CN	313	03		Marine	e Incid	ent		
Region File	No	HO File No		Region	Status	Date closed		estigate?
720/309		720-1756		Cairns	Closed	29/08/2001	1 Y	es
Reporting Agency Qld Transport			Reported via F3071 Marine Incident Report		Reported on 28/02/2001	Next re 15/03/2		
Office	Cairns			Incident involved	Pilot			7
Pollution?	No					1		
Reason Clos nvestigating		Invest V Qld Boat &		npleted - No action rec	quired	Officer HIRAK	AWA, Quinton	
osition of	Incide	ent - Latitud	de and Lo	ongitude should b	e entered in	decimal (ormat)		
Lat 10°38	5'S	Long	142°13E	Water/ Landmark	Main Jetty Th	nursday Island		
Bearing			Distance (nm or m)		Lo	pation Partially	smooth waters	
Date	12/12/20	000	Time	04:00 AM				
ype of Inc	rident					7		
						~		
Grounding ι	unintenti	onal			<u>_</u>			
ncident S	everity	,		((	7/0			
	6				9			
Fatalities	0	Minor Inj	uries	0	Severity	No Damage		
		Serious I	njuries	0	/			
Environmo	ental C	onditions						
Weather		Visibility	Wat	ter	Time of Day	Wind Speed		
Clear		Good		ong Current	Night		rce 2 / 1-7 knots)	
eneral S	ship Inf	ormation	$\left( \right)$	72				
Select type	es of ship	os involved in	incident	9				
	ishing		🛛 сом	Non-pax (Non-specifi	c) 🗌 REC Moto	orboat		
		rive (Other)		Non-pax (Boat share)				
		ive (Sail)	4	Non-pax (Houseboat)				
		ive (Motor)		Non-pax (Hovercraft)	_	lle (row) boat		
		ive (PWC)		Non-pax (Paddle/row		seboat		
		ive (House)		Non-pax (PWC)	Unknown			
	Jax			Non-pax (Sail)				
	$\left( \right)$							
Ships Invo Commerci								
	$\leq$	tore						
ontributi	ng Fac							
luman	or drug-					fuel		
_	or drugs rcial pre					naintenance		
	ve speed							

135-05620 Edit.pdf - Page Number: 1 of 229

	_ · ·
L Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
L Inexperience or lack of knowledge	└ Violation of standard procedures
L Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\langle \langle \rangle \rangle$
	$\sim$
	$\land$
	$\sim$
Material	
	nappropriate hull or equipment - construction fault
	nappropriate huil or equipment - design fault
	nappropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
Hull failure	Aachinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$ (0	([5])
	$\mathcal{O}$
	$\rangle$
Environmental	
Abnormal tidal conditions	- lack navigation aids 🗌 Poor visibility
Bar conditions	- shifting channel 🗌 Sea state
Floating or submerged object Hazardous waters	- uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	□ Wind
Hazardous waters - coral reefs Other (Environmer	
V/0r	
$\sim (\sqrt{3})$	
$\left( \left\langle 2/2 \right\rangle \right)^{-1}$	
Summary - description of incident including events lea	ading up to and following incident
$\sim$	
Whilst manouvering vessel to depart the main jetty th	he vess <sup>N/R</sup> became arounded on the
Whilst manouvering vessel to depart the main jetty th	he vessl <sup>N/R</sup> became grounded on the

Whilst manouvering vessel to depart the main jetty the vess became grounded on the nearby rock wall to the north. Due to a faulty morse cable that would not disengage the stbd engine from fwd gear.

## Action Log - should summarise key investigative milestones, data modifications and include attachments

by by

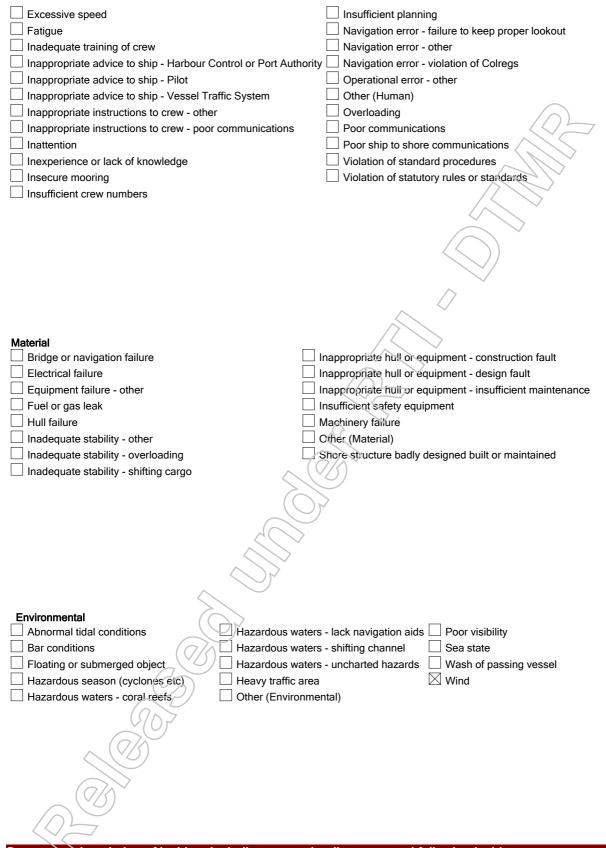
Last updated: Date entered: 18/12/2003 02:09:12 PM 05/03/2001 02:53:39 PM Christopher F Campbell-Thomson/Peninsula/qdot/au Wendy M Loton/Peninsula/qdot/au

<b>CN360</b>	67	Marine	Marine Incident					
Region File No	HO File No	Region	Status	Date closed	Cat Investigate?			
720/01568 720/08560		Cairns	Closed	25/11/2009	4 No			
Reporting Agency		Reported via		Reported on	Next review			
Qld Transport		F3071 Marine Inciden	t Report	11/08/2008	21/08/2008			
Cairns			***					
Office Callins		Incident involved						
Pollution? No				/				
Reason Closed		n Completed - No action red	quired		IDLER, Kevin John			
		nd Longitude should b	e entered in					
Lat -10.5866	Long 142.	2187 Water/ Landmark	THURSDAY	ISLAND BOAT RAM	2			
Bearing		ance or m)	Lo	cation Smooth	waters			
Date 28/07/200	•							
pe of Incident				7				
Collision with a fixed	object		$\sim$					
	-		$-\langle \langle \rangle$					
cident Severity		(	$\overline{\gamma}$					
			9					
Fatalities 0	Minor Injuries	0	Severity	No Damage				
	Serious Injurie	es 0	)					
in in an antal O								
invironmental Co	onditions							
Weather	Visibility	Water	Time of Day	Wind Speed				
Clear	Poor	Calm	Night	None				
eneral Ship Info	ormation	$\langle \bigcirc \rangle$						
Select types of ships	s involved in incid	lent						
COM Fishing		COM Non-pax (Non-specifi	ic) 🗌 REC Moto	orboat				
COM Hire & Driv	ve (Other)	COM Non-pax (Boat share)	·					
COM Hire & Driv	· · · ·	COM Non-pax (Houseboat)	,					
COM Hire & Driv		COM Non-pax (Hovercraft)		dle (row) boat				
COM Hire & Driv	· /////	COM Non-pax (Paddle/row		. ,				
COM Hire & Driv		COM Non-pax (PWC)						
		COM Non-pax (Sail)						
	$ \ge $							
(Q k)	$\sim$							
Ships Involved								
Commerciai oniv								
ontributing Fact	ors							
luman			_					
Alcohol or drugs			Insufficient					
Commercial pres				maintenance				
Excessive speed			Insufficient	planning				

'	
L Fatigue	oxtimes Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	/ 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
Material	
	Inappropriate hull or equipment - construction fault
	Inappropriate hull or equipment - design fault
	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$ (C	////
$(\bigcirc)$	$\sim$
$\langle \langle \rangle \rangle$	
Environmental	_
Abnormal tidal conditions	s - lack navigation aids 🛛 Poor visibility
Bar conditions Hazardous waters	s - shifting channel 📃 Sea state
	s - uncharted hazards 🔄 Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environme	ntal)
<u> </u>	
$(\mathcal{Y}   \mathcal{D} \mathcal{F})$	
$\langle \langle \rangle \rangle$	
$\sim$	
$\square$	
Summary - description of incident including events le	ading up to and following incident
$\rightarrow$	
Vessel collided with rock wall entering Boat Ramp.	

Action Log - s	should summarise key inve	stigative	milestones, data modifications and include attachments
MI Report.pdf		36067.pdf	Letter of acknowledgment letter
t.lys s&p	ated incident from ground J Closed out - NFA	ded unir	ntentionally to collision with fixed object
ast updated: Date entered:	21/01/2010 11:00:29 AM 11/08/2008 09:27:16 AM	by by	Judith Osborne/cp1/qdot/au Karen J Schofield/cp2/qdot/au
<		>	
	B		

CN	1388	53			Marine	e Incid	lent		
Region File	No	HO File N	0	Regio	n	Status	Date closed	Cat	Investigate?
230/01359		230/01236	6	Cairns	3	Closed	30/03/2012	1	Yes
Reporting A	Agency			Reported via			Reported on	1	Next review
Qld Transpo				F3071	Marine Inciden	t Report	21/03/2012	ļ	01/04/2012
L	r			_					71-
Office	Cairns			Incid	ent involved	***			
									$\searrow$
Pollution?	No							$\langle \mathcal{O} \rangle$	$\sim$
									/
Reason C	Closed	Inves	tigation Co	omplete	d - No action red	quired		$\sim$	
Relevant		y Qld Trans	oort				Officer HALL,	Matthow In	mos
-		-							intes
Position o	f Incide	ent - Latitu	ide and l	Longit	ude should b	be entered in	decimal format	/	
Lat -17.3	3500	Long	146.0700	0	Water/	Mourilyan Ha	arbour		
		Long	140.0700	-	Landmark	Mouniyanni			
Bearing			Distance			Lđ	cation Smooth	waters	
-			(nm or m	1)					
Date	13/03/20	012	Time		02:00 AM				
							$\sim$		
Type of In	cident						7		
ype or in	CIUCIII								
Grounding	unintenti	ional				77			
ncident S	Severity	/			$\sim$	VS)			
Fatalities	0	Minor Ir	ijuries			Severity	Ship Damaged		
		Serious	Injuries	[					
				[					
Environm	iental C	Conditions			$\sum$				
Weather		Visibility	w	/ater	y.	Time of Day	Wind Speed		
Rain		Fair		ough		Night		and above	/ more than 33
		<b>6</b>							
	-	formation		$ \ge $					
Select type	es of shij	ps involved i	n incident	)					
Сом	Fishing	/	2 COI	M Non-J	oax (Non-specifi	ic) 🗌 REC Mot	orboat		
Сом	Hire & D	rive (Other)	- D coi	M Non-J	bax (Boat share)	) 🗌 REC PW	c		
		rive (Sail)		M Non-J	bax (Houseboat	) 🛛 REC Sail	boat		
	Hire & D	rive (Motor)	oo 🗌 🏹	M Non-J	bax (Hovercraft)	REC Pad	dle (row) boat		
	Hire & D	rive (FWC)		M Non-J	oax (Paddle/row	r) 🗌 REC Hou	seboat		
		rive (House)		M Non-J	bax (PWC)	Unknown			
СОМ	Pax		L COI	M Non-J	bax (Sail)				
	$\neg (7)$	3)							
$\int \int dx$	$\mathcal{I}$	)							
Ships inv									
Recreatio									
Contribut	ing Ead	ctors							
	ang r at								
Human Alcohol	l or drugs	5					t fuel		
	ercial pre					_	t maintenance		



## Summary - description of incident including events leading up to and following incident

Vessel dragged anchor in high wind and was pushed by the wind onto a rock wall. The vessel was anchored in 2 meters of water with 30 meters of half short link galvanised chain to a 60lb CQR anchor. The vessel had been safely moored for in excess of 3 months and was checked weekly. No person was onboard at the time. The incident occured between 2am - 5am. Even though the Navy was in the

No suspicious	vas asked for assistanc	e but was ed during i	investigation. Vessel experience 50 knot winds resulting in the action recommended.
Action Log - s MSQ acknow Marine Incide	should summarise key inv weight letter.doc Marin weight letter.doc Marin weight letter.doc Marin	estigative	Report.pdf Marine Incident Memo1.doc
08/05/2012 - CN38853_ <sup>V/R</sup>	- CU Closed out - Closu	ure letter s	sent
Last updated: Date entered:	04/12/2012 12:56:12 PM 22/03/2012 12:01:35 PM	by by	Kaylene L Clayton/cp <sup>1</sup> /qdoi/au Kim Z Coden/cp <sup>2</sup> /qdoi/au

GC	<b>C36016</b>		Marine	e Incid	ent	
Region File 720/00878			<b>ion</b> d Coast	Status Closed	Date closed 25/09/2008	CatInvestigate?4Yes
Reporting Agency		•	orted via		Reported on	Next review
Qld Transport			71 Marine Inciden	t Report	10/07/2008	20/07/2008
Office	Gold Coast	Inc	ident involved	***		
Pollution?	No				/	
Reason Clo Investigatir	osed Inves ng Agency Qld Trans		ted - No action red	quired	Officer CURT	IS, Kim
Position o	of Incident - Latitu	ude and Long	itude should b	e entered in o	decimal (ormat)	
Lat -27.	92 Long	153.403	Water/ Landmark	MA10 - Bayvi	ew Harbour Rock W	all Northern Side
Bearing		Distance (nm or m)		Loc	ation Smooth	waters
Date	04/07/2008	Time	10:00 PM			
Funo of In	aidant					
Type of In	Icident				1	
Collision w	vith a fixed object					
Incident S	Severity		()	7/0		
		-ludee	0	9	Chin Domonod	
Fatalities	0 Minor li	•		Severity	Ship Damaged	
	Serious	s Injuries	0			
Environm	nental Conditions	\$	$\langle \rangle$			
<b>Weather</b> Rain	Visibility Poor	Water Choppy		<b>Time of Day</b> Night	Wind Speed Moderate (fo	orce 3-4 / 8-16 knots)
General	Ship Information		>			
Select typ	es of ships involved	in incident				
	Fishing Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House) Pax	COM Nor	n-pax (Non-specifi n-pax (Boat share n-pax (Houseboat n-pax (Hovercraft) n-pax (Paddle/row n-pax (PWC) n-pax (Sail)	) CREC PWC ) REC Sailb REC Padd	oat le (row) boat	
Ships Inv Commerce						
Contribut	ting Factors					
Human						
	l or drugs			Insufficient	fuel	
Comme	ercial pressure			Insufficient	maintenance	
Excess	sive speed			Insufficient	planning	

Imaging the set of the s		
Image: populate advice to ship - Harbour Control or Port Authority       Navigation error - violation of Cortegs         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice to ship - Pitot       Operational error - other         Image: populate advice advice - other       Image: populate advice advice - other         Image: populate advice advice - other       Image: populate advice advice - other         Image: populate advice - other       Image: populate advice - other         Image: populate advice - advice - other       Image: populate advice - other         Image: populate advice -		
Consistent advice to ship - Nick     Imappropriate instructions to crew - other     Imappropriate instructions to crew - other     Imappropriate instructions to crew - other     Imappropriate instructions to crew - poor communications     Instention     Instruction of read of knowledge     Insecure mooring     Insufficient crew numbers   Method  Georgia on avigation failure     Imappropriate instructions to crew - poor communications     Insecure mooring     Insufficient crew numbers   Method  Georgia on avigation failure     Insufficient crew numbers   Method  Georgia on avigation failure     Insufficient or other     Imappropriate hair vocation fault     Insufficient or other     Insufficient safety equipment     Insufficient safety equi		
Control of the shore of the shore of the state of the shore of th		
Coverbaaling     C		
Byperportate instructions to crew - poor communications     In-experience or lack of knowledge     In-experience or lack of knowledge or lack of knowledge or lack of knowledge or lack of knowledge     In-experience or lack of knowledge or lack of	Inappropriate advice to ship - Vessel Traffic System	U Other (Human)
	Inappropriate instructions to crew - other	
Control of the standard procedures Insective mooring Insufficient crew numbers <td>Inappropriate instructions to crew - poor communications</td> <td></td>	Inappropriate instructions to crew - poor communications	
Insecure moving          Insufficient crew numbers       Violation of statutory rules or standards         Meterial       Insufficient crew numbers         Image: Statutory rules or standards       Image: Statutory rules or standards         Meterial       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or statutory rules or standards       Image: Statutory rules or standards         Image: Statutory rules or statutory rules or standards       Image: Statutory rules or standards		Poor ship to shore communications
Insufficient crew numbers         Marrial         Insufficient crew numbers         Marrial         Insufficient crew numbers         Insufficien	Inexperience or lack of knowledge	Violation of standard procedures
Mercial       Inappropriate hull or equipment - construction fault         Bridge or navigation failure       Inappropriate hull or equipment - construction fault         Beck       Inappropriate hull or equipment - construction fault         Beck       Inappropriate hull or equipment - construction fault         Inadequate stability - other       Inappropriate hull or equipment - construction fault         Inadequate stability - other       Inappropriate hull or equipment - construction fault         Inadequate stability - other       Inappropriate hull or equipment - construction fault         Inadequate stability - other       Inappropriate hull or equipment - construction fault         Inadequate stability - other       Inappropriate hull or equipment - construction fault         Inadequate stability - shifting cargo       Other (Material)         Store structure badly designed built or maintained       Be conditions         Hazardous waters - lack navigation aids       Poor visibility         Bar conditions       Hazardous waters - uncharted hazards       Wind         Heavy traffic area       Wind         Heavy traffic area       Wind         Heavardous waters - coral refer       Other (Environmental)         Heavardous waters - coral refer       Other (Environmental)         Heavardous waters - coral refer       Other (Environmental)         Staff	Insecure mooring	Violation of statutory rules or standards
Bridge or navigation failure   Bridge or navigation failure Inappropriate hull or equipment - construction fault   Equipment failure - other Inappropriate hull or equipment - insufficient maintenance   Hull failure Inappropriate hull or equipment - insufficient maintenance   Inadequate stability - other Insufficient safety equipment   Inadequate stability - other Other (Maeriai)   Inadequate stability - other Other (Maeriai)   Inadequate stability - other Shore structure badly designed built or maintained   Inadequate stability - other Hazardous waters - lack navigation aids   Poor visibility Hazardous waters - lack navigation aids   Bar conditions Hazardous waters - uncharted hazards   Hazardous waters - conditions Hazardous waters - uncharted hazards   Hazardous season (cyclones etc) Heavy traffic area   Hazardous waters - coral refer Other (Environmental)   Summaty: description of incident including events leading up to and following incident    Minimum was briefed late Friday afternoon 4/7/08 approx 5.00pm by	Insufficient crew numbers	
Bridge or navigation failure   Bridge or navigation failure Inappropriate hull or equipment - construction fault   Equipment failure - other Inappropriate hull or equipment - insufficient maintenance   Hull failure Inappropriate hull or equipment - insufficient maintenance   Inappropriate hull or equipment - insufficient maintenance Inappropriate hull or equipment - insufficient maintenance   Inadequate stability - other Inadequate stability - other   Inadequate stability - other Other (Maeriai)   Inadequate stability - other Shore structure badly designed built or maintained   Inadequate stability - shifting cargo Hazardous waters - lack navigation aids   Poor visibility Hazardous waters - lack navigation aids   Bar conditions Hazardous waters - uncharted hazards   Bar conditions Hazardous waters - uncharted hazards   Hazardous waters - coral refer Other (Environmental)    Summatry: description of incident including events leading up to and following incident    Minimum was briefed late Friday afternoon 4/7/08 approx 5.00pm by		
Bridge or navigation failure   Bridge or navigation failure Inappropriate hull or equipment - construction fault   Equipment failure - other Inappropriate hull or equipment - insufficient maintenance   Hull failure Inappropriate hull or equipment - insufficient maintenance   Inadequate stability - other Insufficient safety equipment   Inadequate stability - other Other (Maeriai)   Inadequate stability - other Other (Maeriai)   Inadequate stability - other Shore structure badly designed built or maintained   Inadequate stability - other Hazardous waters - lack navigation aids   Poor visibility Hazardous waters - lack navigation aids   Bar conditions Hazardous waters - uncharted hazards   Hazardous waters - conditions Hazardous waters - uncharted hazards   Hazardous season (cyclones etc) Heavy traffic area   Hazardous waters - coral refer Other (Environmental)   Summaty: description of incident including events leading up to and following incident    Minimum was briefed late Friday afternoon 4/7/08 approx 5.00pm by		
Electrical failure Electrical failure Inappropriate huit or equipment - design fault Fuel or gay leak Inadequate stability - other Inadequate stability - other Other (Material) Inadequate stability - other Inadequate stability - shifting cargo Environmental Hazardous waters - lack navigation aids Poor visibility Hazardous waters - uncharted hazards Wind Hazardous waters - uncharted hazards Wind Hazardous waters - coral resets Other (Environmental) Currental Hazardous waters - coral resets Other (Environmental) Other (Environmental) Other (Environmental) Intervent Wind Wind Wind Wind Number - description of incident including events leading up to and following incident Numerical was briefed late Friday afternoon 4/7/08 approx 5.00pm by Numerical member (briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		
Equipment failure - other         Equipment failure - other         Equipment failure - other         Inadequate stability - other         Inadequate stab		
Fuel or gas leak Insufficient safety equipment Machinery, failure Other (Material) Indequate stability - overloading Inadequate stability - overloading Inadequate stability - shifting cargo Environmental Abnormal tidal conditions Baz conditions Baz conditions Hazardous waters - lack navigation aids Poor visibility Hazardous waters - uncharted hazards Wind Hazardous waters - coral refer Other (Environmental) Curnety - description of incident including events leading up to and following incident Summary, description of incident including events leading up to and following incident Not relevant was briefed late Friday afternoon 4/7/08 approx 5.00pn by Not relevant Staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		$\sim$
Hull faiture Hull faiture Inadequate stability - other Inadequate stability -		
Inadequate stability - other Inadequate stability - overloading Shore structure badly designed built or maintained Inadequate stability - shifting cargo Environmental Abnormal tidal conditions Bar conditions Bar conditions Hazardous waters - lack navigation aids Poor visibility Bar conditions Hazardous waters - uncharted hazards Wash of passing vessel Hazardous season (cyclones etc) Hazardous waters - uncharted hazards Wind Wind Summary description of incident including events leading up to and following incident Wind Virteevant was briefed late Friday afternoon 4/7/08 approx 5.00pm by Staff member (briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		
Inadequate stability - overloading Inadequate stability - shifting cargo Environmental Abnormal tidal conditions Hazardous waters - lack navigation aids Poor visibility Bar conditions Hazardous waters - lack navigation aids Bar conditions Hazardous waters - uncharted hazards Wind Hazardous waters - coral refer Other (Environmental) Wind Wind Other (Environmental) Wind Wind Other (Environmental) Wind Wind Not referent Wind Wind Wind Wind Wind Wind Wind Wind Wind Hazardous waters - coral refer Other (Environmental) Wind Wind Wind Hazardous waters - coral refer Other (Environmental) Wind Wind Wind Hazardous waters - coral refer Other (Environmental) Wind Wind Wind Hazardous waters - coral refer Other (Environmental) Wind Hazardous waters - coral refer Wind Hazardous waters - coral refer Wind Hazardous waters - coral refer Other (Environmental) Wind Hazardous waters - coral refer Wind Hazardous waters - coral refer Other (Environmental) Wind Hazardous waters - coral refer Wind Hazardous waters - coral refer Other (Environmental) Wind Hazardous waters - coral refer Wind Hazardous waters - coral refer Other (Environmental) Wind Hazardous waters - coral refer Wind Hazardous waters - coral refer Hazardous wat		
Inadequate stability - shifting cargo Environmental Hazardous waters - lack navigation aids Poor visibility Bar conditions Hazardous waters - shifting channel Sea state Hazardous waters - uncharted hazards Wind Hazardous waters - uncharted hazards Wind Hazardous waters - coral reefs Other (Environmental) Summary clescription of incident including events leading up to and following incident Wirdewart was briefed late Friday afternoon 4/7/08 approx 5.00pm by Mirdewart Staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		
Environmental Abnormal tidal conditions Flazardous waters - lack navigation aids Poor visibility Hazardous waters - shifting channel Sea state Hazardous waters - uncharted hazards Wash of passing vessel Hazardous waters - coral refer Other (Environmental) Summery - description of incident including events leading up to and following incident Numerant was briefed late Friday afternoon 4/7/08 approx 5.00pm by Summery - (prefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		onside structure badiy designed bailt of maintained
Abnormal tidal conditions          Abnormal tidal conditions       Hazardous waters - lack navigation aids       Poor visibility         Bar conditions       Hazardous waters - shifting channel       Sea state         Floating or submerged object       Hazardous waters - uncharted hazards       Wash of passing vessel         Hazardous season (cyclones etc)       Heavy traffic area       Wind         Hazardous waters - coral refts       Other (Environmental)         Summary - description of incident including events leading up to and following incident         Not relevant       was briefed late Friday afternoon 4/7/08 approx 5.00pm by         staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		7/5)*
Abnormal tidal conditions          Abnormal tidal conditions       Hazardous waters - lack navigation aids       Poor visibility         Bar conditions       Hazardous waters - shifting channel       Sea state         Floating or submerged object       Hazardous waters - uncharted hazards       Wash of passing vessel         Hazardous season (cyclones etc)       Heavy traffic area       Wind         Hazardous waters - coral refts       Other (Environmental)         Summary - description of incident including events leading up to and following incident         Not relevant       was briefed late Friday afternoon 4/7/08 approx 5.00pm by         staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		
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Abnormal tidal conditions          Abnormal tidal conditions       Hazardous waters - lack navigation aids       Poor visibility         Bar conditions       Hazardous waters - shifting channel       Sea state         Floating or submerged object       Hazardous waters - uncharted hazards       Wash of passing vessel         Hazardous season (cyclones etc)       Heavy traffic area       Wind         Hazardous waters - coral refts       Other (Environmental)         Summary - description of incident including events leading up to and following incident         Not relevant       was briefed late Friday afternoon 4/7/08 approx 5.00pm by         staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		
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Bar conditions       Hazardous waters - shifting channel       Sea state         Floating or submerged object       Hazardous waters - uncharted hazards       Wash of passing vessel         Hazardous season (cyclones etc)       Heavy traffic area       Wind         Hazardous waters - coral reefs       Other (Environmental)         Summary       description of incident including events leading up to and following incident         Not relevant       was briefed late Friday afternoon 4/7/08 approx 5.00pm by         staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		s - lack navigation aids Poor visibility
Floating or submerged object Hazardous waters - uncharted hazards Wash of passing vessel Hazardous season (cyclones etc) Heavy traffic area Wind Hazardous waters - coral reefs Other (Environmental) Summary - description of incident including events leading up to and following incident Not relevant was briefed late Friday afternoon 4/7/08 approx 5.00pm by Not relevant Staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where		
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skipper and hirers of houseboat that the boat must not travel at night time, they were to remaiin where		

paperwork. At about 10.00pm that night we received a phone call from VMR Southport advising that had hit and run up on a rock wall at the northern side of Bayview Harbour. At some stage in the night the skipper of <sup>Not relevant</sup> had "up anchored" and decided to continue on their journed south in the

Action Log - should summarise key investigative milestones, data modifications and include attachments

Not relevant had conducted their normal pre departure briefing with the hirer. Furthermore the company had secured the vessel on its anchor for the night and instructed the hirer not to travel untill the next day. The hirer decided to ignore the companies instructions and up anchor then proceed out the Coomera River into the Broadwater. The marine incident is a direct result of the hirers disregard for the instructions to remain anchored up for the night. The Not relevant

## 23/3/10 - MA number inserted - aa

				$\smallsetminus$
Last updated: Date entered:	23/03/2010 01:33:18 PM 10/07/2008 02:13:17 PM	by by	Anthony G Alback/cp1/qdot/au Nyla Z Wild/cp3/qdot/au	
		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
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	(VB)			
~	(157 (75)			
	7			

GC	36720		Marine	e Incid	ent	
Region File	No HO File	No Re	egion	Status	Date closed	Cat Investigate?
720/00999	20/00999		old Coast	Closed	07/08/2009	4 Yes
Reporting Agency		Re	ported via		Reported on	Next review
Qld Transport		F3	071 Marine Incident	t Report	15/06/2009	27/06/2009
	Cold Coppt			***		
Office	Gold Coast	lr	ncident involved			
Pollution?	No					
Reason Clo nvestigatin	ng Agency Qld Tran	•	leted - Refer for adm	ninistrative actio	n Officer ALBAC	CK, Anthony
osition o	f Incident - Lati	tude and Lon	gitude should b	e entered in	decimal	)
Lat -27.7	7500 Long	153.2100	Water/ Landmark	MA07 - QAr	m Horizon Shores Ma	arina
Bearing		Distance (nm or m)		Lo	cation Smooth	waters
Date	31/05/2009	Time	02:30 PM			
					$\searrow$	
ype of In	icident				J	
Collision wi	ith a fixed object			$\sim$		
ncident S	Severity		(	7/0		
				$\overline{\mathcal{O}}$		
Fatalities	0 Minor	Injuries		Severity	Ship Damaged	
	Seriou	ıs Injuries	0			
Environm	nental Condition	S				
Weather	Visibilit	y Water	$\sim$	Time of Day	Wind Speed	
Clear	Good	Calm		Day	Strong (force	e 5-7 / 17-33 knots)
aeneral S	Ship Informatio	ו (				
Select type	es of ships involved	l in incident	)			
Сом	Fishing	COM N	on-pax (Non-specific	c) 🛛 REC Moto	orboat	
Сом	Hire & Drive (Other	COM N	on-pax (Boat share)	REC PWC	c	
Сом	Hire & Drive (Sail)	COM N	on-pax (Houseboat)	🗌 REC Sailt	poat	
🗌 сом	Hire & Drive (Motor	COM N	on-pax (Hovercraft)	REC Pade	dle (row) boat	
Сом	Hire & Drive (PWC)	🕖 🗌 сом N	on-pax (Paddle/row)	) 🗌 REC Hous	seboat	
Сом	Hire & Drive (House	e) 🗌 COM N	on-pax (PWC)	🗌 Unknown		
Сом	Pax		on-pax (Sail)			
	$\langle (\vee S) \rangle$					
Ships Inv Recreation						
ontribut	ting Factors					
Human Alcohol	l or drugs			Insufficient	fuel	
	ercial pressure				maintenance	
	sive speed					

· ·	
☐ Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	U Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Uiolation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
Environmental	
	s - lack navigation aids 🗌 Poor visibility
	s - shifting channel 🗌 Sea state
Floating or submerged object Hazardous waters	s - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs Other (Environme	ental)
Summary - description of incident including events le	eading up to and following incident
	60 at Harizon Sharoa marina NR
our arm at a quicker than normal speed, due to wind berth. He tried to turn his boat around but hit the roc leave Q arm, but halfway out he decided again to try	ck wall opposite his berth, he then proceeded to and turn the boat around 180 deg, during this

135-05620 Edit.pdf - Page Number: 14 of 229

 Action Log - should summarise key investigative milestones, data modifications and include attachments

 9-7-09 recieved call

 Image: Provide the statement

 15-7-09 contacted Horizon Shores Marina Security, requested addendum photos, recieved.

 22-7-09 take statement

 Image: Provide the statement

 Image: Provide take statement

27-7-09 phone marine mechanic re: replacement/cause of breakage Morse Cable, compile RHM report,.

28-7-09 Update CaseMan - aa 7-08-09 Letter t <sup>N/R</sup> no further action, incident closed- KC Vessel collided with fixed object and then with another ship

Last updated: Date entered:	22/03/2010 01:06:46 PM 17/06/2009 09:47:47 AM	by by	Ben T Morgan/cp1/qdot/au Nyla Z Wild/cp3/qdot/au
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		$\langle \langle \rangle$	$\rightarrow$
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	35		
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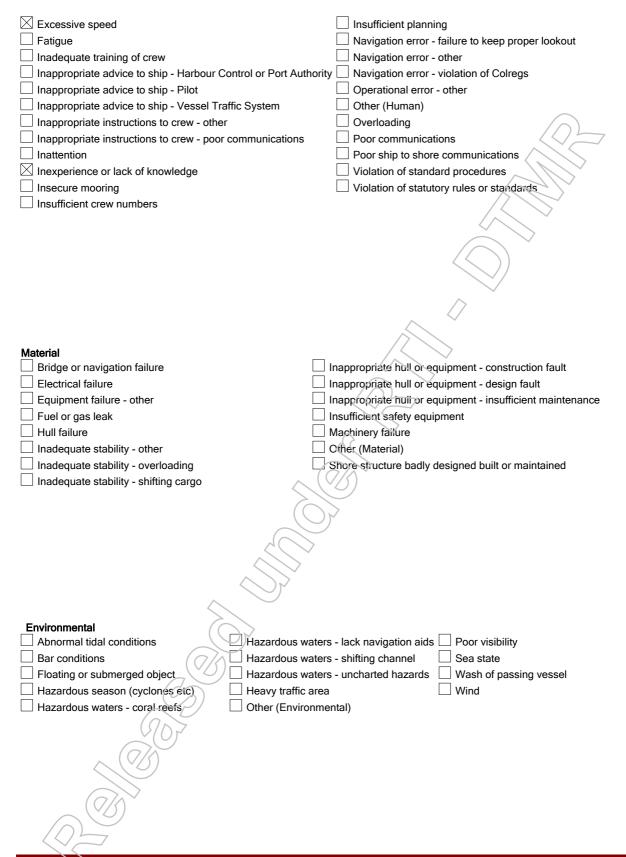
GC4139	9	Marine	e Incid	ent		
Region File No H	IO File No	Region	Status	Date closed	Cat li	nvestigate?
30/00648		Gold Coast	Closed	30/03/2016	4	Yes
Reporting Agency		Reported via		Reported on		review
Qld Transport		F3071 Marine Incident	Report	10/12/2015	03/0	1/2016
Office Gold Coas	st	Incident involved	***			
Pollution? No	]			17		/
Reason Closed Relevant Act nvestigating Agency Q	TOMSA	n Completed - No action req	uired	Officer TURNS	ER, <mark>Gregory</mark> Lav	wrence
osition of Incident	- Latitude ar	nd Longitude should be	e entered in	decimal format	)	
Lat -27.8850	Long 153.	3967 Water/ Landmark	MA10 - ponto	oon north of Ephraim I	sland Bridge	
Bearing	Dista (nm	or m)	Loc	Smooth	waters	
Date 06/12/2015	Time	10:00 AM		$\searrow$		
				7		
pe of Incident						
Collision with a fixed of	oject		K			
ncident Severity			10)			
Fatalities 0	Minor Injuries		Severity	Ship Damaged		
	Serious Injurie					
	Senous injune	s 0				
Environmental Cor	nditions					
Weather	Visibility	Water	Time of Day	Wind Speed		
Clear	Good	Calm	Day	Light (up to fo	orce 2 / 1-7 knot	s)
eneral Ship Inform	mation	$(\bigcirc)^{\diamond}$				
Select types of ships i		ent				
		0)	c) 🗌 REC Moto	wheat		
COM Fishing		COM Non-pax (Non-specific COM Non-pax (Boat share)				
COM Hire & Drive		COM Non-pax (Houseboat)				
COM Hire & Drive		COM Non-pax (Hovercraft)		dle (row) boat		
COM Hire & Drive		COM Non-pax (Paddle/row)	_	. ,		
COM Hire & Drive		COM Non-pax (PWC)		SCDOUL		
		COM Non-pax (Sail)				
Ships involved						
Recreational only						
Contributing Factor	rs					
			let a suff starts	fuel		
Alcohol or drugs						
Commercial pressu	ie			maintenance		

<ul> <li>Excessive speed</li> <li>Fatigue</li> <li>Inadequate training of crew</li> <li>Inappropriate advice to ship - Harbour Control or Port Authority</li> <li>Inappropriate advice to ship - Pilot</li> <li>Inappropriate advice to ship - Vessel Traffic System</li> </ul>	<ul> <li>Operational error - other</li> <li>Other (Human)</li> </ul>
<ul> <li>Inappropriate instructions to crew - other</li> <li>Inappropriate instructions to crew - poor communications</li> <li>Inattention</li> <li>Inexperience or lack of knowledge</li> <li>Insecure mooring</li> <li>Insufficient crew numbers</li> </ul>	<ul> <li>Overloading</li> <li>Poor communications</li> <li>Poor ship to shore communications</li> <li>Violation of standard procedures</li> <li>Violation of statutory rules or standards</li> </ul>
Material	
Bridge or navigation failure       II         Electrical failure       II         Equipment failure - other       II         Fuel or gas leak       II         Hull failure       N         Inadequate stability - other       C	nappropriate hull or equipment - construction fault nappropriate hull or equipment - design fault nappropriate hull or equipment - insufficient maintenance nsufficient safety equipment Machinery failure Differ (Material)
Inadequate stability - overloading Inadequate stability - shifting cargo Describe the contributing factor child leant against trottle whilst alongside pontoon	nore structure badly designed built or maintained
Bar conditions	- uncharted hazards U Wash of passing vessel Wind
Summary - description of incident including events lea	ading up to and following incident

Not relevant had pulled up alongside the rock wall jetty at Paradise Point (Ephraim Island) to pick up Not relevant During this time NR had tried to open the front hatch to retrieve a vest while the ski was left in neutral. While Not relevant was handing vest, Not relevant vest,

o assistance	required		o war aro ramp.		
Action Log - s	hould summarise key inve	stigative	nilestones, data modific	ations and include	attachments
Standards) 80/03/16 - Cl berson to the 80/03/ <mark>16</mark> - <mark>A</mark> i Marine Ir	Dec15-sw.doc Changed minor injuries f hanged injury status afte	er compl	0 as per linked record	~	
Marine In ast updated : ate entered :	30/03/2016 10:27:11 AM 24/12/2015 12:52:41 PM	b owner l by by	FA.docx Greg L Turner/cp5/qdol Sonja R Walker/cp1/qd	uty ot/au	
		) }			
	ADF 10F				
	CIS CIS				

GC414	<b>127</b>	Marine	e Incid	ent		
Region File No	HO File No	Region	Status	Date closed	Cat	Investigate?
230/00654	230/03916	Gold Coast	Closed	18/01/2016	3	Yes
Reporting Agency		Reported via		Reported on		ext review
Qld Police Service		F3071 Marine Inciden	t Report	06/01/2016	2	3/01/2016
Office Gold (	Coast	Incident involved	***			
Pollution? No	Investigatio	n Completed - No action red	nuired	[2		5
Relevant Act Investigating Agenc	TOMSA TOMSA TOMSA	·	101100	Officer WOOL	), David	
osition of Incid	ent - Latitude a	nd Longitude should b	e entered in	decimal format	/	
Lat -27.9344	<b>Long</b> 153.	4074 Water/ Landmark	MA12 - Labra	ador Channel		
Bearing		ance or m)	Lo	cation Smooth	waters	
Date 22/11/2	015 Time	e 02:30 PM		$\searrow$		
ype of Incident				7		
Grounding unintent	tional					
	lional					
ncident Severit	y	$\sim$	75)			
	_					
Fatalities 0	Minor Injuries	0	Severity	Ship Damaged		
	Serious Injurie	es 0				
Environmental (	Conditions					
			The of Deer	Mind One ed		
Weather Clear	<b>Visibility</b> Good	Water Calm	Time of Day Day	Wind Speed Light (up to fe	orce 2 / 1-7 k	nots)
General Ship In						
Select types of shi	ips involved in incid	lent				
COM Fishing COM Hire & D COM Hire & D	Drive (Other)	COM Non-pax (Non-specifi COM Non-pax (Boat share) COM Non-pax (Houseboat) COM Non-pax (Hovercraft) COM Non-pax (Paddle/row COM Non-pax (PWC) COM Non-pax (Sail)	) REC PWC ) REC Sailt REC Pade	C poat dle (row) boat		
Ships involved						
Recreational only						
Contributing Fa	ctors					
Human						
Alcohol or drug						
Commercial pre	essure			maintenance		



Summary - description of incident including events leading up to and following incident

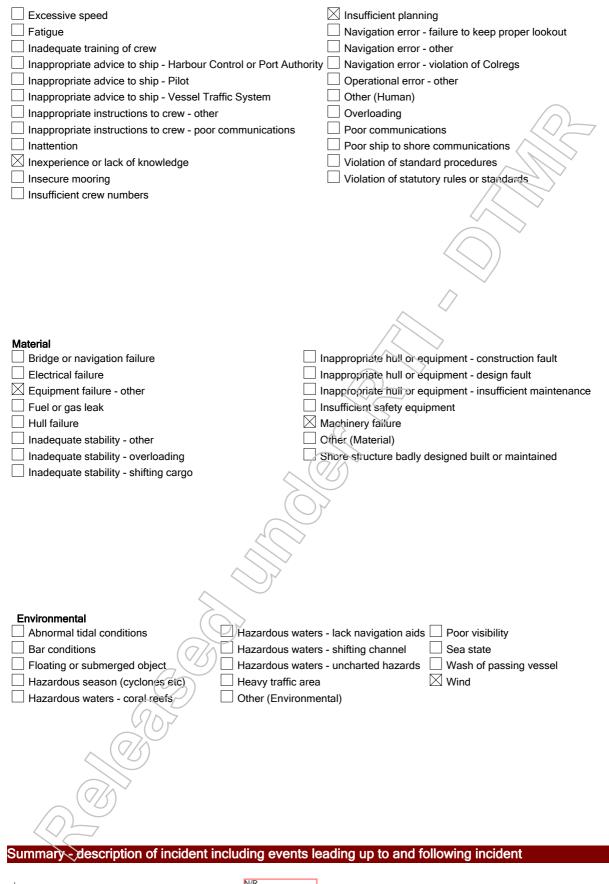
Report completed by MSQ Area Manager - PWC underway in channel, returning to beach at speed, took power off and attempted to turn, no steering resulting in hitting rock wall.

INVESTIGATOR REPORT

Water Police from the Gold Coast attended and investigated the incident shortly after it was reported.

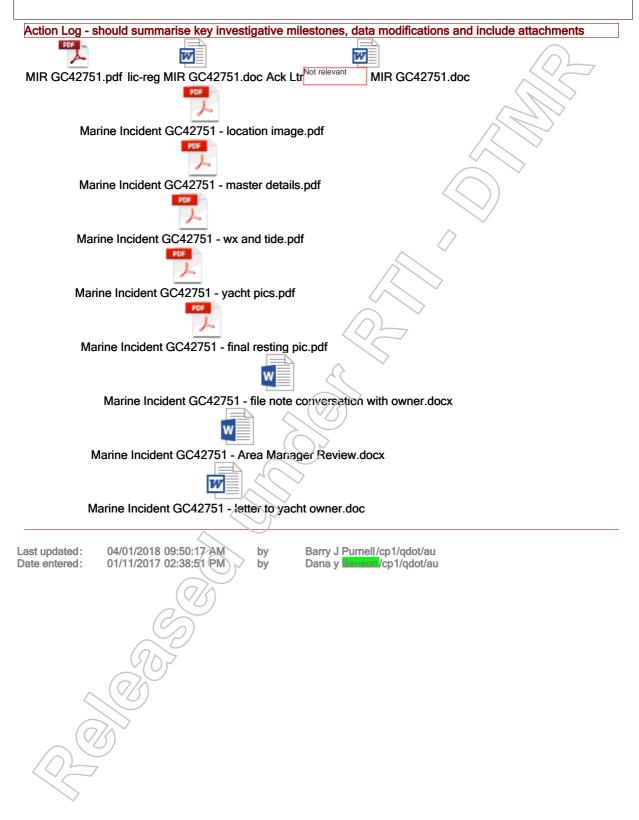
Investigati	kw.doc	N/R	stones, data r	MIR GC41427.	$\overline{\mathbb{A}}$
18/02/2016	Incident GC41427 - Memo Changed from 'Collision n definitions. S.Day (Ves	with a fixed	objecť <mark>to</mark> 'Gr	ounding uninter	itional' as
4/3/16 <mark>Close</mark>	ed NFA File Assessm				
st updated: ate entered:	03/03/2017 04:28:09 PM 13/01/2016 11:20:07 AM	by G by k	àreg L Turner/c Kerri-Ann T Whi	p5/qdot/au cheilo/cp5/qdot/au 〉	
			J. J		
		>			
	AD7 AD7 AD7				

GC	42751		Marine	e Incid	ent	
Region File	No HO File No	o Re	gion	Status	Date closed	Cat Investigate?
230/00869		Go	old Coast	Closed	03/01/2018	3 Yes
Reporting A	Agency	Re	ported via		Reported on	Next review
Qld Transpo		F3	071 Marine Inciden	t Report	31/10/2017	11/11/2017
L						100
Office	Gold Coast	Ir	icident involved	***		
		_		○		
Pollution?	Yes	P	ollution Type		Other	
Reason (	Closed Inves	tigation Comp	eted - No action rec	quired		
Relevant						
-	ng Agency Qld Transp					R, Gregory Lawrence
Position o	of Incident - Latitu	de and Lon	gitude should b	e entered in o	decimal format/	/
Let 07.0	9355 <b>Lona</b>	153.4305	Water/	MA12 Cold	Casat Castion	
Lat -27.9	9355 <b>Long</b>	155.4505	Landmark	MATZ - GOIU	Coast Seaway	
Bearing		Distance		Lớc	ation Smooth	waters
200		(nm or m)		77		
Date	30/10/2017	Time	02:00 PM			
					$\checkmark$	
	•••				7	
Type of In	icident					
Collision wi	ith a fixed object					
Collision w						
noident C	2 avanity			76)		
ncident S	Seventy			.0)		
Fatalities	0 Minor In	juries		Severity	Ship Damaged	
		-		,		
	Serious	Injuries	0 < ( )			
Environm	nental Conditions					
Weather	Visibility	Water		Time of Day	Wind Speed	[ 7 / 17 00 line at a)
Clear	Good	Chop	у	Day	Strong (force	5-7 / 17-33 knots)
General S	Ship Information					
	es of ships involved i	n incident				
	•					
	Fishing	V l	on-pax (Non-specifi	·		
_	Hire & Drive (Other)		on-pax (Boat share)			
	Hire & Drive (Sail)		on-pax (Houseboat)			
_	Hire & Drive (Motor)		on-pax (Hovercraft)		lle (row) boat	
	Hire & Drive (FWC)		on-pax (Paddle/row	·	seboat	
	Hire & Drive (House)		on-pax (PWC)	Unknown		
∟ сом	Pax		on-pax (Sail)			
Chirolou						
Ships inv Recreatio						
- Coreatio	si ui uiiy					
Contribut	ing Factors					
	l or drugs			Insufficient	fuel	
	ercial pressure					



30/10/2017 - Australian registered yac suffered engine failure and was pushed onto the rocks of the southern breakwater whilst attempting to cross Gold Coast Seaway. The subsequently broke up and sank in the following hours. The vessel could not be salvaged.

\*\*\* A/SIO Barry Purnell Brisbane Compliance 03/01/18. Review of file, actions and end resolution. Zero issues with MSQ Staff. in experience and an expensive mistake. Respectfully consider this matter to be closed.



GS	<b>B3</b> 3	3558		Marine	Incid	ent	
Region File	No	HO File N	o	Region	Status	Date closed	Cat Investigate
MI 84/2004		720/04634	1	Gladstone	Closed	13/01/2005	4 ***
Reporting A	aencv			Reported via		Reported on	Next review
Qld Transpo				F3071 Marine Incident F	Report		27/11/2004
Office	Bunda	lberg		Incident involved	***		
Pollution?	***					<u></u>	
leason Clo nvestigating			stigation Co	mpleted - No action requi	red	Officer	$\rightarrow$
osition of	i Incide	ent - Latitu	ide and L	ongitude should be	entered in	decimal (ormat)	
Lat -24.7	/569	Long	152.4079	Water/ Landmark	Burnett River		
Bearing			Distance (nm or m		Lo	cation Partially	smooth waters
Date	13/11/2	004	Time	07:47 PM			
						$\checkmark$	
pe of In	cident				$\langle \! \! \! \! \rangle \! \! \! \rangle \! \! =$	7	
Grounding	unintent	ional			$\sim$		
cident S	everity	/		$\sim (\overline{Q})$	20		
	0	Minorly		ο	) Savarity	Ohin Damarad	
Fatalities	U	Minor Ir	ijuries		Severity	Ship Damaged	
		Serious	Injuries	0			
Invironm	ental (	Conditions		$\land$			
Weather Cloudy		<b>Visibility</b> Fair		ater	Time of Day Night	Wind Speed Strong (force	5-7 / 17-33 knots)
onoral S	thin In	formation					
		ps involved i	in incident	$\mathbf{Y}$			
		•	<u> </u>				
	Fishing	vrive (Other)		Non-pax (Non-specific) Non-pax (Boat share)	REC Moto     REC PWC		
		rive (Sail)	/		REC Sailt		
		rive (Motor)		M Non-pax (Hovercraft)		dle (row) boat	
_		rive (PWC)		,		, ,	
				M Non-pax (Paddle/row)		seboal	
		rive (House)		I Non-pax (PWC)	Unknown		
	Pax			/I Non-pax (Sail)			
	6						
		(5)					
Ships Inve	bived						
Recreatio	nai oniy						
ontributi	nn Ea	ctors					
	ng ra						
	o	-		Г	looufficie -	fuel	
	-			L			
Comme Excessi				L	Insufficient	maintenance	
	VE SURP	iu i			Insuncient	UICHIIIII	

Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authorit	y 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
Material Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
	Inappropriate hull or equipment - insufficient maintenance
	Insufficient safety equipment
	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
	V[5])
$(\bigcirc)$	7
$\langle \langle \rangle \rangle$	
Environmental	
	s - lack navigation aids 🛄 Poor visibility
	s - shifting channel
	s - uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs U Other (Environme	ental)
9(0)	
$(\overline{\alpha})$	
Summary - description of incident including events le	eading up to and following incident
$\sim$	
Vessel motoring into channel, engine failed vessel b	olown onto rock wall. No injuries.
	-
At 1947 hours on 13th November 2004 the NR	grounded on the southern breakwater adjacent to
the boat harbour in the Burnett River. The aroundin	on was a result of engine failure and the wind set the

nt to the boat harbour in the Burnett River. The grounding was a result of engine failure and the wind set the

ast updated: 07/02/2005 03:46:23 PM by Simon J Adams/cp1/qdot/au Karyn F Hatton/cp5/qdot/au	Date entered: 17/11/2004 04:07:56 PM by Karyn F Hatton/cp5/qdot/au		should summarise key inversion Unit agrees wit Case closed.		milestones, data modifications and include attach mendation. Letter	
		ast updated : bate entered :			Simon J Adams/cp1/qdot/au Karyn F Hatton/cp5/qdot/au	
				2		
			B <sup>-</sup>			

GS	<b>B</b> 35	5822		Marine	Incid	ent		
Region File	No	HO File N	ο	Region	Status	Date closed	Cat	Investigate?
MI 36/2008		720/07246	6	Gladstone	Closed	29/04/2008	2	Yes
Reporting A	gency	] [		Reported via		Reported on	N	ext review
Qld Police S				F3071 Marine Incident	Report	28/03/2008		/04/2008
		-		۰ ۱				
Office	Bunda	berg		Incident involved	***			$\leq$
Pollution?	No					·		$\sim$
Reason Clos		Inves	stigation Co	mpleted -				
		y Qld Water	Police			Officer UPTO	N, Peter	
osition of	i Incide	ent - Latitu	ide and l	ongitude should be	e entered in	decimal (ormat)	)	
Lat -24.7	'58	Long	152.402	Water/ Landmark	Burnett Head	ds Boat Harbour entra	nce	
Bearing			Distance (nm or m		Lo	cation Smooth	waters	
Date	28/03/20	008	Time	03:15 PM				
						$\searrow$		
ype of Inc	cident					フ		
Collision wit	th a fixe	d obiect			$\sim$			
		, <b>,</b>			22			
ncident S	everity	/		(0				
E-A-Balan	0	] <b></b> .			9			
Fatalities	0	Minor Ir	njuries		Severity	Ship Damaged		
		Serious	Injuries	0				
Environm	ental C	Conditions						
					Time of Davi	Mind One ed		
Weather Rain		Visibility Poor		ater	Time of Day Day	Wind Speed Moderate (fo	rce 3-4 / 8-16	knots)
i (diri					Day		100 3-4 / 0-10	(KIO(S)
General S	Ship In	formation	()	$\bigcirc$				
Select type	es of shi	ps involved i	in incident					
	ishing			Non-pax (Non-specific	) 🛛 REC Moto	orboat		
	lire & D	rive (Other)	Cor	M Non-pax (Boat share)	REC PW0			
СОМН	Hire & D	rive (Sail)	- El coi	VI Non-pax (Houseboat)	REC Sailt	poat		
Сомн	Hire & D	rive (Motor)	💭 coi	Non-pax (Hovercraft)	REC Pade	dle (row) boat		
		rive (PWC)		Non-pax (Paddle/row)	REC Hou	. ,		
		rive (House)		M Non-pax (PWC)				
	Jax	$\swarrow$		M Non-pax (Sail)				
	$(\mathcal{Q})$	$\langle \rangle$						
Ships Invo	oived	)						
Recreation								
Contributi	ná Fao	ctors						
Human								
Alcohol	or druas	6			Insufficient	fuel		
Comme	-					maintenance		
Excessiv					Insufficient	planning		

	· v
Fatigue	$oxed{\boxtimes}$ Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
□ Inappropriate instructions to crew - other	□ Overloading
□ Inappropriate instructions to crew - poor communications	Poor communications
	<ul> <li>Poor ship to shore communications</li> <li>Violation of standard procedures</li> </ul>
Inexperience or lack of knowledge	
	☐ Violation of statutory rules or standards
Insufficient crew numbers	
	$\langle \langle \rangle \rangle$
	$\sim$
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
□ Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	////
$(\bigcirc)$	$\geq$
Environmental	
	s - lack navigation aids 🗌 Poor visibility
	s - shifting channel Sea state
	s - uncharted hazards Wash of passing vessel
Hazardous season (cyclones etc) Heavy traffic area	
Hazardous waters - coral reets Other (Environme	ntai)
V/01	
$\langle \langle \rangle \rangle$	
Summary - description of incident including events le	ading up to and following incident
ourning events le	ading up to and tonowing incluent
collision with rock wall while entering harbour.	
Not relevant	
Water police investigated Not relevant	
Noticicitalit	

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments w P Acknowledgement of Marine Incident.doc 23/6/08 - File closed by CU Last updated: 23/06/2008 11:51:29 AM Judith Osborne/cp1/qdot/au by Date entered: 01/04/2008 12:31:21 PM by Karyn F Hatton/cp5/qdot/au

GSB3	5936		Marine	e Incid	ent		
Region File No	HO File N	o	Region	Status	Date closed	Cat Investigate	
MI 51/2008	720/07263	3	Gladstone	Closed	27/05/2008	3 No	
Reporting Agency Ald Transport		Reported via F3071 Marine Incident Report		<b>Reported on</b> 26/05/2008	Next review 06/06/2008		
Office Bunda	aberg		Incident involved	***			
Pollution? No					~		
Reason Closed Investigating Agence			mpleted - No action rec	quired	Officer LOWE	, Robert	
Position of Incide	ent - Latitu	ide and L	ongitude should b	e entered in	decimal (ormat)		
Lat -24.8333	Long	152.3725	Water/ Landmark	Burnett River	r, Bundaberg		
Bearing		Distance (nm or m)		Lo	cation Smooth	waters	
Date 25/05/2	008	Time	11:00 AM				
ype of Incident					7		
					~		
Collision with a fixe	ed object			$\sim$			
ncident Severity	y		((	7/0			
Fatalities 0	Minor Ir	njuries	1	Severity	Ship Damaged		
	Serious	Injuries	0				
Environmental (	Conditions						
				Time of Day	Wind Snood		
Weather Clear	Visibility Good	vva Ga	Im	Time of Day Day	Wind Speed Moderate (fo	rce 3-4 / 8-16 knots)	
Conorol Shin In	formation			,		,	
General Ship In Select types of shi		n incident	$\rightarrow$				
COM Fishing	)rive (Other)		Non-pax (Non-specifie Non-pax (Boat share)				
		$\sim A /$	l Non-pax (Houseboat)		-		
COM Hire & D		<u> </u>	I Non-pax (Hovercraft)		dle (row) boat		
COM Hire & D	· \ ///		Non-pax (Paddle/row		. ,		
COM Hire & D	rive (House)	Сом	I Non-pax (PWC)	Unknown			
			l Non-pax (Sail)				
6							
	5)						
Ships Involved							
Recreational only							
Contributing Fa	ctors						
Human							
Alcohol or drug	s			Insufficient	fuel		
Commercial pre					maintenance		
Excessive speed			Insufficient planning				

Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	
Inappropriate advice to ship - Pilot Inappropriate advice to ship - Vessel Traffic System	Operational error - other Other (Human)
Inappropriate instructions to crew - other	Overloading
<ul> <li>Inappropriate instructions to crew - other</li> <li>Inappropriate instructions to crew - poor communications</li> </ul>	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	□ Violation of standard procedures
	☐ Violation of statutory rules or standards
Insufficient crew numbers	
Material	
	Inappropriate hull or equipment - construction fault
	Inappropriate huil or equipment - design fault
	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\langle \langle \langle \rangle \rangle$	(D)
$(\bigcirc)$	
	n taat oo taatta a shir 🗆 🖻 ee a tahar
	s - lack navigation aids Poor visibility
Bar conditions	
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs U Other (Environme	ntal)
V(0)	
(71)	
$(\overline{Q}/\overline{f})^{\sim}$	
Summary - description of incident including events le	ading up to and following incident
collision with submerged rock wall	
Letter sent	



Decien File No	6005	I I I I I I I I I I I I I I I I I I I	e Incid		
Region File No	HO File No	Region	Status	Date closed	Cat Investigate
VI 66/2008	720/07481	Gladstone	Closed	14/08/2008	4 No
Reporting Agency		Reported via		Reported on	Next review
Qld Police Service		Other		02/07/2008	12/07/2008
Office Bundal	berg	Incident involved	***		
	0				
Pollution? No				/	
leason Closed	Investig	ation Completed - No action re	quired		
vestigating Agency				Officer	
sition of Incide	ent - Latitude	e and Longitude should b	e entered in	decimal (ormat)	)
<b>.at</b> -24.7575	Long 1	52.403 Water/ Landmark	Burnett River	, Burnett Heads	
Bearing		Distance nm or m)	Lo	cation Smooth	waters
Date 01/07/20	D08 T	<b>ime</b> 06:30 PM			
				$\searrow$	
pe of Incident				7	
ollision with a fixed	u object				
cident Severity			7/{\`		
Estalities 0	Minor Injur		Severity	Shin Damaged	
Fatalities 0	Minor Injur	ries 0	Severity	Ship Damaged	
Fatalities 0	Minor Injur Serious Inj		Severity	Ship Damaged	
	Serious Inj		Severity	Ship Damaged	
	Serious Inj		~	Ship Damaged	
nvironmental C	Serious Inj Conditions Visibility	juries 0	Time of Day	Wind Speed	
nvironmental C	Serious Inj	juries 0	~	Wind Speed	orce 2 / 1-7 knots)
<b>nvironmental C</b> Weather Other	Serious Inj Conditions Visibility Poor	juries 0	Time of Day	Wind Speed	orce 2 / 1-7 knots)
nvironmental C Weather <sup>Other</sup> eneral Ship Inf	Serious Inj Conditions Visibility Poor formation	juries 0 Water Calm	Time of Day	Wind Speed	orce 2 / 1-7 knots)
nvironmental C Weather Other eneral Ship Inf Select types of ship	Serious Inj Conditions Visibility Poor formation	juries 0 Water Calm	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental C Weather Other eneral Ship Inf Select types of ship	Serious Inj Conditions Visibility Poor formation os involved in in	juries 0 Water Calm ncident COM Non-pax (Non-specifi	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental C Weather Other eneral Ship Inf Select types of ship COM Fishing COM Hire & D	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other)	juries 0 Water Calm ncident COM Non-pax (Non-specific COM Non-pax (Boat share	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental C         Weather         Other         ieneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di         COM Hire & Di	Serious Inj Conditions Visibility Poor formation formation formation five (Other) rive (Sajl)	juries 0 Water Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental C         Weather         Other         eneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Dr	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Motor)	juries 0 Water Calm COM Non-pax (Non-specificon Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Hovercraft)	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental O         Weather         Other         eneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Moror) rive (PWC)	juries 0 Water Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Housercraft) COM Non-pax (Paddle/row	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
NVIRONMENTAL C Weather Other eneral Ship Inf Select types of ship COM Fishing COM Hire & Di COM Hire & Di COM Hire & Di COM Hire & Di	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Moror) rive (PWC)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)
NVIRONMENTAL O Weather Other eneral Ship Inf Select types of ship COM Fishing COM Hire & Di COM Hire & Di COM Hire & Di COM Hire & Di	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Moror) rive (PWC)	juries 0 Water Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Housercraft) COM Non-pax (Paddle/row	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
NVIRONMENTAL C Weather Other eneral Ship Inf Select types of ship COM Fishing COM Hire & Di COM Hire & Di COM Hire & Di COM Hire & Di	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Moror) rive (PWC)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental O         Weather         Other         eneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di         COM Pax	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Moror) rive (PWC)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental Q         Weather         Other         ieneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di         COM Pax         Ships Involved	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Moror) rive (PWC)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental O         Weather         Other         eneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di         COM Pax	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Sail) rive (Moror) rive (PWC)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental Q         Weather         Other         eneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di         COM Pax         Ships involved         Recreational oniv	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Cher) rive (Notor) rive (PWC) rive (PWC) rive (POUSE)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
nvironmental Q         Weather         Other         eneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di         COM Pax         Ships Involved         Recreational only         ontributing Fac	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Cher) rive (Notor) rive (PWC) rive (PWC) rive (POUSE)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night c) REC Moto REC PWC REC Pade REC Pade REC Hous	Wind Speed Light (up to f	orce 2 / 1-7 knots)
Invironmental Q         Weather         Other         ieneral Ship Inf         Select types of ship         COM Fishing         COM Hire & Di         COM Pax         Ships Involved         Recreational only         Contributing Fac         Human	Serious Inj Conditions Visibility Poor Cormation os involved in in rive (Other) rive (Notor) rive (PVC) rive (PVC) rive (House) Cors	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)
	Serious Inj Conditions Visibility Poor formation os involved in in rive (Other) rive (Other) rive (Notor) rive (PWC) rive (PWC) rive (POUSE)	juries 0 Water Calm Calm COM Non-pax (Non-specifi COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night	Wind Speed Light (up to f	orce 2 / 1-7 knots)

· ·	
E Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Auth	nority 🔲 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	$oxed{intermation}$ Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\sim$
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
└── Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
L Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	
2	
	$\bigcirc$
$\langle \langle \rangle \rangle$	>
Environmental	
Abnormal tidal conditions	aters - lack navigation aids 🗌 Poor visibility
Bar conditions	aters - shifting channel
	aters - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Enviro	
(0)	
$\langle 0 \rangle^{2}$	
(7/5)	
$(O/k)^{\sim}$	
10-	
Summary - description of incident including event	ts leading up to and following incident
$\rightarrow$	

Collision with rock wall after being blinded by spotlight from nearby dinghy resulting in capsize 2 pob overboard minor injuries.

As a result of loosing night vision, turned early into Burnett Heads Marina and collided with breakwater.

опаве колиении этир изину эроглизик. Action Log - should summarise key investigative milestones, data modifications and include attachments W W Acknowledgement of Marine Incident.doc GSB36005 Collision with breakwater Burnett Heads.doc 28/08/08 - CU closed out Last updated: 28/08/2008 02:56:59 PM Judith Osborne/cp1/qdot/au by Date entered: 02/07/2008 01:46:54 PM by Karyn F Hatton/cp5/qdot/au

GS	<b>B37</b>	7463		Marine	e Incid	ent	
Region File	No	HO File No	R	egion	Status	Date closed	Cat Investigate
MI 51/2010 720/08954		G	ladstone	Closed	09/06/2010	4 No	
eporting A	Agency		R	eported via		Reported on	Next review
ld Transpo			F	3071 Marine Inciden	t Report	03/06/2010	13/06/2010
	Dunda	h			***		$\left( \begin{array}{c} 0 \end{array} \right)$
ffice	Bunda	berg		ncident involved			
ollution?	No					, ,~	
eason Clo			gation Com	pleted - No action rec	quired	Officer	
vestigatin osition o		-	le and Lo	ngitude should b	e entered in		
<b>.at</b> 24°4	15.2'	Long	152°24.4'	Water/ Landmark	North Wall - I	Burnett River	
Bearing			Distance (nm or m)		Lo	cation Smooth	waters
Date	02/06/2	010	Time	08:00 PM			
						$\searrow$	
pe of In	cident					フ	
irounding							
cident S	Severity	/			7/15		
atalities	0	Minor Ini	urico	0	Severity	Ship Damaged	
ratailues	U	Minor Inju	unes		Sevenity	Ship Dahageu	
		Serious I	njuries	0	/		
nvironm	ental (	Conditions					
Weather Clear		Visibility Good	Wate		<b>Time of Day</b> Night	Wind Speed	prce 2 / 1-7 knots)
					Night	Light (up to it	
		formation					
		ps involved in	<u> </u>			]	
_	Fishing			lon-pax (Non-specifi			
		rive (Other)	A	lon-pax (Boat share)			
		rive (Sail)	4	Ion-pax (Houseboat)			
_		rive (Motor)		lon-pax (Hovercraft)	_	dle (row) boat	
_		rive (PWC)		lon-pax (Paddle/row	)	seboat	
∐ СОМ	Hire & D	rive (House)		lon-pax (PWC)	Unknown		
🗌 сом	Pax			lon-pax (Sail)			
	6						
	$\langle \langle \rangle$	(5)					
Ships Inv							
Recreatio	mai only						
ontribut	ing Fa	ctors					
luman							
_	l or drugs	6			Insufficient	fuel	
	ercial pre				Insufficient	maintenance	
Evcess	ive spee	d			Insufficient	nlanning	

135-05620 Edit.pdf - Page Number: 37 of 229

·	
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
L Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\land$
	$\sim$
	appropriate hull or equipment - construction fault
	happropriate huil or equipment - design fault
	appropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
	lachinery failure
	ther (Material)
	hore structure badly designed built or maintained
Inadequate stability - shifting cargo	
	0)
$\sim$	
	- lack navigation aids Deor visibility
Bar conditions	
	- uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc) Heavy traffic area	
Hazardous waters - coral reefs Other (Environmen	tai)
V/0F	
$(\alpha)$	
Summary - description of incident including events lea	ading up to and following incident
$\sim$	
On entering Burnett River master got confused with li	ghts and collided with rock wall. Had plotter
covered so he could look for other boats. In future he	
mouth of the Burnett River. Minor damage and no inj	

L attar cont

сещег зеги.

Action Log - should summarise key investigative milestones, data modifications and include attachments

GSB37463 Grounding at mouth of Burnett Riover.doc 07/07/2010 - CU Closed out - NFA

Last updated: 13/07/2010 11:39:28 AM Date entered: 03/06/2010 02:14:17 PM

9:28 AM by 4:17 PM by Judith Osborne/cp1/qdot/au Jennifer D Peardon/cp5/qdot/au

GS	<b>B</b> 37	7473		Marine	Incid	ent	
Region File	No	HO File N	D	Region	Status	Date closed	Cat Investigate?
MI 52/2010		720/08953	3	Gladstone	Closed	09/06/2010	4 No
Reporting A	gency			Reported via		Reported on	Next review
Qld Transpo				F3071 Marine Incident	Report	09/06/2010	19/06/2010
Office	Bunda	lberg		Incident involved	***		
Pollution?	No						
Reason Clo	sed	Inves	tigation Co	mpleted - No action req	uired		
Investigating	g Agenc	ÿ				Officer	$\checkmark$
osition of	i Incide	ent - Latitu	de and L	ongitude should be	e entered in	decimal (format)	
Lat 24° 4	9'	Long	152° 22'	Water/	Kirby's Wall E	Burnett River	
	C		Distance	Landmark	L		
Bearing			Distance (nm or m		Lo	cation Smooth	waters
	0.4.05.0				_ /<		
Date	31/05/2	010	Time	11:00 AM		$\sim$	
						$\checkmark$	
ype of Inc	cident					7	
Grounding u	unintent	ional					
					$\sim$		
ncident S	everit	/		(	7/6		
					$(\mathcal{S})$		
Fatalities	0	Minor In	juries	0	Severity	Ship Damaged	
		_ 					
		Serious	Injuries	0			
Environm	ental (	Conditions					
Weether		Visibility	18/	ater	Time of Dov	Wind Snood	
Weather Clear		Visibility Good			Time of Day Day	Wind Speed	orce 2 / 1-7 knots)
olear		abbu			Duy		
General S	Ship In <sup>.</sup>	formation	((	$\sum$			
Select type	es of shi	ps involved i	n incident	9			
		·		NI			
	-			Non-pax (Non-specific	) 🗌 REC Moto		
		rive (Other)		Non-pax (Boat share)			
		rive (Sail)	4	Non-pax (Houseboat)			
		rive (Motor)		I Non-pax (Hovercraft)		dle (row) boat	
	Hire & D	rive (PWC)		I Non-pax (Paddle/row)	REC Hous	seboat	
COM H	lire & D	rive (House)		I Non-pax (PWC)	Unknown		
	Pax			/ Non-pax (Sail)			
				,			
	$(\bigcirc)$	<u>{}</u>					
Ships Invo	Dived	)					
Recreation							
Contributi	ng Fa	ctors					
Human							
Alcohol	or druas	S			Insufficient	fuel	
Comme	-					maintenance	
Excessi					Insufficient	planning	

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Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	□ Violation of standard procedures
Insecure mooring	☐ Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\sim$
Material	
	appropriate hull or equipment - construction fault
	appropriate hull or equipment - design fault
	appropriate hull or equipment - insufficient maintenance
	sufficient safety equipment
Hull failure	lachinery failure
Inadequate stability - other	ther (Material)
Inadequate stability - overloading	hore structure badly designed built or maintained
Inadequate stability - shifting cargo	
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$\langle \langle \rangle \rangle$	
Environmental	
	- lack navigation aids 🗌 Poor visibility
Bar conditions	
	uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	□ Wind
Hazardous waters - coral reefs Other (Environmen	
$\bigvee (0)^{r}$	
(7/5)	
$(\overline{\alpha})$	
$\sim$	
10-	
Summary - description of incident including events lea	iding up to and following incident
Navigating using electronic chart which shows mud fl	ats and not the rock wall between the 2 red

Navigating using electronic chart which shows mud flats and not the rock wall between the 2 rec beacons. Tide was high so wall was not evident.

Was motoring and sailing up the river & grounded on wall.

Had a copy of Beacon to Beacon on board but did not refer to it in the river. Was advised to preview future trips using paper based charts to gain knowledge of potential bazards.

питите тру изпурарет разей спать то уать кножеде от ротенцат падагия.

by

by

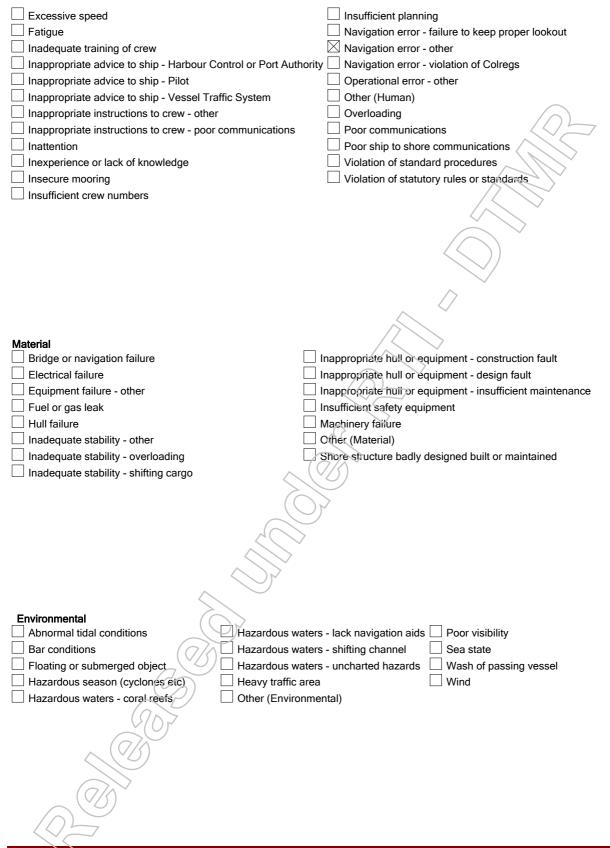
Letter sent.

Action Log - should summarise key investigative milestones, data modifications and include attachments

GSB37473 Grounding at Kirby's wall Burnett Riover.doc 07/07/2010 - CU Closed out - NFA

Last updated: 13/07/2010 11:37:04 AM Date entered: 09/06/2010 12:30:50 PM Judith Osborne/cp1/qdot/au Julieanne Z Branthwaite/Bundaberg//VideBay/qdot/au

GS	<b>B</b> 39064		Marine	e Incid	ent	
Region File	e No HO File N	o Re	gion	Status	Date closed	Cat Investigate?
MI25/2012		Gla	adstone	Closed	25/06/2012	4 Yes
Reporting /	Agency	Re	ported via		Reported on	Next review
Qld Transp	oort	F3	071 Marine Inciden	t Report	20/06/2012	30/06/2012
Office	Bundaberg	In	cident involved	***		
Pollution? Reason (	111000	tigation Compl	eted - No action red	quired		
Relevant Investigatir	ng Agency Qld Trans	oort			Officer LOWE	Robert
Position o	of Incident - Latitu	de and Lon	gitude should b	e entered in	decimal format	
Lat -24.	7567 Long	152.4100	Water/	Burnett River	r Entrance	
Bearing		Distance	Landmark	Lô	cation Smooth	waters
0		(nm or m)				
Date	18/06/2012	Time	07:45 PM		$\searrow$	
ype of In	ncident					
7000				$\rightarrow$		
Collision w	vith a fixed object			23		
			(			
ncident S	Severity		$\sim$	V)		
Fatalities	0 Minor Ir	ijuries	0	Severity	Ship Damaged	
	Serious	Injuries	0 ~ 0			
		-				
Environm	nental Conditions		$\sim$			
Weather	Visibility	Water		Time of Day	Wind Speed	
Clear	Poor	Calm		Night	Light (up to fe	orce 2 / 1-7 knots)
Conorol	Ship Information					
	Ship Information		/			
Select typ	es of ships involved i					
□ сом □ сом □ сом □ сом	Fishing Hire & Drive (Other) Hire & Drive (Sai!) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House) Pax		on-pax (Non-specifi on-pax (Boat share) on-pax (Houseboat) on-pax (Hovercraft) on-pax (Paddle/row on-pax (PWC) on-pax (Sail)	REC PWC	C poat dle (row) boat	
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Ships inv						
Recreation	onal only					
Contribut	ting Factors					
Human	l or drugs			Insufficient	fuel	
	ercial pressure				maintenance	
	p. 000010					

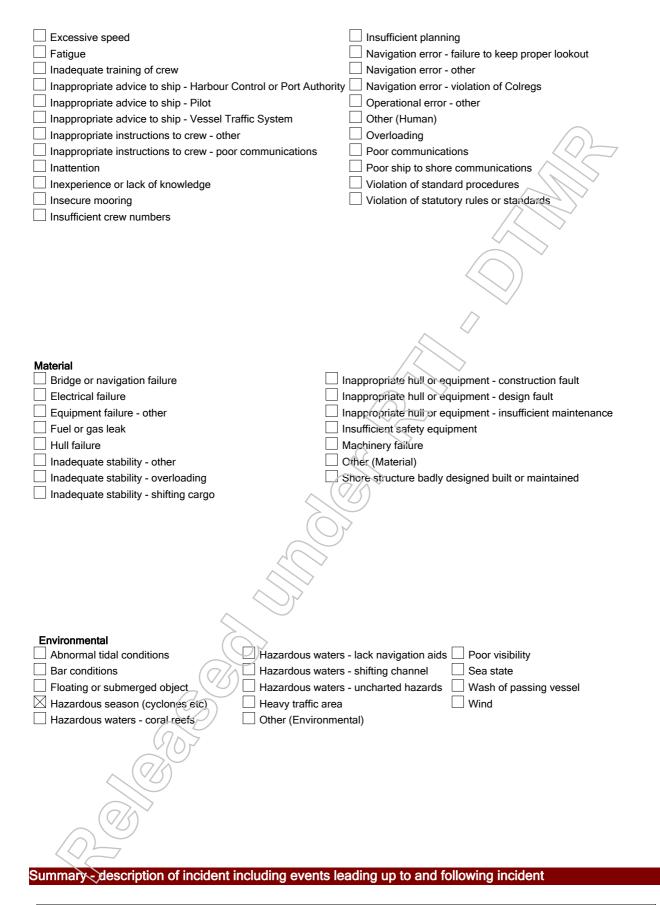


## Summary-description of incident including events leading up to and following incident

Master entering Burnett River south of navigation channel turned toward breakwater having claimed to see boat harbour entrance lights but they were the wrong way round so he turned back to the channel but he struck the breakwater. Marine officers could not explain additional lights. Area manager spoke with master and he could not explain extra lights and he stated they were not flashing. Master claimed

			N/R
N/R	Not relevant	Ku u ugu	
NFA.			
Closure letter	sent.		
Action Log - s	hould summarise key inves	tigative	milestones, data modifications and include attachments
W	)		
	]		
GSB39064 m	emo.doc GSB39064 Collisi	on with a	a fixed object Burnett River.doc
	~		
GSB39064 - 2	 230-00572.pdf		
	F		
Last undated:	10/08/2012 02:20:22 DM	by	Jannifer D Beardon /cn5/adot/au
Last updated: Date entered:	10/08/2012 03:38:33 PM 20/06/2012 04:51:47 PM	by by	Jennifer D Peardon/cp5/qdot/au Jennifer D Peardon/cp5/qual/
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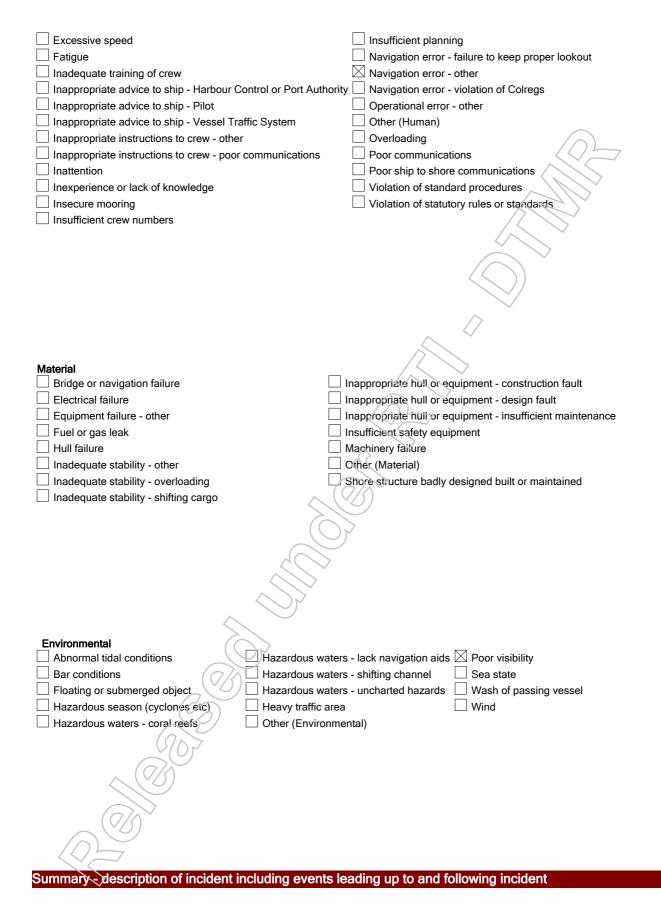
GS	SB39549		Marine	e Incid	ent		
Region File	e No HO File N	o Regi	ion	Status	Date closed	Cat	Investigate?
MI 7/2013	230/01929	Glad	lstone	Closed	12/04/2013	3	***
Reporting /	Agency	Repo	orted via		Reported on	-	Next review
Qld Transp	oort	F307	71 Marine Incider	nt Report	31/01/2013	ļ	11/02/2013
				***			74
Office	Bundaberg	Inci	dent involved	***			
Pollution?	No				//		
Reason ( Relevant Investigatin	t Act	tigation Complet	ed - No action re	quired	Officer		
osition o	of Incident - Latitu	de and Long	itude should b	be entered in o	decimal format	/	
<b>Lat</b> -24.	7566 <b>Long</b>	152.4108	Water/ Landmark	Burnett River	- Burnett Heads		
Bearing		Distance (nm or m)		Loc	ation Smooth	waters	
Date	27/01/2013	Time	12:00 PM		$\searrow$		
ype of In	ncident				7		
Crounding	unintentional						
Grounding	unintentional						
n aid ant C							
ncident S	Severity			$\sqrt{2}$			
Fatalities	0 Minor Ir	juries	0	Severity	Ship Lost		
		•		)			
	Serious	Injuries	0 / 0				
Environm	nental Conditions		$\langle \rangle$				
Weather	Visibility	Water		Time of Day	Wind Speed		
Flood	Poor	Strong C	Current	Day	•	and above	/ more than 33
			>				
General	Ship Information	$\sim$					
Select typ	es of ships involved i	n incident					
□ сом □ сом □ сом □ сом	Fishing Hire & Drive (Other) Hire & Drive (Sái!) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House) Pax	COM Non	-pax (Non-specif -pax (Boat share -pax (Houseboat -pax (Hovercraft) -pax (Paddle/row -pax (PWC) -pax (Sail)	REC PWC       REC Sailb       REC PWC       REC PWC	oat lle (row) boat		
Ships inv	volved						
Recreation							
	$\checkmark$						
Contribut	ting Factors						
Human Alcoho	l or drugs				fuel		
_	ercial pressure				maintenance		



Vessel washed down river onto rockwall during flooding.

t relevant 2/4/13 Clos	should summarise key inves	B39549.doc GSB39549 e unit. Occurred as a d	Not relevant	pdt
NFA.	inged from Cat 4 to Cat 3	-		
st updated : te entered :	29/04/2013 12:59:06 PM 01/02/2013 02:51:51 PM	by Kaylene I Cla by Julieanne Z E	ayton /cp1/manh	VideBay/
		,		

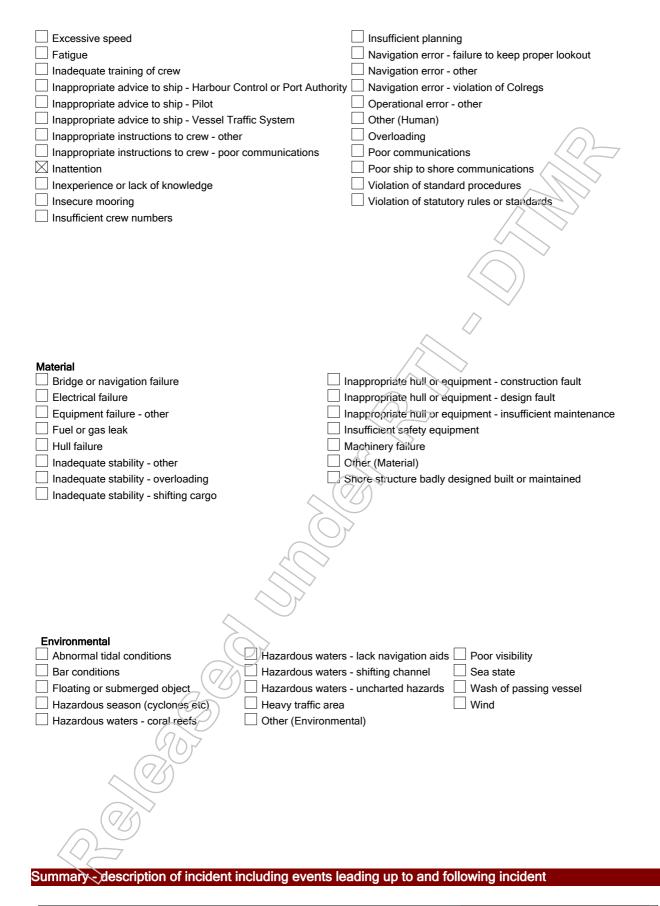
GSB4	8080		Marine	e Incid	ent	
Region File No	HO File No	o Re	gion	Status	Date closed	Cat Investigate?
MI 45/2014	230/03518	Gla	adstone	Closed	04/06/2015	2 ***
Reporting Agency		Re	ported via		Reported on	Next review
Qld Transport		F3	071 Marine Inciden	it Report	12/01/2015	24/01/2015
Office Bund	laberg	In	cident involved	***		
Pollution?						A Contraction of the second se
Reason Closed Relevant Act Investigating Agen			eted - No action ree	quired	Officer McCALL	UM, Paul
	•		gitude should b	e entered in	decimal format	
Lat -24.7533	Long	152.4067	Water/ Landmark	Burnett River		
Bearing		Distance (nm or m)		Loc	cation Offshore	
Date 26/12/	2014	Time	09:00 PM		$\searrow$	
Type of Inciden	t				7	
Collision with a fix	ed object					
Incident Severi	tv.		$\sim$	7B)		
incluent Seven	ıy					
Fatalities 0	Minor In	juries	1 ()	Severity	Serious Injury Inci	dent
	Serious	Iniuries	1 40		<u>L</u>	
		-				
Environmental	Conditions		$\sim$			
<b>Weather</b> Clear	<b>Visibility</b> Fair	Water Chopp		Time of Day Night	Wind Speed Light (up to for	ce 2 / 1-7 knots)
General Ship I	nformation		у́			
Select types of sh		n incident				
COM Hire &	Drive (Other) Drive (Sáil) Drive (Motor) Drive (FWC) Drive (House)		on-pax (Non-specifi on-pax (Boat share on-pax (Houseboat on-pax (Hovercraft) on-pax (Paddle/row on-pax (PWC) on-pax (Sail)	)  REC PWC REC Sailb REC PWC REC Pade	boat dle (row) boat	
Human						
Alcohol or drug	-					
Commercial p	ressure				maintenance	



Returning to Burnett Heads boat ramp approximately 9.00pm - was on northern side upstream of outer rock wall. Continued and thought he had positioned the boat two leads further out than we actually were and angled boat towards the boat ramp. Miscalculated the leads and actually ran straight into the outer rock wall. By the time we saw the rock wall and cut back the throttle it was too late.

rom the Hervey Bay Wate	milestones, data modifications and include attachments a is investigating this matter he will advise
GSB40808.pdf	ident Investigation report GSB40808.pdf
ent Report - GSB408 14/07/2015 03:33:46 PM 14/01/2015 02:54:36 PM	

GS	SB41287		Marine	e Incid	ent		
Region File	e No HO File N	lo Regior	ı	Status	Date closed	Cat	Investigate?
AI35/2015		Gladst	one	Closed	26/11/2015	4	No
Reporting A	Agency	Report	ed via		Reported on	1	Next review
Qld Transp			Marine Inciden	it Report	19/10/2015	C	)1/11/2015
Office	Bundaberg	Incide	ent involved	***			
							$\searrow$
Pollution?	No					$\langle \rangle \rangle$	$\sim$
							7
Reason (	Closed Invest	stigation Completed	I - No action red	quired		$\sim$	
Relevant	tAct TOM						- 11
nvestigatin					Officer DORF	ON, Darryi I	_yali
osition o	of Incident - Latitu	ude and Longitu	ide should b	e entered in o	decimal format	/	
Let 24.9	8133 Long	152.3608	Nater/	Burnett River	$\sim$		
Lat -24.8	8133 Long		andmark	Burnett River			
Bearing		Distance		Loc	sation Smooth	waters	
Doamig		(nm or m)		77		Matorio	
Date	09/10/2015	Time	08:15 AM				
		L			$\sim$		
					7		
ype of In	ncident						
<b>.</b>	-1-1						
irounding	unintentional						
ncident S	Severity		$\sim$	(U)			
-							
Fatalities	0 Minor li	njuries 0		Severity	Ship Damaged		
	Serious	s Injuries 0					
			$\rightarrow \sim$				
Environm	nental Conditions	; 	$\sum$				
Weather	Visibility	Water	$\mathbf{Y}$	Time of Day	Wind Speed		
Clear	Good	Strong Cu	rrent	Day	Moderate (fo	orce 3-4 / 8-1	6 knots)
	Ship Information						
Select type	es of ships involved	in incident					
Сом	Fishing	COM Non-p	ax (Non-specifi	ic) 🗌 REC Moto	rboat		
🗌 сом	Hire & Drive (Other)	COM Non-p	ax (Boat share)		;		
🗌 сом	Hire & Drive (Sail)	COM Non-p	ax (Houseboat	) 🛛 REC Sailb	oat		
🗌 сом	Hire & Drive (Motor)	COM Non-p	ax (Hovercraft)	REC Padd	lle (row) boat		
	Hire & Drive (FWC)		ax (Paddle/row	_			
	Hire & Drive (House)						
			. ,				
	Pax	COM Non-p	ax (Sall)				
	$\langle (VZ) \rangle$						
Ships inv	unit cont						
Recreatio							
	$\bigtriangledown$						
Contribut	ting Factors						
Human							
	l or drugs			Insufficient	fuel		
Comme	ercial pressure			Insufficient	maintenance		

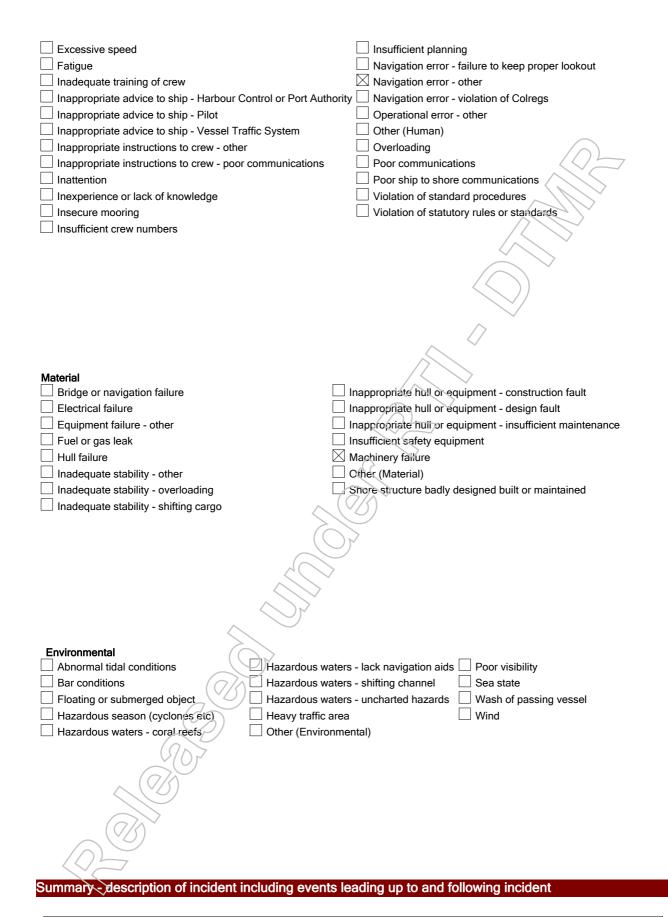


Submereged rock wall extends from Northern bank into part of channel. has back leads (no longer there since 2013). Rock wall fully submerged on early rising tide. Where is the bloody beacon on the end of the wall

135-05620 Edit.pdf - Page Number: 53 of 229

Action Log - should summarise key investigative milestones, data modifications and include attachments There is a green buoy in that location for the purpose guiding vessels away from the training wall. buoys now mark the channel since 2013 floods and the Fairymead Lead								
lights were removed as they no longer marked the channel. GSB41287.pdf 16/02/2016 Changed from 'Collision with a fixed object' to 'Grounding unintentional'. S.Day (Vessel Standards)								
Last updated : Date entered :	18/02/2016 12:13:42 PM 22/10/2015 01:11:02 PM	by by	Stewart Z Day/cp1/qdot/au Vikki M Taber/cp1/qdot/au					
		۷						
		>						

GS	B42097		Marine	e Incid	ent	
Region File	No HO File	No I	Region	Status	Date closed	Cat Investigate?
1153/16		(	Gladstone	Closed	15/08/2017	3 ***
eporting A	gency	, L	Reported via		Reported on	Next review
Qld Transport			-3071 Marine Inciden	t Report	30/11/2016	11/12/2016
Office	Bundaberg		Incident involved	***		
ollution?	***				5	
Reason C Relevant		ISA	pleted - No action rec	quired		DGE, Anthony
osition of	f Incident - Latit	ude and Lo	ongitude should b	e entered in	decimal format/	
Lat -24.7	7542 Long	152.4000	Water/ Landmark	Rock Wall - E	Burnett Heads	
Bearing		Distance (nm or m)		Loi	Cation Offshore	
Date	29/11/2016	Time	08:00 PM		$\searrow$	
				$\langle \Omega^{\perp}$	7	
pe of In	cident					
cident S				76)		
Fatalities		Injuries Is Injuries		Severity	Ship Damaged	
		-				
nvironm	ental Condition	S				
Weather	Visibilit			Time of Day	Wind Speed	0.4 (0.40)
Clear	Good	Cho	PQY	Night	Moderate (force	3-4 / 8-16 knots)
eneral S	Ship Information	1	$\mathcal{D}_{\mathcal{M}}$			
Select type	es of ships involved	l in incident				
		СОМ СОМ СОМ СОМ Э. СОМ	Non-pax (Non-specifi Non-pax (Boat share) Non-pax (Houseboat) Non-pax (Hovercraft) Non-pax (Paddle/row Non-pax (PWC) Non-pax (Sail)	REC PWC	C poat dle (row) boat	
Ships inv Recreation						
ontributi	ing Factors					
	or druce				fuel	
	or drugs ercial pressure				maintenance	
	iciai piessule					



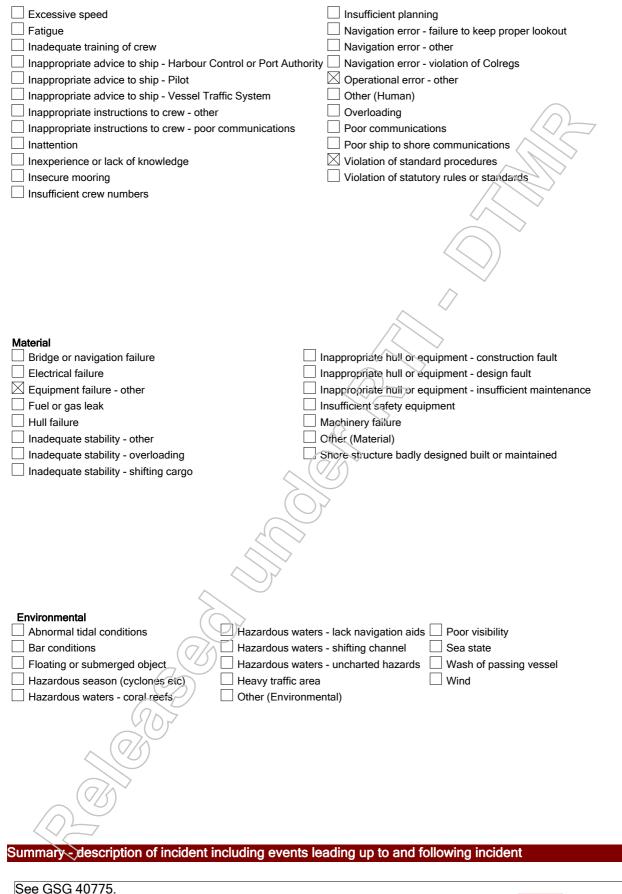
Motoring from the North (1770) at shortly before 8pm I noticed the white light and numerous red/green/blue navigation lights and I headed towards those intending to enter the harbour at Burnett Heads. I was heading straight towards the brightest and closest pair of Red/green channel markers. On the right of the white light tower at about 3 knots and when it looked as Lam just going through the lights

the boat hit the rock wall head on. At the time no wall was visible in the dark, but the pair of channel marker lights were the brightest and closest to what I took as the entrance. The initial knock was not apparently severe but the motor cut out and could not be started in time to go astern to safety and the swell turned the boat side on to the rockwall causing major damage. I immediately called Marine Rescue

Action Log - should summarise key investigative milestones, data modifications and include attachments 28/02/2017 Changed from 'Collision with a fixed object' to 'Grounding'. S.Day (SSB)



GS	G4(	0774		Marine	e Incid	ent	
Region File	No	HO File No	0	Region	Status	Date closed	Cat Investigate?
MI1/2015		230/00775	5	Gladstone	Closed	19/01/2015	2 ***
Reporting A	aencv			Reported via		Reported on	Next review
Qld Transpo				F3071 Marine Inciden	it Report	02/01/2015	12/01/2015
				<u></u>			100
Office	Gladst	one		Incident involved	***		
Pollution? Reason C Relevant	Act		tigation Cor	npleted - Not relevant			
Investigatin		-					VZIE Leon
Position of	r inciae	ent - Latitu	ide and L	ongitude should b	be entered in	decimal format	
<b>Lat</b> -23.0	015	Long	151.7833	Water/ Landmark	Rosslyn Bay	Marina Entrance	
Bearing			Distance (nm or m)		Lø	cation Partially	smooth waters
Date	29/12/20	014	Time	06:00 PM			
		_				$\checkmark$	
Type of In	cident						
туре ог п	ciuent						
Grounding	unintenti	ional			23		
				(			
Incident S	everity	/		$\sim$	~ <i>U</i> )		
Fatalities	0	Minor In	iuries		Severity	Ship Damaged	
1 ataliaco	·		Juneo			omp Damagoa	
		Serious	Injuries	0 2 0			
Environm	ental C	Conditions					
Weather		Visibility	W/s	iter	Time of Day	Wind Speed	
Clear		Fair	$- \land$	oppy	Twilight		5-7 / 17-33 knots)
			_ 6				
General S				9			
Select type	es of shi	ps involved i	n incident				
	Hire & D Hire & D Hire & D Hire & D Pax Olved hal only	rive (Other) rive (Sail) rive (Motor) rive (PWC) rive (House)		Non-pax (Non-specifi   Non-pax (Boat share   Non-pax (Houseboat   Non-pax (Hovercraft)   Non-pax (Paddle/row   Non-pax (PWC)   Non-pax (Sail)	)  REC PWC REC Sailt REC Pado	C poat dle (row) boat	
Human							
	or drugs	3			Insufficient	fuel	
	ercial pre	ssure			Insufficient	maintenance	



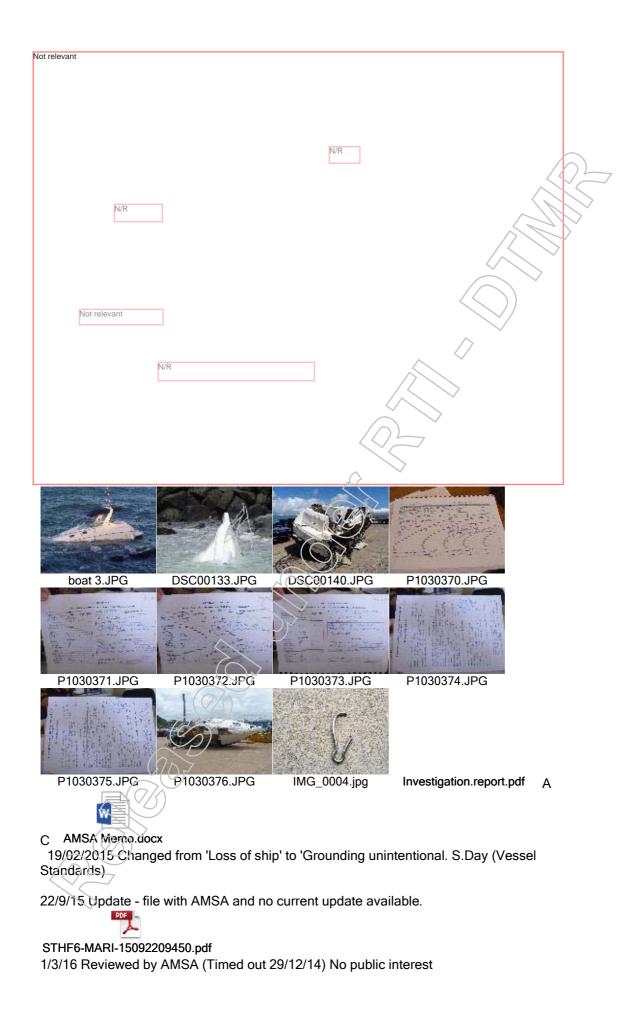
On Monday the 29th of December 2014 at approximately 1645hrs, recreational vesse Not relevant with 7 POB had mechanical problems occur approximately 1/2 way across to Keppel Island Rosslyn Bay and as a result the owne Not relevant has requested the Not relevant to tow his vessel back into

osslyn Bay				
Action Log - See GSG 40		estigative	milestones, data modifications and include attachments	
		w		
Finalisation	report attached. AMS/	A Memo.o	docx	
ast updated: ate entered:	09/02/2015 08:06:05 AM 02/01/2015 12:47:18 PM	by by	Bradley J Reynolds/cp4/qdot/au Christine A Pugh/Gladstone/Central/qdot/au	
		4		
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GSG	640775		Marine	e Incid	ent		
Region File No	HO File No	o Reg	jion	Status	Date closed	Cat	Investigate?
MI2/2015	230/03281	Gla	dstone	Closed	09/02/2015	2	Yes
Reporting Age	ency	Rep	orted via		Reported on	1	lext review
Qld Transport	-	F30	71 Marine Inciden	it Report	02/01/2015	ļ	5/01/2015
							72-
Office <sup>G</sup>	Gladstone	Inc	ident involved	***			
_							$\searrow$
Pollution?	10					$\langle \neg \rangle$	$\sim$
							7
Reason Clos	sed Inves	tigation Comple	ted - Not relevant			$\searrow$	
Relevant Act	t The N	ational Law				$\searrow$	
nvestigating A	lgency				Officer McKE	NZIE Leon	
osition of Ir	ncident - Latitu	de and Long	jitude should b	e entered in	decimal format/	/	
Lat -24.583	3 Long	150.7883	Water/ Landmark	Entrance Ros	sslyn Bay Harbour		
Booring		Distance		Lá	cation Partially	( amonth way	
Bearing		(nm or m)				smooth wa	leis
Date 29	/12/2014	Time	06:00 PM	$\neg$	$\sim$		
					$\checkmark$		
					7		
ype of Incid	dent						
<b>.</b>				$\neg$			
Grounding uni	Intentional						
ncident Sev	verity		$\sim$	~ <i>U</i> )			
Fatalities	0 Minor In	iurioe		Severity	Ship Lost		
		junes		Geventy			
	Serious	Injuries	0 / 0				
Invironmen	ntal Conditions						
Weather	Visibility	Water		Time of Day	Wind Speed		
Clear	Fair	Rough		Twilight	***		
eneral Shi	ip Information	$-(\bigcirc$	,∼				
	of ships involved in						
Select types t	or snips involved i						
COM Fisl	- ()		n-pax (Non-specifi		orboat		
	e & Drive (Other)		n-pax (Boat share)	·			
_	e & Drive (Sail)	COM No	n-pax (Houseboat)	) 🔄 REC Sailt	poat		
COM Hire	e & Drive (Motor)	COM No	n-pax (Hovercraft)	REC Pade	dle (row) boat		
COM Hire	e & Drive (FWG)	COM No	n-pax (Paddle/row	y) 🗌 REC Hous	seboat		
COM Hire	e & Drive (House)	COM No	n-pax (PWC)	🗌 Unknown			
🛛 COM Pax	x	COM No	n-pax (Sail)				
(	$(\partial k)$						
Ships involve	ed 7						
Commercial/	Recreational						
	7						
Contributing	J Factors						
Human				_			
Alcohol or	•			Insufficient			
Commercia	al pressure			Insufficient	maintenance		

Excessive speed	Insufficient planning
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authorit	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
Describe the contributing factor	
-	
SMS, training, risk assessments	
	$\land$
Material	
	Inappropriate hull or equipment - construction fault
	Inappropriate hull or equipment - design fault
	Inappropriate nuil or equipment - insufficient maintenance
	Insufficient safety equipment
	Machinery failure
Inadequate stability - other	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	$\sim O)$
	$\sim$
	×
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Environmental	
	s - lack navigation aids 🗌 Poor visibility
	s - shifting channel Sea state
	s - uncharted hazards Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs O Other (Environme	
(0)	
(71)	
$(\overline{O}/\overline{c})^{\sim}$	
Cummon description of insident including surplus	ording up to and following incident
Summary-description of incident including events le	eading up to and following incident
5/1 - under inv.	Not relevant
On Monday the 29th of December 2014 at approxim	
had mechanical problems occur approximately 1/2 v result the owner <sup>Not relevant</sup> has requested the <sup>No</sup>	t relevant o tow his vessel back into
TESTIC THE DWITE NOT GOVERNMENT THAS TERMESTED THE	D TOW HIS VESSELDACK INTO

ion Log - should summarise key investigative milestones, data modifications and include attachments 12/2014: Contact Coast Guard in Yeppoon, speak to <sup>N/R</sup> and <sup>N/R</sup> Discuss issues surrounding incident with the Rescue vessel <sup>N/R</sup> Request a MIR from Coast Guard as one had not been supplied to	sslyn Bay Marina.	Not relevant	<u></u>		
Discuss issues surrounding incident with the Rescue vessel Request a MIR from Coast Guard as one had not been supplied to the rescue vessel of the rescue ve	levant				
Discuss issues surrounding incident with the Rescue vessel Request a MIR from Coast Guard as one had not been supplied to the rescue vessel of the rescue ve					
Discuss issues surrounding incident with the Rescue vessel Request a MIR from Coast Guard as one had not been supplied to the rescue vessel of the rescue ve	ction Log - should s	ummarise key investigative	milestones, data mod	ifications and include att	achments
Q. Event Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice Vertice V	1/12/2014: Conta	ct Coast Guard in Yeppo	on, speak to	and	$\square$
	К .	Request a MIR from Co	ast Guard as one ha	d not been supplied to	
	ISQ. relevant				
					>
			/		
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			$\square$	7	
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	/				
		\$(0) <sup>7</sup>			
	(2)	<i>(</i> )			
	$\searrow$				



Last updated: 23/05/2016 12:27:59 PM by Date entered: 05/01/2015 09:27:14 AM by Kaylene L Clayton/cp1/qdot/au Christine A Pugh/Gladstone/Central/qdot/au

MK*30109		Marine	e Incid	ent			
Region File No	HO File No	Region	Status	Date closed		Investigate?	
	720-1013	Mackay	Closed	16/02/99	2	Yes	
Reporting Agency	y	Reported via		Reported on	Next	t review	
Id Transport		F3071 Marine Inciden	t Report		28/0	2/2000	
Office ***		Incident involved	***				
						$\geq$	
<b>Pollution?</b> No				_			
eason Closed							
	ncy Qld Transport			Officer OWEN	IS, Gary -		
osition of Inci	dent - Latitude a	nd Longitude should b	e entered in	decimal (format)	)		
Lat	Long	Water/ Landmark	Breakwater a	at abel point marina			
Bearing		ance or m)	Lo	cation Partially	smooth waters		
Date 16/02	2/99 <b>Tim</b>	e 10:00 AM		$\langle \rangle$			
				$\searrow$			
/pe of Incider	nt			7			
Collision with a fi	xed object						
			$\sim$				
icident Sever	ity	$\sim$ (0	7/5				
Fatalities 0	Minor Injuries	0	Severity	Ship Damaged			
	Serious Injuri	es 0	7	L			
nvironmenta	I Conditions						
Weather	Visibility	Water	Time of Day	Wind Speed			
***	***	Very Rough	Day		5-7 / 17-33 knc	ots)	
			24)			,,	
eneral Ship		$\langle \bigcirc \rangle$					
Select types of s	ships involved in incid	Jent					
COM Fishin	g 🖉	COM Non-pax (Non-specifi	· _	orboat			
	Drive (Other)	COM Non-pax (Boat share)					
COM Hire &		COM Non-pax (Houseboat)					
COM Hire &	Drive (Motor)	COM Non-pax (Hovercraft)	REC Pade	dle (row) boat			
COM Hire &	Drive (PWC)	COM Non-pax (Paddle/row	) 🗌 REC Hou	seboat			
COM Hire &	Drive (House)	COM Non-pax (PWC)	Unknown				
🗌 COM Pax 🤇		COM Non-pax (Sail)					
(							
Ships Involved	$(\mathcal{D})$						
Commercial onl	y						
ontributing F	actors						
luman							
Alcohol or dru	lgs		Insufficient	fuel			
Commercial p	oressure		=	maintenance			
Excessive sp	eed		Insufficient	planning			

<u> </u>	— · · · · · ·
Fatigue	Navigation error - failure to keep proper lookout
	Navigation error - other
Inadequate training of crew	
Inappropriate advice to ship - Harbour Control or Port Authority	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Uviolation of standard procedures
L Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\langle \langle \rangle \rangle$
	$\land$
Material	
Bridge or navigation failure	nappropriate hull or equipment - construction fault
Electrical failure	nappropriate hull or equipment - design fault
Equipment failure - other	nappropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
	Machinery failure
	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	$\langle O \rangle$
()	$\geq$
Environmental	
	- lack navigation aids 🗌 Poor visibility
Bar conditions	
	- uncharted hazards 📙 Wash of passing vessel
Hazardous season (cyclones etc)	$\boxtimes$ Wind
Hazardous waters - coral reefs Other (Environme	ntal)
V(0)	
$(\vee )$	
$(\langle / / \rangle)$	
(())	
Summary - description of incident including events le	ading up to and following incident
N/R	
	II Abel Point Marina due to machanical failure of
engine.	
NFAD	

Action Log - should summarise key investigative milestones, data modifications and include attachments

by by Christopher F Campbell - Thomson/Peninsula/qdot/au Last updated: 18/12/2003 01:58:22 PM Date entered: 15/02/2000 12:14:22 PM Sharyn A Durley/Maritime/qdot/au 

Mł	<b>(A3</b> )	0558		Marine	Incid	ent		
Region File No HO File No		0	Region	Status	Date closed	Cat I	Investigate?	
720/00438		720-1371		Mackay	Closed	15/11/2000	4	Yes
Reporting /	Agency			Reported via	J L	Reported on	N	ext review
Qld Transp				F3071 Marine Incident I	Report	24/08/2000	0:	3/09/2000
Office	Airlie E	Beach		Incident involved	***			
Pollution?	No			_				$\rightarrow$
Reason Clo	osed	No a	ction taker	1			$\sim$	
Investigatir	ng Agenc	<b>y</b> Qld Trans	port			Officer OWEN	IS, Gary -	
osition c	of Incide	ent - Latitu	ide and	Longitude should be	entered in	decimal (ormat)	)	
Lat		Long		Water/ Landmark	PIONEER B	AY		
Bearing			Distanc	8	Lo	cation Smooth	waters	
9			(nm or r	n)				
Date	23/08/2	000	Time	03:00 PM		$\sim$		
						$\searrow$		
ype of Ir	ncident					7		
Grounding	unintont	ional						
Grounding	unniterit	IUIIAI			$\mathcal{L}$			
ncident S	Severity	/		6	20			
					5)			
Fatalities	0	Minor Ir	njuries	0	Severity	Ship Damaged		
		Serious	Injuries	0				
Environn	ontol (	Conditions						
Weather Clear		Visibility Good		Vater	Time of Day	Wind Speed Strong (force	57/17221	(note)
Cieai		Guu		choppy	Day	Strong (lorce	5-7717-55 F	(nots)
General	Ship In <sup>-</sup>	formation	(	$\bigcirc$				
Select typ	es of shi	ps involved i	in incident					
Сом	Fishing		Dee	M Non-pax (Non-specific)	REC Moto	orboat		
Сом	Hire & D	rive (Other)	CQCO	M Non-pax (Boat share)				
Сом	Hire & D	rive (Sail)	-L/co	M Non-pax (Houseboat)	REC Sailt	poat		
		rive (Motor)		M Non-pax (Hovercraft)	REC Pade	dle (row) boat		
Сом	Hire & D	rive (PWC)	// ∐ co	M Non-pax (Paddle/row)	REC Hou	seboat		
Сом	Hire & D	rive (House)	🗌 co	M Non-pax (PWC)	Unknown			
Сом	Pax		🗌 co	M Non-pax (Sail)				
L	6	$\sim$						
Ships In		)						
Recreation		-						
	S.							
Contribut	ting Fa	ctors						
Human								
	l or drugs							
	ercial pre sive spee				Insufficient	maintenance		
	ave spee	u				platititititi		

□ - · ·	
☐ Fatigue	Navigation error - failure to keep proper lookout
L Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	□ Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\land$
Material	
	nappropriate hull or equipment - construction fault
	nappropriate huil or equipment - design fault
	nappropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
	Machinery failure
	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
	((5))
$(\bigcirc)$	$\geq$
$\langle \langle \rangle \rangle$	
Environmental	
	- lack navigation aids 🗌 Poor visibility
Bar conditions	- shifting channel 🛛 Sea state
Floating or submerged object // Hazardous waters	- uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs Other (Environmen	ntal)
$(\Omega \wedge \overline{Z})$	
v Or	
$\sim (7/5)^{-}$	
$(\langle / / \rangle)^{-1}$	
	a dia a sua ta anal fallos da a instalant
Summary - description of incident including events le	ading up to and following incident
Not relevant	
(Recreational) anchor drifted	and grounded on rockwall

Action Log - should summarise key investigative milestones, data modifications and include attachments 30/08/00. Contacted the Water Police to obtain details

ast updated: ate entered:	18/12/2003 02:05:43 PM 24/08/2000 11:50:36 AM	by by	Christopher F Campbell-Thomson/Peninsula/qdot/au Lesley A Spearman/Central/qdot/au
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Mł	<b>(</b> A3	1656		Marin	e Incid	ent	
Region File	e No	HO File N	o	Region	Status	Date closed	Cat Investigate
720/542		905/00128	8	Mackay	Closed	28/02/2002	3 Yes
Reporting Agency			Reported via		Reported on	Next review	
ald Transp				F3071 Marine Incide	nt Report	24/08/2001	03/09/2001
	_						
Office	Airlie I	Beach		Incident involved	***		
Pollution?	No						$\langle \rangle \rangle$
Reason Cl	osed	Inves	stigation C	ompleted - Refer for ad	ministrative action		$\sim$
nvestigatiı	ng Ageno	<b>y</b> Qld Trans				Officer JORG	ENSEN, Arne
osition o	of Incid	ent - Latitu	ide and	Longitude should I	be entered in	decimal	
				Longhado onoula			/
Lat		Long		Water/	QPWS opera	tions base marina, Al	oel Point, Cannonvale
			Distance	Landmark			
Bearing			(nm or r		Log	cation Smooth	waters
Data	00,00,0	001	Time	00.00 414	_ /<		
Date	23/08/2	001	Time	06:30 AM			
					$\bigcirc$	$\checkmark$	
/pe of Ir	ncident					7	
Grounding	g unintent	tional			$\sim$ $\sim$		
cident \$	Severit	y		. (	010		
<b>-</b> 1141	0						
Fatalities	0	Minor Ir	ijuries	0	Severity	Ship Damaged	
		Serious	Injuries	0			
		0					
nvironn	nental	Conditions	;	$\sim$			
Weather	•	Visibility	<u> </u>	/ater	Time of Day	Wind Speed	
Clear		Good	6	alm	Day	Light (up to fe	orce 2 / 1-7 knots)
eneral	Shin In	formation					
	-	ips involved i	in incident				
	bes of sh	ips involved		A			
	Fishing			M Non-pax (Non-speci	· _		
		rive (Other)	/	M Non-pax (Boat share	· _		
		rive (Sail)	Lico	M Non-pax (Houseboa	t) 🔄 REC Sailb	ooat	
_ сом	Hire & D	rive (Motor)	∖ co	M Non-pax (Hovercraft	) 🔄 REC Pado	lle (row) boat	
СОМ	Hire & D	orive (PWC)	// ∐ co	M Non-pax (Paddle/rov	v) 🗌 REC Hous	seboat	
Сом	Hire & D	Drive (House)	🗌 co	M Non-pax (PWC)	Unknown		
Сом	Pax		🗌 co	M Non-pax (Sail)			
	G	$\rightarrow$					
_	_ (7)	<i>(</i> 5)					
Ships In	voived	ン					
Commer	ciai oniv						
ontribu	ting Fa	ctors					
luman					_		
	ol or drug				Insufficient		
_	ercial pre					maintenance	
Excess	sive spee	ed			Insufficient	planning	

·	
L Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Author	rity 🛄 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	$\boxtimes$ Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Uther (Human)
Inappropriate instructions to crew - other	
L Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
L Inexperience or lack of knowledge	☐ Violation of standard procedures
	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	☐ Machinery failure ☐ Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
Environmental	_
	ers - lack navigation aids 🛄 Poor visibility
	ers - shifting channel
	ers - uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc) Heavy traffic and Hazardous waters - coral reefs	
Summary - description of incident including events	leading up to and following incident
QPWS operation base marina dock at Abell Point. Point Marina at low tide, and turning around to lear the rock wall in front of the travel lift at Hawkes Bo	it submerged rock during berthing operations at the Whilst manoeuvring away from their berth at Abell ve the marina the vessel was manoeuvred to close to at Yard and hit a rock.
Not relevant	

135-05620 Edit.pdf - Page Number: 73 of 229

 NR
 Damange was sustained to the propeller only and the vessel was slipped in the morning after the incident and returned in the water the same afternoon after repairs had been

carried out to propeller.

Action Log - should summarise key investigative milestones, data modifications and include attachments 6/9/01. From review of this report further investigation is warranted. As plans are in place to expand this marina facility, any seabed obstructions which may contribute to future marine incidents need to be identified and bought to the attention of the Regional Harbour Master. 19/09/01 Contacted ) and interviewed him over phone. 26/9/01 Investigation report too brief. More detailed report required to make recommendations for corrective action. 18/12/2003 02:10:51 PM Christopher F Campbell - Thomson/Rer/insula/qdot/au Last updated: by Date entered: 24/08/2001 03:32:22 PM Michelle M Rogers/Central/qdot/au by

MK	<b>(A33690</b>		Marine	e Incid	ent	
Region File No HO File No		lo l	Region	Status	Date closed	Cat Investigate?
720/1163		I	Mackay	Closed	01/04/2005	4 Yes
Reporting Agency			Reported via		Reported on	Next review
Qld Transport			3071 Marine Inciden	t Report	31/01/2005	10/02/2005
		J L				
Office	Airlie Beach		Incident involved	***		
Pollution?	No					
Reason Clo	osed Inve	stigation Corr	pleted - No action rec	quired		$\sim$
nvestigatin	ng Agency Qld Trans				Officer O'MUL	LANE, Michael
osition o	of Incident - Latit	ude and Lo	ngitude should b	e entered in	decimal	
						/
Lat -20.2	2519 Long	148.7006	Water/	Abel Point M	arna channel	
		Distance	Landmark			
Bearing		(nm or m)		Lo	cation Smooth	waters
Data	29/01/2005	Time	05:45 PM	_ /<		
Date	29/01/2005	Time	05.45 PM			
				$\bigcirc$	$\sim$	
ype of In	ncident				7	
Grounding	unintentional			$\sim$ $\mathcal{D}_{\mathbf{A}}$		
n <mark>cident</mark> S	Severity		~ ((	7/15		
Fatalities	0 Minor I	njuries	0	Severity	Ship Damaged	
	Serious	s Injuries	0	)		
		-				
nvironm	nental Conditions	3				
Weather	Visibility	wat	er	Time of Day	Wind Speed	
Clear	Good	Galr	n	Day Moderate (force		rce 3-4 / 8-16 knots)
Conorol	Ship Information			,		
	-					
Select type	es of ships involved	in incident				
🗌 сом	Fishing	Сом	Non-pax (Non-specifi	c) 🗌 REC Moto	orboat	
	Hire & Drive (Other)	СССОМ	Non-pax (Boat share)			
Сом	Hire & Drive (Sail)	<i>Е</i> /сом	Non-pax (Houseboat)	🛛 🗌 REC Sailt	poat	
🗌 сом	Hire & Drive (Motor)	Сом	Non-pax (Hovercraft)	REC Pade	dle (row) boat	
СОМ	Hire & Drive (PWC)	// □ сом	Non-pax (Paddle/row	) 🗌 REC Hous	seboat	
Сом	Hire & Drive (House	о 🗌 сом	Non-pax (PWC)	Unknown		
⊠сом			Non-pax (Sail)			
	$(Q/s)^{\sim}$					
Ships Inv	voived					
Commerc						
Contribut	ting Factors					
Human						
	l or drugs			Insufficient	fuel	
	ercial pressure				maintenance	
	sive speed			Insufficient	planning	

· ·	
☐ Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authorit	ty 🔄 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	□ Violation of standard procedures
	☐ Violation of statutory rules or standards
Insufficient crew numbers	
	$\land$
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
	$\langle / \rangle$
$(\bigcirc$	
	)
$\sim$	
Environmental	_
Abnormal tidal conditions	rs - lack navigation aids 🔄 Poor visibility
Bar conditions Hazardous water	rs - shifting channel 📃 Sea state
Floating or submerged object /// Hazardous water	rs - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	a 🗌 Wind
Hazardous waters - coral reefs Other (Environme	
0	
$\bigvee(0)$	
$(\alpha)$	
$(\partial \lambda)$	
$\sim$ $(\vee )$	
Summary description of incident including quenta l	ooding up to and following insident
Summary - description of incident including events lo	eauing up to and following incluent
$\sim$	_

Commercial Passenger Vessel Not relevant reported propeller damage due to a grounding incident. The Master stated that he and the Engineer were not sure when the incident happened, but believe that the grounding may have happened when entering the Abel Point Marina channel from a return voyage on the 29 January 2005.

fuelling wharf. The master reported that it was common for the Not relevant to stir up sediment while entering and leaving the marina.

Action Log - should summarise key investigative milestones, data modifications and include attachments 4/03/09 updated incident from collision with submerged object to grounding unintentionally t.lys s&p 22/11/10 ship relinked to include rego number as part of data cleansing. C Hsiao (S&P) 22/11/2010 04:36:52 PM Christine Z Hsiao/cp1/qdot/au Last updated: by Michael L O'Mullane/cp4/qdot/au-Date entered: 31/01/2005 03:28:23 PM by

MK	<b>(A34274</b>	Marir	ne Incid	ent			
Region File	No HO File N	o Region	Status	Date closed	Cat Investiga		
20/01323		Mackay	Closed	11/04/2006	4 No		
Reporting Agency		Reported via		Reported on	Next review		
Qld Transport		F3071 Marine Inci	dent Report	16/01/2006	28/01/2006		
Office	Airlie Beach	Incident involved	***				
ollution?	No						
eason Clo	heed heed	dia dia 20 metatra 1. No series			$\langle \vee$		
	ng Agency Qld Trans	stigation Completed - No actior	required	Officer McDC	NALD Philip		
-					· · · · · · · · · · · · · · · · · · ·		
osition o	f Incident - Latitu	ide and Longitude shoul	d be entered in	decimal (ormat)	)		
<b>.at</b> -20.2	2661 Long	148.7367 Water/	Pioneer Bay	$\longrightarrow$	,		
-at -20.2	Long	Landmark	r loneer bay	$\rightarrow$			
Bearing		Distance			smooth waters		
Joanna		(nm or m)		r uniunj			
Date	08/01/2006	Time 04:00 AM					
Julo	00/01/2000	11110 04.007 MM					
			$\bigcirc$	$\checkmark$			
pe of In	cident			フ			
-							
irounding	unintentional						
			$-\langle \langle$				
cident S	Soverity						
	Sevenity	$\wedge$	$(\overline{Q}/\overline{A})^{\vee}$				
atalities	0 Minor Ir	niuries 0	Severity	Ship Damaged			
atanaco				omp Banagoa			
	Serious	Injuries 0	$\bigcirc$				
			>				
nvironm	nental Conditions						
Weather	Visibility	Water	Time of Day	Wind Speed			
Rain	***	Mery Rough			Strong (force 5-7 / 17-33 knots)		
eneral S	Ship Information	$(\bigcirc $					
elect type	es of ships involved i	in incident					
_	Fishing	COM Non-pax (Non-spe	·				
	Hire & Drive (Other)	COM Non-pax (Boat sh	, <u> </u>				
	Hire & Drive (Sail)	COM Non-pax (Houseb		boat			
СОМ	Hire & Drive (Motor)	COM Non-pax (Hovercr	raft) 🗌 REC Pade	dle (row) boat			
Сом	Hire & Drive (PWC)	COM Non-pax (Paddle/	row) 🗌 REC Hou	seboat			
Сом	Hire & Drive (House)	COM Non-pax (PWC)	Unknown				
🖾 сом		COM Non-pax (Sail)					
	(7)						
Shine Inv							
Ships Inv Commerce							
Comment							
ontribut							
ontribut	ting Factors						
luman							
Alcohol	l or drugs		Insufficient	fuel			
Comme	ercial pressure		Insufficient	maintenance			
Excess	sive speed		Insufficient	planning			

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	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Autho	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Uther (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	└ Violation of standard procedures
	└ Violation of statutory rules or standards
Insufficient crew numbers	
	$\langle \langle \rangle \rangle$
	$\sim$
	$\square$
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	$(\vee \mathcal{S})$
$\langle \langle \rangle \rangle$	
Environmental	
Abnormal tidal conditions	ers - lack navigation aids 🗌 Poor visibility
Bar conditions	ers - shifting channel 🛛 🗌 Sea state
Floating or submerged object	ers - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	rea 🗌 Wind
Hazardous waters - coral reefs Other (Environ	mental)
$(\Omega \wedge \overline{Z})$	
× U	
$\sim (7/3)$	
	log diversity and following inside at
Summary - description of incident including events	leading up to and following incident
$\sim$	
Incident	
At about 0400 hours on 8 January 2006 Not relevant	broke it's mooring rope and with a heavy
2-3 metre swell running and W-NW winds of 20-30	) knots and flood tide, flounded on the northern
breakwater near Coral Sea Resort	
The vessel hit another vessel a	Townsville with minimal demage. The alarm was

raised to police and then to owners. Vessel was pulled clear at high tide (0600 hours) to the marina, then taken out of the water to Hawkes Boat Yard, Abel Point Marina.

Action Log - should summarise key investigative milestones, data modifications and include attachments 20/12/06 Updated Lat & Long to digital values as part of data cleansing. S.Day (S&P) Last updated: 20/12/2006 10:17:40 AM Stewart Z Day/cp1/qdot/au by 18/01/2006 08:31:20 AM Debra A Frazer/cp4/qdot/au Date entered: by

MK	(A3448 <sup>,</sup>	1	Marin	e Incid	ent	
<b>Region File</b> 720/1389	No HO Fil	e No	<b>Region</b> Mackay	Status Closed	Date closed 24/10/2006	Cat Investigate? 4 Yes
Reporting Agency		Reported via		Reported on	Next review	
Qld Transport		F3071 Marine Incide	ent Report		21/05/2006	
Office	Airlie Beach		Incident involved	Harbour Mas	ster	
Pollution?	No					
Reason Clo Investigatin	o <b>sed</b> Ir Ing Agency Qld Tra		ompleted - No action i	required	Officer McDOI	VALD Philip
Position o	f Incident - La	titude and	Longitude should	be entered in d	lecimal (ormat)	
Lat -20.2	2633 Lor	<b>g</b> 148.710	0 Water/ Landmark	entrance chan	nel Abel Point Marin	а
Bearing		Distance (nm or n		Loc	ation Smooth	waters
Date	10/05/2006	Time	12:50 PM			
Type of In	oidont				7	
ype of In	cident				/	
Grounding	unintentional					
ncident S	Severity			(7)		
Fatalities	0 Mine	or Injuries	0	Severity	No Damage	
	Cori	ovo Inivitoo	0			
	Sen	ous Injuries				
Environm	ental Conditio	ons				
Ma ath an	\/iaib		latar A	Time of Dou	Wind Oneod	
Weather Clear	Visib		/ater	Time of Day Day	Wind Speed	orce 2 / 1-7 knots)
Clear	4000			Day	Light (up to it	1003)
General S	Ship Informati	on (	$\bigcirc$			
Select type	es of ships involv	ed in incident	$\bigcirc$			
	•	<u> </u>	1			
	Fishing		M Non-pax (Non-spec	·	boat	
	Hire & Drive (Oth		M Non-pax (Boat sha			
	Hire & Drive (Sail		M Non-pax (Housebo	· _		
_	Hire & Drive (Mor		M Non-pax (Hovercra	· _	le (row) boat	
	Hire & Drive (PW		M Non-pax (Paddle/ro	w) 🔛 REC House	eboat	
	Hire & Drive (Hor	ise) 🛄 CO	M Non-pax (PWC)	Unknown		
🛛 сом	Pax		M Non-pax (Sail)			
	$(\mathcal{O}/\mathcal{S})^{-}$					
Ships Inv	oived					
Commerc						
	$\leq$					
Contribut	ing Factors					
Human						
	l or drugs			Insufficient f	uel	
	ercial pressure				naintenance	
	ive speed					

Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	🛛 Navigation error - other
Inappropriate advice to ship - Harbour Control or	Port Authority 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic Syste	em 🗌 Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor commun	
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
Material Bridge or navigation failure Electrical failure	Inappropriate hull or equipment - construction fault
	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
L Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
Environmental	
	ardous waters - lack navigation aids 🗌 Poor visibility
	ardous waters - shifting channel 🗌 Sea state
	ardous waters - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	vy traffic area
	er (Environmental)
Hazardous waters - coral reefs Othe	
Hazardous waters - coral reefs Othe	
	g events leading up to and following incident

on Starboard side of chaanel within navigable marks of the marina entrance (sic) Tidal calculations were made and enough water was calculated for an effective exit from the marina. No casualties on board and no damage to vessel, safety of crew andvessel were checked (no problems) vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up on corner of marina break wall within navigable marks. Regular entries and exits on same vessel on similar tides without incident. Marina was notified, day shapes employed. Vessel was not able to be refloated and remained aground in mud until 17:30The



Mł	<b>(A</b> 37	7408		Marino	e Incid	ent		
Region File	e No	HO File N	o	Region	Status	Date closed	Cat Investigate	
720/02082		230/00140	)	Mackay	Closed	28/09/2010	2 Yes	
Reporting Agency		Reported via		Reported on	Next review			
Qld Transport			F3071 Marine Incider	nt Report	05/05/2010	23/05/2010		
Office Airlie Beach			Incident involved	***				
				]				
ollution?	No osed	Inves	stigation Co	ompleted - No action re	quired			
-		Qld Trans	port	_ongitude should I		Officer STEP	HENS, Sean	
	2683	Long	148.710			arina Berth MO		
		i	Distance	•				
Bearing			(nm or m		Lo	cation Smooth	waters	
Date	29/04/20	10	Time	03:00 PM	_ /<			
Dale	29/04/20	10	TIME	03.00 PW				
					$\bigcirc$	$\sim$		
vpe of Ir	ncident					フ		
-								
Grounding	unintenti	onal						
					$-\langle \langle \rangle$			
cident S	Severity			(	$\overline{\Omega}$			
	Jerendy			$\langle \rangle$	<i>(((</i> ))			
Fatalities	0	Minor Ir	njuries	0	Severity	Ship Damaged		
					Y			
		Serious	Injuries	0	*			
nvironn	nental C	onditions						
		onations						
Weather		Visibility		ater	Time of Day	Wind Speed		
Cloudy		Good	Ģ	alm Day		Strong (force 5-7 / 17-33 knots)		
oporal	Shin Inf	ormation						
	-			$\bigcirc$				
Select typ	es of ship	os involved i	n incident					
Сом	Fishing			Non-pax (Non-specif	fic) 🗌 REC Moto	orboat		
_	-	ive (Other)		VI Non-pax (Boat share	·			
	Hire & Dr		$\sim A /$	M Non-pax (Houseboat	, <u> </u>	noat		
				VI Non-pax (Hovercraft		dle (row) boat		
	Hiro & Dr			VI Non-pax (Paddle/rov		. ,		
Сом	Hire & Dr				V)     <u>REC HOUS</u>	seboal		
□ сом □ сом	Hire & Dr	ive (PWC)			· _			
□ сом □ сом □ сом	Hire & Dr Hire & Dr	ive (PWC) ive (House)		M Non-pax (PWC)				
□ сом □ сом □ сом	Hire & Dr Hire & Dr				· _			
Сом	Hire & Dr Hire & Dr			M Non-pax (PWC)	· _			
	Hire & Dr Hire & Dr Pax			M Non-pax (PWC)	· _			
	Hire & Dr Hire & Dr Pax			M Non-pax (PWC)	· _			
□ COM □ COM □ COM □ COM	Hire & Dr Hire & Dr Pax			M Non-pax (PWC)	· _			
	Hire & Dr Hire & Dr Pax			M Non-pax (PWC)	· _			
Com Com Com Ships Inx Conimer	Hire & Dr Hire & Dr Pax Zoived ciai oniv	ive (House)		M Non-pax (PWC)	· _			
Conmer Ontribut	Hire & Dr Hire & Dr Pax Zoived ciai oniv	ive (House)		M Non-pax (PWC)	· _			
Conmer Contribut	Hire & Dr Hire & Dr Pax	ive (House)		M Non-pax (PWC)	Unknown	fuel		
Contribut	Hire & Dr Hire & Dr Pax voived ciai oniv ting Fac	tors		M Non-pax (PWC)	Unknown			
Contribut	Hire & Dr Hire & Dr Pax	tors		M Non-pax (PWC)	Unknown	maintenance		

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	· ·
☐ Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	U Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
Material	
	nappropriate hull or equipment - construction fault
Electrical failure	nappropriate huil or equipment - design fault
Equipment failure - other	nappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
□ Inadequate stability - overloading □ :	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$ ((	(3)
	$\checkmark$
Describe the contributing factor	
The berthing of the ship relying on one line. Nil other lines availabl	e in the event they were needed.
Environmental	
	- lack navigation aids 🛄 Poor visibility
Bar conditions	
	- uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs U Other (Environme	ntal)
Summary - description of incident including events le	ading up to and following incident
caning vention of incident incidenting events to	ading up to and tonowing incluent
I reversed into the new @ Ab -! Doint the order of	
I reversed into the pen @ Abel Point, the approach v	vas not as usual due to vessel hanging out of

adjacent berth. I went straight into the pen approach was not as usual due to vessel hanging out of adjacent berth. I went straight into the pen approx 1 mtr off fender buoys, the set length midships line was handed to the polter, it went around the pole but did not make it back to the cleat on The breeze was holding me off the pen arm. I split the engines to get the midships closer to the arm to get the meaning line on the store surved out towards the rock well, it was then that the south prop bit a

submerged object. I let the midship line go, moved out of the pen then came back in p secured the vessel on the pen.

Tides.doc Ber Vides.doc Ber Vides.	th on day of incident.pdf Finding on.doc Marine Incident Categor 41264.pdf 2010100710581046 U Closed out - NFA	y Matrix. 9 Matrix. 8.pdf 20 vith sul	D101007110138418.pdf bmerged object' to 'Grounding
Last updated: Date entered:	17/02/2011 09:59:12 AM 13/05/2010 01:11:12 PM	by by	Stewart Z Day/cp1/odot/au Anne M Senden/Central/odot/au

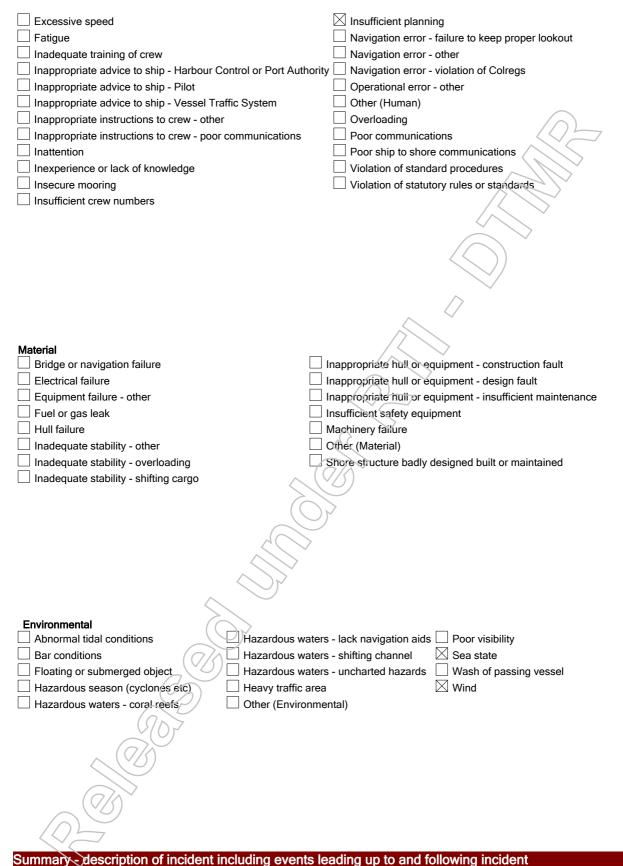
Region File			Marine			
	No HO File No	o Regi	ion	Status	Date closed	Cat Investigate?
230/00581		Mac	kay	Closed	22/05/2013	2 ***
Reporting Agency		Rep	orted via		Reported on	Next review
Qld Transp			71 Marine Incident	t Report	30/01/2013	09/02/2013
Office	Airlie Beach	Inci	dent involved	***		
Pollution?	***				5	
Reason ( Relevant nvestigatir	111003		ed - No action req	uired		, Ben
osition o	of Incident - Latitu	de and Long	itude should b	e entered in o	decimal format	
<b>Lat</b> -20.	0025 Long	148.0070	Water/ Landmark	Pioneer Bay (	(swing mooring)	
Bearing		Distance (nm or m)		Loc	Partially sn	nooth waters
Date	23/01/2013	Time	09:18 AM		$\searrow$	
ype of In	ncident				7	
Grounding	unintentional			23		
ncident S Fatalities	Oeverity O Minor In Serious	-		Severity	Ship Lost	
Invironm	nental Conditions					
<b>Weather</b> Rain	Visibility Poor	Water Very Ro	ugh	<b>Time of Day</b> Day	Wind Speed	
Rain	Poor		ugh			
Rain General S		Very Ro	ugh			
Rain  Ceneral  Select typ  COM COM COM COM COM COM COM COM COM CO	Poor Ship Information es of ships involved i Fishing Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (FWC) Hire & Drive (FWC) Hire & Drive (House) Pax Volved chal only	n incident COM Non COM Non COM Non COM Non COM Non COM Non	n-pax (Non-specific -pax (Boat share) -pax (Houseboat) -pax (Hovercraft) -pax (Paddle/row) -pax (PWC) -pax (Sail)	Day	rboat oat lle (row) boat	
Rain Ceneral Select typ COM	Poor Ship Information es of ships involved i Fishing Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (FWC) Hire & Drive (House) Pax	n incident COM Non COM Non COM Non COM Non COM Non COM Non	I-pax (Non-specific I-pax (Boat share) I-pax (Houseboat) I-pax (Hovercraft) I-pax (Paddle/row) I-pax (PWC)	Day C) REC Moto REC PWC REC Sailb REC Padd REC Hous	rboat oat lle (row) boat	
Rain         Select typ         COM         COM         COM         COM         COM         COM         Ships inv         Recreation         Contribut         Human	Poor Ship Information es of ships involved i Fishing Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (FWC) Hire & Drive (FWC) Hire & Drive (FWC) Hire & Drive (FWC) Hire & Drive (House) Pax Pax Followed chal only ting Factors	n incident COM Non COM Non COM Non COM Non COM Non COM Non	I-pax (Non-specific I-pax (Boat share) I-pax (Houseboat) I-pax (Hovercraft) I-pax (Paddle/row) I-pax (PWC)	Day C) REC Moto REC PWC REC Sailb REC Padd REC Hous Unknown	rboat oat lle (row) boat seboat	
Rain         Select typ         COM         COM         COM         COM         COM         COM         COM         COM         Ships inv         Recreation         Contribut         Human         Alcoho	Poor Ship Information es of ships involved i Fishing Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (FWC) Hire & Drive (FWC) Hire & Drive (House) Pax Volved chal only	n incident COM Non COM Non COM Non COM Non COM Non COM Non	I-pax (Non-specific I-pax (Boat share) I-pax (Houseboat) I-pax (Hovercraft) I-pax (Paddle/row) I-pax (PWC)	Day  C) REC Moto REC PWC REC Sailb REC Padd REC Hous Unknown Insufficient	rboat oat lle (row) boat seboat	

<ul> <li>Excessive speed</li> <li>Fatigue</li> <li>Inadequate training of crew</li> <li>Inappropriate advice to ship - Harbour Control or Port Authority</li> <li>Inappropriate advice to ship - Pilot</li> <li>Inappropriate advice to ship - Vessel Traffic System</li> <li>Inappropriate instructions to crew - other</li> <li>Inappropriate instructions to crew - poor communications</li> <li>Inattention</li> <li>Inexperience or lack of knowledge</li> <li>Insecure mooring</li> <li>Insufficient crew numbers</li> </ul>	<ul> <li>Insufficient planning</li> <li>Navigation error - failure to keep proper lookout</li> <li>Navigation error - other</li> <li>Navigation error - violation of Colregs</li> <li>Operational error - other</li> <li>Other (Human)</li> <li>Overloading</li> <li>Poor communications</li> <li>Poor ship to shore communications</li> <li>Violation of standard procedures</li> <li>Violation of statutory rules or standards</li> </ul>
Material ☐ Bridge or navigation failure ☐ Ir	nappropriate hull or equipment - construction fault
Equipment failure - other       Ir         Fuel or gas leak       Ir         Hull failure       M         Inadequate stability - other       C	nappropriate hull or equipment - design fault nappropriate hull or equipment - insufficient maintenance nsufficient safety equipment Machinery failure Other (Material) Shore structure badly designed built or maintained
Bar conditions	<ul> <li>lack navigation aids Poor visibility</li> <li>shifting channel Sea state</li> <li>uncharted hazards Wash of passing vessel</li> <li>Wind</li> </ul>
Hazardous season (cyclones etc)	
Summary - description of incident including events lea	ading up to and following incident
Not relevant 1 parts mooring at 1630. Vessel of	drifted into marina rock wall. Loss of ship.

This file has been closed upon review by Snr Investigator Marc Bailey and Acting Area Manager Ben Morgan, this incident and a series of other incidents are as a result of Cyclone Oswald. Closure letter

Action Log - s	should summarise key inves	stigative mi	lestone <u>s, data modifica</u>	ations and include attachments
MKA39521 N	/R		1.pdf	
21/01/2014 linked owne Standards)	Incident type changed fro <sup>VR</sup> s part of data c	om 'Loss o leansing fo	f ship' to 'Grounding or 2013 annual repor	unintentional' and t. S.Day (Vessei
ast updated: ate entered:	21/01/2014 11:38:08 AM 30/01/2013 09:10:15 AM	by by	Stewart Z Day/cp1/qdot/ Melissa G Tellegen/Cen	/au tral/qdot/au
				$\rightarrow$
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			57	
	<	SP	7	
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	907 107			
$\langle$				
	B)~			

MK	<b>(</b> A39	526			Marine	Incid	ent		
Region File	e No	HO File No	0	Regio	n	Status	Date closed	Cat	Investigate?
230/00581				Macka	у	Closed	24/04/2014	2	Yes
Reporting / Qld Transp					<b>ted via</b> Marine Incident F	Report	<b>Reported on</b> 29/01/2013		Next review 09/02/2013
Office	Airlie Be	ach		Incid	ent involved	***			
Pollution?	***						1		
Reason ( Relevant Investigatir	t Act		-	omplete	d - No action requ	ired	Officer MORG	AN, Ben	
Position o	of Incider	nt - Latitu	de and l	ongit	ude should be	entered in	decimal format/		
<b>Lat</b> -20.2	2670	Long	148.7110		Water/ Landmark	Anchorage o	utside Abei Point Mari	na	
Bearing			Distance (nm or m			Lo	cation Partially	smooth wa	ters
Date	24/01/201	13	Time		03:30 PM				
				l					
Type of In	ncident								
Oraçua din a		I							
Grounding	unintentio	nai							
Incident S	Severity					$\langle \rangle \rangle$			
Fatalities	0	Minor In	juries			Severity	Ship Lost		
		Serious	Injuries						
Environm	nental Co	onditions			$\searrow$				
<b>Weather</b> Rain		<b>Visibility</b> Poor		<b>ater</b> ery Rou		Time of Day Day	Wind Speed Gale (force 8	and above	/ more than 33
General S	Ship Info	rmation		$\bigcirc$					
Select typ	es of ships	involved i	n incident	)					
□ COM □ COM □ COM □ COM	Hire & Driv Hire & Driv	ve (Sail) ve (Motor)		M Non-p M Non-p M Non-p M Non-p M Non-p	pax (Non-specific) pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC) pax (Sail)	REC PWC	C poat dle (row) boat		
Ships inv Commerce		·							
Contribut	ting Eact	ors							
	ang Faci								
	l or drugs				( r				
	ercial pres	sure			l		maintenance		

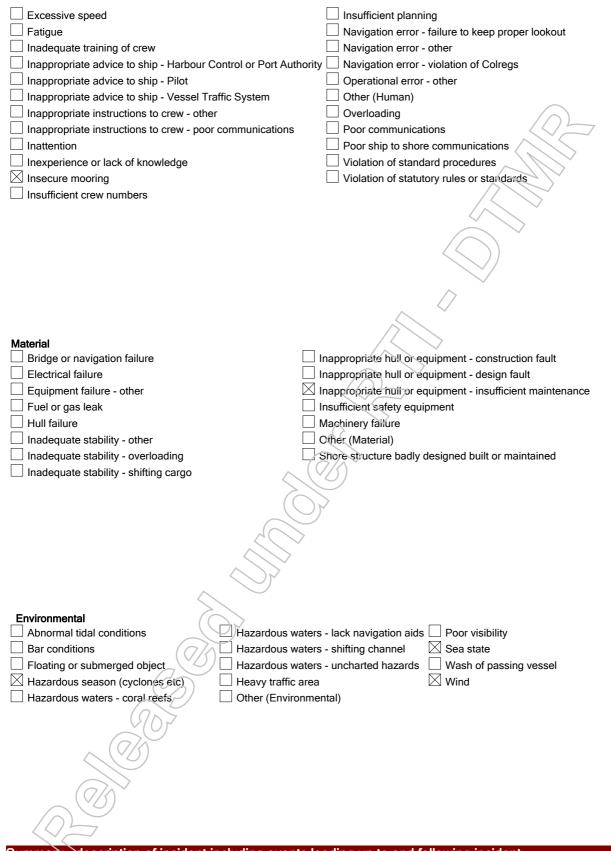


After a check of weather forecast on afternoon of 23/01/2013, Not relevant was left at anchor outside Abel Point Marina in her usual position.

Not relevant

<sup>/R</sup> 21/01/2014	Full File.pdf MKA39	526 - <sup>N/R</sup> rom "Los	milestones, data modifications and include attachments 10215QD).pdf] as of ship" to "Grounding unintentional" or 2013 annual report. S.Day (Vessel
ast updated: Date entered:	24/04/2014 10:00:41 AM 30/01/2013 10:16:11 AM	by by	Timothy N Henderson/Central/gdoī/au Melissa G Tellegen/Central/qdot/au
		SP SP	
2			

MK	(A39711		Marine	e Incid	ent		
Region File	No HO File N	o Re	egion	Status	Date closed	Cat	Investigate?
230/00581		M	ackay	Closed	22/05/2013	3	Yes
Reporting A Qld Transpo			eported via 071 Marine Inciden	t Report	Reported on 01/02/2013		lext review 2/04/2013
Office	Airlie Beach	lr	ncident involved	***			
Pollution? Reason ( Relevant nvestigatin	111/03		leted - No action rec	quired	Officer ANDE	RSON, John	Alwyn
-	f Incident - Latitu		gitude should b	e entered in		)	,
Lat -20.2	2591 Long	148.7246	Water/ Landmark	Pioneer Bay,	Airlie Beach.		
Bearing		Distance (nm or m)		Lo	cation Partially	smooth wat	ers
Date	24/01/2013	Time	04:00 PM				
ype of In	icident						
	· · · ·						
arounding	unintentional						
ncident S	Severity		$\sim$	75)			
Fatalities	0 Minor Ir	ijuries	0	Severity	Ship Lost		
	Serious	Injuries	0 ~ ( )				
Invironm	nental Conditions						
Weather Rain	Visibility Fair	Wate Verv	Rough	Time of Day Day	Wind Speed Gale (force 8	and above /	more than 33
			.oug				
	Ship Information		)				
Select type	es of ships involved i	n incident					
🗌 сом	Fishing Hire & Drive (Other) Hire & Drive (Sai!)	Д СОМ N	on-pax (Non-specifi on-pax (Boat share) on-pax (Houseboat)				
□ сом □ сом	Hire & Drive (Motor) Hire & Drive (FWC)	Сом N	on-pax (Hovercraft) on-pax (Paddle/row	REC Pado	dle (row) boat seboat		
☐ СОМ	Hire & Drive (House) Pax		on-pax (PWC) on-pax (Sail)	Unknown			
Ships inv							
Recreatio							
Contribut	ing Factors						
Human	l er druge				fuel		
	l or drugs ercial pressure			Insufficient	tuel maintenance		
					mannonanoo		



## Summary - description of incident including events leading up to and following incident

Weather report received Wed. 23rd Jan 6pm (1800) 33-40 kn N/W swell 3-4 m. Travelled to Airlie Beach Thurs. 24th morning.-conditions too rough to attend vessel in 2.5m inflatable dinghy without risking personal injury. Vessel monitored from land until approx. 1500. Returned home. Approx 1900-1930 received call that vessel had broken mooring and washed up at Port of Airlie

breakwater,ea Attended site	ast of Whitsunday sailing	g club. ing,vess	el demasted approx. 2100. el debris.
Action Log - 1	PDF	estigative	milestones, data modifications and include attachments
Last updated : Date entered :	22/05/2013 10:06:11 AM 12/04/2013 12:00:24 PM	by by	Claire Z Willemse /Central/gda/an John Y Anderson/cp4/qdot/au
		2	

Mk	<b>(A40249</b>		Marine	e Incid	ent		
Region File			Region	Status	Date closed	Cat	Investigate?
230/00707	230/0327	2	Mackay	Closed	25/08/2014	3	Yes
Reporting A	Agency		Reported via		Reported on	N	ext review
Qld Transp			F3071 Marine Inciden	t Report	11/02/2014	22	2/02/2014
			·				
Office	Airlie Beach		Incident involved	Exempt Mas	ster		
			-				$\searrow$
Pollution?	No					/ / /	$\geq$
Reason (	Closed Invo	stigation Co	mpleted - No action red	nuirod		$\sim$	
Relevant	111403	sugation Co		Julieu		$\searrow$	
nvestigatin	ng Agency Qld Trans	port			Officer ANDE	RSON, John	Alwyn
osition o	of Incident - Latitu	ude and L	ongitude should b.	e entered in	decimal format	/	
			5				
Lat -20.3	3005 Long	148.7904		Pioneer Bay	$\square$		
		Distance	Landmark		$\wedge$		
Bearing		Distance (nm or m		Loc	cation Partially	smooth wate	ers
			·				
Date	31/01/2014	Time			$\searrow$		
				/ n L			
ype of In	ncident						
Grounding	unintentional			74			
			/				
ncident S	Severity		$\sim$	7 <u>(</u> 5)			
	soverty			9			
Fatalities	0 Minor I	njuries	0	Severity	Ship Lost		
				/			
	Serious	s Injuries	0 2 ( )				
nvironm	nental Conditions	•					
		, ,					
Weather	Visibility		ater	Time of Day	Wind Speed		
Rain	Poor	Ve	ry Rough	***	Gale (force 8	and above /	more than 33
eneral S	Ship Information	(	$\bigcirc$				
	es of ships involved						
			)				
	Fishing	E CON	/I Non-pax (Non-specifi	c) 🗌 REC Moto	orboat		
сом	Hire & Drive (Other)	CON	/I Non-pax (Boat share)	) 🔄 REC PWC	)		
🗌 сом	Hire & Drive (Sail)		I Non-pax (Houseboat)	) 🛛 REC Sailb	oat		
🗌 сом	Hire & Drive (Motor)		/I Non-pax (Hovercraft)	REC Pado	dle (row) boat		
Сом	Hire & Drive (FWC)		I Non-pax (Paddle/row	) 🗌 REC Hous	seboat		
	Hire & Drive (House)		/ Non-pax (PWC)				
			/ Non-pax (Sail)				
	Fax		/ NOT-pax (Sall)				
	$\langle \langle \vee \rangle \rangle$						
Ships inv	unit cont						
Recreation							
. toorbeilt							
Con <u>tribut</u>	ting Factors						
Human							
	l or drugs			Insufficient	fuel		
	ercial pressure			Insufficient	maintenance		
	•						



At some time during the morning of 31st of January 2014, the weather conditions deteriorated due to

o anno dannig ano morning or o rot or odnadry 2011 Tropical Cyclone Dylan crossing the Whitsunday Coast. The vessel was attached to the mooring by a cleat on the foredeck. In the recorded 70kn winds and rough seas the cleat was ripped out of the foredeck and the vessel ended up on the rocks in front of the lagoon at Airlie Beach. Action Log - should summarise key investigative milestones, data modifications and include attachments MKA40249 Marine Incident Report.pdf MIIR pdf N/R ndf MKA40249 File Note.pdf MKA40249 Full File.pdf Close out letter pdf 28/01/2015 Changed incident type from 'Loss of ship' to ' Grounding unintentional' as part of data cleansing. S.Day (Vessel Standards) 24.2.15 - email sent to region requesting that a finalisation letter be sent. PH. MKA40249.msg 15/5/15 - Closed by CU. Changed to Cat 3 PDF STHF6-MARI-15051515560.pdf Last updated: 15/05/2015 03:58:40 PM by Kaylene L Kaylon / cp1/qdot/au 12/02/2014 03:11:11 PM Melissa G Tellegen/Central/adol/au Date entered: by

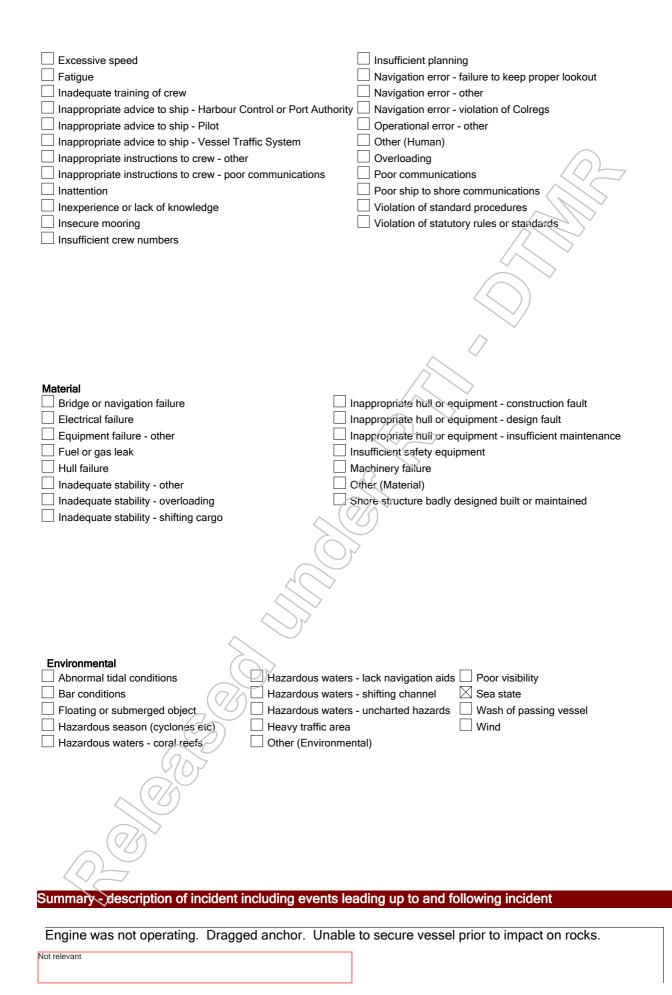
Mł	<b>(</b> A40878	I.	Marine	e Incid	ent		
Region File	e No HO File	No	Region	Status	Date closed	Cat	Investigate?
230/00796	230/039	41	Mackay	Closed	18/01/2016	3	Yes
Reporting	Agency		Reported via	]	Reported on	Ν	lext review
ald Transp	<u> </u>		F3071 Marine Inciden	it Report	04/02/2015	2	4/05/2015
Office	Airlie Beach		Incident involved	***			
ollution?	No						$\geq$
Reason	Closed					$\sim$	
Relevant	1110	National Law	mpleted - No action red /	quirea		$\searrow$	
nvestigatir	ng Agency Qld Tran	isport			Officer EMER	Y, Jonathan	М
osition o	of Incident - Lati	tude and L	ongitude should b	e entered in	decimal format	/	
Lat -20.	2650 Long	148.7100	Water/	Abell Point N	1arina		
		Distance	Landmark		$\land$		
Bearing		(nm or m)		Lo	cation Smooth	waters	
Data	00/00/0015	<b>T</b> :			$\sim$		
Date	03/02/2015	Time			$\searrow$		
				102	7		
/pe of Ir	ncident						
·				$\sim$			
Grounding	unintentional			23			
			/				
cident S	Severity			75)			
	seventy			$\leq$			
Fatalities	0 Minor	Injuries	0 ()	Severity	Ship Damaged		
	<b>_</b>			/			
	Seriou	us Injuries	0 / ( )				
nvironn	nental Condition	าร					
Weather		<u> </u>		Time of Day	Wind Speed		C luz ata)
Clear	Fair	Ca		Night	Moderate (fo	rce 3-4 / 8- I	6 KNOTS)
ieneral :	Ship Informatio	n	$\bigcirc$				
	es of ships involved						
			/		]		
	Fishing		l Non-pax (Non-specifi	·			
_	Hire & Drive (Other		Non-pax (Boat share)				
_	Hire & Drive (Sail)		Non-pax (Houseboat	·			
	Hire & Drive (Motor	· / _	I Non-pax (Hovercraft)		dle (row) boat		
	Hire & Drive (FWC)		l Non-pax (Paddle/row		seboat		
	Hire & Drive (House	·	I Non-pax (PWC)	Unknown			
🖂 сом	Pax		l Non-pax (Sail)				
	$(\nabla/3)$						
$\int \int dr$	$\mathcal{I} \subseteq \mathcal{I}$						
Ships in							
Commer	cial only						
ontribu	ting Factors						
luman				_			
_	ol or drugs			Insufficient			
Comm	ercial pressure			Insufficient	maintenance		

Excessive speed	Insufficient planning
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Author	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	Ň,
Describe the contributing factor	$\langle \langle \rangle \rangle$
Error of judgement	
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate null or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
	Machinery failure
Inadequate stability - other	Cther (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
(	
	<i>y</i>
$\sim$	
Environmental	
	ers - lack navigation aids 🗌 Poor visibility
Bar conditions Hazardous wate	ers - shifting channel 🗌 Sea state
Floating or submerged object Hazardous wate	ers - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environn	nental)
$(0)^{\prime}$	
$(7/\delta)$	
$(\overline{Q}/\overline{A})^{\sim}$	
Summary description of incident including quests	leading up to and following incident
Summary-description of incident including events	reading up to and following incident
The Incident: Not relevant deported from borth M14 Aboll Doint	Marina at 2000 on the 2/2/15 with 21 pages are
ueparteu from berth W14, Abell Point	Marina at 2000 on the 3/2/15 with 21 passengers

departed from berth M14, Abell Point Marina at 2000 on the 3/2/15 with 21 passengers and 4 crew. As the vessel left the berth the port propeller made contact with the rockwall forming the western side of the marina channel.

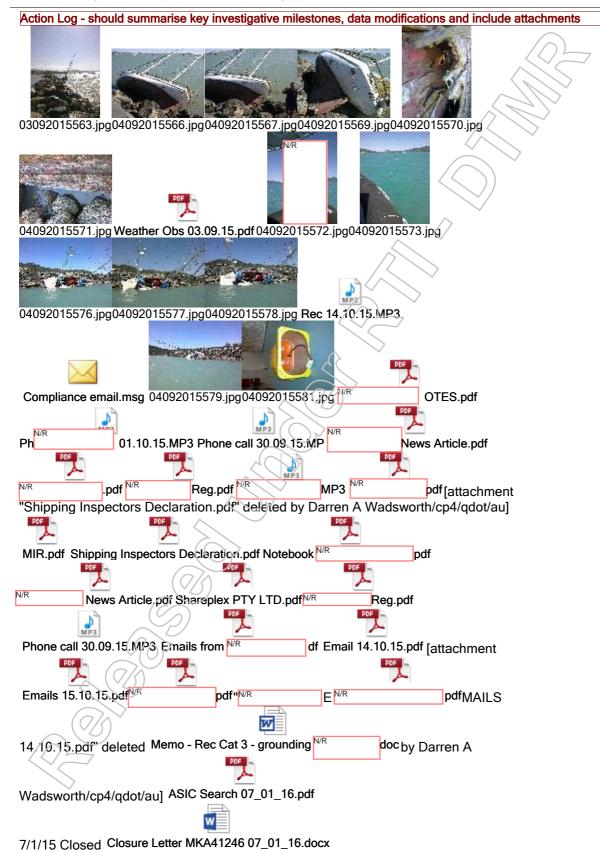
Action Log - s		nmarise key inve	_		nodifications ar	nd include attach	ments
AMSA529		eport.pdf Witness <sup>N/R</sup>	Marine officer n		st.pdf	MO doc	
Master.docx	Location.	docx Weather.d	ocx Tide.docx	MIIR - <sup>N/R</sup>		Memo.pdf	
Closure Lette	er Owner M	KA40878 09_03	3_16.docx				
st updated: te entered:	15/03/20	16 09:20:10 AM 15 12:03:47 PM	by Ka	aylene L Clayto amela A Lyon/o	yn/r, 9 yn/r,		
			3				
<	(A (TS)						
	<b>B</b>						

Mk	<b>(</b> A4	1246		Marine	e Incid	ent		
Region File	e No	HO File N	o	Region	Status	Date closed	Cat	Investigate?
230/00857		230/03886	6	Mackay	Closed	26/11/2015	3	Yes
Reporting /	Agency			Reported via		Reported on	١	lext review
Qld Transp	ort			F3071 Marine Inciden	t Report	04/09/2015	1	0/10/2015
Office	Airlie E	Beach		Incident involved	***			75
Onice				Incident involved				$\sim$
Pollution? Reason (	***							
Relevant	t Act	TOMS TOMS V Qld Trans	SĂ	npleted - No action red	Juirea	Officer WADS	WORTH, D	arren
osition o	of Incide	ent - Latitu	ide and L	ongitude should b	e entered in	decimal format/	/	
Lat -20.3	2659	Long	148.7219	Water/ Landmark	Rock wall ea	st of Whitsunday Sail	ing Club	
Bearing			Distance (nm or m)		Lo	cation Smooth	waters	
Date	03/09/2	015	Time	02:00 PM		$\searrow$		
	<u>.</u>					7		
ype of In	ncident							
		· · · · · ·						
Grounding	unintent	lonal						
noidont 9	Sovorit				7B)			
ncident S	seveni	y			.0)			
Fatalities	0	Minor Ir	njuries	0 ()	Severity	Ship Lost		
		Serious	Injuries		/			
		Centra	injunes					
Environm	nental (	Conditions	;					
Weather		Visibility	Wa	iter	Time of Day	Wind Speed		
Clear		Good	Ve	ry Rough	Day	Strong (force	5-7 / 17-33	knots)
General S	Ship In	formation	((	$\supset$				
	-	ps involved i	n incident					
COM COM COM COM COM	Hire & D Hire & D Hire & D Hire & D Pax Volved onal only			Non-pax (Non-specifi   Non-pax (Boat share)   Non-pax (Houseboat)   Non-pax (Hovercraft)   Non-pax (Paddle/row   Non-pax (PWC)   Non-pax (Sail)	) CREC PWC ) REC Sailt REC Pade	C boat dle (row) boat		
Contribut	ung Fa	clors						
	l or drug	6				fuel		
	l or drug ercial pre							



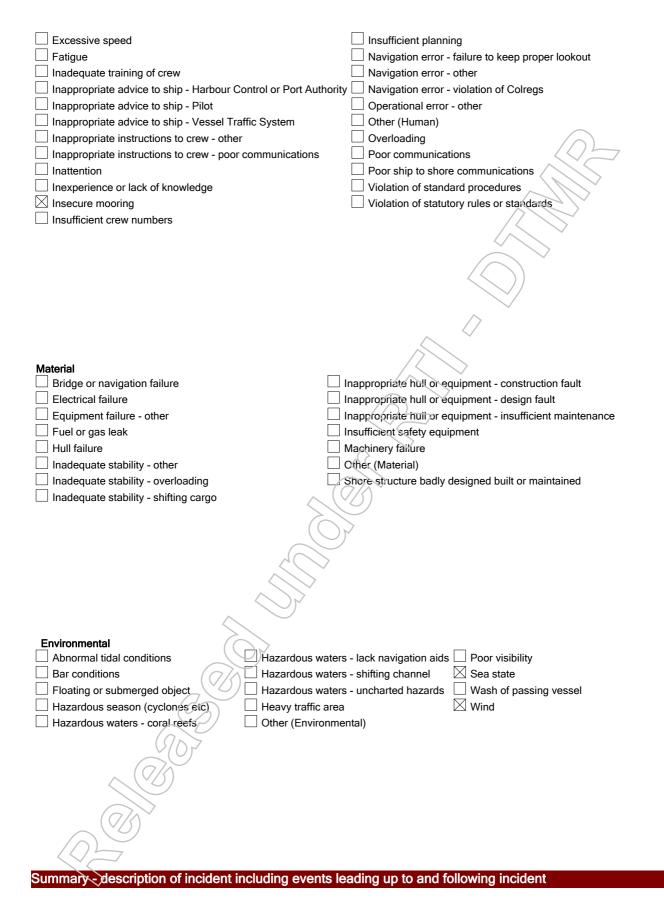
Not relevant

07/01/16 Compliance Unit review file and complete assessment check list and closure letter. Provided



	ent Report - MKA41246 07_01_		nsg
RE	info from Caseman.msg R <sup>N/R</sup>		.msg
N/R			
N/K	ос		
19/02/2016 C	Changed from 'Loss of ship' to		entional' as per Caseman de
	S.Day (Vessel Standards	5)	
Last updated: Date entered:	18/02/2016 04:30:52 PM b 30/09/2015 12:11:23 PM b	y Stewart Z Day y Melissa G Tell	/cp1/qdot/au egen/Central/qdot/au
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<	(VB)		
	B)~		
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MK	A4	1252		Marine	e Incid	ent		
Region File I	No	HO File N	o	Region	Status	Date closed	Cat	Investigate?
230/00861		230/03884	1	Mackay	Closed	28/10/2015	3	Yes
Reporting Ag	gency			Reported via		Reported on	١	lext review
Qld Transpoi	rt			F3071 Marine Incider	nt Report	03/09/2015	1	2/10/2015
Office	Airlie E	Beach		Incident involved	***			
Pollution?	No							
Reason Cl Relevant A nvestigating	Act	Inves TOMS y Qld Transp	SĂ	mpleted - No action re	quired	Officer WADS	WORTH, D	arren
osition of	Incide	ent - Latitu	ide and L	ongitude should b	be entered in	decimal format	/	
Lat -20.26	684	Long	148.7268	Water/ Landmark	Boathaven B	each		
Bearing			Distance (nm or m	)	Lo	cation Partially	smooth wat	ers
Date	03/09/2	015	Time	11:00 AM		$\searrow$		
ype of Inc	ident					7		
					$\rightarrow$			
Grounding u	unintent	ional			$\sim$			
				(				
ncident Se	everity	/		$\sim$	<u>~()</u>			
Fatalities	0	Minor Ir	niuries		Severity	Ship Lost		
			-		)			
		Serious	Injuries	0 < ( )				
Invironme	ental (	Conditions	;					
Weather		Visibility	\\\/	ater	Time of Day	Wind Speed		
Clear		Good		орру	Day	Strong (force	5-7 / 17-33	knots)
								,
	-	formation		9				
Select types	s of shi	ps involved i	n incident	)				
□ сом н □ сом н □ сом н	lire & D lire & D lire & D lire & D lire & D	rrive (Other) rrive (Sail) rrive (Motor) rrive (FWC) rrive (House)		<ul> <li>Non-pax (Non-specif</li> <li>Non-pax (Boat share</li> <li>Non-pax (Houseboat</li> <li>Non-pax (Hovercraft)</li> <li>Non-pax (Paddle/row</li> <li>Non-pax (PWC)</li> <li>Non-pax (Sail)</li> </ul>		C poat dle (row) boat		
Ships invo Recreation		5)						
	(							
ontributir	$\geq$							
	$\geq$							
Contributir Human Alcohol c Commer	ng Fa	<b>ctors</b>			Insufficient	fuel maintenance		



## SUMMARY :

Boat was anchored off Boathaven Beach 200-300 m for past 10 weeks. First I knew of incident was approx 11:30am about 1 hour after it happened. My boat Not relevant dragged anchor and came to a stop on top of the end of the rockwall at Southern End of Boathaven Beach. It was towed off the rocks

and grounded	on the beach by			
Attached Lette On Wednesday			was involved in a	marine incident. I last boarded
Action Log - sł	hould summarise key inve	stigative milesto	nes, data modificatio 	ns and include attachments
Hamilton Island	d, Qld - September 2015 -	Daily Weather C	bservations.htm Ack	Letter.pdf
	.pd sta	atement.pdf Vess	sel & Mast Details.pd	
MIR - MIR - 20/1/16 Close	pdf Memo - Rec C		ss <mark>WR doc</mark>	
20/1/10 01000		1_10.000x	~	
File Assessme	ent Report - MKA41252 20	_01_16.doc		>
Last updated : Date entered :	16/02/2016 02:26:11 PM 02/10/2015 11:23:02 AM	by Emr by Emr	na J Grainger/Central/q na J Grainger/Central/q	dot/au dot/au
		57° 7		
<				
	3			

Pages 109 through 111 redacted for the following reasons: Not relevant

MK	<b>(M35117</b>	Marin	e Incid	ent				
Region File	No HO File No	Region	Status	Date closed	Cat Investigate?			
720/01526		Mackay	Closed	26/10/2007	3 Yes			
Reporting A	Agency	Reported via		Reported on	Next review			
Qld Transpo		Telephone		04/05/2007	18/05/2007			
Office	Mackay	Incident involved	***					
Pollution?	No							
Reason Clo	sed Invest	tigation Inconclusive - see Sumr	nary		$\langle \rangle$			
Investigatin	g Agency Qld Transp	ort	-	Officer SAUN	DERS, Mike			
osition o	f Incident - Latitu	de and Longitude should	be entered in	decimal format				
					/			
Lat -21.1	105 <b>Long</b>	149.2333 Water/	Entrance to I	Mackay harbour				
		Landmark Distance						
Bearing		(nm or m)	Lo	cation Smooth	waters			
	04/05/0007	<b>T</b>	//					
Date	04/05/2007	<b>Time</b> 02:45 PM		$\sim$				
				$\checkmark$				
ype of In	cident			フ				
Grounding	unintentional							
ncident S	Severity	. (	010					
			Č					
Fatalities	0 Minor In	juries 0	Severity	Ship Damaged				
	Serious	Injuries 0	$\mathcal{D}$					
Environm	nental Conditions							
Weather	Visibility	Water	Time of Day	Wind Speed				
Clear	Good	Calm	Day Light (up to force 2 / 1-7 knots)					
General S	Ship Information	$(\bigcirc >$						
Select type	es of ships involved ir	n incident						
	Fishing	COM Non-pax (Non-spec	ific) 🖾 REC Moto	orboat				
	Hire & Drive (Other)	COM Non-pax (Boat shar	_					
	Hire & Drive (Sail)	COM Non-pax (Houseboa	· _	poat				
	Hire & Drive (Motor)	COM Non-pax (Hovercraf	· _	dle (row) boat				
	Hire & Drive (PWC)	COM Non-pax (Paddle/ro	· _	· · /				
	Hire & Drive (House)	COM Non-pax (PWC)	Unknown					
🗌 сом	Pax	COM Non-pax (Sail)						
	$(\nabla/S)^{-1}$							
Ships Inv								
Recreatio	onal only							
Contribut	ing Factors							
Human								
Alcohol	l or drugs		Insufficient	fuel				
	ercial pressure		Insufficient	maintenance				
Excess	ive speed		Insufficient	planning				

· ·	
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Author	ority 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
L Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\land$
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	A Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	
$\geq$	
	,
Environmental Abnormal tidal conditions	ters - lack navigation aids 🗌 Poor visibility
	-
	ters - uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environ	imental)
6/07	
$\sim (\sqrt{3})$	
$\left( \left\langle 2/2 \right\rangle \right)^{-1}$	
Summary - description of incident including events	leading up to and following incident
$\sim$	
The 68 foot recreationally registered motor vesse	Not relevant was returning towards the entrance to the
	and the master was reducing engine speed when he
discovered the engines were not responding.	
·································	

This resulted in the vessel unintentionally arounding onto the porthern breakwater

ווווה ופגעונפע ווו נוופ עפגצפו עווווונפוועטוומווץ טויטעוועוווץ טוונט נוופ ווטועופווו טופמגשמנפו.

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments 25/102007 Report finalised. No enforcement action decided. Copy of report emailed to Senior Advisor Ken Gray for his information and advice. Copy of report attached.

Pages 115 through 121 redacted for the following reasons: Not relevant

MK	M35589		Marine	e Incid	ent		
Region File	No HO File N	lo R	egion	Status	Date closed	Cat	Investigate?
/20/1649		М	ackay	Closed	27/06/2008	2	Yes
Reporting Agency Qld Transport			<b>eported via</b> ther		Reported on 28/11/2007	Next review 30/12/2007	
Office	Mackay	I	ncident involved	***			
ollution?	No						$\rightarrow$
Reason Clo nvestigating	<b>sed</b> Inve <b>g Agency</b> Qld Trans		clusive - see Summa	ary	Officer SAUN	DERS, Mike	
osition o	f Incident - Latiti	ude and Lor	ngitude should b	e entered in	decimal (format)	)	
Lat -21.1	1019 Long	149.2273	Water/ Landmark	Mackay Harb	oour		
Bearing		Distance (nm or m)		Loc	cation Smooth	waters	
Date	27/11/2007	Time	08:00 PM		$\searrow$		
/pe of In	cident				7		
	unintentional						
				$\sim$			
cident S	everity			7/{\			
Fatalities	0 Minor I	njuries	0	Severity	Ship Damaged		
	Serious	s Injuries	0	P			
nvironm	ental Conditions	3					
Weather	Visibility	wate		Time of Day	Wind Speed		
***	***	***		Night	***		
eneral S	Ship Information		$\mathbf{i}$				
	es of ships involved		Ĵ				
Сом	Fishing	Соми	on-pax (Non-specifi	c) 🗌 REC Moto	orboat		
_	Hire & Drive (Other)		on-pax (Boat share)	_	<b>&gt;</b>		
СОМІ	Hire & Drive (Sail)	2 COM N	on-pax (Houseboat)	🛛 REC Sailb	poat		
Сом	Hire & Drive (Motor)	Сом К	on-pax (Hovercraft)	REC Pado	dle (row) boat		
Сом	Hire & Drive (PWC)	プロ сом м	on-pax (Paddle/row	) 🗌 REC Hous	seboat		
Сом	Hire & Drive (House	) 🗌 сом м	on-pax (PWC)	Unknown			
Сом	Pax		on-pax (Sail)				
	$\langle (\vee S) \rangle$						
Ships Inverse							
ontribut	ing Factors						
luman							
_	or drugs			Insufficient	fuel		
	ercial pressure			Insufficient	maintenance		
Excess	ive speed			Insufficient	planning		

•	
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authorit	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
	Poor communications
☐ Inappropriate instructions to crew - poor communications ☐ Inattention	
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
	☐ Violation of statutory rules or standards
Insufficient crew numbers	
	$\langle \langle \rangle \rangle$
	$\langle \langle \rangle \rangle$
	$\square$
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
	(//3)
$(\bigcirc$	$\geq$
	)
<u>-</u>	
	s - lack navigation aids Poor visibility
	s - shifting channel 🔄 Sea state
	s - uncharted hazards Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs U Other (Environme	ental)
(2/DF	
$\sim$ ( $\sim$ 2)	
$\sim (\sqrt{2})$	
Summan description of insident including events k	ooding up to and following incident
Summary - description of incident including events le	eading up to and following incident
$\sim$	
	ort was received from VMR Mackay that a yacht had
struck the northern breakwater outside Mackay harl	bour, adjacent to Berth M5, 2 adults and 2 children
were rescued.	

The vesht had sunk and was anchored in position and marked with a huov

The yacht had sunk and was anchored in position and marked with a buoy.

The yacht

was salvaged and towed to Mackay Marina.

Action Log - should summarise key investigative milestones, data modifications and include attachments 21/01/08 Incident type changed from COLLISION with a fixed object to GROUNDING unintentional. S.Day (S&P)

Last updated: Date entered:	27/06/2008 03:56:36 PM 20/12/2007 10:42:05 AM	by by	Michael J Saunders/cp4/qdot/au Debra A Frazer/cp4/qdot/au
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	A D7 B		
	5		
	7		
$\sim$			

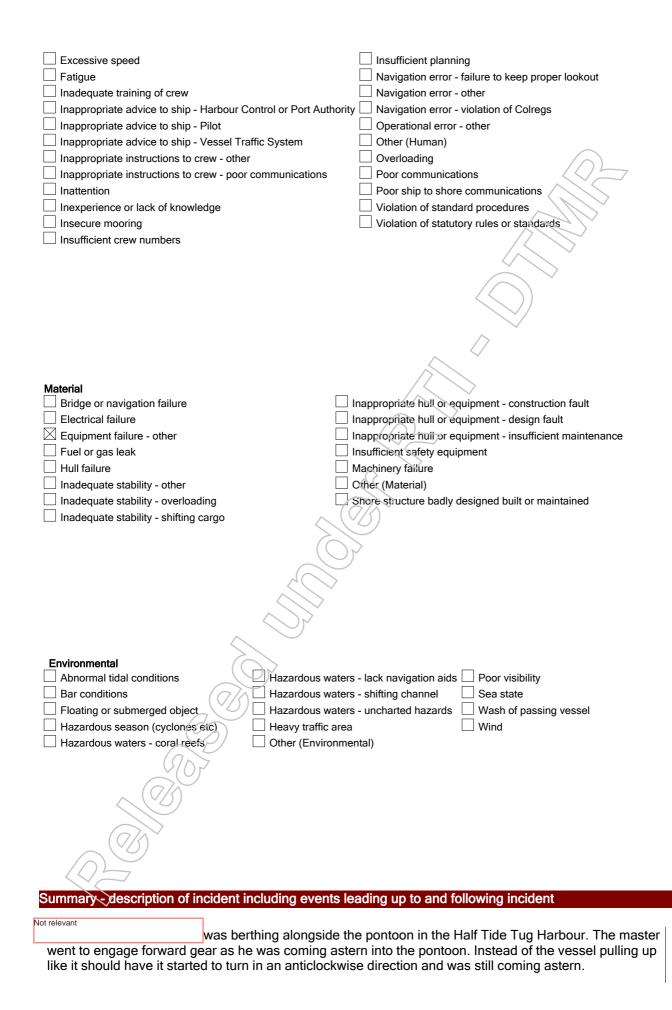
MK	<b>(M38</b>	109		Marine	Incid	ent		
Region File	No	HO File No	0	Region	Status	Date closed	Cat	Investigate?
230/00240				Mackay	Closed	29/11/2011	4	No
Reporting A Qld Transp				Reported via ***		Reported on 05/05/2011		ext review 5/05/2011
Office	Mackay			Incident involved	***			$\langle \rangle$
Pollution?	No					1		$\rightarrow$
Reason ( Relevant Investigatin	Act		expired port			Officer SAUN	DERS, Mike	
Position o	of Incider	nt - Latitu	de and L	ongitude should be	entered in	decimal format/		
Lat -21.3	3600	Long	149.8250	Water/ Landmark	north of north	nern wall Mackay Harb	our	
Bearing			Distance (nm or m)		Loi	cation Smooth	waters	
Date	22/04/201	1	Time	04:00 PM				
						$\sim$		
Type of In	ncident					7		
Grounding	unintentio	nal						
Incident S	Severity			$\sim$	5)			
Fatalities	0	Minor In	juries		Severity	Ship Damaged		
		Serious	Injuries	0				
Environm	nental Co	onditions						
Weather		Visibility	Wa	Iter	Time of Day	Wind Speed		
Clear		Good	Ca	m	Day	Moderate (for	ce 3-4 / 8-10	δ knots)
General S	Ship Info	rmation		$\supset$				
Select typ	es of ships	involved i	n incident					
COM COM COM COM COM Ships inv Recreation	volved onal only	ve (Sail) ve (Motor) e (FWC) ve (House)		I Non-pax (Non-specific) I Non-pax (Boat share) I Non-pax (Houseboat) I Non-pax (Hovercraft) I Non-pax (Paddle/row) I Non-pax (PWC) I Non-pax (Sail)		C poat dle (row) boat		
Contribut	ing raci	015						
_	l or drugs				Insufficient			
	ercial press	sure			Insufficient	maintenance		

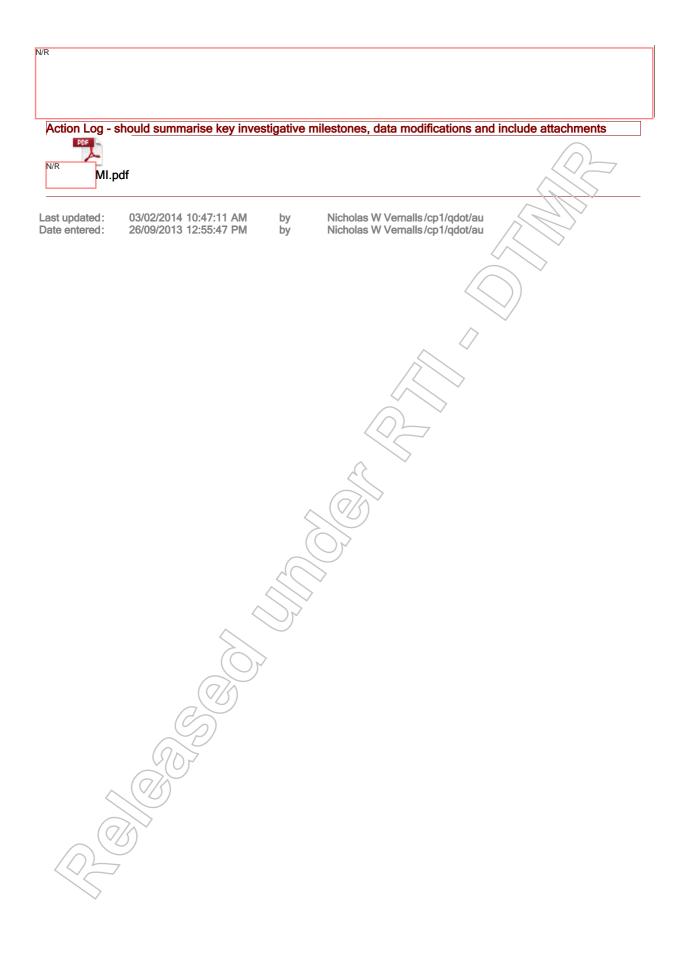
Excessive speed	Insufficient planning
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authorit	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications     Deer ship to share communications
Inexperience or lack of knowledge	Poor ship to shore communications Violation of standard procedures
	Violation of statutory rules or standards
Insufficient crew numbers	_
	$\sim$
	$\square$
	$\sim$
Material Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate null or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	$\langle \mathcal{S} \rangle$
	7
Environmental	· · · · · · · · · · · · · · · · · · ·
	s - lack navigation aids 🗌 Poor visibility
	s - shifting channel U Sea state s - uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous season (cyclones etc)	
	,
$\nabla(0)$	
$\sim (7/5)$	
$\sim (\sqrt{3})$	
Summary-description of incident including events le	eading up to and following incident
VTS received call about the sailing trimaran	was semi-submerged on the northern side
of the north breakwater of Mackay harbour.	

I ater the vessel had drifted ashore and broken up. Assitant harbour Master I aurence Maver was in

בענטו אוס לסטטו וועע עוווגטע עטווטיט עווע פוטאטון ען. , אטאנאוג ווערטטע ווועטעט בעעוטווטי ד contact with the owner who was safe and well advising of the situation. Owners details Not relevant it is a 7 meter trimatan sail vessel. Information at 1700 hours. No action taken to follow up - vessel has been removed. No marine incident report form submitted. Action Log - should summarise key investigative milestones, data modifications and include attachments PDF 20111129111348229.pdf mkm38109 signed report.pdf 07/11/2012 01:07:26 PM Debra A Frazer/cp4/qdot/au Last updated: by 05/05/2011 02:04:50 PM Date entered: by Michael J Saunders/cp4/qdot/au

MK	M40015		Marine	e Incid	ent		
Region File N	lo HO File N	o Reg	ion	Status	Date closed	Cat Investigate?	
230/00659		Mac	kay	Closed	04/10/2013	4 Yes	
Reporting Ag	ency	Rep	orted via		Reported on	Next review	
Qld Transport	t	F30	71 Marine Inciden	t Report	20/09/2013	06/10/2013	
Office Mackay		Inc	ident involved	***			
Pollution? Reason Clo	osed Inves	tigation Comple	ted - No action red	quired			
Relevant A	<b>ct</b> Agency Qld Transp	port			Officer VERN	ALLS, Nicholas	
osition of I	Incident - Latitu	de and Long	itude should b	e entered in	decimal format		
Lat -21.29	Long	149.3013	Water/ Landmark	Half Tide Tug	Harbour		
Bearing		Distance (nm or m)		Loc	ation Smooth	waters	
Date 2	0/09/2013	Time	06:00 AM		$\searrow$		
				- /DL	7		
ype of Inci	ident						
Grounding ur	nintentional						
ncident Se	everity			15)			
Fatalities	0 Minor In	iuriee		Severity	Ship Damaged		
i atanties		junes		Gevenity	Ship Dahaged		
	Serious	Injuries	0 / 0				
	ntel Conditione						
Invironme	ntal Conditions						
Weather	Visibility	Water		Time of Day	Wind Speed		
Clear	Good	Calm		Day	None		
eneral St	nip Information	$(\bigcirc)$					
	of ships involved i	n incident					
	•						
	-		n-pax (Non-specifi	·			
	ire & Drive (Other)		n-pax (Boat share)				
	ire & Drive (Sail)		n-pax (Houseboat)	_			
	ire & Drive (Motor)		n-pax (Hovercraft)		lle (row) boat		
	ire & Drive (FWC)		n-pax (Paddle/row	)	seboat		
	ire & Drive (House)		ו-pax (PWC)	Unknown			
	ax	COM Nor	n-pax (Sail)				
	$(\overline{O/3})^{\sim}$						
Ships invol							
Commercia	l only						
	7						
Contributin	g Factors						
luman				□ . <i></i> .	с. I.		
Alcohol o	-						
Commerc	cial pressure			Insufficient maintenance			





PB*21366			Marine Incident					
Region File No HO File No		No F	egion	Status	Date closed	Cat Investigate		
-	720/27		risbane	Closed	10/07/99	2 Yes		
eporting Age		L	eported via		Reported on	Next review		
ld Transport			3071 Marine Inciden	t Report		28/02/2000		
Office ***			Incident involved	***				
					. <			
eason Close	d							
	Agency Qld Wate					RMAN, Ronald John		
sition of li	ncident - Latit	ude and Lo	ngitude should b					
Lat Long			Water/ Landmark	Scarborough	Harbour Wall			
Bearing		Distance (nm or m)		Log	ation Partially	smooth waters		
Date 10	)/07/99	Time	07:00 PM					
					$\searrow$			
pe of Incid	dent				J			
rounding uni	intentional							
cident Sev	verity		()					
	Volity		$\sim$	7 <i>[</i> 5]`				
atalities	0 Minor I	Injuries	0	Severity	Ship Damaged			
	Seriou	s Injuries	0	7				
		-						
nvironmer	ntal Condition	S						
Weather	Visibility		Vater Time of Day		Wind Speed			
Rain	Poor	Chor	ру	Night	Moderate (for	ce 3-4 / 8-16 knots)		
eneral Sh	ip Information		75					
elect types	of ships involved	in incident	)					
COM Fis	shing	COM	Non-pax (Non-specifi	c) 🖾 REC Moto	rboat			
COM Hir	e & Drive (Other)	COM	Non-pax (Boat share)	REC PWC	;			
COM Hir	e & Drive (Sail)		Non-pax (Houseboat)	🛛 🗌 REC Sailb	oat			
COM Hir	e & Drive (Motor)	🗌 сом г	Non-pax (Hovercraft)	REC Padd	lle (row) boat			
COM Hir	e & Drive (PWC)	ЛОСОМИ	on-pax (Paddle/row	)	seboat			
	e & Drive (House		Non-pax (PWC)					
		· _	Non-pax (Sail)					
	*		Non-pax (Sali)					
$\sim$	$(\mathcal{T})^{*}$							
Ships Involv Recreationa								
ontributing	>							
	g Factors							
7								
Alcohol or	drugs							
	drugs ial pressure				maintenance			

<u> </u>	— ·· · · · · ·
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	U Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
$oxed{intermation}$ Inexperience or lack of knowledge	□ Violation of standard procedures
Insecure mooring	☐ Violation of statutory rules or standards
	$\wedge$
Material	
	nappropriate hull or equipment - construction fault
Electrical failure	nappropriate hull or equipment - design fault
Equipment failure - other	nappropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
	lachinery failure
	Dther (Material)
	hore structure badly designed built or maintained
Inadequate stability - shifting cargo	7/6~
	O
	>
$(\bigcirc)$	
$\langle \langle \rangle \rangle$	
_	
	- lack navigation aids 🛛 Poor visibility
Bar conditions	-
	- uncharted hazards 🔄 Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs Other (Environmen	tal)
$(\Omega \wedge \overline{Z})$	
$\sim$ (0) <sup>2</sup>	
$\left( \frac{1}{2} \right)$	
Cumpton Adaptintion of incident including	ding up to and following incident
Summary - description of incident including events lea	ading up to and following incident
Not relevant	
	squall and misjudged the red beacons and collided
with rock wall at Scarbourough Harbour.	

Factors - visibility and possible confusion with lights on moreton Bay Boat Club and car brake lights. NFAD.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Last updated: 18/12/2003 01:58:01 PM Date entered:

14/02/2000 09:06:39 AM

مر

by by

Christopher F Campbell - Thomson/Peninsula/qdot/au Sharyn A Durley/Maritime/qdot/au

PB	<b>M</b> 31	1784	Marine	e Incid	ent		
Region File	No	HO File No	Region	Status	Date closed	Cat	Investigate?
20/00338		720-1939	Brisbane	Closed	11/12/2001	3	Yes
Reporting Agency           Qld Transport		Reported via F3071 Marine Incider	nt Report	<b>Reported on</b> 05/11/2001		xt review (11/2001	
Dffice Mooloolaba		Incident involved	***			5	
Pollution?	No						>
Reason Clo nvestigatin		Investigatio y Qld Boat & Fishe	on Completed - No action re eries	quired		I, Richard Joh	ın
osition o	f Incide	ent - Latitude a	nd Longitude should b	be entered in	decimal (format)	)	
<b>Lat</b> 26-4	0.86	<b>Long</b> 153	-07.09 Water/ Landmark	Point Cartwri	ight		
Bearing			or m)	Lo	cation Offshore	•	
Date	02/11/20	001 <b>Tim</b>	<b>e</b> 09:30 PM				
ype of In	cident				7		
Grounding		onal					
	uninterna						
icident S	Severity	1					
Fatalities	0	Minor Injuries	0	Severity	No Damage		
		Serious Injuri	es O	)'			
Invironm	ental C	Conditions					
Weather		Visibility	Water	Time of Day	Wind Speed		
Clear		Fair	Calm	Night	None		
ieneral S	Ship Inf	ormation	$\langle \bigcirc \rangle$				
Select type	es of ship	os involved in inci	jent				
🛛 сом			COM Non-pax (Non-specif	·	orboat		
		rive (Other)	COM Non-pax (Boat share	· _			
		rive (Sail)	COM Non-pax (Houseboat	· _			
		rive (Motor)	COM Non-pax (Hovercraft)		dle (row) boat		
		rive (PWC)	COM Non-pax (Paddle/row		seboat		
		rive (House)	COM Non-pax (PWC)	Unknown			
	Pax		COM Non-pax (Sail)				
	$(\mathbb{Z}$	5) ~					
Ships Inv Commerce							
ontribut	ing Fac	ctors					
luman							
Alcohol	l or drugs			Insufficient			
	ercial pre				maintenance		
Excess	ive speed	a		Insufficient	pianning		

Fatigue	$oxed{intermation}$ Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Aut	hority 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	~
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
L Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
L Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	
5	
((	$\bigcirc$
Environmental	
Abnormal tidal conditions	/aters - lack navigation aids 🗌 Poor visibility
Bar conditions Hazardous w	vaters - shifting channel 🛛 Sea state
Floating or submerged object	vaters - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	area 🗌 Wind
Hazardous waters - coral reefs Other (Enviro	onmental)
$(\Omega \wedge \overline{Z})$	
$\sim (7/5)^{-}$	
$(\overline{Q}/\overline{s})^*$	
Summary - description of incident including even	ts leading up to and following incident
$\sim$	
Ship intended to enter Moololaba Boat Harbour	Master misjudged enterance grounding the ship to the
east of the eastern breakwater.	

Action Log - should summarise key investigative milestones, data modifications and include attachments Case closed 11/12/01 on recommendation of QBFP Action taken considered satisfactory given the circumstances

27/08/09 - Regional File number enter - JK Fitton

 Last updated:
 27/08/2009 11:12:44 AM
 by
 Judy K Fitton/cp5/qdot/au

 Date entered:
 06/11/2001 01:43:54 PM
 by
 Doug H Kippen/Mooloolaba/NorthCoast/gdot/au

PB	M32762		Marine	e incia	ent	
Region File	e No HO File N	lo Regio	on	Status	Date closed	Cat Investigate?
	720-3007	Brisb	ane	Closed	21/07/2003	3 Yes
Reporting /	Agency	Repo	orted via		Reported on	Next review
ald Transp			1 Marine Incident	t Report	26/06/2003	14/07/2003
Office	Mooloolaba	Incid	dent involved	***		
ollution?	No					
teason Clo nvestigatir	ng Agency Qld Trans	stigation Complete	ed - No action req	juired	Officer	$\searrow$
osition o	of Incident - Latiti	ude and Longi	tude should b	e entered in	decimal (ormat)	
Lat	Long		Water/ Landmark	Entrance Mod	oloolah River	
Bearing		Distance (nm or m)		Loc	ation Offshore	)
Date	25/06/2003	Time	06:45 PM		$\sim$	
/pe of In	ncident				7	
<b>P</b> = 5.0						
arounding	unintentional					
				- ~ (		
cident 9	Severity			$\overline{2}$		
	soverty		$\sim$ ((	<u> </u>		
Fatalities	0 Minor I	niuries	0	Severity	No Damage	
			$\square$ (O)	>,	. to Damage	
	Serious	s Injuries	0			
nvironm	nental Conditions	8	$\diamond$			
Weather	Visibility	water	$\searrow$	Time of Day	Wind Speed	
Rain	Poor	Rough		Night	Strong (force	5-7 / 17-33 knots)
L						
eneral	Ship Information	$(\bigcirc )$	>			
elect typ	es of ships involved	in incident				
🛛 сом	Fishing	CON Non	pax (Non-specific	c) 🗌 REC Moto	rhoat	
					ibuat	
				·	、	
Сом	Hire & Drive (Other)	COM Non-	pax (Boat share)			
Сом	Hire & Drive (Other) Hire & Drive (Sail)	COM Non-	pax (Boat share) pax (Houseboat)	REC PWC	oat	
□ сом □ сом □ сом	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor)	COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft)	REC PWC     REC Sailb     REC Pade	oat Ile (row) boat	
□ сом □ сом □ сом □ сом	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC)	COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row)	REC PWC	oat Ile (row) boat	
СОМ     СОМ     СОМ     СОМ     СОМ     СОМ     СОМ	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC     REC Sailb     REC Pade	oat Ile (row) boat	
Сом     Сом     Сом     Сом     Сом     Сом     Сом	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House	COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
□ сом □ сом □ сом □ сом □ сом	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House) Pax	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
COM COM COM COM COM	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House Pax	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
COM     COM     COM     COM     COM     COM     COM     COM	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House Pax	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
Conmer	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Mofor) Hire & Drive (PWC) Hire & Drive (House) Pax	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
Conmer	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House Pax	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
Com Com Com Com Com Ships In- Conmer	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Mofor) Hire & Drive (PWC) Hire & Drive (House) Pax	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC	oat Ile (row) boat	
Com Com Com Com Com Com Con Con Con Con Con Con Con Con Con Con	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House Pax Voived cial only ting Factors	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC     REC Sailb     REC Pade     REC Hous     Unknown	oat Ile (row) boat seboat	
Contribut	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House Pax volved cial only ting Factors	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC  REC Sailb  REC Pade  REC Hous  Unknown  Insufficient	oat Ile (row) boat seboat	
Commerce Com	Hire & Drive (Other) Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC) Hire & Drive (House Pax Voived cial only ting Factors	COM Non- COM Non- COM Non- COM Non- COM Non-	pax (Boat share) pax (Houseboat) pax (Hovercraft) pax (Paddle/row) pax (PWC)	REC PWC  REC Sailb  REC Pade  REC Hous  Unknown  Insufficient	fuel maintenance	

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Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Auth	nority 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	☐ Violation of standard procedures
	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\langle \langle \rangle \rangle$
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
L Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	
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Environmental	
Abnormal tidal conditions	aters - lack navigation aids 🖂 Poor visibility
Bar conditions Hazardous wa	aters - shifting channel 🛛 🛛 Sea state
Floating or submerged object Hazardous wa	aters - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	area 🗌 Wind
Hazardous waters - coral reefs Other (Enviro	nmental)
$(\Omega \wedge \overline{Z})$	
$\sim$ $(0)^{*}$	
$\sim (7/)^{-}$	
$( \overline{Q} / \overline{A})^*$	
Summary - description of incident including event	s leading up to and following incident
$\searrow$	
Vessel Grounded momentarily on end of westerr	n breakwater. master states that the ship was pushed
there by 3 consecutive waves due to sand bar at	

Action Log - should summarise key investigative milestones, data modifications and include attachments

18/12/2003 02:17:03 PM Christopher F Campbell - Thomson/Peninsula/qdot/au Last updated: by Date entered: 04/07/2003 03:38:25 PM by Doug H Kippen/Mooloolaba/NorthCoast/qdot/au 

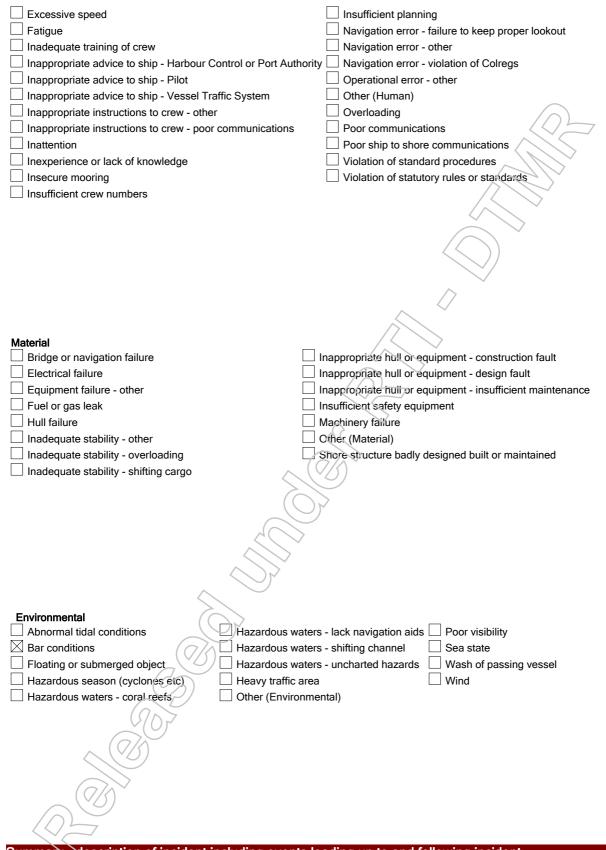
PBM3	5345	Marine	Incid	ent	
Region File No	HO File No	Region	Status	Date closed	Cat Investigate?
720/00097	720/08938	Brisbane	Closed	07/06/2010	2 Yes
Reporting Agency Qld Police Service		<b>Reported via</b> Other		Reported on 11/09/2007	Next review 21/09/2007
Office	blaba	Incident involved	***		
Pollution? No					
Reason Closed		Completed - No action requ	ired	Officer LYON	5, Murray Scott
osition of Incide	ent - Latitude and	I Longitude should be	entered in c	lecimal (ormat)	
Lat -26.6784	Long 153.13	33 Water/ Landmark	Rocks at Poin	t Cartwright- 50metre	es from the entrance to
Bearing	Distan (nm or		Loc	ation Offshore	•
Date 09/09/20	007 <b>Time</b>	08:00 PM			
ype of Incident				7	
				2	
Grounding unintenti	onal		$\mathcal{A}$		
cident Severity					
icident Seventy			8)		
Fatalities 0	Minor Injuries	0	Severity	Ship Lost	
	Serious Injuries				
	-				
Environmental C	conditions				
Weather			Time of Day	Wind Speed	2 (1 7 knoto)
Clear	Fair	Choppy	Night	Light (up to fo	orce 2 / 1-7 knots)
eneral Ship In	formation	$\bigcirc$			
Select types of shi	os involved in incider	n			
COM Fishing		OM Non-pax (Non-specific)	REC Motor	rboat	
COM Hire & D	rive (Other)	OM Non-pax (Boat share)	REC PWC		
COM Hire & D	rive (Sail)	OM Non-pax (Houseboat)	REC Sailb	oat	
COM Hire & D	rive (Motor)	OM Non-pax (Hovercraft)	REC Padd	le (row) boat	
COM Hire & D	rive (PWC) 🗌 C	OM Non-pax (Paddle/row)	REC Hous	eboat	
COM Hire & D		OM Non-pax (PWC)	Unknown		
	rive (House) 🛛 🗋 C				
		OM Non-pax (Sail)			
COM Pax					
COM Pax					
COM Pax					
COM Pax	ctors			inel	
COM Pax	ctors		Insufficient 1	iuel	

135-05620 Edit.pdf - Page Number: 140 of 229

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Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	y 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
Material	Incompanying to be an advised and the second sector of the
	Inappropriate hull or equipment - construction fault
	Inappropriate hull or equipment - design fault
	Inappropriate hull or equipment - insufficient maintenance
	Insufficient safety equipment
	Machinery failure
	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	$7/10^{10}$
(	
	$\tilde{r}$
	e test as fasting after <b>D</b> eck failur
	s - lack navigation aids 🗋 Poor visibility
	s - shifting channel Sea state
	s - uncharted hazards Usash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs U Other (Environme	ental)
0/07	
$\langle \langle \rangle \rangle$	
$(\overline{O})$	
/	
Summary - description of incident including events le	ading up to and following incident
Eibrealass catamaran aroundod on rooks at Deint C	artwright about 50 matrice from the entrance to
Fibreglass catamaran grounded on rocks at Point C	nter the Mooloolah River and has run aground on the
outside of the wastern rock wall.	חופי חישוטטטטוווי איזירי מווע וומא זעוו מעוטעווע טוו נוופ

Action Log - should summarise key investigative milestones, data modifications and include attachments 06/02/08 Added location Smooth waters and changed Incident type from COLLISION with a fixed object to GROUNDING unintentional. S.Day (S&P) Letter VR 43J.doc 07/06/10 - File closed b letter NFA warranted at this stage - Peter Kleinig 07/07/2010 - CU Closed out - NFA					
ast updated: ate entered:	13/07/2010 11:24:10 AM 11/09/2007 03:04:07 PM	by by	Judith Osborne/cp1/qdot/au Judy K Fitton/cp5/qdot/au		
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PBM3	8679	Marine	e Incid	ent	
Region File No	HO File No	Region	Status	Date closed	Cat Investigate?
230/00250	230/01226	Brisbane	Closed	28/03/2012	3 Yes
Reporting Agency		Reported via		Reported on	Next review
Qld Transport		Written advice		31/12/2011	19/01/2012
Office	olaba	Incident involved	***		
Pollution? No		Completed - No action rec	wirod		
Relevant Act			uncu	Officer BERTR	AM, Richard Allan
osition of Incide	ent - Latitude and	d Longitude should b	e entered in	decimal format	
Lat -26.6801	Long 153.13	319 Water/ Landmark	Mooloolah R	iver entrance	
Bearing	Distan (nm or	ice	Loi	cation Smooth	waters
Date 29/12/2	011 <b>Time</b>	08:45 AM		$\searrow$	
			- (D)-	7	
ype of Incident					
<b>•</b> • • • • • • •					
Grounding unintent	ional				
naidant Cauarit			77		
ncident Severity	/		10)		
Fatalities 0	Minor Injuries		Severity	No Damage	
	Serious Injuries				
Environmental (	Conditions				
Weather	Visibility	Water	Time of Day	Wind Speed	
Clear	Good	Calm	Day		orce 2 / 1-7 knots)
	<b>6</b>				
eneral Ship In					
Select types of shi	ps involved in incide	rit <u>)</u>			
COM Fishing		OM Non-pax (Non-specified	c) 🗌 REC Moto	orboat	
COM Hire & D	rive (Other)	OM Non-pax (Boat share)			
COM Hire & D	rive (Sail)	OM Non-pax (Houseboat)	🛛 REC Sailt	poat	
COM Hire & D	rive (Motor) 🗌 C	OM Non-pax (Hovercraft)	REC Pade	dle (row) boat	
COM Hire & D	rive (FWG) 🗌 C	OM Non-pax (Paddle/row)	) 🗌 REC Hous	seboat	
COM Hire & D		OM Non-pax (PWC)			
		OM Non-pax (Sail)			
	(5)				
$\langle \rangle$					
Ships involved					
Recreational only					
$\checkmark$					
Contributing Fa	ctors				
Human	_			6 . I	
Alcohol or drugs	5		Insufficient	tuel	
Commercial pre			<b></b>	maintenance	



Summary-description of incident including events leading up to and following incident

At aproximately 8.45am on 29/12/2011 Not relevant departed the Mooloolah River on his recreational sailing ship. his vessel draws 2.4 metres and he noted advice that shoaling had been observed near the extreme end of the eastern breakwater, and set a course slightly west of the river's centreline, clear of the sand dredge, and towards the rediateral buoy some 200 metres or so from the river mouth. Wind was

light and sea was calm when he exited the river mouth and went hard aground, throwing his vessel off course and causing it to heal to starboard. The vessel broke free, then grounded twice more before reaching deeper water. Another sailing vessel with a draft of 2.2 metres crossed in approximately the same area half an hour later on a higher tide and it also hit bottom.						
Marine Incid Notification L 25/01/12 - P PBM38679 - 12/02/12 - F	etter WR PBM3 BM38684 and PBM3867 - JF ile tasked to MO for inve	)1/12 38679.doo '9 same stigation	incident transferred relevant details to			
	re MI).doc - File closed at area leve - CU closed out - NFA	l by clos	sure letter - NFA warranted - Peter Kleinig			
Last updated: Date entered:	04/05/2012 09:51:11 AM 09/01/2012 02:37:43 PM	by	Judith Osborné/cp1/qdot/au Judy K Fitton/cp5/qdot/au			
		7				

PB	P35122		Marine	e Incid	ent	
Region File	No HO File No	R R	egion	Status	Date closed	Cat Investigate?
07/053 Reporting Agency		Bi	risbane	Closed	07/08/2007	4 Yes
		R	eported via		Reported on	Next review
Qld Transpo		F	F3071 Marine Incident Report		_ ·	19/05/2007
Office	Pinkenba		ncident involved	***	_	
	No			L		
Pollution?	No				-	
Reason Clo	sed Invest	igation Comr	leted - Refer for adn	ninistrative action		
Investigating	g Agency Qld Transp				Officer MORA	N, Elias John
osition of	f Incident - Latitud	de and Lor	ngitude should b	e entered in	decimal (ormat)	
Lat -27.3	35 Long	153.195	Water/	Port of Brisba	ane Reclamation Area	
Bearing		Distance	Landmark	Loc	ation Smooth	waters
Dete		(nm or m)	01:30 AM	_ /2		
Date	21/04/2007	Time	01.30 AW		$\searrow$	
ype of In	cident				7	
					~	
Grounding	unintentional			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
ncident S	everity		. ((	7/0		
Fatalities	0 Minor Inj	uries	0	Severity	Ship Damaged	
				r'	1 0	
	Serious I	Injuries				
Environm	ental Conditions		$\langle \rangle$			
Weather	Visibility	Wate		Time of Day	Wind Speed	
Cloudy	Poor	Chop	ру	Night	Moderate (for	rce 3-4 / 8-16 knots)
General S	Ship Information					
Select type	es of ships involved in	n incident				
	Fishing		on-pax (Non-specifi	c) 🖾 REC Moto	rboat	
Сом н	Hire & Drive (Other)		on-pax (Boat share)		;	
	Hire & Drive (Sail)	4	on-pax (Houseboat)			
	Hire & Drive (Motor)	r-	on-pax (Hovercraft)		lle (row) boat	
	Hire & Drive (PWC)		on-pax (Paddle/row	)	seboat	
	Hire & Drive (House)		on-pax (PWC)	Unknown		
	Pax		on-pax (Sail)			
	$(\overline{\partial})$					
Ships Inve	alved					
Recreation						
ontributi	ing Factors					
Human						
	or drugs			Insufficient	fuel	
	ercial pressure				maintenance	
	ive speed			Insufficient		

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L Fatigue	$oxed{intermatrix}$ Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authori	ity 🖂 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	☐ Violation of standard procedures
	Violation of statutory rules or standards
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Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
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	)
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Environmental	
	rs - lack navigation aids 🖾 Poor visibility
	rs - shifting channel 🛛 Sea state
	rs - uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environm	nental)
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	and in a super state of the sta
Summary - description of incident including events I	leading up to and following incident
- Whilst returning to Brisbane R	liver from Mud Island and was travelling at about 1

Whilst returning to Brisbane River from Mud Island and was travelling at about 10 knots on a high tide. Due to lack of lighting and poor visability aroud the Port Reclamation Area rock wall, I turned the vessel to soon upon entering the main channel, seconds later my vessel run aground. In the second prior to the impact the depth sounder was showing 24ft leaving no time to take evasive action.

29/6/07 Repo	ort attached to action log		
NFA - Closed	10 September 2007		
29/6/07 File	e forwarded to MMS Pinke doc issued to PBP35122).d osed forwarded to M(C)	enba foi s43 and loc	milestones, data modifications and include attachments r information I coll regs boat to REC Speedboat (TRAILS). S.Day (S&P)
Last updated : Date entered :	18/01/2008 09:16:14 AM 09/05/2007 12:15:28 PM	by by	Stewart Z Day/cp1/qdot/au Sherryn B McPherson/cp1/qdot/au
		>	

08/044         720/07432         Brisbane         Closed         11/06/2008         2           Reporting Agency         Reported via         Reported on         Nex	Investigate No t review 5/2008
Reporting Agency       Reported via       Reported on       Nex         Other       13/05/2008       23/0         Office       Pinkenba       Incident involved       ***         Pollution?       No       ***       Officer       France         Reason Closed       Investigation Completed - Refer for NR       Officer FRANCIS Warren Ge         Pollution?       No       ***       Officer FRANCIS Warren Ge         Position of Incident - Latitude and Longitude should be entered in decimal format       ***         Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Eastern end of rock wall - Fisherman Island       Location         Date       13/05/2008       Time       05:20 AM       Location       Partially smooth waters         Option       0       Severity       Serious Injury Incident       Time of Day       Vind Speed         Environmental Conditions       0       Severity       Serious Injury Incident       Light (up to force 2 / 1-7 kno	5/2008
Diffice Pinkenba   Diffice Pinkenba   Pollution? No     Reason Closed Investigation Completed - Refer for VR   Officerl FRANCIS Warren Ge   osition of Incident - Latitude and Longitude should be entered in decimal format)   Lat [27:3483 Long 153.1933 Water/ Landmark Bearing	5/2008
Ind Transport Other 13/05/2008 23/0   Office Pinkenba Incident involved ***   Vestigation Completed - Refer for VR Officerl FRANCIS Warren Ge   vestigating Agency Old Water Police Officerl FRANCIS Warren Ge   ostition of Incident - Latitude and Longitude should be entered in decimal format)   Lat 27.3483   Long 153.1933   Water/ Landmark   Bearing Distance   (im or m) Location   Date 13/05/2008   Time 05:20 AM   Fatalities   Minor Injuries 0   Serious Injuries 1      Vesther Visibility   Weather Visibility   Clear Good	>
Office       Prinkenud       Incident involved         volution?       No         Reason Closed       Investigation Completed - Refer for NR         Investigating Agency Old Water Police       Officerl_FRANCIS Warren Ge         osition of Incident - Latitude and Longitude should be entered in decimal (ortnat)         Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Eastern end of rock wall - Fisherman Island       Partially smooth waters         Date       13/05/2008       Time       05:20 AM       Partially smooth waters         rounding unintentional       Officert       Severity       Serious Injury Incident         Serious Injuries       1       Severity       Serious Injury Incident         Serious Injuries       1       Time of Day       Wind Speed         Ear       Good       Calm       Time of Day       Light (up to force 2 / 1-7 kno	orge
Office       Prinkenud       Incident involved         volution?       No         Reason Closed       Investigation Completed - Refer for NR         Investigating Agency Old Water Police       Officerl_FRANCIS Warren Ge         osition of Incident - Latitude and Longitude should be entered in decimal (ortnat)         Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Eastern end of rock wall - Fisherman Island       Partially smooth waters         Date       13/05/2008       Time       05:20 AM       Partially smooth waters         rounding unintentional       Officert       Severity       Serious Injury Incident         Serious Injuries       1       Severity       Serious Injury Incident         Serious Injuries       1       Time of Day       Wind Speed         Ear       Good       Calm       Time of Day       Light (up to force 2 / 1-7 kno	orge
Reason Closed       Investigation Completed - Refer for WR       Officer       FRANCIS Warren Ge         osition of Incident - Latitude and Longitude should be entered in decimal format       Officer       FRANCIS Warren Ge         Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Distance       Partially smooth waters         Date       13/05/2008       Time       05:20 AM         /pe of Incident       Serious Injury Incident       Serious Injury Incident         arounding unintentional       Image: Serious Injury Incident       Serious Injury Incident         Serious Injuries       1       Serious Injury Incident       Image: Ima	orge
Investigation Completed - Refer for WR       Officer       FRANCIS Warren Ge         Distince (nm or m)       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Distance (nm or m)       Partially smooth waters         Date       13/05/2008       Time       05:20 AM         /pe of Incident       Severity       Serious Injury Incident         Grounding unintentional       0       Severity       Serious Injury Incident         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Gaim       Time of Day       Wind Speed	orge
Investigating Agency Qid Water Police       Officer - FRANCIS Warren Ge         Distion of Incident - Latitude and Longitude should be entered in decimal format       Eastern end of rock wall - Fisherman Island         Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Eastern end of rock wall - Fisherman Island       Location         Date       13/05/2008       Time       05:20 AM       Partially smooth waters         Ope of Incident       Officer       Severity       Serious Injuries         Cident Severity       O       Severity       Serious Injury Incident         Fatalities       Minor Injuries       0       Severity       Serious Injury Incident         Invironmental Conditions       Time of Day       Wind Speed       Light (up to force 2 / 1-7 kno	orge
Investigating Agency Old Water Police       Officer - FRANCIS Warren Ge         Opsition of Incident - Latitude and Longitude should be entered in decimal format       Image: Constraint of the constraint of	orge
Investigating Agency Old Water Police       Officer - FRANCIS Warren Generation         Distion of Incident - Latitude and Longitude should be entered in decimal format       Image: Constraint of the constra	orge
Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Location       Partially smooth waters         Date       13/05/2008       Time       05:20 AM         //pe of Incident       Of the severity       Of the severity         Grounding unintentional       Of the severity       Severity         Fatalities       Minor Injuries       O       Severity         Serious Injuries       1       Partially smooth waters         nvironmental Conditions       Mater       Time of Day       Wind Speed         Clear       Good       Calm       Time of Day       Uight (up to force 2 / 1-7 know)	
Lat       27.3483       Long       153.1933       Water/ Landmark       Eastern end of rock wall - Fisherman Island         Bearing       Distance (nm or m)       Locâtion       Partially smooth waters         Date       13/05/2008       Time       05:20 AM         pe of Incident       Official and the second	
Bearing Distance (nm or m)   Date 13/05/2008   Time 05:20 AM   Pre of Incident   Brounding unintentional   Cident Severity   Fatalities 0   Minor Injuries 0   Serious Injuries 1   Private of Day   Wind Speed   Clear Good   Clear   Visibility Water   Clear Calm   Time of Day   Wind Speed   Location   Partially smooth waters Par	
Bearing Distance (nm or m)   Date 13/05/2008   Time 05:20 AM   Pre of Incident   Cident Severity   Fatalities   O   Minor Injuries   1   Serious Injury Incident   nvironmental Conditions   Weather   Visibility   Water   Clear   Good   Calm   Landmark Location Partially smooth waters Partially smooth waters Partially smooth waters Partially smooth waters Clear Location Partially smooth waters Partial	
Date       13/05/2008       Time       05:20 AM       Partially should waters         Ope of Incident       Image: Construction of the should be address of the should be addres of the should be address of the should be	
Date     13/05/2008     Time     05:20 AM       rpe of Incident     Image: Constraint of the second se	
vpe of Incident         Brounding unintentional         cident Severity         Fatalities       0         Minor Injuries       0         Serious Injuries       1         Invironmental Conditions         Weather       Visibility         Clear       Good	
Grounding unintentional     cident Severity   Fatalities   O   Minor Injuries   O   Serious Injuries   1     Serious Injuries   1     Nvironmental Conditions   Weather   Clear     Visibility   Good   Clear     Minor Injuries     1     Severity     Serious Injury Incident     Serious Injuries     1     Visibility   Good     Calm     Time of Day   Light (up to force 2 / 1-7 kno)	
Grounding unintentional     cident Severity   Fatalities   O   Minor Injuries   O   Serious Injuries   1     Serious Injuries   1     Nvironmental Conditions     Weather   Visibility   Good     Clear     Good     Clear     Good     Calm     Time of Day   Wind Speed   Light (up to force 2 / 1-7 kno)	
Grounding unintentional     cident Severity   Fatalities   O   Minor Injuries   O   Serious Injuries   1     Serious Injuries   1     Nvironmental Conditions     Weather   Visibility   Good     Clear     Good     Clear     Good     Calm     Time of Day   Wind Speed   Light (up to force 2 / 1-7 kno)	
cident Severity         Fatalities       0       Minor Injuries       0       Serious Injury Incident         Serious Injuries       1       Serious Injury Incident       1         nvironmental Conditions       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Twilight       Light (up to force 2 / 1-7 known)	
cident Severity         Fatalities       0       Minor Injuries       0       Serious Injury Incident         Serious Injuries       1       Serious Injury Incident       1         nvironmental Conditions       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Twilight       Light (up to force 2 / 1-7 known)	
Fatalities       0       Minor Injuries       0       Serious Injury Incident         Serious Injuries       1       Serious Injury Incident       1         nvironmental Conditions       1       Weather       Time of Day       Wind Speed         Clear       Good       Calm       Twilight       Light (up to force 2 / 1-7 kno	
Fatalities       0       Minor Injuries       0       Serious Injury Incident         Serious Injuries       1       Serious Injury Incident       1         nvironmental Conditions       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Twilight       Light (up to force 2 / 1-7 kno	
Serious Injuries     1       Invironmental Conditions     Yisibility     Water     Time of Day     Wind Speed       Clear     Good     Calm     Twilight     Light (up to force 2 / 1-7 known)	
Serious Injuries     1       Invironmental Conditions     Visibility     Water     Time of Day     Wind Speed       Clear     Good     Calm     Twilight     Light (up to force 2 / 1-7 known)	
Weather     Visibility     Water     Time of Day     Wind Speed       Clear     Good     Calm     Twilight     Light (up to force 2 / 1-7 known)	
Weather     Visibility     Water     Time of Day     Wind Speed       Clear     Good     Calm     Twilight     Light (up to force 2 / 1-7 known)	
Weather     Visibility     Water     Time of Day     Wind Speed       Clear     Good     Calm     Twilight     Light (up to force 2 / 1-7 known)	
Clear Good Calm Twilight Light (up to force 2 / 1-7 kno	
eneral Ship Information	ts)
eneral Ship Information	
Select types of ships involved in incident	
COM Fishing	
COM Hire & Drive (Other) COM Non-pax (Boat share) REC PWC	
COM Hire & Drive (Sail)	
COM Hire & Drive (PWC) COM Non-pax (Paddle/row) REC Houseboat	
COM Hire & Drive (House) COM Non-pax (PWC) Unknown	
COM Pax COM Non-pax (Sail)	
Ships involved	
Recreational only	
ontributing Factors	
luman	
Alcohol or drugs	
Commercial pressure	
Excessive speed	

· ·	· ·
L Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	V 🔲 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	Inappropriate hull or equipment - construction fault
	Inappropriate huil or equipment - design fault
	Inappropriate hull or equipment - insufficient maintenance
	Insufficient safety equipment
	Machinery failure
	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	7/13
	ř.
$\sim$	
Environmental	
	s - lack navigation aids 🔄 Poor visibility
	s - shifting channel 🗌 Sea state
	s - uncharted hazards UWash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs U Other (Environme	ntal)
V/07	
$\langle \langle \rangle \rangle$	
$(\overline{\alpha})$	
Summary - description of incident including events le	ading up to and following incident
13.05.08 - Recreational motor boat	with the eastern end of the rock wall at Fisherman
Island Not relevant	

Action Log - should summarise key investigative milestones, data modifications and include attachments **W** °

 $\sim$ 

PBP35902.doc 14/07/08 Closed forwarded to M(C) 26/08/08 - closed out by CU

27/02/09 updated incident from grounded unintentionally to collision with fixed object t. lys s&p 06/01/10 Changed from minor injury to serious injury (see attached report) and

changed incident type from COLLISION with a fixed object to GROUNDING unintentional according to updated marine incident definitions (MAR1504sh4). S.Day (S&P)

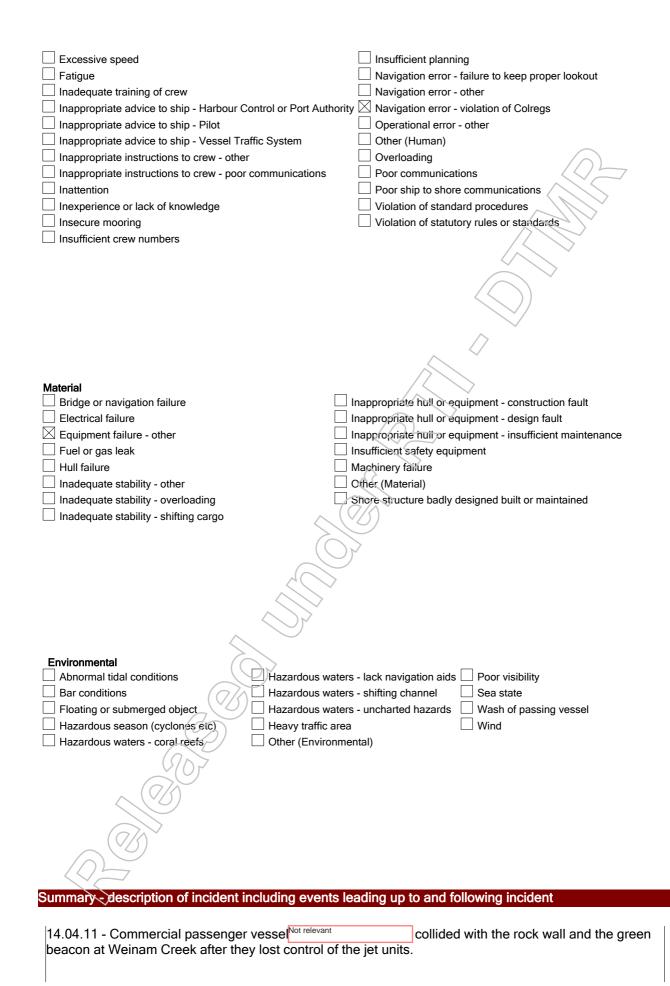
Last updated: Date entered:	06/01/2010 12:42:50 PM 13/05/2008 11:30:09 AM	by by	Stewart Z Day/cp1/qdot/au
			(B)
			$\langle O \rangle$
		$\mathcal{A}$	$\searrow$
	<	SP	7
		/	
	<i>5</i> )		
	7		
$\searrow$			

PBP36830		Marine	Marine Incident						
Region File No	HO File No	Region	Status	Date closed	Cat	Investigate?			
09/096	720/08250	Brisbane	Closed	13/06/2013	1	Yes			
Reporting Agency		Reported via	Reported via		N	lext review			
Qld Transport		F3071 Marine Incider	F3071 Marine Incident Report		Reported on         Next review           06/08/2009         16/08/2009				
Pinken	ha		***						
Office	lba	Incident involved				$\leq$			
Pollution? No						$\rightarrow$			
Reason Closed	Time expi y Qld Transport	red			1ING, Peter I	Maxwell			
osition of Incide	ent - Latitude	and Longitude should b	be entered in	decimal (ormat)	)				
Lat 27.3479 Long 153.191		3.1912 Water/ Landmark	Fisherman Is	Island Outer Rock Wall					
Bearing		stance n or m)	Lo	Location Smooth waters					
Date 01/08/20	·								
				$\searrow$					
ype of Incident				7					
Grounding unintenti	onal		<u> </u>						
eident Coverity		(							
ncident Severity									
Fatalities 0	Minor Injurie	es O	Severity	Ship Damaged					
	Soriovo Iniv	rice D	<i>y</i>						
	Serious Inju								
Environmental C	Conditions								
Weather	Visibility	Water	Time of Day	Wind Speed					
Clear	Good	Choppy	Night			6 knots)			
Conorol Chin Inf	formation.								
eneral Ship Inf									
Select types of ship	ps involved in inc	xdent							
COM Fishing		COM Non-pax (Non-specif	, <u> </u>						
COM Hire & D		COM Non-pax (Boat share	· _						
COM Hire & D		COM Non-pax (Houseboat	:) 🔛 REC Sailt	poat					
COM Hire & D	· \/// ) M-	COM Non-pax (Hovercraft)	_	dle (row) boat					
COM Hire & D	rive (PWC)	COM Non-pax (Paddle/row	/) 🔛 REC Hou	seboat					
COM Hire & Di	rive (House)	COM Non-pax (PWC)	Unknown						
COM Pax		COM Non-pax (Sail)							
	5)								
Ships Involved									
Recreational only									
Contributing Fac	ctors								
Human									
Alcohol or drugs	5		Insufficient	fuel					
Commercial pre				maintenance					
Excessive spee			Insufficient	Insufficient planning					

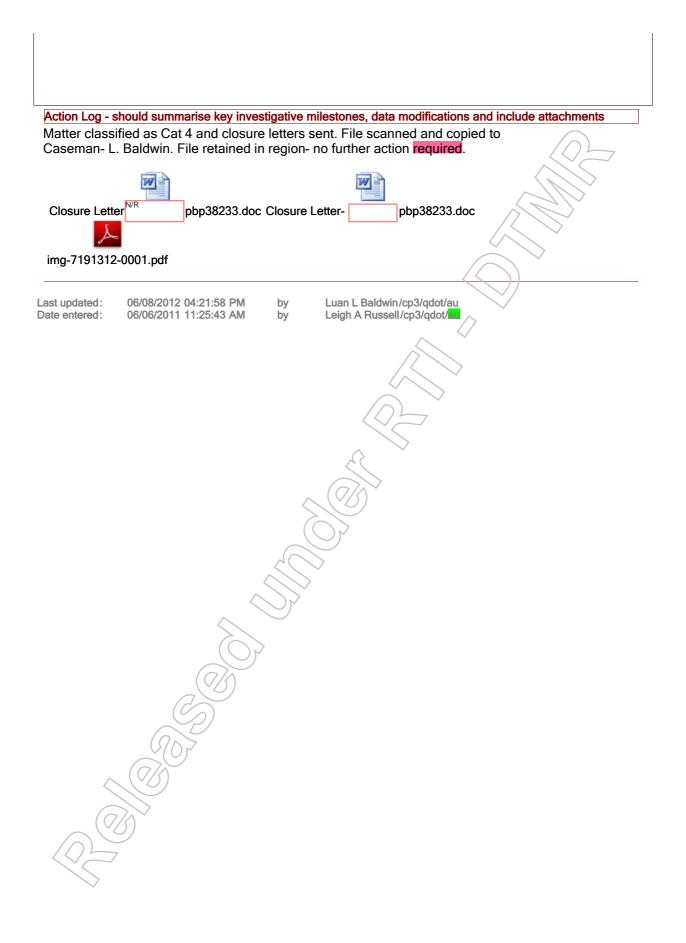
Fatigue	🛛 Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authorit	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
	Poor communications
Inappropriate instructions to crew - poor communications	
	Poor ship to shore communications
Inexperience or lack of knowledge	☐ Violation of standard procedures
	Violation of statutory rules or standards
Insufficient crew numbers	
	$\land$
	$\sim$
Material	
	Inappropriate hull or equipment - construction fault
	Inappropriate hull or equipment - design fault
	Inappropriate hull or equipment - insufficient maintenance
	Insufficient safety equipment
	Machinery failure
□ Inadequate stability - other	Other (Material)
□ Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - overloading	on vie structure badiy designed bank of maintained
	$\nabla / \Lambda^{\sim}$
(	$\overline{\mathbf{S}}$
	<i>y</i>
$\sim$	
Environmental	
	s - lack navigation aids 🔄 Poor visibility
	s - shifting channel
	s - uncharted hazards 🔲 Wash of passing vessel
Hazardous season (cyclones etc)	a Wind
Hazardous waters - coral reefs Other (Environme	ental)
(2)	
$\sim (7/3)$	
$\left( \left\langle 2/\beta \right\rangle \right)^{-1}$	
Summary - description of incident including events le	eading up to and following incident
$\sim$	_
01.08.09 - Recreational cuiser	collided with the Fisherman Island Outer Rock Wall.
2 people sustained injuries and were transferred to	hospital.

10/08/09 Ma Matter being of Peter Cur 17/06/2013	arine Incident Report sub g investigated by S/Const mming, Compliance Unit.	Marine Incomplia	cident Report - <sup>N/R</sup> df ance unit review of outstanding Caseman
ast updated : Date entered :	17/06/2013 09:55:52 AM 06/08/2009 10:47:21 AM	by by	Sara-Anne J Holzheimer/cp1/qdot/au Leigh A Russell/cp3/qdot/au
		5	>
$\langle$	(107 (15)		
	7 7		

PBP38233	Marine	e Incid	ent	
Region File No HO File No	Region	Status	Date closed	Cat Investigate?
11/046	Brisbane	Closed	19/07/2012	4 ***
Reporting Agency	Reported via		Reported on	Next review
Qld Transport	F3071 Marine Inciden	t Report	18/04/2011	16/06/2011
Office Pinkenba	Incident involved	***		
Pollution? ***			4	
Reason Closed Regional Relevant Act nvestigating Agency Qld Transport	Investigation Completed - Ref	fer to Compliance	e Unit Officer BALDWI	N. Luan
osition of Incident - Latitude		e entered in		·
	53.3167 Water/ Landmark		Weinam Creek	
Beanno	istance	Loi	sation Smooth wa	aters
Date 14/04/2011 T	me 05:36 AM		$\searrow$	
		(0)-	7	
pe of Incident				
Collision with a fixed object				
ncident Severity		76)		
		2		
Fatalities 0 Minor Injuri	es 0 ()	Severity	Damage to Proper	ty Only
Serious Inju	uries 0			
Environmental Conditions				
Weather Visibility	Water	Time of Day	Wind Speed	
Clear Good	2.4.4	Twilight	•	ce 2 / 1-7 knots)
eneral Ship Information				
Select types of ships involved in in	cident			
COM Fishing	COM Non-pax (Non-specifi	c) 🗌 REC Moto	rboat	
COM Hire & Drive (Other)	COM Non-pax (Boat share)			
COM Hire & Drive (Sail)	COM Non-pax (Houseboat)	_		
COM Hire & Drive (Motor)	COM Non-pax (Hovercraft)		lle (row) boat	
COM Hire & Drive (FWC)	COM Non-pax (Paddle/row		seboat	
COM Hire & Drive (House)	COM Non-pax (PWC)	Unknown		
COM Pax [	COM Non-pax (Sail)			
$\sim$				
Ships involved				
Commercial only				
Contributing Factors				
Human		□ I	fuel	
Alcohol or drugs				
Commercial pressure			maintenance	



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PB	<b>P38</b>	3426		Marine	e Incid	ent	
Region File	e No	HO File N	o I	Region	Status	Date closed	Cat Investigate?
1/086		230/00818	3	Brisbane	Closed	13/10/2011	3 ***
Reporting /	Agency	J [	(	Reported via		Reported on	Next review
Qld Transp				-3071 Marine Inciden	t Report	24/08/2011	17/09/2011
Office	Pinker	nba		Incident involved	***		
Pollution?	***						
						17	
Reason ( Relevant	t Act		-	pleted - No action ree	quired		$\gg$
-		y Qld Trans				Officer	
osition o	of Incide	ent - Latitu	ide and Lo	ongitude should b	be entered in (	decimal format/	
Lat -27.4	4428	Long	153.0667	Water/ Landmark	Brisbane Rive	er Newstead Park	
Bearing			Distance (nm or m)		Loc	Smooth w	raters
Date	22/08/2	011	Time	12:30 PM			
						7	
ype of In	ncident						
Grounding	unintent	ional					
0							
ncident S	Severity	y		$\sim$	VS)		
	-	_					
Fatalities	0	Minor Ir	njuries	0	Severity	Ship Damaged	
		Serious	Injuries	0 ~ 0			
Invironm	nental (	Conditions					
Weather Cloudy		Visibility Fair	Wat	er ng Current	Time of Day Day	Wind Speed	5-7 / 17-33 knots)
Cloudy		Fall		ng Current	Day		-// 1/-33 KHOIS)
ieneral S	Ship In	formation	$\sim$	) )			
Select typ	es of shi	ps involved i	n incident				
Сом	Fishing	/	ССОМ	Non-pax (Non-specifi	ic) REC Moto	orboat	
	-	vive (Other)		Non-pax (Boat share	· _		
		vive (Sail)		Non-pax (Houseboat		oat	
_		vive (Motor)		Non-pax (Hovercraft)		lle (row) boat	
		rive (FWG)		Non-pax (Paddle/row			
		rive (House)	_	Non-pax (PWC)			
Сом				Non-pax (Sail)			
	-(0)						
6	$\mathcal{A}$	)					
Ships inv							
Recreation	onal only						
	$\vee$						
Contribut	ting Fac	ctors					
luman Alcoho	l or drugs	s				fuel	
	ercial pre					maintenance	
	ciciai pie	Josuit				maintendille	

Excessive speed	Insufficient planning
	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Autho	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\sim$
	$\land$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate null or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Cther (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
Describe the contributing factor	
Buoy mooring failed	
Environmental	
	ers - lack navigation aids 🗌 Poor visibility
	ers - shifting channel 🔄 Sea state
	ers - uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environ	mental)
(5/07	
$\sim (\sqrt{3})$	
$\sim$ (V)	

Summary - description of incident including events leading up to and following incident

On the 22.08.2011 Recreational sailing boat Not relevant was moored on it's mooring at Bulimba Reach. At approximately 12:30pm vessel broke loose and due to strong winds it ran aground against the rock wall at Newstead Park.

PBP38426- <sup>№</sup> AM- Closed 7/10/2011 - 2/02/2012 C	Out 13.10.11- NFA CU Closed out - NFA Changed severity from 'Da	amage t	milestones, data modifications and include attachments
ontributing f	actor 'Wind'. S.Day (S&P 22/02/2012 10:33:51 AM 07/09/2011 03:45:45 PM	by by	Stewart Z Day/cp1/unita/an Sarah R Pike/cp3/qdot/au
		<	
		$\sum_{r}$	
$\langle$	(V) 0,7		
	B)~		

Pages 162 through 164 redacted for the following reasons: Not relevant

TV3	0149		Marine	Incid	lent		
Region File No	b HO File N	lo F	Region	Status	Date closed	Cat	Investigate?
720/00138	720-1166	;	Townsville	Closed	03/04/2000	3	Yes
Reporting Age	ency	F	Reported via	]	Reported on	Ne	xt review
Qld Transport			Telephone			15/	04/2000
Office T	ownsville		Incident involved	***			5
Pollution?	10						>
Reason Close	<b>d</b> No a	oction taken					
nvestigating A	Agency Qld Trans				Officer Green	wood, Richard	
osition of l	ncident - Latiti	ude and Lo	ngitude should be	entered in	decimal format		
				The Strand -		/	
Lat	Long		Water/ Landmark	The Strand -	Townsville		
Bearing		Distance (nm or m)		Lo	cation Smooth	waters	
Date 03	3/04/2000	Time			$\langle \rangle \rangle$		
	104/2000	TITLE			$\searrow$		
ma of Incid	dont				~		
pe of Incid	uent				~		
Grounding uni	intentional			$\sim$			
			<				
ncident Sev	verity		. (7	20			
				9			]
Fatalities	0 Minor I	njuries	0	Severity	Ship Damaged		
	Serious	s Injuries	0				
		-					
nvironmer	ntal Conditions	S	$\sim$				
Weather	Visibility			Time of Day	Wind Speed		
Rain	Poor	Very	/ Rough	Twilight	Gale (force 8	and above / n	nore than 33
eneral Shi	ip Information			<u> </u>			
	of ships involved						
		<u> </u>					
	-		Non-pax (Non-specific)				
	e & Drive (Other)	/	Non-pax (Boat share)				
	e & Drive (Sail)	$\searrow$	Non-pax (Houseboat)				
_	e & Drive (Motor)		Non-pax (Hovercraft)		dle (row) boat		
	e & Drive (PWC)		Non-pax (Paddle/row)	REC Hou	seboat		
	e & Drive (House	) 🗌 СОМ	Non-pax (PWC)	Unknown			
COM Pa	x	COM	Non-pax (Sail)				
$\sim$	$(\underline{\checkmark})$						
Ships Invoiv							
Recreational	Ioniy						
ontributing	Factors						
onunguni							
	drugs		]	Insufficient	fuel		
Human Alcohol or	drugs ial pressure		[	Insufficient	fuel		

· ·	
	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	U Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Uviolation of standard procedures
Insecure mooring	└ Violation of statutory rules or standards
Insufficient crew numbers	
	nappropriate hull or equipment - construction fault
	nappropriate hull or equipment - design fault
	nappropriate hull or equipment - insufficient maintenance Insufficient safety equipment
	Machinery failure
	Other (Material)
	Shore structure badly designed built or maintained
□ Inadequate stability - shifting cargo	
	////
$(\bigcirc)$	$\geq$
Environmental	
Abnormal tidal conditions	- lack navigation aids 🗌 Poor visibility
Bar conditions	- shifting channel 🛛 Sea state
Floating or submerged object	- uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	🖾 Wind
Hazardous waters - coral reefs Other (Environme	ntal)
<u> </u>	
$\mathcal{G}/\mathcal{O}\mathcal{F}$	
$\langle \langle \rangle \rangle$	
(7)	
10-	
Summary - description of incident including events le	ading up to and following incident
Not relevant	and the state of the
Vot relevant vessel recovered with assistance of Not relevant	reakwater mooring during cyclone Tessie.
owners report <sup>NR</sup> was on the boat holding it into	n 3/4/00. miner damage only. the wind with the motor going on 2 anchors ,tiller
snapped and the boat dragged onto The Strand bea	ch vessel recovered b <sup>NR</sup>
on 4/4/00 onchore were <sup>VR</sup>	

ist updated: 18/12/2003 02:01:56 PM by Christopher F Campbell-Thomson/Peninsula/quotizu Ian C Wood/Northem/qdot/au	ies updated: 18/12/2003 02:01:56 PM by Christopher F Campbell-Thomson/Peninsulfactorian iac entered: 05/04/2000 03:40:31 PM by Christopher F Campbell-Thomson/Peninsulfactorian	Owner : <sup>N/R</sup>	should summarise ort . Report rece	ontacted	6/4/00 to con		and include attachments
		ast updated: ate entered:		1:56 PM k 0:31 PM k	oy Christ oy Ian C	opher F Campbell-Thom Wood/Northern/qdot/au	son/Peninsula/gelot/au
					ولا		

TV	301	50	Marine	Incid	ent		
Region File	e No	HO File No	Region	Status	Date closed	Cat	Investigate?
		720-1165	Townsville	Closed	03/04/2000	3	Yes
Reporting /	Agency	]	Reported via		Reported on	Ne	xt review
Qld Transp			Telephone				04/2000
Office	Towns	sville	Incident involved	***			$\leq$
Pollution?	No						
Reason Clo		No action y Qld Transport	taken		Officer Green	wood Richard	
-			and Longitude should be	entered in			
Lat		Long	Water/ Landmark	The Strand -	Townsville	,	
Bearing			stance m or m)	Lo	cation Smooth	waters	
Date	03/04/2	000 <b>T</b> i	me				
ype of In	ncident				$\overline{\mathcal{I}}$		
Grounding	unintent	ional		$\sim$			
ncident S	Severity	/	(c)	$\gamma \gamma \gamma$			
				0)			
Fatalities	0	Minor Injurie	es 0	Severity	Ship Damaged		
				/			
		Serious Inju					
Environm	nental (	Conditions					
Weather		Visibility		Time of Day	Wind Speed		and then 22
Rain		Poor	Mery Rough	Night	Gale (force a	and above / n	nore than 33
General S	Ship In	formation	$(\bigcirc)$				
		ps involved in in	rident				
		ps involved in in			]		
	Fishing		COM Non-pax (Non-specific)				
		rive (Other)	COM Non-pax (Boat share)		-		
СОМ	Hire & D	rive (Sail)	COM Non-pax (Houseboat)	REC Saill	poat		
Сом	Hire & D	rive (Motor)	COM Non-pax (Hovercraft)	REC Pad	dle (row) boat		
Сом	Hire & D	rive (PWC)	COM Non-pax (Paddle/row)	REC Hou	seboat		
		rive (House)	COM Non-pax (PWC)	Unknown			
Сом			COM Non-pax (Sail)				
		'					
	$\left( \alpha \right)$	72					
0	$\sim$	))					
Ships Inv		-					
Recreation	snal only						
Contribut	ting Ead	ctors					
	angrad						
Human		_			<b>6</b> -1		
	l or drugs			Insufficient			
	ercial pre				maintenance		
L Excess	sive spee	d		Insufficient	planning		

·	
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Author	ity 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	☐ Violation of standard procedures
	Violation of statutary rules or standards
Insecure mooring	
Motorial	
Material Bridge or navigation failure	Inappropriate hull or equipment - construction fault
	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
	Insufficient safety equipment
Fuel or gas leak     Hull failure	
	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	(7)
Environmental	_
Abnormal tidal conditions	ers - lack navigation aids 🔛 Poor visibility
Bar conditions	ers - shifting channel 📃 Sea state
Floating or submerged object	ers - uncharted hazards 🔛 Wash of passing vessel
Hazardous season (cyclones etc)	ea 🛛 🖾 Wind
Hazardous waters - coral reefs Other (Environm	nental)
Summary - description of incident including events	leading up to and following incident
$\sim$	
31ft Trimaranplywood [fibreglassed] Vessel drag	
"tessie" on 02/04/00. <sup>Not relevant</sup>	were on board at the time

but abandoned vessel for safety[Bulletin report 04/04/00.

Vessel grounded on Rowes Bay beach and was extensively damaged . Owner recovered vessel on the

OWNER <sup>N/R</sup> WITH OWN 14/04/2000 RHM had pl	should summarise key inve ER AS AT 13/04/00. hone conversation with <sup>™</sup> ranged to conduct intervie	NC	re. this week.
Last updated : Date entered :	18/12/2003 02:01:56 PM 05/04/2000 04:21:20 PM	by by	Christopher F Campbell-Thomson/Peninsula/qdot/au Ian C Wood/Northern/qdot/au
		, ,	

TV30151			Marine Incident				
Region File No HO File No			Region	Status	Date closed	Cat Investigate?	
	720-1163		Townsville	Closed	03/04/2000	3 Yes	
Reporting A	Agency		Reported via	J <u>L</u>	Reported on	Next review	
Qld Transpo			Telephone		7	15/04/2000	
Office	Townsville		Incident involved	***			
Pollution?	No						
					$\square$		
Reason Clo	sed No.o.	ction taken				$\sim$	
	ig Agency Qld Trans				Officer Greenw	vood, Richard	
-			ongitudo obould bo				
osition o	r incident - Latitu	Ide and L	ongitude should be	entered in (			
Lat	Long		Water/	Pallarenda be	each townsville		
	Ŭ		Landmark		$\rightarrow$		
Bearing		Distance		Log	ation Smooth	waters	
		(nm or m)	)	$\square$			
Date	02/04/2000	Time			$\sim$		
					$\searrow$		
	at da an				-		
ype of In	icident				]		
Grounding	unintentional			$\sim$			
arounding				<u> </u>			
oidont S	Povority						
ncident S	severity			?/{}`			
Fatalities	0 Minor Ir	niuries	0	Severity	Ship Damaged		
				· · · · · · · · ·	- 1 - 3		
	Serious	lnjuries	0				
Invironm	ental Conditions	•					
		,					
Weather	Visibility			Time of Day	Wind Speed		
Other	Poor	Ve	ry Rough	Night	Gale (force 8	and above / more than 33	
eneral S	Ship Information	$\sim$					
	-		$\bigcirc$				
Select type	es of ships involved i	in incident					
🗌 сом	Fishing	COM	Non-pax (Non-specific)	REC Moto	rboat		
СОМ	Hire & Drive (Other)	CON	I Non-pax (Boat share)	REC PWC			
🗌 сом	Hire & Drive (Sail)	- El con	1 Non-pax (Houseboat)	REC Sailb	oat		
🗌 сом	Hire & Drive (Motor)		Non-pax (Hovercraft)	REC Padd	le (row) boat		
	Hire & Drive (PWC)		Non-pax (Paddle/row)	REC Hous	. ,		
	Hire & Drive (House)		1 Non-pax (PWC)				
		_	1 Non-pax (Sail)				
	Pax		non-pax (Sall)				
	$(\overline{\partial})$						
Ships Inv							
Recreation							
. iouroadio							
Contribut	ing Factors						
Human	I				6 I		
	l or drugs						
	ercial pressure sive speed			Insufficient	maintenance		
					viai II III IU		

	· •
L Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\land$
	$\sim$
Material	
	appropriate hull or equipment - construction fault
	appropriate huil or equipment - design fault
	appropriate hull or equipment - insufficient maintenance
	sufficient safety equipment
	lachinery failure
	ther (Material)
	hore structure badly designed built or maintained
Inadequate stability - shifting cargo	
	(3)
$(\bigcirc)$	
$\langle \langle \rangle \rangle$	
Environmental	
Abnormal tidal conditions	- lack navigation aids 🗌 Poor visibility
Bar conditions Hazardous waters	- shifting channel 📃 Sea state
	- uncharted hazards 🔛 Wash of passing vessel
Hazardous season (cyclones etc)	⊠ Wind
Hazardous waters - coral reefs Other (Environmen	tal)
(5/07	
$\sim (\checkmark )$	
$\sim (\sqrt{3})$	
Summary - description of incident including events lea	ading up to and following incident
ourning of the incluent including events lea	ang up to and following including
Not relevant	stor on night of 0/4/00 suclass Taxain
	vater on night of 2/4/00 cyclone Tessie.
No persons were on board, vessel was recovered by	owner at nignwater on 5/4/00.

Action Log - should summarise key investigative milestones, data modifications and include attachments Contacted on 6/4/00 to complete incident report

form , contacted again 11/4/00, report form picked up 12/4/00

## Incident report received 14/04/00

Last updated:	18/12/2003	02:02:16	PM	by
Date entered:	05/04/2000	04:25:31	PM	by

Christopher F Campbell-Thomson/Peninsula/adet/au Ian C Wood/Northern/qdot/au

TV	30152	Marine	Marine Incident					
Region File	No HO File No	Region	Status	Date closed	Cat Investigate?			
720/143		Townsville	Closed	07/07/2000	3 Yes			
Reporting /		Reported via		Reported on	Next review			
Qld Transp	ort	***		03/04/2000	15/04/2000			
	Townsville		***					
Office	TOWNSVIILE	Incident involved						
Pollution?	No			//				
Reason Clo Investigatir	osed ng Agency Qld Transport			Officer Green	wood, Richard			
osition o	of Incident - Latitude a	and Longitude should b	be entered in	decimal (ormat)	)			
Lat	Long	Water/	The Strand -	Townsville				
	Dia	Landmark						
Bearing		n or m)	Lo	cation Smooth	waters			
Date	03/04/2000 Tim			$\langle \rangle$				
Date				$\searrow$				
				~				
ype of In	icident			_/				
Grounding	unintentional							
			$\sim$					
ncident S	Severity	~ ( (	7/1					
Fatalities	0 Minor Injuries	s 0	Savarity	Chin Domogod				
ratailues	0 Minor Injuries		Severity	Ship Damaged				
	Serious Injuri	ies 0	/					
Environm	nental Conditions							
Weather		Water	Time of Dov	Wind Speed				
Rain	Visibility Poor	Water Mery Rough	Time of Day Night	Gale (force 8	and above / more than 33			
		(						
	Ship Information	$(\bigcirc \succ$						
Select typ	es of ships involved in inci	dent						
	Fishing	COM Non-pax (Non-specifi	<i>'</i> _					
	Hire & Drive (Other)	COM Non-pax (Boat share						
	Hire & Drive (Sai!) Hire & Drive (Motor)	COM Non-pax (Houseboat						
	Hire & Drive (Notor)	COM Non-pax (Hovercraft)		dle (row) boat				
	Hire & Drive (House)	COM Non-pax (Paddle/row		Sebual				
		COM Non-pax (Sail)						
	$(\overline{Q}/\overline{S})^{\sim}$							
Ships Inv	volved							
Recreation								
Contribut	ting Factors							
Human								
	l or drugs							
	ercial pressure sive speed		Insufficient	maintenance				
	SIVE SUPEU			VIIIIIIIII				

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	— ·· · · · · ·
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	
Inappropriate advice to ship - Pilot	
	Operational error - other  Other  (Itumore)
Inappropriate advice to ship - Vessel Traffic System	U Other (Human)
Inappropriate instructions to crew - other	U Overloading
☐ Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
L Inexperience or lack of knowledge	☐ Violation of standard procedures
L Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
Material	nappropriate hull or equipment - construction fault
	nappropriate huil or equipment - design fault
	nappropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
	Machinery failure
	Dther (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	7/{\`
	$\rangle$
	7
$\sim$	
Environmental	
	- lack navigation aids Poor visibility
Bar conditions	
	- uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs	ital)
907	
Summary - description of incident including events lea	ading up to and following incident
MR dragged anchor from outer breakwater anchorage	e during cyclone Tessi and fetched up on the beach
at Pallarenda.	
Not relevant	7
V/I recovered and at Ross Haven Marine 7.05.00	-

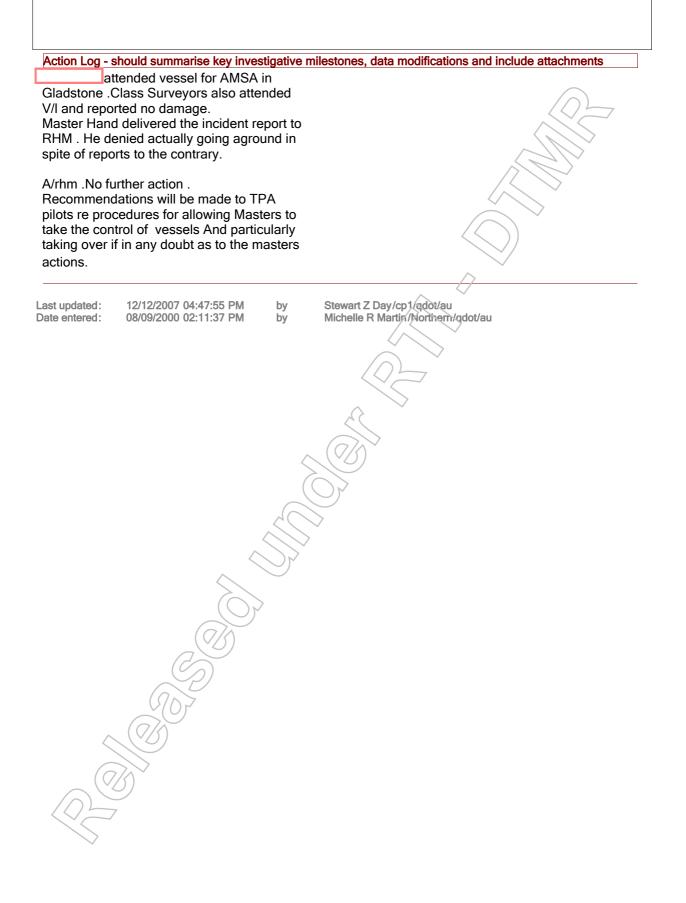
Not releva	nt	со	ntacted on 5.04.00 at <sup>N/R</sup> (D. Greenwood)
Vessel reco	should summarise key invest vered by truck <sup>N/R</sup> assessed b <sup>N/R</sup> Owner contacted9/5	asses	
/R 7/7/00 - Clos	sed. NFA		
ast updated : ate entered :	18/12/2003 02:01:56 PM 05/04/2000 04:28:40 PM	by by	Christopher F Campbell -Thomson/Peninsula/qdot/au lan C Wood/Northern/qdot/au
		4	
		22	
	<pre></pre>		
<			
	J.		

TV30593			Marine	e Incid	ent	
Region File				Status	Date closed	Cat Investigate?
720/00157	720-1304	Том	vnsville	Closed	15/09/2000	1 Yes
Reporting Agency Qld Transport			oorted via 71 Marine Inciden	t Report	<b>Reported on</b> 07/09/2000	Next review 18/09/2000
Office	Townsville	Inc	ident involved	Pilot		
Pollution?	No					
Reason Clos nvestigating	sed No a g Agency Qld Trans	ction taken port			Officer	$\rightarrow$
osition of	f Incident - Latitu	ide and Long	jitude should b	e entered in	decimal (ormat)	
Lat	Long		Water/ Landmark	Townsville Ha	arbour	
Bearing		Distance (nm or m)		Loc	partially	smooth waters
Date	07/09/2000	Time	03:25 PM		$\searrow$	
ype of Inc	cident			$-\partial$	7	
ype or mo	cident				~	
Grounding u	unintentional			$\sim$		
ncident S	ovority					
	eventy			7 <u>/</u> 5)`		
Fatalities	0 Minor Ir	njuries	0	Severity	No Damage	
	Serious	Injuries	0	)*		
Environm	ental Conditions					
				Time of Dov	Wind Speed	
Weather Clear	Visibility	Water Choppy		Time of Day	Wind Speed Moderate (for	rce 3-4 / 8-16 knots)
						,
	Ship Information as of ships involved i					
	•	<u> </u>			]	
	-		n-pax (Non-specifi n-pax (Boat share)	·		
	Hire & Drive (Other) Hire & Drive (Sail)	$\sim A /$	n-pax (Boat share) n-pax (Houseboat)			
	Hire & Drive (Motor)		n-pax (Hovercraft)		dle (row) boat	
_	Hire & Drive (PWC)		n-pax (Paddle/row		. ,	
	Hire & Drive (House)		n-pax (PWC)			
			n-pax (Sail)			
			,			
	$\left( \overline{\mathcal{O}}/\overline{\mathcal{S}} \right)^{*}$					
Ships Invo Commerci						
Contributi	ng Factors					
Alcohol	or drugs			Insufficient	fuel	
	rcial pressure				maintenance	
	ve speed			Insufficient		

·	
Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	□ Violation of standard procedures
	Uiolation of statutory rules or standards
Insufficient crew numbers	
	$\langle \langle \rangle \rangle$
	$\land$
	$\sim$
Material	
	nappropriate hull or equipment - construction fault
	nappropriate hull or equipment - design fault
	nappropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
	Aachinery failure
	Dther (Material)
	Shore structure badly designed built or maintained
	shole structure badiy designed built of maintained
Inadequate stability - shifting cargo	7/{\`
	$\rangle$
	4
Environmental	_
	- lack navigation aids 🔄 Poor visibility
Bar conditions Hazardous waters	- shifting channel 🔄 Sea state
Floating or submerged object	- uncharted hazards 🔄 Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs Other (Environmer	ntal)
$(\Omega \wedge \overline{Z})$	
$\sim$	
$\sim (7/)^{-}$	
$( \bigcirc \land \land )$	
(())	
Summary - description of incident including events lea	ading up to and following incident
$\sim$	

The vessel on deparure from No 4 berth at Tsv was under pilotage.

The pilot allowed the master to take control of the vessel after it was positioned in the swing basin. The master did not manage to straighten the vessel onto the leads as the vessel exited the Breakwater entrance and allowed her to come across to port.



TV33319				Ма	rine	Incid	ent		
Region File No HO File No		o	Region		Status	Date closed	Cat Investiga		
20/00388	0/00388 720/4476			Townsville		Closed	27/10/2004	3	Yes
Reporting A	Agency			Reported via			Reported on	N	ext review
Qld Transpo	ort			F3071 Marine	e Incident I	Report	02/06/2004	1	7/06/2004
Office	Towns	ville		Incident invo	olved	***			
Pollution? No									$\geq$
leason Clo vestigatin		Inves y Qld Trans		npleted - No a	action requ	ired	Officer GREE	WOOD, R	ichard
osition o	of Incide	ent - Latitu	ide and L	ongitude sl	hould be	entered in	decimal (ormat)	)	
Lat -19.2	2167	Long	146.8333	Water/	ark	Ross River E	Intrance		
Bearing			Distance (nm or m)			Lo	cation Smooth	waters	
Date	22/05/2	004	Time	03:30 A	ЪM				
ype of In	cident						7		
							~		
Grounding	unintent	ional				$\sim$			
ncident S	Sovority	,							
	beveniy	/			$\sim ( \%$	<u>//)</u> ~			
Fatalities	0	Minor Ir	njuries	0		Severity	Ship Damaged		
		Serious	Injuries	0	$\bigcirc$		L		
			•		$\searrow$				
:nvironm	nental (	Conditions			>				
Weather		Visibility	Wa		>	Time of Day	Wind Speed		
Hazy		Fair	Ch	орру		Night	Moderate (for	ce 3-4 / 8-10	6 knots)
eneral S	Ship In	formation		ンや					
Select type	es of shi	ps involved i	n incident						
🛛 сом	Fishing		Сом	Non-pax (No	n-specific)	REC Moto	orboat		
	-	rive (Other)		Non-pax (Bo		REC PW0			
СОМ	Hire & D	rive (Sail)	2 COM	Non-pax (Ho	useboat)	REC Sailt	poat		
Сом	Hire & D	rive (Motor)	Сом	Non-pax (Ho	vercraft)	REC Pade	dle (row) boat		
COM	Hire & D	rive (PWC)	プロ сом	Non-pax (Pa	ddle/row)	REC Hou	seboat		
СОМ	Hire & D	rive (House)		Non-pax (PV	VC)	🗌 Unknown			
Сом	Pax			Non-pax (Sa	il)				
	6								
	$\langle \langle \rangle \rangle$	5)							
Ships Inv Commerce	) /	/							
ontribut	ing Fac	ctors							
	ang rat								
Human Alcohol	l or drugs	5					fuel		
	ercial pre						maintenance		
	ccessive speed								

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Fatigue	$oxed{intermation}$ Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Autho	rity 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
	Poor communications
Inappropriate instructions to crew - poor communications	
	Poor ship to shore communications
Inexperience or lack of knowledge	└ Violation of standard procedures
L Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate hull or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
Environmental	
	ers - lack navigation aids 🗌 Poor visibility
	ers - shifting channel 🗌 Sea state
	ers - uncharted hazards 🗌 Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environr	
	,
$\left( \right) $	
$\bigvee(0)$	
$(7/\delta)$	
$(\alpha / \delta^{\vee})$	
10-	
Summary - description of incident including events	leading up to and following incident
Not relevant steering failed arm I	broked off ruddler stock, sideways to the rockwall with
	off and into port at harbourside.

Sgt. Paul Ca	ampbell issued W/D 0015	526 on 3	
	for hull repairs. cert. of s tion cleared 10/6/04.	urvey no	5. 16368 of
-	No Pollution , No Furthe		
ecommend		nt to Ow	
st updated: ite entered:	05/01/2005 09:04:33 AM 07/06/2004 11:35:31 AM	by by	Dick F Greenwood/cp2/qdot/au Jenny Z Southwell/cp2/qdot/au
		(	
	~		$\rightarrow$
		9r	
		>	
	( <u>5)</u>		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			

TV34922				Marine Incident					
Region File No         HO File No           720/00553         720/06304				<b>Region</b> Townsville		Status Closed	Date closed 12/02/2007	Cat 3	Investigate? Yes
Reporting /	Agency			Reported via			Reported on		ext review
Qld Transp	oort			F3071 Marin	e Incident I	Report	20/01/2007	03	3/02/2007
Office	Office Townsville			Incident involved		***			
Pollution? No							/		$\geq$
Reason Clo Investigatir		Inves Qld Trans		mpleted - No	action requ	ired	Officer KIRKE	Y, Peter J	
Position o	of Incide	ent - Latitu	ide and L	ongitude s.	hould be	entered in	decimal (ormat)	)	
Lat -19.	2539	Long	146.823	Water/ Landm		Breakwater	Townsville		
Bearing			Distance (nm or m	)		Lo	cation Smooth	waters	
Date	17/01/20	007	Time	07:15 I	PM				
Type of In	ncident						7		
		anal							
Grounding	unimenu	onai			4	$\mathcal{A}$			
ncident S	Severity	,			~ (Q	2/5			
Fatalities	0	Minor II	njuries	0		Severity	Ship Damaged		
		Serious	Injuries		$\bigcirc$	/			
Environm	nental C	onditions							
Weather		Visibility Good	Wa	ater r		<b>Time of Day</b> Twilight	Wind Speed Moderate (fo	rce 3-4 / 8-16	i knots)
General	Ship Inf	ormation		22		Ļ			
Select typ	es of ship	os involved i	n incident						
□ COM □ COM □ COM □ COM	Hire & Dr Hire & Dr Hire & Dr Hire & Dr	ive (Other) ive (Sail) ive (Motor) ive (PWC) ive (Pouse)		I Non-pax (No I Non-pax (Bo I Non-pax (Ho I Non-pax (Ho I Non-pax (Pa I Non-pax (Pa I Non-pax (Sa	oat share) ouseboat) overcraft) addle/row) WC)	REC PW	C boat dle (row) boat iseboat		
Ships Inv		3)							
Recreation									
Contribut	ting Fac	tors							
Human									
	ol or drugs					Insufficient	t fuel		
	ercial pre						t maintenance		
	sive speed			Insufficient planning					

☐ Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Auth	
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Uther (Human)
Inappropriate instructions to crew - other	U Overloading
L Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
$oxed{intermation}$ Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\wedge$
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
L Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	U Other (Material)
Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\sim$	
	)Y
$\langle \langle \rangle \rangle$	
Environmental	
Abnormal tidal conditions	aters - lack navigation aids 🗌 Poor visibility
Bar conditions	aters - shifting channel 🛛 Sea state
	aters - uncharted hazards 🔲 Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environ	
$\left( \begin{array}{c} 0 \end{array} \right)$	
$(\overline{\alpha})$	
$(\alpha)$	
Summary - description of incident including event	s leading up to and following incident
Crounding unintentional at the Draakwater Terre	Not relevant
Grounding unintentional at the Breakwater Town	Sville.
Vessel recovered from rock wall on next tide. Sul	ostancial hull damage. Vessel removed from the ater at
i de rois runt	

No pollution, no injuries.				
Action Log - should summarise key investigative milestones, data modifications and include attachments Operator of the vessel provided a statement to Townsville MSQ detailing circumstances of the incident. Evident in statement the vessel's outboard motor was coming out of the water and cavitating when endeavouring to negotiate the seas entering the harbour. Operator consequently loss control of the vessel and she was swept to starboard and onto the rocks. No further action recommended. P. Kirkby MSO / TSV				
File Review	ed by Compliance Unit. N	IFA		
Last updated: Date entered:	16/04/2007 03:39:05 PM 24/01/2007 02:56:11 PM	by by	Aaron C Barnes/cp1/qdot/au Annette Z Smolej/cp2/qdot/au	

TV	35159	Marine	e Incid	ent	
<b>Region File</b> 720/00580	NO HO File No	<b>Region</b> Townsville	Status Closed	Date closed 18/06/2007	CatInvestigate?3Yes
Reporting A	Agency	Reported via		Reported on	Next review
Qld Transport		F3071 Marine Inciden	t Report	02/06/2007	16/06/2007
Office	Townsville	Incident involved	***		
Pollution?	No			/	
Reason Clo Investigatin	osed Investigations Investigation Investigations Investigation Investiga	n Completed - Refer for <sup>N/R</sup>			IY, Peter J
osition o	of Incident - Latitude a	nd Longitude should b	e entered in	decimal (ormat)	
Lat -19.2	2045 <b>Long</b> 146.	8385 Water/ Landmark	CLEVELAND	BAY	
Bearing		ance or m)	Loc	cation Smooth	waters
Date	29/05/2007 Time	e 07:30 PM			
ype of In	ncident			7	
Collision w	rith a fixed object		<u> </u>		
ncident S	Severity	((	7/0		
Fatalities	0 Minor Injuries		Severity	Ship Damaged	
	Serious Injurie	es 0	)		
Environm	nental Conditions				
Weather	Visibility	Water	Time of Day	Wind Speed	
Clear	Good	Calm	Night	Light (up to f	orce 2 / 1-7 knots)
General S	Ship Information				
	es of ships involved in incid	lent			
🗌 сом	Fishing Hire & Drive (Other)	COM Non-pax (Non-specifi COM Non-pax (Boat share)		;	
Сом	Hire & Drive (Sail) Hire & Drive (Motor) Hire & Drive (PWC)	COM Non-pax (Houseboat) COM Non-pax (Hovercraft) COM Non-pax (Paddle/row	REC Pado	lle (row) boat	
	Hire & Drive (House)	COM Non-pax (PWC) COM Non-pax (Sail)			
				]	
Ships Inv Recreation					
	$\leq$				
Contribut	ting Factors				
Human			le e d' - ' - '	fuel	
	l or drugs ercial pressure		Insufficient	maintenance	
	sive speed				

Fatigue	$oxed{intermaliantial}$ Navigation error - failure to keep proper lookout
$oxed{intermatting}$ Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authori	ty 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Uviolation of standard procedures
	Uiolation of statutory rules or standards
Insufficient crew numbers	
	$\langle \langle \rangle \rangle$
	$\sim$
	$\square$
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
	Machinery failure
Inadequate stability - other	Other (Material)
□ Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	United and the badiy designed bant of maintained
	$\nabla / \langle \rangle^*$
$(\bigcirc$	$\geq$
	)*
Environmental	
	rs - lack navigation aids Poor visibility
	rs - shifting channel 🔄 Sea state
	rs - uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	
Hazardous waters - coral reefs Other (Environm	ental)
Describe the contributing factor	
$\sim (\sqrt{2})$	
$\sim (\sqrt{3})$	
Summer description of incident including events I	ading up to and following insident
Summary - description of incident including events l	eading up to and following incident
RAN INTO BREAKWATER WALL AND	SANK.
NFA - Closed 06 July 2007	

Action Log - should summarise key investigative milestones, data modifications and include attachments **W** C Jol.doc Interview conducted with master/owner of yacht. Vessel refloated and slipped after 3 days. Extensive damage to interior of yacht. Hull damage in several places. No injuries, no pollution reported. Not relevant W (Marine Safety )Act 1994. doc Last updated: 06/07/2007 09:35:16 AM by Aaron C Barnes/cp1/qdot/au Date entered: 06/06/2007 03:31:29 PM by Cindy J Cappler/cp2/qdot/au

TV35246		Marine	Incid	ent		
Region File No HO File No		egion	Status	Date closed	Cat	Investigate?
720/00596	Тс	ownsville	Closed	31/07/2007	3	Yes
Reporting Agency Qld Transport		eported via 071 Marine Incident	Report	<b>Reported on</b> 17/07/2007	Next review 04/08/2007	
Office Townsville	II	ncident involved	***			$\sum$
Pollution? No						$\geq$
Reason Closed Inve Investigating Agency Qld Tran	estigation Comp sport	leted - Refer for		Officer KIRKB	Y, Peter J	
osition of Incident - Lati	tude and Lor	gitude should be	e entered in	decimal (ormat)	)	
Lat -18.3167 Long	146.1127	Water/ Landmark	HINCHINBRO	OOK CHANNEL		
Bearing	Distance (nm or m)		Loc	Smooth	waters	
Date 14/07/2007	Time	08:45 AM		$\searrow$		
ype of Incident				7		
Grounding unintentional			$\sim$			
ncident Severity		. (6	776			
Fatalities 0 Minor	Injuries	1	Severity	Ship Damaged		
Seriou	us Injuries	0	<i>y</i>			
Environmental Condition	IS					
Weather Visibilit	<u> </u>		Time of Day	Wind Speed	0.4./0.4/	
Clear	Chop	ру	Night	Moderate (fo	rce 3-4 / 8-16	s knots)
General Ship Information Select types of ships involved						
COM Fishing	<u> </u>	on-pax (Non-specific		vrhoat		
COM Hire & Drive (Other		on-pax (Boat share)				
COM Hire & Drive (Sail)		on-pax (Houseboat)	REC Sailb			
COM Hire & Drive (Motor		on-pax (Hovercraft)		lle (row) boat		
COM Hire & Drive (PWC)		on-pax (Paddle/row)	_	. ,		
COM Hire & Drive (House		on-pax (PWC)	Unknown			
		on-pax (Sail)				
		,				
$(\vee \mathcal{S})$						
Ships Involved Recreational only						
Contributing Factors						
Human			□. <u>.</u>	<b>~</b> .		
Alcohol or drugs						
Commercial pressure			Insufficient	maintenance		
LA EXCESSIVE Speed				pidililili		

	Navigation error - failure to keep proper lookout
Fatigue     Inadequate training of crew	
	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	
Inappropriate advice to ship - Pilot	Operational error - other Operational error - other
Inappropriate advice to ship - Vessel Traffic System	U Other (Human)
Inappropriate instructions to crew - other	U Overloading
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
	Uiolation of statutory rules or standards
Insufficient crew numbers	
Material	
	nappropriate hull or equipment - construction fault
	nappropriate huil or equipment - design fault
	nappropriate hull or equipment - insufficient maintenance
	Insufficient safety equipment
	Machinery failure
	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	7/{\`
Environmental	
Abnormal tidal conditions	- lack navigation aids 🗌 Poor visibility
Bar conditions Hazardous waters	- shifting channel
	- uncharted hazards 📙 Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs U Other (Environme	ntal)
207	
Summary - description of incident including events le	ading up to and following incident
	/ALL Not relevent
RECREATIONAL BOAT COLLIDED WITH ROCK W	/ALL. Not relevant
Not relevant	
NFA - Closed 08 August 2007	
1177 - 010300 00 Mugust 2007	

Operator of	vessel interviewed and e w to Cardwell area and n rd. issued Sect 43(1)	vidence	milestones, data modifications and include attachments e obtained to allege Not relevant een in channel until that night. Inadequate
Matter fialise	ed 31/7/07 P. Kirkby	-	
15/01/08 Ch from COLLIS (S&P)	anged from REC Motorb SION with a fixed object t	oat to R to GROI	EC Speedboat and changed incident type UNDING unintentional. (TRAILS). S.Day
ast updated: Date entered:	15/01/2008 11:57:37 AM 25/07/2007 03:09:09 PM	by by	Stewart Z Day/cp1/qdot/au Annette Z Smolei/cp2/qdot/au

TV	35718		Marine	e Incid	ent		
Region File	No HO File I	No R	egion	Status	Date closed	Cat Investi	gate?
720/00632		Т	ownsville	Closed	28/02/2008	3 No	
Reporting A			eported via		Reported on	Next review	
Qld Transpo	ort	F	3071 Marine Inciden	t Report	18/02/2008	28/02/2008	3
Office	Townsville		ncident involved	***			
Pollution?	No						
Reason Clo nvestigatin	osed Inve Ing Agency Qld Trans		pleted - No action rec	quired	Officer HOOP	ER, David Vivian	
osition o	f Incident - Latit	ude and Lo	ngitude should b	e entered in	decimal (format)		
Lat -19.2	25 Long	146.825	Water/ Landmark	Townsville - I	Duck pond		
Bearing		Distance (nm or m)		Loc	cation Smooth	waters	
Date	11/02/2008	Time	06:00 PM				
					$\sim$		
ype of In	rcident						
Collision wi	ith a fixed object						
oidont S	Soverity						
ncident S	beventy			7 <u>/s)</u> `			
Fatalities	0 Minor	Injuries	0	Severity	Ship Lost		
	Seriou	s Injuries	0	)			
Environm	nental Condition	s					
Weather	Visibilit			Time of Day	Wind Speed		
Cloudy	Fair	<u> </u>	Rough	Twilight		and above / more tha	in 33
Seneral S	Ship Information						
	es of ships involved						
Сом	Fishing	Соми	lon-pax (Non-specifi	c) 🗌 REC Moto	orboat		
	Hire & Drive (Other)		lon-pax (Boat share)	·	<b>C</b>		
Сом	Hire & Drive (Sail)		lon-pax (Houseboat)	REC Sailb	ooat		
	Hire & Drive (Motor)		lon-pax (Hovercraft)	REC Pado	dle (row) boat		
Сом	Hire & Drive (PWC)	∕/ ∐ сом №	lon-pax (Paddle/row)	)	seboat		
Сом	Hire & Drive (House	e) 📙 COM N	lon-pax (PWC)	Unknown			
Сом	Pax		lon-pax (Sail)				
Ships Inv							
Recreatio							
Contribut	ing Factors						
Human	l or druce				fuel		
	l or drugs ercial pressure				maintenance		
	sive speed						

135-05620 Edit.pdf - Page Number: 192 of 229

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L Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	y 🗌 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	☐ Violation of standard procedures
	☐ Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\wedge$
Material	
	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$(\bigcirc)$	$\geq$
Environmental	
Abnormal tidal conditions	s - lack navigation aids 🔛 Poor visibility
Bar conditions	s - shifting channel 🛛 🖄 Sea state
Floating or submerged object	s - uncharted hazards 🔲 Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs Other (Environme	ental)
$(\Omega \wedge \overline{Z})$	
$(0)^{2}$	
(7/5)	
$(\alpha)$	
$\sim$	
/	
Summary - description of incident including events le	ading up to and following incident
caning doonpain or incident incidenty events ic	dailing up to and following moldoni
v	

Due to severe weather on 11 February, after the vessel's engine became entangled with the tender line the vessel's mooring dragged and impacted a rockwall. Resulted in loss of ship.

18.03.08 Compliance Unit agrees with regional recommendation. Case considered closed.

Letter of Rece <sup>/R</sup> alvaging ar	int MI <sup>NR</sup> 18.2 has made an attempt to hose items and remov	.08.doc b lessen ving acce	milestones, data modifications and include attachments the impact of the wrecked vessel by essible pollutants. He has arranged for weather improves. The sunken vessel has
been secure nazard to na	ed to the rockwall away fr avigation	om navi	gation areas and is considered not to be a o collision with fixed object. t.lys s&p.
ast updated: ate entered:	25/02/2009 10:17:48 AM 18/02/2008 09:58:52 AM	by by	Tanya A Lys/cp1/qdot/au Katie L Comber/cp3/qdot/au
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		>	
~			
	B) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1		
	7		

TV	3709	9	Marir	ne Incid	lent	
Region File		IO File No	Region	Status	Date closed	Cat Investigate?
720/00802	2	30/00025	Townsville	Closed	16/04/2013	1 Yes
Reporting /	Agency		Reported via		Reported on	Next review
Qld Transp	ort		Other		21/12/2009	31/12/2009
Office	Townsville	9	Incident involved	***		
Pollution?	Yes		Pollution Type		II • Other	
Reason Clo Investigatir		Regional Id Water Poli	Investigation Completed - ce	Refer to Complianc		i, Matthew Luke
osition o	of Incident	- Latitude	and Longitude should	d be entered in	decimal (ormat)	
Lat -19.3	2424	Long 14	6.8300 Water/ Landmark	ROCK WALI	LADJACENT TO PO	RT OF TOWNSVILLE
Bearing			stance m or m)	Lo	cation Smooth	waters
Date	19/12/2009	) Ti	me 09:15 PM			
ype of In	cident			$\square$	$\overline{}$	
					~	
Grounding	unintention	al				
ncident S	Severity			$(\overline{0})$		
Fatalities	1	Minor Injurie	es 12	Severity	Fatal Incident	
		Serious Inju		$\sum_{i=1}^{n}$		
		-				
	nental Co					
Weather Clear		Visibility Good	Water Choppy	Time of Day Night	Wind Speed	orce 3-4 / 8-16 knots)
			jo loppy	. ugin		
	Ship Infor	mation nvolved in in				
	Fishing		COM Non-pax (Non-spe	ecific) 🛛 REC Moto	orboat	
_	Hire & Drive	e (Other)	COM Non-pax (Boat sha			
🗌 сом	Hire & Drive	e (Sail)	COM Non-pax (Housebo	oat) 🗌 REC Saill	boat	
🗌 сом	Hire & Drive	e (Motor)	COM Non-pax (Hovercra	aft) 🗌 REC Pade	dle (row) boat	
🗌 сом	Hire & Drive	(PWC)	COM Non-pax (Paddle/r	row) 🗌 REC Hou	seboat	
🗌 сом	Hire & Drive	(House)	COM Non-pax (PWC)	🗌 Unknown		
🗌 сом	Pax	J I	COM Non-pax (Sail)			
<u></u>	$\overline{\Omega}$	$\rightarrow$				
Ships Inv	voiveo					
Recreation						
Contribut	ting Facto	rs				
Human						
	l or drugs			Insufficient	fuel	
	ercial pressu	ıre		Insufficient	maintenance	
Excess	sive speed			Insufficient	planning	

·	i v
Fatigue	igtiangle Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authority	Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Other (Human)
Inappropriate instructions to crew - other	
Inappropriate instructions to crew - poor communications	Poor communications
	Poor ship to shore communications
Inexperience or lack of knowledge	□ Violation of standard procedures
	Violation of statutory rules or standards
Insufficient crew numbers	
	$\langle \langle \rangle \rangle$
	$\square$
	$\sim$
Material	
Bridge or navigation failure	nappropriate hull or equipment - construction fault
Electrical failure	nappropriate huil or equipment - design fault
	nappropriate hull or equipment - insufficient maintenance
	nsufficient safety equipment
	Machinery failure
	Other (Material)
	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
	//5)
	9
	$\geq$
Environmental	
	- lack navigation aids Deor visibility
Bar conditions	
	- uncharted hazards U Wash of passing vessel
Hazardous season (cyclones etc)	Wind
Hazardous waters - coral reefs	ntal)
$\langle S   O \rangle$	
$\sim (\sqrt{3})$	
$(\sqrt{3})$	
	adius un to and fallouting instalout
Summary - description of incident including events le	ading up to and following incident
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AT APPROXIMATELY 2130 HOURS ON SATURDA	Y 19 DECEMBER 2009 THE 15M MOTOR
CRUISER MV Not relevant COLLIDED WITH	THE ROCK WALL BETWEEN THE PORT OF
TOWNSVILLE AND THE BREAKWATER MARINA.	THE VESSEL HAD BEEN ON A REEF FISHING
TRIP.	

ast updated: 26/06/2013 07:57:49 AM by Sara-Anne J Holzheimer/cp1/qdot/su Jessica L Rodgers/cp2/qdot/au	>
$(S/h\overline{z})$	

TV374	427		Marine	e Incid	ent	
Region File No	HO File N	o Re	gion	Status	Date closed	Cat Investigate?
720/00856	720/09037	7 Тс	wnsville	Closed	08/07/2010	3 Yes
Reporting Agency	v	Re	ported via		Reported on	Next review
**	•		071 Marine Inciden	t Report	18/05/2010	29/05/2010
Тош	nsville			***		
)ffice	Insville	lr	cident involved			
Pollution? No						
leason Closed			eted - No action red	quired	Officer PEGG	i, Matthew Luke
osition of Inci	ident - Latitu	ide and Lon	gitude should b	e entered in	decimal (ormat)	)
Lat 19 14.45S	Long	146 49.67E	Water/ Landmark	Entrance Bre	eakwater Marina	·
Bearing		Distance (nm or m)		Loc	cation Smooth	waters
Date 06/05	5/2010	Time	07:05 PM	$\neg /2$		
					$\searrow$	
pe of Incider	nt				7	
Grounding uninte	entional					
cident Sever	itv			7/0		
				9		
Fatalities 0	Minor Ir	njuries	0	Severity	Ship Damaged	
	Serious	Injuries	0	, ,		
invironmenta	I Conditions		$\langle \rangle$			
Weather	Visibility	Water	$\sim$	Time of Day	Wind Speed	
Clear	Poor	Calm		Night	Moderate (fo	orce 3-4 / 8-16 knots)
eneral Ship	Information					
Select types of s	ships involved i	n incident	)			
COM Fishin	g	COM N	on-pax (Non-specifi	c) 🖾 REC Moto	orboat	
COM Hire &	Drive (Other)		on-pax (Boat share)		<b>;</b>	
COM Hire &	Drive (Sail)	COM N	on-pax (Houseboat	) 🗌 REC Sailb	oat	
COM Hire &	Drive (Motor)	Сом №	on-pax (Hovercraft)	REC Pado	dle (row) boat	
_	Drive (PWC)		on-pax (Paddle/row	_		
	Drive (House)		on-pax (PWC)			
			on-pax (Sail)			
	$\rightarrow$					
( (	7/15					
Ships Involved	O					
Recreational on	niy					
ontributing F	actors					
luman						
Alcohol or dru	ugs			Insufficient	fuel	
Commercial p	oressure			Insufficient	maintenance	
Excessive sp	eed			Insufficient	planning	

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☐ Fatigue	Navigation error - failure to keep proper lookout
Inadequate training of crew	Navigation error - other
Inappropriate advice to ship - Harbour Control or Port Authorit	y 📃 Navigation error - violation of Colregs
Inappropriate advice to ship - Pilot	Operational error - other
Inappropriate advice to ship - Vessel Traffic System	Uther (Human)
Inappropriate instructions to crew - other	Overloading
Inappropriate instructions to crew - poor communications	Poor communications
Inattention	Poor ship to shore communications
Inexperience or lack of knowledge	Violation of standard procedures
Insecure mooring	Violation of statutory rules or standards
Insufficient crew numbers	
	$\sim$
	$\square$
	$\sim$
Material	
Bridge or navigation failure	Inappropriate hull or equipment - construction fault
Electrical failure	Inappropriate huil or equipment - design fault
Equipment failure - other	Inappropriate hull or equipment - insufficient maintenance
Fuel or gas leak	Insufficient safety equipment
Hull failure	Machinery failure
Inadequate stability - other	Other (Material)
L Inadequate stability - overloading	Shore structure badly designed built or maintained
Inadequate stability - shifting cargo	
$\langle ($	$\vee \mathcal{O})$
$(\bigcirc)$	$\sim$
Environmental	_
Abnormal tidal conditions	s - lack navigation aids 🔄 Poor visibility
	s - shifting channel 📃 Sea state
Floating or submerged object	s - uncharted hazards 📃 Wash of passing vessel
Hazardous season (cyclones etc)	a Wind
Hazardous waters - coral reefs Other (Environme	ental)
$\langle \mathcal{F} \rangle \langle \mathcal{F} \rangle$	
$\sim (\sqrt{3})$	
$\sim$ ( $\sim$ )	
Summary - description of incident including events le	eading up to and following incident
building comption of incident incidently coefficients to	saung up to and following incluent
Masters Danast	
Masters Report:	

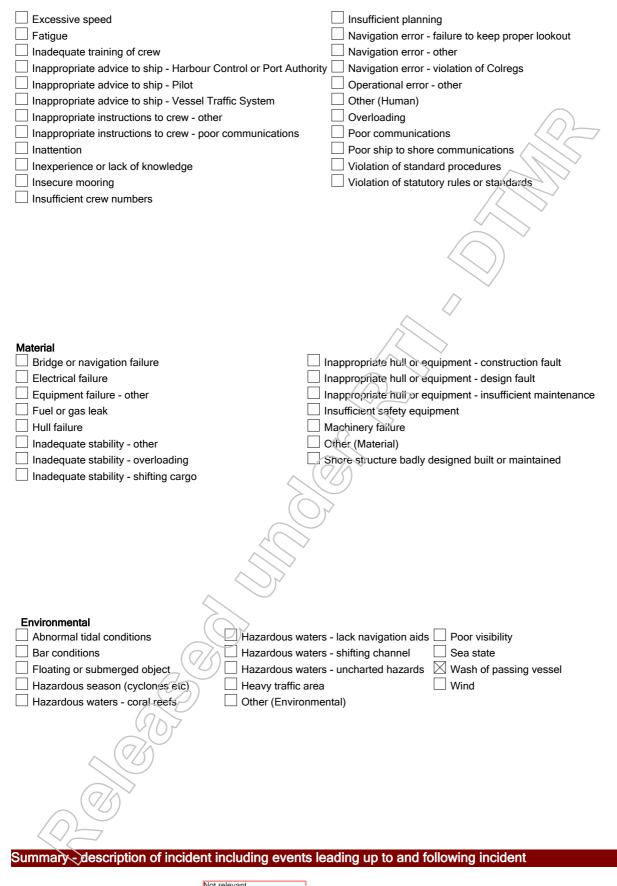
travelling towards marina from Palm island. Vessel was operating with plotter, radar and radio VHF. All on.. Master familiar with entrance and slowed to turn in to channel. Slowed to 15 knots from 22 knots to make the turn. Sudden appearance of Kayaka with LED on heads created total fear for their

safety. Immediately reduced power in fear of hitting unseen kayak. Vessel drifted into rock wall estimated speed at impact 5 knots.

Action Log - should summarise key investigative milestones, data modifications and include attachments QWP (Tville) to investigate and report, minor scrap to chine and propellor damage. see attachment below.

Marine Incident			0070715260.pdf SKMBT_C45010070715280.	pdf
Last updated: Date entered:	16/08/2010 02:05:49 PM 19/05/2010 08:30:41 AM	by Ji by C	udith Osborne/cp1/qdot/au hantal L Pink/cp2/qdot/au	

230/00820       230/02121       Townsville       Closed       19/04/2013       #       Yes         Reporting Agency       Reported via       Reported on       21/02/2011       24/03/2011         Office       Townsville       Incident involved       **       24/03/2011         Office       Townsville       Incident involved       **       24/03/2011         Reason Closed       Time expired       Reserved to the expired       Reserved to the expired         Relevent Act       Investigating Agency Old Transport       Officer GREENWOOD, Richard         Position of Incident - Latitude and Longitude should be entered in decimal format/       Lat       19/2500       Long       146.8170       Water/       Ross Creek         Bearing       Distance (nm or m)       Time of Day       Norses Creek       Inland waters         Date       13/02/2011       Time       10/40 AM       Serious Injuries         Environmental Conditions       Environmental Conditions       Environmental Conditions       Environmental Conditions         Weater       Vise Since (Sinf)       COM Non-pax (Non-pax (Roar share)       REC Motorboat       Light (up to force 2 / 1.7 knots)         Centered Ship Information       Com Non-pax (Howcraft)       REC FWC       Light (up to force 2 / 1.7 knots)	30:00:20       23:00:2121       Townsville       Disserd       19:04/2013       #       Yes         sporting Agency       Reported via       Reported on       21:02:2011       Native review         F3:071 Marine Incident Report       21:02:2011       21:02:2011       Native review         addition?       ***       0       21:02:2011       Native review         Reason Closed       Time expired       Resonant Act       Officiar GREENWOOD, Richard       26:03:2011         shitton of Incident - Latitude and Longitude should be entered in docimal format/       Losaton       inland waters         shitton of Incident       Distance       Native review       Ress Creek         searing       Distance       Indomark       Baser review       Shitton of Incident         pe of Incident       Serious Injuries       0       Serious Injuries       0         Serious Injuries       0       Serious Injuries       0       Losaton         eneral Ship Information       Select types of ships involved in Incident       Pay       Wind Speed         Clow Hire & Drive (Mark)       CodM Non-pax (Non-specific)       REC Motorboat       Pay       Light (up to force 2 / 1-7 knots)         codent is brive (Mark)       CodM Non-pax (Non-spec(Fix)       REC Motorboat       CodM	TV3	8006	Marir	ne Incid	ent		
Reporting Agency       Reported via       Reported or       Next review         Cld Transport       F3071 Marine Incident Report       21/02/2011       24/03/2011         Office       Townsville       Incident Involved       ***         Pelutuion?       **       Pelutuion?       ***         Reason Closed       Time expired       Research Closed       Time expired         Relevant Act       Incident - Latitude and Longitude should be entered in decimal format/       Closet         Vestion of Incident - Latitude and Longitude should be entered in decimal format/       Location       Inland waters         Distance       (mor m)       Location       Inland waters         Date       13/02/2011       Time       10:40 AM         ype of Incident       Serious Injuries       0       Serious Participan Partipan Partipan Partipan Participan Participan Partipan Participan P	eporting Agercy Reported via Reported via Reported on Next review   F3071 Marine Incident Report 21/02/2011 21/02/2011 24/03/2011   ffice Tomesville Incident involved ***   ollution? *** Officer GREENWOOD, Richard   setion of Incident - Latitude and Longitude should be entered in docimal format/   setion of Incident - Latitude and Longitude should be entered in docimal format/   setion of Incident - Latitude and Longitude should be entered in docimal format/   setion of Incident   setion of Incident   istion of Incident   istion of Incident   istion of Incident   cident Severity   Date   3/02/2011   Time   10:40 AM         Part of Incident   istince   istince   indimer injuries   b   serious injuries   b   reperation   Set types of ships involved   incodent is bing   COM Hire & Drive (Ship)   COM Hire & Drive (House)   COM Hire & Drive (Ship)   COM Hire & Drive (House)   COM Hire & Drive (House) <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Investigate?</th>							Investigate?
aid Transpot       F3071 Marine Incident Report       21/02/2011       24/03/2011         Office       Townsville       Incident involved       ***         Peason Closed       Time expired       ***         Researd Act       Officer       Garage and Act         revestigating Agency Old Transport       Officer       Officer         osition of Incident - Latitude and Longitude should be entered in decimal format/       Let         Let       19.2500       Long       146.8170         Distance       Inadmark       Ross Creek         Beering       Distance       Inland waters         Date       13/02/2011       Time       10:40 AM         ype of Incident       Exercise and	Ital Transport F3071 Marine Incident Report 21/02/2011     Iffice Ioxinsville Incident involved     Iffice Ioxinsville Incident involved     Reeson Closed Time expired   Reeson Add Westgeting Agency Old Transport     Pattern Add   westgeting Agency Old Transport        Pattern Add   westgeting Agency Old Transport        Pattern Add   westgeting Agency Old Transport	230/00820	230/02121	Townsville	Closed	19/04/2013	4	Yes
Diffice Time expired   Pollution? **     Prevent Act Time expired   Reservin Act Time expired   Relevant Act Time expired   Relevant Act Officer GREENWOOD, Richard   Officer GREENWOOD, Richard   ostition of Incident - Latitude and Longitude should be entered in decimal format/     Lat 19.2500   Long 146.8170   Water Distance   (mm or m) Location   Prior of Incident   Collision with a fixed object   Refer Visibility   Vater Serious Injuries   Serious Injuries Severity   Ship Damaged   Light (up to force 2 / 1.7 knots)   Control Fishing   Coll Fishing Coll Mon-pax (Non-specific)   Resc of ships involved in incident   Cold Fishing   Cold Mine & Drive (Kith)   Cold Mine & Drive (Non-pax (Non-specific)   Resc Prive (More)   Cold Mine & Drive (Kith)   Cold Mine & Drive (Non-pax (Non-specific)   Resc Prive   Cold Mine & Drive (Non-pax (Non-specific)   Cold Mine & Drive (Non-pax (Non-specific)   Cold Mine & Drive (Non-pax (Paddelrow))   Cold Mine & Drive (Non-pax (Paddelrow))   Cold Mine & Drive (Non-pax (Paddelrow))   Cold Mine & Drive (Non-pax (Sail)   Ships involved   Cold Mine & Drive (Non-pax (Sail)	file       Townsville       Incident involved         file       Incident involved       Image: Construction of the construction of t	Reporting Ag	jency			Reported on		
Officer       Indident involved         Pollution?       ***         Reason Closed       Time expired         Relevant Act       Officer         Investigating Agency Old Transport       Officer         Osition of Incident - Latitude and Longitude Should be entered in decimal format/         Lat       19:2500         Long       46:8170         Water       Distance (mm or m)         Date       13:02/2011         Time       10:40 AM         ype of Incident         Collision with a fixed object         Incident Severity         Fatalities       Minor Injuries         Serious Injuries       Severity         Serious Injuries       Date         Clear       Cool Date         Cool Fishing       Cool Mon-pax (Non-specific)         Cool Hire & Drive (Stift)       Cool Non-pax (Non-specific)         Cool Hire & Drive (Stift)       Cool Non-pax (Paddelrowy)         Cool Hire & Drive (Nore)       Cool No	file       Indident involved         indident involved       indident involved         ollution?       ***         Reason Closed       Time expired         Relevant Act       Officer: GREENWOOD, Richard         vestigating Agency Old Transport       Officer: GREENWOOD, Richard         bittance       Ladmark         Bearing       [19:2500]         Lat       19:2500         Date       [30:22011]         Time of Incident       Lacation         pate       [30:22011]         Time       [0:40 AM]         rps of Incident       Incident         cident Severity       Ship Damaged         serious Injuries       Severity         Stricton truines       Severity         Strips Invortions       Weather         Visibility       Water       Day         Serious Injuries       Day         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)       COM Non-pax (Batshare)         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)	Qld Transpor	t	F3071 Marine Incid	dent Report	21/02/2011	24	4/03/2011
Driftice       Driftice       Incident involved         Pollution?       ***         Reason Closed       Time expired         Relevant Act       Officer/GREENWOOD, Richard         restigating Agency Old Transport       Officer/GREENWOOD, Richard         osition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       19.2500         Long       46.8170         Water       Location         Date       13/02/2011         Time       10.40 AM         ype of Incident       Location         Collision with a fixed object       Inland waters         roldent Severity       Serious Injuries         Serious Injuries       Serious Injuries         Collision with a fixed object       Day         Collear       Day         Serious Injuries       Serious Injuries         Serious Injuries       Day         Cold Minor Aprices of ships involved in incident       Day         Cold Hire & Drive (Other)       COM Non-pax (Non-specific)         Rec Paulic       Cold Non-pax (Paulerow)         Cold Hire & Drive (Minici)       COM Non-pax (Paulerow)         Cold Hire & Drive (Minici)       COM Non-pax (Paulerow)         Cold Hire & Drive (Minici) <td>file       Indident involved         indident involved       indident involved         ollution?       ***         Reason Closed       Time expired         Relevant Act       Officer: GREENWOOD, Richard         vestigating Agency Old Transport       Officer: GREENWOOD, Richard         bittance       Ladmark         Bearing       [19:2500]         Lat       19:2500         Date       [30:22011]         Time of Incident       Lacation         pate       [30:22011]         Time       [0:40 AM]         rps of Incident       Incident         cident Severity       Ship Damaged         serious Injuries       Severity         Stricton truines       Severity         Strips Invortions       Weather         Visibility       Water       Day         Serious Injuries       Day         CoM Hire &amp; Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire &amp; Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire &amp; Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire &amp; Drive (Maiph)       COM Non-pax (Batshare)         CoM Hire &amp; Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire &amp; Drive (Maiph)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	file       Indident involved         indident involved       indident involved         ollution?       ***         Reason Closed       Time expired         Relevant Act       Officer: GREENWOOD, Richard         vestigating Agency Old Transport       Officer: GREENWOOD, Richard         bittance       Ladmark         Bearing       [19:2500]         Lat       19:2500         Date       [30:22011]         Time of Incident       Lacation         pate       [30:22011]         Time       [0:40 AM]         rps of Incident       Incident         cident Severity       Ship Damaged         serious Injuries       Severity         Stricton truines       Severity         Strips Invortions       Weather         Visibility       Water       Day         Serious Injuries       Day         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)       COM Non-pax (Batshare)         CoM Hire & Drive (Maiph)       COM Non-pax (Houseboath)         CoM Hire & Drive (Maiph)							
Reason Closed Relevant Act mvestigating Agency Old Transport       Time expired Agency Old Transport         osition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       192500       Long       146.8170       Water/ Landmark       Poss Creek         Beering       Distance (nm or m)       Location       Inland waters         Date       13/02/2011       Time       10:40 AM         ype of Incident       Collision with a fixed object         ncident Severity       Serious injuries         Serious injuries       Distance         Environmental Conditions       Water         Weather       Visibility       Water         Good       Balm       Day         Deve Of Incident       Collision with a fixed object         ncident Severity       Serious injuries         Serious injuries       Distance         Coll Cold Fishing       Cold Non-pax (Non-specific)         Sect types of ships involved in incident       Cold Non-pax (Non-pax (Non-specific)         Cold Hire & Drive (Other       Cold Non-pax (Non-pax (Rec PWC         Cold Hire & Drive (Motor)       Cold Non-pax (Non-pax (Rec Sailboat)         Cold Hire & Drive (Motor)       Cold Non-pax (Sail)         Cold Hire & Drive (Motor)       Cold Non-pax (Sail)	Researd Closed       Time expired         Relevant Act       Officer GREENWOOD, Richard         stition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       19.2500         Lat       19.2500         Lat       19.2500         Distance       Image: Closed in decimal format/         Lat       19.2500         Distance       Image: Closed in decimal format/         Lat       19.2500         Date       1302/2011         Time       10.40 AM         /pe of Incident         Selicion with a fixed object         cident Severity         Serious Injuries         Serious Injuries         Petallites       Minor Injuries         Serious Injuries         Other Conditions         Weather       Visibility         Close Tories       Cond Non-pax (Non-specific)         Cond Hire & Drive (Kolor)       COM Non-pax (Non-specific)         Cond Hire & Drive (Note)       COM Non-pax (Houseboat)         Cond Hire & Drive (Note)       COM Non-pax (Houseboat)         Cond Hire & Drive (Note)       COM Non-pax (Pducee/cond)         Cond Hire & Drive (Note)       COM Non-pax (Pducee/cond)         Cond Hire & Drive (No	Office	Townsville	Incident involved	***			
Reason Closed Relevant Act mvestigating Agency Old Transport       Time expired Agency Old Transport         osition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       192500       Long       146.8170       Water/ Landmark       Poss Creek         Beering       Distance (nm or m)       Location       Inland waters         Date       13/02/2011       Time       10:40 AM         ype of Incident       Collision with a fixed object         ncident Severity       Serious injuries         Serious injuries       Distance         Environmental Conditions       Water         Weather       Visibility       Water         Good       Balm       Day         Deve Of Incident       Collision with a fixed object         ncident Severity       Serious injuries         Serious injuries       Distance         Coll Cold Fishing       Cold Non-pax (Non-specific)         Sect types of ships involved in incident       Cold Non-pax (Non-pax (Non-specific)         Cold Hire & Drive (Other       Cold Non-pax (Non-pax (Rec PWC         Cold Hire & Drive (Motor)       Cold Non-pax (Non-pax (Rec Sailboat)         Cold Hire & Drive (Motor)       Cold Non-pax (Sail)         Cold Hire & Drive (Motor)       Cold Non-pax (Sail)	Researd Closed       Time expired         Relevant Act       Officer GREENWOOD, Richard         stition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       19.2500         Lat       19.2500         Lat       19.2500         Distance       Image: Closed in decimal format/         Lat       19.2500         Distance       Image: Closed in decimal format/         Lat       19.2500         Date       1302/2011         Time       10.40 AM         /pe of Incident         Selicion with a fixed object         cident Severity         Serious Injuries         Serious Injuries         Petallites       Minor Injuries         Serious Injuries         Other Conditions         Weather       Visibility         Close Tories       Cond Non-pax (Non-specific)         Cond Hire & Drive (Kolor)       COM Non-pax (Non-specific)         Cond Hire & Drive (Note)       COM Non-pax (Houseboat)         Cond Hire & Drive (Note)       COM Non-pax (Houseboat)         Cond Hire & Drive (Note)       COM Non-pax (Pducee/cond)         Cond Hire & Drive (Note)       COM Non-pax (Pducee/cond)         Cond Hire & Drive (No							$\searrow$
Relevant Act mvestigating Agency Old Transport       Official GREENWOOD, Richard         osition of Incident - Latitude and Longitude should be entered in decimal format/ Lat 19.2500       Long 146.8170       Water/ Landmark       Ross Creek         Bearing       Distance (mm or m)       Inland waters       Inland waters         Date       3/02/2011       Time       10:40 AM         ype of Incident       Inland waters       Inland waters         Collision with a fixed object       Inland waters       Inland waters         coldent Severity       Serious Injuries       Severity         Serious Injuries       Severity       Ship Damaged         Serious Injuries       Image: Severity       Ship Damaged         Severity       Ship Damaged       Indiv type of Incident         Weather       Visibility       Water       Time of Day       Wind Speed         Select types of ships Involved In Incident       COM Non-pax (Non-specific)       REC Motorboat       Ight (up to force 2 / 1-7 knots)         Select types of ships Involved In Incident       COM Non-pax (Houseboat)       REC PWC       COM Hire & Drive (Cher Com Non-pax (Houseboat)       REC PWC         COM Hire & Drive (Cher Com Non-pax (Houseboat)       COM Hire & Drive (Mobi)       COM Non-pax (Poder(row))       REC Houseboat       COM Hire & Drive (Mobi)       COM N	Relevant.Act       Introductor         westigating Agency Old Transport       Officer GREENWOOD, Richard         solition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       19.2500       Long       146.8170       Water/ Landmark       Ross Creek         Bearing       Distance (m or m)       Istance       Intendmark       Istance         pate       1302/2011       Time       Ib40 AM       Istance         rote of Incident       Istance       Intendmark       Intendmark         cident Severity       Istance       Intendmark       Intendmark         cident Severity       Serious Injuries       Imaged       Imaged         cident Severity       Serious Injuries       Imaged       Imaged         cident Severity       Serious Injuries       Imaged       Imaged         rotronmental Conditions       Imaged       Imaged       Imaged         weather       Visibility       Water       Imaged       Imaged         coord       Coord       Coord       Coord       Imaged         leneral Ship Information       Enter Visibility       Coord Non-pax (Non-specific)       REC Motorboat         leneral Ship Information       Coord Non-pax (Non-specific)       REC Paddle (row)	Pollution?	***				$\square $	$\supset$
Relevant Act mvestigating Agency Old Transport       Official GREENWOOD, Richard         osition of Incident - Latitude and Longitude should be entered in decimal format/ Lat 19.2500 Long 146.8170 Water/ Landmark       Ross Creek         Bearing       Distance (nm or m)       Inland waters         Date       13/02/2011       Time         10:40 AM       Vpe of Incident         Collision with a fixed object       Inland waters         Incident Severity       Serious Injuries         Serious Injuries       Severity         Ship Damaged       Date         Serious Injuries       Immediate         Serious Injuries       Immediate         Cold Saim       Day         Serious Injuries       Immediate         Serious Injuries       Immediate         Serious Injuries       Immediate         Serious Injuries       Immediate         Second       Saim         Cold Fishing       Cold Non-pax (Non-specific)         Cold Hire & Drive (Other Cold Non-pax (Houseboat)       REC Motorboat         Cold Hire & Drive (Other Cold Non-pax (Houseboat)       REC Paddle (row) boat         Cold Hire & Drive (Motor)       Cold Non-pax (Powercraft)         Cold Hire & Drive (Motor)       Cold Non-pax (Powercraft)         Cold Hire & Drive	Relevant.Act       Introductor         westigating Agency Old Transport       Officer GREENWOOD, Richard         solition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       19.2500       Long       146.8170       Water/ Landmark       Ross Creek         Bearing       Distance (m or m)       Istance       Intendmark       Istance         pate       1302/2011       Time       Ib40 AM       Istance         rote of Incident       Istance       Intendmark       Intendmark         cident Severity       Istance       Intendmark       Intendmark         cident Severity       Serious Injuries       Imaged       Imaged         cident Severity       Serious Injuries       Imaged       Imaged         cident Severity       Serious Injuries       Imaged       Imaged         rotronmental Conditions       Imaged       Imaged       Imaged         weather       Visibility       Water       Imaged       Imaged         coord       Coord       Coord       Coord       Imaged         leneral Ship Information       Enter Visibility       Coord Non-pax (Non-specific)       REC Motorboat         leneral Ship Information       Coord Non-pax (Non-specific)       REC Paddle (row)		LJ				$\sim$	
Relevant Act mvestigating Agency Old Transport       Official GREENWOOD, Richard         osition of Incident - Latitude and Longitude should be entered in decimal format/ Lat 19.2500 Long 146.8170 Water/ Landmark       Ross Creek         Bearing       Distance (nm or m)       Inland waters         Date       13/02/2011       Time         10:40 AM       Vpe of Incident         Collision with a fixed object       Inland waters         Incident Severity       Serious Injuries         Serious Injuries       Severity         Ship Damaged       Date         Serious Injuries       Immediate         Serious Injuries       Immediate         Cold Saim       Day         Serious Injuries       Immediate         Serious Injuries       Immediate         Serious Injuries       Immediate         Serious Injuries       Immediate         Second       Saim         Cold Fishing       Cold Non-pax (Non-specific)         Cold Hire & Drive (Other Cold Non-pax (Houseboat)       REC Motorboat         Cold Hire & Drive (Other Cold Non-pax (Houseboat)       REC Paddle (row) boat         Cold Hire & Drive (Motor)       Cold Non-pax (Powercraft)         Cold Hire & Drive (Motor)       Cold Non-pax (Powercraft)         Cold Hire & Drive	Relevant.Act       Introductor         westigating Agency Old Transport       Officer GREENWOOD, Richard         solition of Incident - Latitude and Longitude should be entered in decimal format/         Lat       19.2500       Long       146.8170       Water/ Landmark       Ross Creek         Bearing       Distance (m or m)       Istance       Intendmark       Istance         pate       1302/2011       Time       Ib40 AM       Istance         rote of Incident       Istance       Intendmark       Intendmark         cident Severity       Istance       Intendmark       Intendmark         cident Severity       Serious Injuries       Imaged       Imaged         cident Severity       Serious Injuries       Imaged       Imaged         cident Severity       Serious Injuries       Imaged       Imaged         rotronmental Conditions       Imaged       Imaged       Imaged         weather       Visibility       Water       Imaged       Imaged         coord       Coord       Coord       Coord       Imaged         leneral Ship Information       Enter Visibility       Coord Non-pax (Non-specific)       REC Motorboat         leneral Ship Information       Coord Non-pax (Non-specific)       REC Paddle (row)	Reason Cl	osed Time	ovpired				
Distion of Incident - Latitude and Longitude should be entered in decimal format/   Lat 19.2500   Long 146.8170   Water/ Location   Inland waters   Dete 13/02/2011   Time 10.40 AM   Provide the state object   Incident   Dete 13/02/2011   Time 10.40 AM   Provide the state object   Incident   Dete Inland waters   Provide the state object   Incident   Dete Serious Injuries   Dete Com Non-pax (Non-specific)   Rec Motorbat Hight (up to force 2 / 1-7 knots)   Seneral Ship Information   Select types of ships involved in incident   Com Hire & Drive (Cher) Com Non-pax (Rouseboat)   Com Hire & Drive (Cher) Com Non-pax (Rouseboat)   Com Hire & Drive (Cher) Com Non-pax (Powercraft)   Com Hire & Drive (Cher) Com Non-pax (Powercraft)   Com Hire & Drive (Motor) Com Non-pax (Powercraft)   Com Hire & Drive (Motor) Com Non-pax (Powercraft)   Com Hire & Drive (Motor) Com Non-pax (Powercraft)   Dete Com Non-pax (Powercraft)   Com Hire & Drive (Motor) Com Non-pax (Powercraft) <tr< td=""><td>Distion of Incident - Latitude and Longitude should be entered in decimal format/   Lat 19.2500   Long 146.8170   Water/ Ross Creek   Landmark Distance   Date 13/02/2011   Time 10:40 AM   Per of Incident   Collision with a fixed object   Cident Severity   Fatalities Minor Injuries   Serious Injuries 0   Serious Injuries 0   Privionmental Conditions   Weather Visibility   Clear Good   Cood Fataling   Cood Cold Non-pax (Non-specific)   Rec Pay Light (up to force 2 / 1-7 knots)   Serious Injuries   Select types of ships Involved In Indégrit   Cood Fishing Cold Non-pax (Non-specific)   Rec Pay Light (up to force 2 / 1-7 knots)   Setect types of ships Involved In Indégrit   Cood Fishing Cood Non-pax (Non-specific)   Cood Fishing Cood Non-pax (Houseboat)   Cood Hire &amp; Drive (Other) Cood Non-pax (Houseboat)   Cood Hire &amp; Drive (Nation) Cood Non-pax (Houseboat)   Cood Hire &amp; Drive (Nation) Cood Non-pax (Houseboat)   Cood Hire &amp; Drive (Nation) Cood Non-pax (Paddlerow)   Cood Hire &amp; Drive (Nation) Cood Non-pax (Paddlerow)   Cood Hire &amp; Drive (Nation) Cood Non-pax (Sation)   Cood Hire &amp; Drive (Nation) Cood Non-pax (Sation)   Cood Hire &amp; Drive (Nation) Cood Non-pax (Sation)   Cood Hire &amp; Driv</td><td></td><td></td><td>expired</td><td></td><td></td><td><math>\searrow</math></td><td></td></tr<>	Distion of Incident - Latitude and Longitude should be entered in decimal format/   Lat 19.2500   Long 146.8170   Water/ Ross Creek   Landmark Distance   Date 13/02/2011   Time 10:40 AM   Per of Incident   Collision with a fixed object   Cident Severity   Fatalities Minor Injuries   Serious Injuries 0   Serious Injuries 0   Privionmental Conditions   Weather Visibility   Clear Good   Cood Fataling   Cood Cold Non-pax (Non-specific)   Rec Pay Light (up to force 2 / 1-7 knots)   Serious Injuries   Select types of ships Involved In Indégrit   Cood Fishing Cold Non-pax (Non-specific)   Rec Pay Light (up to force 2 / 1-7 knots)   Setect types of ships Involved In Indégrit   Cood Fishing Cood Non-pax (Non-specific)   Cood Fishing Cood Non-pax (Houseboat)   Cood Hire & Drive (Other) Cood Non-pax (Houseboat)   Cood Hire & Drive (Nation) Cood Non-pax (Houseboat)   Cood Hire & Drive (Nation) Cood Non-pax (Houseboat)   Cood Hire & Drive (Nation) Cood Non-pax (Paddlerow)   Cood Hire & Drive (Nation) Cood Non-pax (Paddlerow)   Cood Hire & Drive (Nation) Cood Non-pax (Sation)   Cood Hire & Drive (Nation) Cood Non-pax (Sation)   Cood Hire & Drive (Nation) Cood Non-pax (Sation)   Cood Hire & Driv			expired			$\searrow$	
Lat       19.2500       Long       146.8170       Water/ Landmark       Ross Creek         Beering       Distance (nm or m)       Inland waters       Inland waters         Date       13/02/2011       Time       10:40 AM         /pe of Incident       Inland waters       Inland waters         cident Severity       Inland waters       Inland waters         cident Severity       Serious Injuries       Inland waters         Serious Injuries       Inland waters       Inland waters         cident Severity       Serious Injuries       Inland waters         Serious Injuries       Inland water       Inland waters         cidear       Good       Caim       Pay         Clear       Good       Caim       Pay         Select types of ships involved in Incident       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Hovercraft)       REC PWC       COM Hire & Drive (Saiff)         COM Hire & Drive (Saiff)       COM Non-pax (Hovercraft)       REC Padle (row) boat         COM Hire & Drive (House)       COM Non-pax (Padle/row)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)	Let 19.2500 Long 146.8170 Water/ Landmark Ross Creek Conversion Inland waters Inland	nvestigating	Agency Qld Transp	ort		Officer GREE	NWOOD, Rid	chard
Lat       19.2500       Long       146.8170       Water/ Landmark       Ross Creek         Beering       Distance (nm or m)       Inland waters       Inland waters         Date       13/02/2011       Time       10:40 AM         /pe of Incident       Inland waters       Inland waters         cident Severity       Inland waters       Inland waters         cident Severity       Serious Injuries       Inland waters         Serious Injuries       Inland waters       Inland waters         cident Severity       Serious Injuries       Inland waters         Serious Injuries       Inland water       Inland waters         cidear       Good       Caim       Pay         Clear       Good       Caim       Pay         Select types of ships involved in Incident       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Hovercraft)       REC PWC       COM Hire & Drive (Saiff)         COM Hire & Drive (Saiff)       COM Non-pax (Hovercraft)       REC Padle (row) boat         COM Hire & Drive (House)       COM Non-pax (Padle/row)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)	Let 19.2500 Long 146.8170 Water/ Landmark Ross Creek Conversion Inland waters Inland	nsition of	Incident - Latitu	de and Longitude should	d be entered in	decimal format		
Bearing Distance (nm or m)   Date 13/02/2011   Time 10:40 AM     vpe of Incident     Collision with a fixed object     Icident Severity     Fatalities   0   Minor Injuries   0   Serious Injuries   0     Serious Injuries   0     Serious Injuries     0     Weather   Visibility   Clear   Good   Calin   Dete     Visibility   Vater   Clear   Good   Calin   Dete   Cold Fishing   COM Non-pax (Non-specific)   REC Motorboat   Cold Hire & Drive (Other)   COM Non-pax (Housebeat)   REC Saliboat   Cold Hire & Drive (Sali)   Cold Non-pax (Poatchart)   REC PWC   Cold Hire & Drive (Motor)   Cold Non-pax (Poatchart)   REC Paddle (row) boat   Cold Hire & Drive (House)   Cold Non-pax (Cod Non-pax (Sali)   Ships involved	Bearing Distance (m or m)   Date 13/02/2011   Time 10:40 AM			ao ana Eongitado onoak				
Bearing       Distance (nm or m)       Location       Inland waters         Date       13/02/2011       Time       10:40 AM         ype of Incident       Image: Construct of the state	Bearing Distance (m or m)   Date 13/02/2011   Time 10:40 AM <b>po of Incident</b> Cident Severity   Cident Severity <b>Fatalities</b> Minor Injuries   Serious Injuries   Serious Injuries   Serious Injuries   Good   Gain   Deter Visibility   Weather   Visibility   Good   Gain   Deter Visibility   Common Hie & Drive (Other)   COM Non-pax (Non-pax (Non-pax (PWC))   COM Hire & Drive (Sait)   COM Hire & Drive (Sait)   COM Hire & Drive (Motion)   COM Non-pax (Padlelrow)   REC Padle (row) boat   COM Hire & Drive (Motion)   COM Non-pax (Padlelrow)   REC Padle (row) boat   COM Hire & Drive (Motion)   COM Non-pax (Padlelrow)   REC Houseboat   COM Pax   Com Non-pax (Sait)   Ships involved Recreational only Ships involved	Lat -19.25	500 Long		Ross Creek	$\land$		
Dete       13/02/2011       Time       10:40 AM         Date       13/02/2011       Time       10:40 AM         ype of Incident       Image: Contract of the state of the s	Beaking       (nm or m)       Locazon       Inland waters         Date       13/02/2011       Time       10:40 AM         rpe of Incident       Image: Construct of the second of					$\sim$		
Date       13/02/2011       Time       10:40 AM         /pe of Incident	Date       13/02/2011       Time       10:40 AM         rpe of Incident       Image: Construct of the second of the sec	Bearing			Lo	cation Inland v	vaters	
ype of Incident         Collision with a fixed object         incident Severity         Fatalities       Minor Injuries         oright       Serious Injuries         oright       Serious Injuries         oright       Serious Injuries         christing       Cool         clear       Good         CoM Firshing       COM Non-pax (Non-specific)         COM Firshing       COM Non-pax (Non-specific)         COM Hire & Drive (Sath)       COM Non-pax (Non-specific)         COM Hire & Drive (Sath)       COM Non-pax (Non-specific)         COM Hire & Drive (Sath)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         REC Paddle (row) boat       COM Non-pax (Sail)	Appendix Severity         Collision with a fixed object         cident Severity         Fatalities       Minor Injuries         B       Minor Injuries         Serious Injuries       Severity         Ship Damaged         Serious Injuries       Weather         Visibility       Water         Clear       Good         Cold       Calin         Descental Ship Information         Select types of ships involved in incident         COM Hire & Drive (Other)       COM Non-pax (Non-specific)         COM Hire & Drive (Other)       COM Non-pax (Hovercraft)         COM Hire & Drive (Other)       COM Non-pax (Hovercraft)         COM Hire & Drive (Moster)       COM Non-pax (Bouseboat)         COM Hire & Drive (House)       COM Non-pax (Bouseboat)         Ships involved       COM Non-pax (Sail)	L						
Collision with a fixed object         Incident Severity         Fatalities       Minor Injuries         Serious Injuries       Severity         Serious Injuries       Severity         Serious Injuries       Severity         Serious Injuries       Water         Time of Day       Wind Speed         Clear       Good         Good       Caim         Select types of ships involved in incident         COM Hire & Drive (Other)       COM Non-pax (Non-specific)         COM Hire & Drive (Other)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         COM Hire & Drive (House)       COM Non-pax (Sail)	Collision with a fixed object         cident Severity         Fatalities       Minor Injuries         Serious Injuries         nvironmental Conditions         Weather       Visibility         Clear       Good         Good       Cafm         Beter Social Conditions         Weather       Visibility         Clear       Good         Coold       Cafm         Beter Social Conditions         Select types of ships involved in Incident         COM Hire & Drive (Other)       COM Non-pax (Non-specific)         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Padle/row)         COM Hire & Drive (Motor)       COM Non-pax (PWC)         COM Hire & Drive (Motor)       COM Non-pax (Sail)         Ships involved       Recreational only         Recreational only	Date 1	13/02/2011	Time 10:40 AM				
Collision with a fixed object         Incident Severity         Fatalities       Minor Injuries         Serious Injuries       Serious Injuries         Serious Injuries       Serious Injuries         Weather       Visibility         Good       Cain         Dependence       Dependence         Clear       Good         Sector of thips involved in incident         COM Fishing       COM Non-pax (Non-specific)         COM Fishing       COM Non-pax (Boat share)         COM Hire & Drive (Other)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         COM Hire & Drive (Motor)       COM Non-pax (Sail)	Collision with a fixed object         cident Severity         Fatalities       Minor Injuries         Serious Injuries         nvironmental Conditions         Weather       Visibility         Clear       Good         Good       Cafm         Beter Social Conditions         Weather       Visibility         Clear       Good         Coold       Cafm         Beter Social Conditions         Select types of ships involved in Incident         COM Hire & Drive (Other)       COM Non-pax (Non-specific)         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Padle/row)         COM Hire & Drive (Motor)       COM Non-pax (PWC)         COM Hire & Drive (Motor)       COM Non-pax (Sail)         Ships involved       Recreational only         Recreational only					$\sim$		
Collision with a fixed object         cident Severity         Fatalities       Minor Injuries         Serious Injuries       Severity         Serious Injuries       Serious Injuries         Weather       Visibility         Good       Caim         Bay       Light (up to force 2 / 1-7 knots)         ceneral Ship Information         Select types of ships involved in incident         COM Hire & Drive (Other)       COM Non-pax (Non-specific)         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         COM Hire & Drive (House)       COM Non-pax (Sail)	Collision with a fixed object         cident Severity         Fatalities       Minor Injuries         Serious Injuries         nvironmental Conditions         Weather       Visibility         Clear       Good         Good       Cafm         Beter Social Conditions         Weather       Visibility         Clear       Good         Coold       Cafm         Beter Social Conditions         Select types of ships involved in Incident         COM Hire & Drive (Other)       COM Non-pax (Non-specific)         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Padle/row)         COM Hire & Drive (Motor)       COM Non-pax (PWC)         COM Hire & Drive (Motor)       COM Non-pax (Sail)         Ships involved       Recreational only         Recreational only	<u></u>				7		
Cident Severity       Ship Damaged         Fatalities       Minor Injuries       Serious Injuries         Serious Injuries       Serious Injuries       Minor Injuries         Invironmental Conditions       Minor Cain       Minor Day         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Cain       Day       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Boat share)       REC PWC       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)       REC Sailboat       COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown       COM Non-pax (Sait)         COM Pax       COM Non-pax (Sait)       COM Non-pax (Sait)       Ships involved	cident Severity       Minor Injuries       Severity       Ship Damaged         Serious Injuries       Serious Injuries       Minor Injuries       Minor Injuries         weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         seneral Ship Information         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (Motor)       COM Non-pax (WC)       Unknown         COM Hire & Drive (House)       COM Non-pax (WC)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)       Ships involved         Recreational only       COM Non-pax (Sail)       Ships involved         Recreational only       Com Non-pax (Sail)       Ships involved	/pe of Inc	laent					
Cident Severity       Ship Damaged         Fatalities       Minor Injuries       Serious Injuries         Serious Injuries       Serious Injuries       Minor Injuries         Invironmental Conditions       Minor Cain       Minor Day         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Cain       Day       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Boat share)       REC PWC       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)       REC Sailboat       COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown       COM Non-pax (Sait)         COM Pax       COM Non-pax (Sait)       COM Non-pax (Sait)       Ships involved	cident Severity       Minor Injuries       Severity       Ship Damaged         Serious Injuries       Serious Injuries       Minor Injuries       Minor Injuries         weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         seneral Ship Information         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (Motor)       COM Non-pax (WC)       Unknown         COM Hire & Drive (House)       COM Non-pax (WC)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)       Ships involved         Recreational only       COM Non-pax (Sail)       Ships involved         Recreational only       Com Non-pax (Sail)       Ships involved		final abiant					
Fatalities       0       Minor Injuries       0       Severity       Ship Damaged         Serious Injuries       0       Severity       Ship Damaged         Invironmental Conditions       0       Severity       Ship Damaged         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Cann       Day       Light (up to force 2 / 1-7 knots)         Seneral Ship Information       Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       Com Non-pax (Non-pax (Non-specific)       REC PWC       Com Hire & Drive (Other       COM Non-pax (Boat share)       REC PWC       Com Hire & Drive (Other       COM Non-pax (Houseboat)       REC Sailboat       Com Non-pax (PWC)       Com Non-pax (Paddle/row)       REC Houseboat       Com Non-pax (Sail)         Ships involved       COM Non-pax (Sail)       COM Non-pax (Sail)       Stops involved       Stops involved	Fatalities       Minor Injuries       Severity       Ship Damaged         Serious Injuries       Image: Conditions       Image: Conditions         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Gaim       Day       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       REC PWC         COM Fishing       COM Non-pax (Boat share)       REC PWC       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Paddle (row) boat       COM Hire & Drive (Notor)         COM Hire & Drive (Notor)       COM Non-pax (Pddle/row)       REC Houseboat       COM Non-pax (PWC)         COM Hire & Drive (Notor)       COM Non-pax (PWC)       Unknown       Ships involved         COM Hire & Drive (Notor)       COM Non-pax (Sail)       Ships involved         Ships involved       Recreational only       COM Non-pax (Sail)       Ships involved         Ships involved       Recreational only       Ships involved       Ships involved		n a fixed object					
Fatalities       0       Minor Injuries       0       Severity       Ship Damaged         Serious Injuries       0       Severity       Ship Damaged         Invironmental Conditions       0       Severity       Ship Damaged         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Cain       Day       Light (up to force 2 / 1-7 knots)         Seneral Ship Information       Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       Com Non-pax (Soat share)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC       Com Non-pax (Boat share)       REC PWC         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)       REC Sailboat       Com Non-pax (PWC)       Out Non-pax (PWC)         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown       Com Non-pax (Sail)         Ships involved       COM Non-pax (Sail)       Ships involved	Fatalities       Minor Injuries       Severity       Ship Damaged         Serious Injuries       Image: Conditions       Image: Conditions         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Gaim       Day       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       REC PWC         COM Fishing       COM Non-pax (Boat share)       REC PWC       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Paddle (row) boat       COM Hire & Drive (Notor)         COM Hire & Drive (Notor)       COM Non-pax (Pddle/row)       REC Houseboat       COM Non-pax (PWC)         COM Hire & Drive (Notor)       COM Non-pax (PWC)       Unknown       Ships involved         COM Hire & Drive (Notor)       COM Non-pax (Sail)       Ships involved         Ships involved       Recreational only       COM Non-pax (Sail)       Ships involved         Ships involved       Recreational only       Ships involved       Ships involved							
Fatalities       0       Minor Injuries       0       Severity       Ship Damaged         Serious Injuries       0       Severity       Ship Damaged         Invironmental Conditions       0       Severity       Ship Damaged         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Cain       Day       Light (up to force 2 / 1-7 knots)         Seneral Ship Information       Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       Com Non-pax (Soat share)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC       Com Non-pax (Boat share)       REC PWC         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)       REC Sailboat       Com Non-pax (PWC)       Out Non-pax (PWC)         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown       Com Non-pax (Sail)         Ships involved       COM Non-pax (Sail)       Ships involved	Fatalities       Minor Injuries       Severity       Ship Damaged         Serious Injuries       Image: Conditions       Image: Conditions         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Gaim       Day       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       REC PWC         COM Fishing       COM Non-pax (Boat share)       REC PWC       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Paddle (row) boat       COM Hire & Drive (Notor)         COM Hire & Drive (Notor)       COM Non-pax (Pddle/row)       REC Houseboat       COM Non-pax (PWC)         COM Hire & Drive (Notor)       COM Non-pax (PWC)       Unknown       Ships involved         COM Hire & Drive (Notor)       COM Non-pax (Sail)       Ships involved         Ships involved       Recreational only       COM Non-pax (Sail)       Ships involved         Ships involved       Recreational only       Ships involved       Ships involved	ncident Se	everity	$\land$	$(\nabla S)$			
Serious Injuries       O         Invironmental Conditions       Time of Day       Wind Speed         Clear       Good       Caim       Day       Light (up to force 2 / 1-7 knots)         Ceneral Ship Information       COM Non-pax (Non-specific)       REC Motorboat       Common part (Non-part (Non	Serious Injuries       Image: Constraint of the series of ships involved in incident         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calin       Day       Light (up to force 2 / 1-7 knots)         seneral Ship Information         Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Gottor)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Pwcc)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)         Ships involved         Recreational only         Ships involved         Recreational only							
Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Caim       Day       Light (up to force 2 / 1-7 knots)         Seneral Ship Information       Select types of ships involved in incident       Example       Example         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC       COM Non-pax (Houseboat)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat       COM Hire & Drive (House)       COM Non-pax (Sail)         Ships involved       Ships involved       Sail)       Ships involved       Sail	Invironmental Conditions         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         seneral Ship Information       Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat         COM Fishing       COM Non-pax (Non-specific)       REC PWC       COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)       REC Paddle (row) boat       COM Hire & Drive (Motor)         COM Hire & Drive (Motor)       COM Non-pax (Pddle/row)       REC Houseboat       Ships involved         COM Pax       COM Non-pax (Sait)       Unknown       Ships involved         Ships involved       Recreational only       Ships involved       Ships involved         Manna       Com Non-pax (Sait)       Unknown       Ships involved	Fatalities	0 Minor Inj	juries 0	Severity	Ship Damaged		
Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         Ceneral Ship Information       Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat         COM Fishing       COM Non-pax (Non-specific)       REC PWC       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC Sailboat       COM Non-pax (Houseboat)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat       COM Non-pax (Sail)         COM Hire & Drive (House)       COM Non-pax (Sail)       Unknown       COM Non-pax (Sail)         Ships involved       Ships involved       Sailbas       Sailbas	Invironmental Conditions         Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         seneral Ship Information       Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat         COM Fishing       COM Non-pax (Non-specific)       REC PWC       COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)       REC Paddle (row) boat       COM Hire & Drive (Motor)         COM Hire & Drive (Motor)       COM Non-pax (Pddle/row)       REC Houseboat       Ships involved         COM Pax       COM Non-pax (Sait)       Unknown       Ships involved         Ships involved       Recreational only       Ships involved       Ships involved         Manna       Com Non-pax (Sait)       Unknown       Ships involved							
Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Caim       Day       Light (up to force 2 / 1-7 knots)         Ceneral Ship Information       COM Non-pax (Non-specific)       REC Motorboat       Composition         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC PWC       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC Sailboat       COM Non-pax (Houseboat)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat       EC OM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)       COM Non-pax (Sail)       Ships involved       Ships involved	Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         seneral Ship Information       Select types of ships involved in incident       COM Fishing       COM Non-pax (Non-specific)       REC Motorboat       Common Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (PWC)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)       Select Houseboat         COM Hire & Drive (House)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)       Select Houseboat         Ships involved       COM Non-pax (Sail)       Select Houseboat       Select Houseboat         Ships involved       Com Non-pax (Sail)       Select Houseboat       Select Houseboat       Select Houseboat         Com Pax       COM Non-pax (Sail)       Select Houseboat       Select Houseboat       Select Houseboat         Ships involved       Select Houseboat       Select Houseboat		Serious		2			
Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Caim       Day       Light (up to force 2 / 1-7 knots)         Ceneral Ship Information       COM Non-pax (Non-specific)       REC Motorboat       Light (up to force 2 / 1-7 knots)         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat       COM Non-pax (Non-specific)         COM Fishing       COM Non-pax (Boat share)       REC PWC       COM Non-pax (Houseboat)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC Paddle (row) boat       COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown       Unknown         COM Pax       COM Non-pax (Sail)       Ships involved	Weather       Visibility       Water       Time of Day       Wind Speed         Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         seneral Ship Information       Select types of ships involved in incident       COM Fishing       COM Non-pax (Non-specific)       REC Motorboat       Common Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (PWC)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)       Select Houseboat         COM Hire & Drive (House)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)       Select Houseboat         Ships involved       COM Non-pax (Sail)       Select Houseboat       Select Houseboat         COM Pax       COM Non-pax (Sail)       Select Houseboat       Select Houseboat         COM Pax       COM Non-pax (Sail)       Select Houseboat       Select Houseboat         Ships involved       Select Houseboat       Select Houseboat       Select Houseboat         Select Ho	nvironme	ental Conditions					
Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         Ceneral Ship Information       Select types of ships involved in incident         Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat         COM Fishing       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC Sailboat         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Pddle/row)       REC Houseboat         COM Hire & Drive (FwC)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)       Ships involved	Clear       Good       Calm       Day       Light (up to force 2 / 1-7 knots)         ceneral Ship Information       Select types of ships involved in incident       COM Non-pax (Non-specific)       REC Motorboat         COM Fishing       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sait)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (Fouse)       COM Non-pax (PWC)       Unknown         COM Hire & Drive (House)       COM Non-pax (Sail)       Select Monor pax (Sail)							
General Ship Information         Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)         COM Hire & Drive (Other)       COM Non-pax (Boat share)         COM Hire & Drive (Other)       COM Non-pax (Boat share)         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)         COM Hire & Drive (Sail)       COM Non-pax (Hovercraft)         COM Hire & Drive (Motor)       COM Non-pax (Powerraft)         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)         COM Hire & Drive (House)       COM Non-pax (PWC)         Unknown       COM Pax         Ships involved       Ships involved	Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)         COM Fishing       COM Non-pax (Boat share)         REC PWC         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)         COM Hire & Drive (Motor)       COM Non-pax (Houseboat)         REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)         REC Houseboat       COM Non-pax (Sail)         COM Hire & Drive (House)       COM Non-pax (PWC)         Unknown       COM Non-pax (Sail)         Ships involved       Recreational only         contributing Factors       Eteman							
Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       Unknown         COM Pax       COM Non-pax (Sail)       Ships involved	Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (Flouse)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       Unknown         COM Pax       COM Non-pax (Sail)	Clear	Good	Calm	Day	Light (up to f	orce 2 / 1-7 k	nots)
Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       Unknown         COM Pax       COM Non-pax (Sail)       Ships involved	Select types of ships involved in incident         COM Fishing       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (Flouse)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (Paddle/row)       Unknown         COM Pax       COM Non-pax (Sail)	eneral SI	hin Information	$(\bigcirc)$				
COM Fishing       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sail')       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (Motor)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)	COM Fishing       COM Non-pax (Non-specific)       REC Motorboat         COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Notor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)		-					
COM Hire & Drive (Other)       COM Non-pax (Boat share)       REC PWC         COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (FWC)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)	COM Hire & Drive (Other) COM Non-pax (Boat share) REC PWC COM Hire & Drive (Sail) COM Non-pax (Houseboat) REC Sailboat COM Hire & Drive (Motor) COM Non-pax (Hovercraft) REC Paddle (row) boat COM Hire & Drive (FWC) COM Non-pax (Paddle/row) REC Houseboat COM Hire & Drive (House) COM Non-pax (PWC) Unknown COM Pax COM Non-pax (Sail) Ships involved Recreational only Contributing Factors	Select types	s of snips involved in					
COM Hire & Drive (Sail)       COM Non-pax (Houseboat)       REC Sailboat         COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)	COM Hire & Drive (Sail) COM Non-pax (Houseboat) REC Sailboat COM Hire & Drive (Motor) COM Non-pax (Hovercraft) REC Paddle (row) boat COM Hire & Drive (PWC) COM Non-pax (Paddle/row) REC Houseboat COM Hire & Drive (House) COM Non-pax (PWC) Unknown COM Pax COM Non-pax (Sail) Ships involved Recreational only	COM Fi	ishing	COM Non-pax (Non-spe	ecific) 🖾 REC Moto	orboat		
COM Hire & Drive (Motor)       COM Non-pax (Hovercraft)       REC Paddle (row) boat         COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (Fouse)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)	COM Hire & Drive (Motor) COM Non-pax (Hovercraft) REC Paddle (row) boat COM Hire & Drive (FWC) COM Non-pax (Paddle/row) REC Houseboat COM Hire & Drive (House) COM Non-pax (PWC) Unknown COM Pax COM Non-pax (Sail) Ships involved Recreational only Contributing Factors	СОМ Н	ire & Drive (Other)	COM Non-pax (Boat sha	are) 🗌 REC PW0			
COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)	COM Hire & Drive (FWC) COM Non-pax (Paddle/row) REC Houseboat COM Hire & Drive (House) COM Non-pax (PWC) Unknown COM Pax COM Non-pax (Sail)	🗌 СОМ Н	ire & Drive (Sail)	COM Non-pax (Housebo	oat) 🗌 REC Sailt	poat		
COM Hire & Drive (FWC)       COM Non-pax (Paddle/row)       REC Houseboat         COM Hire & Drive (House)       COM Non-pax (PWC)       Unknown         COM Pax       COM Non-pax (Sail)	COM Hire & Drive (FWC) COM Non-pax (Paddle/row) REC Houseboat COM Hire & Drive (House) COM Non-pax (PWC) Unknown COM Pax COM Non-pax (Sail) Ships involved Recreational only Contributing Factors	🗌 СОМ Н	ire & Drive (Motor)	COM Non-pax (Hovercra	aft) 🗌 REC Pade	dle (row) boat		
COM Hire & Drive (House) COM Non-pax (PWC) Unknown COM Pax COM Non-pax (Sail)	COM Hire & Drive (House) COM Non-pax (PWC) Unknown COM Pax COM Non-pax (Sail) Ships involved Recreational only Contributing Factors	🗌 СОМ Н	ire & Drive (FWC)					
COM Pax COM Non-pax (Sail)	COM Pax COM Non-pax (Sail)  Ships involved Recreational only  contributing Factors Human							
Ships involved	Ships involved Recreational only Contributing Factors							
	Recreational only Contributing Factors Luman		-{	— • • • •				
	Recreational only Contributing Factors Luman	$\frown$	$\langle \langle O \rangle$					
	Recreational only Contributing Factors Luman	Shipsinvol	lved					
neurealional utily	Contributing Factors							
	luman		$\geq$					
Contributing Factors	luman	ontributir	ng Factors					
•								
	☐ Alcohol or drugs		or drugs		Insufficient	fuel		
Alcohol or drugs		Commer	cial pressure		Insufficient	maintenance		
Alcohol or drugs     Insufficient fuel       Commercial pressure     Insufficient maintenance			ciai pressure			maintenditte		



As per Marine Incident Report - was holding our boat on the Northern most boat ramp on Ross Creek while Not relevant was retrieving the vehicle and boat trailer. A sunferry went past the boat ramp heading towards the Sunferry terminal at a spread that created a wash. This resulted in my boat being lifted and pushed further up the boat ramp at the same time pushing the stern of my boat

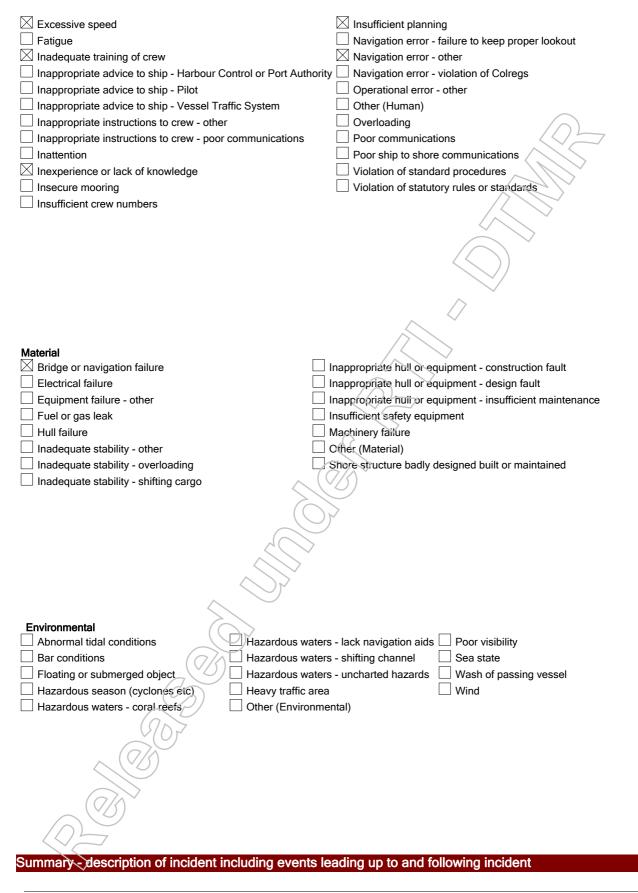
SKMBT_C450 19.4.2013 F	should summarise key inve		milestones, data modifications a ime expired NFA.	nd include attachments
Last updated: Date entered:	02/05/2013 01:17:25 PM 14/03/2011 03:53:04 PM	by by	Kaylene L Clayton/cp1/qdot/au Chantal L Pink/cp2/qdot/au	
		\$ }	>	
<				

TV38193	Marine	e incia	ent	
Region File No HO File No	o Region	Status	Date closed	Cat Investigate?
230/00950	Townsville	Closed	20/03/2012	3 Yes
Reporting Agency	Reported via		Reported on	Next review
Qld Transport	F3071 Marine Incider	nt Report	07/02/2011	04/06/2011
Office Townsville	Incident involved	***		
			•	
Pollution? Yes	Pollution Type		I  Other	$\sim$
			$\square$	
Reason Closed Inves	tigation Completed - No action re	auired		
Relevant Act		44		$\searrow$
Investigating Agency Qld Transp	port		Officer KNOWL	ES, Stephen Geoffrey
Position of Incident - Latitu	de and Longitude should b	be entered in	decimal format//	
Lat -18.2783 Long	146.0433 Water/ Landmark	Port Of Hinch	inbrook Marina	
Dessing	Distance			
Bearing	(nm or m)		Smooth v	vaters
Date 02/02/2011	<b>Time</b> 01:00 AM	$\neg$	$\sim$	
02/02/2011			$\searrow$	
		102	7	
ype of Incident				
Grounding unintentional		$\langle \langle \rangle$		
ncident Severity	$\sim$	<ul><li>✓</li></ul>		
Fatalities 0 Minor In	juries 0	Severity	Ship Damaged	
		Severity	Ship Damaged	
Fatalities 0 Minor In Serious		Severity	Ship Damaged	
		Severity	Ship Damaged	
Serious Environmental Conditions	Injuries 0	)		
Serious	Injuries 0	Time of Day	Wind Speed	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor	Injuries 0	)	Wind Speed	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor	Injuries 0	Time of Day	Wind Speed	and above / more than 33
Serious Environmental Conditions Weather Visibility	Injuries 0 Water Very Rough	Time of Day	Wind Speed	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in	Injuries 0 Water Very Rough	Time of Day Night	Wind Speed Gale (force 8 a	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in COM Fishing	Injuries 0 Water Very Rough n incident COM Non-pax (Non-specif	Time of Day Night	Wind Speed Gale (force 8 a	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in COM Fishing COM Hire & Drive (Other)	Injuries 0 Water Very Rough n incident COM Non-pax (Non-specif	Time of Day Night ic) REC Moto	Wind Speed Gale (force 8 a	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sail)	Injuries 0 Water Very Rough n incident COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat	Time of Day Night ic) C REC Moto ) REC PWC	Wind Speed       Gale (force 8 a       prboat       oat	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sai!) COM Hire & Drive (Motor)	Injuries 0 Water Very Rough n incident COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sail) COM Hire & Drive (Motor) COM Hire & Drive (FWC)	Injuries 0 Water Very Rough n incident COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Hovercraft) COM Non-pax (Paddle/row	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved it COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sai!) COM Hire & Drive (Motor) COM Hire & Drive (FWC) COM Hire & Drive (House)	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sail) COM Hire & Drive (Motor) COM Hire & Drive (FWC)	Injuries 0 Water Very Rough n incident COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Hovercraft) COM Non-pax (Paddle/row	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved it COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sai!) COM Hire & Drive (Motor) COM Hire & Drive (FWC) COM Hire & Drive (House)	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved in COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sail) COM Hire & Drive (Motor) COM Hire & Drive (FWC) COM Hire & Drive (House) COM Pax	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious Environmental Conditions Weather Visibility Other Poor General Ship Information Select types of ships involved it COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sail) COM Hire & Drive (Motor) COM Hire & Drive (Motor) COM Hire & Drive (House)	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious  Environmental Conditions  Weather Visibility Other Poor  General Ship Information  Select types of ships involved in COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Sail) COM Hire & Drive (Motor) COM Hire & Drive (Motor) COM Hire & Drive (House) COM Hire & Drive (House) COM Pax  Ships involved Recreational only	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat coat lle (row) boat	and above / more than 33
Serious  Environmental Conditions  Weather Visibility Other Poor  General Ship Information Select types of ships involved in COM Fishing COM Hire & Drive (Other) COM Hire & Drive (Motor) COM Hire & Drive (Motor) COM Hire & Drive (FWC) COM Hire & Drive (House) COM Pax  Ships involved Recreational only  Contributing Factors	Injuries  Water Very Rough  COM Non-pax (Non-specif COM Non-pax (Boat share COM Non-pax (Houseboat COM Non-pax (Houseboat COM Non-pax (Paddle/row COM Non-pax (PWC)	Time of Day Night ic) C REC Moto ) REC PWC ) REC Sailb ) REC Pado ) REC Pado	Wind Speed Gale (force 8 a rboat boat lle (row) boat seboat	and above / more than 33



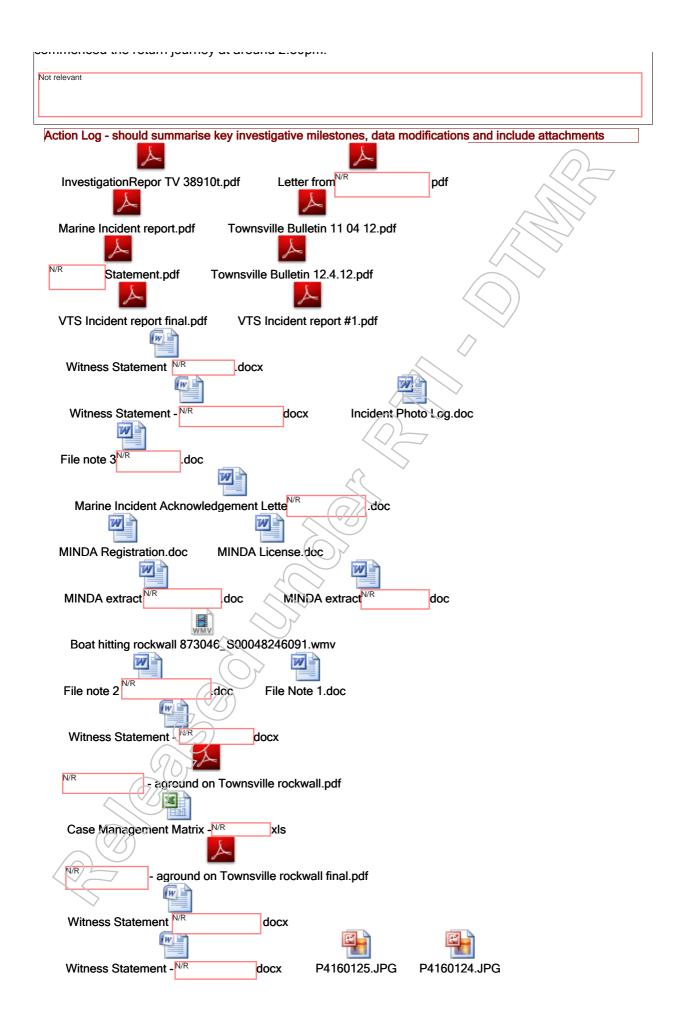
Not relevant Currently located Breakwater Townsville Damage included awning destroyes, aerials mast, instrumental damaged. Repairs to be made. Action Log - should summarise key investigative milestones, data modifications and include attachments 1 attachment + SKMBT\_C45011052612480.pdf Investigation Report STC Yasi Marine Incidents pdf Supporting Email STC Yasi incidents.pdf Last updated: 20/03/2012 08:37:33 AM Stephen G Krowles/Central/qdot/au by Date entered: 25/05/2011 02:15:43 PM Kelly M Johnston /cp2/qdot/au by (ب مر

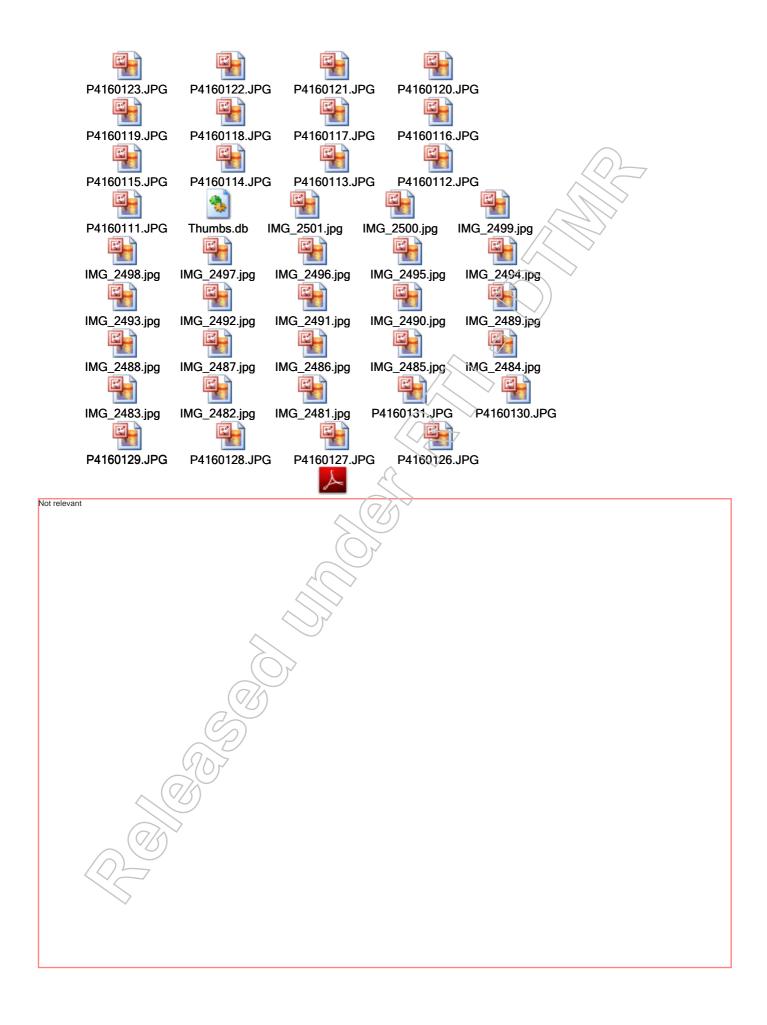
TV38	3910		Marine	e Incid	ent		
Region File No	HO File N	o Re	egion	Status	Date closed	Cat	Investigate?
230/01375	230/01382	2 To	ownsville	Closed	06/06/2012	2	Yes
Reporting Agen	icy	R	eported via		Reported on		lext review
Qld Transport		Τe	elephone		11/04/2012	2	1/04/2012
<b>Office</b>	ownsville	li	ncident involved	***			
Pollution?	)				~	S	
Reason Close Relevant Act Investigating Ag	ed Inves gency Qld Transp		leted - Refer for <sup>N/R</sup>		Officer KNOW	LES, Steph	en Geoffrey
osition of In	cident - Latitu	de and Lor	ngitude should b	e entered in a	decimal format	/	
Lat -19.2491	Long	149.1830	Water/ Landmark	Cleveland Ba	у		
Bearing		Distance (nm or m)		Loc	ation Smooth	waters	
Date 08/0	04/2012	Time	06:55 PM		$\searrow$		
ype of Incide	ent				7		
Grounding unin	itentional						
naldant Carr	a stila a			73)			
ncident Seve	erity			$\mathcal{O}$			
Fatalities 0	Minor Ir	juries	3	Severity	Ship Damaged		
		In landa a					
	Serious	Injuries					
Environment	al Conditions						
Weather	Visibility	Wate		Time of Day	Wind Speed		
Clear	Good	Chop		Night	Moderate (for	rce 3-4 / 8-1	6 knots)
Conorol Chir	Information						
	o Information						
Select types of	f ships involved i						
COM Fish	ing	COM N	on-pax (Non-specific	c) 🖾 REC Moto	rboat		
COM Hire	& Drive (Other)	COM N	on-pax (Boat share)	REC PWC			
COM Hire	& Drive (Sail)	💭 сом N	on-pax (Houseboat)	🗌 REC Sailb	oat		
COM Hire	& Drive (Motor)	🖯 🗌 сом N	on-pax (Hovercraft)	REC Padd	le (row) boat		
COM Hire	& Drive (FWC)	🗌 сом N	on-pax (Paddle/row)	)	eboat		
	& Drive (House)	_	on-pax (PWC)				
			on-pax (Sail)				
	$\mathcal{S}(\mathcal{O})$						
Ships involve							
Recreational of							
. toorcentonal (	<i>y</i>						
Contributing	Factors						
Human							
Alcohol or d	lrugs						
Commercia	l pressure				maintenance		



## Masters Report from marine Incident report:

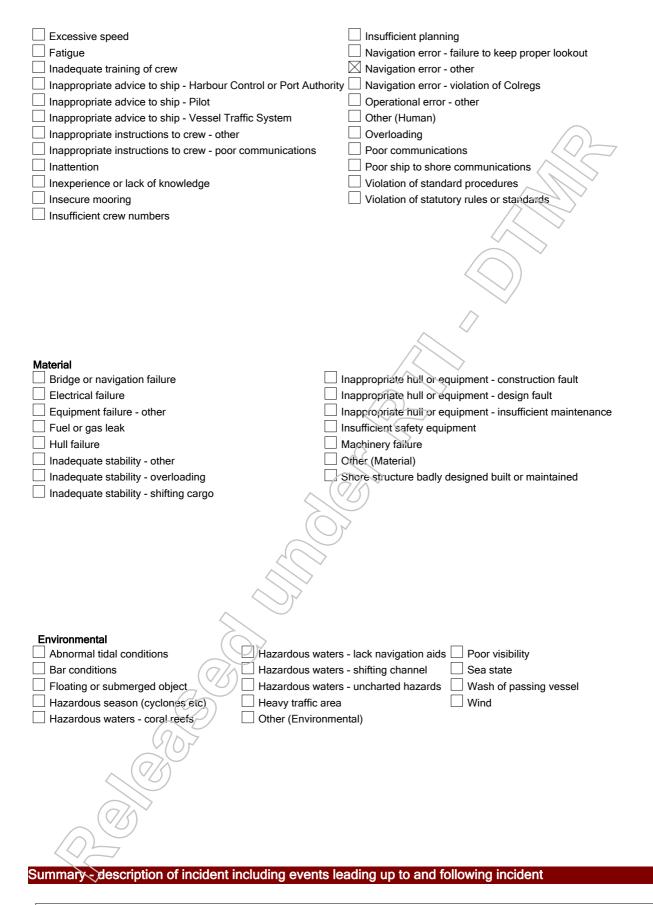
Not relevant





Pages 211 through 212 redacted for the following reasons: Not relevant

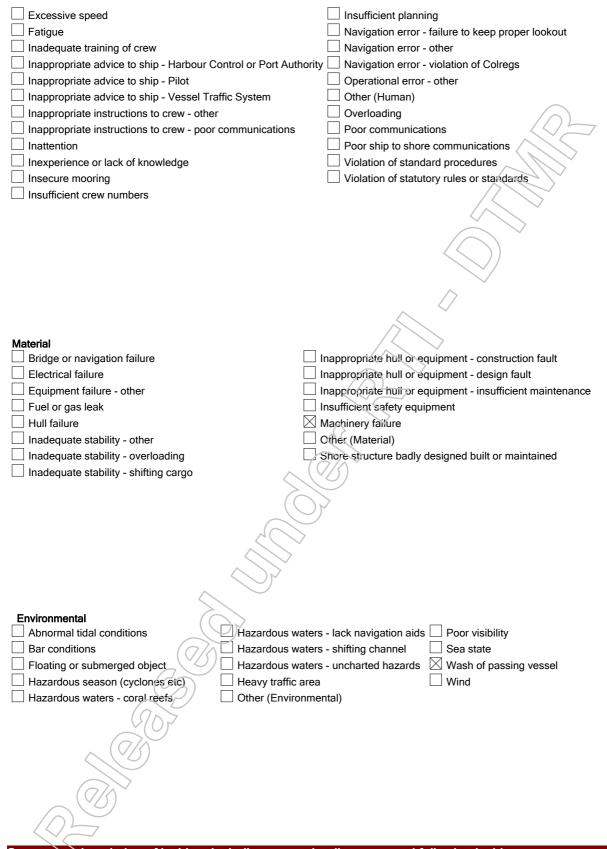
TV	40317		Marine	e Incid	ent	
<b>Region File</b> 230/02032	<b>HO File No</b> 230/02675		<b>gion</b> wnsville	Status Closed	Date closed 31/03/2014	CatInvestigate?3Yes
Reporting /	Agency	Re	ported via		Reported on	Next review
Qld Police			071 Marine Inciden	t Report	17/03/2014	07/04/2014
				· ·		
Office	Townsville	In	cident involved	***		
Pollution?	No					
Reason ( Relevant Investigatir	riogic	-	on Completed - Ref	er to Compliance	e Unit	$\searrow$
-	of Incident - Latitu		gitude should b	e entered in o	decimal format	
<b>Lat</b> -19.2	2431 Long	146.8337	Water/ Landmark	entrance to T	ownsville harbour	
Bearing		Distance (nm or m)	20 m	Loc	pation Partially	r smooth waters
Date	23/01/2014	Time	06:15 PM		$\searrow$	
Type of In	ocident				7	
туре ог п	icident					
Grounding	unintentional			$\mathcal{A}$		
			(			
Incident S	Severity			10)		
Fatalities	0 Minor In	•		Severity	Ship Damaged	
	Serious	-				
Environm	nental Conditions					
Weather	Visibility	Water		Time of Day	Wind Speed	
Cloudy	Fair	Rough	1	Twilight	Gale (force 8	3 and above / more than 33
General S	Ship Information		) <sup>&gt;</sup>			
	es of ships involved i	n incident				
COM COM COM COM COM Ships inv Recreation	olved 7		on-pax (Non-specifi on-pax (Boat share) on-pax (Houseboat) on-pax (Hovercraft) on-pax (Paddle/row) on-pax (PWC) on-pax (Sail)	REC PWC	oat lle (row) boat	
Human Alcoho	l or drugs				fuel	
	ercial pressure				maintenance	



Master navigated vessel outside of marked channel between starboard lateral marker at port entrance and end of breakwater wall. Vessel grounded on shallow rocky bottom and engine stalled. Vessel subsequently washed up against breakwater wall. Police attended and subsequently issued <sup>Not relevant</sup>

0.000 0.000		Not relevant		
	rovided an attached repo		osed	
	ion warranted from MSC			
	matter be closed in Case			
		, man.		
Action Log - s	should summarise key inve	stigative milestones, da	ata modifications and include attachment	S
Marine Offic	er Ash Leavy discussed	N/R	issued with QPS	
Constable				
E.	POF	PDF		
-	A A	A		
marine incide	ent report.pdf Police report.	pdf <sup>N/R</sup>	pdf	
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TV42559	Marin	e Incid	ent	
Region File No HO File N	No Region	Status	Date closed	Cat Investigate?
230/03148	Townsville	Closed	18/07/2017	4 No
Reporting Agency	Reported via		Reported on	Next review
Qld Transport	F3071 Marine Incide	nt Report	14/07/2017	27/07/2017
Office Townsville	Incident involved	***		
Pollution? No			1	
	stigation Completed - No action re National Law sport	equired	Officer	$\rightarrow$
Position of Incident - Latit	ude and Longitude should	be entered in	decimal format	
Lat -19.2430 Long	146.8355 Water/ Landmark	Townsville Po	ort	
Bearing	Distance (nm or m)	]	Smooth	waters
Date 13/07/2017	<b>Time</b> 07:05 AM		$\searrow$	
ype of Incident			7	
ype of moldonic		$\rightarrow$		
Grounding unintentional		22		
	/			
ncident Severity	$\sim$	$\mathcal{V}$		
Fatalities 0 Minor I	niuries 0	Severity	No Damage	
		Sevenity	NO Damage	
Seriou	s Injuries 0 🗸 🔿			
Environmental Conditions				
Weather Visibility		Time of Day	Wind Speed	
Clear Good	Сһорру	Day	Moderate (for	rce 3-4 / 8-16 knots)
General Ship Information				
Select types of ships involved				
COM Fishing	COM Non-pax (Non-speci			
COM Hire & Drive (Sail)	COM Non-pax (Houseboa	it) 🗌 REC Sailb	ooat	
COM Hire & Drive (Motor)		· _	lle (row) boat	
COM Hire & Drive (FWC)	COM Non-pax (Paddle/rov		seboat	
COM Hire & Drive (House		Unknown		
COM Pax	COM Non-pax (Sail)			
Ships involved				
Commercial only				
Contributing Factors				
Human				
Alcohol or drugs				
Commercial pressure		Insufficient	maintenance	



## Summary - description of incident including events leading up to and following incident

Commercial line handling vessel assisting a ship arrival lost hydraulic steer due to undetected hydraulic fluid leak. Propeller wash from Tug nearby (also assiting ship arrival) pushed vessel momentarily onto rocks at adjacent rock wall. Steering fault was rectified and vessel refloated without further incident. Master reported that inspection of vessel indicated no damage. No persons injured

PDF	<u>_</u>		milestones, data modifications and include attachments	,
st updated : te entered :	02/11/2017 04:08:42 PM 17/07/2017 10:29:46 AM	by by	Barry J Purnell/cp1/qdot/au Ashley L Leavy/Northern/qdot/at	
		SP 7	$\rightarrow$	
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Pages 219 through 221 redacted for the following reasons: Not relevant

Case No	Incident Summary
MK*30109	grounded and sank on breakwater wall Abel Point Marina due to machanical failure of engine. NFAD
	was in choppy seas at night in a rain squall and misjudged the red beacons and collided with rock wall at Scarbourough Harbour. Factors - visibility and possible confusion with lights on moreton Bay Boat Club and
PB*21366	car brake lights. NFAD.
TV30151	VR dragged anchor from outer breakwater on night of 2/4/00 cyclone Tessie. No persons were on board, vessel was recovered by owner at highwater on 5/4/00.
1030131	31ft Trimaranplywood [fibreglassed] Vessel dragged anchor from outer breakwater during cyclone "tessie" on 02/04/00.
	vessel for safety[Bulletin report 04/04/00. Vessel grounded on Rowes Bay beach and was extensively damaged . Owner recovered vessel on the 05/04/00 and it was placed in Rosshaven Marine holding yard. Vessel name "
TV30150	
1030130	
	$r^{N/R}$ dragged anchor from outer breakwater mooring during cyclone Tessie. vessel recovered with assistance of on 3/4/00. miner damage only. owners report : $r^{N/R}$ as on
TV20140	
TV30149	the boat holding it into the wind with the motor going on 2 anchors, tiller snapped and the boat dragged onto The Strand beach.vessel recovered by on 4/4/00.anchers were
T) /20152	MR dragged anchor from outer breakwater anchorage during cyclone Tessi and fetched up on the beach at Pallarenda.
TV30152	NR     contacted on 5.04.00 at
MKA30558	Recreational) anchor drifted and grounded on rockwall
	The vessel on deparure from No 4 berth at Tsv was under pilotage. The pilot allowed the master to take control of the vessel after it was positioned in the swing basin. The master did not manage to straighten the vessel onto
TV30593	the leads as the vessel exited the Breakwater entrance and allowed her to come across to port.
	N/R
CN31303	Whilst manouvering vessel to depart the main jetty the vess ecame grounded on the nearby rock wall to the north. Due to a faulty morse cable that would not disengage the stbd engine from fwd gear.
	N/R
	QPWS patrol vessel ropeller hit submerged rock during berthing operations at the QPWS operation base marina dock at Abell Point. Whilst manoeuvring away from their berth at Abell Point Marina at low
	tide, and turning around to leave the marina the vessel was manoeuvred to close to the rock wall in front of the travel lift at Hawkes Boat Yard and hit a rock.
	NR (QL)
MKA31656	Referred to RHM for consideration of dredging requirements during the construction of the new Operations base marina facility.
PBM31784	Ship intended to enter Moololaba Boat Harbour Master misjudged enterance grounding the ship to the east of the eastern breakwater.
PBM32762	Vessel Grounded momentarily on end of western breakwater. master states that the ship was pushed there by 3 consecutive waves due to sand bar at mouth of river
TV33319	steering failed, arm broked off ruddler stock, sideways to the rockwall with arm hitting against the rocks. <sup>NR</sup> towed off and into port at harbourside.
	N/R
	Vessel motoring into channel, engine failed vessel blown onto rock wall. No injuries. At 1947 hours on 13th November 2004 the grounded on the southern breakwater adjacent to the boat harbour in the Burnett
	River. The grounding was a result of engine failure and the wind set the vessel on the breakwater.
	N/R
GSB33558	It is decided that this investigation is finalised and that no enforcement action is required.
	N/P
	Commercial Passenger Vessel eported propeller damage due to a grounding incident. The Master stated that he and the Engineer were not sure when the incident happened, but believe that the grounding
	may have happened when entering the Abel Point Marina channel from a return voyage on the 29 January 2005. No actual "large bang or knock" was noticed until vibration was noted when moving the ship to the fuelling wharf.
	The master reported that it was common for the stir up sediment while entering and leaving the marina. NR
	N/R
	In conclusion, this was not a significant incident; the incident is considered to be an operational
MKA33690	error caused by the environmental hazard of an uncharted hazard. Recommend: No further action Michael O'Mullane Marine Safety Officer.
	Incident At about 0400 hours on 8 January 2006 by broke it's mooring rope and with a heavy 2-3 metre swell running and W-NW winds of 20-30 knots and flood tide, flounded on the northern breakwater near
	Coral Sea Resort. The vessel hit another vessel, NR with minimal damage. The alarm was raised to police and then to owners. Vessel was pulled clear at high tide (0600 hours) to the marina, then taken
	out of the water to Hawkes Boat Yard, Abel Point Marina. NR
	N/R
	MSQ will not be taking any further action in regards to this Marine incident. Recommendations Due to the nature of the incident and actions taken by the
MKA34274	owner of the vessel, it is recommended that no further investigation or action is required. P. McDonald Marine Safety Officer

	Vessel left M arm approx. 12:30 PM 10/05/06 to avoid ebbing tide due to draft of vessel. Ran aground on Starboard side of chaanel within navigable marks of the marina entra water was calculated for an effective exit from the marina. No casualties on board and no damage to vessel, safety of crew andvessel were checked (no problems) Vessel exami physical damage, and no pollution. Grounding was in soft mud build-up on corner of marina break wall within navigable marks. Regular entries and exits on same vessel on simil shapes employed. Vessel was not able to be refloated and remained aground in mud until 17:30The Incident: Vessel left M arm approx. 12:30 PM 10/05/06 to avoid ebbing tide side of channel within navigable marks of the marina entrance (sic) Tidal calculations were made and enough water was calculated for an effective exit from the marina. No casu crew and vessel were checked (no problems) Vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up on casu crew and vessel were checked (no problems) Vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up on casu crew and vessel were checked (no problems) Vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up on casu crew and vessel were checked (no problems) Vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up other physical damage, and no pollution. Grounding was in soft mud build-up other physical damage, and no pollution. Grounding was in soft mud build-up other physical damage, and no pollution. Grounding was in soft mud build-up other physical damage, and no pollution. Grounding was in soft mud build-up other physical damage employed. Vessel was not able to be refloated and remained up other physical damage employed. Vessel was not able to be refloated and remain
	NR
	ships in their care. Recommendations: The channel into Abel Point Marina is narrow and shallow. This is a fact which needs to be managed by mariners transiting the channel. I
MKA34481	sent to the Master, and copied to the Owners for use making other masters aware of their responsibility. The incident is closed . Grounding unintentional at the Breakwater Townsville. <sup>NR</sup> Vessel recovered from rock wall on next tide. Substancial hull damage.
TV34922	N/R No pollution, no injuries.
1034522	- Whilst returning to Brisbane River from Mud Island and was travelling at about 10 knots on a high tide. Due to lack of lighting and poor visability aroud the
	to soon upon entering the main channel, seconds later my vessel run aground. In the second prior to the impact the depth sounder was showing 24ft leaving no time to take ev
PBP35122	log NFA - Closed 10 September 2007
	The 68 foot recreationally registered motor vessel was returning towards the entrance to the Mackay harbour after completing a short sea trial and the master was
MKM35117	engines were not responding. This resulted in the vessel unintentionally grounding onto the northern breakwater.
TV35159	RAN INTO BREAKWATER WALL AND SANK. NFA - Closed 06 July 2007
TV35246	RECREATIONAL BOAT COLLIDED WITH ROCK WALL. NFA - Closed 08 August 2007
	Fibreglass catamaran grounded on rocks at Point Cartwright about 50 metres from the entrance to Mooloolah River. The owner/master attempted to enter the Mooloolah Riv
PBM35345	wastern rock wall.
	At approx 2000 hours on 27 November 2007 a report was received from VMR Mackay that a yacht had struck the northern breakwater outside Mackay harbour, adjacent to Be
	yacht had sunk and was anchored in position and marked with a buoy. The vacht was salvaged and towed to Mackay Marina. Phoned owner to request a marin
	vessel struck the sisters off lamberts beach <sup>MR</sup> Investigation closed pending further in
MKM35589	contributing factor is a lack of local knowledge and interpretation of charted information. Decided no further action pending further information.
	Due to severe weather on 11 February, after the vessel's engine became entangled with the tender line the vessel's mooring dragged and impacted a rockwall. Resulted in loss
TV35718	regional recommendation. Case considered closed.
	collision with rock wall while entering harbour. Water police investigated an NR
GSB35822	
PBP35902	13.05.08 - Recreational motor boat Collided with the eastern end of the rock wall at Fisherman Island Recreational motor boat Collided with the eastern end of the rock wall at Fisherman Island
GSB35936	collision with submerged rock wall. Letter sent
CCD2CO25	Collision with rock wall after being blinded by spotlight from nearby dinghy resulting in capsize 2 pob overboard minor injuries. As a result of loosing night vision, turned early i
GSB36005	breakwater. Unable to identify ship using spot light.

trance (sic) Tidal calculations were made and enough mination showed no ingress of water and no other milar tides without incident. Marina was notified, day de due to draft of vessel. Ran aground on Starboard casualties on board and no damage to vessel, safety of ild-up on corner of marina break wall within navigable ed aground in mud until 17:30 Investigation: Monday

. It is recommended that the accompanying letter be

ge. Vessel removed from the ater at RossHaven.  $\mathbb{V}^{\mathbb{R}}$ 

ne Port Reclamation Area rock wall, I turned the vessel evasive action. 29/6/07 Report attached to action

s reducing engine speed when he discovered the

liver and has run aground on the outside of the

Berth M5, 2 adults and 2 children were rescued. The incident. Emailed a MI report. Owner stated his information. The area is well charted and the primary

ss of ship. 18.03.08 Compliance Unit agrees with

y into Burnett Heads Marina and collided with

	$N^{R}$ staff member (briefing attached). Because of the lateness of the day and pi
l	y was briefed late Friday afternoon 4/7/08 approx 5.00pm by staff member (briefing attached). Because of the lateness of the day and ni
	anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain we appropriate the briefing and returned to be a same base to complete the briefing and returned to be a same base to complete the briefing and returned to be a same base to complete the briefing and returned to be a same base to complete the briefing and returned to be a same base to complete the briefing and returned to be a same base to complete the briefing and returned to be a same base to complete the briefing and returned to be a same base to complete the briefing the briefing the briefing and returned to be a same base to complete the briefing to complete the b
	completed the briefing and returned to base to complete paperwork. At about 10.00pm that night we received a phone call from VMR Southport advising the sight the sis the sight the sight the sight the sight
	Bayview Harbour. At some stage in the night the skipper of had "up anchored" and decided to continue on their journed south in the night against our instructions. VR
GC36016	
CN36067	Vessel collided with rock wall entering Boat Ramp.
	$\mathbb{N}^{\mathbb{R}}$ was tied up in our berth Q60 at Horizon Shores marina. $\mathbb{N}^{\mathbb{R}}$ ame into our arm at a quicker than normal speed, due to wind conditions. $\mathbb{N}^{\mathbb{R}}$ was u
	his boat around but hit the rock wall opposite his berth, he then proceeded to leave Q arm, but halfway out he decided again to try and turn the boat around 180 deg, during this
GC36720	and his boat alound but hit the pylon next to our boat, then bounced off this and then collected the front of our boat on the bow sprit.
PBP36830	01.08.09 - Recreational cuiser <sup>N/R</sup> ollided with the Fisherman Island Outer Rock Wall. 2 people sustained injuries and were transferred to hospital.
F DF 30830	AT APPROXIMATELY 2130 HOURS ON SATURDAY 19 DECEMBER 2009 THE 15M MOTOR CRUISER MV <sup>N/R</sup> OLLIDED WITH THE ROCK WALL BETWEEN THE PORT OF
TV37099	THE VESSEL HAD BEEN ON A REEF FISHING TRIP. THE INCIDENT RESULTED IIN ONE FATALITY AND INJURIES TO THE 12 OTHER PEOPLE ON BOARD.
1	I reversed into the pen @ Abel Point, the approach was not as usual due to vessel hanging out of adjacent berth. I went straight into the pen approx 1 mtr off fender buoys, the
1	it went around the pole but did not make it back to the cleat on The breeze was holding me off the pen arm. I split the engines to get the midships closer to the arm to g
1	towards the rock wall, it was then that the south prop hit a submerged object. I let the midship line go, moved out of the pen then came back in p secured the vessel on the pen
MKA37408	contained in Action Log.
	Masters Report: Travelling towards marina from Palm island. Vessel was operating with plotter, radar and radio VHF. All on Master familiar with entrance and slowe
	22 knots to make the turn. Sudden appearance of Kayaks with LED on heads created total fear for their safety. Immediately reduced power in fear of hitting unseen kayak. Vesse
	5 knots. The wall is poorly lit and the pylon lead lights marking the channel entrance a very weak. This had nothing to do with the accident but should be rectified. The cause of t
TV37427	kayak in the dark. There was no moon. There LED lights were extremely disorientatiing seeming to appear from no where.
	Navigating using electronic chart which shows mud flats and not the rock wall between the 2 red beacons. Tide was high so wall was not evident. Was motoring and sailing up the
GSB37473	to Beacon on board but did not refer to it in the river. Was advised to preview future trips using paper based charts to gain knowlege of potential hazards. Letter sent.
	On entering Burnett River master got confused with lights and collided with rock wall. Had plotter covered so he could look for other boats. In future he will not cut the corner was
	Minor damage and no injuries.
GSB37463	Letter sent.
1	
1	Marine Officer Mike Maxwell reported on cyclone Yasi incident Located private pontoon Port Hinchinbrook Marina
TV38193	destroyes, aerials mast, instrumental damaged. Repairs to be made. INVESTIGATORS SUMMARY; Full details of the weather event "STC Yasi" and resultant Marine Incidents can
	As per Marine Incident Report - NR was holding our boat on the Northern most boat ramp on Ross Creek while NR was retrieving the vehicle and boat traile
l	towards the Sunferry terminal at a spread that created a wash. This resulted in my boat being lifted and pushed further up the boat ramp at the same time pushing the stern of
	receeded there was a rapid drop of water hitting the breakwall, damaging the starboard stern corner of the boat (see attached photos.) The incident occured at approx 1040hrs.
TV38006	ascertain any other details of the ferry as I was concentrating on holding the boat on the ramp away from rocks.
PBP38233	14.04.11 - Commercial passenger vessel 🕅 collided with the rock wall and the green beacon at Weinam Creek after they lost control of the jet units.
	VTS received call about the sailing trimaran was semi-submerged on the northern side of the north breakwater of Mackay harbour. Later the vessel had drifted
	Laurence Mayer was in contact with the owner who was safe and well advising of the situation.
MKM38109	follow up - vessel has been removed. No marine incident report form submitted.
	On the 22.08.2011 Recreational sailing boa <sup>N/R</sup> was moored on it's mooring at Bulimba Reach. At approximately 12:30pm vessel broke loose and due to strong
PBP38426	Newstead Park.
	At aproximately 8.45am on 29/12/2011 departed the Mooloolah River on his recreational sailing ship. his vessel draws 2.4 metres and he noted advice that shoaling had
	eastern breakwater, and set a course slightly west of the river's centreline, clear of the sand dredge, and towards the redlateral buoy some 200 metres or so from the river mout
1	exited the river mouth and went hard aground, throwing his vessel off course and causing it to heal to starboard. The vessel broke free, then grounded twice more before reaching it to heal to starboard.
PBM38679	draft of 2.2 metres crossed in approximately the same area half an hour later on a higher tide and it also hit bottom.

night was falling our briefer completed briefing and where they were until the morning. Our briefer and run up on a rock wall at the northern side of

as unable to reverse into his berth. He tried to turn this manoeuvre he got into difficulties, he lost control

OF TOWNSVILLE AND THE BREAKWATER MARINA.

he set length midships line was handed to the polter, o get the mooring line on, the stern swung out en. Incident Findings and associated documents

wed to turn in to channel. Slowed to 15 knots from ssel drifted into rock wall estimated speed at impact of the accident was the fear of hitting an unseen

the river & grounded on wall. Had a copy of Beacon

er when approaching the mouth of the Burnett River.

ated Breakwater Townsville Damage included awning can be found in attached Investigation report. ailer. A sunferry went past the boat ramp heading of my boat towards the rockwall. When the surge rs. Ther ferry was orange in colour. I was unable to

ted ashore and broken up. Assitant harbour Master . Information at 1700 hours. No action taken to

ng winds it ran aground against the rock wall at

ad been observed near the extreme end of the buth. Wind was light and sea was calm when he ching deeper water. Another sailing vessel with a

	Vessel dragged anchor in high wind and was pushed by the wind onto a rock wall. The vessel was anchored in 2 meters of water with 30 meters of half short link galvanised cha moored for in excess of 3 months and was checked weekly. No person was onboard at the time. The incident occured between 2am - 5am. Even though the Navy was in the ha
CN38853	No suspicious circumstances revealed during investigation. Vessel experience 50 knot winds resulting in dragging her ancor over a sand bottom. No further action recommende
	Nextors Depart from marine legitant report.
	Masters Report from marine Incident report:
	. We then proceeded on our journey to the Breakwater Marina. By about the halfway point it had become very da
	entrance to the Breakwater Marina were not activated. At approximately 6.45pm the vessel collided with the rock wall of the breakwater marina approximately 1 metre to the
	activated). <sup>N/R</sup>
TV38910	
1030310	Master entering Burnett River south of navigation channel turned toward breakwater having claimed to see boat harbour entrance lights but they were the wrong way round s
	breakwater. Marine officers could not explain additional lights. Area manager spoke with master and he could not explain extra lights and he stated they were not flashing.
GSB39064	NR NFA. Closure letter sent.
	1 parts mooring at 1630. Vessel drifted into marina rock wall. Loss of ship. This file has been closed upon review by Snr Investigator Marc Bailey and Acting
MKA39521	series of other incidents are as a result of Cyclone Oswald. Closure letter has been sent, see attached
	After a check of weather forecast on afternoon of 23/01/2013 was left at anchor outside Abel Point Marina in her usual position.
	After a check of weather forecast on afternoon of 23/01/2013was left at anchor outside Abel Point Marina in her usual position.
	When it became obvious that we were still definitely dragging towards the marina, we put the vessel in gear, and started to pull up the anchor. The plan was to move the vessel
	reanchor the vessel.
	N/R . Even under power, the vessel was unable to make any headway ag
	continued to move slowly towards the breakwater. Vessel was now pitching excessively, with the ship's propeller was coming in and out of the water. Approximately 20 metre breakwater wall all on board agreed that the safest action was to abandon the ship. The vessel continued on its course into the breakwater.
	N/R
МКАЗ9526	Included in the file was a letter dated 9th may 2012 under the hand of Marine Officer Ben Morgan. This letter was addressed to the owner and stated that MSQ were not inten has remained dormant for an extended period of time without explanation. File has been reviewed with no outcome due to letter dated 9/05/12 and inaction by the investigated Ben Morgan.

ain to a 60lb CQR anchor. The vessel had been safely arbour and was asked for assistance but was denied. ed.

ark. The red and green channel markers at the ne left of the red channel marker (which was not

so he turned back to the channel but he struck the  $\mathbb{R}$ 

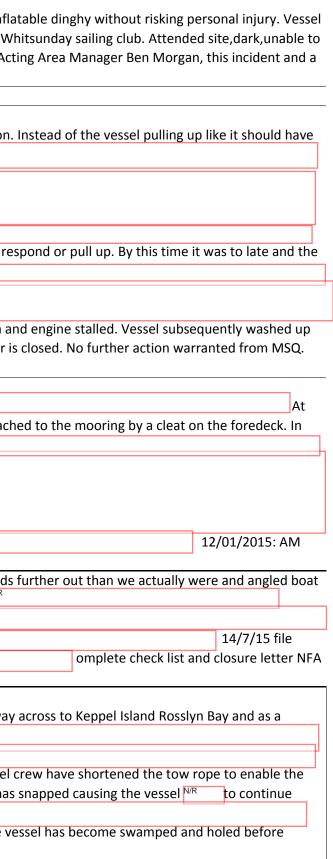
Area Manager Ben Morgan, this incident and a

el out to sea further off the breakwater, and then

gainst the force of the oncoming swells, and as before the vessel was to collide with the

nd to take fufrther action against the owner. THis file ating officer. File note completed by Marine Officer

	Weather report received Wed. 23rd Jan 6pm (1800) 33-40 kn N/W swell 3-4 m. Travelled to Airlie Beach Thurs. 24th morningconditions too rough to attend vessel in 2.5m ir
	monitored from land until approx. 1500. Returned home. Approx 1900-1930 received call that vessel had broken mooring and washed up at Port of Airlie breakwater, east of
	do anything, vessel demasted approx. 2100. 25th, 26th, 27th Jan, collect and remove vessel debris. This file has been closed upon review by Snr Investigator Marc Bailey and /
MKA39711	series of other incidents are as a result of Cyclone Oswald. Closure letter has been sent, see attached.
GSB39549	Vessel washed down river onto rockwall during flooding.
	N/R
	as berthing alongside the pontoon in the Half Tide Tug Harbour. The master went to engage forward gear as he was coming astern into the pontoo
	it started to turn in an anticlockwise direction and was still coming astern.
	N/R
	N/R
	N/R He tried again both engines ahead but the vessi still wouldn't
	vessel backed into the rock wall. NR
	N/R
MKM40015	
	Master navigated vessel outside of marked channel between starboard lateral marker at port entrance and end of breakwater wall. Vessel grounded on shallow rocky bottom
	against breakwater wall. Police attended and subsequently MR Police have provided an attached report stating matte
TV40317	Recommend matter be closed in Case Man.
	N/R
	had been moored on Q5 mooring in Pioneer Bay, which is directly in front of the Coral Sea Resort, Airlie Beach
	some time during the morning of 31st of January 2014, the weather conditions deteriorated due to Tropical Cyclone Dylan crossing the Whitsunday Coast. The vessel was atta
	the recorded 70kn winds and rough seas the cleat was ripped out of the foredeck and the vessel ended up on the rocks in front of the lagoon at Airlie Beac VR
	N/R
	has revived file and ferrounded to Compliance for finalization
MKA40249	has reviwed file and forwarded to Compliance for finalisation.
	Returning to Burnett Heads boat ramp approximately 9.00pm - was on northern side upstream of outer rock wall. Continued and thought he had positioned the boat two leads and actually ran streight into the outer rock wall. But the time we saw the rock wall and out hads the throttle it was too let
	towards the boat ramp. Miscalculated the leads and actually ran straight into the outer rock wall. By the time we saw the rock wall and cut back the throttle it was too late
	N/R
	N/R
GSB40808	required.
G3D40606	Tequiled.
	5/1 - under inv. On Monday the 29th of December 2014 at approximately 1645hrs, recreational vessel with 7 POB had mechanical problems occur approximately 1/2 w
	result, the owner $\mathbb{N}^{\mathbb{R}}$ has requested the $\mathbb{N}^{\mathbb{R}}$ to tow his vessel back into Rosslyn Bay Marina.
	Approximately 200 meters from the entrance to Rosslyn Bay, the Coast Guard vess
	vessel to be towed through the entrance. Upon shortening the rope, the Coast Guard vessel has taken up the slack on the tow line and as this occurred, the tow connection h
	onwards and the vessel has hit the rock wall at the entrance of the marina. $\mathbb{N}^{\mathbb{R}}$
1	N/R The
GSG40775	sinking near the rock wall.
00040770	Shiking heat the fock wall.



Approximately 200 meters from the entrance to Rosslyn Bay, the Coast Guard vessel vessel to be towed through the entrance. Upon shortening the rope, the Coast Guard vessel has taken up the slack on the tow line and as this occurred, the tow connection onwards and the vessel has hit the rock wall at the entrance of the marina. NR GSG40774 sinking near the rock wall. The Incident: departed from berth M14, Abell Point Marina at 2000 on the 3/2/15 with 21 passengers and 4 crew. As the vessel left the berth the port propeller side of the marina channel.		See GSG 40775. On More result, the owner	onday the 29th of Decemb <u>er 2014 at ar</u> has requested the $\mathbb{P}^{\mathbb{R}}$	pproximately 1645hrs, recreational vessel to tow his vessel back into Rosslyn B	ith 7 POB had mechanical problems occur approximately $1/2 v$
Approximately 200 meters from the entrance to losslym Bay, the Coast Guard vessel has take use up the slack on the tow line and as this occurred, the tow connection i orwards and the vessel has hit the rock wall at the entrance of the marine.		N/R			ay marma.
arwards and the vessel has hit the rock wall at the entrance of the marina.       Image: Construction of the marine in the rock wall.         CSG40774       Sinking near the rock wall.         The incident:       Image: Construction of the marine channel         Side of the marine channel       Image: Construction of the marine channel         MKA40878       Conclusion This way is minor accident, damage was marked to compliance.         MKA40878       recommend no further action be taken.         Side of the marine.       Divide the secure vessel prior to impact on rocks.         NM       Image: Conclusion This way is minor accident.         MKA40878       Conclusion This way is minor accident.         MKA40878       Recommend no further action be taken.         Side of the marine.       Divide the secure vessel prior to impact on rocks.		N/R		Approximately 200 n	neters from the entrance to Rosslyn Bay, the Coast Guard vesse
GSG40774 sinking near the rock wall.  The incident  Set  The incident  The incident  Set  Adaparted from berth M14, Abell Point Marina at 2000 on the 3/2/15 with 21 passengers and 4 crew. As the vessel left the berth the port groupeller side of the marina channel  MKA40878  Conclusion This was a minor accident, damage was m  K  K  K  K  K  K  K  K  K  K  K  K  K					lack on the tow line and as this occurred, the tow connection ha
GSG40774 sinking near the rock wall. The incident: The incident: The incident of the marine channel of the mar			has hit the rock wall at the entrance of	f the marina.	
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side of the marina channel       Image: Conclusion This way a minor accident, damage was	GSG40774	sinking near the rock wa	all.		
Side of the marina channel.		N/P			
side of the marina channel.       ***         NR       . Conclusion This way a minor accident, damage was mere         wr       . Conclusion This way a minor accident, damage was mere         MKA40878       recommend no further action be taken. 19/01/2015: AM has reveived file and forwarded to compliance. 09/03/16 Compliance Unit review file and complete check list and         Engine was not operating. Dragged anchor. Unable to secure vessel prior to impact on rocks.         set         Description         <		The Incident:	departed from berth M14, Abell Poi	nt Marina at 2000 on the 3/2/15 with 21 passeng	ers and 4 crew. As the vessel left the berth the port propeller m
MKA40878       Conclusion This was a minor accident, damage was minor         MKA40878       recommend no further action be taken. 19/01/2015: AM has reveiwed file and forwarded to compliance. 09/03/16 Compliance Unit review file and complete check list and         Engine was not operating. Dragged anchor. Unable to secure vessel prior to impact on rocks.         NR			N/R		
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Engine was not operating. Dragged anchor. Unable to secure vessel prior to impact on rocks.		N/R			. Conclusion This was a minor accident, damage was min
Engine was not operating. Dragged anchor. Unable to secure vessel prior to impact on rocks.		N/R			
Released umole	MKA40878	recommend no further	action be taken. 19/01/2015: AM has r	reveiwed file and forwarded to compliance. 09/0	03/16 Compliance Unit review file and complete check list and c
			ng. Dragged anchor. Unable to secure	vessel prior to impact on rocks.	
				COL WILL L	
				2019	
MKA41246			Rei		
MKA41246					
	MKA41246				

way across to Keppel Island Rosslyn Bay and as a

el crew have shortened the tow rope to enable the as snapped causing the vessel **NR** continue

vessel has become swamped and holed before

nade contact with the rockwall forming the western

imal, there were no casualties at the time.

losure letter to owner and master. NFA.

	T To a
SUMMARY : Boat was ancho top of the end of the rockwal was involved in a marine inci	bred off Boathaven Beach 200-300 m for past 10 weeks. First I knew of incident was approx 11:30am about 1 hour after it happened. My boat dragged anchor and car and southern End of Boathaven Beach. It was towed off the rocks and grounded on the beach by Attached Letter: On Wednesday 03/09/2015 my boat dident.
N/P	
	al Urb
	CS CL WID
	ALBERT UN
	Released un
	Relleased un

N/F

	Submereged rock wall extends from Northern bank into part of channel NR has back leads (no longer there since 2013). Rock wall fully submere	ged or
GSB41287	end of the wall.	
	Report completed by MSQ Area Manager - PWC underway in channel, returning to beach at speed, took power off and attempted to turn, no steering resulting in hitting	rock
	Gold Coast attended and investigated the incident shortly after it was reported.	TOCK
	N/R	
GC41427		
0041427		
	had pulled up alongside the rock wall jetty at Paradise Point (Ephraim Island) to pick u During this time had pulled up alongside the rock wall jetty at Paradise Point (Ephraim Island) to pick u	ad trie
GC41399	ski was left in neutral. While was handing was handing vest, west, west, knocked the throttle, forcing the Jet Ski to collide with the ramp. No assistance required	)
N/R		>
L	Motoring from the North (1770) at shortly before 8pm I noticed the white light and numerous red/green/blue navigation lights and I headed towards those intending to straight towards the brightest and closest pair of Red/green channel markers. On the right of the white light tower at about 3 knots and when it looked as I am just going the time no wall was visible in the dark, but the pair of channel marker lights were the brightest and closest to what I took as the entrance. The initial knock was not app started in time to go astern to safety and the swell turned the boat side on to the rockwall causing major damage. I immediately called Marine Rescue on the radio. Mar	g throu Darentl
GSB42097	wall. The boat was salvaged and towed the next day.	
N/R		
	A CHE	
-	Commercial line handling vessel assisting a ship arrival lost hydraulic steer due to undetected hydraulic fluid leak. Propeller wash from Tug nearby (also assiting ship arri	ival) p
	rock wall. Steering fault was rectified and vessel refloated without further incident. Master reported that inspection of vessel indicated no damage. No persons injured	. 02.1
	Further to the conversation this has been clarified as a sudden loss of power steering fluid which is unavoidable. On this basis I agree with	the a
TV42559	matter be closed.	
	30/10/2017 - Australian registered yacht VR suffered engine failure and was pushed onto the rocks of the southern breakwater whilst attempting to cross Gold Co	bast Se
	sank in the following hours. The vessel could not be salvaged. *** A/SIO Barry Purnell Brisbane Compliance 03/01/18. Review of file, actions and end resolution. Zero is	
GC42751	mistake. Respectfully consider this matter to be closed.	

early rising tide. Where is the bloody beacon on the

wall. INVESTIGATOR REPORT Water Police from the

ed to open the front hatch to retrieve a vest while the

the harbour at Burnett Heads. I was heading ugh the lights the boat hit the rock wall head on. At ly severe but the motor cut out and could not be escue later attended and took both of us off the rock

bushed vessel momentarily onto rocks at adjacent L1.17 A/SIO Barry Purnell Brisbane Compliance.

ictions and course taken and respectfully request this

eaway. The subsequently broke up and with MSQ Staff. in experience and an expensive