIB	14 July 2012	Recreational craft RIB	Collision	A RIB collided with a railway bridge over the River Shannon. 4 people on board, one suffered head injuries.	0
Flying Horse	29 June 2012	Passenger Boat. Domestic	Taking on water	15ft high waves resulted in a vessel taking on water, turning back and seeking assistance.	0
Un-named power boat	2 August 2012	Recreational craft- Fast Power Craft	Capsize	A man's body was recovered after his power boat hits rocks and capsizes.	1
Un-named dingy	13 August 2012	Recreational craft- Sail	Capsize	2 people were thrown into the water when their dingy capsized. One swam to safety, the body of the second man was subsequently discovered.	1
FV Lady Eileen	13 August 2012	Fishing Vessel <15m	Sinking	2 fishermen lost their lives when their vessel sank off Spanish Point, Co Clare.	2
Gurteen Lass	14 August 2012	Fishing Vessel <15m	Sinking	Body of a fisherman is recovered off Clare Island, the alarm was raised by a relative when he did not return at an appointed time.	1
Un-named vessel	17 August 2012	17ft Open topped recreational vessel	Capsize	The body of a man is recovered when his vessel is sighted capsized.	1

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
M/V Heulin Dispatch	21 September 2012	General Cargo Ship	Grounding	Merchant vessel runs aground on Pierre au Vraic, southwest of Alderney Harbour, Island of Alderney.	0
Stena Europe & Oscar Wilde	26 October 2012	Passenger Ship International	Collision	Stena Europe collided with Oscar Wilde while attempting to berth alongside it at Rosslare Europort.	0
F/V Kingfisher	25 November 2012	Fishing vessel <15m	Fire and sinking	F/V Kingfisher catches fire and sinks off Dunmore East, Co Waterford.	0

Summary of Reports Published 2012

1st January to 31st December 2012

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Helvic Head	8 February 2012	Recreational craft – RIB	MOB	Two men departed from Helvic Pier, in a small RIB to go angling close to Helvic Head. The alarm was raised when the RIB was seen drifting and empty with one man close-by in the water. Both men were lost overboard.	2	It was not possible to determine how the two men entered the water. Neither man wore a PDF and the safety equipment on the RIB was inadequate. The "kill cord" provided with the outboard was not in use.
Pantanal	24 February 2012	Cargo Ship-Heavy Lift	Grounding	On 31st March 2011 the vessel, which was anchored in Cashla Bay, began to drag anchor. The vessel took the ground on the North Eastern part of the Bay. No lives were lost, however, the vessel was extensively damaged.	0	This incident was due to inappropriate anchoring procedures.
Claire Buoyant	8 March 2012	Cargo Ship-General Cargo Ship (Domestic)	Taking on Water	The MV "Claire Buoyant" departed Beginish Island, Co. Kerry with a crew of one onboard, five passengers and a cargo of twenty one sheep. The vessel got into difficulties and began taking water. A Mayday message was sent out on VHF Channel 16. Local craft came to the assistance of the crew and passengers, none suffered any injuries. All sheep were jettisoned overboard but eighteen were subsequently rescued.	0	The vessel was heavily laden when water found its way into it thus partially flooding it which had a significant further adverse effect on its buoyancy and stability.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITIES	CAUSE OF INCIDENT
Lady Linda	8 March 2012	Fishing Vessel <15m	Capsize	The five metre open-top FV "Lady Linda" went missing off Skerries Harbour, Co. Dublin with two crew onboard. The upturned vessel was found the following morning. Neither crewman were with the vessel.	2	There were no witnesses to the incident. Possible causes include weather conditions and wave height, shifting of equipment or equipment malfunction. Neither person was found wearing a personal flotation device (PFD).
Castaway	25 April 2012	Recreational Craft- Motor	Fire	Four persons were on a fishing trip off Castletownbere, West Cork, when the craft suddenly experienced uncontrollable flooding. This was followed shortly thereafter by an electrical fire. All four persons on board had to abandon the craft. Three persons subsequently drowned.	3	The condition of the craft's electrical installation immediately prior to the incident is regarded as being in poor overall condition and unsafe. Over a period of time, poor electrical practice and unorthodox modifications to the installation rendered it potentially dangerous in many respects leaving it vulnerable to overloads, short circuiting and involuntary earthing.
Na Buachailli	19 July 2012	Fishing Vessel <15m	Capsize and sinking	Whilst fishing for mussels close to the shore in Waterford Estuary MFV "Na Buachailli" capsized and sank. The Skipper survived the incident but his crewman was lost.	1	A combination of factors contributed to the vessel capsize. Wind and tidal factors, flow of fuel between fuel tanks and weight and distribution of the catch. Neither person wore a PFD.
Arklow Raider	17 September 2012	Cargo Ship-General Cargo Ship	Grounding	The "Arklow Raider" departed from Drogheda Port. As the vessel passed the bar at the entrance to the River Boyne, it took the ground and became fast. The vessel was successfully refloated and afloat checks were made and the vessel was towed to Dublin for repairs.	0	This incident was caused by inadequate passage planning.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Clogher Head	17 September 2012	Canoe	Capsize	A group of schoolchildren arrived at the Neptune Outdoor Centre in Clogherhead for a day's adventure sports. One group of 7 girls were taken out in kayaks by one instructor. In the rough conditions, all the kayaks capsized. The group was subsequently rescued and brought ashore to Port Oriel Harbour.	0	There was no support boat such as a RIB available in the centre, in the absence of such a support boat the ratio of instructor to pupils was inadequate. Gale warnings and small craft warnings issued by Met Éireann that were in operation on the day of the incident were either not known about or not heeded.
Rambler 100	31 October 2012	Recreational craft- Sail	Capsize	Whilst taking part in the Rolex Fastnet Race, on the afternoon of Monday 15th August 2011, the yacht 'Rambler 100' heeled suddenly and dramatically to leeward (starboard). She continued to heel over until the mast and sails hit the water. After momentarily slowing, the boat quickly turned turtle coming to rest in an inverted position.	0	The failure of the keel was both dramatic and catastrophic causing the rapid heeling and subsequent capsizing of the yacht 'Rambler 100'. The reasons for the failure are not discussed in this report as the analysis of the keel stub has yet to be completed and the causes of the failure have yet to be determined.
F/V Amy Jane	19 November 2012	Fishing Vessel 15-24m	Sinking	The Irish fishing vessel "Amy Jane" experienced flooding of the pot hold. The vessel foundered and sank. The 6 man crew abandoned the vessel to a liferaft and were rescued by helicopter without loss of life or injury.	0	The ingress of water into the pot store could have been from the following sources. A breach of the shell plating below the waterline. A rupture of the Vivier tank top or coaming. A failure of the bilge line within the Vivier tank and back filling through the suction in the store.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
MFV Mark Amay II	19 November 2012	Fishing Vessel 15-24m	MOB	The 'Mark Amay II' had hauled its nets and was preparing to shoot them again. While doing so a man stumbled on the port net and was carried overboard with it. He subsequently died.	1	The Crewmember was pulled over the stern ramp of the 'Mark Amay II' by the net he was standing on due to a combination of the net running out and the vessel surging significantly on the considerable swell.
Donegal Point	20 November 2012	Recreational craft- Open Boat	Capsize	A man died when his dinghy capsized in heavy waters of 2.5 metre swell in an enclosed bay north of Donegal Point, Kilkee, Co. Clare.	1	The man was without a personal flotation device or emergency flares and without any form of communications, when his dinghy capsized in heavy waters of 2.5 metre swell.
Lough Corrib	21 December 2012	Recreational craft-open boat	MOB	Two men went angling on Lough Corrib. During the afternoon the boat was struck by a large wave/s and both men were thrown into the water. One man swam to an island, the other man became separated from his PFD and died.	1	The two men fell overboard when the boat encountered a large wave or waves and suddenly heeled over to starboard. The revolving seat used by one of the men meant both his height above the gunwale and his position right forward may have had an influence on the handling and stability of the boat.
Jeanette Roberta	21 December 2012	Fishing Vessel <15m	Sinking	The MFV "Jeanette Roberta" while entering Glandore Harbour, steamed onto and stranded on the southeastern side of Adam's Island at the entrance to the harbour. The vessel sank shortly afterward. All three crew members were uninjured.	0	The two main contributory factors to this casualty appear to be both Auto-Pilot centred but separate, i.e. the 'sticky' solenoid problem encountered when changing over from auto to manual operation and the phenomenon where the vessel would suddenly and without warning alter course and describe a circle.

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

Sample of Cases Published 2012

1st January to 31st December 2012

The Board wishes to draw special attention to the following 3 reports which were published in 2012

CAPSIZE OF YACHT "RAMBLER 100" OFF THE CORK COAST ON 15th AUGUST 2011



Whilst taking part in the Rolex Fastnet Race, on the afternoon of Monday 15th August 2011, the yacht 'Rambler 100' rounded the Fastnet Rock and was sailing in a SSW direction towards the Pantaenius mark located approximately 8nm SSW of the Fastnet Rock.

Approximately 20 minutes into the beat and having covered approximately 4nm, a loud bang was heard by all on board and the boat heeled suddenly and dramatically to leeward (starboard). She continued to heel over until the mast and sails hit the water. After momentarily slowing, the boat quickly turned turtle coming to rest in an inverted position.

Of the 21 crew members on board, 11 were on deck and 10 were below decks at the time of which 5 were in their bunks. 16 of the crew managed to climb onto the inverted hull, 5 remained in the water and formed a close group.

It soon became apparent that the keel fin had fractured and the major portion of it had become detached.

The Valentia Coast Guard and Baltimore lifeboat commenced search and rescue operations and all 21 crew members were picked up, the 16 on the hull by the Baltimore lifeboat and the 5 in the water by the 'Wave Chieftain'. One crew member, Ms. Wendy Touton who had been in the water, was suffering from hypothermia and was airlifted by Coast Guard helicopter R115 and taken to Tralee General Hospital, all other crew were taken to Baltimore, Co. Cork.

GROUNDING OF MV "PANTANAL" AT CASHLA BAY, ROSSAVAL ON 31st MARCH 2011



On 31st March 2011 at approx. 04.35 hrs. the vessel, which was anchored in Cashla Bay, began to drag anchor. At 04.55 hrs. the vessel took the ground on the North Eastern part of the Bay, in position 53° 15.7'N 009° 34.05'W. No lives were lost, however, the vessel was extensively damaged.

DUAL FATALITY OFF SKERRIES, NORTH COUNTY DUBLIN ON 1st APRIL 2011. "LADY LINDA".



On the afternoon of 1st April 2011 the five metre open-top fishing vessel No. D-708 "Lady Linda" went missing off Skerries Harbour, Co. Dublin with two crew onboard, Mr. Ronan Browne and Mr. David Gilshan. The upturned vessel was found the following morning Saturday 2nd April off Clogher Head. Neither crewman were with the vessel. A large scale search effort commenced. The bodies of both casualties were recovered accidentally in a single trawl by the Irish FV D-51 "Guiding Light" on the early morning of Saturday 9th April 2011.

Comparisons of Marine Casualties 2003 - 2012

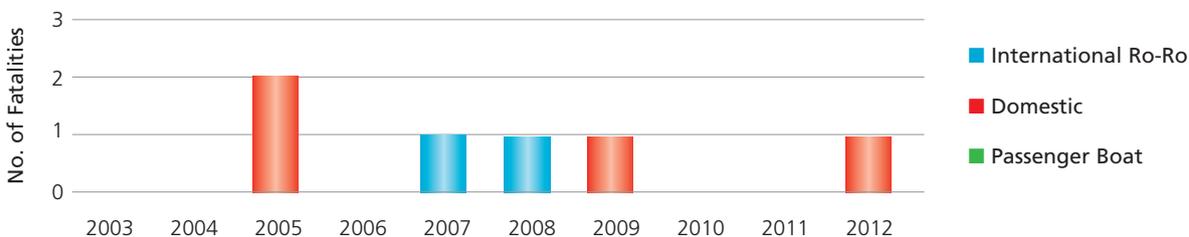
Type of Craft	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Passenger Ships/Boats										
International Ro-Ro					1 Fatality/ 1 Injury	1 Fatality				
Domestic			2 Fatalities				1 Fatality			1 Fatality
Passenger Boat										
Sub total			2 Fatalities		1 Fatality/ 1 Injury	1 Fatality	1 Fatality	None	None	1 Fatality
Cargo Ships										
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										
Sub total	5 Fatalities/ 1 Injury	1 Injury			1 Fatality	None	None	None	None	None
Fishing Vessels										
< 15 metres	1 Fatality	1 Fatality	3 Fatalities	5 Fatalities	3 Fatalities	2 Fatalities		2 Fatalities	4 Fatalities	4 Fatalities 1 Injury
15 - 24 metres		4 Fatalities		2 Fatalities	9 Fatalities	1 Fatality		1 Fatality/ 1 Injury		5 Fatalities 1 Injury
> 24 metres	1 Fatality	1 Fatality				1 Fatality			1 Fatality	
Sub total	2 Fatalities	6 Fatalities	3 Fatalities	7 Fatalities	12 Fatalities	4 Fatalities	None	3 Fatalities 1 Injury	5 Fatalities	9 Fatalities 2 Injuries
Recreational Craft										
Jet Skis	1 Fatality	1 injury		1 Fatality	1 Fatality					
Open Boats/Canoe	2 Fatalities	6 Fatalities	1 Fatality	2 Fatalities	2 Fatalities	3 Fatalities	4 Fatalities	8 Fatalities	1 Fatality	3 Fatalities
Motor (Decked)	2 Fatalities	2 Fatalities			1 Injury			5 Fatalities/ 1 Injury		
Sail			2 Fatalities			1 Fatality	1 Fatality			1 Fatality
Fast Power Craft/RIB	1 Injury							2 Fatalities	1 Fatality	1 Fatality 2 Injuries
Sub totals	5 Fatalities/ 1 Injury	8 Fatalities/ 1 Injury	3 Fatalities	3 Fatalities	3 Fatalities/ 1 Injury	4 Fatalities	5 Fatalities	15 Fatalities/ 1 Injury	2 Fatalities	5 Fatalities 2 Injuries
Total Incidents	17	15	11	12	16	10	6	17	13	17
Total Fatalities	12	14	8	10	17	9	6	18	7	15
Total Injuries	2	2	0	0	2	0	0	1	0	4
Total No. of Vessels involved	18	17	11	14	20*	10	6	18	12**	18

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

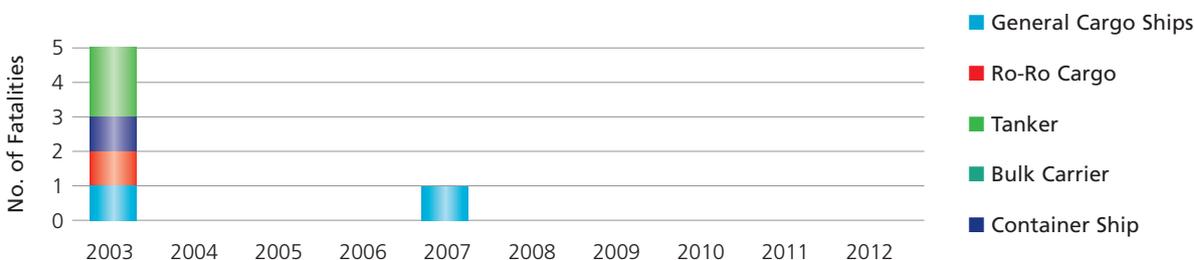
**This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

Fatality Trends 2003 - 2012

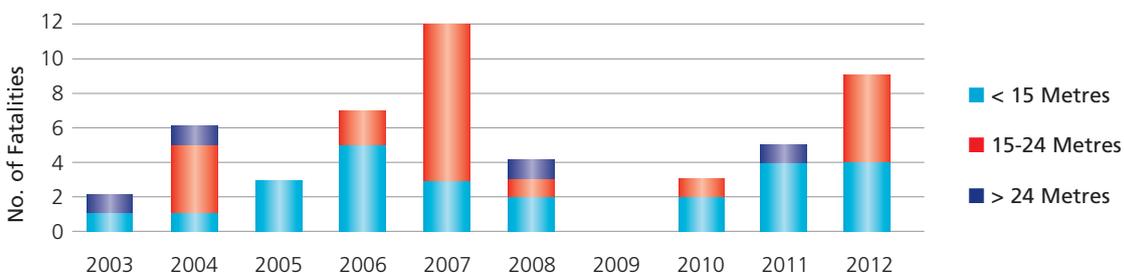
Passenger Ships/Boats



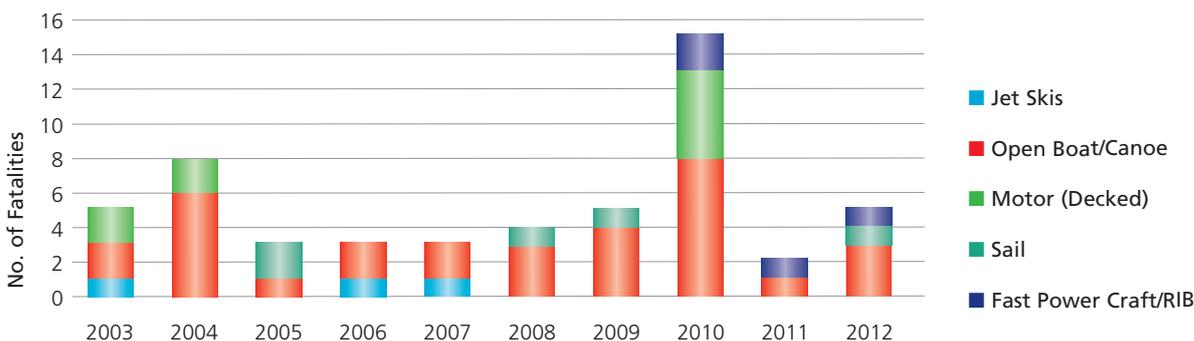
Cargo Ships



Fishing Vessels



Recreational Craft



Financial Statements

2012



Reporting Period 1st January to 31st December 2012

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Statement of Responsibilities of the Board

For the year ending 31st December 2012

Responsibilities of the Board

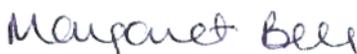
Section 20(1) of the Merchant Shipping Act (Investigation of Marine Casualties) Act, 2000 requires the Board to keep, in such form as may be approved of by the Minister for Transport, Tourism and Sport with the consent of the Minister for Finance proper and unusual accounts of monies received or expended 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
25th September 2013



Margaret Bell
Secretary
25th September 2013

Statement on the System of Financial Control

For the year ending 31st December 2012

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:

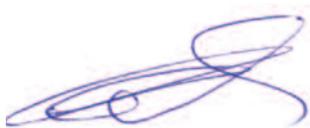
- All payments (excluding staff* salaries) are authorised by at least two members of the Board.
- All travel and subsistence claims were authorised by another member of the Board and certified in order for payment by the Secretariat.
- Codes of Business Conduct for Board members and staff are in place.
- 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 2012 the board did not conduct a review of the effectiveness of the system of internal financial control. The board intend to conduct such a review going forward in respect of subsequent years.

Signed on behalf of the Board



Cliona Cassidy B.L.
Chairman
25th September 2013

*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 2012 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 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 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 2012 and of its income and expenditure for 2012.

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.

Annual review of system of internal financial control

I draw attention to the Statement on the System of Financial Control which discloses that the Board did not carry out the annual review of the effectiveness of the system of internal financial control for the year in the manner required by the Code of Practice for the Governance of State Bodies.

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



Patricia Sheehan

For and on behalf of the Comptroller and Auditor General
30th September 2013

Statement of Accounting Policies

For the year ending 31st December 2012

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 2012.

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 three permanent staff seconded from the Department of Transport, Tourism and Sport.

Income & Expenditure Account 2012

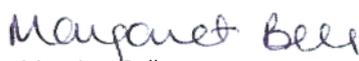
For the Year Ended 31st December 2012

	Notes	YEAR ENDED 31 DEC 2012	YEAR ENDED 31 DEC 2011
		€	€
Income			
Oireachtas Grants		141,322	196,798
Transfer from Capital Account		-	-
		141,322	196,798
Expenditure			
Staff Salaries		80,764	65,489
Board Members Fees	6	17,776	18,221
Printing, Postage and Stationery		22,114	21,241
Advertising		2,675	620
Accident Investigation Expenses	4	44,070	50,901
Travel & Subsistence – Board Members	7	3,521	3,122
Travel & Subsistence – Others		-	506
Legal & Professional Fees		-	3,398
Accountancy		2,091	4,828
Audit Fees		2,500	2,500
Bank Charges		68	64
Depreciation	1	-	-
Sundry Expenses		2,183	105
		177,763	170,995
(Deficit) / Surplus for the Year		(36,441)	25,803
Accumulated Surplus/(Deficit) 1 January		29,799	3,996
Accumulated Surplus/(Deficit) 31 December		(6,642)	29,799

The Statement of Accounting Policies and notes 1 to 13 form part of these Financial Statements.



Cliona Cassidy B.L.
Chairman
25th September 2013



Margaret Bell
Secretary
25th September 2013

Balance Sheet 2012

As at 31st December 2012

	Notes	31 DEC 2012 €	31 DEC 2011 €
Fixed Assets			
Tangible Assets	1	-	-
Current Assets			
Debtors		-	227
Cash at Bank and in Hand	2	15,838	58,349
		15,838	58,576
Creditors – amounts falling due within one year			
Creditors and Accruals	3	(22,480)	(28,777)
Net Current Assets/(Liabilities)		(6,642)	29,799
Total Assets less Current Liabilities		(6,642)	29,799
Capital and Reserves			
Capital Account		-	-
Income & Expenditure Surplus/(Deficit)		(6,642)	29,799
		(6,642)	29,799

The statement of accounting policies and notes 1 to 13 form part of these financial statements.



Cliona Cassidy B.L.
Chairman
25th September 2013



Margaret Bell
Secretary
25th September 2013

Notes to the Financial Statements

For the year ending 31st December 2012

	2012	2011
Note 1. Tangible Fixed Assets – Office Equipment	€	€
Cost		
Opening Balance 1 January	3,884	3,884
Additions	-	-
Disposals	(3,884)	-
Closing Balance at end of period	<u>-</u>	<u>3,884</u>
Depreciation		
Opening Balance 1 January	3,884	3,884
Disposals	(3,884)	-
Charge for Period	-	-
Closing Balance at end of period	<u>-</u>	<u>3,884</u>
Net Book Values		
At end of period	-	-
Note 2. Cash at Bank and in Hand		
Current Account	<u>15,838</u>	<u>58,349</u>
Note 3. Creditors - Amounts falling due within One Year		
Accrued Expenses	<u>22,480</u>	<u>28,777</u>

Note 4. Accident Investigation Expenses

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. 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 2012, the Board completed 14 investigations and published reports on each investigation.

At 31st December 2012, 17 investigations were in progress and not finalised. The potential cost of this work amounts to €81,650.

Note 5. 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 2012 and 2 employees at the end of 2011.

Note 6. Board Members Fees

Total fees of €17,776 were incurred to three external members of the Board in 2012, of which John G. O' Donnell was due €7,618 (2011 - €7,809) and Thomas R. Power and Sinead Brett, were each due €5,079 (2011 - €5,206). All fees were paid net of Professional Services Withholding Tax at 20%. Included in Accrued Expenses is an amount of €444 due to Board Members in respect to the year 2011, of which John G. O' Donnell was due €190 and Thomas R. Power and Sinead Brett, were each due €127. The ex-officio and Departmental appointees do not receive any payment in respect of their membership of the Board.

Note 7. Board Members Travel

Total travel expenses of €3,521 were paid to two external members of the Board in 2012 in respect of attendance at the 10 Board Meetings during 2012, of which John G. O'Donnell received €2,698 (2011 - €2,698), Sinead Brett received €566 (2011 - €424) and Thomas R. Power received €257 (2011: €Nil). All expenses were paid in accordance with the Civil Service Travel Rates.

Note 8. 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
- Stationery
- Cleaning
- Other office expenses including lighting and heating.

Note 9. 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 10. 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 11. Board Meetings

The Board meets on a regular basis to review its operation. In 2012, 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

Note 12. 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 2012 it was confirmed that this amalgamation was no longer being considered and that the three bodies named above would continue to operate separately.

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 13. Approval of Financial Statements

The financial statements were approved by the Board on the 25th September 2013.



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