



MARINE CASUALTY INVESTIGATION BOARD

# Annual Report

## 2010



Reporting Period 1st January to 31st December 2010

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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# Contents

## Section 1

1. Chairman's Statement	2
2. Board Members and General Information	5
3. Introduction	8
4. Summary of incidents which occurred in 2010	9
5. Summary of reports published during 2010	11
6. Sample of cases published during 2010	13
7. Comparisons of marine casualties 2002 - 2010	14
8. MCIB reports published 2002 - 2010	15

## Section 2

Financial Statements for the period 1st January to 31st December 2010	17
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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 compliance with the requirements of Merchant Shipping (Investigation of Marine Casualties) Act, 2000, I have pleasure in furnishing the 8th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1 January to 31 December 2010.

## Overview of 2010

2010 proved to be a difficult and sad year in many respects. 18 people lost their lives arising from marine casualties during 2010. This is a 300% increase over the previous year of 2009 when there were 6 fatalities. Of the 18 people who tragically lost their lives 15 were engaged in recreation/leisure activities involving boats and vessels, with 3 people losing their lives in the fishing sector. 5 other people sustained injuries. A general cargo vessel was grounded but did not cause any fatalities or indeed injuries.

While many of the investigations into incidents which occurred in 2010 are still in progress, and the Board does not wish to anticipate or prejudge their outcomes, the Board cannot fail to be struck by emerging trends in the causes of leisure and recreational casualties. In marked contrast to improving general safety awareness in the fishing industry, recreational activities are growingly marked by an ignorance of the potential dangers inherent in recreational boating and other water borne activities.

There is increasing evidence that a proportion of people using vessels for recreational purposes on Irish waters are either unaware of the dangers inherent in these activities, but more importantly seem to be unaware of the dangers inherent in excessive alcohol consumption whilst on board or operating a vessel, or else people operating such vessels or being on board such vessels consciously choose to ignore the dangers and risks involved which has unfortunately had fatal consequences.

The MCIB notes that there has been a great improvement in the adherence to safety standards in the recreational craft sector such as the wearing of life jackets and adopting other safety measure, however it is important for the MCIB to highlight the danger of excessive alcohol consumption either in operating or being on board vessels. The Board does acknowledge that legislative provisions dealing with the control of alcohol consumption on board recreational craft do exist, but perhaps it is necessary to highlight the dangers involved in alcohol consumption and the operation of vessels.

## External Investigations of Casualties

During 2010 the Board assigned the investigation of all casualties to its panel of external investigators, which had been set up in late 2009. The panel consists of personnel holding technical qualifications as naval architects, marine engineers or deck officers, and reflects broad based maritime competence and experience.

## IMO – Audit

During 2010, the Board participated in a voluntary audit of Ireland's national operational and legislative maritime provisions undertaken by the International Maritime Organisation (IMO). In its audit report the IMO commented positively on the investigative and administrative operations of the Board, and confirmed that the Board operated in accordance with mandatory IMO standards.

## Improvements in Fishing Safety

Since 2003 the Department of Transport has implemented a significant programme for improvement of the safety of the Irish fishing fleet, which was on foot of the fishing vessel safety review group, which had earlier reported in the 1990s.

The first stage of this process included implementation of a survey regime for fishing vessels over 24m. The next phase was the introduction of a survey regime for fishing vessels less than 15m. The final phase started in 2007

when the Department of Transport introduced safety regulations for fishing vessels in the 15-24m length sector. This phase was implemented over a number of years and the last tranche of fishing vessels entered the scheme from the 1st of October 2010. Ireland now has a comprehensive safety regime for fishing vessels and all fishing vessels in the Irish fleet now, for the first time, have the equivalent of a maritime "NCT". This is a very welcome achievement and the fishing industry as well as the Minister and Departmental Officials involved are to be commended for their work.

The implementation over 7 years of this transformation project will hopefully lead to a reduction of the casualty rate in the fishing sector. A review of the statistics in this report makes it clear that the regulated sectors of the maritime transport industry ie passenger ships, passenger boats and cargo ships have a low incident rate. This is due both to the regulatory requirements in place and the focus of the people involved in these activities on safety. It is hoped that now that the fishing sector joins this regulated grouping that the casualty rate in the fishing sector will decrease. Of course it is vital not to be complacent and effective enforcement of the safety regimes is important, as well as focusing on the human element of vessel operation.

### Reports Published in 2010

The Board published 13 Final Reports during 2010, full details of which are at pages 11 and 12, including the Final Report into the sinking of the STV Asgard II off the coast of France in September 2008.

### Casualties in 2010

During 2010, there were seventeen casualties, which warranted investigation, synoptic details of which are set out in the table immediately below. Full details of all casualties in 2010 are set out on pages 9 and 10. Six occurred in the fishing industry, while eleven occurred during private recreational activities, with the remaining one occurring in general cargo ship operations.

Sector	Incidents	Sinkings	Fatalities	Injuries
Fishing	6	3	3	1
General cargo	1	Nil	Nil	Nil
Recreational	11	1	15	1
Total	18	4	18	2

### Fishing vessels

In the fishing industry, two casualties resulted in the loss of three lives.

- A crew member was lost overboard a trawler off the South Coast in February 2010,
- Two persons drowned as a result of the sinking of a fishing vessel off North Donegal in October 2010.
- Three fishing vessels sank without loss of life,

### General cargo

One general cargo ship went aground off Drogheda, Co. Louth in November 2010.

### Recreational craft

There were eleven recreational boating casualties in 2010, in which 15 lives were lost, and one serious injury. Four vessels were lost.

Two persons lost lives their while attempting to kayak the River Clodagh near Portlaw, Co Waterford, and another life was lost while kayaking in the open sea off Castletownshend, Co Cork.

The capsizing of a small vessel off the Wexford coast in May 2010 resulted in the death of one angler.

Eleven lives were lost in other recreational boating casualties, at the following locations;-

- Helvick Head, Co. Waterford (2),
- Adrigole, Co. Cork (3),
- Cullenstown Beach, Co. Wexford (1),
- Inisbofin Island (2),

- Dun Laoghaire, Co. Dublin (1) ,
- Carraroe, Co Galway (1), and
- Rosslare, Co. Wexford (1).

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

Detailed tables of incidents which occurred in the years 2002 to 2010 are at page 14 of this report and can be summarised as follows:

	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatalities	7	12	14	8	10	17	9	6	18
Injuries	2	2	2	0	1	2	nil	-	2
Vessels Involved	9	18	17	11	12	20*	10	6	18

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

### Financial

In the financial year ended 31 December 2010, the Board recorded an operating surplus of €9,277, which resulted in an accumulated surplus 2002 – 2010 of €3,996. Fully audited financial statements are set out in pages 17 to 27 of this Report.

### Resource efficiencies and economies

The Board continued initiatives commenced in 2009 to examine all areas of expenditure and has successfully reduced the non-pay cost of operations to historically low levels. In 2010 the Board completed the desired transition from hard copy printing to web based circulation. All Final Reports are now made available at no charge via its website, [www.mcib.ie](http://www.mcib.ie), and are copied electronically to a diverse range of interested parties. In 2010, the Board introduced an automated web alerts system which is subscribed to by nearly four hundred individuals and groups, to whom automated e-mails are issued on publication of all Final Reports, and which includes all members of the Oireachtas.

As a result, report printing costs in 2010 were reduced by more than 60% than in 2009, while average report printing costs amounted to less than €1,500 per report, exclusive of VAT.

Reductions were secured with all external services providers and fees payable to Board members were reduced in line with general provisions.

### Acknowledgements

The work of the Board is complex and challenging and many people contribute hugely to it.

Firstly, I would like to express my sincere thanks to my Board colleagues for their input and assistance during 2010. The success of the Board would not be possible without their willing cooperation and assistance.

On behalf of the Board I would like to commend the Secretariat of the Board for their dedication, enthusiasm and professionalism. Their expertise and experience are key assets to the Board and I congratulate them on maintaining the high standards of previous years against a challenging resource environment. In that context, I thank Kieran Baker and Evelyn Reddin for their continuing commitment, and Teresa Walsh who redeployed to another Department in November 2010.

I would like to welcome and applaud the work of our panel of external investigators, who are playing a pivotal role in assisting the Board in the production of Reports into a diverse range of casualties.

I can also confirm that during 2010 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.

Finally, I wish to record our appreciation of the assistance given to the Board by the Minister and his officials during 2010.

  
 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 - 678348/5  
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 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.

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

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

in connection with the operation of:

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

### The purpose of each investigation is to:

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

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

## Status

The MCIB is an independent 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 2010



Reporting Period 1st January to 31st December 2010

# Introduction

Since establishment in 2002, and up to the end of 2010, the Board has published reports on one hundred and thirty 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. Reporting formats have been maintained in a consistent format in order to allow comparison with earlier year's incidents and reports.

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

# Summary of Incidents Which Occurred During 2010

1st January to 31st December 2010

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
<b>Janireh</b>	13 February 2010	Fishing vessel 15-24m	Fatal MOB	While vessel was working south west of Mizzen Head, Co. Cork a difficulty arose with the trawl gear. In the course of attempting to rectify it, a crewmember was lost overboard.	1
<b>Un-named Kayaks</b>	7 April 2010	Recreational craft - canoe/kayak	Drowning	Two kayakers drowned when they became trapped in a weir on the River Clodagh near Portlaw, Co. Waterford.	2
<b>Kindred Star II</b>	10 April 2010	Fishing vessel <15m.	Sinking	A lone fisherman was rescued off the East Cork coast when his vessel succumbed to uncontrollable engine room flooding.	0
<b>Maurenella</b>	21 April 2010	Recreational craft - motor	Explosion	An explosion on board a privately owned cruiser on the Grand Canal at Lowtown, Co. Kildare, resulted in one injury	0
<b>Ainmire</b>	30 April 2010	Fishing vessel 15-24m	Sinking	Five crewmembers rescued when vessel sank off the Butt of Lewis, Scotland.	0
<b>Duggie's Pride</b>	15 May 2010	RC / Open Boat	Drowning	Vessel sank at Greenore Point, Rosslare, Co. Wexford resulting in one fatality.	1
<b>Un-named Vessel</b>	22 May 2010	Recreational craft - motor	Drowning	An angler drowned while securing his boat on its mooring in Mulranny Harbour, Co. Mayo.	1
<b>Un-named RIB</b>	23 May 2010	Fast power craft / RIB	Drowning	Two anglers drowned while angling off Helvick Head, Co. Waterford.	2
<b>Un-named currach off Carraroe, Co. Galway</b>	30 May 2010	Recreational craft - motor	Drowning	Fisherman drowned while fishing off Carraroe, Co. Galway.	1
<b>Un-named Kayak</b>	30 May 2010	Recreational craft – canoe/ kayak	Drowning	Kayaker died off Castletownshend, West Cork, Ireland	1
<b>Castaway</b>	16 August 2010	Recreational craft - motor	Drowning	Fire broke out on a recreational craft off Adrigole, West Cork, resulting in three fatalities.	3
<b>Un-named Open Boat</b>	7 September 2010	Recreational craft - open boat	Drowning	Open boat capsized off Cullenstown Beach, Co. Wexford, resulting in one fatality.	1
<b>Quo Vadis</b>	10 October 2010	Recreational craft - motor	Drowning	Two persons drowned when attempting to re-board their vessel off Inisbofin Island.	2
<b>Un-named Open Boat</b>	12 October 2010	Recreational craft - open boat	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

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
<b>Léim na Bhradáin</b>	30.10.2010	Fishing vessel < 15m	Sinking	Vessel capsized and sank off the North Mayo Coast. Two persons were rescued.	0
<b>Jennifer</b>	01.11.2010	Fishing vessel <15m	Sinking	Vessel sank off North Donegal coast resulting in the loss of two persons.	2
<b>Arklow Raider</b>	16.11.2010	Cargo ship - general cargo ship	Grounding	Bulk carrier ran aground at the mouth of the River Boyne, Drogheda Port.	0
<b>Total number of incidents: 17</b>					<b>Total fatalities: 18</b>

# Summary of Reports Published 2010

1st January to 31st December 2010

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>Harbour Pride</b>	7 May 2010	MFV <15m	Drowning	Fisherman dragged overboard and drowned while shooting pots	1 Fatality	Victim's leg became entangled in bight of rope which caused him to be pulled overboard.
<b>Skellig Light II</b>	17 June 2010	MFV >24m	Drowning	Fisherman fell overboard while stowing nets and drowned	1 Fatality	It was not possible conclusively to determine the cause of this casualty.
<b>Un-named open boat</b>	17 June 2010	RC / Motor	Capsize	Two occupants drowned when their currach capsized while attending lobster pots off Aughris Point, Clifden, Co. Galway	2 Fatalities	During rough weather, suspended lobster pots compromised the stability of the vessel and caused it to be overwhelmed.
<b>Ikom K</b>	17 June 2010	Passenger ferry	Grounding	A passenger ferry ran aground while on passage to Bere Island, Co. Cork,	1 Fatality	Vessel lost directional control as a result of a fatal heart attack suffered by the skipper.
<b>Strath Marie</b>	18 June 2010	MFV <15m	Sinking	Lobster boat sank off Inisowen Head, Donegal. The two occupants were rescued but both later died in hospital.	2 Fatalities	It was not possible conclusively to determine the cause of this casualty.
<b>Miklinghii</b>	18 June 2010	RC Open boat	Capsize	Boat carrying 10 persons capsized near Coney Island, off the West Cork Coast. One person drowned, while nine others were rescued.	1 Fatality	During adverse weather conditions vessel was swamped and capsized.
<b>Un-named Caprice 8</b>	30 June 2010	RC/Motor	Foundering	Charter boat ran aground on rocks on Lough Derg. The vessel was pulled off but later sank while under tow.	None	The skipper of the vessel became disorientated when trying to recognise charted buoys.
<b>MDAC</b>	19 July 2010	MFV <15m	Drowning	Crewmember pulled overboard and drowned while shooting lobster pots	1 fatality	Victim's leg became entangled in bight of rope which caused him to be pulled overboard.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
<b>Alma Amy</b>	10 Sept 2010	MFV 15 – 24m.	Drowning	Crewmember fell overboard and drowned	1 fatality	It was not possible conclusively to determine the cause of this casualty.
<b>Asgard II</b>	27 Sept 2010	Cargo ship	Sinking	Sail training vessel sank when off St. Nazaire in the Bay of Biscay	none	It is probable that the ship struck an underwater object causing major planking failure on the starboard side what resulted in uncontrollable flooding
<b>Mulranny Pier</b>	12 Nov 2010	RC/Motor	Drowning	Angler drowned while tying up recreational angling vessel	1 fatality	It was not possible to reach a definite conclusion as to the cause of this incident.
<b>Mc Hugh</b>	12 Nov 2010	RC/Sail	Drowning	A gleoiteóg hit by a strong gust of wind took on water, capsized and sank.	1 fatality	Large sail area combined with the impact of increasing wind speed and sudden squalls as the vessel entered open waters.
<b>Maurenella</b>	12 Nov 2010	RC/Motor	Explosion	An explosion occurred on board a privately owned vessel on the Grand Canal at Lowtown, Co. Kildare.	1 injury	While the causes of the explosion cannot be conclusively determined, indications are that it occurred due to an LPG leak which may have ignited when the engine was started.

# Sample of Cases Published 2010

1st January to 31st December 2010

The Board wishes to draw special attention to the following four reports which were published in 2010.

## UNNAMED OPEN BOAT, CARRAROE, CO GALWAY, MAY 2010



On May 30th 2010, at approximately 12.00 hrs., Mr. Padraig O'Cualian left Doire Fhearta Mór, Carraroe, Co. Galway in his 18ft. timber, outboard engine powered open boat ( currach) to go fishing for mackerel in Greatman's Bay. Sometime later, while heading north up the bay past Caladh Thadhg, Carraroe, he fell overboard. His empty boat was spotted from ashore, his brother and others put to sea to search for him and he was later found floating in the water. Whilst it is not possible to state definitively what occurred between the time that Mr. O'Cualain was seen fishing in his currach and the recovery of his body, it is considered likely that he overbalanced while standing in the stern of his currach and fell overboard, possibly due to high level of alcohol detected post mortem.

## CAPRICE - 8, LOUGH DERG, CO. TIPPERARY, OCTOBER 2009



On 9th October 2009, a Caprice class charter vessel ran aground on rocks in the vicinity of Mountaineer Rock, off Ryan's Point on Lough Derg, Co. Tipperary. The four persons on board were taken off by the Portumna Fire and Rescue RIB and ferried across the lake to Williamstown Harbour. The vessel was noted to have been severely holed but there were neither fatalities nor pollution. The vessel was pulled off the rocks and subsequently sank while under tow. The skipper of the vessel had become confused and disorientated when trying to recognise buoys shown on the chart, leading him to believe that he was in safe waters.

## ASGARD II, OFF ST. NAZAIRE, FRANCE, SEPTEMBER 2008.



On 10th September, 2008, the STV "Asgard II" departed Dournenez, France, bound for La Rochelle, France, with 5 crew and 20 trainee crew on board. At approximately 01:00 hrs. GMT on 11th September, 2008, when off St. Nazaire in the Bay of Biscay, water ingress was observed in the Trainee Mess, later ascribed to hull plank failure. The crew unsuccessfully attempted to pump the flood water and the ship was abandoned by life raft at approximately 01:50 hrs. Two French lifeboats rescued all 25 persons shortly thereafter. No loss of life occurred and no injuries were reported. The investigation was unable to establish the exact cause of the plank failure. Based on the findings of the investigation, it is probable that the ship struck an underwater object causing major planking failure on the starboard side.

# Comparisons of Marine Casualties 2002 - 2010

Type of Craft	2002	2003	2004	2005	2006	2007	2008	2009	2010
<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>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>Fishing Vessels</b>									
< 15 metres		1 Fatality	1 Fatality	3 Fatalities	1 Fatality	3 Fatalities			2 Fatalities
15 - 24 metres			4 Fatalities		3 Fatalities	9 Fatalities			1 Fatality/ 1 Injury
> 24 metres	1 Fatality	1 Fatality	1 Fatality		3 Fatalities		2 Fatalities		
<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>2 Fatalities</b>	<b>None</b>	<b>3 Fatalities 1 Injury</b>
<b>Recreational Craft</b>									
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	8 Fatalities
Motor	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
<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/ 1 Injury</b>	<b>3 Fatalities/ 1 Injury</b>	<b>6 Fatalities</b>	<b>5 Fatalities</b>	<b>15 Fatalities/ 1 Injury</b>
<b>Total Incidents</b>	<b>8</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>18</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>Total Injuries</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>None</b>	<b>None</b>	<b>2</b>
<b>Total No. of Vessels involved</b>	<b>9</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>12</b>	<b>20*</b>	<b>10</b>	<b>6</b>	<b>20</b>

\*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 - 2010

Type of Craft	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>Passenger Ships/Boats</b>									
International Ro-Ro	1	2	1						
Domestic		1	1		1				
Passenger Boat		1		1			1		1
<b>Sub total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>		<b>1</b>	<b>Nil</b>	<b>1</b>
<b>Cargo Ships</b>									
General Cargo Ships		4	3	5				1	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					
<b>Sub total</b>		<b>12</b>	<b>14</b>	<b>5</b>			<b>1</b>	<b>1</b>	<b>1</b>
<b>Fishing Vessels</b>									
< 15 metres		2	5	3	1	1	1	2	3
15-24 metres		3	4	5	1	1	1	5	2
> 24 metres		5	13	2		1	2	2	1
<b>Sub total</b>		<b>10</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>6</b>
<b>Recreational Craft</b>									
Jet Skis				2			4		
Open Boats/Canoe		1	3	3	3	1	2	3	1
Motor		2	3		2			1	3
Hire							1		
Sail			2	2	1	1		2	1
Fast Power Craft/RIB			1	3					
<b>Sub totals</b>		<b>3</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>5</b>
<b>Total No. of Reports Published</b>	<b>1</b>	<b>24</b>	<b>39</b>	<b>21</b>	<b>9</b>	<b>5</b>	<b>12</b>	<b>16</b>	<b>13</b>
<b>Total No. of Crafts involved in incidents</b>	<b>1</b>	<b>29</b>	<b>47</b>	<b>26</b>	<b>9</b>	<b>5</b>	<b>13</b>	<b>16</b>	<b>13</b>
<b>Total No. of Fatalities</b>		<b>21</b>	<b>18</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>13</b>	<b>14</b>	<b>12</b>
<b>Total No. of Injuries</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>Nil</b>	<b>Nil</b>	<b>1</b>	<b>1</b>	<b>1</b>



# Financial Statements

2010



Reporting Period 1st January to 31st December 2010

# Contents

Statement of Responsibilities of the Board of the Marine Casualty Investigation Board	19
Statement on Internal Financial Control	20
Report of the Comptroller and Auditor General	21
Statement of Accounting Policies	23
Income & Expenditure Account	24
Balance Sheet	25
Notes to the Financial Statements for the year ended 31 December 2010	26

# Statement of Responsibilities of the Board

For the year ending 31st December 2010

## 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  
13th May 2011



Kieran Baker  
Secretary  
13th May 2011

# Statement on the System of Financial Control

For the year ending 31st December 2010

## Responsibility for the system of Internal Financial Control

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

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

## Key Control Procedures

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

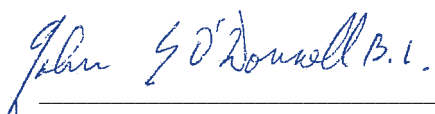
- All payments (excluding staff\* salaries) are authorised by at least two members of the Board.
- All travel and subsistence claims were authorised by another member of the Board and certified in order for payment by the Secretary.
- Codes of Business Conduct for Board members and staff are in place.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

The parent Department for the Marine Casualty Investigation Board transferred by Government decision from the Department of Communications, Energy and Natural Resources to the Department of Transport 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 2010 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  
13th May 2011

# 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 2010 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 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 2010 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 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 for which the financial statements are prepared is not consistent with the financial statements, or
- the Statements 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

19th May 2010



# Statement of Accounting Policies

For the year ending 31st December 2010

## 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 2010.

## 4. Oireachtas Grants

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

## 5. Fixed Assets and Depreciation

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

Office Equipment 5 years

## 6. Capital Account

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

## 7. Superannuation

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

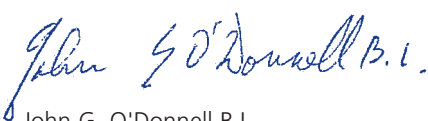
\*Note: The MCIB Secretariat comprises three permanent staff seconded from the Department of Transport.

# Income & Expenditure Account 2010

For the Year Ended 31st December 2010

	Notes	YEAR ENDED 31 DEC 2010	YEAR ENDED 31 DEC 2009
		€	€
<b>Income</b>			
Oireachtas Grants		167,570	181,401
Deposit Interest		-	145
		181,401	251,667
Transfer from Capital Account	5	776	777
		168,346	182,178
<b>Expenditure</b>			
Staff Salaries		91,739	99,557
Board Members Fees	8	17,333	17,776
Report Printing Expenses		21,529	58,863
Website Maintenance		2,653	619
Accident Investigation Expenses		14,732	6,970
Travel & Subsistence - Board Members	9	2,574	2,647
Travel & Subsistence - Other		13	123
Legal & Professional Fees		-	6,513
Accountancy		4,719	4,719
Audit Fees		2,500	6,580
Advertising		-	931
Bank Charges		49	49
Depreciation		776	777
Sundry Expenses		452	752
		159,069	206,876
(Deficit)/Surplus for the Year		9,277	(24,698)
Accumulated Surplus 1 January		(5,281)	19,417
Accumulated (Deficit)/Surplus 31 December		3,996	(5,281)

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



John G. O'Donnell B.L.  
Chairperson  
13th May 2011



Kieran Baker  
Secretary  
13th May 2011

# Balance Sheet 2010

As at 31st December 2010

	Notes	31 DEC 2010 €	31 DEC 2009 €
<b>Fixed Assets</b>			
Tangible Assets	2	-	776
<b>Current Assets</b>			
Debtors		227	196
Cash at Bank and in Hand	3	29,317	32,262
		29,544	32,458
<b>Creditors - Amounts falling due within one year</b>			
Creditors and Accruals	4	(25,548)	(37,739)
<b>Net Current (Liabilities)/Assets</b>		3,996	(5,281)
<b>Total Assets less Current Liabilities</b>		3,996	(4,505)
<b>Capital and Reserves</b>			
Capital Account	5	-	776
Income & Expenditure Account		3,996	(5,281)
		3,996	(4,505)

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



John G. O'Donnell B.L.  
Chairperson  
13th May 2011



Kieran Baker  
Secretary  
13th May 2011

# Notes to the Financial Statements

For the year ending 31st December 2010

## Note 1. Investigations Amalgamation & Going Concern

On 14th October 2008 it was announced as part of the 2009 Budget Speech that the functions of the Marine Casualty Investigation Board would be amalgamated with those of the Air Accident Investigation Unit of the Department of Transport and the Railway Accident Investigation Unit of the Railway Safety Commission to form a new multi modal accident investigation body, which would have responsibility for the investigation of air, marine and railway accidents.

That policy has not been varied by the current Government and significant administrative progress has been made to date in its implementation. Drafting of legislation to provide statutory effect to the amalgamation has commenced and it is intended to introduce that legislation in the Oireachtas during 2011.

As the assets, liabilities and function of the Marine Casualty Investigation Board will be transferred to the new body on establishment it is considered appropriate to continue to prepare the accounts on a Going Concern Basis.

	2010	2009
	€	€
<b>Note 2. Tangible Fixed Assets – Office Equipment</b>		
<b>Cost</b>		
Opening Balance 1 January	3,884	3,884
Disposals	-	-
Closing Balance 31 December	<u>3,884</u>	<u>3,884</u>
<b>Depreciation</b>		
Opening Balance 1 January	3,108	2,331
Disposals	-	-
Charge For Period	776	777
Closing Balance 31 December	<u>3,884</u>	<u>3,108</u>
<b>Net Book Values</b>		
At 31 December	<u>-</u>	<u>776</u>
<b>Note 3. Cash at Bank and in Hand</b>		
Current Account	29,317	30,518
Deposit Account	-	1,744
	<u>29,317</u>	<u>32,262</u>
<b>Note 4. Creditors - Amounts falling due within One Year</b>		
Accrued Expenses	<u>25,548</u>	<u>37,739</u>
<b>Note 5. Capital Account</b>		
Balance as at 1 January 2010	-	776
Income Allocated for Capital Purposes	-	-
Amortisation in Line with Depreciation	(776)	-
Transfer to Income & Expenditure Account	-	(776)
Balance as at 31 December 2010	<u>-</u>	<u>-</u>

### Note 6. 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.

In 2010, 15 investigations were commenced but not finalised by year end. The potential cost of this work amounts to €45,000.

### 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

Total fees of €17,333 were paid to the three external members of the Board in 2010, of which the Chairman John G. O'Donnell received €7,429 (2009 - €7,618) and Thomas R. Power and Sinead Brett, each received €4,952 (2009 - €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.

### Note 9. Board Members Travel

Total travel expenses of €2,574 were paid to two external members of the Board in 2010 in respect of attendance at the 8 Board Meetings during 2010, of which the Chairman John G. O'Donnell received €2,078 (2009 - €2,099) and Sinead Brett received €496 (2009 - €548). All expenses were paid in accordance with the Civil Service Travel Rates.

### Note 10. 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.

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

### Note 11. 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 12. 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 13. Approval of Financial Statements

The financial statements were approved by the Board on the 13th May 2011.







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