

14

Item

ITEM DETAILS

| | | | |
|-------------------------|---|-------------------------|------------------------|
| Item ID: | 60245 - SEQS | Item Type: | Email |
| Date Created: | 13/06/2019 | Project ID: | |
| Date Captured: | 17/06/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - Marine Incident - Tiger Mullet Channel | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION |
| Container Title: | MSQ23817-2018 - VESSEL MB833Q 'INCENTIVE' COLLIDED WITH ANCHORED VESSEL LO168Q AT TIGER MULLET, JUMPINPIN - 08 JUL 2018 | Container ID: | 230/01007 [1] |

ACTIONS & OWNERSHIP

| | | | |
|---------------------------------|-----------------------|----------------------------------|------------|
| Author: | Greg L Turner | Corporate Author: | |
| Author Title / Position: | Area Manager | Complaint Classification: | |
| Business Unit: | Gold Coast Operations | | |
| Action Officer: | | | |
| Home Location: | CLOSED SECTION | Last Movement Date: | 17/06/2019 |

SECURITY & ACCESS

| | | | |
|---------------------------------|--------------------------|--|--|
| Security Classification: | UNCLASSIFIED INFORMATION | | |
| Security Access: | Unrestricted | | |

ADDITIONAL INFORMATION

| | | | |
|---------------------------------------|--|--|--|
| Description / Additional Info: | | | |
| | | | |
| | | | |

DOCUMENT CONTENTS

Marine Incident - Tiger Mullet Channel

Subject: Marine Incident - Tiger Mullet Channel
 From: greg.l.turner@msq.qld.gov.au
 To: Not relevant
 Cc:
 Bcc:
 Sent: 17/06/2019 8:20:02 AM
 Attached:

Morning Neil

Thank you for facsimile of 10 June 2019 regarding the Maritime Safety Queensland (MSQ) review of the marine incident that occurred on 8 July 2018 involving the vessel *Incentive* and another 12 metre cruiser while both vessels were at anchor in Tiger Mullet Channel. Incidents of this nature are considered by MSQ to be of low marine safety risk and outcome as to the causal factor. MSQ reviewing the information in both reports confirm that both vessels were at anchor and in close proximity to one another at the time of the incident. MSQ spoke with both masters of the vessels involved and considered the incident did not warrant any further investigation as it would be difficult to determine under the marine safety legislation whether either party was in breach of the marine safety regulations.

The International Regulations for Preventing Collisions at Sea (COLREGS) are not specific on anchored vessels colliding, however, they are specific on keeping a proper lookout (even at anchor) and taking action to avoid a collision.

This type of incident would not be in the public interest to warrant the further allocation of resources to proceed the matter to court.

Kind regards,

Greg Turner

Area Manager | Gold Coast

Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217

PO Box 107 | Southport Qld 4215

P: (07) 5585 1814 | F: (07) 5585 1818

M: Not relevant

E: greg.i.turner@msq.qld.gov.au

W: www.msq.qld.gov.au

Item

ITEM DETAILS

| | | | |
|-------------------------|---|-------------------------|------------------------|
| Item ID: | 60188 - SEQS | Item Type: | Email |
| Date Created: | 12/06/2019 | Project ID: | |
| Date Captured: | 12/06/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - Fax Received from CSID: 61 Not relevant - Pages received: 1 | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION |
| Container Title: | MSQ23817-2018 - VESSEL MB833Q 'INCENTIVE' COLLIDED WITH ANCHORED VESSEL LO168Q AT TIGER MULLET, JUMPINPIN - 08 JUL 2018 | Container ID: | 230/01007 [1] |

ACTIONS & OWNERSHIP

| | | | |
|---------------------------------|-----------|----------------------------------|------------|
| Author: | Neil King | Corporate Author: | |
| Author Title / Position: | | Complaint Classification: | |
| Business Unit: | | | |
| Action Officer: | | | |
| Home Location: | ON FILE | Last Movement Date: | 12/06/2019 |

SECURITY & ACCESS

| | | | |
|---------------------------------|--------------------------|--|--|
| Security Classification: | UNCLASSIFIED INFORMATION | | |
| Security Access: | Unrestricted | | |

ADDITIONAL INFORMATION

| | | |
|---------------------------------------|--|--|
| Description / Additional Info: | | |
| F#13 | | |
| | | |

DOCUMENT CONTENTS

Fax Received from CSID: Not relevant - Pages received: 1

Subject Fax Received from CSID: N/R Pages received: 1

From fax@fax.tmr.qld.gov.au

To GoldCoast.Maritime@msq.qld.gov.au

Cc

Bcc

Sent 12/06/2019 9:22:04 AM

Attached

FirstPage.jpg55D7DE9B-C3B6-4492-A29A-08FA97635F40-16521-IF.pdf



FirstPage.jpg55D7DE9B-C3B6-4492-A29A-08FA97635F40-16521-IF.pdf

Pages Received : 1
Time Received : Wednesday, June 12, 2019 at 9:21:54 AM Australian Eastern Standard Time
Duration : 34
Remote CSID : Not relevant
DID : 755851818

Released under RTI - DTMR

TIME RECEIVED
June 12, 2019 at 9:21:54 AM GMT+10

REMOTE_CSTD
N/R

DURATION
34

PAGES
1

STATUS
Received

12-JUN-2019 09:12 From Not relevant

To:55851818

Page:1/1

F-5585 1818

Ref: MSQ 23817-2018

10th June 2019

Dear Greg

I refer to your letter dated 15th April 2019 in reference to the incident between my vessel and a vessel named "Incentive" registered number MB833Q on the 8th July 2018.

You have advised that no further action is being taken but have not advised as to what action has been taken to date. Has the owner been interviewed and determined that he did in fact collide with my vessel by drifting at anchor causing damage to hull and gunwale of my vessel. I assume this would be classed as a collision under the International Regulations or the State Regulations. If your investigations has determined the above it may assist me in my dealing with the insurance company and subsequent claim and their recovery of costs from the offending owner.

You also refer to in your letter the importance of maintaining a constant awareness of other vessels in close proximity and be ready to respond. Your comment is unclear as this incident occurred in the early hours of the morning and as I had been moored at the location for the previous 48 hours, it was his responsibility to maintain that awareness and ensure his vessel was anchored correctly (not within 100 metres. between a hire houseboat and my vessel) and take appropriate action if he drifted and therefore avoid the collision. Would you agree?

Collisions that occur through an anchored vessel drifting are often caused by inexperience and the owner failing to lay out sufficient cable anchors that are not appropriate for the size of vessel, insufficient chain and bad holding ground. None of the above come down to negligence and owners should be held accountable for their action when they collide with and damage another vessel and appropriate action taken under the regulations.

I await you advice in this matter.

Yours faithfully

Not relevant

Not relevant

12

IBM i2 iBase IntelliShare **MSQ 23817 - FINALISED** Logged in as: ghrume

Recent Items

- Case - MSC612 - Complete Pr
- MSQ23817 - Marine Incident
- Task - Enquiry (Task Comple

Details of MSQ23817 - Marine Incident - 8/07/2018

Form: Marine Incident

Marine Incident

- Case - Investigation (1)
- Organisation (0)
- Ship (2)
- Person (2)
- Informant (0)
- Document (2)
- Object (0)

1 of 1

Link status: Confirmed

| Summary | Case Details | Attending Officers | Finding / Conclusion | Review / Close | Case Measures | Link Details | Case Investigation Notes |
|-------------------------------|--------------|--------------------|----------------------|----------------|---------------|--------------|--------------------------|
| Review Action Required: | No | | | | | | |
| Review Action Completed: | No | | | | | | |
| Case Checked (AM): | 7/05/2019 | | | | | | |
| Refer for CU Action: | No | | | | | | |
| Case Closed (CU): | | | | | | | |
| Case Closed - Prosecution: | | | | | | | |
| Case Closed - Admin Action: | | | | | | | |
| Case Closed - AMSA: | | | | | | | |
| Case Closed - Coroner: | | | | | | | |
| Case Closed - Finalised (AM): | 7/05/2019 | | | | | | |
| Case Closed - Finalised (CU): | | | | | | | |

7/5/19 - fos, pls close file

Clear selected

Find items

Edit Save Cancel

NEW ADDRESS



Transport and Main Roads

Transport integrated customer access

Display Driver Licence Smartcard Additional Requirements Authority Compare Facial Image... Datacard Links About

TCA000111I: DISPLAY SUCCESSFUL

Driver Licence Hub

Customer

Address

Postal

Ind Org Birth Date

ACTIVE

ONLI
07/05/2019
DYBENSO P1

Status CURRENT

Licence Number Current Type Effective Date Expiry Date

Datacard Future Type Effective Date Expiry Date

Driver Licence Classes

| Class | Type |
|-------|------|
| N/R | |
| | |
| | |

Marine Licences

| Class | Status |
|-------|---------|
| N/R | CURRENT |
| | |
| | |

Conditions

| Code | Description |
|--------------|-------------|
| Not relevant | |
| | |
| | |

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Renew driver licence](#)

[Issue driver licence](#)

[Transfer driver licence](#)

[Upgrade driver licence](#)

Sanctions

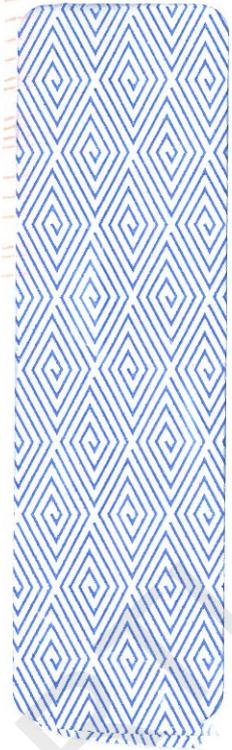
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|------|----------------|-------------|
| | | |
| | | |
| | | |

Exemptions

| Type | Effective Date | Expiry Date |
|------|----------------|-------------|
| | | |
| | | |
| | | |

PROCESSED 524 17/08/08
Paid
Australia

Not known
at this
address



Released under RTI - DTMR

P59705



Queensland
Government

Our ref 230/01007
Your ref MSQ23817-2018
Enquiries Greg Turner

Department of
Transport and Main Roads
Maritime Safety Queensland

15 April 2018

I am writing to you about the marine incident that occurred on 8 July 2018 when the vessel *MB833Q*, was involved in a minor collision with another vessel while anchored in Tiger Mullet Channel, Gold Coast Qld. You are identified as the owner/master of the *MB833Q* at the time of the incident.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and it is advised that MSQ does not propose to take any further action in relation to this matter.

The incident highlights the importance of maintaining constant awareness of other vessels in close proximity when at anchor, while being ready to respond to varying conditions or changing circumstances.

Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely

Not relevant

Greg Turner
Area Manager (Gold Coast)

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SCANNED TO DMS

Item ID: PSC 564
File ID: 230/1007
Date: 16/04/19



Our ref 230/01007
Your ref MSQ23817-2018
Enquiries Greg Turner

Department of
Transport and Main Roads
Maritime Safety Queensland

15 April 2018



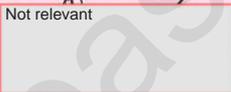
I am writing to you about the marine incident that occurred on 8 July 2018 when the vessel MB833Q, was involved in a minor collision with another vessel while anchored in Tiger Mullet Channel, Gold Coast Qld. You are identified as the owner/master of the MB833Q at the time of the incident.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and it is advised that MSQ does not propose to take any further action in relation to this matter.

The incident highlights the importance of maintaining constant awareness of other vessels in close proximity when at anchor, while being ready to respond to varying conditions or changing circumstances.

Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely



Greg Turner
Area Manager (Gold Coast)

SCANNED TO DMS

Item ID: 259563

File ID: 230/1007

Date: 16/06/2019



Queensland Government

Our ref 230/01007
Your ref MSQ23817-2018
Enquiries Greg Turner

Department of
Transport and Main Roads
Maritime Safety Queensland

15 April 2018



I am writing to you about the marine incident that occurred on 8 July 2018 when the vessel LO168Q, was involved in a minor collision with another vessel while anchored in Tiger Mullet Channel, Gold Coast Qld. You are identified as the owner/master of the LO168Q at the time of the incident.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and it is advised that MSQ does not propose to take any further action in relation to this matter.

The incident highlights the importance of maintaining constant awareness of other vessels in close proximity when at anchor, while being ready to respond to varying conditions or changing circumstances.

Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely

Not relevant

Greg Turner
Area Manager (Gold Coast)

SCANNED TO DMS

Item ID: P59562

File ID: 230/1005

Date: 16/04/19



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File note

File number 230/01007

Subject MSQ23817-2018 Collision between MB833Q and LO168Q Tiger Mullet Channel 8 July 2018 – MO Assessment

Author MO Rick Christensen

Date 12 April 2019

- This is an assessment of the reported collision between the 11.5m Riviera Incentive MB833Q and 11m Riviera Time N Place LO168Q while anchored in Tiger Mullet Channel, Gold Coast Qld 8/7/2018.
- The two vessels involved were appropriately registered at the time.
- Master and owner of MB833Q was [Not relevant] of [N/R] [Not relevant] Contact number [Not relevant] and [Not relevant] was appropriately licenced at the time of incident with a Qld RMDL # [Not relevant]
- Master and owner of LO168Q was [Not relevant] of [Not relevant] Contact number [Not relevant] and was [Not relevant] appropriately licenced at the time of incident with QLD RMDL # [Not relevant]
- A Marine Incident Report was received from both owners of vessels related to the incident.

Incident

- On Sunday 8/7/2018 near midnight, both vessels were anchored in Tiger Mullet Channel on the Gold Coast. Both vessels were shut down and not operating machinery.
- There were persons on each vessel who were reported to be asleep when the boats initially came into contact.
- The general weather conditions were fair and winds were from the West then WNW before changing to the SE.
- Both Marine incident Reports provided blame the other vessel for drifting into each other.
- Both vessels did come into contact and minor damage was only reported on LO168Q.
- There is insufficient information or evidence to demonstrate which of the two vessels did cause the incident as they were both initially clear of each other. No evidence proves either vessel dragged anchor.

Department of Transport and Main Roads

- The main point of change was the noted wind change, which then caused vessels to move in different directions.
- The tide turned to flood after 10:25pm, and the influence of the tide movement with a SE wind change is assessed to have changed the lay of some of the boats on the anchors.
- The fact the vessels involved tangled their anchor chains is an outcome of anchoring in close proximity to other vessels. There was also no evidence on how close each vessel actually was to the other.
- On trying to untangle the vessels anchor chains, there was an impact between the vessels causing minor damage. Eventually, MB833Q was able to raise the anchor chain and get underway.
- MB833Q left the area and LO186Q remained at anchor.
- Through the lacking of any sufficient evidence, it is undetermined which vessel was directly responsible for the collision.
- No information was reported that alcohol or drugs were involved.
- No persons were reported or known to be injured as a result of the incident.
- It is considered that there has been no offences committed and there should be no further action taken by MSQ on the matter.

Summary

- Responsible person for the cause of the collision is undetermined.

Conclusion

- A letter of no further action to be sent to both owners informing No Further Action is to be taken from MSQ.
- The incident be closed of locally and passed to MSQ Compliance for review.
- No other further action be taken by MSQ GC on the matter.

Not relevant

Rick Christensen
Marine Officer Gold Coast

12 April 2019

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AUSTRALIA, EAST COAST – GOLD COAST SEAWAY

LAT 27° 57' S LONG 153° 25' E

Times and Heights of High and Low Waters

2018

Time Zone -1000

| MAY | | | | JUNE | | | | JULY | | | | AUGUST | | | |
|----------------|------|----------------|------|----------------|------|----------------|------|----------------|------|----------------|------|----------------|-------|----------------|------|
| Time | m | Time | m |
| 1 0303 | 0.26 | 16 0239 | 0.20 | 1 0409 | 0.34 | 16 0417 | 0.15 | 1 0423 | 0.31 | 16 0451 | 0.08 | 1 0503 | 0.24 | 16 0551 | 0.15 |
| 0857 | 1.35 | 0837 | 1.39 | 0945 | 1.15 | 1007 | 1.23 | 1002 | 1.12 | 1050 | 1.24 | 1058 | 1.16 | 1212 | 1.28 |
| TU 1449 | 0.20 | WE 1429 | 0.08 | FR 1519 | 0.31 | SA 1545 | 0.14 | SU 1536 | 0.30 | MO 1628 | 0.13 | WE 1635 | 0.30 | TH 1802 | 0.32 |
| 2130 | 1.65 | 2112 | 1.82 | 2216 | 1.63 | 2238 | 1.87 | 2230 | 1.59 | 2313 | 1.77 | 2313 | 1.45 | | |
| 2 0345 | 0.30 | 17 0329 | 0.19 | 2 0449 | 0.37 | 17 0513 | 0.17 | 2 0501 | 0.32 | 17 0543 | 0.13 | 2 0541 | 0.25 | 17 0016 | 1.31 |
| 0933 | 1.27 | 0924 | 1.33 | 1025 | 1.11 | 1106 | 1.19 | 1043 | 1.10 | 1147 | 1.22 | 1143 | 1.16 | 0635 | 0.22 |
| WE 1519 | 0.25 | TH 1512 | 0.12 | SA 1556 | 0.36 | SU 1640 | 0.22 | MO 1615 | 0.34 | TU 1724 | 0.23 | TH 1720 | 0.37 | FR 1312 | 1.25 |
| 2206 | 1.62 | 2158 | 1.84 | 2254 | 1.58 | 2332 | 1.79 | 2307 | 1.54 | | | 2351 | 1.37 | 1906 | 0.44 |
| 3 0428 | 0.35 | 18 0424 | 0.21 | 3 0532 | 0.39 | 18 0611 | 0.20 | 3 0541 | 0.34 | 18 0002 | 1.63 | 3 0620 | 0.27 | 18 0106 | 1.15 |
| 1011 | 1.19 | 1015 | 1.25 | 1109 | 1.07 | 1209 | 1.16 | 1128 | 1.09 | 0633 | 0.18 | 1236 | 1.17 | 0721 | 0.29 |
| TH 1549 | 0.32 | FR 1559 | 0.19 | SU 1636 | 0.42 | MO 1740 | 0.31 | TU 1657 | 0.40 | WE 1247 | 1.21 | FR 1814 | 0.44 | SA 1417 | 1.25 |
| 2242 | 1.58 | 2249 | 1.81 | 2335 | 1.52 | | | 2347 | 1.47 | 1825 | 0.35 | | | 2024 | 0.51 |
| 4 0510 | 0.40 | 19 0522 | 0.25 | 4 0617 | 0.42 | 19 0028 | 1.69 | 4 0624 | 0.35 | 19 0053 | 1.47 | 4 0035 | 1.28 | 19 0206 | 1.03 |
| 1049 | 1.12 | 1113 | 1.17 | 1159 | 1.04 | 0709 | 0.24 | 1219 | 1.08 | 0724 | 0.23 | 0705 | 0.28 | 0815 | 0.34 |
| FR 1623 | 0.39 | SA 1651 | 0.28 | MO 1722 | 0.49 | TU 1316 | 1.16 | WE 1746 | 0.46 | TH 1351 | 1.22 | SA 1337 | 1.20 | SU 1526 | 1.28 |
| 2320 | 1.52 | 2344 | 1.74 | | | 1846 | 0.39 | | | 1932 | 0.45 | 1921 | 0.50 | 2150 | 0.52 |
| 5 0558 | 0.45 | 20 0626 | 0.29 | 5 0021 | 1.46 | 20 0125 | 1.57 | 5 0030 | 1.41 | 20 0147 | 1.32 | 5 0130 | 1.19 | 20 0318 | 0.96 |
| 1134 | 1.05 | 1221 | 1.11 | 0709 | 0.43 | 0806 | 0.26 | 0709 | 0.35 | 0815 | 0.27 | 0756 | 0.28 | 0916 | 0.36 |
| SA 1702 | 0.46 | SU 1751 | 0.37 | TU 1258 | 1.03 | WE 1425 | 1.19 | TH 1318 | 1.10 | FR 1500 | 1.26 | SU 1446 | 1.27 | MO 1630 | 1.33 |
| | | | | 1818 | 0.54 | 1957 | 0.46 | 1843 | 0.52 | 2048 | 0.52 | 2042 | 0.51 | 2301 | 0.47 |
| 6 0005 | 1.46 | 21 0045 | 1.66 | 6 0113 | 1.40 | 21 0224 | 1.45 | 6 0119 | 1.34 | 21 0246 | 1.19 | 6 0241 | 1.12 | 21 0429 | 0.95 |
| 0652 | 0.49 | 0734 | 0.31 | 0803 | 0.42 | 0901 | 0.27 | 0758 | 0.34 | 0907 | 0.30 | 0856 | 0.26 | 1018 | 0.35 |
| SU 1229 | 1.01 | MO 1336 | 1.09 | WE 1405 | 1.05 | TH 1533 | 1.26 | FR 1422 | 1.15 | SA 1606 | 1.32 | MO 1554 | 1.37 | TU 1724 | 1.39 |
| 1751 | 0.53 | 1902 | 0.44 | 1923 | 0.58 | 2112 | 0.50 | 1951 | 0.55 | 2209 | 0.53 | 2208 | 0.46 | 2354 | 0.40 |
| 7 0058 | 1.40 | 22 0151 | 1.59 | 7 0210 | 1.36 | 22 0325 | 1.35 | 7 0216 | 1.28 | 22 0350 | 1.11 | 7 0356 | 1.10 | 22 0527 | 0.99 |
| 0754 | 0.50 | 0840 | 0.31 | 0856 | 0.39 | 0953 | 0.27 | 0848 | 0.31 | 1000 | 0.30 | 0959 | 0.22 | 1113 | 0.31 |
| MO 1338 | 0.99 | TU 1451 | 1.13 | TH 1512 | 1.12 | FR 1635 | 1.35 | SA 1527 | 1.24 | SU 1703 | 1.40 | TU 1657 | 1.50 | WE 1809 | 1.45 |
| 1854 | 0.59 | 2019 | 0.48 | 2038 | 0.59 | 2226 | 0.50 | 2109 | 0.55 | 2319 | 0.49 | 2321 | 0.36 | | |
| 8 0201 | 1.36 | 23 0257 | 1.53 | 8 0309 | 1.34 | 23 0423 | 1.28 | 8 0318 | 1.25 | 23 0451 | 1.07 | 8 0506 | 1.12 | 23 0036 | 0.32 |
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| TU 1453 | 1.01 | WE 1601 | 1.22 | FR 1611 | 1.22 | SA 1729 | 1.44 | SU 1627 | 1.37 | MO 1753 | 1.47 | WE 1755 | 1.64 | TH 1159 | 0.26 |
| 2013 | 0.62 | 2135 | 0.47 | 2150 | 0.56 | 2332 | 0.47 | 2225 | 0.50 | | | | | 1849 | 1.51 |
| 9 0305 | 1.35 | 24 0400 | 1.48 | 9 0406 | 1.34 | 24 0517 | 1.23 | 9 0421 | 1.23 | 24 0014 | 0.43 | 9 0021 | 0.24 | 24 0113 | 0.26 |
| 0954 | 0.44 | 1033 | 0.26 | 1030 | 0.28 | 1124 | 0.25 | 1032 | 0.20 | 0544 | 1.07 | 0609 | 1.16 | 0656 | 1.09 |
| WE 1602 | 1.09 | TH 1701 | 1.33 | SA 1703 | 1.35 | SU 1817 | 1.53 | MO 1722 | 1.51 | TU 1136 | 0.27 | TH 1156 | 0.08 | FR 1239 | 0.21 |
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| 1041 | 0.37 | 1119 | 0.23 | 1113 | 0.21 | 0605 | 1.20 | 1122 | 0.14 | 0631 | 1.08 | 0705 | 1.21 | 0732 | 1.14 |
| TH 1656 | 1.19 | FR 1753 | 1.44 | SU 1751 | 1.50 | MO 1204 | 0.23 | TU 1813 | 1.66 | WE 1218 | 0.24 | FR 1250 | 0.00 | SA 1316 | 0.17 |
| 2237 | 0.53 | 2344 | 0.40 | 2351 | 0.40 | 1857 | 1.59 | | | 1914 | 1.58 | 1939 | 1.85 | 1958 | 1.57 |
| 11 0458 | 1.40 | 26 0548 | 1.40 | 11 0551 | 1.35 | 26 0113 | 0.38 | 11 0031 | 0.30 | 26 0137 | 0.31 | 11 0203 | 0.04 | 26 0217 | 0.17 |
| 1122 | 0.30 | 1200 | 0.20 | 1155 | 0.14 | 0650 | 1.18 | 0619 | 1.24 | 0713 | 1.11 | 0758 | 1.26 | 0806 | 1.18 |
| FR 1742 | 1.31 | SA 1838 | 1.53 | MO 1837 | 1.64 | TU 1240 | 0.22 | WE 1212 | 0.08 | TH 1256 | 0.22 | SA 1341 | -0.05 | SU 1351 | 0.13 |
| 2330 | 0.45 | | | 1935 | 1.64 | | | 1904 | 1.78 | 1949 | 1.61 | 2028 | 1.89 | 2031 | 1.57 |
| 12 0544 | 1.43 | 27 0037 | 0.36 | 12 0045 | 0.32 | 27 0155 | 0.34 | 12 0126 | 0.20 | 27 0213 | 0.27 | 12 0251 | -0.00 | 27 0248 | 0.14 |
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| SA 1824 | 1.44 | SU 1236 | 0.19 | TU 1238 | 0.09 | WE 1316 | 0.22 | TH 1302 | 0.03 | FR 1332 | 0.20 | SU 1432 | -0.06 | MO 1425 | 0.12 |
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| 13 0017 | 0.37 | 28 0124 | 0.33 | 13 0136 | 0.24 | 28 0234 | 0.32 | 13 0218 | 0.12 | 28 0247 | 0.24 | 13 0337 | -0.01 | 28 0319 | 0.13 |
| 0628 | 1.45 | 0713 | 1.32 | 0730 | 1.34 | 0808 | 1.16 | 0808 | 1.26 | 0827 | 1.15 | 0938 | 1.32 | 0916 | 1.24 |
| SU 1236 | 0.16 | MO 1311 | 0.19 | WE 1321 | 0.06 | TH 1349 | 0.23 | FR 1351 | 0.00 | SA 1407 | 0.18 | MO 1521 | -0.02 | TU 1501 | 0.14 |
| 1904 | 1.57 | 1956 | 1.65 | 2008 | 1.85 | 2045 | 1.67 | 2043 | 1.93 | 2057 | 1.63 | 2201 | 1.79 | 2135 | 1.52 |
| 14 0104 | 0.29 | 29 0208 | 0.32 | 14 0229 | 0.18 | 29 0310 | 0.30 | 14 0309 | 0.08 | 29 0320 | 0.23 | 14 0422 | 0.02 | 29 0350 | 0.13 |
| 0710 | 1.45 | 0752 | 1.27 | 0820 | 1.31 | 0846 | 1.15 | 0902 | 1.27 | 0902 | 1.16 | 1028 | 1.32 | 0952 | 1.26 |
| MO 1311 | 0.10 | TU 1343 | 0.20 | TH 1406 | 0.06 | FR 1424 | 0.24 | SA 1442 | 0.01 | SU 1442 | 0.19 | TU 1613 | 0.07 | WE 1538 | 0.17 |
| 1945 | 1.68 | 2032 | 1.68 | 2057 | 1.91 | 2119 | 1.66 | 2133 | 1.93 | 2130 | 1.61 | 2246 | 1.66 | 2207 | 1.46 |
| 15 0150 | 0.23 | 30 0249 | 0.32 | 15 0322 | 0.15 | 30 0347 | 0.30 | 15 0401 | 0.06 | 30 0353 | 0.22 | 15 0506 | 0.07 | 30 0423 | 0.14 |
| 0753 | 1.44 | 0830 | 1.23 | 0912 | 1.28 | 0924 | 1.14 | 0955 | 1.26 | 0939 | 1.16 | 1119 | 1.30 | 1032 | 1.27 |
| TU 1349 | 0.08 | WE 1414 | 0.23 | FR 1455 | 0.08 | SA 1459 | 0.26 | SU 1534 | 0.05 | MO 1518 | 0.21 | WE 1706 | 0.18 | TH 1619 | 0.23 |
| 2027 | 1.77 | 2106 | 1.68 | 2147 | 1.91 | 2154 | 1.63 | 2223 | 1.87 | 2204 | 1.57 | 2330 | 1.49 | 2242 | 1.38 |
| | | | | | | | | | | | | | | | |
| | | 31 0329 | 0.32 | | | | | | | | | | | 31 0458 | 0.17 |
| | | 0907 | 1.19 | | | | | | | | | | | 1114 | 1.27 |
| | | TH 1446 | 0.26 | | | | | | | | | | | FR 1704 | 0.30 |
| | | 2140 | 1.66 | | | | | | | | | | | 2319 | 1.28 |

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Datum of Predictions is Lowest Astronomical Tide

Moon Phase Symbols ● New Moon ○ First Quarter ○ Full Moon ○ Last Quarter

Gold Coast, Queensland

July 2018 Daily Weather Observations

Observations from the Gold Coast Seaway, at the northern end of Southport Spit.



Australian Government
Bureau of Meteorology

| Date | Day | Temps | | Rain mm | Evap mm | Sun hours | Max wind gust | | | 9am | | | | | 3pm | | | | | | |
|---------------------------------|-----|-----------|-----------|------------|------------|--------------|---------------|-------------|---------------|------------|---------|----------------|------|-------------|-------------|------------|---------|----------------|------|-------------|-------------|
| | | Min °C | Max °C | | | | Dirn | Spd km/h | Time local | Temp °C | RH % | Cld eighths | Dirn | Spd km/h | MSLP hPa | Temp °C | RH % | Cld eighths | Dirn | Spd km/h | MSLP hPa |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | Su | 15.6 | 22.1 | 0.4 | | | SE | 35 | 15:14 | 18.2 | 100 | | WSW | 4 | 1027.4 | 20.2 | 88 | | SE | 28 | 1025.0 |
| 2 | Mo | 13.6 | 22.6 | 0 | | | SSE | 41 | 15:59 | 18.1 | 80 | | WNW | 2 | 1025.4 | 22.0 | 59 | | S | 22 | 1021.7 |
| 3 | Tu | 11.9 | 22.5 | 0 | | | S | 50 | 12:17 | 18.5 | 59 | | SSW | 15 | 1023.8 | 21.7 | 47 | | S | 26 | 1020.4 |
| 4 | We | 16.7 | 23.7 | 1.2 | | | S | 50 | 03:01 | 18.8 | 99 | | S | 30 | 1023.8 | 22.0 | 61 | | SE | 24 | 1022.5 |
| 5 | Th | 18.2 | 23.4 | 2.0 | | | E | 41 | 02:58 | 21.7 | 88 | | ENE | 22 | 1024.0 | 22.2 | 80 | | NE | 22 | 1021.0 |
| 6 | Fr | 18.4 | 23.4 | 11.8 | | | NNE | 39 | 00:39 | 20.0 | 100 | | NW | 15 | 1019.6 | 22.6 | 73 | | N | 26 | 1015.6 |
| 7 | Sa | 18.6 | 23.0 | 1.6 | | | WSW | 46 | 23:17 | 19.3 | 100 | | NNW | 15 | 1014.8 | 21.9 | 83 | | N | 15 | 1010.0 |
| 8 | Su | 11.0 | 20.4 | 0 | | | W | 37 | 00:13 | 14.9 | 33 | | WNW | 17 | 1019.4 | 20.1 | 26 | | WNW | 20 | 1016.3 |
| 9 | Mo | 8.2 | 21.1 | 0 | | | SE | 43 | 16:32 | 15.5 | 42 | | SW | 9 | 1021.7 | 19.6 | 48 | | SE | 28 | 1020.5 |
| 10 | Tu | 11.9 | 21.2 | 0 | | | SSE | 54 | 16:22 | 17.3 | 55 | | S | 26 | 1024.5 | 19.6 | 56 | | SSE | 30 | 1021.9 |
| 11 | We | 13.1 | 21.7 | 0 | | | SSE | 41 | 16:39 | 17.0 | 65 | | S | 19 | 1023.8 | 19.2 | 64 | | SE | 28 | 1021.0 |
| 12 | Th | 13.9 | 20.5 | 12.2 | | | SSE | 28 | 00:53 | 14.8 | 100 | | SW | 7 | 1021.9 | 19.5 | 73 | | E | 9 | 1017.2 |
| 13 | Fr | 10.4 | 21.4 | 0.2 | | | WNW | 31 | 10:07 | 15.6 | 62 | | NW | 11 | 1017.9 | 20.9 | 18 | | SW | 13 | 1014.3 |
| 14 | Sa | 7.8 | 20.7 | 0 | | | NW | 22 | 12:50 | 13.9 | 46 | | WNW | 11 | 1019.4 | 19.0 | 38 | | ENE | 17 | 1015.9 |
| 15 | Su | 8.0 | 20.3 | 0 | | | WNW | 33 | 12:31 | 14.3 | 49 | | WNW | 11 | 1019.3 | 20.1 | 29 | | NW | 19 | 1015.4 |
| 16 | Mo | 10.4 | 22.2 | 0 | | | WNW | 41 | 10:36 | 17.7 | 43 | | WNW | 28 | 1015.8 | 21.7 | 28 | | NNW | 15 | 1012.3 |
| 17 | Tu | 8.5 | 21.7 | 0 | | | ENE | 19 | 15:17 | 15.1 | 44 | | W | 9 | 1019.7 | 20.2 | 32 | | NE | 15 | 1017.7 |
| 18 | We | 7.3 | 23.4 | 0 | | | NW | 19 | 04:54 | 14.6 | 54 | | NW | 15 | 1020.9 | 22.6 | 31 | | NNE | 13 | 1018.6 |
| 19 | Th | 7.5 | 23.8 | 0 | | | N | 30 | 11:59 | 13.7 | 56 | | NW | 6 | 1021.8 | 21.8 | 40 | | N | 26 | 1017.8 |
| 20 | Fr | 11.8 | 22.6 | 0 | | | N | 37 | 13:05 | 16.7 | 63 | | N | 13 | 1017.5 | 19.9 | 66 | | N | 20 | 1012.2 |
| 21 | Sa | 8.2 | 19.8 | 0 | | | W | 35 | 00:01 | 14.8 | 41 | | S | 9 | 1021.6 | 18.1 | 42 | | SE | 20 | 1020.1 |
| 22 | Su | 10.1 | 20.8 | 0 | | | SSE | 35 | 09:42 | 16.8 | 51 | | S | 17 | 1024.0 | 18.8 | 49 | | ESE | 24 | 1020.6 |
| 23 | Mo | 10.6 | 21.1 | 0 | | | NE | 28 | 14:51 | 16.2 | 60 | | W | 9 | 1022.3 | 19.9 | 49 | | NE | 24 | 1017.8 |
| 24 | Tu | 9.4 | 23.6 | 0 | | | NW | 31 | 10:29 | 15.2 | 81 | | NW | 13 | 1019.8 | 21.7 | 55 | | N | 20 | 1015.9 |
| 25 | We | 12.2 | 24.2 | 0 | | | NW | 26 | 21:26 | 14.9 | 92 | | NW | 17 | 1019.3 | 20.7 | 73 | | ESE | 11 | 1016.5 |
| 26 | Th | 13.0 | 22.9 | 0 | | | WNW | 24 | 00:43 | 18.2 | 68 | | NW | 9 | 1019.4 | 21.3 | 55 | | E | 19 | 1016.3 |
| 27 | Fr | 12.4 | 25.2 | 0 | | | NNE | 41 | 16:27 | 18.0 | 72 | | NW | 11 | 1018.9 | 21.5 | 66 | | NNE | 31 | 1014.9 |
| 28 | Sa | 14.8 | 25.1 | 0 | | | NW | 31 | 09:16 | 19.6 | 65 | | NNW | 20 | 1018.0 | 21.4 | 73 | | NE | 22 | 1014.1 |
| 29 | Su | 12.3 | 23.9 | 0 | | | N | 39 | 17:47 | 17.3 | 99 | | NW | 11 | 1017.0 | 22.8 | 60 | | NNE | 24 | 1012.5 |
| 30 | Mo | 12.8 | 22.6 | 1.2 | | | W | 33 | 10:30 | 17.0 | 52 | | WNW | 15 | 1017.1 | 20.4 | 49 | | E | 19 | 1015.2 |
| 31 | Tu | 7.7 | 21.5 | 0.2 | | | N | 37 | 17:02 | 16.0 | 48 | | NW | 11 | 1021.1 | 20.5 | 48 | | NE | 26 | 1017.5 |
| Statistics for July 2018 | | | | | | | | | | | | | | | | | | | | | |
| Mean | | 11.8 | 22.3 | | | | | | | 16.8 | 66 | | | 13 | 1020.7 | 20.8 | 53 | | | 21 | 1017.4 |
| Lowest | | 7.3 | 19.8 | | | | | | | 13.7 | 33 | | WNW | 2 | 1014.8 | 18.1 | 18 | | E | 9 | 1010.0 |
| Highest | | 18.6 | 25.2 | 12.2 | | | SSE | 54 | | 21.7 | 100 | | S | 30 | 1027.4 | 22.8 | 88 | | NNE | 31 | 1025.0 |
| Total | | | | 30.8 | | | | | | | | | | | | | | | | | |

Observations were drawn from Gold Coast Seaway (station 040764)

The Gold Coast Seaway site is an Automatic Weather Station (AWS) at the northern end of Southport Spit. If you are interested in the southern end of the Gold Coast, see the observations from Coolangatta.

IDCJDW4050.201807 Prepared at 13:01 UTC on 6 Jan 2019
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Users of this product are deemed to have read the information and accepted the conditions described in the notes at <http://www.bom.gov.au/climate/dwo/IDCJDW0000.pdf>



Cl: - address

6

This is the approved form to report a marine incident within 48 hours of the incident...

ster must report a marine incident to a shipping ship is lost or presumed lost in which case the incident...

Incident description

Position of incident

Date 8/17/2018 Time am pm Body of water/Landmark

Location

Inland waters (non-tidal) Smooth waters Partially smooth waters Offshore

Type of incident

- Capsizing, Swamping, Flooding, Person overboard, Loss of stability, Fire, Explosion, Structural/equipment failure, Loss of ship

Collision:

- between ships, with a fixed object, with a floating object, with an animal, with an overhead obstruction, with a submerged object, with a wharf

Grounding:

- unintentional, intentional

Onboard incident:

- fall within ship, crushing or pinching, other onboard incident

Other incident:

- person hit by propeller or ship, water skiing incident, parasailing incident, diving incident, close call/near miss, other incident caused by the operation of the ship

COAST REGION RECEIVED 20 DEC 2018 Mail Ctr 230/1007 P58 244 RC

1 'Loss of ship' should only be selected where the ship has disappeared and the location and circumstances of the loss are unknown.

Incident Severity Rating

Fatality, Serious injury, Ship lost, Damage to property only, No damage

Environmental conditions

Weather

Clear, Hazy, Cloudy, Rain, Flood

Visibility

Good, Fair, Poor

Water conditions

Calm, Choppy, Rough, Very rough, Strong current or tidal flow, Swell height

Wind speed

None, Light, Moderate, Strong, Gale, Wind coming from

Ships involved

Number of ships involved Note: if more than two ships were involved attach details on a separate page.

Own ship

Name of ship IN CENTIVE, Official registration number MB 833Q, Length 11.34, Number of passengers on board 1

Other ship

Name of ship, Official registration number, Length, Number of passengers on board

Registration type

- Commercial passenger, Commercial fishing, Commercial non-passenger, Commercial hire and drive, Queensland Regulated ship

Registration type

- Commercial passenger, Commercial fishing, Commercial non-passenger, Commercial hire and drive, Queensland Regulated ship

Additional information for commercial vessels: Commercial vessels must attach master's and engineer's logs and commercial passenger vessels must also attach a copy of the passenger manifest.

Office use only

File number: 230/1007 Caseman number: MSS623817-2018 Received by: S. Walker Received on: 20/12/18

SCANNED TO DMS

Item ID: P58 244 File ID: 230/1007

Ships involved - continued

Own ship

Ship description

- Motorboat PWC Rowing boat
 Sailing boat House boat
 Other (describe)

Engine

- Outboard Inboard (petrol) none
 Inboard/outboard Inboard (diesel)
 Other (describe)

Number of engines Total engine power

Hull material

- Steel Timber Ferro-cement
 Marine alloy Fibreglass/GRP
 Other (describe)

Damage to ship

- Ship lost Moderate damage (damaged but ship remains seaworthy)
 Major damage (ship unseaworthy) Minor damage No damage

Other ship

Ship description

- Motorboat PWC Rowing boat
 Sailing boat House boat
 Other (describe)

Engine

- Outboard Inboard (petrol) none
 Inboard/outboard Inboard (diesel)
 Other (describe)

Number of engines Total engine power

Hull material

- Steel Timber Ferro-cement
 Marine alloy Fibreglass/GRP
 Other (describe)

Damage to ship

- Ship lost Moderate damage (damaged but ship remains seaworthy)
 Major damage (ship unseaworthy) Minor damage No damage

People involved

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender

- Male Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender

- Male Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

 / /
 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

 / /
 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Witnesses

Note: attach name and complete contact details of any witnesses to the incident on a separate page.

Deceased or injured person

Note: if more than two people deceased or injured attach details on a separate page.

Name

Gender

Male Female

Date of birth

 / /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

⁵ A serious injury is defined as one where the injured person was admitted to hospital.

Nature of injury

Name of hospital

Activity of injured or deceased person

- | | |
|--|---|
| <input type="checkbox"/> Person in charge (Master) | <input type="checkbox"/> Surfboard/surf-ski rider |
| <input type="checkbox"/> Person at helm | <input type="checkbox"/> Swimmer |
| <input type="checkbox"/> Crew | <input type="checkbox"/> Para-flier |
| <input type="checkbox"/> Passenger on vessel | <input type="checkbox"/> Diver |
| <input type="checkbox"/> Water-skier | <input type="checkbox"/> Other |

Deceased or injured person

Name

Gender

Male Female

Date of birth

 / /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

Activity of injured or deceased person

- | | |
|--|---|
| <input type="checkbox"/> Person in charge (Master) | <input type="checkbox"/> Surfboard/surf-ski rider |
| <input type="checkbox"/> Person at helm | <input type="checkbox"/> Swimmer |
| <input type="checkbox"/> Crew | <input type="checkbox"/> Para-flier |
| <input type="checkbox"/> Passenger on vessel | <input type="checkbox"/> Diver |
| <input type="checkbox"/> Water-skier | <input type="checkbox"/> Other |

Privacy Statement: The Department of Transport and Main Roads collects information on this form to administer the register of ships under the *Transport Operations (Marine Safety) Act*. This information may be released by the department to people who have an interest that justifies access to the register, including people proposing to buy, sell, lease or insure the ship and, when relevant, litigants in matters about marine incidents, or the insolvency, or external administration, or fraudulent activity of the registered owner, or Family Court matters. Your personal information will not be disclosed to other third parties without your consent unless authorised or required by law.

11.12.18

MARITIME INCIDENT R/NO 23817-2018

ON SATURDAY AFTERNOON WE ANCHORED IN TIGER MULLET. A SAFE DISTANCE FROM ALL BOATS AND AS PER OUR NORMAL ROUTINE WE SET OUR ANCHOR CHAIN ALARM ON. WE WENT TO BED AROUND 930 AND AT ABOUT MIDNIGHT FELT A WIND CHANGE IN DIRECTION. WHILE CHECKING I FENDERED A BOAT FROM MY DECKBOARDS THAT HAD DRIFTED ON TO US.

BECAUSE OF THE WIND CHANGE AND THE CONCERN OF THE OTHER BOAT DRIFTING AROUND I ENDEAVOURED TO MOVE BUT THE ANCHOR WINCH DID NOT WORK. THEREFORE I STAYED IN THE COCKPIT KEEPING A LOOK OUT ON THE OTHER BOAT, BECAUSE IT APPEARED THEY WERE UNAWARE OF THE SITUATION.

AT APPROXIMATELY 2AM THE DRIFTING BOAT GENTLY HIT US ON THE PORT SIDE, WE TRIED TO WAKE THE OCCUPANTS BY YELLING AND FLASHING A TORCH LIGHT ON THE BOAT. FINALLY WHEN HE DID COME OUT IN AN AGGRESSIVE MANNER, WE FENDERED TO THE OFF.

I THEN ~~MANUALLY~~^{DECIDED} FOR SAFETY REASON TO MANUALLY PULL THE ANCHOR CHAIN (35 METRES) AND RETURN TO MY MARINA BERTH.

AT NO STAGE DID THE ANCHOR CHAIN ALARM INDICATION THAT WE DRIFTED

Department of Transport and Main Roads
ABN 39 407 690 291

Document Number: F9393B

Queensland Regulated Ship Registration Renewal Notice

Registration Due Date: 21/12/2018

Registration Number: MB833Q 2

Ship Name:

Customer Reference Number:

IMPORTANT: Registration is **NOT** valid until payment is accepted by the Department of Transport and Main Roads. **Failure to pay by the registration due date will make the ship unregistered and illegal to use.** Payment of an incorrect amount may result in the registration period being varied and could incur a surcharge. Check your registration is current at www.qld.gov.au/tmr/rego or via the QLD Rego Check Mobile App.



038

RECEIVED
11 DEC 2018
Department of Transport and Main Roads
Southport CSC

RECEIVED
11 DEC 2018
Department of Transport and Main Roads
Southport CSC

Fee Breakdown (a reinstatement fee is charged if paid after the registration due date)

| Registration Period | 12 months |
|---|-------------------|
| Recreational Use Fee | 22.15 Dr |
| Ship Registration Fee | 501.90 Dr |
| Total amount payable ON or BEFORE registration due date | \$524.05 |
| Total amount payable AFTER registration due date | \$539.90 |
| Credit Card Payment Reference Number: | 5001 0462 5187 03 |

Payment Options (only one payment of the full amount will be accepted)

12 Months Registration
Billin Code: 48173
Ref: 5001 0462 5187 03
Telephone & Internet Banking – BPAY®
 Contact your bank or financial institution to make this payment from your cheque, savings, debit or transaction account. More info: www.bpay.com.au
 © Registered to BPAY Pty Ltd ABN 69 075 137 518
Other Payment Options
 See over the page for other ways to pay your rego.



Online - credit card only
 Visit www.tmr.qld.gov.au and select 'renew registration'. Use the **Credit Card Payment Reference Number** located above.
 Mastercard and Visa branded cards will incur a credit card surcharge when the credit option is used. For further information go to www.tmr.qld.gov.au/creditcard
Direct Debit Visit www.tmr.qld.gov.au/directdebit
 Direct Debit is available for eligible ships for 12 month registration renewals.
For this registration your enrolment must be completed by 27/11/2018.

Enquiries

For enquiries about your ship's registration including payment, cancellation, changes to personal and ship details and concessions eligibility, visit www.qld.gov.au or a Customer Service Centre, QCAF, Magistrates Court Office or local Police Station that provides ship registration services or contact the department by phoning 13 23 80. Evidence of identity will be required.

*Check with your service provider for call costs. Hours of operation for phone support are 9am-5pm Monday to Friday, excluding public holidays.

5

Item

ITEM DETAILS

| | | | |
|-------------------------|---|-------------------------|------------------------|
| Item ID: | 57938 - SEQS | Item Type: | Document |
| Date Created: | 21/11/2018 | Project ID: | |
| Date Captured: | 21/11/2018 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | MO Notes Calls to re MSQ23817 | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION |
| Container Title: | MSQ23817-2018 - VESSEL MB833Q 'INCENTIVE' COLLIDED WITH ANCHORED VESSEL LO168Q AT TIGER MULLET, JUMPINPIN - 08 JUL 2018 | Container ID: | 230/01007 [1] |

ACTIONS & OWNERSHIP

| | | | |
|---------------------------------|------------------------|----------------------------------|------------------|
| Author: | Richard J Christensen | Corporate Author: | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification: | |
| Business Unit: | Gold Coast Operations | | |
| Action Officer: | Richard J Christensen | Action Required: | Action Completed |
| | | Action Due Date: | 21/11/2018 |
| Home Location: | RECORDS | Last Movement Date: | 21/11/2018 |

SECURITY & ACCESS

| | | | |
|---------------------------------|--------------------------|--|--|
| Security Classification: | UNCLASSIFIED INFORMATION | | |
| Security Access: | Unrestricted | | |

ADDITIONAL INFORMATION

| | | |
|---------------------------------------|--|--|
| Description / Additional Info: | | |
| | | |
| | | |

DOCUMENT CONTENTS

| | | | | | |
|---|------------------|---------------|---|------------------|---------------|
|  | MO Notes Call to | 21 Nov 18.pdf |  | MO Notes Call to | 21 Nov 18.pdf |
|---|------------------|---------------|---|------------------|---------------|

Released under RTI - DTMR

MSQ 23817-2018 Call to

on Not relevant Owner of MB833Q

Wed 1034 21/11/2018

Vessel 11.5m Riviera

Incident Alleged: Tiger Mullet, Jumpin
8 Jun 18 - dragged anchor + collided
with other vessel L0168Q @ 0200

Vessel was operating machinery.

Not relevant explained events, which were
similar to other version provided
in submitted report.

Not relevant will download report form
& complete. He will submit it to
MSQ GC with case referenced.

Await report to conclude investigation

Not relevant

R. J. CHRISTENSEN, CSC
MSQ GC

21/11/2018

File No. 230/01007

DMS No. 57938

MSQ23817-2018 Call to
owner of LO168Q on

Wed 21/11/2018 @ 1021

No answer - left message.
Rang back to MO Christensen 1022
LO168Q was anchored in position
a couple of days before incident

Other vessel came into anchor day
before incident.

Other vessel was not operating machinery
to the awareness of master on
LO168Q during collision.

Other vessel had dragged its
anchor and collided with LO168Q
while it was anchored and shut
down.

Not relevant

R. J. CHRISTENSEN, CSC
MSQ GC

21/11/2018

4

Item

ITEM DETAILS

| | | | |
|-------------------------|---|-------------------------|------------------------|
| Item ID: | 57760 - SEQS | Item Type: | Email |
| Date Created: | 30/10/2018 | Project ID: | |
| Date Captured: | 30/10/2018 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - Marine Incident MSQ23817 - investigation tasking | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION |
| Container Title: | MSQ23817-2018 - VESSEL MB833Q 'INCENTIVE' COLLIDED WITH ANCHORED VESSEL LO168Q AT TIGER MULLET, JUMPINPIN - 08 JUL 2018 | Container ID: | 230/01007 [1] |

ACTIONS & OWNERSHIP

| | | | |
|---------------------------------|-----------------------|----------------------------------|------------|
| Author: | Greg L Turner | Corporate Author: | |
| Author Title / Position: | Area Manager | Complaint Classification: | |
| Business Unit: | Gold Coast Operations | | |
| Action Officer: | | | |
| Home Location: | RECORDS | Last Movement Date: | 30/10/2018 |

SECURITY & ACCESS

| | | | |
|---------------------------------|--------------------------|--|--|
| Security Classification: | UNCLASSIFIED INFORMATION | | |
| Security Access: | Unrestricted | | |

ADDITIONAL INFORMATION

| | | |
|---------------------------------------|--|--|
| Description / Additional Info: | | |
| | | |
| | | |

DOCUMENT CONTENTS

Marine Incident MSQ23817 - investigation tasking

Subject Marine Incident MSQ23817 - investigation tasking
From greg.l.turner@msq.qld.gov.au
To Richard.J.Christensen@msq.qld.gov.au
Cc
Bcc
Sent 30/10/2018 12:08:23 PM
Attached

Hey Rick

I have tasked Marine Incident MSQ23817 to you for investigation. At present the second party involved has not submitted a Marine Incident Report form and as the incident occurred in July we should chase this up with him as the first point of interest. The file number is 230/01007

Kind regards,

Greg Turner

Area Manager | Gold Coast

Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217

PO Box 107 | Southport Qld 4215

P: (07) 5585 1814 | F: (07) 5585 1818

M: Not relevant

E: greg.l.turner@msq.qld.gov.au

W: www.msq.qld.gov.au

3

Our ref 230/01007
Your ref MSQ23817-2018
Enquiries Stephen Knowles

SCANNED TO DMS

Item ID: P57672
File ID: 230/1007
Date: 12/10/18



Queensland Government

Department of Transport and Main Roads

12 October 2018



Marine Incident Report

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Time N Place" with registration number LO168Q which occurred on 08 July 2018.

Maritime Safety Queensland's official marine incident report number is MSQ23817-2018.

You may be asked to quote this number when making enquiries regarding this marine incident. Your insurer may also require you to provide this number if making an incident-related insurance claim.

A Marine Officer will contact you if any further information or action is required.

Yours sincerely

Not relevant

Dana Benson
Business Support Officer – Maritime Operations (Gold Coast Office)

VESSEL

1



Transport and Main Roads

Transport integrated customer access

Display Registration New Business Change Ownership Update Details Correspondence Links About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Registration Hub

ONLI 12/10/2018 DYBENSO P1

Clear Exit

6 H r

Vehicle registration hub

Driver licence hub

Payment

Customer: Not relevant

Address: [Redacted]

Postal: [Redacted]

SIN: AURJH36141K900 Engine: 45871699

Description: 11M RIVIERA MARINE 11.0M FULL CABIN TIME N PLACE FIBREGLASS (GP) ACTIVE

Birth Date: Not relevant

Ind Org

Birth Date: [Redacted]

Ind Org

Display

Registration

| Registration | Current | Future |
|-------------------|----------------|--------|
| CURRENT | Current | |
| Plate | LO168Q 5 | |
| Category | REC SPEED BOAT | |
| Pay Mode | STANDARD | |
| Pay Term (months) | 12 | |
| Purpose of Use | PRIVATE | |

Period of Registration

| | Current | Future |
|------------|--------------|--------|
| Effective | 07/02/2018 | |
| Expiry | 06/02/2019 | |
| Status | CURRENT | |
| Concession | Not relevant | |

Ship Storage

Method: MOORED IN MARINA BERTH

Place: AT CLUB MARINE OR PREMISE

Postcode: 4209

SCANNED TO DMS

Item ID: P571670

File ID: 9350/1007

Date: 12/10/18

Released under RTI

MSQ 2357-2016

2

VESSEL ①



Transport and Main Roads

Transport integrated customer access

Display Recreational Ship Marine Engine Links About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship

Hub

SIN Plate **LO168Q 5**

Make and Model 11M RIVIERA MARINE 11.0M FULL CABIN TIME N PLACE FIBREGLASS (GP) ACTIVE

ONLI
12/10/2018
DYBENSO P1

Name

Primary Colour

Secondary Colour

Compliance Type

Compliance Year

Previous Plate

Previous State

Dimensions

Length (m)

Beam (m)

Draught (m)

Height (m)

- Planing hull
- Capable of speed greater than 10 knots
- Normally carries sails

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Marine Engines

| | Engine Number | Make | Model | Engine Type |
|-----------|---------------|---------|---------------|----------------|
| Primary | 45871699 | CUMMINS | 315HP/234.9KW | MARINE INBOARD |
| Secondary | 45885811 | CUMMINS | 315HP/234.9KW | MARINE INBOARD |

[Edit existing recreational ship](#)

OWNER/MASTER



Transport and Main Roads

Transport integrated customer access

Display Driver Licence Smartcard Additional Requirements Authority Compare Facial Image... Datacard Links About

TCA000111I: DISPLAY SUCCESSFUL

Driver Licence Hub

Customer

Address

Postal

Ind Org Birth Date

ACTIVE

Display

ONLI
12/10/2018
DYBENSO P1

Clear

Exit

Status CURRENT

Licence Number Current Type Effective Date Expiry Date

Datacard Future Type Effective Date Expiry Date

Driver Licence Classes

| Class | Type |
|-------|------|
| N/R | |
| | |
| | |

Marine Licences

| Class | Status |
|-------|---------|
| N/R | CURRENT |
| | CURRENT |
| | |

Conditions

| Code | Description |
|------|-------------|
| | |
| | |
| | |

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Renew driver licence](#)

[Issue driver licence](#)

[Transfer driver licence](#)

[Upgrade driver licence](#)

Sanctions

| Type | Effective Date | Expiry Date |
|------|----------------|-------------|
| | | |
| | | |
| | | |

Exemptions

| Type | Effective Date | Expiry Date |
|------|----------------|-------------|
| | | |
| | | |
| | | |

MASTER OWNER



Transport and Main Roads

Transport integrated customer access

Display Individual Smartcard Products Additional Requirements Online Account Management Links About

TCA0001111: DISPLAY SUCCESSFUL

Individual Customer

Hub

Customer

Ind
 Org

Birth Date

Address

Postal

ACTIVE

Display

ONLI
12/10/2018
DYBENSO P1

Clear
Exit

Y Di

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country

Deceased Date

Notified Date

Contact Details

Phone

Qualifications

| Type | Reference | Effective |
|--------------|-----------|-----------|
| Not relevant | | |
| | | |
| | | |

[Add new individual](#)

[Update address](#)

[Update individual details](#)

[eContact details](#)

VESSEL

2



Transport and Main Roads

Transport integrated customer access

Display Registration New Business Change Ownership Update Details Correspondence Links About

TCA0001111: DISPLAY SUCCESSFUL

Recreational Ship Registration Hub

ONLI
12/10/2018
DYBENSO P1

Clear
Exit

1
H
r

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

| | | | | |
|-------------|---|--------------------------------------|------------|--|
| Customer | Not relevant | <input checked="" type="radio"/> Ind | Birth Date | Not relevant |
| Address | Not relevant | <input type="radio"/> Org | | ACTIVE |
| Postal | | <input checked="" type="radio"/> Ind | Birth Date | |
| SIN | AUWWA0B3102EB8 | <input type="radio"/> Org | | |
| Engine | 842238 | | | |
| Description | 11.5M RIVIERA CRAFT RIVIERA FULL CABIN FIBREGLASS (GPR) | | | ACTIVE |
| | | | | <input type="button" value="Display"/> |

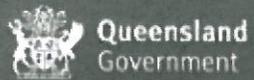
| Registration | | Period of Registration | |
|-------------------|----------------|------------------------|------------|
| | Current | Current | Future |
| CURRENT | Current | Effective | 22/12/2017 |
| Plate | MB833Q 2 | Expiry | 21/12/2018 |
| Category | REC SPEED BOAT | Status | CURRENT |
| Pay Mode | STANDARD | Concession | |
| Pay Term (months) | 12 | | |
| Purpose of Use | PRIVATE | | |

| Ship Storage | |
|--------------|---------------------------|
| Method | MOORED IN MARINA BERTH |
| Place | COM MARINA / STORAGE AREA |
| Postcode | 4160 |

[New business](#) [Transfer registration](#)
[Cancel registration](#)

Released under RTI

VESSELS 2



Home Help
Transport and Main Roads

Transport integrated customer access

Display Recreational Ship Marine Engine Links About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship

Hub

SIN Plate

Make and Model ACTIVE

ONLY
12/10/2018
DYBENSO P1

Name

Primary Colour

Secondary Colour

Compliance Type

Compliance Year

Previous Plate

Previous State

- Planing hull
- Capable of speed greater than 10 knots
- Normally carries sails

Dimensions

| | |
|-------------|-------|
| Length (m) | 11.50 |
| Beam (m) | 4.10 |
| Draught (m) | .90 |
| Height (m) | 5.00 |

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Marine Engines

| | Engine Number | Make | Model | Engine Type |
|-----------|---------------|-------|---------------|----------------|
| Primary | 842238 | VOLVO | 314HP/234.1KW | MARINE INBOARD |
| Secondary | 842149 | VOLVO | 314HP/234.1KW | MARINE INBOARD |

[Edit existing recreational ship](#)

OWNER



Transport and Main Roads

Transport integrated customer access

Display Driver Licence Smartcard Additional Requirements Authority Compare Facial Image... Datacard Links About

TCA000111I: DISPLAY SUCCESSFUL

Driver Licence Hub

Customer

Address

Postal

Ind Org Birth Date

ACTIVE

ONLI
12/10/2018
DYBENSO P1

Status

Licence Number Current Type Effective Date Expiry Date

Datacard Future Type Effective Date Expiry Date

Driver Licence Classes

| Class | Type |
|-------|------|
| N/R | |
| | |
| | |

Marine Licences

| Class | Status |
|-------|---------|
| N/R | CURRENT |
| | |
| | |

Conditions

| Code | Description |
|--------------|-------------|
| Not relevant | |
| | |
| | |

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Renew driver licence](#)

[Issue driver licence](#)

[Transfer driver licence](#)

[Upgrade driver licence](#)

Sanctions

| Type | Effective Date | Expiry Date |
|------|----------------|-------------|
| | | |
| | | |
| | | |

Exemptions

| Type | Effective Date | Expiry Date |
|------|----------------|-------------|
| | | |
| | | |
| | | |

OWN



Transport and Main Roads

Transport integrated customer access

Display Individual Smartcard Products Additional Requirements Online Account Management Links About

TCA000111I: DISPLAY SUCCESSFUL

Individual Customer

Hub

Customer

Address

Postal

Ind Org Birth Date

ACTIVE

ONLI
12/10/2018
DYBENSO P1

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country

Deceased Date

Notified Date

Contact Details

Phone

Qualifications

| Type | Reference | Effective |
|------|-----------|-----------|
| | | |
| | | |
| | | |
| | | |

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Add new individual](#) [Update address](#)
[Update individual details](#) [eContact details](#)



This is the approved form to report a marine incident in Queensland. A ship's master must report a marine incident to a shipping inspector within 48 hours of the incident taking place...

Incident description

Position of incident

Date: 8/7/18, Time: 2:00 am, Body of water/Landmark: TIGER MOUNTAIN JUMPING

Gold Coast Region RECEIVED stamp with date 12 OCT 2018 and handwritten notes including 'DMS: P5766' and 'Action Officer/s: SA'.

Location: Inland waters (non-tidal) [], Smooth waters [X], Partially smooth waters [], Offshore []

Type of incident

Collision: [X] between ships, [] with a fixed object... Grounding: [] unintentional, [] intentional... Other incident: [] person hit by propeller or ship...

Incident Severity Rating

Fatality [], Serious injury [], Ship lost [], Damage to property only [], Ship damaged [X], No damage []

Environmental conditions

Weather: [X] Cloudy, [] Rain, [] Flood... Visibility: [] Good, [] Fair, [X] Poor... Wind speed: [X] Moderate (7-15kts), Wind coming from SW

Ships involved

Number of ships involved: 2. Note: if more than two ships were involved attach details on a separate page.

Own ship details: Name of ship, Official registration number L0168Q, Length 12m, Beam 3.5m, Year built 2000, 2 passengers on board.

Other ship details: Name of ship INCENTIVE, Official registration number MB833Q, Length, Beam, Year built, 2 passengers on board.

Registration type: [X] Queensland Regulated ship

Registration type: [X] Queensland Regulated ship

Additional information for commercial vessels: Commercial vessels must attach master's and engineer's logs and commercial passenger vessels must also attach a copy of the passenger manifest.

Office use only: File number: 230/1007, Casenumber: MSQ23517-2018, Received by: DIBENSON, Received on: 12/10/18

Ships involved - continued

Own ship

Ship description

- Motorboat PWC Rowing boat
 Sailing boat House boat
 Other (describe)

Engine

- Outboard Inboard (petrol) none
 Inboard/outboard Inboard (diesel)
 Other (describe)

Number of engines Total engine power

Hull material

- Steel Timber Ferro-cement
 Marine alloy Fibreglass/GRP
 Other (describe)

Damage to ship

- Ship lost Moderate damage (damaged but ship remains seaworthy)
 Major damage (ship unseaworthy) Minor damage No damage

Other ship

Ship description

- Motorboat PWC Rowing boat
 Sailing boat House boat
 Other (describe)

Engine

- Outboard Inboard (petrol) none
 Inboard/outboard Inboard (diesel)
 Other (describe)

Number of engines Total engine power

Hull material

- Steel Timber Ferro-cement
 Marine alloy Fibreglass/GRP
 Other (describe)

Damage to ship

- Ship lost Moderate damage (damaged but ship remains seaworthy)
 Major damage (ship unseaworthy) Minor damage No damage

People involved

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender Male Female Date of birth

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date Expiry date (if applicable)

Telephone (business hours) Telephone (after hours)

Address

Email address

Other ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender Male Female Date of birth

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date Expiry date (if applicable)

Telephone (business hours) Telephone (after hours)

Address

Email address

Report details

A full description (including a diagram or chart extract) of the incident and events leading up to the incident are to be detailed in the space provided below (if insufficient space, please use separate pages, each extra page that is used is to be signed).

EW
↑

Owner's/Master's report THE BOAT IN QUESTION HAS DRAGGED ANCHOR AND SCAPED ALONG SIDE (STARBOARD) HE/SHE WOKE ME & SAID THERE'S WINDIT WOULDN'T WORK. THEY CONTINUED SCAPING ALONG SIDE & BACK PAST THE TRAN SON THEN WITH THE ANKHOR CHAIN UNDED MY BOAT STARTED TO SPEAR INTO THE FOOT SIDE. I HAD TO BRACE MYSELF AND PUSH THE BOWSPRIT AWAY BEFORE IT RAMMED. AS HE FINALLY DRIFTED AWAY HE MANUALLY PULLED HIS ANKHOR AND TOOK OFF. AT THE TIME OF THE INCIDENT I DIDN'T & HE DIDN'T GIVE ME ANY DETAILS, BUT I THOUGHT THE REGO NO WAS MB336Q. I REPORTED TO H2O POLICE BUT COULDN'T FILL IN A REPORT BECAUSE INCORRECT REGO. INDEPENDENT WITNESS:

Not relevant

Assistance rendered/received at incident NIL

Name, status and phone number of person who assisted in completion of form (if applicable)

Signature (Owner/Master)

Not relevant

Date 7 / 10 / 18

Owner/Master name (please print)

MSID RTI Case Report



Case - MSC612 - Case Finalised - Closed AM - COLLISION
BETWEEN VESSELS

| | |
|---------------------|---|
| Case Reference | MSC612-2018 |
| DMS Container | 230/01007 |
| Subject of Case | COLLISION BETWEEN VESSELS |
| Operation Name | |
| TOMSA | Yes |
| TOMPA | No |
| National | No |
| Category | 3 |
| Status | Case Finalised - Closed AM |
| Region (Lead) | Brisbane - GC |
| Investigator (Lead) | CHRISTENSEN, Richard J |
| Summary of Facts | <ul style="list-style-type: none"> • This is an assessment of the reported collision between the 11.5m Riviera Incentive MB833Q and 11m Riviera Time N Place LO168Q while anchored in Tiger Mullet Channel, Gold Coast Qld 8/7/2018. • The two vessels involved were appropriately registered at the time. • Not relevant Master and owner of MB833Q was DOB: N/R of N/R Contact number Not relevant and DOB: N/R was appropriately licenced at the time of incident with a Qld RMDL # N/R • Master and owner of LO168Q was DOB: N/R of Contact number Not relevant and was DOB: N/R appropriately licenced at the time of incident with QLD RMDL # N/R • A Marine Incident Report was received from both owners of vessels related to the incident. • Incident • On Sunday 8/7/2018 near midnight, both vessels were anchored in Tiger Mullet Channel on the Gold Coast. Both vessels were shut down and not operating machinery. • There were persons on each vessel who were reported to be asleep when the boats initially came into contact. • The general weather conditions were fair and winds were from the West then WNW before changing to the SE. • Both Marine incident Reports provided blame the other vessel for drifting into each other. • Both vessels did come into contact and minor damage was only reported on LO168Q. • There is insufficient information or evidence to demonstrate which of the two vessels did cause the incident as they were both initially clear of each other. No evidence proves either vessel dragged anchor. • The main point of change was the noted wind change, which then caused vessels to move in different directions. • The tide turned to flood after 10:25pm, and the influence of the tide movement with a SE wind change is assessed to have changed the lay of some of the boats on the anchors. • The fact the vessels involved tangled their anchor chains is an outcome of anchoring in close proximity to other vessels. There was also no evidence on how close each vessel actually was to the other. • On trying to untangle the vessels anchor chains, there was an impact between the vessels causing minor damage. Eventually, MB833Q was able to raise the anchor chain and get underway. • MB833Q left the area and LO186Q remained at anchor. • Through the lacking of any sufficient evidence, it is undetermined which vessel was directly responsible for the collision. • No information was reported that alcohol or drugs were involved. • No persons were reported or known to be injured as a result of the incident. • It is considered that there has been no offences committed and there should be no further action taken by MSQ on the matter. • Summary • Responsible person for the cause of the collision is undetermined. • Conclusion • A letter of no further action to be sent to both owners informing No Further Action is to be taken from MSQ. • The incident be closed of locally and passed to MSQ Compliance for review. • No other further action be taken by MSQ GC on the matter. |
| MSQ Attended | No |
| MSQ Officer/s | |

| | |
|------------------------------|--|
| MSQ Contact No. | |
| QPS Attended | No |
| QPS Officer/s | |
| QPS Contact No. | |
| QAS Attended | No |
| QAS Officer/s | |
| QAS Contact No. | |
| QBFP Attended | No |
| QBFP Officer/s | |
| QBFP Contact No. | |
| Other Agencies | No |
| Other Agency Officers | |
| Other Agency Contact/s | |
| Case Assigned | 12/10/2018 |
| Case Accepted | 13/11/2018 |
| Expected Days to Complete | 182 |
| Completion Due Date | 12/04/2019 |
| Case Complete | 17/04/2019 |
| Case Checked (AM) | 7/05/2019 |
| Case Closed - Prosecution | |
| Case Closed - Admin Action | |
| Case Closed - AMSA | |
| Case Closed - Coroner | |
| Case Closed (CU) | |
| Case Closed - Finalised (AM) | 7/05/2019 |
| Case Closed - Finalised (CU) | |
| Review Action Required | No |
| Review Action Completed | No |
| Findings | <p>• This is an assessment of the reported collision between the 11.5m Riviera Incentive MB833Q and 11m Riviera Time N Place LO168Q while anchored in Tiger Mullet Channel, Gold Coast Qld 8/7/2018. • The two vessels involved were appropriately registered at the time. • Master and owner of MB833Q was [Not relevant] DOB N/R of N/R [Not relevant] and [Not relevant] was appropriately licenced at the time of incident with a Qld RMDL [Not relevant] • Master and owner of LO168Q was [Not relevant] of [Not relevant] Contact number [Not relevant] and was [Not relevant] I appropriately licenced at the time of incident with QLD RMDL [Not relevant] A Marine Incident Report was received from both owners of vessels related to the incident. Incident• On Sunday 8/7/2018 near midnight, both vessels were anchored in Tiger Mullet Channel on the Gold Coast. Both vessels were shut down and not operating machinery. • There were persons on each vessel who were reported to be asleep when the boats initially came into contact. • The general weather conditions were fair and winds were from the West then WNW before changing to the SE. • Both Marine incident Reports provided blame the other vessel for drifting into each other. • Both vessels did come into contact and minor damage was only reported on LO168Q. • There is insufficient information or evidence to demonstrate which of the two vessels did cause the incident as they were both initially clear of each other. No evidence proves either vessel dragged anchor. • The main point of change was the noted wind change, which then caused vessels to move in different directions. • The tide turned to flood after 10:25pm, and the influence of the tide movement with a SE wind change is assessed to have changed the lay of some of the boats on the anchors. • The fact the vessels involved tangled their anchor chains is an outcome of anchoring in close proximity to other vessels. There was also no evidence on how close each vessel actually was to the other. • On trying to untangle the vessels</p> |

| | |
|----------------------------|--|
| | <p>anchor chains, there was an impact between the vessels causing minor damage. Eventually, MB833Q was able to raise the anchor chain and get underway. • MB833Q left the area and LO186Q remained at anchor. • Through the lacking of any sufficient evidence, it is undetermined which vessel was directly responsible for the collision. • No information was reported that alcohol or drugs were involved. • No persons were reported or known to be injured as a result of the incident. • It is considered that there has been no offences committed and there should be no further action taken by MSQ on the matter. Summary• Responsible person for the cause of the collision is undetermined.</p> |
| Conclusion | <p>Conclusion</p> <ul style="list-style-type: none"> • A letter of no further action to be sent to both owners informing No Further Action is to be taken from MSQ. • The incident be closed of locally and passed to MSQ Compliance for review. • No other further action be taken by MSQ GC on the matter. |
| Finalised - NFA | Yes |
| Finalised - Education | Yes |
| Finalised - Formal Warning | No |
| Finalised - Infringement | No |
| Finalised - Prosecution | No |
| Finalised - Administrative | No |
| Total Hour of Effort | 4.34 |
| Notes | |
| Refer for CU Action | No |



| Role | Involved Ship |
|---------------------------------|---------------------------|
| Ship Unit | 01 |
| Ship Damage/Loss | Minor Damage |
| Ship Registration Type | Recreational |
| Details | |
| Notes | |
| Ship Type | Motor Boat |
| Ship Name | TIME N PLACE |
| Ship Registration | LO168Q |
| Former Names | |
| Previous Registration | |
| Make/Model | RIVIERA MARINE FULL CABIN |
| Length (m) | 11 |
| Beam (m) | 3.5 |
| Year Built | 2000 |
| Hull Material | Fibreglass/GRP |
| Primary Colour | White |
| Power Description | CUMMINS |
| Number of Engines | 2 |
| Engine Type | Inboard Diesel |
| Total Kilowatt Power | 469.8 |
| Total Horse Power | 630 |
| Identification Number (HIN/SIN) | AURJH36141K900 |
| Notes | TICA Check |



| Role | Involved Ship |
|------------------------|---------------|
| Ship Unit | 02 |
| Ship Damage/Loss | |
| Ship Registration Type | Recreational |
| Details | |
| Notes | |

| | |
|---------------------------------|--------------------|
| Ship Type | Motor Boat |
| Ship Name | INCENTIVE |
| Ship Registration | MB833Q |
| Former Names | |
| Previous Registration | ACK588N (NSW) |
| Make/Model | RIVIERA FULL CABIN |
| Length (m) | 11.5 |
| Beam (m) | 4.1 |
| Year Built | 1983 |
| Hull Material | Fibreglass/GRP |
| Primary Colour | Beige |
| Power Description | VOLVO |
| Number of Engines | 2 |
| Engine Type | Inboard Diesel |
| Total Kilowatt Power | 468.2 |
| Total Horse Power | 628 |
| Identification Number (HIN/SIN) | AUWWAOB3102EB8 |
| Notes | TICA Check |



| | |
|------------------------|----------------|
| Role | Owner / Master |
| Ship Unit | 01 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | Not relevant |
| Family Name | |
| First Name | |
| Middle Names | |
| Gender | Male |
| Date of Birth | Not relevant |
| Place of Birth | Not relevant |
| Nationality | |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |
| Full Name | |
| Email | Not relevant |
| Business Phone | |
| Mobile Phone | Not relevant |
| Other Phone | |
| Home Phone | |
| Notes | TICA Check |



| | |
|------------------------|----------------|
| Role | Owner / Master |
| Ship Unit | 02 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | Not relevant |
| Family Name | |
| First Name | |
| Middle Names | |
| Gender | Male |
| Date of Birth | Not relevant |
| Place of Birth | |
| Nationality | |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |

| | |
|----------------|--------------|
| Full Name | |
| Email | Not relevant |
| Business Phone | |
| Mobile Phone | Not relevant |
| Other Phone | |
| Home Phone | |
| Notes | TICA Check |



| | |
|----------------------------------|----------------------------------|
| Notes | |
| Type | Data Entry |
| Task Title | |
| Status | Task Complete |
| Task / Entry Date | 12/10/2018 |
| Task / Entry Time | 15:05 |
| Assigned / Recorder | BENSON, Dana Y |
| Region | Brisbane - GC |
| Hours of Effort | 1.5 |
| Due Date | |
| Days to Due Date | |
| Status Indices | 1 |
| Task Description (Running Sheet) | Initial entry of Marine Incident |
| Completed Date | |
| Notes | |



| | |
|----------------------------------|---|
| Notes | |
| Type | Enquiry |
| Task Title | Phone conversation |
| Status | Task Complete |
| Task / Entry Date | 30/10/2018 |
| Task / Entry Time | 11:34 |
| Assigned / Recorder | KNOWLES, Stephen G |
| Region | Brisbane - GC |
| Hours of Effort | 0.25 |
| Due Date | |
| Days to Due Date | |
| Status Indices | 1 |
| Task Description (Running Sheet) | <p>Call from [redacted] enquiring about incident. He questioned whether or not we had contacted owner of the other vessel and advised we had not. He explained that he had recorded the vessel registration incorrectly on the night but 1 month later had located the vessel and had a conversation with the skipper who had become abusive and blamed the other vessel. He did not deny involvement but did not make any admissions. Advised [redacted] that incidents were categorised and investigated in accordance with seriousness and given the minor nature of this incident it was unlikely it would receive much attention once a report was lodged by the other vessel. He was advised to contact his insurer about the matter.</p> |
| Completed Date | 30/10/2018 |
| Notes | |



| | |
|---------------------|------------------------|
| Notes | |
| Type | Enquiry |
| Task Title | Call to |
| Status | Task Complete |
| Task / Entry Date | 21/11/2018 |
| Task / Entry Time | 10:22 |
| Assigned / Recorder | CHRISTENSEN, Richard J |

| | |
|----------------------------------|--|
| Region | Brisbane - GC |
| Hours of Effort | 0.17 |
| Due Date | 21/11/2018 |
| Days to Due Date | 213 |
| Status Indices | 1 |
| Task Description (Running Sheet) | Contact to master of LO168Q re incident and events |
| Completed Date | 21/11/2018 |
| Notes | |



| | |
|----------------------------------|---|
| Notes | |
| Type | Enquiry |
| Task Title | Call to |
| Status | Task Complete |
| Task / Entry Date | 21/11/2018 |
| Task / Entry Time | 08:34 |
| Assigned / Recorder | CHRISTENSEN, Richard J |
| Region | Brisbane - GC |
| Hours of Effort | 0.25 |
| Due Date | 21/11/2018 |
| Days to Due Date | 213 |
| Status Indices | 1 |
| Task Description (Running Sheet) | Contacted re Marine Incident 8 Jul 18 and requested submission of MSQ Marine Incident form. He agreed and was to complete and submit form to MSQ GC office. |
| Completed Date | 21/11/2018 |
| Notes | |



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| Notes | |
| Type | Report Preparation |
| Task Title | MSQ23817-2018 Collision between MB833Q and LO168Q Tiger Mullet Channel 8 July 2018 – MO Assessment |
| Status | Task Complete |
| Task / Entry Date | 12/04/2019 |
| Task / Entry Time | 09:00 |
| Assigned / Recorder | CHRISTENSEN, Richard J |
| Region | Brisbane - GC |
| Hours of Effort | 1.5 |
| Due Date | 12/04/2019 |
| Days to Due Date | 71 |
| Status Indices | 1 |
| Task Description (Running Sheet) | MSQ23817-2018 Collision between MB833Q and LO168Q Tiger Mullet Channel 8 July 2018 – MO Assessment |
| Completed Date | 12/04/2019 |
| Notes | |



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| Notes | |
| Type | Other |
| Task Title | Write letters to |
| Status | Task Complete |
| Task / Entry Date | 15/04/2019 |
| Task / Entry Time | 10:00 |
| Assigned / Recorder | CHRISTENSEN, Richard J |
| Region | Brisbane - GC |
| Hours of Effort | 0.67 |
| Due Date | 15/04/2019 |
| Days to Due Date | 68 |
| Status Indices | 1 |
| Task Description (Running Sheet) | Write letters to regard to marine incident of no further action by MSQ in |
| Completed Date | 15/04/2019 |
| Notes | |



| Type | Case Outcome |
|---------------------|---|
| Details | |
| Notes | <ul style="list-style-type: none"> • This is an assessment of the reported collision between the 11.5m Riviera Incentive MB833Q and 11m Riviera Time N Place LO168Q while anchored in Tiger Mullet Channel, Gold Coast Qld 8/7/2018. • The two vessels involved were appropriately registered at the time. • Master and owner of MB833Q was Not relevant DOB: Not relevant Contact number Not relevant an N/R as appropriately licenced at the time of incident with a Qld RMDL N/R • Master and owner of LO168Q was N/R of Not relevant and was Neil appropriately licenced at the time of incident with QLD RMDL Not relevant OB: Not relevant Contact number Not relevant • A Marine Incident Report was received from both owners of vessels related to the incident. <p>Incident</p> <ul style="list-style-type: none"> • On Sunday 8/7/2018 near midnight, both vessels were anchored in Tiger Mullet Channel on the Gold Coast. Both vessels were shut down and not operating machinery. • There were persons on each vessel who were reported to be asleep when the boats initially came into contact. • The general weather conditions were fair and winds were from the West then WNW before changing to the SE. • Both Marine incident Reports provided blame the other vessel for drifting into each other. • Both vessels did come into contact and minor damage was only reported on LO168Q. • There is insufficient information or evidence to demonstrate which of the two vessels did cause the incident as they were both initially clear of each other. No evidence proves either vessel dragged anchor. • The main point of change was the noted wind change, which then caused vessels to move in different directions. • The tide turned to flood after 10:25pm, and the influence of the tide movement with a SE wind change is assessed to have changed the lay of some of the boats on the anchors. • The fact the vessels involved tangled their anchor chains is an outcome of anchoring in close proximity to other vessels. There was also no evidence on how close each vessel actually was to the other. • On trying to untangle the vessels anchor chains, there was an impact between the vessels causing minor damage. Eventually, MB833Q was able to raise the anchor chain and get underway. • MB833Q left the area and LO186Q remained at anchor. • Through the lacking of any sufficient evidence, it is undetermined which vessel was directly responsible for the collision. • No information was reported that alcohol or drugs were involved. • No persons were reported or known to be injured as a result of the incident. • It is considered that there has been no offences committed and there should be no further action taken by MSQ on the matter. <p>Summary</p> <ul style="list-style-type: none"> • Responsible person for the cause of the collision is undetermined. <p>Conclusion</p> <ul style="list-style-type: none"> • A letter of no further action to be sent to both owners informing No Further Action is to be taken from MSQ. • The incident be closed of locally and passed to MSQ Compliance for review. • No other further action be taken by MSQ GC on the matter. |
| Marine Incident No. | MSQ23817-2018 |
| Incident Type | Marine Incident |
| Date | 8/07/2018 |
| Time | 02:00:00:ttt |
| Caseman ID | |

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|---|---|
| Incident Report Details | VESSEL MB833Q 'INCENTIVE' COLLIDED WITH ANCHORED VESSEL LO168Q - 2AM 080718 |
| Water Type | Smooth |
| Coordinates | |
| Latitude | -27.7658 |
| Longitude | 153.4156 |
| Location Name | MA03 - Tiger Mullet, Jumpinpin |
| Region | Brisbane - GC |
| Weather Conditions | Cloudy |
| Visibility Conditions | Poor |
| Water Conditions | Choppy |
| Swell Height (m) | |
| Wind Speed | Moderate (7 - 15 kts) |
| Wind Direction | South West |
| Type of Marine Incident | Collision between ships |
| Incident Consequence | Minor damage to a ship |
| Public Interest | Public interest unlikely |
| Highest Ship Class | Recreational |
| Compliance Weighting | 0 |
| Weighting Reason | |
| Original Rating Score | 9 |
| Final Rating Score | 9 |
| Category | 3 |
| Fatalities (No.) | 0 |
| Injuries - Serious (No.) | 0 |
| Injuries - Minor (No.) | 0 |
| Minor Damage (Ships) | 1 |
| Moderate Damage (Ships) | 0 |
| Major Damage (Ships) | 0 |
| Lost Ships | 0 |
| Pollution Category | |
| Pollution Source | |
| Pollutant | |
| Pollution - Extent (Length) | |
| Pollution - Extent (Width) | |
| Pollution - Extent (Area) | |
| Pollution - Extent (Volume) | |
| Pollution - Discharge Been Stopped? | No |
| Pollution - Photos Taken | No |
| Pollution - Video Taken | No |
| Pollution - Samples Taken | No |
| Pollutions - Samples Taken By | |
| Pollution - Statutory Authority | MSQ |
| Pollution - Combat Authority | MSQ |
| Pollution - Response Brief | |
| Notes | 230/01007 |
| (H-N1) Failure to comply with ColRegs | No |
| (H-N2) Insufficient voyage planning | No |
| (H-N3) Excessive Speed | No |
| (H-N4) Navigation Error - Other | No |
| (H-P5) Inadequate training | No |
| (H-P6) Inappropriate instructions to crew | No |
| (H-P7) Communications Failure | No |
| (H-P8) SMS Failure | No |
| (H-O9) Inattention | Yes |

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| (H-O10) Inexperience/lack of knowledge | No |
| (H-O11) Bridge Watch keeping failure | No |
| (H-O12) Insufficient crew numbers | No |
| (H-O13) Mooring Failure | No |
| (H-O14) Insufficient maintenance | No |
| (H-O15) Overloading | No |
| (H-O16) Operational error - other | No |
| (M-V1) Bridge or Navigation Failure | No |
| (M-V2) Electrical system failure | No |
| (M-V4) Propulsion system failure | No |
| (M-V5) Hull Breach | No |
| (M-V6) Equipment failure - other | No |
| (M-V7) Fuel or gas leak | No |
| (M-DC8) Inadequate stability - shifting cargo | No |
| (M-D9) Inappropriate hull/equipment - Construction | No |
| (M-DC10) Inappropriate hull/equipment - design | No |
| (M-DC11) Vessel construction failure - other | No |
| (M-SS12) Shore structure design | No |
| (M-SS13) Shore structure maintenance | No |
| (M-SS14) Gangway/Boarding Ladders | No |
| (E-H15) Floating or Submerged object | No |
| (E-H17) Hazardous waters - uncharted hazards | No |
| (E-H16) Wash of passing vessel | No |
| (E-H18) Hazard - other | No |
| (CF1) Insufficient safety equipment | No |
| (CF2) Tidal conditions | Yes |
| (CF3) Bar conditions | No |
| (CF4) Hazardous season (cyclones etc) | No |
| (CF5) Hazardous waters - obstructions | No |
| (CF6) Poor Visability | No |
| (CF7) Sea state | No |
| (CF8) Wind | No |
| (CF9) Heavy traffic area | No |
| (CF10) Medical condition | No |
| (CF-11) Alcohol / Drugs | No |
| (CF12) Fatigue | No |
| (CF13) Failure to wear lifejackets | No |
| (CF14) Failure to wear engine kill lanyard | No |
| MR-T Value | 7 |
| MR-C Value | 2 |

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| MR-PI Value | 0 |
| Days Since (Incident) | 348.5 |



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| Role | Subject Of |
| Details | |
| Notes | |
| Document Type | Marine Incident Report |
| Document Title | MSQ23817-2018 MIR LO168Q |
| DMS Item No. | P57668 |
| Other Reference | 230/01007 |
| Publish Date | 7/10/2018 |
| Details | |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | |
| Source Reliability | B - Usually Reliable |
| Information Truth | 2 - Probably True |
| Notes | |



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| Role | Outcome of |
| Details | Call t 21 Nov 18 |
| Notes | |
| Document Type | Other |
| Document Title | MO Notes Call to |
| DMS Item No. | 57938 |
| Other Reference | 230/01007 |
| Publish Date | 21/11/2018 |
| Details | Contact discussion with re Marine Incident 8 Jul 18 |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | Discussion notes on marine Incident |
| Source Reliability | A - Reliable Source |
| Information Truth | 1 - Confirmed |
| Notes | MO Notes taken by hand during telephone call |



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| Role | Outcome of |
| Details | MO Notes call to Phillip HALDEN |
| Notes | |
| Document Type | Other |
| Document Title | MO NOtes Call to |
| DMS Item No. | 57938 |
| Other Reference | 230/01007 |
| Publish Date | 21/11/2018 |
| Details | MO Notes of conversation with during telephone call |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | MO Notes taken during telephone call 21 Nov 18 |
| Source Reliability | A - Reliable Source |
| Information Truth | 1 - Confirmed |
| Notes | MO Notes taken during telephone call |



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| Role | Outcome of |
| Details | MSQ23817-2018 Collision between MB833Q and LO168Q Tiger Mullet Channel 8 July 2018 – MO Assessment |
| Notes | |
| Document Type | Other |

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| Document Title | MSQ23817-2018 Collision between MB833Q and LO168Q Tiger Mullet Channel 8 July 2018 – MO Assessment |
| DMS Item No. | P59562 |
| Other Reference | 230/01007 |
| Publish Date | 12/04/2019 |
| Details | MSQ23817-2018 Collision between MB833Q and LO168Q Tiger Mullet Channel 8 July 2018 – MO Assessment |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | <ul style="list-style-type: none"> • This is an assessment of the reported collision between the 11.5m Riviera Incentive MB833Q and 11m Riviera Time N Place LO168Q while anchored in Tiger Mullet Channel, Gold Coast Qld 8/7/2018. • The two vessels involved were appropriately registered at the time. • Master and owner of MB833Q was [redacted] DOB [redacted] of [redacted] Contact number [redacted] and [redacted] was appropriately licenced at the time of incident with a Qld RMDL [redacted] • Master and owner of LO168Q was [redacted] DOB: [redacted] of 12 Bluewren Court Currumbin Qld 4223. Contact number [redacted] and was Neil [redacted] appropriately licenced at the time of incident with QLD RMDL [redacted] • A Marine Incident Report was received from both owners of vessels related to the incident. <p>Incident</p> <ul style="list-style-type: none"> • On Sunday 8/7/2018 near midnight, both vessels were anchored in Tiger Mullet Channel on the Gold Coast. Both vessels were shut down and not operating machinery. • There were persons on each vessel who were reported to be asleep when the boats initially came into contact. • The general weather conditions were fair and winds were from the West then WNW before changing to the SE. • Both Marine incident Reports provided blame the other vessel for drifting into each other. • Both vessels did come into contact and minor damage was only reported on LO168Q. • There is insufficient information or evidence to demonstrate which of the two vessels did cause the incident as they were both initially clear of each other. No evidence proves either vessel dragged anchor. • The main point of change was the noted wind change, which then caused vessels to move in different directions. • The tide turned to flood after 10:25pm, and the influence of the tide movement with a SE wind change is assessed to have changed the lay of some of the boats on the anchors. • The fact the vessels involved tangled their anchor chains is an outcome of anchoring in close proximity to other vessels. There was also no evidence on how close each vessel actually was to the other. • On trying to untangle the vessels anchor chains, there was an impact between the vessels causing minor damage. Eventually, MB833Q was able to raise the anchor chain and get underway. • MB833Q left the area and LO186Q remained at anchor. • Through the lacking of any sufficient evidence, it is undetermined which vessel was directly responsible for the collision. • No information was reported that alcohol or drugs were involved. • No persons were reported or known to be injured as a result of the incident. • It is considered that there has been no offences committed and there should be no further action taken by MSQ on the matter. <p>Summary</p> <ul style="list-style-type: none"> • Responsible person for the cause of the collision is undetermined. <p>Conclusion</p> <ul style="list-style-type: none"> • A letter of no further action to be sent to both owners informing No Further Action is to be taken from MSQ. • The incident be closed of locally and passed to MSQ Compliance for review. • No other further action be taken by MSQ GC on the matter. |
| Source Reliability | A - Reliable Source |
| Information Truth | 1 - Confirmed |

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| Notes | MO Christensen Marine Incident Assessment |
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| Role | Outcome of |
| Details | Write letters to |
| Notes | |
| Document Type | Other |
| Document Title | Write letters to |
| DMS Item No. | P59564 |
| Other Reference | 230/01007 |
| Publish Date | 15/04/2019 |
| Details | Write letters to on no further action from MSQ on marine incident |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | <p>Dear</p> <p>I am writing to you about the marine incident that occurred on 8 July 2018 when the vessel MB833Q, was involved in a minor collision with another vessel while anchored in Tiger Mullet Channel, Gold Coast Qld. You are identified as the owner/master of the MB833Q at the time of the incident.</p> <p>Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and it is advised that MSQ does not propose to take any further action in relation to this matter.</p> <p>The incident highlights the importance of maintaining constant awareness of other vessels in close proximity when at anchor, while being ready to respond to varying conditions or changing circumstances.</p> <p>Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.</p> |
| Source Reliability | A - Reliable Source |
| Information Truth | 1 - Confirmed |
| Notes | MO Christensen letters signed by MSQ GC AM Greg Turner |



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| Role | Outcome of |
| Details | Letter to re Marine Incident MSQ23817-2018 |
| Notes | |
| Document Type | Other |
| Document Title | Letter t re Marine Incident MSQ23817-2018 |
| DMS Item No. | P59563 |
| Other Reference | 230/01007 |
| Publish Date | 15/04/2019 |
| Details | Letter t e Marine Incident MSQ23817-2018 |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | <p>Dear M</p> <p>I am writing to you about the marine incident that occurred on 8 July 2018 when the vessel LO168Q, was involved in a minor collision with another vessel while anchored in Tiger Mullet Channel, Gold Coast Qld. You are identified as the owner/master of the LO168Q at the time of the incident.</p> |

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| | <p>Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and it is advised that MSQ does not propose to take any further action in relation to this matter.</p> <p>The incident highlights the importance of maintaining constant awareness of other vessels in close proximity when at anchor, while being ready to respond to varying conditions or changing circumstances.</p> <p>Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.</p> |
| Source Reliability | A - Reliable Source |
| Information Truth | 1 - Confirmed |
| Notes | MO Christensen letter signed by MSQ GC AM Greg Turner |