



MARINE CASUALTY INVESTIGATION BOARD

Annual Report 2013



Reporting Period 1st January to 31st December 2013

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 11th Annual Report of the Marine Casualty Investigation Board (MCIB), covering the period 1st January – 31st December 2013.

Overview of 2013

The number of incidents decreased from 17 in 2012 to six in 2013 and the incidents involving injuries dropped from four in 2012 to nil in 2013. There were six lives lost during the year and it proved again to be a very difficult year for the fishing industry, which accounted for five of the fatalities. One person lost their life in recreational activities.

The MCIB was established 12 years ago and in that time it has published 183 reports. There were six investigable reports in 2013 resulting in six fatalities. The Board published 14 reports in 2013.

Failure of some vessel operators to comply with current regulations and safety policies continues to be of concern. In particular, the Board wishes to stress the importance of complying with the requirement for adequate rest periods, drills and safety training for crewmembers and the provision and upkeep of adequate safety equipment. The Board welcomed the launch by the Minister for Agriculture Food and Marine, with responsibility for the fishing industry, and the Minister for Transport, Tourism and Sport, with responsibility for maritime safety regulation and emergency response, of a multi-faceted cross Departmental, cross Agency safety initiative for the Irish Fishing Industry.

The Board wishes to continue to emphasise the importance of the provision and correct use of Personal Flotation Devices (PFDs) and lifejackets in all water based activities.

The Board notes that a number of the reports published this year concern incidents, which were caused or contributed to by the failures of navigational procedures and equipment.

A further matter that requires attention is the compliance with vessel upgrades and maintenance. It is noted that a number of the incidents concerned inadequate stability of vessels due to failure to maintain the upkeep of the vessel or to inappropriate alterations or additions to the vessel.

The Board continues to be concerned about the increasing trend of using mobile phones as the primary and often only method of contacting the emergency services. Mobile phones, unlike other radio communication options, are a single point of contact to another person. The failure of a mobile phone call, due to signal strength or an unavailable recipient, has a significant impact on the response time of the emergency services and subsequently the likelihood of a successful rescue. Other methods of communication, including VHF radio, alert all persons of the incident at the same time and such equipment is designed for use in a marine environment. That would include the emergency services and other vessels in the vicinity of the distressed vessel. Effective communication of the vessel location and the nature of the emergency are of paramount importance in ensuring the effective response of the emergency services to the incident. The Board urges the Minister to initiate an educational campaign highlighting the dangers of using mobile phones as the only or primary method of alerting the emergency services or concerned persons ashore, for example family members.

The Board wishes to highlight the importance of informing responsible persons ashore of the detail of plans involving any waterborne activity. The information regarding intended destination and location and expected time of return could assist in ensuring that emergency services are alerted to a potential incident in circumstances where communication is impossible from a distressed vessel.

In the Board's 2011 and 2012 Annual Reports 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 2011 to remind those involved in waterborne activities of the legislative provisions prohibiting the operation of vessels under the influence of alcohol. The Board wishes to

highlight this issue again in light of the reports published in 2013. 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.

External Investigations of Casualties

The Board's panel of external investigators carried out all investigations of casualties. 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 2013

The Board published 14 Final Reports during 2013, full details of which are at pages 10 – 14.

Incidents in 2013

Investigations were initiated into six incidents by the Board in 2013, summary details of the incidents are provided in the table below. Full details of all incidents are set out on page 9. One of the incidents occurred in the recreational sector and three in the fishing industry. There was one incident involving a passenger vessel 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	3	NIL	5	NIL
General Cargo	1	NIL	NIL	NIL
Recreational	1	NIL	1	NIL
Passenger	1	NIL	NIL	NIL
Total	6	NIL	6	NIL

Fishing Vessels

There were three incidents involving fishing vessels, all of which resulted in the loss of lives.

- One crew member was fatally injured by hauling equipment in an incident south of the Old Head of Kinsale on 14th February 2013.
- Three fishermen lost their lives while tending to lobster pots in Tramore Bay on 12th June 2013. Their vessel was found capsized and partially sunken.
- One fisherman fell overboard while tending to lobster pots on 25th November 2013 near the Saltee Islands. His body was recovered six months later.

Recreational Craft

There was one incident involving recreational craft, which resulted in the loss of life.

- A punt with two men aboard capsized off Brownstown Head, near Tramore on 10th January 2013 while out fishing. One of the men managed to swim to shore and raise the alarm.

Cargo Vessels

- A cargo vessel was berthed when a mooring ring on the quayside failed. The cargo vessel caused damage when it made contact with a fishing vessel.

Passenger Vessels

- A Dutch flagged Sailing Passenger Ship ran aground near Kinsale on 24th July 2013.

Detailed tables of incidents, which occurred in the years 2004 to 2013, are at page 16 of this report. A summary of all incidents occurring in these years is provided in the table below.

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatalities	14	8	10	17	9	6	18	7	15	6
Injuries	2	Nil	Nil	2	Nil	Nil	2	Nil	4	Nil
Vessels Involved	17	11	12	20*	10	6	18	12**	18	6

*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 31st December 2013, the Board recorded an operating surplus of €9,745.00, which resulted in an accumulated surplus 2002 – 2013 of €3,103.00. Fully audited financial statements are set out from page 19 onwards.

Ethics in Public Office

During 2013, 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 2013, without which the success of the Board would not be possible.

I would like to welcome Brian Keane as Vice Chairman and Micheal Frain to the Board.

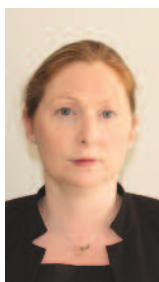
The work of the Secretariat also needs to be acknowledged as, without their skills and experience, the Board could not function. On behalf of the Board, I would like to thank them for their hard work and dedication in a challenging environment with limited resources.

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 2013.

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. Hugh Carney
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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. 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 2013



Reporting Period 1st January to 31st December 2013

Introduction

Since establishment in 2002, and up to the end of 2013, the Board has published reports on 183 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.

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.

Summary of Incidents Which Occurred During 2013

1st January to 31st December 2013

These indicate the incidents the Board are investigating from 2013.

NAME OF VESSEL/INCIDENT	DATE OF INCIDENT	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	FATALITIES
Un-named Boat	10th January 2013	Punt	Capsize	A boat with two men on-board capsizes off Brownstown Head, near Tramore while out fishing. One man died	1
FV Liberty	14th February 2013	Fishing Vessel	Fatal incident	Fatal incident on board FV Liberty, Kinsale	1
MFV Dean Leanne	12th June 2013	Fishing Vessel	Fatal incident	Fatal incident outside Tramore Bay	3
STV Astrid	24th July 2013	Sailing Vessel	Aground	Dutch flagged sailing vessel aground off Kinsale	0
HHL New York	2nd November 2013	General Cargo	Collision	Bow line broken from quay, causes damage to "Ocean Dawn" fishing trawler. No fuel tanks or water ingress and no pollution	0
MFV Lenora Jacinta	25th November 2013	Fishing Vessel	Man overboard	Fatal incident off Great Saltee Island, Co. Wexford	1

Summary of Reports Published 2013

1st January to 31st December 2013

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
James Collins	12th February 2013	Fishing Vessel		On 20th April 2012 whilst returning from a fishing trip and in a position about 5 miles North East of Erris Head the leg of the Skipper of a fishing vessel got caught in the propeller shaft of the vessel. The injured man was airlifted to hospital and is now recovering use of his leg.	1 Injury	Lack of attention to basic safety precautions. The Skipper was too intent on solving the bilge pump problem and neglected basic safety procedures. The shaft protection did not comply adequately with the regulations enabling it to be easily exposed and present a hazard.
Cork Harbour RIB	15th February 2013	RIB	MOB	At approx 21.00hrs on 9th June 2012 the sole occupant of the RIB departed Crosshaven enroute to his mooring in Ringaskiddy. Approx 10 mins after departure the man entered the water. The outboard engine of his RIB failed to cut out and the RIB circled back hitting the man on several occasions. The man sustained serious injuries to his head, his back and lost his left arm just above the elbow.	1 Injury	The Kill Cord arrangement on the RIB was not functioning correctly.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITIES	CAUSE OF INCIDENT
Pirate Queen	18th February 2013	Passenger Ferry	Grounded	On the evening of 20th December 2011 the inter island passenger ferry "Pirate Queen" grounded on rocks at the entrance to Roonagh Pier, Co. Mayo. The vessel was refloated shortly afterwards and although not holed, it had sustained severe structural damage. Two of the passengers were taken off the ferry whilst she was on the rocks and transferred to the pier by a rigid inflatable boat. One passenger sustained injuries during the incident.	1 Injury	Initial investigations indicated that the failure of the leading lights at Roonagh Pier were the main cause of the vessel grounding. However further investigations revealed serious weaknesses in the navigational procedures and practices on the company vessels. There appeared to be an over reliance on visual aids to navigation and a neglect to practice and use the electronic aids on-board.
Dundalk Punt	28th March 2013	Punt	Capsize	One man drowned as his punt capsized at the entrance to Dundalk Harbour as he was attempting to board his boat.	1 Fatality	The man was not wearing a life jacket and his boat was moored adjacent to a strong tidal stream on the mudflats.
Tit Bonhomme	8th April 2013	Fishing Vessel	Sinking	The Irish Registered motor fishing vessel "MFV Tit Bonhomme" left Union Hall, Glandore, Co. Cork on Friday the 13th of January 2012 on a fishing trip with a crew of six. The vessel experienced some technical difficulties during the fishing trip and the Skipper decided to return to port. On its return to the port of Union Hall in the early morning of the 15th January 2012 the vessel stranded on Adam's Island at the entrance to Glandore Harbour. The vessel broke up with the loss of five of its six crew.	5 Fatalities	Notwithstanding the many other safety related factors highlighted by this casualty, the single overriding causal factor is considered to be insufficient rest for the crew and that the regulations on hours of work and rest appear not to have been complied with. In the 40 hours between departing Union Hall and the grounding, all crew appear to have had at most four to five hours sleep. This resulted in fatigue and inadequate watchkeeping arrangements on-board the vessel and it steamed into and stranded on Adam's Island during the hours of darkness in poor weather conditions. The alarm was raised using mobile phone instead of the dedicated hand-held VHF radios.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Ceol na Farraige	7th May 2013	Ferryboat	Fatal incident	Two ferryboats, the "MV Ceol Na Farraige" and "MV Draiocht Na Farraige" were moored alongside each other at the ferry berth at Kilonan Harbour, Inis Mor. The engineer of the "MV Draiocht Na Farraige" was standing in the wheelhouse of the "MV Ceol Na Farraige" tallying the passengers boarding the "MV Draiocht Na Farraig". He moved to improve his viewpoint and in doing so lost his balance and fell down the stairway, striking his head against the door at the bottom and died later in hospital.	1 Fatality	The man accidentally lost his footing and fell backwards and headfirst down the stairwell.
Lady Eileen	7th June 2013	Fishing Vessel	Sinking	The "FV Lady Eileen" sank off Spanish Point. The bodies of the two crewmembers were discovered in the vicinity of the wheelhouse of the vessel.	2 Fatalities	It is probable that the "FV Lady Eileen" encountered wind or wave action or a combination of both. This caused the vessel to be swamped and lose reserve of buoyancy beyond which it was able to recover for its loaded condition, resulting in sinking.
Cod's Head	7th June 2013	Recreational craft - dingy	Capsize	Approximately one hour after two men set sail from Tra Na Phearla, Co. Cork their dingy capsized and both men entered the water, despite several attempts they failed to right the dingy. After several hours sitting on the upturned hull the two men decided to swim to shore. One man made it back to shore to raise the alarm but the second man perished.	1 Fatality	The Enterprise sailing dingy had insufficient buoyancy bags and as a result it did not have passive buoyancy to be bailed out after a capsize.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITIES	CAUSE OF INCIDENT
MacDara's Island Curragh	15th July 2013	Curragh		Alarm was raised for a fisherman who was overdue near Carna, Co. Galway. The resulting air and sea search found the fisherman's boat close to the shore of the Aran Islands and the man's body close to MacDara's Island Co. Galway.	1 Fatality	The fisherman didn't comply with the regulations in respect of lifejackets/PFD or the legislation in respect to the consumption of alcohol.
Brownstown Head	15th July 2013	Punt	Capsize	Whilst returning from a fishing trip in the area of Rinnashark Harbour in Tramore Bay the 4.9m fibreglass punt was swamped over the side by a breaking wave as the boat crossed over a sandbar and immediately filled with water. A second wave capsized the boat and throwing the two occupants in the water. the two men struggled for an hour and 15 minutes before deciding to swim to shore. One man made it to shore and raised the alarm but the second man was later taken from the water and pronounced dead.	1 Fatality	Un-decked open boats are very vulnerable to breaking waves coming over the side and filling the boat with water. The condition of the vessel when inspected following the incident showed it to be quite waterlogged in places and probably much heavier than as originally built. The aft buoyancy chamber had also been cut open providing storage for the fuel tank, further reducing the inherent buoyancy of the boat.
Gurteen Lass	11th November 2013	Timber Currach		A man departed Portnakilly Pier, Clare Island to check on a string of lobster pots. When he failed to return to port a search was organised. Wreckage was sighted on the shore near Bachelor's Island and later a body was sighted in the water.	1 Fatality	There were no witnesses to the incident, however, indications are that the vessel made contact with the rocks and subsequently broke up.

NAME OF VESSEL OR INCIDENT	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITIES	CAUSE OF INCIDENT
Lough Derg	11th November 2013	Power Boat		On 2nd August 2012, a boat was seen floating partially submerged and overturned with the bow out of the water near Youghal Bay, Lough Derg. The boat had struck submerged rocks at high speed and suffered major damage to the outdrive. A man's body was recovered from the lake the next day.	1 Fatality	At the time of the incident the boat was being driven at high speed close to the shoreline. The man was not wearing a personal floatation device and no distress signals were activated following the impact.
Stena Europe and Oscar Wilde	12th November 2013	Passenger/ RoRo Cargo Ship	Collision	Passenger car ferry "Stena Europe" was berthing in on Berth No 3 Rosslare Harbour and collided with another passenger car ferry the "Oscar Wilde" that was berthed on Berth No 2. Minor damage was sustained by both vessels.	0	The wind speeds were such that the bow thrusters could not hold the vessel and without lines ashore forward the vessel began to drift off Berth No. 3.
Huelin Dispatch	10th December 2013	Cargo Ship	Grounded	On 21st September 2012 the "Huelin Dispatch" was proceeding from St Peter Port in Guernsey towards Alderney Harbour, Island of Alderney. The vessel struck a charted rock "Pierre au Vraic". The vessel suffered water ingress in the bow thrust compartment and the Forepeak tank was breached. The vessel was successfully refloated on the rising tide and proceeded directly to Falmouth the nearest repair facility with a drydock. There were no crew injuries or reported cargo damage.	0	The incident occurred due to an error in navigating the vessel.

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

Sample of Cases Published 2013

1st January to 31st December 2013

The Board wishes to draw special attention to the following 3 reports which were published in 2013. The Board believes these cases highlight key findings.

THE SINKING OF THE "MFV TIT BONHOMME", NEAR GLANDORE HARBOUR, WEST CORK ON 15th JANUARY 2012



The Irish Registered motor fishing vessel "MFV Tit Bonhomme" left Union Hall, Glandore, Co. Cork on Friday the 13th of January 2012 on a fishing trip with a crew of six. The vessel experienced some technical difficulties during the fishing trip and the Skipper decided to return to port. On its return to the port of Union Hall in the early morning of the 15th January 2012 the vessel stranded on Adam's Island at the entrance to Glandore Harbour. The vessel broke up with the loss of five of its six crew.

COLLISION OF "MV STENA EUROPE" AND "MV OSCAR WILDE" AT ROSSLARE HARBOUR ON 26th OCTOBER 2012



On 26th October 2012 the passenger car ferry "MV Stena Europe" was berthing on No.3 Berth Rosslare Harbour. During the berthing operation the average wind speed increased to 36 knots with gusts up to 45 knots and the vessel lost control and collided with another passenger car ferry the "MV Oscar Wilde" which was berthed on No.2 Berth. Minor damage was sustained by both vessels. The "MV Oscar Wilde" was not taken out of service and the "MV Stena Europe" cancelled one sailing. There was no injury to persons during the incident.

A FATAL INCIDENT ON LOUGH DERG CLOSE TO THE SHORE NEAR GARRYKENNEDY 2nd AUGUST 2012



On the morning of 2nd August 2012, the owner of this powerboat purchased fuel at New Line, Killaloe. That evening, the boat was seen floating partially submerged and overturned with the bow out of the water near Youghal Bay, Lough Derg. The boat had struck submerged rocks at high speed and suffered major damage to the outdrive allowing the free ingress of water into the boat. The boat was recovered that evening and the owner's body was recovered from the lake the following day.

Comparisons of Marine Casualties 2004 - 2013

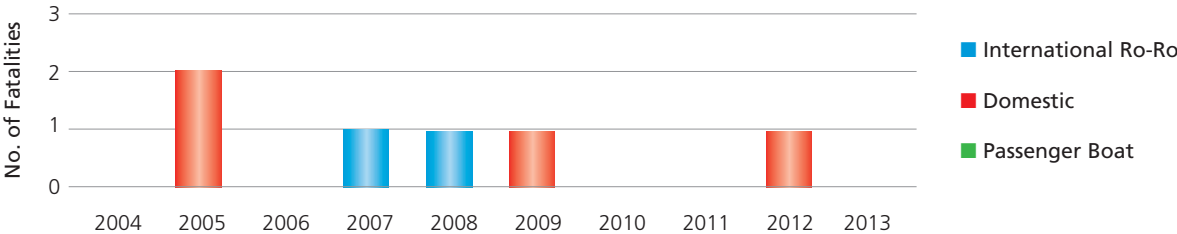
Type of Craft	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Passenger Ships/Boats										
International Ro-Ro				1 Fatality/ 1 Injury	1 Fatality					
Domestic		2 Fatalities				1 Fatality			1 Fatality	
Passenger Boat										
Sub total	None	2 Fatalities	None	1 Fatality/ 1 Injury	1 Fatality	1 Fatality	None	None	1 Fatality	None
Cargo Ships										
General Cargo Ships				1 Fatality						
Ro-Ro Cargo										
Tanker										
Bulk Carrier	1 Injury									
Container Ship										
Car Carrier										
Work Boat Pilot/Barge										
Heavy Lift										
Sub total	1 Injury	None	None	1 Fatality	None	None	None	None	None	None
Fishing Vessels										
< 15 metres	1 Fatality	3 Fatalities	5 Fatalities	3 Fatalities	2 Fatalities		2 Fatalities	4 Fatalities	4 Fatalities/ 1 Injury	2 Fatalities
15 - 24 metres	4 Fatalities		2 Fatalities	9 Fatalities	1 Fatality		1 Fatality/ 1 Injury		5 Fatalities/ 1 Injury	3 Fatalities
> 24 metres	1 Fatality				1 Fatality			1 Fatality		
Sub total	6 Fatalities	3 Fatalities	7 Fatalities	12 Fatalities	4 Fatalities	None	3 Fatalities/ 1 Injury	5 Fatalities	9 Fatalities/ 2 Injuries	5 Fatalities
Recreational Craft										
Jet Skis	1 injury		1 Fatality	1 Fatality						
Open Boats/Canoe	6 Fatalities	1 Fatality	2 Fatalities	2 Fatalities	3 Fatalities	4 Fatalities	8 Fatalities	1 Fatality	3 Fatalities	1 Fatality
Motor (Decked)	2 Fatalities			1 Injury			5 Fatalities/ 1 Injury			
Sail		2 Fatalities			1 Fatality	1 Fatality			1 Fatality	
Fast Power Craft/RIB							2 Fatalities	1 Fatality	1 Fatality/ 2 Injuries	
Sub totals	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	1 Fatality
Total Incidents	15	11	12	16	10	6	17	13	17	6
Total Fatalities	14	8	10	17	9	6	18	7	15	6
Total Injuries	2	0	0	2	0	0	2	0	4	0
Total No. of Vessels involved	17	11	14	20*	10	6	18	12**	18	6

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

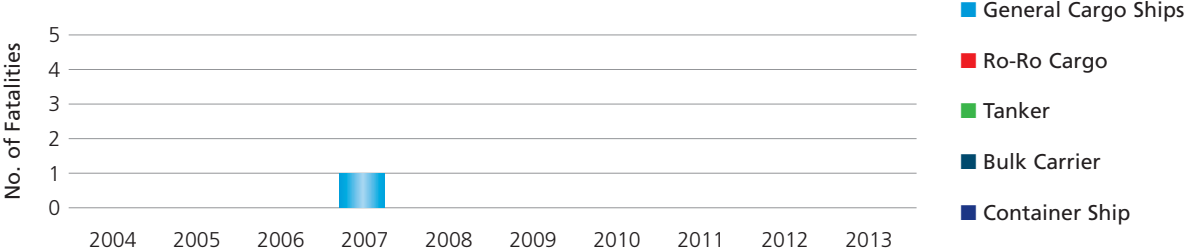
**This figure excludes the incident at Clogher Head in 2011 which involved many kayaks and children

Fatality Trends 2004 - 2013

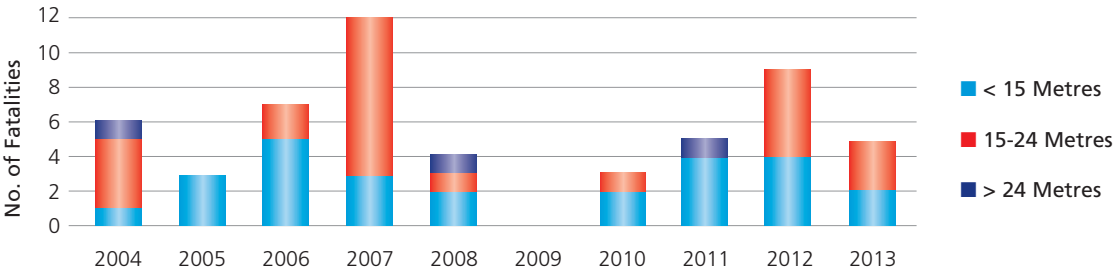
Passenger Ships/Boats



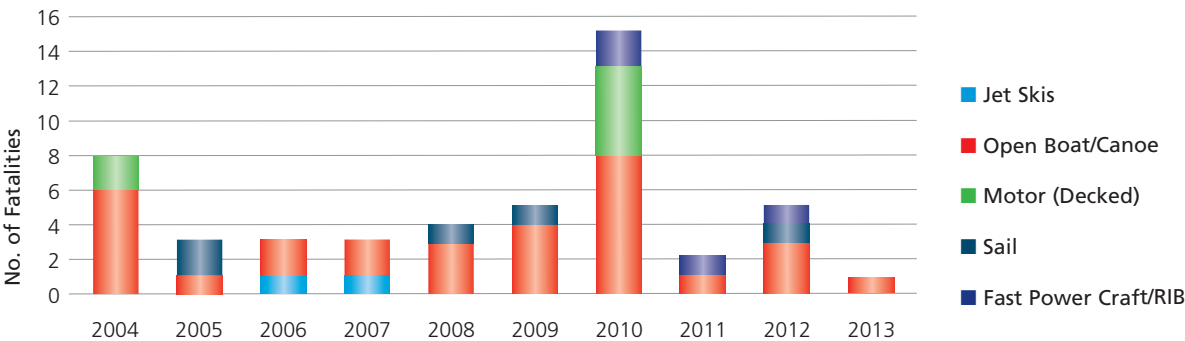
Cargo Ships



Fishing Vessels



Recreational Craft



Full statistics are available on our website, www.mcib.ie.

Financial Statements

2013



Reporting Period 1st January to 31st December 2013

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Statement of Responsibilities of the Board

For the year ending 31st December 2013

Responsibilities of the Board

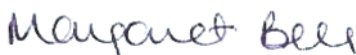
Section 20(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000 requires the Board to keep, in such form as may be approved of by the Minister for Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform proper and unusual accounts of monies 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
26th November 2014



Margaret Bell
Secretary
26th November 2014

Statement on the System of Financial Control

For the year ending 31st December 2013

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 2013 the board conducted a review of the effectiveness of the system of internal financial control.

Signed on behalf of the Board



Cliona Cassidy B.L.
Chairman
26th November 2014

*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 2013 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 2013 and of its income and expenditure for 2013.

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



Patricia Sheehan

For and on behalf of the Comptroller and Auditor General
30th November 2014

Statement of Accounting Policies

For the year ending 31st December 2013

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 Public Expenditure and Reform, 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 2013.

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 2013

For the Year Ended 31st December 2013

		YEAR ENDED 31 DEC 2013	YEAR ENDED 31 DEC 2012
Income	Notes	€	€
Oireachtas Grants (Vote no. 31)		237,028	141,322
		<u>237,028</u>	<u>141,322</u>
Expenditure			
Staff Salaries		107,028	80,764
Board Members Fees	6	17,990	17,776
Printing, Postage and Stationery		20,669	22,114
Advertising		1,931	2,676
Accident Investigation Expenses	4	60,180	44,070
Travel & Subsistence – Board Members	7	2,176	3,521
Travel & Subsistence – Others		989	-
Legal & Professional Fees		6,720	-
Accountancy		4,738	2,091
Audit Fees		4,700	2,500
Bank Charges		100	68
Sundry Expenses		62	2,183
		<u>227,283</u>	<u>177,763</u>
(Deficit) / Surplus for the Year		9,745	(36,441)
Accumulated Surplus/(Deficit) 1 January		(6,642)	29,799
Accumulated Surplus/(Deficit) 31 December		<u>3,103</u>	<u>(6,642)</u>

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



Cliona Cassidy B.L.
Chairman
26th November 2014



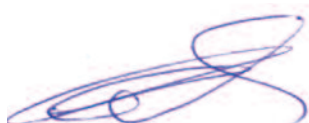
Margaret Bell
Secretary
26th November 2014

Balance Sheet 2013


As at 31st December 2013

	Notes	31 DEC 2013 €	31 DEC 2012 €
Fixed Assets			
Tangible Assets	1	-	-
Current Assets			
Cash at Bank and in Hand	2	32,306	15,838
		32,306	15,838
Creditors – amounts falling due within one year			
Creditors and Accruals	3	(29,203)	(22,480)
Net Current Assets/(Liabilities)		3,103	(6,642)
Total Assets less Current Liabilities		3,103	(6,642)
Capital and Reserves			
Capital Account		-	-
Income & Expenditure Surplus/(Deficit)		3,103	(6,642)
		3,103	(6,642)

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



Cliona Cassidy B.L.
Chairman
26th November 2014



Margaret Bell
Secretary
26th November 2014

Notes to the Financial Statements

For the year ending 31st December 2013

	2013	2012
Note 1. Tangible Fixed Assets – Office Equipment	€	€
Cost		
Opening Balance 1 January	-	3,884
Additions	-	-
Disposals	-	(3,884)
Closing Balance at end of period	<u>-</u>	<u>-</u>
Depreciation		
Opening Balance 1 January	-	3,884
Disposals	-	(3,884)
Charge for Period	-	-
Closing Balance at end of period	<u>-</u>	<u>-</u>
Net Book Values		
At end of period	-	-
Note 2. Cash at Bank and in Hand		
Current Account	<u>32,306</u>	<u>15,838</u>
Note 3. Creditors - Amounts falling due within One Year		
Accrued Expenses	<u>(29,203)</u>	<u>(22,480)</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 2013, the Board completed 14 investigations and published reports on each investigation.

At 31st December 2013, 9 investigations were in progress and not finalised. The potential cost of this work amounts to €46,700.

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 2013 and 3 employees at the end of 2012.

Note 6. Board Members Fees

Board member	2013	2012
	€	€
John G. O'Donnell	1,208	7,618
Thomas R. Power	2,815	5,079
Cliona Cassidy	7,618	-
Brian Keane	4,656	-
Michael Frain	1,693	-
Sinead Brett	-	5,079
Total Fees	17,990	17,776

Note 7. Board Members Travel

Total travel expenses of €2,176 were paid to members of the Board in 2013 in respect of attendance at the Board Meetings during 2013, of which Brian Keane received €1,258 and Michael Frain received €918. 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 2013, the number of Board meetings attended by each of the Board Members were as follows:

Cliona Cassidy	8
Tom Power	5
Brian Keane	7
Michael Frain	3
Brian Hogan	9
Jurgen Whyte	8

Note 12. Going Concern

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 26 November 2014.



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