

Summary Report

Our ref 230/02214
Your ref MSQ24900
Date 14/07/2021

To Area Manager

Subject Marine incident investigation file – (File No. MSQ24900-2021)

I **enclose** a copy of the following marine incident (Category 3) investigation file:

Incident type	Collision
Participant ship/s	YAMOYA [redacted] (Vic) – 11.39m Steel Sailing Boat [redacted] – 7.2m 2012 Cruise Craft Explorer Fiberglass 300hp
Participant person(s)	[redacted] (owner/master of (Yamoya)) [redacted] (owner/master of [redacted])
Location	Humbug Reach, Brisbane River.
Date	18th June 2021

Summary

The collision occurred at Humbug Reach, Brisbane River at approximately 1800 hours. The sea conditions were calm and clear with light winds.

YAMOYA (11.39m sailing boat) was anchored in the Humbug Reach on the northern side of the Brisbane River.

[redacted] was steaming upstream from Colmslie boat ramp. There were to Citycats in the area and a lot of backscatter lighting from the shore, and the vessel was just on the plane. [redacted] was looking down at his GPS and radar and when he looked up he saw Yamoya directly in front of him and he pulled of the throttle and swerved to miss the anchored vessel. [redacted] had only had the vessel and his licence for two months and this was the first time he had taken the vessel out at night. He was the only person on the vessel.

Minor injuries were sustained during the incident to [redacted] and his partner.

Moderate damage was sustained to the stern and tender of Yamoya [redacted] sustained minor damage.

I have carefully considered the following:

- The master of removed was inexperienced in the operation of the vessel especially at night on the Brisbane River.
- Vessel activity in the area, backscatter of lights from the shore and from his own vessel contributed to the incident.
- Both masters were spoken to by the Water Police on the night after the incident.
- Details were exchanged immediately after the incident and insurance was covering repairs to the vessel Yamoya.
- I had a long conversation with Not Relevant in relation to keeping a proper lookout and situational awareness especially at night.
- There appears to be no criminal negligence.

Outcome

It is my recommendation that issuing of the attached caution letter to the owner of removed Not Relevant and that no further action will be taken at this time.

- Not following his General Safety Obligation to ensure safe operation of his vessel – IRPCS Rule 5 Look-out and Rule 6 Safe Speed.

Not Relevant

Paul McCallum

Marine Officer

Agreed

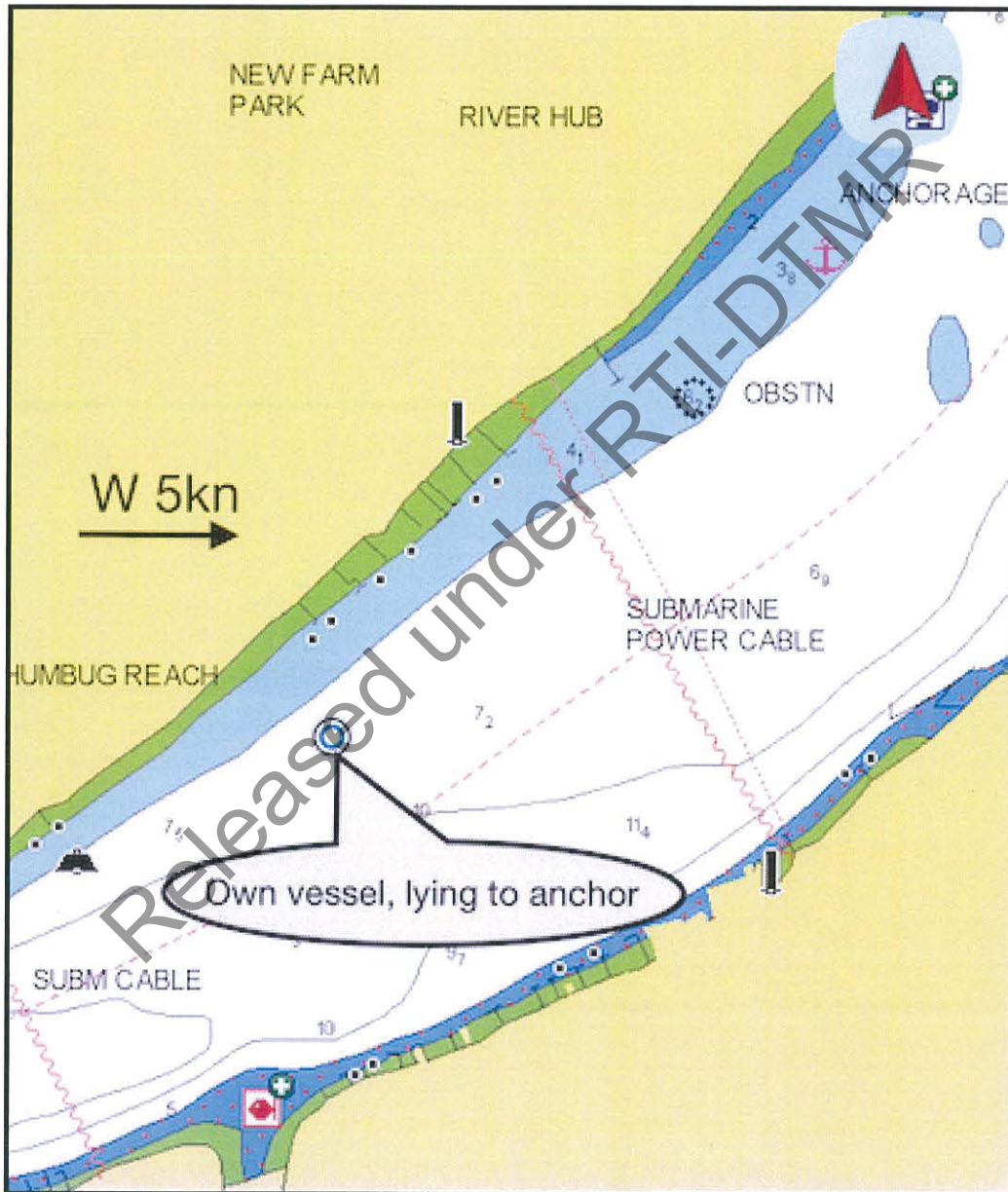
Not Relevant

Witnesses

Crew member:

Not Relevant, Not Relevant
DOB: Not Relevant
Licence: Recreational, # Not Relevant issued by VicRoads
Tel: Not Relevant
Email: Not Relevant

Report Details



At the time of collision, Yamoya (own vessel) was anchored safely in about 8m of water, and had been at this anchor since 13 Jun (5 days) with approx 40m chain deployed. Holding was excellent. Upstream were moored vessels, downstream were private jetties. There was an ebb tide with a strong tidal flow, and about 5kn of wind from the west. The water was calm, sky was clear, visibility was excellent. Yamoya was showing its anchor light atop its main mast, as well as cabin lights. Outdoor lighting was turned on at the Merthyr Bowls club and the function centre on the shore adjacent to the anchoring position. Other outside lighting was coming from housing and

infrastructure along both shores. Yamoya has a steel hull and superstructure, and provides a good radar target.

The ship's tender (a 3.4m RIB) was stowed on its davits with the outboard still attached. The swim platform was folded upright against the transom.

At approx 6pm the master & crew (the owners) were in the main cabin having the evening meal when the vessel surged violently, accompanied by a loud bang. The master was thrown against the galley bench and the crew member was thrown against the table at which she was sitting. On exiting to the wheelhouse and side decks, another vessel could be seen astern, appearing to not be making way but being carried away by the tidal flow. It's white stern light and blue underwater lights were lit. The other vessel returned and tied alongside. Shortly after, a City Cat ferry approached to offer assistance.

Yamoya had been impacted on the port side of the stern, suffering extensive damage to the pushpit and associated structure incorporating the davits and solar panels. The stern swim platform was extensively damaged and could not be lowered. It appeared to be unsafe to use, if it could be lowered. The stern boarding ladder was jammed in its folded state and could not be easily lowered. The solar panel arch had been pushed onto the mast's back stays. The outboard lifting crane had been damaged and was unsafe to use. The ship's tender was completely destroyed and had spilled most of its contents into the water; except for the outboard and a few items that were thrown onto the aft deck (including the tender's fuel tank). There were no fuel or oil spills. There was no apparent hull damage that was allowing or would allow water ingress. The rudder appeared to be undamaged. There were no obvious crew injuries.

It was observed that the other vessel had his radar on and all navigation lights lit. The other master reported that there was no hull damage to his vessel, and minor damage to the pulpit and bow roller. He reported that his vessel was seaworthy and there were no injuries. After exchanging details, he departed at approx 6:40pm.

Shortly after a passing PWC approached and offered assistance.

With the tender destroyed and because of the tidal flow, there was no opportunity to recover any items that had fallen into the water. The following items (from the tender) were lost. Some of these would have floated away.

- 1 oar
- 2 inflatable lifejackets
- 1 small fender
- tender's safety equipment (2 torches, reflector, bucket)
- anchor, chain and rope
- general lines
- 3 floats
- removable navigation lights
- clothing items (sunglasses, hats, shoes, jackets)
- 2 padlocks + security cable
- yabbie pump
- fishing rod
- 5L plastic fuel can
- 5L water bottle
- parts of the RIB's hull (made from GRP)

The Water Police (Brisbane) were contacted at 6:47pm and advised of the incident.

The broken tender was secured as much as possible, and any debris that was hanging in the water was raised as much as possible to minimise risk of fouling the rudder and propellor. The water was inspected for any other fouling risk.

By 8:00pm the master was experiencing [redacted] The crew member had [redacted] This continued the following day.

Not Relevant

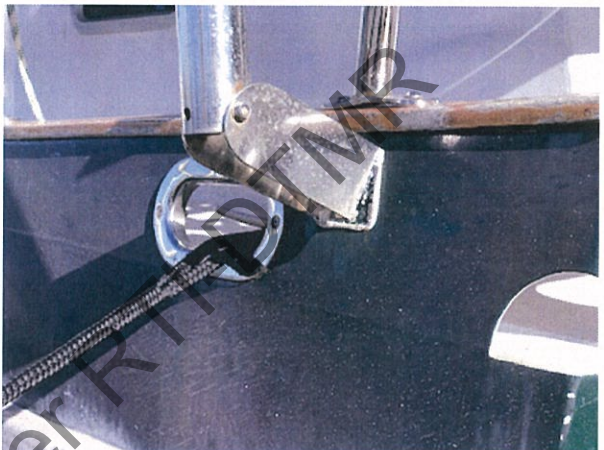
Not Relevant

Not Relevant

At approx 11:00pm, at slack water, Yamoya was deemed seaworthy and able to be relocated to the New Farm River Hub to allow removal of the tender and outboard from the davits and to inspect the transom and rudder.



Not Relevant



Released under



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

Incident description

Position of incident

Date: 18/ 6 / 2021 Time: 6:00 am Body of water/Landmark: Brisbane River, Humbug Reach, near Merthyr Bowls Club

Location

Inland waters (non-tidal) [] Smooth waters [X] Partially smooth waters [] Offshore [] Latitude: 27°28.427'S Longitude: 153°3.042'E

Type of incident

Collision: [X] between ships [] with a fixed object [] with a floating object [] with an animal [] with an overhead obstruction [] with a submerged object [] with a wharf
Grounding: [] unintentional [] intentional
Other incident: [] person hit by propeller or ship [] water skiing incident [] parasailing incident [] diving incident [] close call/near miss [] other incident caused by the operation of the ship

Incident Severity Rating

Fatality [] Serious injury [] Ship lost [] Damage to property only []
Number of persons [] Ship damaged [X] No damage []
2 Requiring admission to hospital 3 Economic write-off or not recovered 4 No damage to any ships

Environmental conditions

Weather: [X] Clear [] Hazy [] Cloudy [] Rain [] Flood
Visibility: [] Good [] Fair [] Poor

Water conditions

[X] Calm [] Choppy [] Rough [] Very rough [] Strong current or tidal flow Swell height (metres) []

Wind speed

[] None [X] Light (1-6kts) [] Moderate (7-15kts) [] Strong (16-33kts) [] Gale (>33kts) Wind coming from [W]

Ships involved

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

Own ship

Name of ship: Yamoya

Other ship

Name of ship: []

removed [] VicRoads, AMSA

removed [] []

Length (metres) 11.39 Beam (metres) 3.96 Year built 2014

Length (metres) [] Beam (metres) [] Year built []

Number of passengers on board 0 Number of crew on board 2

Number of passengers on board 0 Number of crew on board 1

Registration type

[] Commercial passenger [] Commercial fishing [] Commercial non-passenger [] Commercial hire and drive [X] Queensland Regulated ship - Victorian registered

Registration type

[] Commercial passenger [] Commercial fishing [] Commercial non-passenger [] Commercial hire and drive [X] Queensland Regulated ship

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

Office use only

File number: Caseman number: Received by (full name): Received on: / /

Ships involved - continued

Own ship

Ship description

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

Engine

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

Number of engines Total engine power

1 75 HP HP
KW

Hull material

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

Damage to ship

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

Other ship

Ship description

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

Engine

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

Number of engines Total engine power

 HP
KW

Hull material

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

Damage to ship

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

People involved

Own ship

Ship owner's details

Owner's name

Not Relevant

Dedicated person ashore/operations manager (commercial only)

Not Relevant

Address

% Sailing Vessel Yamoya @ no fixed address

Email address

Not Relevant

Master's details

Master's name

Not Relevant

Gender

- Male Female

Date of birth

Not Relevant

Licence type and grade (for example, Master 5)

Recreational

Licence number

Not Relevant

Issuing authority

VicRoads

Issue date

/ /

Expiry date (if applicable)

26 / 2 / 2024

Telephone (business hours)

Not Relevant

Telephone (after hours)

Address

% Sailing Vessel Yamoya @ no fixed address

Email address

Not Relevant

Other ship

Ship owner's details

Owner's name

Not Relevant

Dedicated person ashore/operations manager (commercial only)

Not Relevant

Address

Email address

Master's details

Master's name

Gender

- Male Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

/ /

Expiry date (if applicable)

/ /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Witnesses

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

Deceased or injured person

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

Name

Gender

Male Female

Date of birth

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury

Name of hospital

Activity of injured or deceased person

Person in charge (Master) Surfboard/surf-ski rider
 Person at helm Swimmer
 Crew Para-flier
 Passenger on vessel Diver
 Water-skier Other

Deceased or injured person

Name

Gender

Male Female

Date of birth

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

Activity of injured or deceased person

Person in charge (Master) Surfboard/surf-ski rider
 Person at helm Swimmer
 Crew Para-flier
 Passenger on vessel Diver
 Water-skier Other

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

Not Relevant

From: Not Relevant
Sent: Tuesday, 22 June 2021 9:21 AM
To: MSQ.Brisbane.MarineIncidents
Subject: Re: Marine Incident Report involving SV Yamoya, 18/6/2021
Attachments: Marine Incident Report.pdf; Marine Incident Report Attachment.pdf

Good morning Rebecca,

I've split the report into 2 documents. Hopefully it will work better.

Kind regards,

Not Relevant

--

Not Relevant

SV Yamoya

T: Not Relevant

E: Not Relevant

On 22 Jun 2021, at 8:38 am, MSQ.Brisbane.MarineIncidents
<MSQ.Brisbane.MarineIncidents@msq.qld.gov.au> wrote:

Morning Not Relevant

Thank you for your email, however we are unable to open the Marine Incident Report attachment.
You may need to post it or scan and attach to an email.

Kind Regards,

Rebecca Pike
Business Support Officer | Brisbane Region
Maritime Safety Queensland | Department of Transport and Main Roads

Floor 1 | Pinkenba Marine Operations Base
819 Macarthur Avenue East | Pinkenba Qld 4008
P: (07) 3632 7500
E: Rebecca.L.Pike@msq.qld.gov.au
W: www.msq.qld.gov.au
<image001.jpg>

From: Not Relevant
Sent: Sunday, 20 June 2021 2:07 PM
To: BrisbaneRegion <Brisbane.Maritime@msq.qld.gov.au>
Cc: BrisbaneRegion <Brisbane.Maritime@msq.qld.gov.au>
Subject: Marine Incident Report involving SV Yamoya, 18/6/2021

Attachment available until 20 Jul 2021

Dear Sir/Madam,

Please find attached my incident report for a collision that occurred at approximately 1800 on 18-Jun-2021 between SV Yamoya and another vessel.

[Click to Download](#)

Marine Incident Report.pdf
124.4 MB

Yours sincerely,

Not Relevant

Master, SV Yamoya, ON859153

--

Not Relevant

SV Yamoya

T:

Not Relevant

E:

Not Relevant

WARNING: This email (including any attachments) may contain legally privileged, confidential or private information and may be protected by copyright. You may only use it if you are the person(s) it was intended to be sent to and if you use it in an authorised way. No one is allowed to use, review, alter, transmit, disclose, distribute, print or copy this email without appropriate authority.

If this email was not intended for you and was sent to you by mistake, please telephone or email me immediately, destroy any hardcopies of this email and delete it and any copies of it from your computer system. Any right which the sender may have under copyright law, and any legal privilege and confidentiality attached to this email is not waived or destroyed by that mistake.

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).

Opinions contained in this email do not necessarily reflect the opinions of the Department of Transport and Main Roads, or endorsed organisations utilising the same infrastructure.

NOTE: Most fields are default/unmodified.

Incident details

Details of MSQ24900 - Marine Incident - 18/06/2021

Marine Incident No.:	MSQ24900-2021
Incident Type:	Marine Incident
Category:	3
Date:	18/06/2021
Time:	6:00:00 PM
Incident Report Details:	Collision between ships Yamoya vs removed
Water Type:	Smooth
Latitude:	-27.28427
Longitude:	153.3042
Location Name:	Brisbane River - Humbug Reach
Region:	Brisbane (Central)
Weather Conditions:	Clear
Visibility Conditions:	Good
Water Conditions:	Calm
Swell Height (m):	
Wind Speed:	Light (1 - 6 kts)
Wind Direction:	West
Highest Ship Class:	Recreational
Type of Marine Incident:	Collision between ships
Incident Consequence:	Moderate damage to ship
Public Interest:	Public interest unlikely
Compliance Weighting:	0
Weighting Reason:	

Case

Details of Case - MSC2634 - Open Case - Yamoya vs removed

Case Reference:	MSC2634-2021
DMS Container:	230/02214
Subject of Case:	Yamoya vs removed
Operation Name:	
TOMSA:	Yes
TOMPA:	No
National:	No
Category:	3
Status:	Open Case
Expected Days to Complete:	182
Completion Due Date:	21/12/2021
Region (Lead):	Brisbane (Central)
Investigator (Lead):	MCCALLUM, Paul D
Summary of Facts:	<p>At the time of collision, Yamoya was anchored in 8m safely and had been for 5 days.</p> <p>At approx 6pm Master and Crew wer in the main cabin having the evening meal when the vessel removed surged violently, acompanied by a loud bang. The master was thrown against the galley bench and the crew member was thrown against the table at which she was sitting.</p> <p>On exiting the wheelhouse and side decks, another vessel could be seen astern, appearing to no be making way but being carried away by the tidal flow. The other vessel returned and tied alongside. Shortly after a City Cat ferry approached to offer assistance.</p> <p>Yamoya had been impacted on the port side of the stern, suffering extensive damage to the pushpit and associated structure incorporating the davits and solar panels. The stern swim platform was extensively damaged and could not be lowered. The stern boarding ladder was jammed in it's folded state that could not be easily lowered. Solar panel</p>

arch, lifting crane, tender completely destroyed.

Water Police contacted 6:47pm and advised of the incident.

By 8pm the master was experiencing Not Relevant

Not Relevant The crew member had Not Relevant

11 pm at slack water, Tamoya was deemed seaworthy and able to be relocated to the New Farm River Hub to allow removal of the tender and outboard from the davits and to inspect the transom and rudder.

MSQ Attended: No

MSQ Officer/s:

MSQ Contact No.:

QPS Attended: No

QPS Officer/s:

QPS Contact No.:

QAS Attended: No

QAS Officer/s:

QAS Contact No.:

QBFP Attended: No

QBFP Officer/s:

QBFP Contact No.:

Other Agencies: Yes

Other Agency Officers: City Cat Ferries and PWC - Offered to help

Other Agency Contact/s:

Case Assigned: 22/06/2021

Case Accepted: 23/06/2021

Case Complete:

Review Action Required:	No
Review Action Completed:	No
Case Checked (AM):	
Refer for CU Action:	No
Case Closed (CU):	
Case Closed - Prosecution:	
Case Closed - Admin Action:	
Case Closed - AMSA:	
Case Closed - Coroner:	
Case Closed - Finalised (AM):	
Case Closed - Finalised (CU):	
Findings:	
Conclusion:	
Finalised - NFA:	No
Finalised - Education:	No
Finalised - Formal Warning:	No
Finalised - Infringement:	No
Finalised - Prosecution:	No
Finalised - Administrative:	No
Total Hour of Effort:	3
Notes:	
Security Access:	General Access

Released under RTI-DTMR

Person 1

Summary Personal Details Contact Details Link Details Person Notes

Role: Owner / Master

Ship Unit: 02

Injury Status:

Details:

Customer Reference No.: Not Relevant

Full Name: Not Relevant

Date of Birth: Not Relevant

Gender: Not Relevant

Also Known As:

Customer Reference No.: Not Relevant

Full Name: Not Relevant

First Name: Not Relevant

Middle Names: Not Relevant

Family Name: Not Relevant

Gender: Not Relevant

Date of Birth: Not Relevant

Also Known As:

Place of Birth: QLD

Nationality: Australia

ATSI:

Photograph: [Download](#)
No image

ABN:

Email:

Business Phone: Not Relevant

Mobile Phone:

Other Phone:

Home Phone: Not Relevant

Source Reliability: A - Reliable Source

Information Truth: I - Confirmed

Notes: TICA

Released under RTI-DTMR

Person 2

Summary Personal Details Contact Details Link Details Person Notes


Role:	Owner / Master
Ship Unit:	01
Injury Status:	
Details:	
Customer Reference No.:	Not Relevant
Full Name:	Not Relevant
Date of Birth:	Not Relevant
Gender:	Not Relevant
Also Known As:	

Details of Not Relevant

Customer Reference No.:	Not Relevant
Full Name:	Not Relevant
First Name:	Not Relevant
Middle Names:	Not Relevant
Family Name:	Not Relevant
Gender:	Not Relevant
Date of Birth:	Not Relevant
Also Known As:	
Place of Birth:	
Nationality:	Australia
ATSI:	
Photograph:	Download No image
ABN:	
Email:	Not Relevant
Business Phone:	
Mobile Phone:	Not Relevant
Other Phone:	
Home Phone:	
Source Reliability:	A - Reliable Source
Information Truth:	1 - Confirmed
Notes:	TICA

Person 3



Summary	Personal Details	Contact Details	Link Details	Person Notes
Role:	Witness			
Ship Unit:	01			
Injury Status:				
Details:				
Customer Reference No.:				
Full Name:	Not Relevant			
Date of Birth:	Not Relevant			
Gender:	Not Relevant			
Also Known As:				

Customer Reference No.:	
Full Name:	Not Relevant
First Name:	Not Relevant
Middle Names:	
Family Name:	Not Relevant
Gender:	Not Relevant
Date of Birth:	Not Relevant
Also Known As:	
Place of Birth:	
Nationality:	Australia
ATSI:	
Photograph:	 Download
ABN:	
Email:	Not Relevant
Business Phone:	
Mobile Phone:	Not Relevant
Other Phone:	
Home Phone:	
Source Reliability:	B - Usually Reliable
Information Truth:	2 - Probably True
Notes:	

Released under RTI-DTMR

Document

Details of Marine Incident Report (DMS - 99835 - 18/06/2021) 99835 - Marine Incident Report - 18 June 2021

Document Type:	Marine Incident Report
Document Title:	99835 - Marine Incident Report - 18 June 2021
DMS Item No.:	99835
Other Reference:	
Publish Date:	18/06/2021
Details:	
Embedded (Attached):	 .msg Download
Embedded (Picture):	 Download
Hyperlink:	
Document Text:	
Source Reliability:	B - Usually Reliable
Information Truth:	2 - Probably True
Notes:	
Security Access:	General Access

Task

Released under RTI-DTMR

Type:	Case Review
Status:	Task Complete
Task Title:	Review
Task / Entry Date:	23/06/2021
Task / Entry Time:	11:00:00 AM
Assigned / Recorder:	MCCALLUM, Paul D
Region:	Brisbane (Central)
Task Description (Running Sheet):	Review Case. Check databases TICA etc. Update databases.
Hours of Effort:	1
Due Date:	23/06/2021
Completed Date:	23/06/2021
Notes:	
Security Access:	General Access

Type:	Conduct Interview
Status:	Task Complete
Task Title:	Phone Interview
Task / Entry Date:	8/07/2021
Task / Entry Time:	10:00:00 AM
Assigned / Recorder:	MCCALLUM, Paul D
Region:	Brisbane (Central)
Task Description (Running Sheet):	Conduct phone interview With Not Relevant and complete file note.
Hours of Effort:	2
Due Date:	8/07/2021
Completed Date:	8/07/2021
Notes:	
Security Access:	General Access

Ship 2

Summary	Hull Details	Engine Details	Link Details	Ship Notes
Role:	Involved Ship			
Ship Unit:	02			
Ship Registration Type:	Recreational			
Ship Damage/Loss:				
Details:				
Ship Type:	Motor Boat			
Ship Name:				
Ship Registration:	removed			
Former Names:				
Previous Registration:				

Details of (SZL08Q)	
Ship Type:	Motor Boat
Ship Registration:	removed
Ship Name:	
Former Names:	
Previous Registration:	
Make/Model:	7.2M CRUISE CRAFT EXPLORER 720 HT CUDDY (1/4) CABIN
Length (m):	7.2
Beam (m):	2.5
Year Built:	2021
Hull Material:	Fibreglass/GRP
Primary Colour:	Grey
Engine Type:	Outboard
Number of Engines:	1
Power Description:	
Total Kilowatt Power:	223.9
Total Horse Power:	300
Identification Number (HIN/SIN):	AUCCBRN387C121
Source Reliability:	A - Reliable Source
Information Truth:	1 - Confirmed
Notes:	TICA
Security Access:	General Access

Ship 1

Summary	Hull Details	Engine Details	Notes
Ship Type:	Sail Boat		
Ship Name:	Yamoya		
Ship Registration:	removed		
Former Names:			
Previous Registration:	Vic Registered		

Details of Yamoya (859153)

Ship Type:	Sail Boat
Ship Registration:	remove
Ship Name:	Yamoya
Former Names:	
Previous Registration:	Vic Registered
Make/Model:	Yamoya Sailing Boat 11.39
Length (m):	11.39
Beam (m):	3.96
Year Built:	2014
Hull Material:	Steel
Primary Colour:	
Engine Type:	Inboard Diesel
Number of Engines:	1
Power Description:	
Total Kilowatt Power:	
Total Horse Power:	75
Identification Number (HIN/SIN):	
Source Reliability:	B - Usually Reliable
Information Truth:	2 - Probably True
Notes:	
Security Access:	General Access