



MARINE CASUALTY INVESTIGATION BOARD

Annual Report

2006



Reporting Period 1st January to 31st December 2006

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	3
2. Board Members and General Information	4
3. Investigations and Reports	7
4. Summary of incidents occurring between 1st January and 31st December 2006	9
5. Summary of reports published during the year 1st January and 31st December 2006	11
6. Sample of case published during the year 1st January and 31st December 2006	13
7. Comparisons of marine casualties occurring during 2002, 2003, 2004, 2005 and 2006	14
9. Comparison between MCIB reports published for the years 2002, 2003, 2004, 2005 and 2006	15

Section 2

Financial Statements for the period 1st January to 31st December 2006	17
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Chairman's Statement



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

Dear Minister,

I have great pleasure in furnishing the 4th Annual Report of the Marine Casualty Investigation Board (MCIB).

In the year 1st January - 31st December 2006, fourteen vessels were involved in incidents resulting in ten people tragically losing their lives. A comparison between this year and the years 2002 - 2005 is set out at page 13 of this report and can be summarised as follows:

	2002	2003	2004	2005	2006
Incidents	8	17	15	11	12
Fatalities	7	12	14	8	10
Injuries	2	2	2	0	0
Vessels Involved	9	18	17	11	14

Over this five year period the averages are as follows:

INCIDENTS	12.6
FATALITIES	10.2
INJURIES	1.2
VESSELS INVOLVED	13.8

It is noteworthy that all incidents occurring in 2006 involved Jet Skis, Recreational Craft and Fishing Vessels.

The MCIB notes the increasing use of Jet Skis and Recreational Craft in our waters. We are concerned that some people using these vessels are neither properly trained or safety conscious. Furthermore Local Authorities need to exercise their powers under the Maritime Safety Act 2005 and in particular, make bye-laws in relation to the regulation and control of such vessels within their functional areas. Users of such craft should be familiar with the legislation and relevant regulations. The "Code of Practice for the Safe Operation of Recreational Craft" published by the Maritime Safety Directorate and Irish Coast Guard is an invaluable document and vital reading for all people using such craft.

The Board is also aware of the increasing use of Recreational Craft on inland waterways whose navigation system requires major improvement.

We trust that these suggestions and the various recommendations in our reports will lead to greater safety for all that use our waters.

I would again like to thank all Board Members (both past and present) for the great effort they have made to clear the backlog of cases and bring the Board to an acceptable level of performance. The members have given freely, willingly and enthusiastically of their time in carrying out their work to date, for which they should be commended. I would like to highlight the excellent work of our investigators without whom none of the investigations would be possible and I wish to express the gratitude of the board to the professional manner in which they carry out their work. I would also like to thank the Secretariat for their work and commitment. Our work would not have been achieved without the excellent work of our Secretariat.

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

Board Members and General Information



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



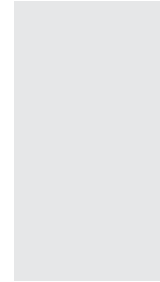
Vice-Chairperson:
Ms. Sinéad Brett, B.C.L., LL.M



Board Member:
Mr. Thomas R. Power



Board Member:
**Mr. Brian Hogan,
Chief Surveyor**



Board Member:
Mr. Martin Diskin

Secretary: Ms. Bridie Cullinane
Secretariat: Ms. Helena Murphy
Registered Office: Leeson Lane, Dublin 2.
Telephone: 01 - 6782460/61
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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 body with its own funding provided for by the Oireachtas under Section 19 of the Act.

A copy of the final report in each investigation is sent to the Minister for consideration of the recommendations made therein. The final report is made available to the public (on request) free of charge or can be accessed on the MCIB website at www.mcib.ie

Investigations & Reports 2006



Reporting Period 1st January to 31st December 2006

Introduction

Since the first sitting of the Board in 2002 ninety-four cases have been investigated and published. The following statistics show the different types of craft involved and the cause of each incident and will give the reader some insight into the scope and work of the Board and its Investigators.

During the twelve-month period from the 1st January to the 31st December 2006, nine reports were published. Work commenced on the investigation of twelve new marine casualties. In addition four preliminary investigations were undertaken.

Summary of Incidents Occurring 2005

1st January 2005 to 31st December 2006

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Drowning Of Canoeist in Lough Derg, Co. Clare (MCIB/121)	05.12.2006	Recreational Craft Canoe	Capsize	On 22.01.2006 2 people set off in an open style Canadian canoe. They got into difficulties and 1 drowned.	1 Fatality	Man overboard
Maggie B (MCIB/122)	-	Fishing Vessel (15 – 24 metres)	Sinking	On 28.03.2006 a vessel left Kilmore Quay, Co. Wexford to go fishing with a crew of three. On 29.03.2006 the engine room flooded and the vessel started to sink. 1 man survived and the other 2 are still missing.	2 Fatalities	
Nausicaa (MCIB/123)	-	Fishing Vessel	Man Overboard	On the 18.04.2006 a man fell overboard from a Fishing vessel 15 miles east of Clogherhead.	1 Fatality	
Lady Lorraine (MCIB/124)	-	Fishing Vessel	Sinking	On 15.05.2006 this vessel sank near Howth.	None	
Dinish (MCIB/125)	-	Fishing Vessel	Sinking	On 26.05.2006 this vessel sank South West of Scilly Islands. 3 people are missing	3 Fatalities	
Felucca (MCIB/126) Vessel Traffic Incident in Dublin Port	-	Fishing Vessel Passenger Ship RO-RO High Speed	Grounding	On 03.06.2006 an incident occurred involving the grounding of a fishing vessel, 3 Ro-Ro passenger ships and a high-speed passenger ship.	None	
Emerald Star (MCIB/127)	-	Recreational Craft Open/ Motor	Leakage	On 01.07.2006 a hire boat started taking on water. 5 people were taken off the vessel and it was towed to a nearby slipway and lifted out.	None	
Jet Ski incident in Lough Beltra (MCIB/128)		Recreational Craft Jet Ski	Drowning	On 06.08.2006 2 men went out on Lough Beltra, Co Mayo on a jet ski. They got into difficulty and 1 man drowned.	1 Fatality	
Incident in Castletownbere Co. Cork (MCIB/129)	-	Recreational Craft Open Boat	Capsize	On 18.09.2006 2 men left Castletownbere to go shrimp fishing. They were tossed from the boat by a big wave and 1 man died.	1 Fatality	

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITY	CAUSE OF INCIDENT
Jet Ski incident in Cashla Bay (MCIB/131)	-	Recreational Craft Jet Ski's	Collision	On 03.10.2006 2 Jet Ski's collided in Cashla Bay.	No details as yet	
Boyne Harvester (MCIB/132)	-	No details as yet	No details as yet	On 01.11.2006 a man fell overboard the MFV Boyne Harvester	1 Fatality	
Black Currach (MCIB/133)	-	Recreational Craft	Capsize	On 28.12.2006 a currach capsized with people on board off the west coast.	None	

Summary of Reports Published 2006

1st January 2005 to 31st December 2006

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/FATALITY	CAUSE OF INCIDENT
Drowning at Cullenstown (MCIB/115)	02.06.2006	Recreational Craft Open Boat	Drowning	On 21.08.2005 a man was fishing off the Ballyteigue Burrow, Co. Wexford. His body was found on 31.08.2005	1 Fatality	This man was not wearing a lifejacket and was fishing alone.
Drowning in Co. Cavan (MCIB/87)	02.06.2006	Recreational Craft Open Boat	Drowning	On 31.07.2004 4 people set out for Lough Sheelin, Co. Cavan. Whilst returning the next day a man fell overboard and died. His body was found 02.08.2004.	1 Fatality	No lifejackets were being worn. Also alcohol and lack of sleep may have assisted in this incident.
Spalpin Fanach 2 (MCIB/101)	31.01.2006	Fishing Vessel (15 – 24 metres)	Fire onboard and sinking	On 27.09.2004 this vessel sailed from Castletownbere, Co. Cork with a crew of 3. On the 28.09.2004 a fire broke out in the engine room. The crew abandoned the vessel and were picked up by a Fishing vessel.	None	The fire may have started in the engine room and the spare oil and diesel onboard fed the fire. No attempts to put out the fire led to the vessel sinking.
Winkelried (MCIB/88)	16.10.2006	Recreational Craft Motor Boat	Drowning	On 08.08.2004 2 crewmembers set out on the Lough Ree. A fisherman found 1 body on 09.10.2004 and another body was located on the 14.10.2004.	2 Fatalities	Neither crewmember was wearing lifejackets.
Megawat (MCIB/109)	05.12.2006	Recreational Craft Sail	Sinking	On 26.05.2005 the yacht Megawat sank between Dublin and Scotland. The crew transferred to another vessel	None	Failure of rudderstock
Drowning Of Canoeist in Lough Derg, Co. Clare (MCIB/ 121)	05.12.2006	Recreational Craft Canoe	Capsize	On 22.01.2006 2 people set off in an open style Canadian canoe. They got into difficulties and 1 drowned.	1 Fatality	Neither occupant had any prior experience in the safe use or handling of a canoe. Also there was only 1 lifejacket onboard.
Moonriver (MCIB/120)	05.12.2006	Passenger Ship Domestic	Drowning	On 18.12.2005 the Moonriver, Pleasure Cruiser departed from the quay at Carrick-on-Shannon. There were 61 passengers and 7 crewmembers on board. A male passenger fell overboard. The body was recovered on 19.12.2005	1 Fatality	Man overboard

NAME	DATE OF PUBLICATION	TYPE OF CRAFT	TYPE OF INCIDENT	SUMMARY	INJURY/ FATALITY	CAUSE OF INCIDENT
Catherine L (MCIB/114)	29.11.2006	Fishing Vessel (<15 metres)	Drowning	On 18.07.2005 a punt set out from Kincasslagh, Co. Donegal for salmon fishing. One crewmember on board. Body found later that day	1 Fatality	Bad weather conditions may have contributed to this incident.
Inis Mill (MCIB/99)	29.11.2006	Recreational Craft Motor Boat	Pump/ engine failure	On 08.09.2004 the vessel was abandoned by a 5-person crew as it was taking in water. After 8 days in a liferaft they were rescued off the North Cornish Coast.	None	A safety survey was not carried out by DCMNR despite recommendations. No tests were carried out on VHF equipment.

Sample of Cases Published 2006

1st January 2005 to 31st December 2006

Of the nine incidents published during this year, the Board has selected one incident which occurred in 2006.

MR. JOHN BUCKLEY ON LOUGH DERG – MCIB/121



On 22nd January 2006, Mr. John Buckley and Miss Lucinda Murphy undertook an excursion on Lough Derg, Co. Clare, using a Canadian style open canoe, launching the craft from a slip at Two Mile Gate, Co. Clare.

After travelling some distance in a north westerly direction, parallel to the shoreline, they arrived at the Lough Derg Holiday Cottages Marina, in the town land of Annacarriga. Here the craft got into difficulties and capsized some 25 metres offshore. Mr. Buckley was drowned.

The report recommended that recreational craft users follow the Code of Safety Practice for Recreational Craft published by the Maritime Safety Directorate of the Department of Transport. In particular, appropriate personal flotation devices should be worn.

Comparison of Marine Casualties/Injuries Occurring during 2002, 2003, 2004, 2005 & 2006

Type of Craft	2002	2003	2004	2005	2006
Passenger Ships/Boats					
International Ro-Ro					
Domestic				2 Fatalities	
Passenger Boat	5 Fatalities				
Sub total	5 Fatalities			2 Fatalities	
Cargo Ships					
General Cargo Ships		1 Fatality			
Ro-Ro Cargo		1 Fatality			
Tanker		2 Fatalities/1 Injury			
Bulk Carrier			1 injury		
Container Ship		1 Fatality			
Car Carrier					
Work Boat/Tug/Pilot/Barge/ Heavy Lift					
Sub total		5 Fatalities/1 injury	1 Injury		
Fishing Vessels					
< 15 metres		1 Fatality	1 Fatality	3 Fatalities	5 Fatalities
15-24 metres			4 Fatalities		2 Fatalities
> 24 metres	1 Fatality	1 Fatality	1 Fatality		
Sub total	1 Fatality	2 Fatalities	6 Fatalities	3 Fatalities	7 Fatalities
Recreational Craft					
Jet Skis		1 Fatality	1 injury		1 Fatality
Open Boats/Canoe	1 Fatality	2 Fatalities	6 fatalities	1 Fatality	2 Fatalities
Motor	2 Injuries	2 Fatalities	2 fatalities		
Sail				2 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
Total Cases	8	17	15	11	12
Total Fatalities	7	12	14	8	10
Total Injuries	2	2	2	0	0
Total No. of Vessels involved	9	18	17	11	14

Comparison between MCIB Reports Published 2002, 2003, 2004, 2005 & 2006

Type of Craft	2002	2003	2004	2005	2006
Passenger Ships/Boats					
International Ro-Ro	1	2	1		
Domestic		1	1		1
Passenger Boat		1			
Sub total	1	4	2		1
Cargo Ships					
General Cargo Ships		4	3		
Ro-Ro Cargo				1	
Tanker			3		
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	1	0
Fishing Vessels					
< 15 metres		2	5	1	1
15-24 metres		3	4	5	
> 24 metres		5	13	1	
Sub total		10	22	7	1
Recreational Craft					
Jet Skis				1	
Open Boats/Canoe		1	3	5	3
Motor		2	3		2
Sail			2	5	
Fast Power Craft/RIB			1		
Sub total		3	9	11	5
Total No. of Reports Published	1	24	39	21	9
Total No. of Crafts involved in incidents	1	29	47	26	9
Total No. of Fatalities		21	18	19	7
Total No. of Injuries	1	5	9	2	

Financial Statements

2006



Reporting Period 1st January to 31st December 2006

Contents

Statement of Responsibilities of the Board	19
Report of the Comptroller & Auditor General	20
Statement on the System of Internal Financial Control	22
Statement of Accounting Policies	23
Income & Expenditure Account	24
Balance Sheet	25
Notes to the financial statements	26

Statement of Responsibilities of the Board

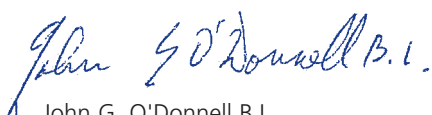
For the year ending 31st December 2006

Responsibilities of the Board

Section 20(1) of the Merchant Shipping Act (Investigation of Marine Casualties) Act, 2000 requires the Board to keep, in such form as may be approved of by the Minister for Transport 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:

- Select suitable accounting policies and apply them consistently
- Make judgements and estimates that are reasonable and prudent
- State whether any applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements.
- 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 Association, and for taking reasonable steps for the prevention and detection of fraud and other irregularities.



John G. O'Donnell B.L.
Chairperson
11. September 2007



Bridie Cullinane
Secretary
11. September 2007

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 2006 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.

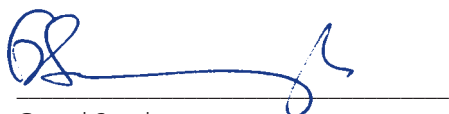
I planned and performed my audit so as to obtain all the information and explanations that I considered necessary in order to provide me with sufficient evidence to give reasonable assurance that the financial statements are free from

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 2006 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.



Gerard Smyth

For and on behalf of the Comptroller and Auditor General

17 September 2007

Statement on the System of Financial Control

For the year ending 31st December 2006

Responsibility for 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

- 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, Marine 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 sought from the Department of Communications, Marine and Natural Resources.

Annual Review of Controls

I confirm that in the year ended 31 December 2006 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
11 September 2007

Statement of Accounting Policies

For the year ending 31st December 2006

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 a 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 2006.

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

Staff* on the Board on secondment are covered by the Departments' pension arrangements.

*Note: The MCIB has two permanent staff one seconded from the Department of Communications, Marine and Natural Resources and one seconded from Department of Transport in 2006.

Income & Expenditure Account 2006

For the Year Ended 31st December 2006

		YEAR ENDED 31 DEC 2006	YEAR ENDED 31 DEC 2005
	Notes	€	€
Income			
Oireachtas Grants		286,916	210,959
Deposit Interest		112	-
Transfer to Capital Account	4	(3,200)	
Expenditure			
Staff Salaries		86,916	75,959
Board Members Fees		17,776	17,776
Hire of Meeting Rooms		-	1,817
Printing, Postage and Stationery		32,878	30,223
Website Maintenance		359	664
Accident Investigation Expenses		26,240	842
Travel & Subsistence - Board Members		5,943	12,385
Rent		12,000	-
Legal & Professional Fees		6,452	-
Accountancy		12,996	10,083
Secretarial Expenses		(4,500)	4,500
Audit Fees		6,240	6,240
Bank Charges		79	56
Depreciation		800	-
Sundry Expenses		1,637	1,203
		205,816	161,748
Surplus/(Deficit) for the Year		78,012	49,211
Accumulated Surplus 1 January		18,122	(31,089)
Accumulated Surplus 31 December		96,134	18,122

The Statement of Accounting Policies and notes 1 to 10 form part of these Financial Statements.



John G. O'Donnell B.L.
Chairperson
11 September 2007



Bridie Cullinane
Secretary
11 September 2007

Balance Sheet 2006

For the Year Ended 31st December 2006

	Notes	AS OF 31 DEC 2006 €	AS OF 31 DEC 2005 €
Fixed Assets			
Tangible Assets	1	3,200	-
Current Assets			
Debtors		46	6,218
Cash at Bank and in Hand	2	150,762	51,532
		150,808	57,750
Creditors - Amounts falling due within one year			
Creditors and Accruals	3	(54,674)	(39,628)
Net Current Assets		96,134	18,122
Total Assets less Current Liabilities		99,334	18,122
Capital and Reserves			
Capital Account	4	3,200	-
Income & Expenditure Account		96,134	18,122
		99,334	18,122

The Statement of Accounting Policies and notes 1 to 10 form part of these Financial Statements.


John G. O'Donnell B.L.

Chairperson
11 September 2007


Bridie Cullinane

Secretary
11 September 2007

Notes to the Financial Statements

For the year ending 31st December 2006

	2006	2005
Note 1. Tangible Fixed Assets – Office Equipment	€	€
Cost		
Opening Balance 1 January-	-	-
Additions	4,000	-
Disposals	-	-
Closing Balance 31 December	<u>4,000</u>	<u>-</u>
Depreciation		
Opening Balance 1 January	-	-
Disposals	-	-
Charge For Period	800	-
Closing Balance 31 December	<u>800</u>	<u>-</u>
Net Book Values		
At 31 December	<u>3,200</u>	<u>-</u>
Note 2. Cash at Bank and in Hand		
Current Account	40,696	51,532
Deposit Account	<u>110,066</u>	<u>-</u>
	<u>150,762</u>	<u>51,532</u>
Note 3. Creditors - Amounts falling due within One Year		
Accrued Expenses	<u>54,674</u>	<u>39,628</u>
Note 4. Capital Account		
Balance as at 1 January 2006		-
Income Allocated for Capital Purposes	4,000	-
Amortisation in Line with Depreciation	(800)	-
Transfer to Income & Expenditure Account	<u>3,200</u>	<u>-</u>
Balance as at 31 December 2006	<u>3,200</u>	<u>-</u>

Note 5. Professional Fees

No fees were paid to Marine Investigators by the Marine Casualty Investigation Board as all were employed from the Department of Transport's Marine Survey Office.

Note 6. Employees and Superannuation

The MCIB has two permanent staff one seconded from the Department of Communications, Marine and Natural Resources and one seconded from the Department of Transport in 2006. Staff costs were re-couped by the Departments from the Board's grant allocation.

Note 7. 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 and Fax
- Stationery,
- Cleaning,
- Other office expenses including lighting and heating.

Note 8. 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 9. 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 10. Approval of Financial Statements

The financial statements were approved by the Board on the 11th September 2007.



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