

Marita K Ferguson

From:	MSQ.GoldCoast.Reception	
Sent:	Thursday, 16 May 2019 2:57 PM	
To:	Marita K Ferguson	
Subject:	FW: Mooring BS598 BS216 BS206 BS317 E	3S215 BS595 BS217
Attachments:	BS 126 Map 2.jpeg; BS126 map 1.jpeg	
FYI Thank you	, si	FIL.
Dana Benson Business Support Officer – Gold Coa Maritime Safety Queensland Branc Roads	ast Office Maritime Operations ch Customer Services, Safety and Regulation D	Division Department of Transport and Main
40-44 Seaworld Drive Main Beach PO Box 107 Southport Qld 4215 P: (07) 55851811 F: (07) 55851818 E: goldcoast.maritime@msq.qld.gov.W: www.msq.qld.gov.au W: www.tmr.qld.gov.au		SCANNED TO DMS item ID: 60362 SEQ File ID: 230/01029 Date: 261612019
From: not relevant	@hotmail.com>	
Sent: Thursday, 16 May 2019 2:5	_	
	GoldCoast.Maritime@msq.qld.gov.au>	
Subject: Mooring BS598 BS216 B	S206 BS317 BS215 BS595 BS717	
Dear Marita,	55235 55217	
Thank you for your email with	the Audit Report	
The moorings in the audit have	gjust come back into our care from Mor	las Marine the
not relevant and checked all the	ir positions which are correct.	rey Marine. I have gone out with
90	not relevant	
Me do not wish to surrender an	wofthe meeting at this section	

We do not wish to surrender any of the mooring at this point and they are all definitely in position.

In the past our supplier was very slow in providing pink mooring floats, we will inquire as to their availability now and change them when we can and check that they are marked.

Hope this is an adequate response and look forward to a correction in the paperwork for BS 126.

Regards,

not relevant

Our ref

PNK (215/00494) (215/01200) (215/01201) (215/01199) (215/01067) (215/00706)

(215/00344) (215/00511) GC (215/01258)

Your ref

(BS216) (BS206) (BS216) (BS217) (BS215) (BS317) (BS595) (BS597)

Enquiries

(07) 5585 1814



not relevant Pelican Slipways 293 Esplanade Redland Bay QLD 4165

Dear not relevant



Government

Department of

Transport and Main Roads

I write regarding the Unrestricted Buoy Mooring Authorities issued to Pelican Slipways Marina. An audit of all buoy moorings in the Redland Bay area was conducted in February 2019. This audit identified non-compliance with the Transport Operations (Marine Safety) Regulation 2016 and the conditions of the Unrestricted Buoy Mooring Authorities issued to Pelican Slipways Marina

SCANNED TO DWS

Item ID: 160361-SEC File ID: 230/01025

Date: 26,6,2019

Please see the enclosed Buoy Mooring Audit Report. The following issues were identified with the following buoy moorings;

Buoy Moorings must be marked with the buoy mooring number issued under the authority in figures at least 50mm high. The buoy and number must be clearly visible and not obscured from view;

not relevant and BS206 were not clearly marked

Unrestricted Buoy Moorings should be fluorescent pink (or bright pink) in colour. Where pink is unavailable, unrestricted buoy moorings may be orange in colour:

not relevant

Failure to comply with the conditions of the authority may result in the commencement of formal compliance action against you. This may include a monetary penalty and or cancellation of the Unrestricted Buoy Mooring Authority. If you have any questions about the Unrestricted Bucy Mooring Authorities, the conditions or our audit, please feel free to contact our Gold Coast office on (07) 5585 1814

Yours sincerely

Marita Ferguson

Marine Officer Grade 2

Department of Transport and Main Roads

Maritime Safety Queensland

Gold Coast

40-44 Seaworld Drive Main Beach QLD 4217

PO Box 107 Southport Qld 4217

Enquiries Telephone

Marita Ferguson

Facsimile

+61 7 5585 1814 +61 7 5585 1818

Web

www.msq.qld.gov.au

Emali

GoldCoast.maritime@msq.qld.gov.au

BUOY MOORING AUDIT REPORT

Date of Audit: 6/2/2019 Location: Redland Bay

File Number: PNK (215/00494) (215/01200) (215/01199) (215/01201) (215/01067) (215/00706) (215/00344)

(215/00511) GC 215/01258

Buoy Mooring Authority Numbers: (BS206)

Buoy Mooring Types: Unrestricted

Authority Holder Name: C/O Pelican Slipways

Approved position: as per the position stated on the authority

- Ensure the buoy mooring is established in the approved position
- Ensure the buoy mooring device remains in the approved position
- The length of the nominated ship and mooring chain must not result in the ship swinging outside the approved area
- Depth of water and tidal influences should be considered
- The mooring apparatus must be of sufficient length to ensure that the buoy remains on the surface of the water at all times

Buoy colour: Are your buoy's the correct colour: NO

- Buoys attached to unrestricted buoy moorings are to be fluorescent pink (or bright pink) in colour.
 Where pink is unavailable, unrestricted buoy moorings may be orange in colour.
- Buoys may be fitted with retro-reflective material to enhance visibility

Buoy shape: Are your buoy's the correct shape: YES

 Buoys should be either spherical, teardrop shaped or the shape of two cones joined at their bases, and not of a shape to cause confusion with navigation markers

Buoy size: Are your buoy's the correct size: YES

- Buoys attached to moorings are to be not less than 250 millimetres or greater than 800 millimetres in dimension and must be of adequate size to cater for the mooring device in all environmental conditions
- Buoys should be of a robust construction and preferably foam filled

Identifying number: Are your numbers clearly displayed on your buoy's: NO

- The identifying number issued by the approving entity for the buoy mooring is permanently and legibly
 displayed on the buoy. Identification number must be marked on the buoy attached to mooring in plain
 characters not less than 50 millimetres high, with proportionate spacing and stroke width and must be
 black characters on a light background
- Buoy and its identifying number are not obscured from view

Ship moored to mooring: NO

- Only those Ships with consent of the Authority Holder may be moored to the buoy mooring
- A Ship moored to the budy mooring must not be longer than the length specified under the authority
- A Ship secured to the buoy mooring must be suitable for the location and not adversely affect any adjacent buoy mooring or marine safety
- The buoy modring must be used for the Authority Holder's commercial activities
- A fee charged by the Authority Holder to a third party for use of the buoy mooring must reflect actual
 and reasonable cost incurred by the Authority Holder in the establishment, renewal and service of the
 buoy mooring

Action regulred by you:

Under the Transport Operations (Marine Safety) Regulation 2016, you must comply with all conditions of the Unrestricted Buoy Mooring Authorities:

- · position of the buoy mooring device
- buoy colour, shape and size
- buoy mooring identification number
- ship stated in the authority

If you choose not to do so, a harbour master or a shipping inspector may commence action to ensure compliance with the regulation, which could include a monetary penalty and or cancellation of the authorities.

Authorised site: BS206

Grid number

Mooring number

BS206

Holder 1 first name

SCANNED TO DMS

Surname

Item ID: 10380-03

Holder 2 first name

File ID:

Surname 2

Date:/

Company name

PELICAN SLIPWAYS PTY LTD

Contact number

07 3829 0620

Email address

pelicanslipways.200@bigpond.com

Mooring type

UNRESTRICTED SWING

Mooring type 1

Status

Approved

Vessel name

Vessel registration number

Vessel description

Vessel length

12.0M

Maximum LOA on mooring 12.0M

Live aboard

inspected by

MARINE SAFETY OFFICER

Date inspected

30/6/1999

Expiry date

6/7/2019

Lat No 1 deg

27,00

Lat No 1 mins

37.35

Long No 1 deg

153,00

Long No 1 mins

18.89

GIS latitude

-27.62

GIS longitude

153.31

Initial capture by

Initial capture on

Zoom to

BS? 206 Authorised number No Tag shown correct No visible markings Comment on the tag No Correct colour buoy Red Comment on the colour Yes Correct buoy size Comment on buoy size 300mm Νo In position 6.5 metres to the SE of authorised position Comment on the position Other Correct vessel Comment on the vessel No vessel at time of audit 21/02/19 General comments Captured within 2m Brisbane -FERGUSON Region * Attachments: strachment1 inn X



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AMICHIENNI ROBOT 71 IUCI	M5Q 23885 - FINALISED
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NSQ23685 - Marine Incident	Details of Case - MSC/M1 - Review Panding Offect AMI- Collision between versels
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	Case - Investigation
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The control of the co	Summary Case Details Attending Officers Finding / Conclusion Review / Cluse Case Heasures Notes
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a transport	Review Action Completed: Yes
And a very man a very	Case Checked (AM); 27/05/2019
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Our ref Your ref Enquiries 230/01029 MSQ23885-2018 Greg Turner

Department of Transport and Main Roads Maritime Safety Queensland

27 May 2019

not relevant

not relevant

Dear Mr

I am writing to you about the incident that occurred on 28 November 2018 when the yacht Hidden Dragon collided with the moored 12 metre yacht Spirit Wind in the mooring field at Redland Bay. You are identified as the owner of the yacht Spirit Wind 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 that of the owner of the yacht *Hidden Dragon* and it is advised that MSQ does not propose to take any regulatory action in relation to this matter.

I have considered the evidence available to me and advise that incident was the result of strong winds contributing to the failure of the mooring apparatus causing the yacht *Hidden Dragon* to drift away and collide with the *Spirit Wind*. The mooring authority holder has been advised to review their periodic maintenance schedule for the mooring involved.

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

Yours sincerely

11201

not relevant

Greg Turner/

Area Manager (Gold Coast)

SCANNED TO DMS

Item ID: P60057

File ID: 230/1029

Date: .2.7/ S/ /5

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ABN 39 407 690 291



Our ref Your ref Enquiries 230/01029 MSQ23885-2018 Greg Turner

Department of Transport and Main Roads Maritime Safety Queensland

27 May 2019

not relevant

Dear not relevant

I am writing to you about the incident that occurred on 28 November 2018 when the yacht Hidden Dragon collided with the moored 12 metre yacht Spirit Wind in the mooring field at Redland Bay. You are identified as the owner of the yacht Hidden Dragon 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 that of the owner of the yacht *Spirit Wind* and it is advised that MSQ does not propose to take any regulatory action in relation to this matter.

I have considered the evidence available to me and advise that incident was the result of strong winds contributing to the failure of the mooring apparatus causing the yacht *Hidden Dragon* to drift away and collide with the *Spirit Wind*. The mooring authority holder has been advised to review their periodic maintenance schedule for the mooring involved.

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: 160060 .
File ID: 230/1029

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ABN 39 407 690 291



Our ref Your ref Enquiries 230/01029 MSQ23885-2018 Greg Turner

Department of Transport and Main Roads Maritime Safety Queensland

27 May 2019

not relevant

Morley Marine Pty Ltd 293 Esplanade Redland Bay Qld 4165

Dear

not relevant

I am writing to you about the incident that occurred on 28 November 2018 when the yacht Hidden Dragon collided with the moored 12 metre yacht Spirit Wind in the mooring field at Redland Bay. You are identified as the authority holder for buoy mooring BS206 which the yacht Hidden Dragon was attached immediately prior to 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 by all parties concerned and it is advised that MSQ does not propose to take any regulatory action in relation to this matter.

I have considered the evidence available to me and advise that incident was the result of strong winds contributing to the failure of the mooring apparatus causing the yacht *Hidden Dragon* to drift away and collide with the *Spirit Wind*. I suggest that you review your buoy mooring apparatus periodic maintenance schedule to ensure the equipment is suitable for the vessels using the moorings.

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 Wanager (Gold Coast)

SCANNED TO DMS

Item ID: PECO 58
File ID: 230/1029

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SCANNED TO DMS

Item ID: 159118 ...

File ID: 230,0,0,79.





File note

File number

230/01029

Subject

MSQ23885-2018

On the 28 November 2018 the mooring holding 'Hidden Dragon' displaying the registration NY934Q broke causing 'Hidden Dragon' to drift down and become entangled with 'Spirit Wind' displaying the registration WS722Q in South Weinam Creek, Redland Bay

Author

Marita Ferguson

Date

6 December 2018 - Corrected 13 March 2019

Vessel 1

QRS 'Spirit Wind' displaying registration number WS722Q is described as a 12.9m
 Jeanneau Sailing Sloop of fibreglass construction with a 63hp Yanmar inboard engine. QRS WS722Q was appropriately registered at the time of the incident

Vessel 2

 QRS 'Hidden Dragon' displaying the registration number NY934Q is described as a 12.7m Tom Colvin Gazelle Full Cabin sailing vessel of steel construction with a single 39hp Yanmar inboard engine. QRS NY934Q was appropriately registered at the time of the incident

Owner 1

QRS 'Spirit Wind' WS722Q was registered at the time of the incident to
 not relevant
 not relevant does not hold a RMDL

Owner 2

QRS 'Hidden Dragon' NY934Q was registered at the time of the incident to

not relevant holds a current RMDL

The Incident

- On Wednesday 28 November 2018 the mooring holding the QRS NY934Q 'Hidden Dragon' broke causing 'Hidden Dragon' to drift down and become entangled with QRS WS722Q 'Spirit Wind' in south Weinam Creek, Redland Bay.
- The entanglement resulted in extensive damage to the anchor, pulpit, top sides, rails, porthole and length of QRS WS722Q 'Spirit Wind'

Department of Transport and Main Roads Maritime Safety Queensland Gold Coast 40-44 Seaworld Drive Main Beach Queensland 4217 PO Box 107 Southport Queensland 4215 Telephone +61 7 5585 1810 Facsimile +61 7 5585 1818 Website www.msq.qld.gov.au Email: msq.goldcoast.reception@msq.qld.gov.au ABN 39 407 690 291

towed 'Hidden Dragon' to the Coast Guard Wharf in Weinam Creek The Investigation On Monday 3 December 2018 Maritime Safety Queensland received a Marine Incident Report from not relevant On Wednesday, 3 December 2018, a Business Support Officer from Maritime Safety on the Gold Coast sent a letter to to acknowledged receipt of the not relevant Marine Incident Report On Friday 5 December 2018, Area Manager Greg Turner tasked Marine Officer Marita Ferguson to investigate the incident In the report provided by on Monday 3 December 2018 the following details not relevant were noted: On Wednesday, 28 November 2018 at 1330hrs Redland Marine Police made contact o notify him that the QRS 'Hidden Dragon' registration with I not relevant number NY934Q had broken free from a mooring south of Weinam Creek and drifted down onto QRS 'Spirit Wind.' The two vessels became entangled at the bow until released by Morley Marine. not relevant reports that the interaction between the two vessels caused considerable damage to the anchor, pulpit, top sides, rails, porthole and length of QRS 'Spirit Wind' WS722Q On Monday, 3 December 2018 Maritime Safety Queensland received a Marine Incident Report from not relevant On Tuesday, 4 December 2018, a Business Support Officer from Maritime Safety Queensland sent a letter to not relevant to acknowledge receipt of the Marine Incident Report In the report provided by not relevant on Monday 3 December 2018 the following details were noted: The Queensland Regulated sailing vessel "Hidden Dragon" displaying the registration symbols NY934Q was on a mooring in the waters near Moore's Rock in Redland Bay not relevant reports that he hires the buoy mooring from Morley Marine On Wednesday, 28 November 2018 at 1330hrs reported that the chain on the mooring spilt and parted and the sailing vessel 'Hidden Dragon' was set adrift resulting in the collision with the Queensland Regulated sailing vessel 'Spirit Wind' displaying the registration symbols WS722Q not relevant reported that the two vessels became entangled at the bow causing damage to the bow of both vessels Department of Transport and Main Roads Telephone +61 7 5585 1810

not relevant from Morley Marine untangled 'Hidden Dragon' from 'Spirit Wind' and

Facsimile +61 7 5585 1818

ABN 39 407 690 291

Website www.msq.qld.gov.au

Email: msq.goldcoast.reception@msq.qld.gov.au

Maritime Safety Queensland

Main Beach Queensland 4217

PO Box 107 Southport Queensland 4215

40-44 Seaworld Drive

Gold Coast

- not relevant from Morley Marine responded in a runabout and removed the sailing vessel "Hidden Dragon" from the bow of 'Spirit Wind' and towed it to the Coast Guard Wharf in Weinam Creek
- Weather observations at 1330 on Wednesday 28 November 2018 obtained from the Bureau of Meteorology database for Redland Bay showed that there was a strong WNW wind with an outgoing tide
- On 13 December 2018 Marine Officer Marita Ferguson ran a buoy mooring authority check with the issuing agency in Pinkenba
- The check showed that one buoy mooring has been issued an Authority to Morely Marine of 293 Esplanade Redland Bay. The buoy mooring is an unrestricted swing mooring, issue number BS163
- On Thursday 13 December 2018 FERGUSON had a phone conversation with not relevant concerning the incident. In this phone conversation not relevant reported that he was asked to remove his vessel from the buoy mooring by not relevant and that he now has the vessel 'Hidden Dragon' at anchor in the waters near Pelican Marina.
- not relevant reports that he was paying \$\infty week in 3 monthly instalments to Morley Marine for the buoy mooring
- not relevant reports that the buoy mooring does not have any visible markings.
- not relevant has been in contact with the owner of the 'Spirit Wind' with regards to the damage sustained
- not relevant reports that he has 3rd Party insurance
- not relevant reports that he believed Morley Marine was leasing out 5 moorings in total but that he recently kicked everyone off the moorings

Phone conversation with Anthony BURLINGHAM:

- Marine Officer Marita Ferguson made contact with not relevant regarding the Marine Incident on Friday 14 December 2018
- In this phone conversation not relevant said that the Queensland Regulated vessel 'Spirit Wind' displaying the registration WS722Q was moored on a private buoy mooring which he hires from his neighbour who lives in the Redlands Bay region
- not relevant peports that significant damage was sustained to 'Spirit Wind' from the interaction with 'Hidden Dragon'
- not relevant reported that his insurance company had assessed his vessel and that everything was approved and repairs were being made and was confused and defensive as to why an investigation was required
- FERGUSON explained to not relevant that the incident is being investigated.
- FERGUSON has scheduled a buoy mooring audit of the Redland Bay region with MO ANTON ALBACK to investigate the unapproved buoy moorings
- FERGUSON sent an email to Pelican Slipways requesting information concerning the service regime and records for the buoy moorings under their authority

Maritime Safety Queensland Gold Coast 40-44 Seaworld Drive Main Beach Queensland 4217 PO Box 107 Southport Queensland 4215 Department of Transport and Main Roads Telephone +61 7 5585 1810 Facsimile +61 7 5585 1818 Website www.msq.qld.gov.au Email: msq.goldcoast.reception@msq.qld.gov.au ABN 39 407 690 291

- FERGSUON had a phone conversation with ot relevant from Pelican Slipways who confirmed over the phone that not relevant was leasing a buoy mooring for 'Hidden Dragon' from Pelican Slipways
- ot releval said that she would provide MSQ with information relating to the lease agreement with not relevant
- On Saturday 15 December 2018 Pelican Slipways provided MSQ information via email relating to the Buoy Mooring Authority BS206
- In this email Pelican Slipways reported that the buoy mooring was suitable for vessels up to 17 metres in length
- Pelican Slipways provided a diagram with the specifics of the buoy mooring arrangement and the maintenance schedule
- Pelican Slipways reported that one of the links 2 metres from the bow parted at the weld causing 'Hidden Dragon' to break free and drift down onto 'Spirit Wind'

Findings

- At the time of the incident on Wednesday 28 November 2018 weather data recorded by the Bureau of Meteorology observed a strong WNW wind with an outgoing tide.
- It is the responsibility of the buoy mooring leaser to maintain the mooring to an adequate standard so that it may withstand the prevailing weather conditions.
- The buoy mooring authority issued to Pelican Slipways specifies the LOA of a vessel should be no greater than 12 metres
- The Queensland Regulated 'Hidden Dragon' is 12.2m in length and exceeds the authorities LOA condition of 12 meters
- on the registered owner of 'Hidden Dragon' provided Maritime Safety

 Queensland with documentation specifying a lease arrangement of the buoy mooring from Pelican Slipways

Conclusion

- This marine incident was investigated as a Category 3
- On Wednesday 28 November 2018 a strong WNW wind was observed to be a contributing factor in this marine incident
- Both vessels were unattended at the time of the incident causing the two vessels to become entangled
- Pelican Slipways provided information for Buoy Mooring BS206 and claimed that the mooring was specked to hold a 17 metre vessel and was the mooring holding 'Hidden Dragon' at the time of the incident
- The condition of the Authority issued to Pelican Slipways for Buoy Mooring BS206 by Maritime Safety Queensland specifies that vessels no greater than 12 metres
- Pelican Slipways was found to be in breach of the conditions of the Authority for Buoy mooring BS206 and the information provided for the mooring for 'Hidden Dragon' was found to be incorrect.
- A buoy mooring audit of the Redland Bay region is required
- A review of the buoy mooring authorities issued to Pelican Slipways is also required

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Maritime Safety Queensland Gold Coast 40-44 Seaworld Drive Main Beach Queensland 4217 PO Box 107 Southport Queensland 4215

Item ID: E59332

File ID: 230/1029

Transport Operations (Marine Safety) Act 1994 Transport Operations (Marine Safety) Regulation 2016

RESTRICTED BUOY MOORING AUTHORITY

I, Jonathan Beatty, the Acting Regional Harbour Master, Brisbane of Maritime Safety Queensland, a delegate of the General Manager, pursuant to section 186 (1) of the *Transport Operations (Marine Safety) Regulation 2016* hereby approve the authority holder described herein to establish a buoy mooring in accordance with the details stated in this authority.

This authority is only valid for the duration stated in it (unless renewed) and is subject to the conditions forming part of this authority.

Buoy Mooring Number:

BS206

File Number:

215/01067

Details of Authority Holder:

Name: PELICAN SLIPWAYS PTY LTD

Residential/Business Address:

293 ESPLANADE

REDLAND BAYQLD 4165

Postal Address: 293 ESPLANADE

REDLAND BAYQLD 4165

Validity of Authority:

This Authority will expire on 06 July 2019

Vessel Details:

Vessel Name: Registration: Description:

Maximum LOA: 12.0M

Location Details:

Type:

UNRESTRICTED

Area: REDLAND BAY

Grid No:

Location:

Latitude:

27 Degrees 37.3526 minutes

Degrees minutes

Longitude:

153 Degrees 18.885 minutes

Degrees minutes

Please note the above position is degrees, minutes and decimal minutes. Reference to World Geodetic System 1984.

Issued this Monday, 17 December 2018

Jonathan Beatty
Acting Regional Harbour Master (Brisbane)

r_RTI-433 release.pdf - Page Number: 14 of 64



Replique Water.

Needs in An	ode		
	6 metres 1/2" Chain with 5/8" shackles to a 22mm swivel		5/8" shackle making a loop on the vessels bollarc
22mm swivel			
	1.2 " Chain with 5/8" to-a-22mm swivel		
4 metres of shi a 2.2 tonne cor	p link heavy chain to acrete block		
25 mm	rwivel.	* (Sealiko.



Marita K Ferguson

From:

Pelican Slipways <pelicanslipways.200@bigpond.com>

Sent:

Saturday, 15 December 2018 11:17 AM

To:

not relevant

Cc:

Pelicanslipways.200@bigpond.com

Subject:

Liability Claim - Morley Marine Ptv Ltd

Attachments:

Mooring Authority BS206.pdf; Mooring design.pdf; Mooring Plan.pdf

John,

The attached standard mooring design for the moorings Pelican Slipways hold at Redland Bay, including BS206 (authority for BS206 attached) is suitable for vessels up to 17 metres in length.

The standard design is heavy ship link chain from a 2.2 Tonne block to the surface at LAT, then ½" chain in two six metre lengths (the lower black, the upper galvanised) joined by a 22mm swivel. These connections are all fastened with twin 5/8" shackles (6 in total). The mooring is connected to the vessel via a chain loop on the vessels bollard made with a 5/8" shackle. All underwater shackles are moused with stainless wire.

All chain, swivels and shackles are supplied by Atlas Chains, 35 Manton St Morningside Qld ph 07 38992933.

The moorings are inspected regularly with the subject moorings 1/2" chain replaced on 20/12/17 and inspected last on 16/8/2018. Generally chains are replaced every 18 months to two years, based on wear pattern inspections and the chain being worn to approximately 3/8" thickness. This wear tends to occur around the loop joins at the swivel and ship link chain.

On the date of the incident the wind was predominantly northerly, one of the links approximately 2 metres from the bow parted at the weld and Hidden Dragon moved through the moorings coming upon Wind Spirit and having her whiskers catch its anchor, becoming caught and laying alongside.

I attended the vessels in our workboat and separated the boats, bringing Hidden Dragon to the Weinam Creek Coast Guard pontoon and left Windy Spirit on the mooring it was using.

Regards

not relevant

Morley Marine Pty Ltd t/a Pelican Slipways 293 Esplanade **REDLAND BAY QLD 4165**

0738290620

Pelicanslipways.200@bigpond.com

SCANNED TO DMS

Item ID: £60359-S£05File ID: 230/01029Date: 26/612019



Transport Operations (Marine Safety) Act 1994 Transport Operations (Marine Safety) Regulation 2016 Department of Transport and Main Roads Maritime Safety Queensland

UNRESTRICTED BUOY MOORING AUTHORITY

I, Glenn Hale, the Regional Harbour Master, Brisbane of Maritime Safety Queensland, a delegate of the General Manager, pursuant to section 186 (1) of the *Transport Operations (Marine Safety) Regulation 2016* hereby approve the authority holder described herein to establish a buoy mooring in accordance with the details stated in this authority.

This authority is only valid for the duration stated in it (unless renewed) and is subject to the conditions forming part of this authority.

Buoy Mooring Number:

File Number:

BS206 215/01067

Details of Authority Holder:

Name:

PELICAN SLIPWAYS PTY LTD

Residential/Business Address:

293 ESPLANADE REDLAND BAY QLD 4165 Postal Address:

293 ESPLANADE REDLAND BAY QLD 4165

Validity of Authority:

This Authority will expire on 06 July 2019

Vessel/Location Details:

(see Page 2 for conditions)

Any ship belonging to a legitimate business, such as port authorities, government agencies, boat builders and repairers, marina operations, boat hire, bare boat charter operations and fishing or commercial fleet operations.

Location Details

Type:

UNRESTRICTED

Grid No:

Area:

REDLAND BAY

Location:

Latitude:

27 Degrees 37.3526 Minutes

Degrees Minutes

Longitude:

153 Degrees 18.885 Minutes

Degrees Minutes

Please note the above position is degrees, minutes and decimal minutes. Reference to World Geodetic System 1984.

Issued this Tuesday, 04 September 2018

Jonathan Beatty

Acting Regional Harbour Master (Brisbane)

Conditions/Restrictions

Mooring Number:

BS206

Authority Issued: 06 July 1999

The mooring is to be placed within 30 days of the date of issue of the Authority.

The number appearing in the Authority should be affixed permanently to the buoy and displayed such that it is legible and visible at all times.

In approving the placement of the proposed mooring, Maritime Safety Agency of Queensland has taken consideration of the navigational aspects of the application. This does not constitute an approval in respect of:

a. structural adequacy; and

b. compliance with other local, state or federal legislative requirements relating to matters such as marine parks, fisheries, habitation of vessels or ship sourced poliution.

Cultural heritage search request has been conducted by Maritime Safety Queensland on your behalf. Under the Aboriginal Cultural Heritage Act 2003 s23, 'a person who carries out an activity (i.e. establishment of a buoy mooring) must take all reasonable and practicable measure to insure the activity does not harm Aboriginal cultural heritage (the cultural heritage duty of care)'. Please refer to the DATSIP website www.datsip.qld.gov.au/people-communities/aboriginal-and-torres-strait-islander-cultural-heritage for a copy of the gazetted Cultural Heritage duty of care guidelines.

The holder must make their own arrangements to ensure that their obligations are met regarding these matters.

Mooring management arrangements are under constant revision for all areas of the state. It may be necessary to amend this authority or relocate the mooring, which is the subject of this authority, from time to time in the interests of marine safety or the efficiency and effectiveness of the maritime industry.

Additional Conditions:

AUTHORISED POSITION

The holder is responsible for ensuring that the mooring is fixed permanently at the location described in the authority. The mooring must not be relocated, no matter how minor, without the prior written consent of Maritime Safety Queensland. If the mooring is moved by natural occurrences or otherwise, the holder must, as soon as is practicable and at the holder's expense, reposition the mooring at the location described in the authority.

VESSEL

The vessel to be moored on this mooring is restricted to a maximum length of 12.0 metres. It is the owners responsibility to ensure suitable underkeel clearance exists for the vessel to remain afloat at all times.

RHOY

The buoy attached to this mooring should be of a robust construction and preferably foam filled. The size is to be not less than 250 millimetres or larger than 800 millimetres in its greatest dimension. It is to be either spherical or 'teardrop' shaped and is to be fluorescent pink or bright pink in colour. Buoys may be fitted with retro reflective material to enhance visibility.

BUOY MOORING AUTHORITY NUMBER

The number issued for an authorised buoy mooring is to be marked on the buoy attached to the mooring in plain characters not less than 50 millimetres high, with proportionate spacing and stroke width and must be black characters on a light background. The mooring must be maintained so as to be legible at all times from a passing ship.

MARINE POLLUTION

Any boat attached to this mooring must be compliant with the Transport Operations (Marine Pollution) Act 1995. This mooring is located in a Nil Waste Discharge area. It is the responsibility of the authority holder to make their own arrangements for removal of ship sourced waste. Heavy penalities apply for non compliance.

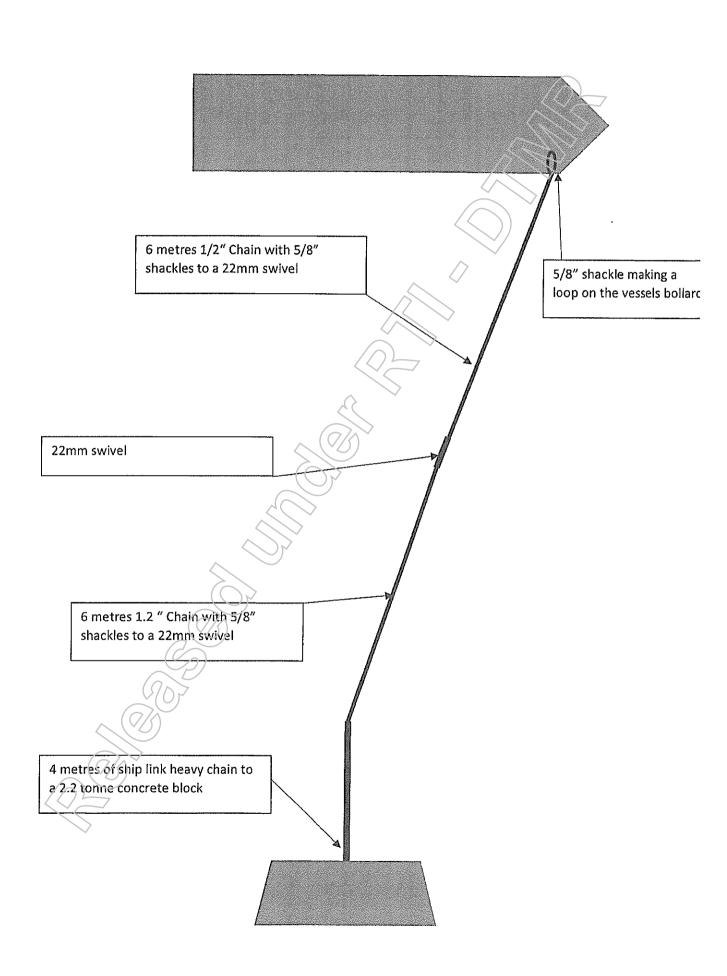
LIVING ABOARD

This authority does not constitute an approval to live on board the nominated ship whilst attached to the mooring.

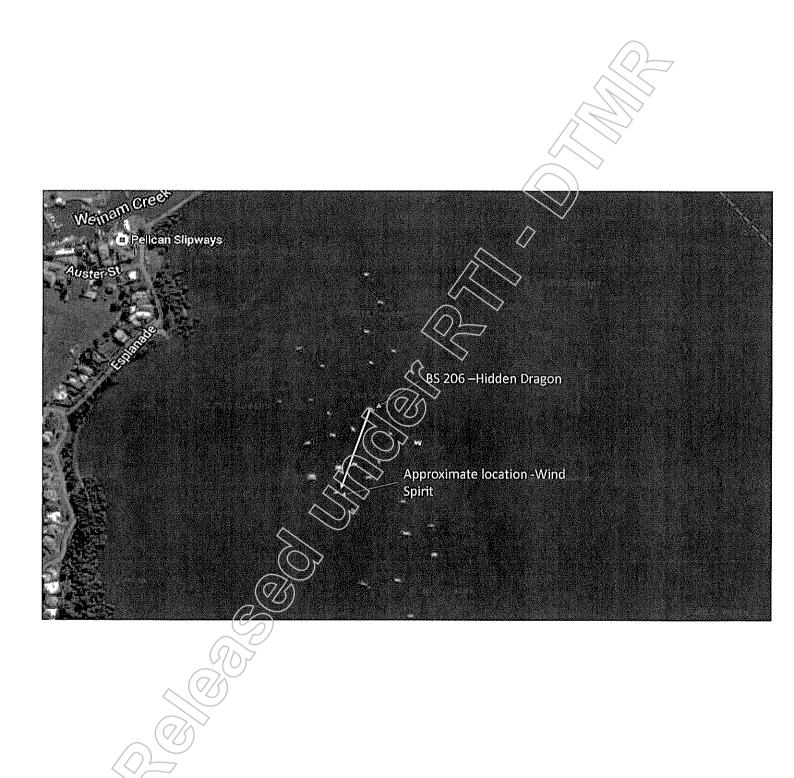
ANCHOR LIGHT

Buoy mooring authority holders are reminded that under the International Regulations for Preventing Collisions at Sea 1972, all moored vessels are required to exhibit an all-round white light whilst secured to the buoy mooring. The anchor light must be visible for two nautical miles for all vessels up to 50 metres in length. Penalties apply for non-compliance.

r_RTI-433 release.pdf - Page Number: 18 of 64



r_RTI-433 release.pdf - Page Number: 19 of 64



Item ITEM DETAIL Item ID: Item Type: 58195 - SEOS Email **Date Created:** 17/12/2018 Project ID: Date Sub Project ID: 17/12/2018 Captured: **Item Format:** Other Physical Reference: Circulation: Copies Sent To: Internal Subject:

Subject: Mail Memo - Marine Incident between QRS "Hidden Dragon" and QRS Windy Spirit"

Function Term: MARINE SAFETY SERVICES Activity Term: INCIDENT INVESTIGATION

Container MSQ23885-2018 - NY934Q Container ID: 230/01029 117

'HIDDEN DRAGON' DRAGGED
ANCHOR COLLIDING WITH
WS722Q 'SPIRIT WIND' IN
SOUTH WEINAM CREEK,
REDLAND BAY - 28 NOV 2018

VERSHIP ACTIONS & OWN Author: Pelican Slipways Corporațe Authory Author Title / Complaint Position: Classification: **Business Unit: Action Officer:** RECORDS Home Last Movement 17/12/2018 Location: Date:

SEGURITY ACCESS

Security UNCLASSIFIED INFORMATION
Classification:
Security Unrestricted
Access:

ADDITIONAL INFORMATION

Description / Additional Info:
F#12

DOCUMENT CONTENTS

Title:

Marine Incident between QRS "Hidden Dragon" and QRS Windy Spirit"

Subject Marine Incident between QRS "Hidden Dragon" and QRS Windy Spirit"

From pelicanslipways.200@bigpond.com
To Marita.K,Ferguson@msq.qld.gov.au

Cc GoldCoast.Maritime@msq.qld.gov.au, Pelicanslipways.200@bigpond.com

Всс

ent 17/12/2018 8:35:12 AM

Sent 17/12/2018 8:35:12 AM

Attached

Liability Claim - Morley Marine Pty Ltd.msg

Hi Marita

As mentioned this is the report we sent to the insurer about the incident and the maintenance of the mooring.

Best Regards

not relevant

From: Marita K Ferguson [mailto:Marita.K.Ferguson@msq.qld.gov.au]

Sent: Friday, 14 December 2018 12:10 PM

To: info@pelicanslipways.com

Cc: MSQ.GoldCoast.Reception < GoldCoast.Maritime@msq.qld.gov.au>

Subject: Marine Incident between QRS "Hidden Dragon" and QRS Windy Spirit'

Good Afternoon not relevant

Thank you for your time on the phone today regarding the marine incident involving the Queensland Regulated vessel "Hidden Dragon" displaying the registration NY934Q and the Queensland Regulated vessel "Windy Spirit" displaying the registration WS722Q on Wednesday 28 November 2018.

I am Marine Office with Maritime Safety Queensland who has been tasked to investigate the incident.

Could you please provide the Buoy Mooring Authority number which was leased to "Hidden Dragon" and a record of the maintenance schedule for the buoy mooring in question via the email in the signature box below.

Thank you very much for your time,

Kind regards,

Marita Ferguson Marine Officer | Maritime Operations

Maritime Safety Queensland | Department of Transport and Main Roads

E: Marita.K.Ferguson@msq.qld.gov.au

M:

not relevant W: www.msg.gio.gov.au

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r_RTI-433 release.pdf - Page Number: 22 of 64

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It is your responsibility to ensure that this email does not contain and is not affected by computer viruses, defects or interference by third parties or replication problems (including incompatibility with your computer system).

Morley Marine Pty Ltd t/a Pelican Slipways 293 Esplanade REDLAND BAY QLD 4165 0738290620 Pelicanslipways.200@bigpond.com

AUTHORITY

APPROVAL TO ESTABLISH AN UNRESTRICTED USE BUOY MOORING



Transport Operations (Marine Safety) Act 1994 Transport Operations (Marine Safety) Regulation 2016

I, [name], the Regional Harbour Master (Region), a delegate of the General Manager, Maritime Safety Queensland, pursuant to section 186 (1) of the *Transport Operations (Marine Safety) Regulation 2016*, hereby approve the establishment of a buoy mooring by the Authority Holder, in accordance with the conditions of this Authority.

The Authority is a personal grant and does not confer legal title to the Authority Holder. The Authority cannot be given as a gift or reward, sold (either with a Ship stated in the Authority or as a buoy mooring only), or transferred.

For the effectiveness and efficiency of the maritime industry, I may consider an application by the Authority Holder to charge a fee for a third party to use the buoy mooring. Should I decide to grant such an application, I may impose additional conditions for use of the Authority.

Unless renewed, the Authority is only valid for the term stated in it and is subject to the conditions, which form part of this Authority.

A contravention of a condition of the Authority may be a ground to suspend or cancel the Authority.

DUOV MOODING NUMBER.	
BUOY MOORING NUMBER:	GRID NUMBER:
AUTHORITY HOLDER: Name:	
Residential/Business Address:	<u>(3)</u>
Postal Address:	<i></i>
Phone Number:	Mobile:
Email:	
TERM OF AUTHORITY:	
Unless amended, suspended or cancelled, the Autho	rity shall expire on
	·
SHIPS:	
Only Ships that are moored to the buoy mooring with	consent of the Authority Holder.
Name:	Registration number / Identifier:
Name:	Registration number / Identifier:
Name:	Registration number / Identifier:
LOCATION:	
Type of buoy mooring apparatus:	
Waterway:	
Latitude:	Longitude:
Dated this day of	20
4	
[Name]	
Regional Harbour Master (Region)	

CONDITIONS

Buoy mooring management arrangements are under constant revision for all areas of the state. It may be necessary to amend the Authority or relocate the buoy mooring during the term of the Authority in the interests of marine safety or for the efficiency and effectiveness of the maritime industry.

In approving the location of the buoy mooring, Maritime Safety Queensland has taken into consideration navigational aspects of the application. The Authority does not constitute an approval in respect of:

- structural adequacy of the buoy mooring; or
- compliance with other local, state or federal legislative requirements relating to matters such as marine parks, fisheries, living on board a watercraft, or ship sourced pollution.

The Authority Holder must make his or her own arrangements to ensure that obligations are met regarding these matters.

CONDITIONS OF USE

- 1. The buoy mooring must be placed at the location specified in the Authority.
- 2. The buoy mooring must be positioned using Differential Global Positioning System (DGPS), the accuracy of which must be no greater than + / 5 metres.
- 3. If a new Authority, the buoy mooring must be placed in position within 30 days of the date of issue of the Authority and the Regional Harbour Master must be advised, in writing, upon completion. If this timeframe cannot be met, the Regional Harbour Master must be advised, in writing, with the reasons/s for non-compliance with this condition.
- 4. Only those Ships with consent of the Authority Holder may be moored to the buoy mooring.
- 5. The Ship must be maintained in a seaworthy condition so that it is capable of undertaking a voyage under its own power/sail.
- 6. A Ship moored to the buoy mooring must not be longer than [length] metres. (if swing mooring)
- 7. A tender with a maximum of [length] metres may be secured alongside only to a Ship for short periods of time to ensure the integrity of the swing area. Tenders must not to be secured from the stern of the Ship at any time.
- 8. The Ship must comply with the:
 - a) Transport Operations (Marine Safety) Act 1994 and Regulation 2016 or, where appropriate, the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cwlth) for registration purposes;
 - b) Transport Operations (Marine Pollution) Act 1995 and Regulation 2008 for management of on-board garbage and sewage;
- 9. Ships must display an all-round white light between the hours of sunset and sunrise.
- 10. The buoy mooring must be permanently secured at the location.
- 11. If the buoy mooring moves by natural occurrences, it must be repositioned to the approved location.
- 12. The buoy mooring must not be relocated to any other location without the written consent of the Regional Harbour Master,
- 13. The buoy mooring must be adequate to hold the Ship at the mooring in all environmental conditions.
- 14. The buoy mooring must be maintained in a safe and serviceable condition for the term of this Authority.
- 15. The surface buoy must be in the specified **colour** listed below and not less than **250 mm** and not more than **800 mm** in its greatest dimension:
 - Buoys attached to unrestricted buoy moorings are to be fluorescent pink (or bright pink) in colour. Where
 pink is unavailable, unrestricted buoy moorings may be orange in colour.
 - Buoys attached to MSQ enforcement/emergency unrestricted buoy moorings are to be light blue in colour.
 - Buoys attached to GBRMPA approved unrestricted buoy moorings are to be light blue in colour and marked accordingly to ensure they are not mistaken for MSQ enforcement/emergency buoy moorings.
- 16. The surface buoy must be of robust construction (preferably foam filled) and be able to remain on the water's surface at all times.
- 17. The budy mooring number that appears in the Authority must be displayed permanently and legibly on the surface budy with characters not less than 50 mm high. If the Regional Harbour Master issues a 'Grid Number', that number must also be displayed on the surface budy.
- 18. The Regional Harbour Master must be advised, in writing, prior to the purchase of a substitute ship for the buoy mooring. The Regional Harbour Master will assess the substitute ship's details to ensure it is able to be accommodated in the existing location.
- 19. The Regional Harbour Master must be advised, in writing, if the buoy mooring is to be vacant for more than 90 consecutive days. In areas where priority lists exist, failure to advise may be a ground to cancel the Authority.

- 20. The Regional Harbour Master must be advised, in writing, of any change to address or contact details of the Authority Holder.
- 21. The buoy mooring must be used for the Authority Holder's commercial activities.
- 22. A fee charged by the Authority Holder to a third party for use of the buoy mooring must reflect actual and reasonable cost incurred by the Authority Holder in the establishment, renewal and service of the buoy mooring.
- 23. A Ship secured to the buoy mooring must be suitable for the location and not adversely affect any adjacent buoy mooring or marine safety.

OTHER INFORMATION

A buoy mooring is something, other than the Ship's own equipment used for mooring the Ship and consists of the surface buoy, the mooring apparatus for the buoy, and the mooring block for the buoy.

The Authority may be voluntarily cancelled or surrendered by the Authority Holder giving written notice to that effect. The Authority must be returned with the notice. The mooring apparatus must be removed from the waterway within 14 days of the Authority's cancellation or surrender, or if there are no other arrangements in place for the purchase of the mooring apparatus by a prospective applicant for another similar authority.



Item

Item ID:	58172 - SEQS	Item Type:	Email
Date Created:	14/12/2018	Project ID:	(2)
Date Captured:	14/12/2018	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Marine Incident be	etween QRS "Hidder	n Dragon" and QRS Windy Spirit"
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018	Container ID:	230/01029 [1]

Author:	Marita K Ferguson	Corporate Author:
Author Title / Position:	Marine Officer	Complaint Classification:
Business Unit	Brisbane Operations	
Action Officer		<u> </u>
Home Location:	RECORDS	Last Movement 14/12/2018 Date:

SECURITY & ACCESS

Security	UNCLASSIFIED INF	ORMATION		 ······································
Classification:				
Security	Unrestricted	$A \longrightarrow$		
Access:		, '	1	

ADDITIONAL INFORMATION

Description / Additional Info:

Pelican Slipways Buoy Mooring Authority

DOCUMENT CONTENTS

Marine Incident between QRS "Hidden Dragon" and QRS Windy Spirit"

Subj Marine Incident between QRS "Hidden Dragon" and QRS Windy Spirit" ect

Fro Marita.K.Ferguson@msq.qld.gov.au

info@pelicanslipways.com Τo

/o=TMR/ou≈Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5d9cf211468243a380c994ce99350e02-MSQ .GoldCoast.Recept

Bcc

Sent 14/12/2018 12:09:44 PM

Atta ched Good Afternoon

Thank you for your time on the phone today regarding the marine incident involving the Queensland Regulated vessel "Hidden Dragon" displaying the registration NY934Q and the Queensland Regulated vessel "Windy Spirit" displaying the registration WS722Q on Wednesday 28 November 2018.

I am Marine Office with Maritime Safety Queensland who has been tasked to investigate the incident.

Could you please provide the Buoy Mooring Authority number which was leased to "Hidden Dragon" and a record of the maintenance schedule for the buoy mooring in question via the email in the signature box below.

Thank you very much for your time,

Kind regards,

Marita Ferguson
Marine Officer | Maritime Operations
Maritime Safety Queensland | Department of Transport and Main Roads
E: Marita K.Ferguson@msq.qld.gov.au

M: not relevant

W: www.msq.qia.gov.au

Morley Marine's Pelican Slipways

For all your boat repairs and maintenance needs

Contact Us

phone us - 07 3829 0620

email us - info@pelicanslipways.com

text us - 0408 704 445

visit us - 293 Esplanade Redland Bay Q 4165

~

Item

THEM DETAILS			
Item ID:	58166 - SEQS	Item Type:	Email
Date Created:	14/12/2018	Project ID:	
Date Captured:	14/12/2018	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: Marine Incide	nt Involving "Hiddei	n Dragon" and "Windy Spirit"
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018	Container ID:	230/01029 [1/]

Author: Marita K Ferguson Corporate
Author: Marine Officer
Position: Business Unit: Brisbane Operations

Action Officer:

Home RECORDS Location: Last Movement 14/12/2018

SECURITY & ACCESS

Security
Classification:
Security
Access:
UNCLASSIFIED INFORMATION
Unrestricted

ADDITIONAL INFORMATION

Description / Additional Info:

Email to STAPLES

DOCUMENT CONTENTS

RE: Marine Incident Involving "Hidden Dragon" and "Windy Spirit"

Subject RE: Marine Incident Involving "Hidden Dragon" and "Windy Spirit"

From Marita.K.Ferguson@msq.qld.gov.au

To info@powersnips.com

Bcc Sent 14/12/2018 8:39:10 AM Attached

Good Morningnot relevant

Thank you very much for your email and attached information concerning the rental agreement

Thank you very much for your email and attached information concerning the rental agreement with Pelican Slipways for a buoy mooring.

Our department will be in contact with you once the investigation is complete.

Kind Regards, Marita Ferguson

Marita Ferguson Marine Officer | Maritime Operations Maritime Safety Queensland | Department of Transport and Main Roads E: Marita.K.Ferguson@msq.gld.gov.au

not relevant W: www.msq.qld.gov.au

not relevant [mailto:info@powersnips.com]

Sent: Thursday, 13 December 2018 5:05 PM

To: Marita K Ferguson < Marita.K.Ferguson@msq.qld.gov.au>

Subject: Re: Marine Incident Involving "Hidden Dragon" and "Windy Spirit"

Hi Marita,

Thank you for the information that you provided for me today, I have just secured the the boat and later than anticipated, so please excuse for the late reply.

If your need more info please reply.

Thank you.

not relevant

On 13 Dec 2018, at 12:03 pm, Marita K Ferguson < Marita.K.Ferguson@msq.qld.gov.au> wrote:

Good Afternoon not relevant

Thank you very much for returning my call today.

If you have any information regarding the hire arrangement that you hold with Morley?s

Marina for a Buoy Mooring for your vessel ?Hidden Dragon? could you please send it through to the email address in the signature box below.

Kind Regards,

Marita Ferguson

Marita Ferguson
Marine Officer | Maritime Operations

Maritime Safety Queensland | Department of Transport and Main Roads
E: Marita.K.Ferguson@msq.qld.gov.au

M: not relevant
W: www.msq.qld.gov.au

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Transport Operations (Marine Safety) Act 1994 Transport Operations (Marine Safety) Regulation 2004

Department of Transport and Main Roads

UNRESTRICTED BUOY MOORING AUTHORITY

I, Glenn N Hale, the Regional Harbour Master, Brisbane of Maritime Safety Queensland, a delegate of the General Manager, pursuant to section 209 of the Transport Operations (Marine Safety) Regulation 2004 hereby approve the authority holder described herein to establish a buoy mooring in accordance with the details stated in this authority.

This authority is only valid for the duration stated in it (unless renewed) and is subject to the conditions forming part. of this authority.

Buoy Mooring Number:

File Number:

BS208 215/91067

Details of Authority Holder:

Name:

PELICAN SLIPWAYS PTY LTD

Residential/Business Address:

293 ESPLANADE

REDLAND BAY QLD 4165

Postal Address: 293 ESPLANADE

REDLAND BAY QLD 4165

Validity of Authority:

This Authority will expire on 06 July 2016

Vessel/Location Details:

(see Page 2 for conditions)

Any ship belonging to a legitimate business, such as port authorities, government agencies, boat builders and repairers, marina operations, boat hire, bare boat charter operations and fishing or commercial fleet operations.

Location Details:

Type:

UNRESTRICTED

Grid No:

Area:

REDILAND BAY

Location:

Latitude:

27 Degrees 37.3526 Minutes

Degrees Minutes

Longitude:

153 Degrees 18.885 Minutes

Degrees Minutes

Issued this Tuesday, 14 July 2015

New chain 20/12/2017 Mooring checked 16/8/18

Glemmanac

Regional Harbour Master, (Brisbane)

r_RTI-433 release.pdf - Page Number: 33 of 64

Conditions/Restrictions

Mooring Number:

BS597

Authority Issued: 22 May 2012

The mooring is to be placed within 30 days of the date of issue of the Authority.

The number appearing in the Authority should be affixed permanently to the buoy and displayed such that it is legible and visible at all times.

In approving the placement of the proposed mooring, Maritime Safety Agency of Queensland has taken consideration of the navigational aspects of the application. This does not constitute an approval in respect of:

a. structural adequacy; and

b. compliance with other local, state or federal legislative requirements relating to matters such as marine parks, fisheries, habitation of vessels or ship sourced pollution.

Cultural heritage search request has been conducted by Maritime Safety Queensland on your behalf. Under the Aboriginal Cultural Heritage Act 2003 s23, 'a person who carries out an activity (i.e. establishment of a buoy mooring) must take all reasonable and practicable measure to insure the activity does not harm Aboriginal cultural heritage (the cultural heritage duty of care)'. Please refer to the DATSIP website www.datsip.qld.gov.au/people-communities/aboriginal-and-torres-strait-is/ander-cultural-heritage for a copy of the gazetted Cultural Heritage duty of care guidelines.

The holder must make their own arrangements to ensure that their obligations are met regarding these matters.

Mooring management arrangements are under constant revision for all areas of the state. It may be necessary to amend this authority or relocate the mooring, which is the subject of this authority, from time to time in the interests of marine safety or the efficiency and effectiveness of the maritime industry.

Additional Conditions:

The holder is responsible for ensuring that the mooring is fixed permanently at the location described in the authority. The mooring must not be relocated, no matter now minor, without the prior written consent of Maritime Safety Queensland. If the mooring is moved by natural occurrences or otherwise, the holder must, as soon as is practicable and at the holder's expense, reposition the mooring at the location described in the authority.

VESSEL

The vessel to be moored on this mooring is restricted to a maximum length of 7.5 metres. It is the owners responsibility to ensure suitable underkeel clearance exists for the vessel to remain affoat at all times.

BUOY

The buoy attached to this mooring should be of a robust construction and preferably foam filled. The size is to be not less than 250 millimetres or larger than 800 millimetres in its greatest dimension. It is to be either spherical or 'teardrop' shaped and is to be fluorescent pink or bright pink in colour.

Buoys may be fitted with retro reflective material to enhance visibility.

BUOY MOORING AUTHORITY NUMBER

The number issued for an authorised buoy mooring is to be marked on the buoy attached to the mooring in plain characters not less than 50 millimetres high, with proportionate spacing and stroke width and must be black characters on a light background.

The mooring must be maintained so as to be legible at all times from a passing ship.

MARINE POLLUTION

Any boat attached to this mooring must be compliant with the Transport Operations (Marine Pollution) Act 1995. This mooring is located in a Nil Waste Discharge area. It is the responsibility of the authority holder to make their own arrangements for removal of ship sourced waste. Heavy penalities apply for non compliance.

LIVING ABOARD

This authority does not constitute an approval to live on board the nominated ship whilst attached to the mooring.

ANCHOR LIGHT

Buoy mooring authority holders are reminded that under the International Regulations for Preventing Collisions at Sea 1972, all moored vessels are required to exhibit an all-round white light whilst secured to the buoy mooring. The anchor light must be visible for two nautical miles for all vessels up to 50 metres in length. Penalties apply for

From: Pelican Slipways messaging-service@post.xero.com @ Subject: Invoice INV-1227 from Morley Marine's Pelican Slipways for

Date: 1 November 2018 at 11:00 am

To:



View invoice

not relevant



Please find attached your invoice 12 weeks until January 23 2019.

not relevant

being for mooring rental for

Can you please pay by Direct Deposit to our account including the Invoice Number as the reference and email a copy of the receipt by return email.

Morley Marine Pty Ltd

not relevant

You can also make payment via cash, credit card (2% additional charge) or Eftpos at our office.

If you have any questions about your invoice, please get in contact with us.

Thanks for using Morley Marine's Pelican Slipways 293 Esplanade, Redland Bay, Q 4165 P 3829 0620

Immire Date 1 Nov 2018

Invoice Number INV-1227

Reference Mooring Rent

ASM 28 605 043 598 Morley Marine Pty Ltd ABN 28 605 043 598 293 Esplanade REDLAND BAY QLD 4170 P 3829 C620



Item

LITEM DETAILS			
Item ID:	58161 - SEQS	Item Type:	Email
Date Created:	13/12/2018	Project ID:	
Date Captured:	13/12/2018	Sub Project ID:	
Item Format:	Physical	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - FW: Scan Data fro	om DCC450_MARIN	ie –
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018	Container ID:	230/01029 [1/]

ACTIONS & OWNERSHIP

Author

Geoff B Prendergast

Corporate Author:/

Author Title / Position:

Marine Officer Grade 2

Complaint Classification:

Business Unit: Brisbane Operations

Action Officer:

Home Location: **RECORDS**

Last Movement 13/12/2018

SECURITY & ACCESS

Security

Classification:

Security

Unrestricted

Access:

ADDITIONAL INFORMATION

Description / Additional Info:

Buoy Mooring Authority issued to Morely Marine

DOCUMENT CONTENTS

FW: Scan Data from DCC450_MARINE

Subject

FW: Scan Data from DCC450_MARINE

UNCLASSIFIED INFORMATION

From To

geoff.b prendergast@msq.qld.gov.au Marita.K.Ferguson@msq.qld.gov.au

Cc

Всс

Sent

13/12/2018 12:07:17 PM

Attached

img-Z131216-0001.pdf

Hi Marita

Hi Marita

The Buoy Mooring Authority.

Kind regards,

Geoff Prendergast

Marine Officer | Marine Operations (Brisbane)

Maritime Safety Queensland | Department of Transport and Main Roads

Ground Floor | Pinkenba Marine Operations Base | MacArthur Avenue East | Pinkenba Qld 4008

Macarthur Avenue East | Pinkenba Qld 4008

P: (07) 36327504 | F: (07) 36327540

E: geoff.b.prendergast@msq.qld.gov.au

W: www.msg.qld.gov.au

From: dcc450@msq.qld.gov.au [mailto:dcc450@msq.qld.gov.au]

Sent: Thursday, 13 December 2018 12:17 PM

To: Geoff B Prendergast <geoff.b.prendergast@msq.qld.gov.au>

Subject: Scan Data from DCC450_MARINE

r_RTI-433 release.pdf - Page Number: 37 of 64

Buoy Mooring

Page 1

Authority Holder Details:

150 150 140 CO. 150	jved 009	11.12.16
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DMS File No 215/01185

Holder 1Title MR	not relevant	e Holder 1 Initia	not relevant			
Holder 2 Title	Holder 2 First Nam	e Holder 2 Initial	Surname 2			
Company Nam MORLEY MA	ARINE PTY LTD					
Address 293 ESPLA	NADE	ci Ri	ty EDLAND BAY		State QLD	Postcode 4165
Postal Addres 293 Esplana			ostal City EDLAND BAY		Postal State QLD	Postcode 4165
Contact Num 07 3829 063		r Hours/Mobile	not relevant		Native Title No Completed	tification
Email Addres	s pways.200@bigp	oond.com			Notification/M October 201	apping Group Ref 8
<u>Mooring F</u>	Position, Loca	ntion and Vessel:			<u> </u>	
Mooring Numb BS163	Type UNRESTF	RICTED Status APPRO	VEO	Mooring Type SWING		Eco Mooring Type
Latitude No 1 I 27	Degrees Longitud	de No 1 Degrees	(ude No.2 Degrees	Longitud	e No 2 Degrees	DGPS Yes
Latitude No 1 ft 37.458	Longitu 18.875	de No 1 Minutes	tude No 2 Minutes	Longitude	No.2 Minutes	Datum WGS 84
H/Survey Num	ber Grid Numb	er Area Category			Date to A(MI) - Inspect
Area REDLAND B	AY	Local Aut REDLAN	hority ID SHIRE COUNC	OIL.		
Location	90	7				
Vessel Name		Vessel Regist	ration Number	Vessel Leng	gth Max 10	imum LOA
Vessel Descrip	tion					
nspected By MARINE SAF	ETY OFFICER	Date Last Inspected 02 October 2018	Mooring Appro 05 October 2		te Authority was /09/1998	s originally issued
Explry Date 05 October 2		ooring Placed in Position	Authority Cancell	ed	Mooring Rem	oved

58160 - SEQS	Item Type:	Email
13/12/2018	Project ID:	
13/12/2018	Sub Project ID:	
Electronic	Other Reference:	
Internal	Coples Sent To:	
Mail Memo - Marine Incident Ir	volving "Hidden Dr	agon" and "Windy Spirit"
MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
MSQ23885-2018 - NY934Q	Container ID:	230/01029 [1]
ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018	: />	
	13/12/2018 13/12/2018 Electronic Internal Mail Memo - Marine Incident In MARINE SAFETY SERVICES MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK,	13/12/2018 Project ID: 13/12/2018 Electronic Internal Mail Memo - Marine Incident Involving "Hidden Dr MARINE SAFETY SERVICES MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK,

Author:

Marita K Ferguson

Corporate

Author Title /

Marine Officer

Author: Complaint Classification:

Position: **Business**

Brisbane Operations

Unit:

Action Officer:

RECORDS

Last Movement 13/12/2018 Date:

Home Location:

SECURITY & ACCESS

UNCLASSIFIED INFORMATION

Security Classification:

Security

Unrestricted

Access:

ADDITIONAL INFORMATION

Description / Additional Info:

DOCUMENT CONTENTS

Marine Incident Involving "Hidden Dragon" and "Windy Spirit"

Subj Marine Incident Involving "Hidden Dragon" and "Windy Spirit"

ect

Fro Marita.K.Ferguson@msq.qld.gov.au

m To

not relevant

.com

/o=rmr/ou=Exchange Administrative Group

(FYDIBOHF23SPDLT)/cn=Recipients/cn=5d9cf211468243a380c994ce99350e02-MSQ .GoldCoast.Recept

Bcc

Sent 13/12/2018 12:03:32 PM

Atta

ched

Good Afternoon not relevant

Thank you very much for returning my call today.

If you have any information regarding the hire arrangement that you hold with Morley's Marina for a Buoy Mooring for your vessel "Hidden Dragon" could you please send it through to the email address in the signature box below.

Kind Regards,

Marita Ferguson

Marita Ferguson Marine Officer | Maritime Operations Maritime Safety Queensland | Department of Transport and Main Roads E: Marita.K.Ferguson@msg.qld.gov.au

not relevant W: www.msq.qld.gov.au



THEM DETAILS			
Item ID:	58158 - SEQS	Item Type:	Information note
Date Created:	13/12/2018	Project ID:	
Date Captured:	13/12/2018	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Weather 28 November 2018		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018	Container ID:	230/01029 [1]
ACTIONS & OW	NERSHIP		
Author:	Marita K Ferguson	Corporate Author:	
Author Title / Position:	Marine Officer	Complaint Classification:	7
Business Unit:	Brisbane Operations		
Action Officer: Home Location:	RECORDS	Last Movement Date:	13/12/2018
SECURITY & AC	<u> </u>		
Security Classification:	UNCLASSIFIED INFORMATION	\mathcal{S}_{λ}	
Security Access:	Unrestricted	>	

ADDITIONAL INFORMATION

Description / Additional Info:

Weather Wednesday 28 November 2018

DOCUMENT CONTENTS

1001 J.

Weather 28 November 2018.pdf

GOLD COAST SEAWAY - QUEENSLAND

LAT 27° 57'

LONG 153° 25'

Times and Heights of High and Low Waters

2018

SEPTEMBER	Times and Heights of High and L	.ow Waters	Local Time
Time m Time m	OCTOBER	NOVEMBER	DECEMBER
	Time in	Time m Time n	Time m
1 0536 0.20 16 0025 1.0 1202 1.27 16 0621 0.3 SA 1758 0.38 SU 1326 1.2 1955 0.4	26 MO 1905 0.37 TU 1334 1.26 2032 0.42	1 0227 0.94 16 0242 0.8 0754 0.36 16 0758 0.9 TH 1443 1.43 FR 1444 1.2 0 2136 0.22 0 2138 0.3	39 1 0326 1.09 1 6 0253 1.00 0355 0.37 6 0815 0.53 33 SA 1522 1.39 SU 1443 1.21
2 0002 1.18 17 0126 0.9 0620 0.24 17 0714 0.3 SU 1302 1.28 MO 1434 1.2 1906 0.44 2118 0.4	4 TU 1349 1.37 WE 1441 1.22	2 0345 1.02 17 0350 0.9 0914 0.34 17 0918 0.5 FR 1552 1.44 SA 1545 1.2	2 0430 1.21 17 0356 1.10 0.52 1604 1624 1624 1624 1624 1624 1624 1624 162
3 0102 1.07 16 0247 0.8 0715 0.28 16 0826 0.4 MO 1413 1.31 TU 1543 1.20	7 3 0225 0.93 10 0333 0.88 0 0856 0.48 WF 1505 1.40 TH 1548 1.24	3 0449 1.14 18 0444 1.0 1025 0.27 18 1023 0.4	8 3 0525 1.33 1 0 0449 1.22 4 2 1116 0.31
① 2032 0.46 2229 0.4; ② 0223 1.00 1 0 0406 0.8; ③ 0824 0.29 0.943 0.42	3 2154 0.30 2236 0.33	2323 0.07 2308 0.19	5 MO 1720 1.30 TU 1638 1.18 2335 0.08 2256 0.16
10 1528 1.38 WE 1643 1.30 2202 0.40 2322 0.36	TH 1616 1.47 FR 1645 1.28 2258 0.20 2320 0.26	4 0543 1.27 10 0529 1.20 1127 0.20 1 1117 0.38 SU 1748 1.47 MO 1727 1.27 2343 0.12	TH 1809 1 26 Mr 1724 4 40
5 0349 1.00 20 0508 0.96 0.96 0.26 0.37 0.49 TH 1734 1.36 2313 0.28	FR 1719 1.55 SA 1733 1.33 2351 0.10 2357 0.18	5 0007 0.02 20 0009 1.32 000 1.39 MO 1221 0.14 TU 1810 1.28 1.44	5 0015 0.06 20 0620 1.50 0658 1.54 20 1230 0.30 WE 1306 0.22 TH 1821 1.19
6 0503 1.06 21 0004 0.28 1047 0.18 21 0554 1.04 TH 1738 1.61 FR 1136 0.30 1816 1.42	6 0556 1.19 21 0605 1.16 1138 0.12 21 1151 0.29 SA 1812 1.61 SU 1814 1.37	6 0045 -0.02 21 0018 0.06 0713 1.49 21 0048 1.44 TU 1312 0.16 WE 1250 0.23 1918 1.49 1852 1.29	TH 1353 0.20 FR 1321 0.21
7 0010 0.16 22 0040 0.21 0604 1.14 22 0634 1.12	7 0035 0.01 22 0029 0.12	7 0122 -0.02 99 0052 0.01	1937 1.17 1909 1.20
FR 1146 0.08 SA 1219 0.23 1832 1.71 1853 1.46	1850 1.39	0755 1.56 2 0727 1.55 WE 1400 0.09 TH 1334 0.17 1959 1.33 1932 1.28	7 0125 0.07 22 0059 -0.00 0817 1.63 22 0749 1.74 FR 1437 0.19 SA 1410 0.13 0 2016 1.13 1958 1.20
SA 1240 -0.00 SU 1256 0.17 1922 1.77 1928 1.49	8 0116 -0.04 23 0100 0.06 0730 1.40 23 0716 1.35 MO 1321 -0.01 TU 1311 0.16 1944 1.60 1925 1.39	0156 -0.00 0835 1.59 TH 1446 0.11 0 2039 1.25 0 0127 -0.02 0 807 1.65 FR 1420 0.12 0 2015 1.25	8 0158 0.09 23 0143 -0.02 0853 1.64 23 0834 1.81 SA 1519 0.19 SU 1500 0.08
9 0143 -0.02 24 0141 0.10 0746 1.32 24 0743 1.25 SU 1331 -0.06 MO 1332 0.12 2008 1.78 2000 1.49	9 0154 -0.06 24 0130 0.02 0813 1.47 27 075 1.44 TU 1409 -0.01 WE 1350 0.12	9 0229 0.04 24 0204 -0.02 0914 1.60 24 0848 1.71	9 0231 0.13 24 0229 -0.02 0929 1.62 24 0922 1.84
	2026 1.53 2001 1.38	2117 1.16 2059 1.20	SU 1559 0.21 MO 1551 0.06 2133 1.05 2138 1.16
10 0225 -0.06 25 0210 0.07 0832 1.38 0817 1.31 MO 1420 -0.07 TU 1408 0.10 2052 1.73 0 2032 1.48	10 0232 -0.05 25 0202 -0.00 0855 1.51 0829 1.51 WE 1456 0.03 TH 1432 0.10 2105 1.43 0 2038 1.34	0 0300 0.10 25 0245 0.01 0932 1.57 0933 1.73 SA 1616 0.20 SU 1559 0.10 2155 1.07 2146 1.14	10 0305 0.18 25 0317 0.02 1005 1.58 MO 1638 0.24 TU 1644 0.06
11 0306 -0.05 26 0241 0.05 0917 1.41 26 0852 1.36	4 3 444	1 0332 0.17 26 0328 0.06 1030 1.52 26 1021 1.72	2212 1.01 2233 1.13
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13 0425 0.06 20 0345 0.07 1049 1.40 20 1008 1.42 TH 1647 0.18 FR 1609 0.18 2256 1.32 2216 1.26	70 0413 0.16 20 0349 0.09 1101 1.44 20 1033 1.58 12	3 0440 000	13 0505 0.37 28 0037 1.09 1204 1.39 28 0609 0.27
14 0503 0.14 29 0420 0.11 1136 1.36 29 1051 1.42 FR 1740 0.30 SA 1657 0.24	14 0446 0.25 29 0432 0.16 145 1.38 1.54 14	0016 0.88 29 0056 0.98	14 0038 0.93 29 0.147 1.10 0.36 0.36 0.36
2338 1.16 2256 1.18	2350 0.94 2341 0.99	1939 0.37 TH 1313 1.52 2002 0.19	1940 0.32 SA 1347 1.42 1940 0.32 D 2025 0.18
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© Copyright Commonwealth o	ŧ		2214 0.19

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Times are in local standard time (Time Zone UTC +10:00)

Moon Phase Symbols

New Moon

First Quarter

O Full Moon

Last Quarter



Gold Coast, Queensland November 2018 Daily Weather Observations

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

		161	nps	Rain	Evap	Sur		wind gu					am						pm		
ate	Day	Min	Мах	(Call	Lvap	3011	Dir	Spd Ti	me	Temp	RH	Cld	Dir	Spd.	MSLP	Temp	RH	Cid	Dir	Spd	MSL
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6	Tu	20.9	28.5	0			Ņ	33.15	:31	25,2	86.	ij	NNE	24	1013.1	24.8	82:		N	22	1008
7	We	20,9	29.6	0			N	46 09	:12	26.2	63	:	N	28.	1010.8	24.7	78		N	33	1005
8		20.2					SSE	61,16	:35	21.5	88	:	N	17.	1010.7	21.4	72		SSE	41	1013
9.	Fr	17,3	25.8	, 0			SE	43,12	:45	23.3	51.		SSE	28	1021.2	23.3	47	1	SE	35	1018.
10	Sa	14.8	26.2	0			SSE	31:09	:05	24.3	54	2	SSE	19	1018.4	24.7	53		ESE	19	1015.
11	Su	17.5	27.4	. 0			SSE	48.17	:22	24.9	55.	3	SSE	15	1019.9	25,0	61	1	SE	35	1017
12	Мо	17.6	27.0	0			SE	52 13	:50	25.1	47	1	SSE	30	1021.1	24.5	55		SSE	37	1018
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14.	We,	17.4	27.8	. 0			SE	28,08	:14	25.4	59		SSE	13	1018.7	24.7	64		ΝE	17	1016
15	Th	18.6	28.8	0			NE	33,13	28	26.9	59		NNE	17	1018.9	25.7	62:		NE		1015.
16	Fr	19.3	27.9	0.2		1	ENE	28 15	15	25.5	65		ESE	11	1017.9	26,1	58	/	NE	22	1014.
17	Sa	20.1	27.6	0.8			SSE	59 18	:01	25.7	67		E	9	1016.1	25.1	67		NE		1012.
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19	Мо	17.3	27.3	1.6		-	SE	52.01	05	24.6	53	:	SSE	30	1020.0	24.6	40.		SE	37	1017.
20	Tu	16.9	27.4	ð			NNÈ	43 17	07	24.6	48		ENE	9	017.0	26.4	50	7	ÑNË	77.11	1011.
21	We	20.4	29.3	0			N	50:13:	02	25.8	54	1	WN	22	1010.3	25.7	71/	1 1	N	190	1004.
22	Th	22,9	28,9	0.2			NW	83 10	57	26.6	82	- 1	N	24	1004.5	25.6	60		NW		1002,
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24	Sa	14.9	30,1	0	•		WNW	63 13:	33	24.5	22:	1	Ŵ	31:1	005.9	29,4	15	X	WWW	- 3-	1001.
25	Su	15.0	30.1	0	- 1		NW	35 09	,	25,4	48	:	NNE		004.2			5	NE		998.
26	Мо	17.2	27.7	0		1	SE	44 11:	26	26,2			SE		002.4	a consumer in			SE		1002.
27		17.5	A				N	37 13	i	24.1			ΝE		- formal	26.1	frai.		NNE		1005.
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	otal'			35,8		į		:	11-			(:)	/ /	> 1	7	<i>-</i>			,,,,,,,	-	

Source of data

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. You should read the important information in these noies.

Other formats

To print this page, get the PDF version (one page, 45 lb).

To use this page in a spreadsheet, get the pixin text version (4 kb).

Other times and other places
The last 14 months of Daily Weether Observations for Gold Coast, Queensland are also here on this web

Dec 18 Nov 18 Oct 18 Sep 18 Aug 18 Jul 18 Jun 18 May 18
Apr 18 Mar 18 Feb 18 Jan 18 Dec 17 Nov 17

Daily Weather Observations are also rounnely prepared for hundreds of other locations in Queensland and across Australia. To get other months or places not on this web site, contact us.

If you are after long-farm averages relevant to Gold Coast, Queensland, look at the tables for Gold Coast Sesway or Southport Ridgeway Ave.

Maps and tables of average conditions for locations across Australia are also available.

More information

If you are using these pages, you are deemed to have understood the important information in these notes. They cover how the date are obtained, how they are processed, and what each column means. If you have any questions about this product, or you want any other weather or climate information, please contact us.

This page was created at on

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ITEM DETAILS			
Item ID:	58157 - SEQS	Item Type:	Email //
Date Created:	13/12/2018	Project ID:	
Date Captured:	13/12/2018	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mall Memo - Buoy Mooring Aut	hority Check	
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018	Container ID:	230/01029 [1]
ACTIONS & OW	NERSHIP		
Author:	Marita K Ferguson	Corporate Author:	7
Author Title / Position:	Marine Officer	Complaint Classification:	
Business Unit:	Brisbane Operations	\mathcal{A}	
Action Officer: Home Location:	RECORDS	Last Movement Date:	13/12/2018
SECURITY & AC	CESS (C		
Security	UNCLASSIFIED INFORMATION	77	
Classification: Security	Unrestricted	· · · · · · · · · · · · · · · · · · ·	

DOCUMENT CONTENTS

Buoy Mooring Authority Check

ADDIFICONAL INFORMATION

Description / Additional Info:

Subject E

Access:

Buoy Mooring Authority Check

Buoy Mooring Authority Check - not relevant

From

Marita.K.Ferguson@msq.qld.gov.au

То

Leanne.G.Heselden@msq.qld.gov.au

Сс

geoff.b.prendergast@msq.qld.gov.au, leigh.a.russell@msq.qld.gov.au

Bcc Sent

13/12/2018 9:57:31 AM

Attached

Good Morning Leanne and Geoff,

I have a marine incident that I am investigating that involves a buoy mooring in the Redland Bay

I have a marine incident that I am investigating that involves a buoy mooring in the Redland Bay region.

The vessel involved in the incident is a 12.2m steel sailing vessel called "Hidden Dragon" with registration number NY934Q.	_
The registered owner is not relevant	>
Could you please run a buoy mooring authority check for me.	r
not relevant claims that he hires the mooring from Morley's Marina and that Morley's has failed to	Э
maintain the mooring.	
Thanks,	
Rita	
Marita Ferguson Marine Officer Maritime Operations Maritime Safety Queensland Department of Transport and Main Roads E: Marita.K.Ferguson@msq.qld.gov.au M: not relevant W: www.msq.qld.gov.au	



ITTEM DETAMLS

Item ID:

58098 - SEQS

Date Created:

05/12/2018 05/12/2018

Date Captured:

Item Format: :

Electronic

Circulation: Subject:

Internal

Function

Term:

Container

Title:

MSQ23885-2018 - NY934Q 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH

WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018

MARINE SAFETY SERVICES

ACTIONS & OWNERSHIP

Author:

Greg L Turner

Author Title / Area Manager Position:

Business

Gold Coast Operations

Action

Unit:

Officer: Home

Location:

RECORDS

Cast Movement 05/12/2018

Item Type:

Project ID:

Reference:

Other

Mail Memo - Marine Incident MSQ23885 investigation tasking

Sub Project ID:

Copies Sent To:

Activity Term:

Container ID:

Corporate Author:/

Complaint

Classification:

Email

INCIDENT INVESTIGATION

230/01029 [1]

Date:

GEOLEGISTY & A

Security Classification:

UNCLASSIFIED INFORMATION

Security

Unrestricted

Access:

ADDITIONAL INFORMATION

Description / Additional Info:

DOCUMENT CONTENTS

Marine Incident MSQ23885 investigation tasking

Subject

Marine Incident MSQ23885 investigation tasking

From

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

To

Marita.K.Ferguson@msq.qld.gov.au

Сс

Bcc.

Sent

5/12/2018 3:53:22 PM

Attached

Hey Marita

I have tasked Marine Incident MSQ23855 to you for investigation/review. Physical file Number 230/01029

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

Our ref Your ref Enquiries 230/01029 MSQ23885-2018 Greg Turner

SCANNED TO DMS

Item ID: P56055

File ID: 230/1029

Date: 4/12/18



Department of

Transport and Main Roads

04 December 2018

not relevant

Dear

not relevant

Marine Incident Report

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Hidden Dragon" with registration number NY934Q which occurred on 28 November 2018.

Maritime Safety Queensland's official marine incident report number is MSQ23885-2018.

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

not relevant

Dana Benson

Business Support Officer - Maritime Operations (Gold Coast Office)

Maritime Safety Queensland Gold Coast 40-44 Seaworld Drive Main Beach Queensland 4217 PO Box 107 Southport Queensland 4215

Telephone +61 7 5585 1810 Facsimile +61 7 5585 1818 Website www.msq.qld.gov.au

Email msq.goldcoast.reception@msq.qld.gov.au

ABN 39 407 690 291



ITEM DETAILS Item ID: Item Type: 58054 - SEQS Report Date Created: 03/12/2018 Project ID: Date Sub Project ID: 04/12/2018 Captured: **Item Format:** Other Physical Reference: Circulation: Copies Sent To: Incoming Subject: MSQ23885-2018 - MSQ MIR from NR - Mail Memo - FW: scanned copy **Function** MARINE SAFETY SERVICES **Activity Term:** INCIDENT INVESTIGATION Term: Container MSO23885-2018 - NY9340 Container ID: 230/01029 [1] Title: 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS7220 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018 ACTIONS & OWNERSHIP Author: Greg L Turner Corporate

Author:

Author Title / Area Manager Position:

Complaint, Classification:

Business Unit: Gold Coast Operations

Action Officer:

Home

ON FILE

Last Movement 04/12/2018 Date:

Location:

SEQUENTLY REACCES Security

UNCLASSIFIED INFORMATION

Classification:

Security

Unrestricted

Access:

ADDITIONAL INFORMATION

Description / Additional Info:

F#4

DOCUMENT CONTENTS

FW: scanned copy

Subject

FW: scanned copy

From

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

To

Dana.y.Benson@msq.qld.gov.au

Сс

Всс

Sent

3/12/2018 2:38:15 PM

Attached

210/3

CCF_000053.pdf ATT00001.htm

Hey dana

Hey dana

See attached, another marine incident for you

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

From: MSQ.Brisbane.MarineIncidents Sent: Monday, 3 December 2018 2:36 PM

To: Greg L Turner < greg.l.turner@msq.qld.gov.au>

Subject: FW: scanned copy

Greg,

Checked Moore's Rock Redland Bay, Marine Incident Report for action.

Many Thanks,

Bec.

not relevant [mailto:info@powersnips.com] From

Sent: Friday, 30 November 2018 2:35 PM

To: MSQ.Brisbane.MarineIncidents < MSQ.Brisbane.MarineIncidents@msq.qld.gov.au>

Subject: Fwd: scanned copy

Sent from my iPhone

Begin forwarded message:

From: Redland Bay < emailprint11@gmail.com> Date: 30 November 2018 at 2:27:09 pm AEST

To: info@powersnips.com Subject: scanned copy

see attachmet





Marine Incident Report

Transport Operations (Marine Safety) Act 1994

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, except in cases where the ship is lost or presumed lost in which case the incident must be reported by the ship's owner. If the initial report is not in the approved form a further report must be submitted using this form at the earliest opportunity. You should fill in all fields that are applicable. This form, and all supporting documents, should be returned to a Maritime Safety Queensland office, the Queensland Police Service or a Queensland Boating and Fisheries Patrol Office. Penalties apply for failing to report a marine incident.

mental transfer of the state of	
Position of incident	
Date Time Body of water/Landma	rk //
28/11/2018/11.30 pm Repuns 7	by new Moores Rock
Location	Latitude Longitude
Inland waters (non-tidal) Smooth waters Partially	smooth waters Offshore
Type of incident	
Collision: Capsizing Detween shins	Grounding: Other incident: Gold Seast Region
☐ Capsizing ☐ Setween ships ☐ with a fixed object	Uniteduction / Derson filt by properier or ship
Flooding with a floating object	Charactina insident
Person overboard with an animal	Onboard incident;
Loss of stability with an overhead obstruction	Close call/near miss
☐ Explosion ☐ with a submerged object ☐ with a wherf	other enboard incident other incident caused by the
Structural/equipment failure	operation of the snip V Mail Cir
Loss of ship 1 of the loss are unknown. If the sh	lected where the ship has disappeared and the location and circumstances lip is an economic write-off this should be check marked as 'Ship lost' below 20/1090
Incident Severity Rating	
Fatality Serious injury 2	Ship lost 3 Damage to property on MS: <u>PS6054</u>
Number of persons Number of persons	Ship damaged No damage
² Requiring admission to h	Ospital 3 Economic write-off or not recovered 4 No damage to any ships
Environmental conditions	
Weather	Visibility
Clear Hazy Cloudy Rein Flood	Good Fair Poor
Water conditions	Commission region and the State of the State
Calm Choppy Rough Very rough Str	ong current or tidal flow Swell helght (metres)
Wind speed	
None Light (1-6kts) Moderate (7-15kts) V Stror	ng (16-33kts) Gale (>33kts) Wind coming from Newsth
Ships involved	ot may mile sering seri
Number of ships involved Note: If more than two ships	were involved attach details on a separate page.
Own ship	Other ship
Name of ship	Name of ship
HIDDEN DRINGUN	WINDY SPIRIT
Official registration number Registering authority	Official registration number Registering authority
NY934 Q DTMR	W3 722 Q D+MR
Length (metres) Beam (matres) Year built	
12.2 3.8 1993	Length (metres) Beam (metres) Year built
	13.2 4.3 2005
Number of passengers on board Number of crew on board	Number of passengers on board Number of crew on board
Registration type	Registration type
Commercial passenger Commercial fishing	Commercial passenger Commercial fishing
Commercial non-passenger Commercial hire and drive	☐ Commercial non-passenger ☐ Commercial hire and drive
Queensland Regulated ship	Queensland Regulated ship
Additional information for commercial vessels: Commercial ve passenger vessels must also attach a copy of the passenger mani-	ssels must attach master's and engineer's logs and commercial fest.
Office use only Casemen AMED 4 777	- Received by 1
File number: 25001020 Casemen MS0235985	Received by DESISSIV Received on: S /r2 /d
2014 Cor	ntinued over page Page 1 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016

Ships involved - continued	
Own ship Ship description Motorboat PWC Rowing boat Sailing boat House boat Other (describe)	Other ship Ship description Motorboat PWC Rowing boat Salling boat House boat Other (describe)
Engine Outboard Inboard (petrol) none inboard/outboard Inboard (diesel) Other (describe)	Engine ☐ Outboard ☐ Inboard (petrol) ☐ Inboard/outboard ☐ Inboard (diezel) ☐ Other (describe)
Number of engines Total engine power	Number of engines Total engine power HP KW Hull mater/al Timber Ferro-cement Marine alloy Fibreglass/GRP Other (describe)
Damage to ship Ship lost Moderate damage (damaged but ship remains seaworthy) (ship unseaworthy) Minor damage No damage	Damage to ship Ship lost Major damage (ship unseaworthy) Minor damage No damage
Own ship Ship owner's details Owner's name not relevant	Other ship Ship owner's details Owner's name not relevant
Dedicated person eshore/operations manager (commercial only) Telephone (business hours) Telephone (after hours) Address	Telephone (business hours) not relevant Address
not relevant Email address not relevant Master's details Master's name	not relevant Email address not relevant Master's details Master's name
Gender Date of birth Male Female Licence type and grade (for example, Master 5)	Gender Date of birth Male Female / / Licence type and grade (for example, Master 5)
Issue date Expiry date (if applicable)	Licence number Issuing authority Substitute Substitute Issue date Expiry date (if applicable)
Telephone (business hours) Telephone (after hours) Address	Telephone (business hours) Telephone (after hours) Address
Email address	Email address

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Our ref Your ref Enquiries 230/01029 MSQ23885-2018 Greg Turner

SCANNED TO DMS

Item ID: P56051

Date:S..A.

Queensland Government

Department of

Transport and Main Roads

03 December 2018

not relevant

Dear

not relevant

Marine Incident Report

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Spirit Wind" with registration number WS722Q which occurred on 28 November 2018.

Maritime Safety Queensland's official marine incident report number is MSQ23885-2018.

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

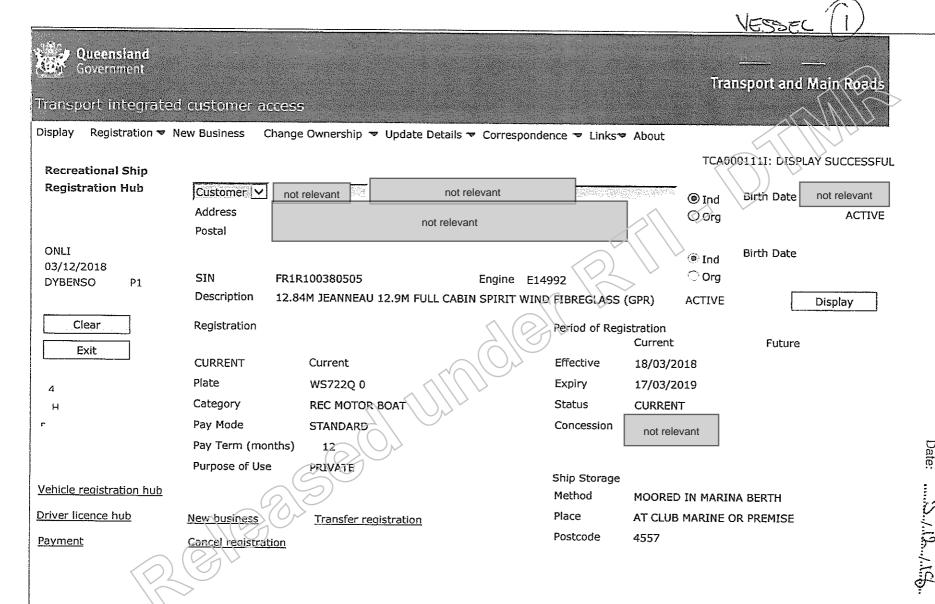
Dana Benson

Business Support Officer - Maritime Operations (Gold Coast Office)

Maritime Safety Queensland Gold Coast 40-44 Seaworld Drive Main Beach Queensland 4217 PO Box 107 Southport Queensland 4215

Telephone +61 7 5585 1810
Facsimile +61 7 5585 1818
Website www.msq.qld.gov.au
Email msq.goldcoast.reception@msq.qld.gov.au

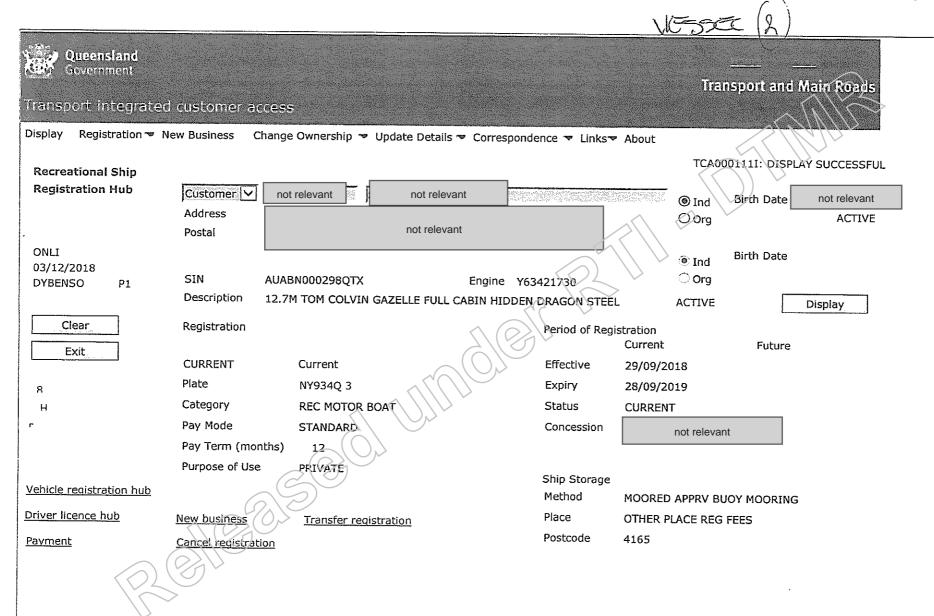
ABN 39407 690 291





VESSEL (1)

Queensland Government					Transport and	l Main Roads
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Recreational Ship				.	TCA0001111: DISPL	AY SUCCESSFU
Hub	SIN	FR1R100380505			Plate W	S722Q 0
	Make and Model	12.84M JEANNEAU 12.9	M FULL CABIN SPIRIT W	IND FIBREGLASS (GPR)	ACTIVE [Display
ONLI 03/12/2018	Name	SPIRIT WIND			Dimensions	
DYBENSO P1	Primary Colour	WHITE			Length (m)	12.84
	Secondary Colour			2 //	Beam (m)	4.00
Clear	Compliance Type	COMPL PLATE EXISTS			Draught (m)	1.60
Exit	Compliance Year	2009	2/10) >	Height (m)	20.50
	Previous Plate	AEM310N			- , ,	
	Previous State	NSW				
		Planing huli				
		Capable of speed grea	iter than 10 knots			
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Recreational Ship					TCADOUILLE DISPL	AY SUCCESSFL
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DYBENSO P1	Primary Colour	KHAKI			Length (m)	12.70
Clear	Secondary Colour			1,7	Beam (m)	2.50
	Compliance Type	COMPL PLATE EXISTS	$\Delta(Q)$		Draught (m)	1.50
Exit	Compliance Year	1993		/	Height (m)	3.00
	Previous Plate					
	Previous State					
		☑ Planing hull				
		Capable of speed great	iter than 10 knots			
		Normally carries sails				
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ayment		A CONTRACT OF THE PROPERTY OF				
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THENDELATES Item ID: **Item Type:** 58046 - SEQS Report **Date Created:** 03/12/2018 Project ID: Date Sub Project ID: 03/12/2018 Captured: **Item Format:** Other Physical Reference: Circulation: Copies Sent To: Incoming Subject: MSQ23885-2018 - Mail Memo - FW: Marine Incident Report Spirit Wind 28/11/18 Function MARINE SAFETY SERVICES **Activity Term:** INCIDENT INVESTIGATION Term: Container MSQ23885-2018 - NY9340 Container ID: 230/01029 [1] Title: 'HIDDEN DRAGON' DRAGGED ANCHOR COLLIDING WITH WS722Q 'SPIRIT WIND' IN SOUTH WEINAM CREEK, REDLAND BAY - 28 NOV 2018 ACTIONS & OWNERSHIP

Author:

Greg L Turner

Corporate Author:

Author Title /

Area Manager

Complaint Classification:

Position:

Business Unit: Gold Coast Operations

Action Officer:

Home

ON FILE

Last Movement

03/12/2018

Location:

tion:

1166

Dater

SECURITY & ACCESS

Security
Classification:

UNCLASSIFIED INFORMATION

Ciassificat

Security

Unrestricted

Access:

ADDITIONAL INFORMATION

Description / Additional Info:

F#1

DOCUMENT CONTENTS

FW: Marine Incident Report Spirit Wind 28/11/18

Subject

FW: Marine Incident Report Spirit Wind 28/11/18

From To greg.l.turner@msq.qld.gov.au Dana y.Benson@msq.qld.gov.au

Cc Bcc

Sent 3/12/2018 8:47:14 AM

Sent Attached



image001.pngimage002.pngimage003.pngimage004.png

Hey Dana

See below, would you kindly log this marine incident into the system and mark it out to me please.

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 Scaworld 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

From: MSQ.Brisbane.MarineIncidents Sent: Friday, 30 November 2018 11:59 AM

To: Greg L Turner <greg.l.turner@msq.qld.gov.au>
Subject: FW: Marine Incident Report Spirit Wind 28/11/18

Morning Greg,

Marine Incident for Weinam Creek,

Many Thanks, Bec.

From: not relevant @gmail.com

Sent: Thursday, 29 November 2018 3:54 PM

To: MSQ.Brisbane.MarineIncidents < MSQ.Brisbane.MarineIncidents@msq.qld.gov.au >

Subject: Marine Incident Report Spirit Wind 28/11/18

0
Gold Creat Region
MEGLINED
3 0 NOV 2018
Mail Cor
File: 120/01014
DMS: PSTROLL
Action Officer/s:



Marine Incident Report

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 water 48 hours of the incident taking place, except to cases where the ship is lost or presumed lost in which case the incident must be reported by the ship's owner. If the intuit import is not in the approved form a further report must be submitted using this form at the cartest opportunity, You should fill half fields that are applicable. This form, and all suspecting documents, should be returned.

to a Martime Safety Outenstand office, the Queenstand Police Se apply for faling to report a marine incident	rvice or a Queensland Bosting and Fisheres Parol Office. Penalties
Incident description	
Position of Incident	
Date Tane Body of water/Landmar	*
	MICCEINGS STH WEIMANT CREEK
Location	Latrude Longrado
Inland waters (non-bdal) Smooth waters Partially	smooth waters Offshore
Type of incident Coleson:	Grounding: Other incide(i)
Capatring (X between ships	Curantendonal Person in the product or union
Swamping with a fixed object	Ententional water sking incident
C Flooding with a floating object	I to a constant in a stand
Person overboard [] with an animal	UNIXED BEILEM. [Infinite moltant
Loss of stability [] with an everhead obstruction	Leinen callinnar mice
Fire With a submerged object	crushes) or prograng
Explosion with a wharf	Other enboard incident operation of the ship
and on the next before the tri	lected where the ship has destineered and the location and circumstances ip is an economic write (all this should be check marked as "Ship lost" below
Incident Severity Rating	
Fatality Serious Injury 2	Ship lost 3 Damage to property only 4
Number of persons Number of persons	Ship demayed No damage
² Requiring admission to h	ospital. 3 Economic virticity or not recovered. 4 No damage to any strips.
Environmental conditions	
Weather	Visibility
Clear MHary Cloudy [Rain Flood	A Good Fee Pour
Water conditions	
E. S. S. San	ong current of Idal flow Swell height (metres)
Wind speed	
None Light (1-6kts) Moderate (7-15kts) (\$2ron	g (15-33kts) Galle (>33kts) Wind coming from
Ships involved	
Number of ships involved 2 Note: 4 more than this ships	were involved attach details on a separate page
Own ship	Other ship
Name of ship	Name of stap
SPIRIT WIND	LAST SESSION OR MAN
Official registration number Registering authority WS 722.6	Official registration number Registering authority
Length (metres) Beam (metres) Year bott	Length (metres) Beam (metres) Year built
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Office use only	- · · · · · · · · · · · · · · · · · · ·
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Ships involved - continued	
Own ship Ship description Motorboat Saling boat House boat	Other ship Ship description Melorbeat PWC Rowing boat Saling boat House boat
Other (describe)	Other (describe)
Engine [] Outboard (] Inboard (petrol) [] Inone [] Inboard/outboard (inboard (desei) Other (describe)	Engine Cusboard Cinboard (petrol) Onene Inboard/outboard (diesel) Other (describe)
Number of engines Total engine power 1	Number of engines. Total engine power LO 11 AW Hutl material
U Stoel ☐ Tenber ☐ Ferro-coment ☐ Manno alloy ☐ Fibreginss/GRP ☐ Other (describe)	Steel ☐ Timber ☐ Ferro-cement Marine alloy ☐ Fibreciass/GRP Other (describe)
Damage to ship Ship lost Mejor damage (ship unseaworthy) Damage to ship Abderate damage (damaged but ship remains sosworthy) Minor damage No damage	Damage to ship Ship lost Major damage (ship unsowngrity) Minor damage Ship to damage
People involved	
Own ship Ship owner's details	Other ship Ship owner's details
Owner's name not relevant	not relevant
Dedicated person ashore/operations manager (commercial only)	Dedicated person ashore/operations manager (commercial only)
Telephone (after hours)	not relevant
not relevant Address	not relevant
not relevant	not relevant
Email address	Email address
not relevant	Cities accinos
Master's details	Master's details
Master's name	Master's name
Date of State	Gender Date of b≠th
Gender Date of bith Maile Female not relevant	Gender David Grant
Licence type and grade (for example, Master 5)	Licence type and grade (for example, Master 5)
Licence number Issuing suthersy	Licence number Issuing authority
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Issue date (if applicable)	Issue date (if applicable)
Telephone (business incurs) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
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Own ship Watchkeeper/person at the helm Role Crowmember Passenger Master (decals as above)	Other ship Watchkeeper/person at the Role	helm
Role Crowmember Passanger Master (dessit as above	Role	(2\$#) 1
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Gender Date of birth Make Female	Gender Dat	a of birth
Make Female	[] was] Femas	
Licence type and grade (for example, Master 5)	Licence type and grade (for e	vaniple, Master 5)
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Telephone (business hours) Telephone (after hours)	Esophone (business hours)	/Tolephone (after hours)
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Address	Address	
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Witnesses	(())_	
Higher attach name and complete contect details of any witnesses to the	incident co a seperate page	
Decessed or injured person		
Note: If more than two people deceased or injured effect details on a se	parata po ja	
None	Injury status	
	Fatality Massing perso	on Serious injury 5 Mana
Gender Date of birth	5 A serious injury is defend as on	ENDS a where the invent more was
Male Female / /	admitted to hospital.	
Eddana .	Nature of injury	Name of hospital
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en op 1888 (1886 to 1884 in 1884 in 1884 to 18	Person in charge (Master)	
Telephone Which ship was this parson associated with?		[] Swimmer
	☐ Crew	C Para-flor
Supplementary Sept. (1995; 1995; 1996; 199	Passenger on vessel	☐ Dver
$\langle \rangle_{M}$	☐ Water-skier	C Caret
		r occordinate de la constante
Deceased or injured person		
Vame	injury status	
		n Scrious Injury 5 Mana
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Sender Date of birth	Plating of injury	Name of hospital
Male Formate 1 1		J
Vidness (Activity of injured or decease	ed person
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Selephons Which ship was this person associated with?	. □Crew	Para-filor
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