

# PBM42599

# Marine Incident

Region File No  HO File No  Region  Status  Date closed  Cat  Investigate?

Reporting Agency  Reported via...  Reported on...  Next review

Office  Incident involved

Pollution?

Reason Closed   
Relevant Act   
Investigating Agency

### Position of Incident - Latitude and Longitude should be entered in decimal format

Lat  Long  Water/Landmark   
Bearing  Distance (nm or m)  Location   
Date  Time

### Type of Incident

### Incident Severity

Fatalities  Minor Injuries  Serious Injuries  Severity

### Environmental Conditions

Weather  Visibility  Water  Time of Day  Wind Speed

### General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input checked="" type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

### Contributing Factors

Human  
 Alcohol or drugs  
 Commercial pressure  
 Insufficient fuel  
 Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

**Material**

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

**Environmental**

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

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

It appears that a person has fallen onboard a recreational speed baot while it was operating in Laguan Bay of Noosa Heads. The person has recieved a serious injury.

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

08.02.2017 - MIR received 07/02/2017 forwarded to AM for categorisation -

08.02.2017 MIR file opened CASEMAN DMS and given to MO KB

09.10.2017 - Closed at regional level. Caution for GSO and MW99 issued for MIR.



File note - Investigation.docx Letter (



- GSO & MIR).docx



.mp3



.mp3



17.10.2017 - Completed file uploaded 17102017092006-0001.pdf KB

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Last updated: 17/10/2017 09:24:12 AM by removedremoved  
Date entered: 08/08/2017 11:05:55 AM by removedremoved

Released under RTI DTMR

Our ref 230/00805  
Your ref PBM42599  
Enquiries Rick Bertram

Department of  
Transport and Main Roads

9 October 2017

not relevant

Dear

I refer to a marine incident that occurred on 5 February 2017 when a person fell onboard your speed boat causing a serious injury while operating in Laguna Bay off Noosa Heads. I understand that you were the master of the speed boat at the time of the incident.

Maritime Safety Queensland (MSQ) is the government agency responsible for regulating Queensland's marine safety legislation – the *Transport Operations (Marine Safety) Act 1994* (the Act), and its subordinate legislation. The agency's functions include investigating marine incidents, such as the event involving your speed boat.

A shipping inspector has provided me with a report about the marine incident and I do not propose to take any further action in relation to the cause of the marine incident, at this time.

I take this opportunity to remind you of your general safety obligation to operate your vessel safely. In this instance it may have been more prudent for you to have told your passenger to take a seat and to hold on. Also you could have told the passenger to bend his knees to absorb the movement of the vessel over the swell.

Additionally, I must mention section 125 of the Act, which relevantly provides that the master of a ship must report a marine incident to a shipping inspector in the approved form – a marine incident report – at the earliest opportunity after the incident. A contravention of this **reporting requirement** is an offence.

In this instance the report was not made in the approved form until 7 August 2017, more than six months after the incident. Consequently, the shipping inspector believes that you have contravened the **reporting requirement**, and I enclose a warning marine infringement notice issued to you for this alleged offence. There is no fine for a warning notice but it will form part of your marine history, which may be considered if you contravene this requirement again.

I have placed this letter on file as a record of my response to the marine incident. The marine incident number is PBM42599. You may be asked to quote this number if there happens to be an incident-related insurance claim.

I wish you safe navigation in the future.

Yours sincerely



not relevant

Keith Vince  
Area Manager (Brisbane)

Released under RTI - DTMR



Queensland Police Service



# First and Final Notice

No. M 0119419 3

## Licence details

CRN / Licence number  Expiry date  State/Country  Date of birth  Male  male

not relevant

Licence type  R  C  F  Licence produced? Yes  No  You are required to produce your driver licence within 48 hours to

## Alleged offender details

Family/Business/Company name  Given name(s)

Residential address  Postcode

not relevant

Master  Owner  Crew  Passenger  Skier  Other

## Ship details

Registration number  State  Make  Engine power  Hp Kw

4499702  QLD  70 x 2

Hull construction  Colour

FIBRE GLASS  WHITE

## Location

GPS  Range & Bearing  Plot  Smooth  Partially Smooth  Open

LAGOONA BAY OFF NOOSA HEADS.

## Alleged offence details (Show between times and dates if applicable)

Time  Date  Day/s

1, 2, 3, 0 on  05/02/17  SUNDAY

Time  Date  Operated  Committed  Allowed

Offence code	Identifying particulars of the offence	Penalty
MW99	FAIL TO REPORT MARINE INCIDENT IN APPROVED FORM AS PREVIOUS	\$

## Information about the offence

REPORT SUBMITTED 6 MONTHS AFTER INCIDENT OCCURRED.

## Act breached

Transport Operations (Marine Safety) Act 1994  Transport Operations (Marine Pollution) Act 1995  Transport Infrastructure Act 1994

## Issuing officer's details

Qld Police  Maritime Safety Qld  Qld Boating & Fisheries Patrol  Other

Signature  Issuing Officer No.  Station  Date of issue

J063  MOORELATA  09/10/17

This Notice served— in person  to unattended ship  by mail

Issuing Officer's copy

No. M 0119419 3

F3463 V01 May 2012

Released Under the Freedom of Information Act 2009

**First and Final Notice**

No. M 0119420 4

**Licence details**

CRN / Licence number  Expiry date  State/Country  Date of birth  Male  male

Licence type

R  C  F  P

Licence produced? Yes  No

You are required to produce your driver licence within 48 hours to

**Alleged offender details**

Family/Business/Company name  Given name(s)

Residential address

not relevant  Postcode

Master  Owner  Crew  Passenger  Skier  Other

**Ship details**

Registration number  State  Make  Engine power

Hull construction

FIBRE GLASS  COLOUR  WHITE

**Location**

GPS  Range & Bearing  Plot  Smooth  Partially Smooth  Open

WALOWA BAY OFF NOOSA HEADS

**Alleged offence details** (Show between times and dates if applicable)

Time  Date  Day/s

1 2 3 0 on 05 02 17 SUNDAY

Time  Date

Offence code  Identifying particulars of the offence  Penalty

Information about the offence

OPERATE VESSEL SO AS TO CAUSE MARINE INJURIES AND INJURY TO PERSON

**Act breached**

Transport Operations (Marine Safety) Act 1994  Transport Operations (Marine Pollution) Act 1995  Transport Infrastructure Act 1994

**Issuing officer's details**

Qld Police  Maritime Safety Qld  Qld Boating & Fisheries Patrol  Other

Signature  Issuing Officer No.  Station  Date of issue

This Notice served— in person  to unattended ship  by mail

Issuing Officer's copy

No. M 0119420 4

## File note

**File number** 230/00805

**Subject** PBM42599 - Fall within ship - Personal Injury

**Author** Rick Bertram  
Marine Officer Grade 3

**Date** 9 October 2017

- On Sunday 5<sup>th</sup> February 2017 a group of friends were out boating on the Noosa River. After about 5 hours on the river it was decided to cross the Noosa Bar into Laguna Bay. After they had crossed the bar one of the passengers fell to the deck of the boat and injured their back. The vessel returned to port and the injured person was transported to hospital.
- On 7<sup>th</sup> August 2017 a marine incident report was received at the Mooloolaba office of Maritime Safety Queensland. The report was submitted by \_\_\_\_\_ and described a boating incident where \_\_\_\_\_ was seriously injured when he fell onboard injuring his back.
- \_\_\_\_\_ supplied a version of the incident in his report. The version provided that there were four persons onboard the vessel at the time of the incident. \_\_\_\_\_ who was the owner and master of the vessel at the time of the incident. not relevant who is a \_\_\_\_\_ not relevant who is \_\_\_\_\_ not relevant and \_\_\_\_\_ who is \_\_\_\_\_ not relevant
- \_\_\_\_\_ stated in his report that they were all travelling on the Noosa River onboard his 6.7 metre catamaran known as 'Hydrospeed'. The vessel is currently registered and displays the registration numbers YY997Q and is powered by two 70hp outboard motors.
- They had been cruising around the Noosa River for some time when not relevant requested that \_\_\_\_\_ take the boat out into Laguna Bay. \_\_\_\_\_ reluctantly agreed and after a briefing on the dangers of crossing a bar they stopped to put on lifejackets and observe the bar for about 10 minutes. They then crossed the bar without incident. Once over the bar \_\_\_\_\_ again stopped and they all took off their lifejackets. They headed off across Laguna Bay and \_\_\_\_\_ went to the bow of the boat and stood there holding a rope. A short time later \_\_\_\_\_ observed \_\_\_\_\_ lift off the deck and fall. \_\_\_\_\_ immediately stopped the boat to check on \_\_\_\_\_ who then moved to the back of the boat. He indicated that he was okay but a short time later said that he was not feeling well and asked to be taken back to the boat ramp. Mr \_\_\_\_\_ went to Noosa Hospital and later told \_\_\_\_\_ that he had fractured his hip.

Department of Transport and Main Roads

- On 8 August 2017 I sent an email to [redacted] asking that he provide me with the contact details for [redacted] not relevant. On 9 August 2017 I received a return email for [redacted] with Statutory Declarations for both [redacted] not relevant. Both statements were witnessed by a different Justice of the Peace.
- The statements of [redacted] not relevant are very similar to the version provided by [redacted]. All three were careful to mention that [redacted] was standing in the bow of the boat without bending his knees to absorb the movement of the boat over the swell.
- I contacted [redacted] by telephone on 4<sup>th</sup> October 2017. A digital recording of our conversation is attached to the case file. A copy was also emailed to [redacted]. [redacted] provided a similar version as the rest of those involved except that he claims that the speed of the vessel increased just before he became airborne. He also said that his injuries involved four fractures in his lower vertebrae and 3 chips to his lower spine. He also tore the tendons in his upper arm. He remained in Noosa Hospital for about two weeks and is still undergoing physio. He has returned to work. [redacted] also provided that the incident is the subject of a claim against [redacted] for damages. [redacted] made a point of mentioning that this was not an attack on [redacted] but [redacted] believes that it was his negligence in not informing him that he was altering speed or trimming the engines.
- Later on the same day I contacted [redacted] by telephone to ask him why the marine incident report was submitted nearly six months after the incident. [redacted] provided that he was not aware that he needed to submit a report. I told [redacted] of his responsibility and he apologised for his negligence. [redacted] also reiterated his version of the incident and said that he did not alter speed or trim the motors just before [redacted] fell. [redacted] believes that it was [redacted] negligence of moving to the front of the vessel and not bending his knees that contributed to the incident. [redacted] said that he had told [redacted] to sit on the seat in front of the consol. A digital recording of our conversation is attached to the case file. A copy was also provided to [redacted].
- [redacted] not relevant all mention in their versions that they believe that the main cause of the incident was [redacted] not bending his knees. The alteration of speed just before the incident is not mentioned or refuted by all three.
- [redacted] refutes that not bending his knees was a contributing factor and believes that it was an increase in speed causing the boat to rise sharply on a wave that caused him to fall.
- I believe that [redacted] should probably have told [redacted] not to stand in the bow and to sit down or to at least bend his knees. However [redacted] claims that he has vast boating experience and should have been aware of the dangers of standing at the bow of a boat in a swell.
- Correspondence should be sent to [redacted] reminding him of his general safety obligation as the master of a vessel and to ensure that his passengers comply with his instructions. Additionally a warning infringement notice be issued to [redacted] for failing to report a marine incident as required by legislation.

# Item

## ITEM DETAILS

<b>Item ID:</b>	13189 - SEQN	<b>Item Type:</b>	Email
<b>Date Created:</b>	09/08/2017	<b>Project ID:</b>	
<b>Date Captured:</b>	09/08/2017	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Physical	<b>Other Reference:</b>	
<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Re: MIR form as discussed on telephone yesterday.		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	HYDROSPEED - YY997Q - OTHER INCIDENT CAUSED BY OPERATION OF THE SHIP - LUGUNA BAY - NOOSA RIVER - 5/2/2017 - PBM42599	<b>Container ID:</b>	230/00805 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Steve	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			

<b>Action Officer:</b>		<b>Last Movement Date:</b>	09/08/2017
<b>Home Location:</b>	Sunshine Coast Area		

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION
<b>Security Access:</b>	Unrestricted

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>	
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## DOCUMENT CONTENTS

Re: MIR form as discussed on telephone yesterday.

**Subject** Re: MIR form as discussed on telephone yesterday.  
**From**  
**To** sunshinecoast@tmr.qld.gov.au  
**Cc**  
**Bcc**  
**Sent** 9/08/2017 11:51:06 AM  
**Attached**



not relevant

signed stat dec

boat.pdf 28072017155223-0001.pdf

Dear

Dear Rick,

Please find below witness statements for this unfortunate incident.

Should you require additional information please let me know.

Kind Regards

> On 8 Aug 2017, at 11:51 am, MSQ SunshineCoast <sunshinecoast@tmr.qld.gov.au> wrote:

>

> Hello

>

> Further to your attached marine incident report, can you please provide me with the contact details of NR  
> not relevant Alternatively you can ask them to contact me on the phone numbers or email  
> provided. I will need to obtain a version of the incident from both of them.

>

> Thank you

>

>

> Rick Bertram

> Marine Officer Grade 3

> Maritime Safety Queensland | Department of Transport and Main Roads

>

> Old Pilot Station | 1 Parkyn Parade | Mooloolaba Qld 4557

> PO Box 1094 | Mooloolaba Qld 4557

> P: (07) 53732306 | F: (07) 54446697

> M

> E: rick.a.bertram@msq.qld.gov.au

> W: www.msq.qld.gov.au

>

>

>

> \*\*\*\*\*

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Oaths Act 1867  
Statutory Declaration

QUEENSLAND  
TO WIT

I, [not relevant] ..., in the state of Queensland do solemnly and sincerely declare as follows:

1. This statement is given in relation to a boating incident that took place at approximately 12:30 PM on 5 February 2017 on [ ] boat ('the boat') from which I understand [ ] has made a claim for personal injuries ('the incident').

2. [ ] was the skipper of the boat at the time of the incident. There were three other people on board at the time, including me, riding as passengers. Apart from me, the other passengers were [ ] and [not relevant]

3. I am a friend of [NR] for approximately 10 years.

4. I met [ ] approximately seven years ago as a friend of [NR] but I don't know him well.

5. I don't know [ ] well. Though, during the morning of the incident we had spoken about various things, including boating experience. We spent a few hours travelling up and down the Noosa River that morning.

6. At around lunch time we decided to exit the river and go out into the bay. There is a sandbar at the mouth of the river that we had to cross to get out to the bay. [ ] stopped the boat for about 5 or 10 minutes. During that time [ ] was looking at the waves and the height of the tide to ensure it was safe to cross the sandbar. He also gave us a safety briefing at the time.

7. The safety briefing included [ ] warning that it can sometimes be dangerous to cross the sandbar and that we (the passengers) should therefore put on a life vest, take a seat somewhere, hold on to the boat while crossing the sandbar and to hold on during the trip across the bay. [NR] took a seat in the boat's left rear seat, [ ] sat down in front of the skipper's console and I crouched on the floor in front of the console holding the bow rope. We then crossed the sandbar.

8. Crossing the sandbar only took a minute or two. Once we had cleared it we stopped and [ ] radioed the Coast Guard to advise them that we had safely passed the sandbar. We all removed our life vests while we were stopped. We then set off across the bay, travelling at a fairly slow and steady pace.

9. As we were travelling across the bay, [ ] walked up to the forward part of the deck and held on to the bow rope. He was standing to the right of the

hump that forms part of the flooring of the front deck (shown in the annexed photo marked 'A').

10. The incident happened quickly after the time we had stopped to take off our life vests and set off again. We had only been going for a minute or two when [redacted] became airborne. That struck me as odd when I reflected on it later because we were travelling quite slowly at the time.
11. I am not sure why [redacted] became airborne. I did not feel any significant change in the speed of the boat just prior to the incident. While travelling across the water there was (as there are in these sort of boating trips) a constant and rapid succession of small bumps as the boat moved across the swell/waves. I did notice [redacted] was standing with his knees in a locked position. He didn't have his knees bent to absorb the bumpy movements of the ocean as we travelled along. I suspect that might have something to do with [redacted] becoming airborne.
12. After becoming airborne [redacted] landed on his side and then bounced up almost immediately again. [redacted] stopped the boat immediately after [redacted] had fallen.
13. We all asked [redacted] whether he was okay. He was lying on the deck and looked a bit shaken up. He said he was okay and so we continued on. After 5 or 10 minutes after setting off again [redacted] asked to be taken back to shore, noting that he wasn't feeling well.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the *Oaths Act 1867*.

[redacted]  
not relevant

Declarer

Taken and declared before me at (place) *Castaways Beach* *N.O.S.A. Heads* this *29<sup>th</sup>* day of July 2017, before me.

*R. C. Galloway*  
Commissioner for Declarations /  
Solicitor / Justice of the Peace

Oaths Act 1867  
Statutory Declaration

3

P13680

QUEENSLAND  
TO WIT

I, [redacted] not relevant in the state of Queensland do solemnly and sincerely declare as follows:

1. I am aware that [redacted] has made a claim against [redacted] as a result of a boating incident that took place while [redacted] was travelling as a passenger on a boat of [redacted] at approximately 12:30 PM on 5 February 2017 ('the incident').
2. I was a passenger on the boat at the time of the incident. There were four of us aboard at that time, namely:
  - a.
  - b.
  - c.
  - d. [redacted] not relevant
3. I have known [redacted] before the incident. [redacted] We have never been boating together
4. The events which took place prior to the incident were as follows. We had been travelling up and down the Noosa River for several hours before we decided to go out into the bay.
5. Before we crossed the sandbar between the river and the bay, [redacted] stopped the boat for about 5 or 10 minutes and assessed the waves and tide to ensure it was safe to cross the sandbar. [redacted] then called the Coast Guard on the radio to advise them of our crossing.
6. [redacted] then gave us a safety briefing, pointing out that we were about to cross the sandbar and that it can be dangerous to do so. He said we should put on a life vest, sit down and hold on to something as we went across the sandbar and out into the bay.
7. While we were crossing the sandbar, which took a minute or two, I was seated in the boat's left rear seat, [redacted] was seated in front of the skipper's console and [redacted] NR sat on the floor in front of the console.
8. After the crossing, we then stopped and removed our life vests and began to travel across the bay. At some point after we removed our life vests and had begun to travel across the bay [redacted] moved to the bow (front) of the boat, where he stood up holding a rope that was secured to the handrail. I noticed that he was standing with his legs locked in a straight position. There was no bend in his knees.

63658\_170480\_016.doc

9. appeared to be having a great time. He turned around and looked at us with a big smile on his face, almost as if to say, "Look at me; this is fun!"
10. The accident then occurred, though I wasn't looking at [redacted] at the time it happened. I didn't see him injure himself. [redacted] stopped the boat and I noticed [redacted] lying on the floor of the boat. We had only been travelling across the bay for a very short time before the incident occurred. It might have been less than 10 or 15 minutes or approximately 500 metres in distance.
11. We all asked [redacted] whether he was okay. [redacted] whether he wanted the boat turned around so that he could be returned to the shore. [redacted] was quite pale at that stage, but said he was okay and that he wanted to continue. We set off again, but 5 or 10 minutes later [redacted] said that he wasn't feeling well and asked to be taken back to shore.
12. Once at the shore I took [redacted] to the hospital. I visited him at the hospital the following day. He said that the doctors had to evaluate and assess his injuries.
13. I am not sure what caused the accident. We were travelling at a steady, medium paced speed. Just before the accident I did feel a slight increase in speed. There was some bounce as we were going over the waves and it probably didn't help that [redacted] wasn't bending his knees to absorb the bouncing. [redacted] was standing on the slight rise on the boat's flooring, which may have made him lose his footing.
14. I have known [redacted] for approximately [redacted] and have been a passenger on his boat many times before. He has always been a safe and responsible skipper in my opinion, including on the day of the incident.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the *Oaths Act 1867*.

[redacted]  
not relevant

Declarer

Taken and declared before me at (place) ... *Noosa Heads* ... this ... *28<sup>th</sup>* ... day of July 2017, before me.

*SARAH CARTER* COEC 95061  
Commissioner for Declarations /  
Solicitor / Justice of the Peace



# Marine Incident Categorisation Form

PBM42599

230/00805

P13679.

Type of Marine Incident	Type of Ship				Consequence Score	Public interest score	Overall Rating
	Class 1	Class 2	Class 3	Recreational			
Fire	<input type="checkbox"/> 10	<input type="checkbox"/> 9	<input type="checkbox"/> 8	<input type="checkbox"/> 8			
Explosion	<input type="checkbox"/> 10	<input type="checkbox"/> 9	<input type="checkbox"/> 9	<input type="checkbox"/> 9			
Person overboard	<input type="checkbox"/> 8	<input type="checkbox"/> 8	<input type="checkbox"/> 8	<input type="checkbox"/> 7			
Collision between ships	<input type="checkbox"/> 8	<input type="checkbox"/> 7	<input type="checkbox"/> 7	<input type="checkbox"/> 7			
Collision with overhead obstruction	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 6			
Collision with submerged object	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 6			
Collision with fixed object	<input type="checkbox"/> 7	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 4			
Collision with floating object	<input type="checkbox"/> 8	<input type="checkbox"/> 8	<input type="checkbox"/> 8	<input type="checkbox"/> 7			
Collision with wharf	<input type="checkbox"/> 7	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 4			
Collisions with animal	<input type="checkbox"/> 3	<input type="checkbox"/> 3	<input type="checkbox"/> 3	<input type="checkbox"/> 2			
Grounding - unintentional	<input type="checkbox"/> 7	<input type="checkbox"/> 7	<input type="checkbox"/> 7	<input type="checkbox"/> 6			
Grounding - intentional	<input type="checkbox"/> 2	<input type="checkbox"/> 2	<input type="checkbox"/> 2	<input type="checkbox"/> 1			
Capsizing	<input type="checkbox"/> 8	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 6			
Capsizing - sinking	<input type="checkbox"/> 8	<input type="checkbox"/> 7	<input type="checkbox"/> 7	<input type="checkbox"/> 7			
Capsizing - swamping	<input type="checkbox"/> 8	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 6			
Capsizing - flooding	<input type="checkbox"/> 8	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 6			
Structural failure	<input type="checkbox"/> 8	<input type="checkbox"/> 7	<input type="checkbox"/> 7	<input type="checkbox"/> 6			
Loss of stability	<input type="checkbox"/> 6	<input type="checkbox"/> 5	<input type="checkbox"/> 5	<input type="checkbox"/> 4			
Onboard incident – falls within ship	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 3	<input checked="" type="checkbox"/> 2	10	0	12
Onboard incident – crushing or pinching	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 3	<input type="checkbox"/> 2			
Onboard incident – other onboard injury	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 3	<input type="checkbox"/> 2			
Other personal injury – hit by propeller of ship	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 3	<input type="checkbox"/> 2			
Other personal injury – caused by ship operation	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 3	<input type="checkbox"/> 2			
Other – ship adrift	<input type="checkbox"/> 5	<input type="checkbox"/> 5	<input type="checkbox"/> 5	<input type="checkbox"/> 5			
Other – crime issue	<input type="checkbox"/> 2	<input type="checkbox"/> 2	<input type="checkbox"/> 2	<input type="checkbox"/> 2			
Other – close call	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 1	<input type="checkbox"/> 1			

Comments: Category 3. Need to know why the report is 6 months overdue and the outcome for the injured party

Assessed by: Keith Vince (Brisbane Region Area Manager)

Date: 8/08/2017

Overview of events.

On 5 February 2017 I took my boat (Catamaran) out on the Noosa river with three passengers, one of whom I know well [not relevant] the second I don't know well [not relevant] and the third I had only met a few days before, his name is [not relevant]. It was a sunny and calm day on the river. We travelled up the river and stopped and had a few snacks. [NR] asked me to please take them all for a ride into the bay, I explained that I don't like taking people that I don't know out to sea or into the bay. She asked me a few times and eventually I agreed but said I would go down to the area before you go out over the bar and have a good look at sea and bar conditions. We proceeded down to position marked 'C' on bay picture above and stopped the boat there for around 10 minutes while I assessed the conditions and watched other boats crossing the bar.

The bar looked safe so I asked everyone to put on their life jackets and I gave them a safety briefing explaining that going out to sea can be bumpy and going over the bar can be dangerous and that they should sit down and hold on during the trip, they all heard me clearly and this is what they did. I then called the coast guard and informed them we would be making an outward bar crossing. The bar crossing went well and once outside the bar I called the coast guard informing them again. Everybody took off their life jackets and we set off on our ride from point 'A' on map above to point 'B.' We had been travelling a short distance maybe 500 metres at a slow planing speed and [not relevant] moved from his position to the front of the boat and I was informed that he held onto the rope that is attached to the bollard (this rope I use when launching the boat in some instances to stop it from sliding off the trailer and drifting away). We had only been going a very short time and when we went over the usual undulating sea surface [not relevant] lifted off the deck where he was standing and landed on the deck of the boat. It came to my attention later that both passengers had seen him standing before falling with his legs straight and not bent. After he fell I immediately stopped the boat and we checked how he was feeling, after the fall he moved to the back of the boat. He indicated he was ok to travel a bit further but soon after that he requested that we return to the boat ramp. He then went to Noosa Hospital for further investigation. [NR] myself visited him a number of times and he indicated he was feeling fine. He told us he had a fracture to his hip and that he thought he would be out of the hospital soon.

[not relevant]



[Home](#) [Help](#)

### Transport and Main Roads

## Transport integrated customer access

Display Registration ▼ New Business Change Ownership ▼ Update Details ▼ Correspondence ▼ Links ▼ About

TCA000111I: DISPLAY SUCCESS

### Recreational Ship Registration Hub

Customer   Ind Birth Date

Address   Org **ACTIVE**

Postal

ONLI  
08/08/2017  
KABEGGS P1

HIN AUTWA025409BF4 Engine 1001172  Ind Birth Date

Description 6.7M PRIVATE 6.7M CENTRE CONSOLE HYDROSPEED FIBREGLASS (GPR) **ACTIVE**  Org

Registration **CURRENT** Current Period of Registration

Plate YY997Q 2 Effective 16/12/2016 Expiry 15/12/2017

Category REC SPEED BOAT Status CURRENT

Pay Mode STANDARD Concession

Pay Term (months) 12 Ship Storage

Purpose of Use PRIVATE Method ON REGISTERED TRAILER

Place AT OR NEAR PRIV RESIDENCE

Postcode

[Vehicle registration hub](#)

[Driver licence hub](#)

[New business](#)

[Transfer registration](#)

[Payment](#)

[Cancel registration](#)



i

P-3678

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.

Incident description

Position of incident

Date: 5/12/2017 Time: 12:30 am/pm Body of water/Landmark: LAQUINA BAY, NOOSA, QLD

Location

Inland waters (non-tidal) Smooth waters Partially smooth waters Offshore Latitude: 26.22.64 Longitude: 153.5.03

Type of incident

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

Incident Severity Rating

Fatality Serious injury 2 Ship lost 3 Damage to property only 4. Number of persons: 1. 2 Requiring admission to hospital 3 Economic write-off or not recovered 4 No damage to any ships

Environmental conditions

Weather: Clear, Hazy, Cloudy, Rain, Flood. Visibility: Good, Fair, Poor. Water conditions: Calm, Choppy, Rough, Very rough, Strong current or tidal flow. Wind speed: None, Light (1-6kts), Moderate (7-15kts), Strong (16-33kts), Gale (>33kts).

Ships involved

Number of ships involved: 1. Note: if more than two ships were involved attach details on a separate page.

Own ship

Name of ship: HYDRO SPEED. Official registration number: 44997. Registering authority: TRANSPORT & LOGS. Length (metres): 6.7M. Beam (metres): 2.4. Year built: 2003. Number of passengers on board: 3. Number of crew on board: 1. Registration type: Queensland Regulated ship.

Other ship

Name of ship: Official registration number: Registering authority: Length (metres): Beam (metres): Year built: Number of passengers on board: Number of crew on board: Registration type: Commercial passenger, Commercial fishing, Commercial non-passenger, Commercial hire and drive, Queensland Regulated ship.

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

Office use only

File number: 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  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 \_\_\_\_\_  
 Dedicated person ashore/operations manager (commercial only) \_\_\_\_\_  
 Telephone (business hours)     Telephone (after hours) \_\_\_\_\_  
 Address   
 Email address   
**Master's details**  
 Master's name \_\_\_\_\_  
 Gender  Male     Female    Date of birth   
 Licence type and grade (for example, Master 5)   
 Licence number     Issuing authority   
 Issue date     Expiry date (if applicable)   
 Telephone (business hours)     Telephone (after hours) \_\_\_\_\_  
 Address \_\_\_\_\_

**Other ship**  
**Ship owner's details**  
 Owner's name \_\_\_\_\_  
 Dedicated person ashore/operations manager (commercial only) \_\_\_\_\_  
 Telephone (business hours) \_\_\_\_\_    Telephone (after hours) \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email address \_\_\_\_\_  
**Master's details**  
 Master's name \_\_\_\_\_  
 Gender  Male     Female    Date of birth   
 Licence type and grade (for example, Master 5) \_\_\_\_\_  
 Licence number \_\_\_\_\_    Issuing authority \_\_\_\_\_  
 Issue date     Expiry date (if applicable)   
 Telephone (business hours) \_\_\_\_\_    Telephone (after hours) \_\_\_\_\_  
 Address \_\_\_\_\_  
 Email address \_\_\_\_\_

Continued over page... Page 2 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016

**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

not relevant

Address

not relevant

**Injury status**

Fatality  Missing person  Serious injury <sup>5</sup>  Minor injury

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

Nature of injury

Name of hospital

\_\_\_\_\_ *NECA TAILORS HOSPITAL - PLUS OTHER*

**Activity of injured or deceased person**

- Person in charge (Master)
- Person at helm
- Crew
- Passenger on vessel
- Water-skier
- Surfboard/surf-ski rider
- Swimmer
- Para-flier
- Diver
- 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 <sup>5</sup>  Minor injury

Nature of injury

Name of hospital

\_\_\_\_\_

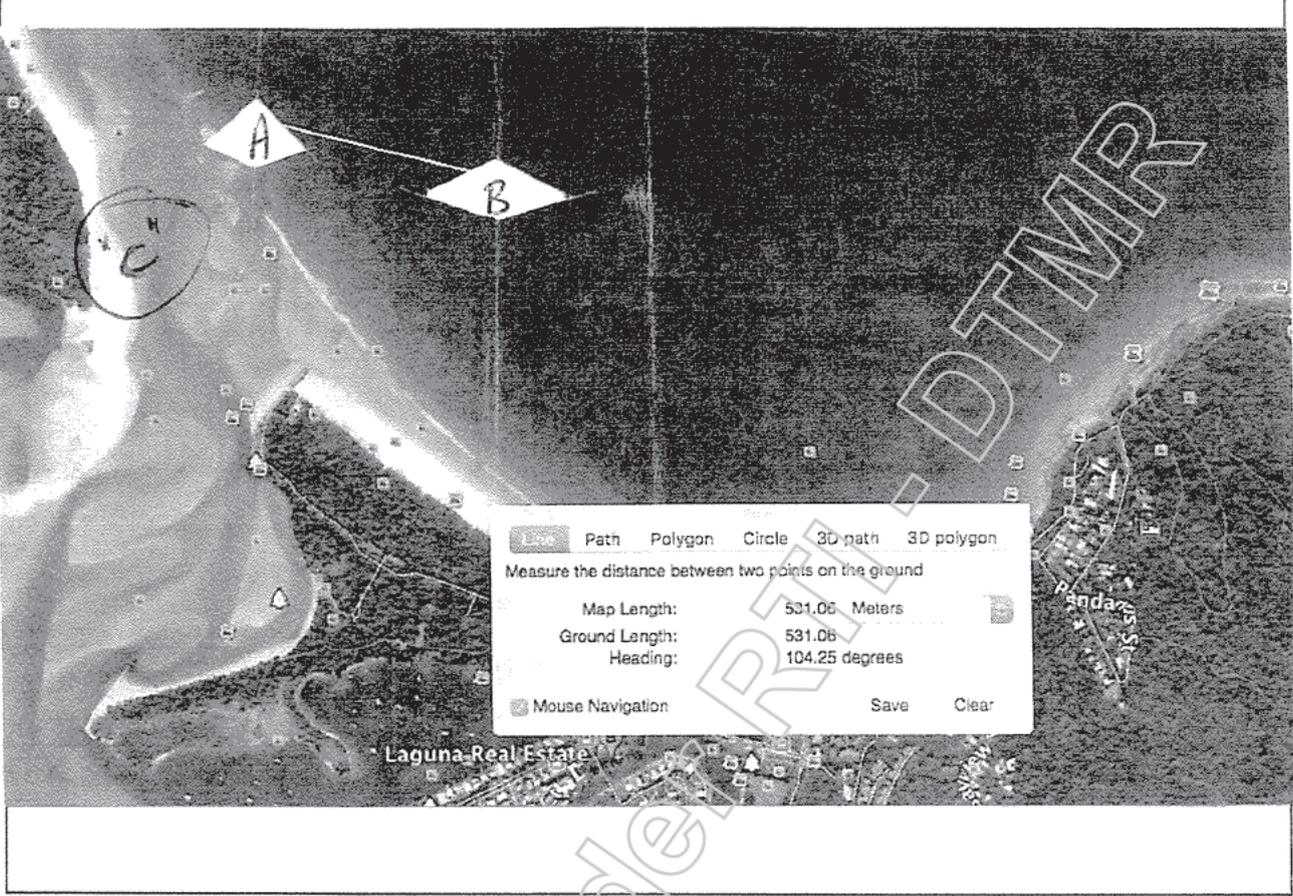
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- Person in charge (Master)
- Person at helm
- Crew
- Passenger on vessel
- Water-skier
- Surfboard/surf-ski rider
- Swimmer
- Para-flier
- Diver
- Other

**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.

**Report details**

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



Owner's/Master's report

*PLEASE SEE: OVERVIEW OF EVENTS ATTACHED.*

Assistance rendered/received at incident

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

Signature (Owner/Master) \_\_\_\_\_ not relevant \_\_\_\_\_ Date *3, August 2017*

Owner/Master name (please print) *V*