



MARINE CASUALTY INVESTIGATION BOARD

Annual Report

2009



Reporting Period 1st January to 31st December 2009

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



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

Dear Minister,

It is my great pleasure to furnish the seventh Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January to 31 December 2009.

Casualties Occurring in 2009

During 2009, there were 6 incidents, five of which resulted in the loss of 6 lives. The sixth case involved the grounding and subsequent foundering of a hire vessel on the River Shannon, during which no injuries were incurred.

While this outcome represented a welcome decrease in the number of incidents and fatalities when compared to 2008, the Board is conscious that even one life lost at sea is a life too many, and extends its sincere condolences to all those bereaved in these tragic incidents.

The Board notes that during 2009 (and for the first year since its inception) there have been no recorded casualties involving large fishing vessels, and believes this to be a combination of a greater oversight by national maritime regulatory authorities, together with the emergence of a greater culture of safety awareness among the industry.

Comparative tables for the years 2002 to 2009 are at page 15 of this report and can be summarised thus:-

	2002	2003	2004	2005	2006	2007	2008	2009
Fatalities	7	12	14	8	10	17	9	6
Injuries	2	2	2	0	1	2	0	0
Vessels Involved	9	18	17	11	12	20*	10	6

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

The Board published sixteen Final Reports during 2009, details of which are at pages 10 - 12. In 2009, the Board ceased the general distribution of its Final Reports in hard copy format and thus has significantly reduced its printing costs. All Reports are made available at no charge via its website, www.mcib.ie, and are copied electronically to a diverse range of interested parties.

Incidents in 2009

In previous Annual Reports, I referred to the high level of both incidents and fatalities in the fishing sector, especially in boats measuring 15-24 metres in length. The Board is pleased to note that the new Fishing Vessel Safety Regulations, SI 640 of 2007, which were introduced following the tragedies in 2007 involving the MFV "Pere Charles" and MFV "Honeydew II", have had a significant impact in increasing both safety and safety awareness among the general fishing community.

The Board would stress the continuing need to ensure the implementation of effective safety measures on board vessels. It remains the clear responsibility of masters of all types of vessels, not only those engaged in fishing, to have a clear regard for the safety of crew and passengers. The Board is happy to note that it is evident that increasing vigilance with regard to safety on board vessels in the fishing fleet helped to reduce the number of incidents and thankfully there were no major incidents or fatalities in this sector in 2009.

The Board continues to be concerned with the practice of lone fishermen in small open boats who go to sea with no VHF or flares and who do not wear life jackets or personal buoyancy aids.

The Board is also concerned with the apparent increase of incidents of groundings on the inland waterways.

Acknowledgments

As always, I would like to pay tribute to the assistance of my fellow Board members during 2009. All have given willingly and enthusiastically of their time in carrying out their work to date, for which they are commended.

I can also confirm that during 2009 the members of the Board were in compliance with the applicable provisions and requirements of the Ethics Acts and the Standards in Public Office Act, 2001.

I also wish to acknowledge the assistance that the Board receives from the Marine Survey Office and the Maritime Safety Directorate of the Department of Transport.

I would like to highlight and applaud the excellent work of our investigators, without whom the production and publication of Casualty Reports would not be possible. In particular, they are due the gratitude of the Board for the professional manner in which they carry out their work. During 2009, the Board commenced preparations for the transfer of investigative work to a panel of external investigators. Following a careful selection process, a very successful induction and information seminar was held in October 2009, at which all empanelled investigators attended.

I would also like to thank the Secretariat, Kieran Baker, Evelyn Reddin and Teresa Walsh, for their continuing work and commitment.

Finally, we wish to record our appreciation of the assistance given to the Board by the Minister and his officials during 2009.



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

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



Board Member:
**Mr. Brian Hogan,
Chief Surveyor
Dept. of Transport**



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

Secretary: Mr. Kieran Baker
Secretariat: Ms. Evelyn Reddin and Teresa Walsh
Registered Office: Leeson Lane, Dublin 2.
Telephone: 01 - 6783484/5/6
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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. The MCIB is an independent statutory body funded by monies voted by the Oireachtas, as provided for by Section 19 of the Act.

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.

A copy of the Final Report of each investigation is sent to the Minister for consideration of the recommendations made therein. Copies of reports are also made available to effected parties. In addition, all Final Reports are published on the Board's website, www.mcib.ie.

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.

Investigations & Reports 2009



Reporting Period 1st January to 31st December 2009

Introduction

Since its establishment in 2002, and up to the end of 2009, the Board has published reports on one hundred and twenty seven 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. Reporting formats have been maintained in a consistent format in order to allow comparison with earlier years incidents and reports.

All reports are published on the Board's website, www.mcib.ie, and can be made available in paper format free of charge on application to the Secretariat.

Summary of Incidents Which Occurred During 2009

1st January to 31st December 2009

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
Unnamed currach, Claddaghduff	21 April 2009	Rec. Craft - open	Capsize	While attending to lobster pots off Aughris Point, Clifden, Co. Galway, two occupants of a currach drowned when their vessel capsized.	2
Ikom K	27 May 2009	Passenger Ship	Fatal incident	During passage to Bere Island, Co. Cork, the skipper suffered a fatal heart attack which led to the vessel running aground near Beal Lough.	1
MDAC	15 July 2009	Open Boat	MOB	While the vessel was working off Fenit, Co. Kerry, a crewmember fell overboard and drowned.	1
McHugh	5 September 2009	Rec. craft - sail	Capsizing	Gleiteóg capsized in Galway Bay. Resulting in the loss of one life.	1
Harbour Pride	17 Sept 2009	Open Boat	MOB	On the 17th September 2009 the wreck of the lobster boat Harbour Pride was found on rocks at Portally Cove, West of Dunmore East, Co. Waterford. Later the same day the body of the owner was recovered following a search operation.	1
E.S.L. Caprice 8	9 October 2009	Rec. Craft - motor	Foundering	During a recreational trip, an ESL vessel grounded on rocks after passing on the wrong side of a channel marker. Attempts were made to recover the vessel but it foundered near Williamstown, Co. Clare.	-
Total of incidents					6

Summary of Reports Published 2009

1st January to 31st December 2009

VESSEL	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Girl Geraldine	23 January 2009	MFV (15 – 24m)	MOB	While shooting nets a crewmember was carried overboard and drowned.	1 fatality	Crewmember's leg entangled in a bight of rope.
Discovery	23 January 2009	MFV (15 – 24m)	Capsize	While stowing catch, the vessel heeled to starboard and capsized shortly afterwards.	None	Catastrophic loss of stability arising from faulty main deck non-return valve.
Gismonde	18 February 2009	MFV (15 – 24m)	Vessel sank following fire on board	An uncontrollable wheelhouse fire resulted in the destruction and sinking of the vessel.	None	Investigation unable to determine cause but was thought most likely to have been caused by an electrical fault at the aft end of the wheelhouse.
Kayak, Scariff Bay	24 March 2009	Rec. craft – Canoe	Broaching and capsize	A borrowed kayak is thought to have broached and the occupant drowned while returning from Holy Island, Lough Derg.	1 fatality	The deceased was probably unaware of the poor condition of kayak, used an incorrect paddle and may not have been aware of the inherent instability (high CG) of such craft, especially when wearing a backpack.
Locator	24 March 2009	Cargo vessel)	Grounding	Vessel grounded off St. Macdara's Island, Co. Galway.	None	A fishing net became entangled in the rudder and propeller.
Canoe incident, Gaddagh River	7 April 2009	Rec. craft – Canoe	Death by drowning	A member of a party kayaking on the River Gaddagh, Co. Kerry, became trapped in the roots of a tree and drowned.	1 fatality	Insufficient reconnaissance of all sections of the intended route
Maggie B	9 April 2009	MFV (15 – 24m)	Capsize	During fishing operations, engine room and fish hold flooded, resulting in capsizing and sinking of the vessel	2 fatalities	It was not possible to accurately determine the cause of this casualty, as no single causal factor was identified.

VESSEL	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Multiple vessels, Dun Laoghaire Regatta	15 April 2009	Rec. craft – sail	Multiple capsize	A number of yachts capsized during a junior sailing regatta.	None	A sudden squall from the SSE.
Cassie	3 July 2009	MFV (<15m)	Drowning	Two fishermen got into difficulties in Inver Bay, Co. Donegal and subsequently drowned.	2 fatalities	It was not possible to determine the cause of this tragedy.
Atlantic West	31 August 2009	MFV (<15m)	MOB	While shooting crab pots, a crewmember was carried overboard and drowned.	1 fatality	The crewmember's leg became entangled in a bight of rope, as a result of which he was pulled over the stern and drowned.
Honeydew II	31 August 2009	MFV (15 – 24m)	Capsize	While riding out violent sea conditions, the vessel suffered a major wave impact.	2 fatalities	A wave or waves caused sections of the port bulwark to fail catastrophically, allowing a large volume of water to flood the shelter deck space.
Róise Catriona	28 September 2009	MFV (>24m)		Crewmember sustained a fatal head injury.	1 fatality	The exact cause could not be determined.
Arklow Willow	7 October 2009	Cargo	MOB	While berthed at King's Dock, Swansea, a trainee deck cadet went missing while on duty. His body was recovered from the water three days later.	1 fatality	The causes of the incident could not be conclusively determined.
Camlin Star	5 November 2009	Rec. craft – motor	Hard impact with jetty	While attempting to berth at Banagher, Co. Offaly, a hire cruiser impacted heavily with a jetty, causing injury to one passenger.	1 injury	Changeover from cabin to bridge control when too close to jetty.

VESSEL	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Barbara Mary	3 December 2009	Open Boat	MOB	While angling near the Pinnacle Rocks, Kilkee Bay, Co. Clare, the vessel capsized, fatally trapping one of the occupants.	1 fatality	The vessel encountered a sudden increase in wave height on her beam as she passed to the north of the Pinnacles, as a result of which she capsized.
Alana	9 December 2009	Rec. craft – sail	MOB	Whilst participating in the annual Sean Whiston Perpetual Cup Race from Wicklow to the Poolbeg Yacht Club in Dublin, a crewmember was lost overboard.	1 fatality	A swinging boom, which he had been tending, knocked the crewmember overboard, leading to his death by drowning.

Sample of Cases Published 2009

1st January to 31st December 2009

The Board wishes to draw special attention to the following four reports which were published in 2009.

REPORT OF THE INVESTIGATION INTO THE GROUNDING OF THE MV "LOCATOR" OFF SAINT MACDARA'S ISLAND, OFF THE COAST OF GALWAY ON 31ST MARCH 2007



Shortly after 08.30 hrs. on the morning of the 31st March 2007, with a crew of three persons, whilst on passage from Inishbofin Island to Kilkerrin Pier, the United Kingdom registered vessel MV "Locator" of Gross Tonnage 181, went aground on the shoreline of Saint MacDara's Island off the coast of Co. Galway.

According to the crew, the vessel had experienced steering problems shortly prior to grounding. They cleared a net from the propeller and rudder at low water. At approximately 16.00 hrs. the vessel refloated and proceeded to Kilkerrin Pier.

There was no injury to the crew, no pollution of the marine environment and damage to the vessel was not major.

REPORT OF THE INVESTIGATION INTO THE LOSS OF THE MFV "MAGGIE B" ON 29th MARCH 2006



The MFV "Maggie B" sank off on the Hook Peninsula, Co. Wexford on 29th March 2006. There were three crewmembers on board. One crewmember was rescued and two crewmembers are still missing. Despite extensive investigation, the precise cause of the casualty has not been conclusively determined.

REPORT OF INVESTIGATION INTO THE LOSS OF THE FV "HONEYDEW II" OFF RAM HEAD, CO. WATERFORD ON 11th JANUARY 2007



The MFV Honeydew II was lost off Ram Head, Co. Waterford on 11th January 2007. The primary reason for the loss was that a wave or waves caused sections of the port bulwark between the stem post and frame five to fail catastrophically and be forced inward. This allowed a large quantity of water to rapidly flood into the shelter deck space. The wave within the shelter deck caused the light plywood cover around the hydraulic tank to break up. A considerable quantity of water probably became lodged behind the sill at the port side of the deckhouse causing an immediate port list.

The broken plywood, together with small items of fishing gear had the effect of blocking or at least severely restricting the freeing ports. The quantity of water on the shelter deck made capsize inevitable.

**REPORT OF INVESTIGATION INTO THE LOSS OF A MAN OVERBOARD FROM THE YACHT "ALANA"
AND HIS SUBSEQUENT DEATH OFF BRAY HEAD, CO. WICKLOW
ON 14th SEPTEMBER 2008**



Whilst participating in the annual Sean Whiston Perpetual Cup Race from Wicklow to the Poolbeg Yacht Club in Dublin, the Yacht "Alana" lost a crewmember overboard off Bray Head, Co. Wicklow at approx. 12.30 hrs LMT on 14th September 2008.

A yacht in the vicinity, the "Naomh Crónán", assisted in the rescue of the crewmember from the water, and attempts were made to resuscitate him.

An eyewitness stated that his Personal Flotation Device was not inflated.

The casualty was airlifted by Coast Guard Helicopter direct to The Adelaide and Meath Hospital, Tallaght, Dublin where he was pronounced dead.

The cause of death was due to drowning, on a history of severe coronary artery disease.

Comparisons of Marine Casualties 2002 - 2009

Type of Craft	2002	2003	2004	2005	2006	2007	2008	2009
Passenger Ships/Boats								
International Ro-Ro						1 Fatality/ 1 Injury	1 Fatality	
Domestic				2 Fatalities				1 Fatality
Passenger Boat	5 Fatalities							
Sub total	5 Fatalities			2 Fatalities		1 Fatality/ 1 Injury	1 Fatality	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
Fishing Vessels								
< 15 metres		1 Fatality	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities		
15 - 24 metres			4 Fatalities		3 Fatalities	9 Fatalities		
> 24 metres	1 Fatality	1 Fatality	1 Fatality		3 Fatalities		2 Fatalities	
Sub total	1 Fatality	2 Fatalities	6 Fatalities	3 Fatalities	7 Fatalities	12 Fatalities	2 Fatalities	None
Recreational Craft								
Jet Skis		1 Fatality	1 injury		1 Fatality/ 1 Injury	1 Fatality		
Open Boats/Canoe	1 Fatality	2 Fatalities	6 Fatalities	1 Fatality	2 Fatalities	2 Fatalities	5 Fatalities	4 Fatalities
Motor	2 Injuries	2 Fatalities	2 Fatalities			1 Injury		
Sail				2 Fatalities			1 Fatality	1 Fatality
Fast Power Craft/RIB		1 Injury						
Sub totals	1 Fatality/ 2 Injuries	5 Fatalities/ 1 Injury	8 Fatalities/ 1 Injury	3 Fatalities	3 Fatalities/ 1 Injury	3 Fatalities/ 1 Injury	6 Fatalities	5 Fatalities
Total Incidents	8	17	15	11	11	16	10	6
Total Fatalities	7	12	14	8	10	17	9	6
Total Injuries	2	2	2	0	1	2	None	None
Total No. of Vessels involved	9	18	17	11	12	20*	10	6

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

Comparative Table of Reports Published 2002 - 2009

Type of Craft	2002	2003	2004	2005	2006	2007	2008	2009
Passenger Ships/Boats								
International Ro-Ro	1	2	1					
Domestic		1	1		1			
Passenger Boat		1		1			1	
Sub total	1	4	2	1	1		1	Nil
Cargo Ships								
General Cargo Ships		4	3	5				1
Ro-Ro Cargo								
Tanker			3				1	
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	5			1	1
Fishing Vessels								
< 15 metres		2	5	3	1	1	1	2
15-24 metres		3	4	5	1	1	1	5
> 24 metres		5	13	2		1	2	2
Sub total		10	22	10	2	3	4	9
Recreational Craft								
Jet Skis				2			4	
Open Boats/Canoe		1	3	3	3	1	2	3
Motor		2	3		2			1
Hire							1	
Sail			2	2	1	1		2
Fast Power Craft/RIB			1	3				
Sub totals		3	9	10	6	2	7	6
Total No. of Reports Published	1	24	39	21	9	5	12	16
Total No. of Crafts involved in incidents	1	29	47	26	9	5	13	16
Total No. of Fatalities		21	18	19	7	5	13	14
Total No. of Injuries	1	5	9	2	Nil	Nil	1	1

Financial Statements

2009



Reporting Period 1st January to 31st December 2009

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Statement of Responsibilities of the Board

For the year ending 31st December 2009

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 of Transport 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
10th September 2010



Kieran Baker
Secretary
10th September 2010

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 the Marine Casualty Investigation Board for the year ended 31 December 2009 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.

Respective Responsibilities of the Board and the Comptroller and Auditor General

The Marine Casualty Investigation Board is responsible for preparing the financial statements in accordance with the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 and for ensuring the regularity of transactions. The Marine Casualty Investigation Board prepares the financial statements in accordance with Generally Accepted Accounting Practice in Ireland. The accounting responsibilities of the Members of the Board are set out in the Statement of Responsibilities of the Board.

My responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

I report my opinion as to whether the financial statements give a true and fair view, in accordance with Generally Accepted Accounting Practice in Ireland. I also report whether in my opinion proper books of account have been kept. In addition, I state whether the financial statements are in agreement with the books of account.

I report any material instance where moneys have not been applied for the purposes intended or where the transactions do not conform to the authorities governing them.

I also report if I have not obtained all the information and explanations necessary for the purposes of my audit.

I review whether the Statement on Internal Financial Control reflects the Board's compliance with the Code of Practice for the Governance of State Bodies 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. I am not required to consider whether the Statement on Internal Financial Control covers all financial risks and controls, or to form an opinion on the effectiveness of the risk and control procedures.

I read other information contained in the Annual Report, and consider whether it is consistent with the audited financial statements. I consider the implications for my report if I become aware of any apparent misstatements or material inconsistencies with the financial statements.

Basis of Audit Opinion

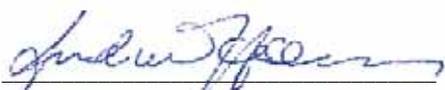
In the exercise of my function as Comptroller and Auditor General, I conducted my audit of the financial statements in accordance with International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board and by reference to the special considerations which attach to State bodies in relation to their management and operation. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures and regularity of the financial transactions included in the financial statements. It also includes an assessment of the significant estimates and judgments 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 in order 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, the financial statements give a true and fair view, in accordance with Generally Accepted Accounting Practice in Ireland, of the state of the Board's affairs at 31 December 2009 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.



Andrew Harkness

For and on behalf of the Comptroller and Auditor General
27th September 2010

Statement on the System of Financial Control

For the year ending 31st December 2009

Responsibility for the system of Internal Financial Control

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

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

Key Control Procedures

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

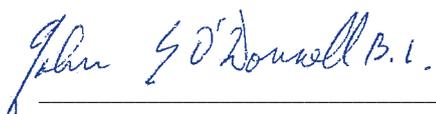
- All payments (excluding staff* salaries) are authorised by at least two members of the Board.
- All travel and subsistence claims were authorised by another member of the Board and certified in order for payment by the Secretary.
- Codes of business conduct for Board members and staff are in place.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

The parent Department for the Marine Casualty Investigation Board transferred by Government decision from the Department of Communications, Energy and Natural Resources to the Department of Transport with effect from 1 January 2006. A derogation on the formation of an audit committee and an internal audit function has been requested from the Department of Transport. Previously the derogation had been granted by the Department of Communications, Energy and Natural Resources.

Annual Review of Controls

I confirm that in respect of the year ended 31 December 2009 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
10th September 2010

Statement of Accounting Policies

For the year ending 31st December 2009

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, 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 2009.

4. Oireachtas Grants

Income from Oireachtas Grants represent the actual cash receipts in the year from the Department of Transport and payments made in the year by the relevant Departments in respect 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.

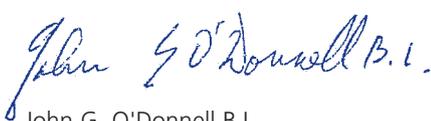
*Note: The MCIB Secretariat comprises three permanent staff seconded from the Department of Transport.

Income & Expenditure Account 2009

For the Year Ended 31st December 2009

	Notes	YEAR ENDED 31 DEC 2009	YEAR ENDED 31 DEC 2008
		€	€
Income			
Oireachtas Grants		181,401	251,522
Deposit Interest		-	145
		181,401	251,667
Transfer from Capital Account	5	777	777
		182,178	252,444
Expenditure			
Staff Salaries		99,557	108,522
Board Members Fees	8	17,776	17,776
Printing, Postage and Stationery		58,863	47,173
Website Maintenance		619	623
Accident Investigation Expenses		6,970	45,545
Travel & Subsistence - Board Members	8	2,647	3,978
Travel & Subsistence - Other		123	176
Legal & Professional Fees		6,513	968
Accountancy		4,719	5,250
Audit Fees		6,580	7,000
Advertising		931	-
Bank Charges		49	30
Depreciation		777	777
Sundry Expenses		752	255
		206,876	238,073
(Deficit)/Surplus for the Year		(24,698)	14,371
Accumulated Surplus 1 January		19,417	5,046
Accumulated (Deficit)/Surplus 31 December		(5,281)	19,417

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



John G. O'Donnell B.L.
Chairperson
10th September 2010



Kieran Baker
Secretary
10th September 2010

Balance Sheet 2009

As at 31st December 2009

	Notes	31 DEC 2009 €	31 DEC 2008 €
Fixed Assets			
Tangible Assets	2	776	1,553
Current Assets			
Debtors		196	1,043
Cash at Bank and in Hand	3	32,262	49,692
		32,458	50,735
Creditors - Amounts falling due within one year			
Creditors and Accruals	4	(37,739)	(31,318)
Net Current (Liabilities)/Assets		(5,281)	19,417
Total Assets less Current Liabilities		(4,505)	20,970
Capital and Reserves			
Capital Account	5	776	1,553
Income & Expenditure Account		(5,281)	19,417
		(4,505)	20,970

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



John G. O'Donnell B.L.
Chairperson
10th September 2010



Kieran Baker
Secretary
10th September 2010

Notes to the Financial Statements

For the year ending 31st December 2009

Note 1. Investigations Amalgamation & Going Concern

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

The amalgamation process is underway and is expected to be completed during 2011. 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.

	2009	2008
Note 2. Tangible Fixed Assets – Office Equipment	€	€
Cost		
Opening Balance 1 January	3,884	3,884
Disposals	-	-
Closing Balance 31 December	3,884	3,884
Depreciation		
Opening Balance 1 January	2,331	1,554
Charge For Period	777	777
Closing Balance 31 December	3,108	2,331
Net Book Values		
At 31 December	776	1,553
Note 3. Cash at Bank and in Hand		
Current Account	30,518	47,948
Deposit Account	1,744	1,744
	32,262	49,692
Note 4. Creditors - Amounts falling due within One Year		
Accrued Expenses	37,739	31,318
Note 5. Capital Account		
Balance as at 1 January 2008	-	1,553
Income Allocated for Capital Purposes	-	-
Amortisation in Line with Depreciation	(777)	-
Transfer to Income & Expenditure Account	-	(777)
Balance as at 31 December 2009	-	776

Note 6. Professional Fees

No fees were paid in respect of the investigation of marine casualties as such services were provided at no charge to the Board by the Marine Survey Office of the Department of Transport.

Note 7. Employees and Superannuation

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

Note 8. Board Members Fees & Travel Expenses

Total fees of €17,776 were paid to the three external members of the Board in 2009, of which the Chairman received €7,618 and Thomas R. Power and Sinead Brett each received €5,079. 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.

Total travel expenses of €2,647 were paid to two external Members of the Board in 2009 in respect of their attendance at meetings of the Board of which the Chairman received €2,099 and Ms. Sinéad Brett received €548. Because of their proximity to the location of Board meetings, the remaining three Members were ineligible for such payments.

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 free of charge:

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

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 10 September 2010.



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