

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.

Incident description			\sim
Position of incident			10-
Date Time	Body of water/Landmar	k	
2817 1/7 1.00	o am Flinders	Reef	
Location		/	Latitude Longitude
Inland waters (non-tidal)	Smooth waters Partially	smooth waters Offshor	re
Type of incident			
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Collision:	Grounding:	Other incident:
Capsizing	between ships	unintentional	person hit by propeller or ship
Swamping	with a fixed object	intentional	water skiing incident
Flooding	with a floating object	Onboard incident:	parasailing incident
Person overboard	with an animal	fall within ship	diving incident
Loss of stability	with an overhead obstruction	crushing or pinching	close call/near miss
Fire Explosion	with a submerged object	other onboard incident	other incident caused by the
Structural/equipment failure	with a wharf		operation of the ship
Loss of ship ¹	of the loss are unknown. If the sh and on the next page.	ip is an economic write-off this si	peared and the location and circumstance hould be check marked as 'Ship lost' belo
ncident Severity Rating	and the second second second second		
Fatality	Serious injury 2	Ship lost ³	Damage to property only 4
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 sh
Environmental conditions	. ((7/6	
Veather		Visibility	
Clear Hazy Clou	udy Rain Flood		Poor
	udy Rain Flood	Good Fair	Poor
Water conditions			
Calm Choppy R	tough Very rough Str	ong current or tidal flow Si	well height (metres)
	tough Very rough Str	ong current or tidal flow Si	well height (metres)
Wind speed		ong current or tidal flow Sing (16-33kts) Gale (>33	
Wind speed None Light (1-6kts)			
Wind speed None Light (1-6kts)			
Wind speed None Light (1-6kts) Ships involved	Moderate (7-15kts) Stron		Skts) Wind coming from
Wind speed None Light (1-6kts) Ships involved Number of ships involved	Moderate (7-15kts) Stron	ng (16-33kts)	Skts) Wind coming from
Wind speed None Light (1-6kts) Ships involved Number of ships involved Own ship	Moderate (7-15kts) Stron	og (16-33kts) Gale (>33	Skts) Wind coming from
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Ships involved - conti	nued		
Own ship Ship description Motorboat PWC Sailing boat Hous Other (describe)	Rowing boat se boat		VC Rowing boat ouse boat
	ard (petrol) none none none none		poard (petrol) none
Number of engines Total engin Hull material Steel Timber Marine alloy Fibrer Other (describe)	S HP		gine power HP KW moer Ferro-cement oreglass/GRP
Major damage shi	oderate damage (damaged but ip remains seaworthy) nor damage	Major damage	Moderate damage (damaged but ship remains seaworthy) Minor damage
People involved	网络美国人		
Own ship Ship owner's details Owner's name A S abov Dedicated person ashore/opera	relations manager (commercial only)	Other ship Ship owner's details Owner's name Dedicated person ashore/op	erations manager (commercial only)
Telephone (business hours) Address	Telephone (after hours)	Telephone (business hours) Address	Telephone (after hours)
Email address		Email address	
Master's details Master's name		Master's details Master's name	
Gender Date of Male Female Licence type and grade (for example)	of birth	Gender Da Male Female Licence type and grade (for e	te of birth / / example, Master 5)
Licence number	Issuing authority	Licence number	Issuing authority
Issue date Telephone (business hours)	Expiry date (if applicable) / / Telephone (after hours)	Issue date / / Telephone (business hours)	Expiry date (if applicable) / / Telephone (after hours)
Address		Address	
Email address		Email address	
	Co	ontinued over page Page 2 of 4	TRB Forms Area Form F3071 CFD V01 Aug 2016

Persons involved - continued		
Own ship	Other ship	
Watchkeeper/person at the helm	Watchkeeper/person at the he	elm
Role	Role	
Crewmember Passenger Master (details as above)	Crewmember Passer	nger Master (details as above
Name	Name	
Part Refuse Sch.4 Part 4 s.6 Pl		
Gender Date of birth	Gender Date	of birth
Male Female	Male Female	1 1
Licence type and grade (for example, Master 5)	Licence type and grade (for exa	imple, Master 5)
Licence number Issuing authority	Licence number Is	suing authority
Issue date Expiry date (if applicable)	Issue date Expiry da	ate (if applicable)
	1 1	
Telephone (business hours) Telephone (after hours)	Telephone (business hours)	Telephone (after hours)
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Addicia	Address	V
Address	Address	
in the second se		
Email address	Email address	
Witnesses		
Note: attach name and complete contact details of any witnesses to the in	cident on a separate page.	
Deceased or injured person		
Note: if more than two people deceased or injured attach details on a sep-	araté page	
Name	Injury status	
	Fatality Missing person	Serious injury 5 Minor
Gender Date of birth	5 A serious injury is defined as one	— injury
Male Female / /	admitted to hospital.	where the injured person was
	Nature of injury	Name of hospital
Address	The state of the s	
	Activity of injured or decease	d person
	Person in charge (Master)	Surfboard/surf-ski rider
Telephone Which ship was this person associated with?	Person at helm	Swimmer
	Crew	Para-flier
	Passenger on vessel	Diver
	Water-skier	Other
$(\checkmark/5)$		
Deceased or injured parent		
Deceased or injured person	Injury status	
Name (OA)	Injury status Fatality Missing person	Serious injury 5 Minor
V(0)		injury injury
Gender Date of birth	Nature of injury	Name of hospital
Male Female /		
Address	Activity of injured or decease	d person
(7/5)	Person in charge (Master)	Surfboard/surf-ski rider
	Person at helm	Swimmer
Telephone Which ship was this person associated with?	Crew	Para-flier
willon strip was this person associated with:	Passenger on vessel	Diver
У.	Water-skier	Other
Privacy Statement: The Department of Transport and Main Roads collects informal	tion on this form to administrative the section	fiching (under the Transport County)
Frivary Statement, the Department of Hallsport and Main Roads collects Information	non on the femilia to duffill later the register of	a sinus under the Hallsport Operations

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).

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wner's/Master's report On F Vhile Sailing No	riday July 2	on Approx	1-30 gm orton Island
1 Colmination	of unfortungt	e events i	Legal to a
Collision between on	en the boat		eet. A navigation toning on the
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gnature (Owner/Master)		Date 3/ 17	7017

Marine Incident Reporter 2009



This form is to be completed by the ship: This form is the ship is the s

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Incident description	
Position of incident	
atitude Longitude Body of water/Landmark	Bearing Distance
5°55'S 153°12'E 2.4NM NO	PRIH WEST WOLFROSK
ocation	Date Time
Inland waters Smooth waters Partially smo	
Type of incident	
Collision Grounding	Loss of ship Onboard incident
☐ between ships ☐ unintentions ☐ with a fixed object ☐ intentional	al Structural failure fails within ship
with floating object Caps/zing	Loss of stability other onboard injury
with an animal	Fire Other personal injury
with overnead obstruction swamping	Explosion hit by propeller or ship
☐ with submerged object ☐ flooding	water ski incident
	Person parasailing incident diving incident
Incident Severity Rating	other personal injury
o. of ships involved Note - if more than 2 ships we	
b. of snips involved details on a separate sheet Fatality Injury	Ship lost Damage to property only
No. of persons No. of persons	
	Ship damaged No damage
Environmental Conditions	
eather	Visibility
Clear Hazy Cloudy Rain Flor	od Other Good Fair Poor
later conditions	Time of day
Calm Choppy Rough Very Rough	Strong current Day Night Twilight
/ind speed	Wind direction
None Light (up to force 2 / 1-7 knots) Mode	erate (force 3-4 / 8-16 knots) Wind coming from SE
Strong (force 5-7 / 17-33 knots) Gale (force 8 and	above / more than 33 knots)
Ships involved	
Own ship	Other ship
hip owner's details	Ship owner's details
wner's name	Owner's name
Part Refuse Sch.4 Part 4 s.6 PV	
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electricite (and hours)	Telephone (easiness nears)
I Anna and a second a second and a second an	- Lauren
idress	Address
nip details	Ship details
ame of ship	Name of ship
JEPETA 111	
ficial Registration no. Registering Authority	Official Registration no. Registering Authority
ength (metres) Beam (metres) Year built	Length (metres) Beam (metres) Year built
6.8 2.4 2005	
o. of passengers No. of crew	Page 1 No. of passengers No. of crew SSA Multimedia Serv
board on board	No. of passengers No. of crew on board No. of crew on board Page 1 SSA Multimedia Serv Form F307T V01 July 2
1	Continued over page

Ships involved - continued	
Own ship	Other ship
Туре	Туре
passenger PWC (jetski) sailing	
non passenger motorboat housel	
fishing speedboat rowing (planing hull)	(planing hull)
hire & drive (planing fidin) catama	ran hire & drive (planing null) catamaran
Other (describe)	Other (describe)
Commercial USL Class	ecreational Commercial USL Class Recreation
Fishing	Fishing
Engine	Engine
Outboard Inboard/Outboard	Outboard Inboard/Outboard
Inboard Petrol None	Inboard Petrol None
Inboard Diesel Other (please specify)	Inboard Diesel Other (please specify)
No. of engines Engine power	No. of engines Engine power
1 200 HP	HP
Hull material	Hull material
Steel Ferro-cement	Steel Ferro-cement
Fibreglass/GRP Timber	Fibreglass/GRP Timber
Marine alloy	Marine alloy
Other (describe)	Other (describe)
Damage to ship	Damage to ship
Major damage No damage Ship unseaworthy) Persons involved	Major damage (ship unseaworthy)
Own ship	Other ship
Deceased or injured persons	Deceased or injured persons
Name of deceased or injured person	Name of deceased or injured person
Gender Date of birth	Gender Date of birth
Male Female / /	Male Female / /
Address	Address
(S)	
11/6 7	
elephone (business hours) Telephone (after hours	Telephone (business hours) Telephone (after hours)
elephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
	Telephone (business hours) Telephone (after hours) Injury status
njury status	Injury status Fatality Missing person
njury status Fatality Missing person Serious injury Minor injury (not requiring hosy treatment)	Injury status Fatality Missing person Serious injury Minor injury (not requiring hospital
njury status Fatality Missing person Serious injury Minor injury (not requiring hosy treatment)	Injury status Fatality Missing person Serious injury Minor injury (not requiring hospital treatment)
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Dwn ship Masters details Master's name	Other ship	
Master's name	447	
Ponder Date of high	Masters details Master's name	
Pondor Data at high		
Gender Date of birth	Gender Date of birth	
Male Female	Male Female / /	
icence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)	
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icence no. Issuing Authority	Licence no. Issuing Authority	
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ddress	Address	
	\wedge	
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Part Refuse Sch.4 Part 4 s.6 Pl		
/atchkeeper / Person at the helm	Watchkeeper / Person at the helm	
ole	Role	
Master Crewmember Passenger	Master Crewmember Passenger	
ame	Name	
	INGINE	
andas But (1974)		
ender Date of birth Male Female , ,	Geridar Date of birth	
cence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)	
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sue date Expiry date (if applicable)		

Privacy Statement
The Department of Transport and Main Roads is collecting the information on this form to assist in the management of investigations into marine incidents and provide reports on marine incidents to the Minister for Transport. This information is required under the Transport Operations (Marine Safety) Act 1994. Your personal information will not be disclosed to any other third party without your consent or unless required to do so 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 ace provided below (If insufficient space, please use separate pages, each extra page that is used is to be signed.)

Name and Status of person who	ace provided below (II Irisul	moiern space, please use :	separate pages, ea	cii exiia paye iilal is	used is to be signi	eu.)
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Name and Status of person who	Name (please print)					Page 4 of 4
		who				SSA Multimedia Services Form F3071 ES V01 July 2009



Summary Report

Our ref 230/01624 Your ref PBP42591 Date 26 July 2017

To

Area Manager (Brisbane)

Subject Ma	arine incident investigation file – (F	File No. PBP42591)
I enclose a copy	of the following marine incident (Cate	egory 3) investigation file:
Incident type	Unintentional Grounding	
Participant ship/s	Big Schott – AAF529N	
Participant person(s)	Part Refuse Sch.4 Part 4 s.6 Pl	
pordorn(0)	/2	
Location	Flinders Reef	\\`
Date	28.07.17	

A marine incident occurred when the vessel Big Schott ran aground at Flinders Reef, North East of Moreton Island. At the time the North Cardinal light was missing but was reported and a notice to mariners issued.

Queensland Police have consequently conducted an investigation into the incident and issued the Master an official Police Caution which has subsequently been entered into QPrime.

Consequently, I recommend that we do not send a closure letter to the owner as he has been dealt with an official caution and the investigation be closed with no further action.

Richard Cresswell

Marine Officer

lot Approved

Keith Vince

Area Manager - Brisbane

Department of Transport and Main Roads Maritime Safety Queensland Transport Safety Branch

Enquiries

Richard Cresswell Telephone +61 7 3632 7531

Facsimile +61 7 3632 7540

Marine Incident Report

RECEIVED

10109381

19 NOV 2012



This form is to be completed by the ship Owner or Master at the time to the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) of Queensland Boating and Fisheries Patrol Office.

ratioi Office.	
Incident description	
Position of incident	
atitude Longitude Body of water/Landmark	Bearing Distance
	annel-west Moreton Is 2000
ocation	Date Vinte
Inland waters Smooth waters Partially smoo	
	mi waters
Type of incident	
Collision Grounding	Loss of ship Onbeard incident
☐ between ships ☐ unintentional ☐ with a fixed object ☐ intentional	Structural failure falls within ship crushing or pinching
with floating object Capsizing	Loss of stability other onboard injury
with an animal	Fire Other personal injury
with overhead obstruction swamping	Explosion hit by propeller or ship
☐ with submerged object ☐ flooding	☐ water ski incident
	Person parasailing incident diving incident
Incident Severity Rating	other personal injury
o. of ships involved Note - if more than 2 ships were details on a separate sheet	e involved attach caused by operation of ship
Fatality Injury	Ship lost Damage to property only
No. of persons No. of persons	Ship damaged No damage
	Ship damaged Who damage
Environmental Conditions	
leather	Visibility
Clear Hazy Cloudy Rain Floo	
Vater conditions	Time of day
Calm Choppy Rough Very Rough	Strong current Day Night Twilight
Vind speed	Wind direction
None Light (up to force 2 / 1-7 knots) Modern	rate (force 3-4 / 8-16 knots) Wind coming from N
Strong (force 5-7 / 17-33 knots) Gale (force 8 and al	bove / more than 33 knots)
Ships involved	
Own ship	Other chin
	Other ship
hip owner's details wner's name	Ship owner's details Owner's name
Part Refuse Sch 4 Part 4 s.6 PI	
lephone (business hours) Telephone (after hours)	Telephone (business hours) SGelephone (after hours) MS
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ddress	Address Eile ID: 230/00614
(\dagger)	FIIE ID:
	Date: <u>19111 18</u>
nip details	Ship details
ame of ship	Name of ship
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fficial Registration no. Registering Authority	Official Registration no. Registering Authority
	Cinicial registration (10. Inegistering Authority
28594QC Brisbare	Locality (market) Day of Carlots Vice 1979
ength (metres) Beam (metres) Year built	Length (metres) Beam (metres) Year built
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o, of passengers No. of crew on board	No. of passengers No. of crew SSA Multimedia Service on board on board SSA Multimedia Service Form F3071 E
n board on board	on board on board vol July 200

O The State of the	
Own ship	Other ship
Туре	Туре
passenger PWC (jetski) sailing boat	passenger PWC (jetski) sailing boat
non passenger motorboat houseboat	non passenger motorboat houseboat
fishing speedboat rowing boat (planing hull)	fishing speedboat rowing boat (planing hull)
hire & drive (planing null) catamaran	hire & drive (planing ridin) catamaran
Other (describe)	Other (describe)
C'HARTER	
Commercial USL Class Recreational	Commercial USL Class Recreation
Fishing QLD 2C	Fishing
Engine	Engine
Outboard Inboard/Outboard	Outboard Inboard/Outboard
Inboard Petrol None	Inboard Petrol None
Inboard Diesel Other (please specify)	Inboard Diesel Other (please specify)
Inboard Dieser	I III III III III III III III III III
No. of engines Engine power	No. of engines Engine power
Z 2.25 (HP)	HP
Hull material	Hull material
Steel Ferro-cement	Steel Ferro-cement
Fibreglass/GRP Timber	Fibreglass/GRP Timber
Marine alloy	Marine alloy
Other (describe)	Other (describe)
Other (describe)	Other (describe)
Damage to ship	Damage to ship
Major damage (ship unseaworthy)	Major damage No damage (ship unseaworthy)
Persons involved	
Persons involved Own ship	Other ship
Own ship	Other ship Deceased or injured persons
Own ship Deceased or injured persons	
Own ship Deceased or injured persons	Deceased or injured persons
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Persons involved - continued	
Own ship	Other ship
Masters details Master's name	Masters details Master's name
Gender Date of birth ✓ Male Female	Gender Date of birth Male Female / /
icence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
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icence no. Issuing Authority	Licence no. Issuing Authority
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Address	Address
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Natchkeeper / Person at the helm	Watchkeeper / Reison at the helm
Role	Role
Master Crewmember Passenger	Master Crewmember Passenger
Name	Name
ABOVE	
Gender Date of birth Male Female / /	Gender Date of birth Male Female / /
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Signature (Owner/Ma

Name (please print)

Name and Status of person who assisted in completion of form (if applicable)

Date 15/11/2012

Page 4 of 4 SSA Multimedia Services Form F3071 ES V01 July 2009

14-11-2012 Incident Report	,
Today after a days fishing with charterers on board	<b>ə</b> (
we were travelling home (south) between Xellow R	atch
and Combeyer, Pt off moveton Island with 15 knots,	of.
Northerly wind behind us and a strong run out tide	•
Northerly wind behind us and a strong run out tide we were experiencing a few pressure waves, not for this area with these conditions. The boot and a	unusu
sudden lunge causing, a customer,	
sudden lunge causing, a customer, to slip forward off the seat and landing solidly a	gaints
the step on his right buttor, we immediately attended	d his
as he obviously appeared in pain. He was quite poial a	Gasc
stage but we decided to make him contextable on the	TICO
with a pillow and a bag of ice wrapped a drowel. we continued our journey home. I asked several time	es es
if he was OK each time the answer was yes.	HOCK
However about 30 minutes from Enraborough he.	4
Expected to be staking and a bit stressed some covered him with a blanket. I then decided to call	
covered him with a blanket. I then decided to call	.(
Coastanord redcliffe to organise an authorize home	<u>ک</u>
incomparition to the contract of 2.40 pm.	
The Medics attended him on the boost and got him	•
0-10 a streched to the constitution.	
As there was no marks or bruses or reduces on	
cured the Makes assured we it was only muscular.	nc
This principled was quite distressing for me as it we the first I have ever experienced on my boot.	۷>
	$\neg$
Treceived a voice wessage from	d ·
a friend of who was with us on the box	xital
of 6.15 pm and that the Doctors had checked him over an	71WI
	r
me all was good and told me not to warry	_^
me all was good and told we not to worry.  I also recall that had consumed a configuration of hears during the day	- Ker
The Medica that Atlended were Mr. Wayne Reach a	and
I also praise the efforts and assistance of a tri	end
I also praise the efforts and assistance of a fri of mine who was on board for the wo	27
of mine action was on locard to the work took care of the injured person.  This is my clear and homet actions of the incident.	
This is my clear and honest opinion of the incident.	
Ower/skipper	
Part Refuse Sch.4 Part 4 s.6 PI	
135-06037.pdf - Page Number: 14 of 164	



## 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 falling to report a marine incident.

Incident description	
Position of incident	
Date Time Body of water/Landmar	
26/7 /2015 3.30 器 MOLETON BA	M NORTH OF COMBOYOR & POINT
Location	Latitude Longitude
Inland waters (non-tidal) Smooth waters Partially	smooth waters Offshore
Type of Incident	
Collision:  Capsizing between ships Swamping with a fixed object Person overboard with an animal Loss of stability with an overhead obstruction Fire with a submerged object Explosion Structural/equipment failure Loss of ship 1 Loss of ship' should only be se of the loss are unknown. If the sh and on the next page.  Incident Severity Rating Fatality Serious injury 2 Number of persons  2 Requiring admission to be service of the loss are unknown. If the sh and on the next page.	Grounding:    Unintentional   person hit by propeller or ship   water skiing incident   parasailing incident   par
Nind speed	Visibility Good Fair Poor  rong current or tidal flow Swell height (metres)  ng (16-33kts) Gale (>33kts) Wind coming from
	were involved attach details on a separate page.
Own ship Name of ship	Other ship Name of ship
THE WHER THING	
Official registration number Registering authority FE 496 Q QLD TRANSPORT	Official registration number Registering authority
ength (metres) Beam (nietres) Year built	Length (metres) Beam (metres) Year built
lumber of passengers on board Number of crew on board	Number of passengers on board Number of crew on board
Commercial fishing   Commercial fishing   Commercial fishing   Commercial fishing   Commercial fishing   Commercial fishing   Recreational	Registration type  Commercial passenger Commercial fishing Commercial non-passenger Recreational
Additional information for commercial vessels: Commercial ve assenger vessels must also attach a copy of the passenger man	essels must attach master's and engineer's logs and commercial
Office use only Caseman PBP 41156	Received by Checea Pile Received on: / /
	intinued over page Page 1 of 4 TRB Forms Area Form E3071 CED V01 Apr 2

Ships involved - continued Own ship	Other ship
Ship description	Ship description
☑ Motorboat ☐ PWC (jetski) ☐ Rowing boat	☐ Motorboat ☐ PWC (jetski) ☐ Rowing boat
☐ Sailing boat ☐ House boat	Sailing boat House boat
Other (describe)	Other (describe)
·· : ·	
Engine	Engine
Outboard Inboard (petrol) none	
☐ Inboard/outboard ☐ Inboard (diesel)	☐ Outboard ☐ Inboard (petrol) ☐ none ☐ Inboard/outboard ☐ Inboard (diesel)
Other (describe)	Other (describe)
Other (decombo)	Orier (describe)
Number of engines Total engine power	Number of engines Total engine power
200 🖫	HP
Hull material	Hull material
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☐ Marine alloy ☐ Fibreglass/GRP	
Other (describe)	Marine alloy
Other (describe)	Other (describe)
Damage to ship	Damage to ship
Ship lost	
Major damage ship remains seaworthy)	☐ Ship lost ☐ Moderate damage (damaged but ship remains seaworthy)
(ship unseaworthy)  Minor damage  No damage	(ship unseaworthy)  Minor damage  No damage
People involved	
Own ship	OK-NTE
Own snip Ship owner's details	Other ship
Owner's name	Ship owner's details
Owners name	Owner's name
	n
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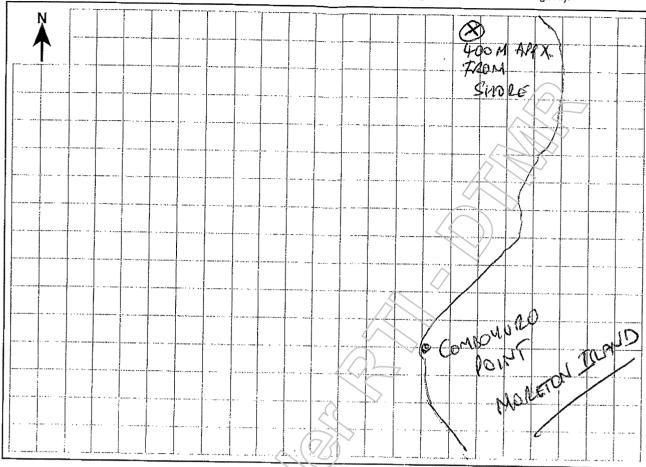
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Watchkeeper/person at the helm	Watchkeeper/person at the I	
Role	Role	161(1)
Crewmember Passenger Master (details as above)		enger Master (details as abo
Name	Name	Singor Madion (details as app
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Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form to assist in the management and limitation of marine incidents in Queensland waters. This information is required under the *Transport Operations (Marine Safety) Act.* Where relevant, this information will be disclosed to Workplace, Health and Safety Queensland, and to law enforcement agencies. Your personal details will not be disclosed to any other third party without your consent or unless required or authorised to do so by law.

Continued over page... Page 3 of 4 TRB Forms Area Form F3071 CFD V01 Apr 2014

#### 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	WAS APROXIMATION	400 M FROM S	CHORE ABOUT
2 KMS NORTH C	of combounded point	MORETON 19	CAND WHEN
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Signature (Owner/Master)	Part Refuse Sch.4 Part 4 s.6 PI	Date 27 7 /	
Owner/Master name (please prin			Page 4 of 4. TRB Forms Area
			Page 4 of 4 TRB Forms Area Form F3071 CFD V01 Apr 2014

#### WITNESS / PASSENGER DETAILS :





Our ref Your ref Enquiries 230/00431 PBP38727 3860 3538

Department of Transport and Main Roads

Maritime Safety Queensland Transport Safety Branch

25 September 2012

Part Refuse Sch.4 Part 4 s.6 Pl

Telephone +61 7 3860 3538 Facsimile +61 7 3860 3540 Website www.msq.qld.gov.au

Email Justin z will

Justin.z.williams@msq.qld.gov.au

Dear

I refer to a Marine Incident Report submitted to Maritime Safety Queensland (MSQ) involving flooding of the ship "Capricom 1", Queensland registration number 1990QB. The incident was reported to have taken place near North East Channel on 17 February 2012.

MSQ was pleased to hear that there were no injuries sustained as a result of this incident and that no similar subsequent events have occurred.

I would like to draw your attention to your obligations under the *Transport Operations* (*Marine Safety*) *Act 1994 (The Act*). Section 41 and 43 of the Act provides for the general safety obligations of owner and/or Master's of ships to operate a ship in a safe manner. If the operation of a ship causes a 'marine incident', it is an offence against the Act which carries a maximum penalty of \$50,000. For further information relating to this, a copy of the Act can be found by accessing the <a href="https://www.msg.qld.gov.au">www.msg.qld.gov.au</a>

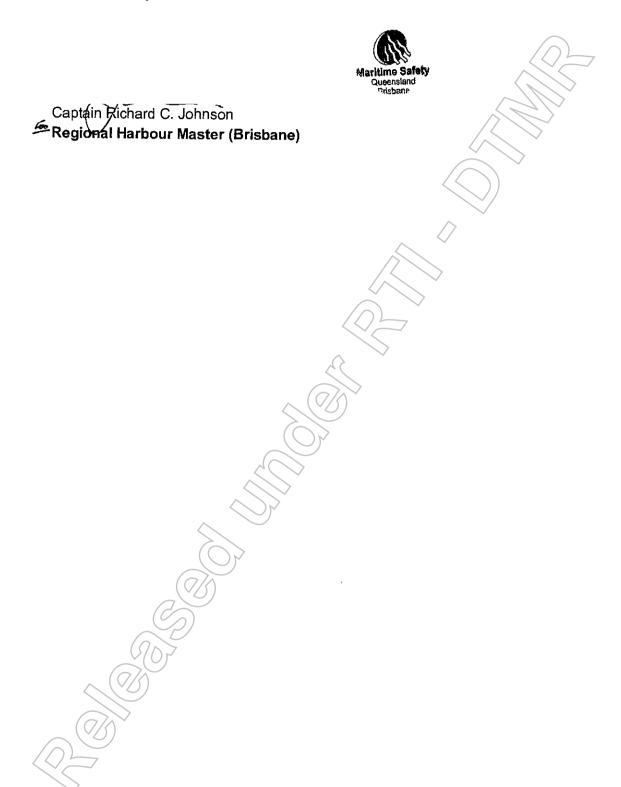
As a result of this incident, I expect you to review your procedures for handling a ship in a heavy sea state as well as preparing the ship for heavy weather as outlined in the ships Safety Management System (SMS).

MSQ will not be taking any further action in regards to this matter.

A copy of this letter will be placed on file. It will be considered should you become involved in a similar marine incident in the future.

If you require any further information relating to this correspondence, please contact Mr Justin Williams, Area Manager (Brisbane) on 3860 3538. I wish you safe boating in the future.

#### Yours sincerely





# Marine Incident Investigation Report

Capricorn 1 1990QB- Swamping/structural failure

Summary:

Incident date: 17/01/2012

Category: Category 3

CaseManno: PBP38727

Investigator	Luan Baldwin	
Position	Shipping Inspector	
Dívision	Maritime Services (Brisbane)	
Regional office	Pinkenba	
Address	MacArthur Avenue East Pinkenba	
Contact number	(07) 3860-3569	
Email	c/o luan.l.baldwin@msq.qld.gov.au	
Report date	25/09/2012	

Marine incident investigation report

Page 1 of 8

## Summary

Regional office: Pinkenba	
CaseMan No: PBP38727	DMS File No: 230/00431
Incident date: 17/01/2012 Time of incide	ent: 9:00 AM Date reported: 17/01/2012
Category: Category 3 Incident ty	ype: Swamping
MSQ attended:  Officers attending:	Contact No:
QPS attended: 🛛 Officers attending:	Contact No: 3895 0333
QAS attended: Officers attending:	Contact No:
QBFP attended:  Officers attending:	Contact No:
Aquatic event: (copy of permit attached)	
Evidence seized:	
Location	
Body of water / landmark: North East Channel, Moreton	Bay
Latitude: -27.9000	Longitude: 153.4000
Latitude & longitude must be recorded in decimal format for entry format must be converted to decimal degree format for entry. For	Into the CaseMan system. All coordinates in deg/min or deg/min/sec example 16°30'S would become -16.5000 degrees.
Waters: Open waters	
Conditions	
Weather: Rain	Visibility: Poor
Water: Very Rough	Wind: Gale (force 8 & above / > 33 knts)
Tide: Slack	

## Ships involved

Add ship

Remove last ship

Ship 1.	
Ship name:	Capricorn 1
	Cupito(II I
Owners name:	
Owners address:	
Ship type:	Fishing Ship class: Class 3
Ship description:	Trawler
Reg no:	1990QB Boat mark: FQFE RUF:
Registering authori	ty: QLD Transport Port of registry: Bundaberg
Registration expiry:	28/03/2012
Length (in metres):	19.2 Beam (in metres): 6.09 Construction: Wood
Engine type:	Inboard (diesel) No. of engines: 1 Total power (kW): 272.29
Last monitoring dat	e: 10/02/2012 Written direction: 8000204
Previous incidents:	?????
Master of shi	p 1.
Masters name:	
Masters address:	Part Refuse Sch.4 Part 4 s.6 Pl
Home phone:	Mobile phone: Work phone:
ranail address:	
Date of birth:	Place of birth:
Add decease	d or injured persons on ship 1. Add inj. person Remove inj. person
Add crew on	Ship 1. Add crew Remove crew
Add offence	details for ship 1.  Add offence Remove offence
Add witness	Add witness Remove witness

## Summary of facts—explain incident & investigations conducted

<del></del>	
Background	Capricorn 1 is a registered commercial trawling vessel the operates between Gladstone and the Gold Coast.
	Part Refuse Sch.4 Part 4 s.6 PI
The Voyage	Due to heavy seas, the ship was unable to work and had been anchored at Cape Capricorn. Winds from East South- east were reportedly in excess of 30 knots. During the morning the anchor chain broke and as a result, the master chose to return into the sheltered waters of Moreton Bay and seek shelter behind Moreton Island. The master navigated the ship to the mouth of North East Channel on approach to Moreton Bay.
The Incident	At approximately 0900 hours on 17/01/2012, the ship was on approach to North East Channel and had achieved the 10 metre contour. The master was conducting a port hand turn to steer course south into the channel when the ship was struck by a large wave on the beam. The wave wheelhouse superstructure, windows and bulwarks reportedly sustained damage. Resulting flooding entered the wheelhouse, engine room and forard accommodation causing electrical damage and mechanical failure.
<u> </u>	The EPIRB was activated and after some suring, the ship returned to Cape Moreton and rafted with another trawler. The ship was later escorted to Scarborough Harbour by the trawler "Illusion". No injuries were reported.
The Investigation	Brisbane Water Police responded and provided assistance at Cape Moreton.  The ship was monitored on hard stand at Brisbane Shiplifts on 10/02/2012 by MO Wayne LINKLATER. The master was interviewed by MO Darryl DORRON on 22/05/12.
4	

### Contributing factors

Contributing factors are not the cause of the marine incident but rather factors that may have contributed to the incident taking place or it's severity. All factors that potentially contributed to the incident should be recorded here.

numan contributing factors	
Alcohol or drugs	☐ Insufficient crew numbers
Commercial pressure	☐ Insufficient fuel
Excessive speed	☐ Insufficient maintenance
☐ Fatigue	☐ Insufficient planning
☐ Inadequate training of crew	☐ Navigation error—failure to keep proper lookout
☐ Inappropriate advice to ship—Harbour Control/Port Authority	☐ Navigation error—other
☐ Inappropriate advice to ship—Pilot	☐ Navigation error—violation of Colregs
☐ Inappropriate advice to ship—Vessel Traffic System	☑ Operational error—other
☐ Inappropriate instructions to crew—other	☐ Overloading
☐ Inappropriate instructions to crew—poor communications	☐ Poor communications
Inattention	Poor ship to shore communications
	☐ Violation of standard procedures
☐ Insecure mooring	☐ Violation of statutory rules or standards
Other (human):	
Material contributing factors	
	7/ ₁
☐ Bridge or navigation failure	📋 Inadequate stability—shifting cargo
☐ Electrical failure	☐ Inappropriate hull or equipment—construction fault
Equipment failure - other	☐ Inappropriate hull or equipment—design fault
☐ Fuel or gas leak	☐ Inappropriate hull or equipment—insufficient maintenance
☐ Hull failure	Insufficient safety equipment
Inadequate stability—other	☐ Machinery failure
Inadequate stability—overloading	Shore structure badly designed built or maintained
Other (material):	
Environmental contributing factors	
~ (7/1)	
Abnormal tidal conditions	Hazardous waters—uncharted hazards
☐ Bar conditions	Heavy traffic area
☐ Floating or submerged object	Poor visibility
Hazardous season (cyclones etc)	Sea state
Hazardous waters—corai reefs	☐ Wash of passing vessel
Hazardous waters—lack navigation aids	☐ Wind
☐ Hazardous waters—shifting channel	
Other (and income and D	
Other (environmental):	

#### **Findings**

Add findings

Remove last finding

- 1. The incident was caused by a combination of heavy sea state and operator error  $\frac{1}{2}$
- The severity of the damage may have been reduced if the ship had maintained watertight integrity through the securing of
- 3. The ship has been monitored by MSQ and CoCs provided for the repairs

#### Conclusions

The severity of the wave impact caused the damage.

It is probable that the timing of the turn and the positioning of the port quarter to the sea at the time contributed to the severity of the damage but this cannot be proven.

The ingress of water into the wheelhouse and engine room may have been reduced had the ship been prepared for heavy weather properly with all watertight hatches and doors secured during transit.

I recommend a closure letter be sent reminding the master to review the procedure for preparing for heavy weather in the ships Safety Management System. No further action recommended.

## Completed actions

Acknowledgement letter sent	$\boxtimes$	Attached	×
CaseMan file closed or reassigned		Attached	
Marine incident categorised	×	Attached	×
Ship inspection report (monitoring inspection completed)		Attached	
Written direction issued		Attached	
Photographic evidence taken		Attached	
-cxhibits seized		Attached	
Witness statements		Attached	
MIN issued		Copy attached	
Other Closure letter		Attached	$\boxtimes$
CaseMan incident, ship and person records updated and validated	$\boxtimes$	Luan Baldwin	
		By whom (enter name	ام

## For consideration by Compliance Section

No further action required—copy of file forwarded for review—original file retained in region and closed.

RECEIVED



Marine Incident Report

RECEIVED

Queensland
Government

This form is to be completed by the ship Owner or Master at the time of the incident hand a with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) of Queensland Boating and Fisheries Patrol Office.

Patrol Office.	
Incident description	· ·
Position of incident	(PINKENBA)
·	Description Distance
	Bearing Distance
	IN OF CAPE MORETON
Location	Date Time
☐ Inland waters ☐ Smooth waters ☐ Partially smooth	h waters Offshore 17/1/2 9·00 am
Type of incident	
Collision Grounding	Loss of ship Onboard incident
between ships unintentional	Structural failure falls within ship
	crushing or pinching
with an animal	Loss of stability other onboard injury  Fire Other personal injury
☐ with overhead obstruction ☐ sinking ☐ swamping	☐ hit by propeller or ship
☐ with submerged object ☑ swamping ☐ with wharf	Explosion water ski incident
	Person parasailing incident
Incident Severity Rating	diving incident  other personal injury
No. of ships involved 1 Note - if more than 2 ships were if	
uetans un a separate siteet	S Paranta de la constanta de l
No. of persons No. of persons	Ship-lost
THOSE OF POSSORIA	Ship damaged No damage
Environmental Conditions	
Weather	Visibility
Clear Hazy Cloudy Rain Floed	Cther Good Fair Poor
Water conditions	Time of day
☐ Calm ☐ Choppy ☐ Rough ☒ Very Rough	Strong current Day Night Twilight
Wind speed	Wind direction
None Light (up to force 2 / 1-7 knots)	ate (force 3-4 / 8-16 knots) Wind coming from E.S.E.
Strong (force 5-7 / 17-33 knots) Signale (force 8 and abo	ove / more than 33 knots)
Ships involved	
Own ship	Other ship
Ship owner's details	Ship owner's details
Owner's name	Owner's name
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
<u> </u>	
Address	Address
Part Refuse Sch.4 Part 4 s.6 PI	
Ship details	Ship details
Name of ship	Name of ship
CAPRICORN ONE	
Official Registration no. Registering Authority	Official Registration no. Registering Authority
M.S.Q	
Length (metres) Beam (metres) Year built	Length (metres) Beam (metres) Year built
19.2 6-2 1981	
No. of passengers No. of crew	No. of passengers No. of crew 55A Multimedia Service
on board on board	No. of passengers No. of crew on board On board Page 1 of SSA Multimedia Service Form F3071 E V01 July 200
	Continued over page

Own chin	Ollegan
Own ship	Other ship
Masters details	Masters details
Master's name	Master's name
Conde	0
Gender Date of birth  Male Female	Gender Date of birth Male Female , ,
X Maio T elliate	
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
	(0)=
Licence no. Issuing Authority	Licence no. Issuing Authority
abolito no. lobaling Authority	Libertos III.
Issue date Expiry date (if applicable)	Issue date
Address	Address
Part Refuse Sch.4 Part 4 s.6 Pl	$\rightarrow$
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Wetchireney ( Dayney et the being	West-based of Physics and the balls
Watchkeeper / Person at the helm Role	Watchkeeper / Person at the helm
	Master Crewmember Passenger
Name	Name
	4
Gender Date of birth	Gender Date of birth
Male Fernale / /	Male Fernale / /
Licence type and grade (e.g. Master 5)	Lipence type and grade (e.g. Master 5)
	1
Linner A House	
Licence no. Issuing Authority	Licence no. Issuing Authority
Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
Address	Address
(46)	
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Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
(48)	•
Continued	over page
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Privacy Statement	· · · · · · · · · · · · · · · · · · ·

will not be disclosed to any other third party without your consent or unless required to do so by law.

# Cape Moreton, Queensland January 2012 Daily Weather Observations



"		Ten	ıps	<u> </u>	_		Max	wind g	ust			9:	am					3r	m		
Date	Day	Min	Max	Rain	Evap	Sun	Dirn	Spd	Time	Temp	RH	Cld	Dirn	Spd	MSLP	Temp	RH	Cla	Dirn	Spd	MSLP
		°C	°C	mm	mm	hours		km/n	local	°C	%	eighths		km/h	hPa	°C	%	eighths	2	km/h	hPa
1	Su	19.6	25.5	3.4			ESE	57	19:01	23.6	56		SE	39	1015.3	24.0	56	11/1	SE	41	1013.8
2	Мо	20.6	26.1	0			SE	48	04:25	24.4	55		SE	35	1017.3	23.6	65	7777	ESE	33	1015.8
3	Tu	21.7	26.7	0			ESE	44	00:16	24.6	52		ESE	30	1018.9	24.6	58	///	ESE	24	1017.1
4	We	21.1	27.8	0			E	35	00:16	26.0	54		ESE	15	1017.2	24.8	<b>\\ 56</b>	7	ENE	19	1013.7
5	Th	22.2	26.6	0			ENE	33	18:26	24.3	66		ESE	22	1015.3	25.0	<b>\</b> 60		ESE	22	1013.6
6	Fr	21.1	27.6	0			ESE	39	21:08	23.9	61		N	11	1012.2	24.7	64		ENE	22	1010.2
7	Sa	21.0	26.5	4.8			SSE	39	09:17	24.2	80		ENE	4	1014.7	24.5	70		ESE	22	1013.0
8	Su	21.9	28.1	2.0			N	57	22:55	26.2	66		<u> </u>	_<\17	1013.5	26.6	65		NNE	26	1009.9
9	Мо	23.2	27.9	0			N	59	18:42	25.1	81		NNW	35	1008.7	27.5	77		N	37	1004.3
10	Tu	24.8	27.9	0			SSE	50	11:08	26.2	80		SSE	∖\ 31∖	1008.4	26.6	80		SE	33	1005.9
11	We	24.5	29.4	0			N	37	18:09	27.0	81		WNW	\\15	1007.7						
12	Th	23.8	26.5	0			SE	65	07:01	25.5	58		SE	48	1011.4	24.1	56		SE	46	1011.1
13	Fr	20.7	27.2	0			ESE	50	04:59	24.5	57		\ \ E	24	1016.5	24.6	55		E	30	1013.8
14	Sa	22.0	26.8	0			ENE	43	19:06	23.8	58	77		17	1015.5	24.6	59		E	24	1012.5
15	Su	22.3	27.0	0			ESE	63	22:29	26.0	54	7//	E	31	1014.0	24.7	66		ESE	33	1012.3
16	Мо	20.0	23.3	1.8			Е	83	09:34	21.1	95	D V	E	56	1014.8	21.3	98		SE	56	1013.1
17	Tu	20.1	23.3	15.4			ESE	80	08:10	21.3			ESE	61	1014.2	22.5	96	ŀ	SE	52	1011.6
18	We	20.5	25.7	4.4			SSE	37	00:12	22.6	<b>88</b>		SSE	24	1012.7	22.4	98		ESE	13	1011.4
19	Th	22.1	26.9	7.8			SE	59	17:55	24.4	81		SSE	24	1013.5	25.4	78		SE	37	1011.8
20	Fı	22.5	26.8	0			SE	61	14:48	25.4	76		SSE	37	1012.8	24.9	75		SE	54	1010.9
21	Sa	22.1	26.3	1.0			SE	61	23:05	25.3	75		SSE	37	1011.7	24.3	80		SE	44	1010.3
22	Su	21,3	26.6	0			SSE	63	01:00	25.5	69		SE	44	1013.3	25.5	68		SE	48	1011.7
23	Мо	22.5	25.8	0.2			ESE	( )67	10:38	25.6	74		SE	35	1012.8	24.0	77		ESE	31	1011.7
24	Tu	21.6	24.6	19.0				72	18:54	22.4	95		ENE	52	1010.5	23.6	93		E	57	1007.9
25	We	21.2	24.6	59.0		(0	NE	69	08:05	21.9	100		NE	56	1007.5	23.5	96		N	39	1005.5
26	Th	21.6	27.9	64.8			NINM	43	02:39	23.5	100		NNW	19	1008.4	25.5	87		N	15	1006.7
27	Fr	21.4	24.6	68.8			ESE	63	14:59	23.5	94		SE	15	1010.8	23.9	97		ESE	57	1008.1
28	Sa	21.9	26.7	10.4	(0)		E	67	01:32	24.4	82		E	43	1011.0	23.4	91		E	44	1008.9
29	Su	21.3	26.0	1.8	$\langle \langle \langle \rangle \rangle$		ENE	57	03:14	23.4	93		E	37	1009.6	24.9	84		E	43	1007.4
30	Мо	22.3	27.4	4.2			NE	50	02:03	25.8	77		ENE	35	1009.5	26.1	77		NE	28	1007.2
31	Tu	23.5	28.5	(0)	~		NNE	35	2 <b>2</b> :41	26.7	75		NNE	15	1008.8	26.1	78		ENE	19	1006.4
Statistics			$\rightarrow$	<u> </u>							•		<del>,</del> -	2.1					-	- A / I	1010
	Mean	21.8	26.5	<u> </u>						24.5				31	1012.5	24.6	75			34	1010.6
	Lowest	19.6	23.3							21.1	52		ENE	4	1007.5	21.3	55		ESE	13	1004.3
F	lighest	24.8	29.4	68.8			E	83		27.0	100		ESE	61	1018.9	27.5	98		#	57	1017.1
	Total			268.8									<u>                                     </u>			151111000			16:04 UTC d	40.14	2040

Observations were drawn from Cape Moreton Lighthouse (station 040043)

Recorded winds are frequently higher than surrounding areas.

IDCJDW4026.201201 Prepared at 16:04 UTC on 16 Mar 2012 Copyright © 2012 Bureau of Meteorology

Users of this product are deemed to have read the information and accepted the conditions described in the notes at http://www.bom.gov.au/climate/dwo/IDCJDW0000.pdf

## EAST CHANNEL MORETON BAY

LAT 27° 13' S

LONG 153° 20' E

JANUARY 2012	TIMES AND HEIGHT	LONG 153° 20' E OF HIGH AND LOW WATERS	TIME ZONE -100
Time m Time m	FEBRUARY 2012 Time m Time	MARCH 2012	APRIL 2012
01 0240 1.65 0.79 SU 1425 1.73 0 2106 0.52	01 0358 1.71 16 0427 2 7 01 1001 0.92 16 1109 0 5 WE 1532 1.44 2156 0.63 TH 1636 1 2240 0	01 01 0246 1.80 16 0404 2 80 01 0913 0.92 16 1057 0.	m Time m Time 10.09 01 0408 1.98 16 0542 2.1647 1.57 MO 1827 1.57
02 0351 1.67 0934 0.77 0934 0.77 0934 0.77 07 1525 1.61 2201 0.51 03 0459 1.74 18 0447 1.94	TH 1655 1.41 FR 1757 1	08 02 0401 1.80 17 0515 2. 73 1035 0.92 17 1204 0. FR 1606 1.41 2205 0.76 SA 1749 1. 2349 0:	11 <b>02</b> 0512 2.08 <b>17</b> 0031 0.366 <b>17</b> 0634 2.37
TU 1634 1.53 2259 0.49 WE 1644 1.60 2259 0.46	FR 1803 1.45 180 004 2. SA 1325 0. 1906 1.	7 SA 1725 1.48 SU 1852 1.8 7 2311 0.70	16 03 0610 2.19 18 0121 0.6
04 0557 1.84 19 0556 2.07 1232 0.72 TH 1759 1.58	SA 1334 0.74 1858 1.53 SU 1415 0.1 2002 1.7	2 011 1826 1 61	04 0039 0.52 19 0204 0.5 0 0703 2.29 19 0759 2.0 0 WE 1330 0.42 TH 1417 0.3
05 0647 1.95 20 0010 0.43 TH 1835 1.53 FR 1337 0.62 1909 1.62	05 0054 0.49 20 0202 0.4 0829 2.3 0.65 1947 1.64 2049 1.8	05 0013 0.59 20 0146 0.50 0758 2.23	4 <b>05</b> 0139 0.41 <b>20</b> 0243 0.5: 3 TH 1416 0.33 FR 1449 0.33
06 0045 0.42 21 0114 0.37 0757 2.32 FR 1403 0.69 1924 1.56 SA 1433 0.53 2011 1.68	<b>06</b> 0142 0.39 0910 2.3 MO 1451 0.55 2032 1.74 <b>21</b> 0248 0.3 TU 1535 0.4 2130 1.9	06 0110 0.46 21 0228 0.49 0743 2.28 21 0838 2.22	06 0235 0.34 21 0319 0.52 FR 1459 0.28 SA 1519 0.32
07 0129 0.37 0812 2.15 SA 1442 0.63 2009 1.61 22 0210 0.33 SU 1521 0.46 2104 1.75	07 0228 0.30 22 0328 0.30	07 0203 0.35 22 0306 0.46 0913 2.19 WE 1454 0.41 TH 1529 0.36 2139 2.20	07 0327 0.32 22 0355 0.52 0944 1.94 SA 1541 0.26 SU 1548 0.34
08 0209 0.33 0259 0.30 0933 2.42 SU 1519 0.57 2052 1.66 MO 1604 0.42 2150 1.81	08 0312 0.23 0942 2.42 WE 1607 0.40 2159 1.94 23 0403 0.38 TH 1637 0.38 2241 2.05	08 0253 0.27 0913 2.41 TH 1534 0.34 2140 2.18	08 0419 0.36 23 0430 0.55 1017 2.13 SU 1622 0.28 MO 1618 0.39
2133 1.71 2230 1.85	09 0355 0.21 24 0436 0.40 1050 2.16 TH 1644 0.36 2242 2.01 FR 1704 0.38 2314 2.07	09 0341 0.25 24 0415 0.47 1016 2.06 FR 1614 0.30 2225 2.26 SA 1624 0.36 2245 2.25	2253 2.53 2250 2.32 <b>09</b> 0511 0.43 2.00 24 0506 0.59 MO 1703 0.34 TU 1648 0.46
10 0328 0.25 1005 2.38 TU 1632 0.47 2214 1.76 25 0420 0.33 WE 1715 0.41 2308 1.86	<b>10</b> 0439 0.23 <b>25</b> 0509 0.45 1102 2.38 FR 1722 0.34 2326 2.05 SA 1731 0.39 2346 2.05	10 0429 0.28 25 0448 0.50 1040 2.29 SA 1652 0.30 SU 1652 0.38	2340 2.51 2322 2.28 <b>10</b> 0606 0.53 1151 1.86 TU 1745 0.43 WE 1720 0.54
11 0407 0.24 1042 2.40 WE 1709 0.44 2256 1.79 26 0456 0.37 TH 1745 0.41 2343 1.87		<b>11</b> 0517 0.36	2356 2.22 11 0030 2.44 0708 0.63 WE 1242 1.73 TH 1754 0.63
2338 1,81	<b>2</b> 0011 2.05 <b>27</b> 0020 2.01 0.62 Su 1222 2.10 MO 1218 1.81 1838 0.39 MO 149	12 0608 0.49 170 1751 0.53 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18 2348 2.18	1831 0.55 12 0125 2.33 27 0034 2.16 0.75 TH 1344 1.64 CD 1247 4.50
1845 0.44	3 0100 2.04 0704 0.57 1306 1.91 1922 0.44 28 0058 1.95 0705 0.73 TU 1254 1.67 1909 0.58	13 0045 2.27 TU 1252 1.80 1853 0.50 28 0023 2.11 WE 1224 1.65 1825 0.63	1929 0.67 1836 0.71 13 0227 2.22 28 0120 2.10 FR 1500 1.60 20 1344 1.56
1908 0.41	4 0150 0 00	14 0142 2.19 0818 0.74 WE 1349 1.65 TH 1308 1.55	14 0335 2.13 29 0216 2.08 1031 0.70 29 0906 0.73
1954 0 42 W 2002 1.09 W	<b>■</b> 0200 100	15 0249 2.12 30 0154 1.96 0939 0.79 TH 1506 1.56 FR 1406 1.49	2206 0.82
31 0243 1.72 0838 0.86 TU 1422 1.54 2055 0.59		31 0258 1.93 0945 0.86 SA 1526 1.48	SU 1729 1.77 MO 1613 1.67 2327 0.79 2155 0.73
Datum of Predictions Lowest Astro Moon Symbols New Moon	nomical Tide (Predictions – seco	ndary port quality) © The State	e of Queensland (DTMR) 2010 Constants: C046208B.88



# **Shipping Inspector's Direction Ship requires survey**

Transport Operations (Marine Safety) Act 1994, section 172(2)

Privacy Notice: Maritime Safety Queensland collects the personal information on this form for the purpose of issuing this Shipping Inspector's Direction under 172 (2) of the Transport Operations (Marine Safety) Act 1994. Authorised officers will have access to this information and will not disclose your personal details to any third party without your consent or unless required or authorised to law.

	I, WAYNE VOHN LINKLATER., a shipping inspector under part 13 of the Transport
	Operations (Marine Safety) Act 1994 (the Act), believe that life may be endangered because a ship, namely the
	CAPRICORN 1 , registration/boat mark 1990 (the Ship).
	which is currently located in Queensland waters / on land adjacent to Queensland waters / elsewhere, namely:
	OH THE HARDSTAND AT BRISBANE SHIPPIFT
	(Describe the location of the Ship, including the geographical area and whether the Ship is affoat at anchor or on a mooring, on a voyage, on a hard stand, on a trailer, or on a river bank, etc)
	If on a voyage, the Ship's place of departure was
	its intended place of arrival is
	is being operated whilst it is not safe  is intended to be operated whilst it is not safe  can not be operated safely
	because of the following reasons (describe why the Ship is not safe or can not be operated safely)
	Major superstructure damage of structual damage to
	bulwarks 3 Mechinery / Electrical damege from Plooding
	On 10 (Day) FEBRUAR (Month) 2012 (Year), I SCARDED AND INSPECTED THE SHIP AT ITS LOCATION AND I CONSIDER IT NECESSARY THAT THE SHIP BE SURVEYED.
	I DIRECT YOU
	of Ran' Refuse Sch. 4 Part 4 s.6 PI
	as the Ship's owner /-master, to have the Ship surveyed as specified by me, namely (specify conditions of survey)
	VPROVIDE COC FOR STARDEY (WHOLE of SHIP)
	NINGSIDE CE C FOI CHARLY ( TONG CE CT ON! )
1	ROUDE COC for BV and LV
1	
1,1	ROUIDE COC FOR FOUND LV
13	PROVIDE COC FOR FRACHINERY 4/PROVIDE COCFON SAFETY
1-3	and to produce to (identify to whom the documents must be produced)
13	and to produce to
	and to produce to

Pink Copy: Master Green Copy: Owner Yellow Copy: File Buff Copy: Book

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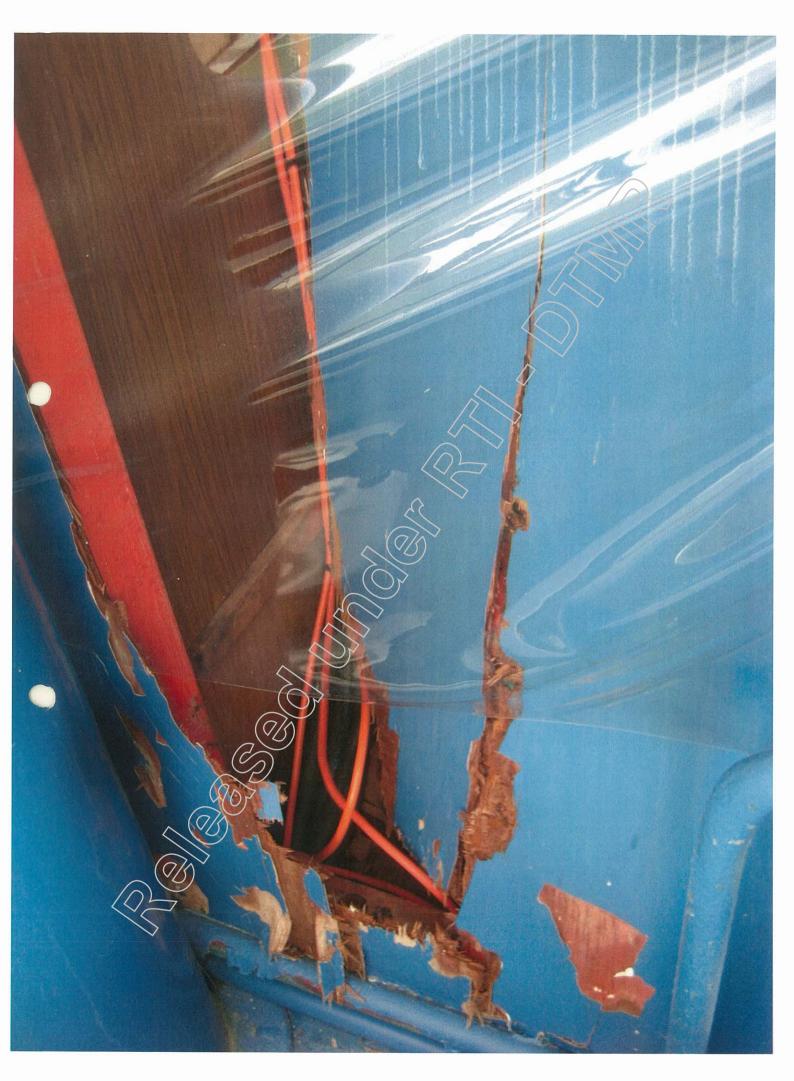
SSA Multimedia Services Form F4439 V01 May 2011



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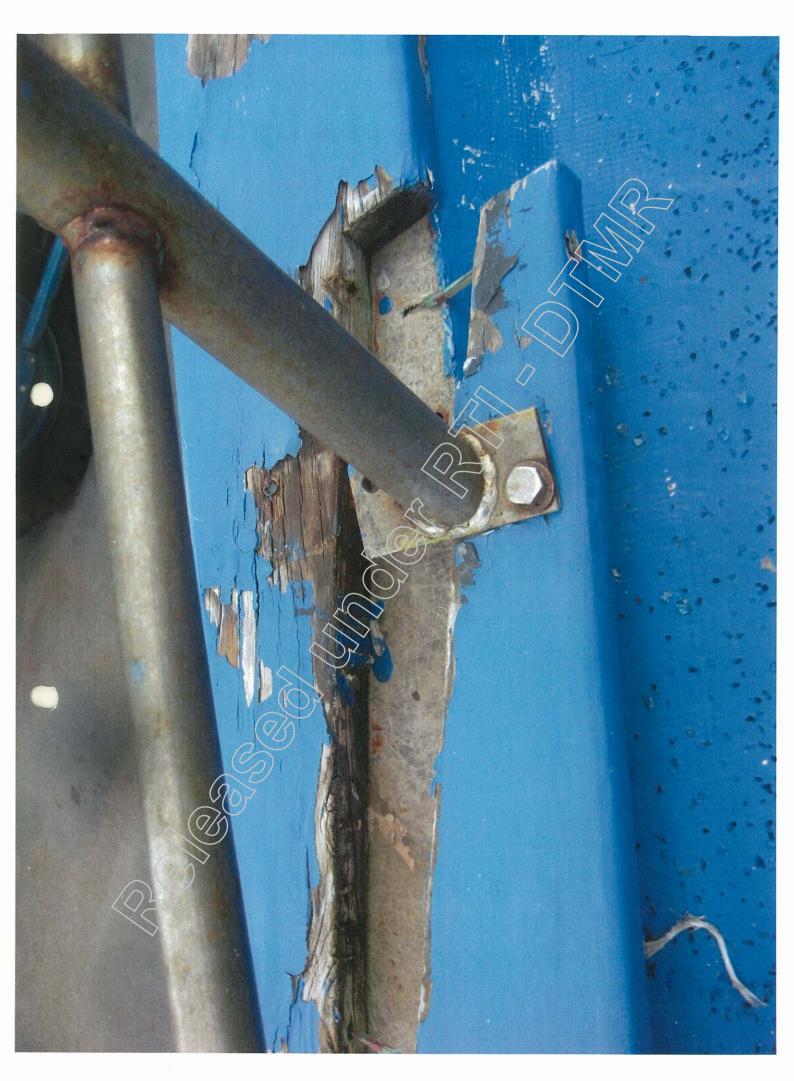
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## MARITIME SAFETY QUEENSLAND STATEMENT OF WITNESS



Statement No	Date	22/05/11
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#### Statement of

Name of Witness			Date of Birth	Part Refuse Sch.4 Part 4 s.6 PI
Occupation	Master Capricorn One	-		
Shipping Inspe	ctor taking statement			
Name of Inspector	Darryl Dorron	Position	Marine Officer	Reg No TO72
Region/Branch	Gladstone		Unit	

#### Martin John Raymond States:

My full name is	

On the 16/01 2012 I was the master of the Capricorn One and was anchored at Cape Moreton when the anchor broke. I decided to take the vessel behind Moreton Island to seek smoother waters to anchor. As we steamed towards the North East channel the depth reduced to 6 fathoms and I turned the vessel towards the south when a wave hit us beam on. The wave increased size as it approached us and we had no chance to avoid the wave hitting us side on.

After we hit the wave we turned into the swell to reduce further damage and to assess damage. The damage was severe to the extent that the wheelhouse windows on the port side were smashed in as well as the superstructure on the port side. There was flooding into the wheelhouse, the engine room and accommodation forward.

I activated an Emergency Positioning Indicator Rescue Beacon (EPIRB) as we were disabled and possibly sinking at the time. I assessed the situation and made tempiory repairs to the vessel and steamed to Cape Moreton to seek further assistance. When we arrived at Cape Moreton I tied up to another trawler who was anchored at Cape Moreton.

Soon after that the Water Police arrived and we had a conversation.

I made further repairs to the vessel and steamed to Scarborough Harbour. For safety reasons we followed another trawler "Illusion" back to the harbour.

A rescue helicopter attended the scene for a short time then departed. Justices Act 1886 1 acknowledge by virtue of section 110A(5)(c)(ii) of the Justices Act 1886 that: 1. This written statement by me dated .....22 / 05..... / 2012..... and contained in the pages numbered 1 to ...2.. is true to the best of my knowledge and belief; and

2. I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.

Signature .....

Signed at ...Bundaberg...this ...22nd ...day ......May... 2012



#### 26 April 2012

Part Refuse Sch.4 Part 4 s.6 PI



## Marine Incident Report Number PBP38727

In order to finalise the investigation into a marine incident involving vessel 'Capricorn 1' 1990QB it is necessary to obtain a full version of events.

Could you please contact Marine Officers Paul McCallum or Darryl Dorron at the Bundaberg Office of Maritime Safety Queensland to arrange a mutually agreeable time for an interview. The officers may be contacted on 4131 8500.

Yours sincerely

Captain Mike Lutze

Regional Harbour Master Gladstone

Department of Transport and Main Roads

Our ref

PBP38727 - 12/007

Your ref

Enquiries Gary Crozier
Telephone +61 7 4194 9600
Facsimile +61 7 4194 9650
Website www.msq.qld.gov.au



Department of Transport and Main Roads 30 January 2012 Part Refuse Sch.4 Part 4 s.6 PI Dear Marine Incident Report Number PBP38727 I acknowledge receipt of your marine incident report regarding a marine incident involving vessel 'Capricorn I' 1990QB. Maritime Safety Queensland's official marine incident report number is PBP38727. 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. Yours sincerely w Captain Richard Johnson Regional Harbour Master (Brisbane) Maritime Safety Queensland Our ref 12/007

Your ref

PBP38727

Enquiries Adrian Hawes

Telephone +61 7 3860 3538 Facsimile +61 7 3860 3540

Website www.msq.qld.gov.au

Marine Operations

MacArthur Ave East

PINKENBA QLD 4008

ABN 13 200 330 520

PROGRESS SHEET			
VESSEL NAME	CAPRICORN Z		
VESSEL REGISTRATION	1990 08		
FILE NUMBER	905/05032		

Date 10/02/12
~ 1300 Phones (owner) to agree 1
needed to inspect the ship. or an agent thereof
was unable to be in attendance appleed to allow
entry to the ship-all spaces.
Date 8 /3 / 12
RECIEVE FILE AT HENNEY BAYOFFICE.
9/3/12 - Thome Wayne Linklother - Not Relevant
Date 26/41/2
Message left on Contact No. for
26/4/12 - supplied contact of Part Refuse Sch. 4 Part 4 s. 6 Pl Cor
Date 16/1/12  Date 16/14/12  Date 16/14/12  Date 16/14/12
Date X 14 112
conteneted MO Gozier he will be at sea
for a Couple more weeks before returning to Bundaberg- Letter
dvalled of Sent for to confact Mo's at Bundaberg
Lo arrange interview upon return.
Date 18-17-12.
Finalisto Gratomont From
Sont TO Arow Managen 00
Date Date
Date /



## QUEENSLAND POLICE SERVICE



#### **OPERATIONS SUPPORT COMMAND**

Specialist Services Group Brisbane Water Police PO Box 8103 WYNNUM NORTH Qld 4178

Telephone: (07) 3895 0333

Facsimile (07) 3895 0322

Howard Smith Drive, LYTTON QLD 4178

Our Ref: OSCRCI 16/

Your Ref:

10 August 2017

TO:

Sergeant MOYLE, Water Police Brisbane

FROM:

Senior Sergeant David Edden, Officer In Charge,

Water Police Brisbane.

SUBJECT:

MARINE INCIDENT QP1761312426

 I have reviewed the attached Queensland Police Service covering Report, and Marine Incident Report QP1701312426.

2. I support the enquires made, and final investigation report and recommendations made in relation to findings against the Master

Part Refuse Sch.4 Part 4 s.6 PI

3. Please forward a copy of this file to Maritime Safety Queensland for their information, and maintain this file on our records.

D R EDDEN Officer in Charge Water Police Brisbane



## QUEENSLAND POLICE SERVICE

## **OPERATIONS SUPPORT COMMAND**

Specialist Services Group
Water Police Brisbane
Howard Smith Drive
Port of Brisbane Qld 4178
PO BOX 8103 WYNNUM NORTH QLD 4178

Telephone: (07) 3895 - 0333

. 23

Facsimile (07) 3895 - 0322

Our Ref:

Your Ref:

8 August 2017

TO:

Officer in Charge

WATER POLICE BRISBANE

FROM:

**Daniel MOYLE** 

WATER POLICE BRISBANE

SUBJECT:

MARINE INCIDENT QP1701312426

- Find attached Report in relation to Marine Incident Investigation Flinders Reef Rock North of Moreton Island. QP1701312426 refers.
- This investigation has been completed and as previously discussed the master Part Refuse Sch.4 Pair (4.5.6 P) of NSW, 2456 was offered and accepted an adult caution for the offence of "General Safety Obligation on persons involved with operation of ship" Section 43 of the Transport Operations (Marine Safety) Act 1994.
- I recommend that this matter is finalized and forwarded to Maritime Safety Queensland for information.
- 4. Forwarded for your consideration.

Daniel MOYLE Sergeant
WATER POLICE BRISBANE



## QUEENSLAND POLICE SERVICE

## **OPERATIONS SUPPORT COMMAND**

Specialist Services Group Brisbane Water Police 2 Howard Smith Drive Lytton Qld 4178





Facsimile (07) 3895 0322

Our Ref: QP1701312426 Your Ref: 01/08/2017 Sergeant D MOYLE, Brisbane Water Police TO: FROM: Constable Peter GRACE Brisbane Water Police SUBJECT: MARINE INCIDENT **FLINDERS** REEF QP1701312426 This report is in relation to a Marine Incident involving vessel 'Big Schott' 1. bearing New South Wales registration AAF529N. The registered owner and master at the time of the incident is Part Refuse Sch.4 Part 4 s.6 Pl At 0130hrs On Friday the 28th of July 2017, vessel 'Big Schott', has run 2. aground and become stranded on Flinders Reef, 3 nautical miles north of Cape Moreton, Moreton Island. Water Police Brisbane facilitated a Search And Rescue effort to recover 3. all persons from the vessel. On Monday the 31st of July 2017, 4. has attended the Brisbane Water Police and has participated in an Electronic record of interview in relation to this matter. During the interview the master admissions to navigational failures causing the vessel to come aground. As a result of the outcome of the EROI, 5. was offered and subsequently accepted an official Police Caution, approved by Senior Sergeant EDDEN. This has been entered in to QPrime. Forwarded for your consideration and approval please.

Constable Peter GRACE
Brisbane Water Police



# 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 at the earliest opportunity. You should fill in all fields that are applicable. This form, and all supporting documents, should be returned apply for failing to report a marine incident. Incident description

D-4-			//)
Date Tim-	e Body of water/La	ndmark	
2817 1/7 /	100 am Ilind		
Location	Filmar	ers Reef	
Inland waters (non-tidal)	Compath	_/	Latitude Longitude
materia (non-tidal)	Smooth waters Pa	rtially smooth waters Offs	hore
Type of incident			
	Collision:	0	
Capsizing	between ships	Grounding:	Other incident:
Swamping	with a fixed object	unintentional	person hit by propeller or ship
Flooding	with a floating object	intentional intentional	waller skiing incident
Person overboard	with an animal	Onboard incident:	parasailing incident
Loss of stability	with an overhead obstruction		diving incident
Fire	with a submerged object		close call/near miss
Explosion	with a wheel	other onboard incident	other incident caused by the
Structural/equipment failur			ones-file file
Loss of ship 1	of the loss are unknown. If the	be selected where the ship has disar	operation of the ship  ppeared and the location and circumstance
Incident Co		ie snip is an economic write-off this	opeared and the location and circumstanc should be check marked as 'Ship lost' bel
Incident Severity Rating			
Fatality	Serious injury ²	Ship lost 3	
Number of persons	Number of persons		Damage to property only 4
		Ship damage	d No damage
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	real Floor		
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		Good Fair	Poor
Vater conditions  Calm Choppy			
Calm Choppy			
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Calm Choppy	Rough Very rough	Strong current or tidal flow Sv	well height (metres)
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Ships involved - c			The second second		
Ship description			Other ship		
Motorboat	PWC	-	Ship description		
C-11:	House boat	Rowing boat	Motorboat	PWC	D
Other (describe)	House boat		Sailing boat	House boat	Rowing be
(describe)			Other (describe)	_ Todge boat	
Engine	the description of the second				
			Engine		
	Inboard (petrol)	none	Outboard	H	
Inboard/outboard	nboard (diesel)		Inboard/outboard	Inboard (petrol)	none
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Number of engines Total e	ngine nouse	· · · · · · · · · · · · · · · · · · ·			
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Other (describe)			Marine alloy	Fibreglass/GRP	a and domen
		MP	Other (describe)		
Damage to ship					
01: 1			Damage to ship	$\wedge$	
Printed .	Moderate damag	ge (damaged but	☐ Ship lost	<b>V</b>	
- iviajor damage	ship remains sea	(worthy)		Moderate damage (	damaged but
	Minor damage	☐ No damage	Major damage (ship unseaworthy)	ship remains seawo	orthy)
People involved			(Strip unseaworthy)	Minor damage	No damage
Own ship					4 3
Ship owner's details			Other ship		
Owner's name			Ship owner's details		
1 0			Owner's name		
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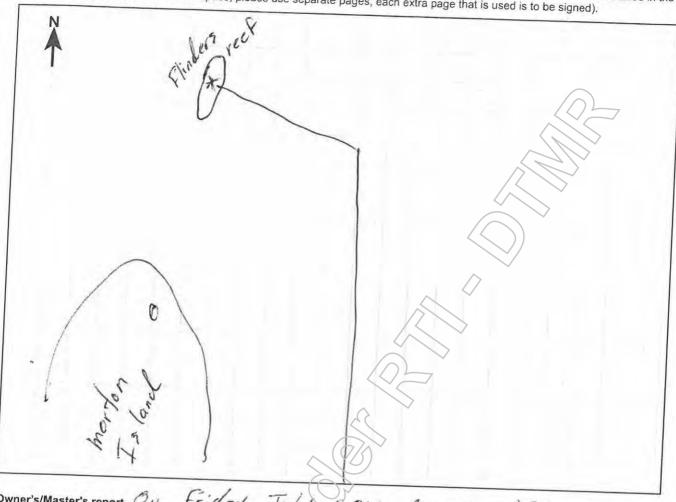
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lote: if more than two people deceased or injured attach details on a separate lame  ender	Activity of injured or deceased person   Serious injury 5   Minor injury    Activity of injured or deceased person   Surfboard/surf-ski rider   Passenger on vessel   Diver   Other    Injury status   Surfboard/surf-ski rider   Passenger on charge (Master)   Surfboard/surf-ski rider   Passenger on vessel   Diver   Other    Injury status   Serious injury 5   Minor injury   Mame of hospital    Activity of injured or deceased person   Serious injury 5   Minor injury   Mame of hospital    Activity of injured or deceased person   Surfboard/surf-ski rider   Swimmer   Surfboard/surf-ski rider   Swimmer   Surfboard/surf-ski rider   Swimmer   Swimmer   Swimmer   Swimmer   Swimmer   Swimmer   Swimmer   Diver   Di
lote: if more than two people deceased or injured attach details on a separate lame  ender	arate page    Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Page   Pa

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 law.

Continued over page... Page 3 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016

## 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 On		CIT Approx	1-30 gm
While Sailing A Colmingtion		pend of Me	erton Island
P 11:	een the book	1 101.	ead to a
light Beagen	on the reef	/ /	toning on the
position on	recent, bad	Weather. I rea	d the
chart and th	en set		vere on the
later impacted	Sill the	coarse five m	mouminutes
	707		
Assistance rendered/received at inci	dent		
Name, status and phone number of			
assisted in completion of form (if ap	person who plicable)		
Gignature (Owner/Master)		Date 31 17 20	17
Owner/Master name (please prin	Part Refuse Sch.4 Part 4 s.6 Pl		Page 4 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2015

Incident Report On Friday 28th July 2017 approx 1-30 am While Sailing North at the top end of Morton Island. A Colmination of unfortunate events Tlead to a collision between the boat and Flinders reef. A navagation light Beacon on the reef was not Functioning on the night due to recent bad theather. I read The position on GPS checked Where we who were on the chart and then set My Covarse Five minutes later impacted with the reef



## MINOR INCIDENT **COVERING REPORT**

Maritime Safety Queensland

Queensland Transport

Our ref. 720/01657 Your ref Date 22 October 2007

To

Mr David ADAMS

Manager Marine Safety Pinkenba

Subject

Unintentional grounding of yacht at Bulwer Moreton Bay

Investigating Officer Elias John MORAN Marine Safety Officer

Caseman Number: PBP35432

Date & Time:

23/9/07 @ 0700

Location:

Bulwer Wrecks, Moreton Bay

Ship/s involved:

9m fibreglass yacht Rego No KA324Q with 12 KW diesel

Owner/s:

Master

Part Refuse Sch.4 Part 4 s.6 Pl

Weather/Tide conditions: Clear weather, good visibility, rough seas and strong winds S

Circumstances:

The master stated that he had anchored his yacht at 1300 on the 22/9/07 at the Bulwer Wrecks and allowed sufficient chain and rope for the predicted 25 to 30 kn southerly winds. He stated that he had organised an anchor watch and although the conditions were rough the anchor was holding ground. He stated that at 0630 the winds had abated and he took the opportunity for the crew and himself to get some sleep. He stated that he then felt a jar and banging sound and realised his ship was aground on the beach. He stated that he woke the crew and all attempts to move the ship into deeper water were unsuccessful. He stated that he then contacted the local VMR who subsequently towed his yacht into deeper water. There were no injuries to any persons onboard and some damage to the yacht.

> Enquiries Elias John MORAN Telephone +61 7 38603564 Facsimile +61 7 38603540

This report has been attached to Caseman.

#### Recommendations:

According to the master the yachts anchoring system held fast during heavy weather and let go when the weather abated and the tide changed. Good seamanship would have dictated that the master should have organised a sleeping roster for the entire night which would have allowed a person to keep watch until the crew were all on deck.

I recommend that the master is issued with a cautionary letter under section 41 of the TOMSA outlining his responsibility in relation to crewing and the safe management of the ship.

Elias John MORAN Marine Safety Officer

## **Marine Incident Report**



This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office

Incident description	
Position of incident	
Latitude Longitude Body of water/Landmark	Bearing Distance
"S" "E BULWER - M	MON ISLAND
Location	Date Time
☐ Inland waters ☐ Smooth waters ☐ Partially smooth v	waters Offshore 2310 4 107 7:00 gm
Type of incident	
Collision Grounding	Loss of ship Onicoard Incident
□ between ships     ★ unintentional       □ with a fixed object     □ intentional	Structural failure
with floating object Capsizing	Loss of stability other onboard injury
with an animal sinking sinking	Fire Other personal injury
with submerged object swamping flooding	Explosion hit by propeller or ship water ski incident
with wharf	Person parasailing incident
Incident Severity Rating	other personal injury
No. of ships involved Note - if more than 2 ships were inved details on a separate sheet	olved attach caused by operation of ship
Fatality Injury	Ship lost Damage to property only
No. of persons No. of persons	Snip damaged No damage
Environmental Conditions	
Weather	Visibility
Clear Hazy Cloudy Rain Flood	Other Good Fair Poor
Water conditions	Time of day
Calm Choppy Rough Very Rough	Strong current Day Night Twilight
Wind speed	Wind direction
	(force 3-4 / 8-16 knots) Wind coming from SWTH
Strong (force 5-7 / 17-33 knots) Gale (force 8 and above	e / more than 33 knots)
Ships involved	
Own ship	Other ship
Ship owner's details	Ship owner's details Owner's name
Part Refuse Sch.4 Part 4 s.6 Pl	O'MICLO HAINO
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
(	
Address	Address
V(0)	
(07)	
Ship details	Ship details  Name of ship
Name of ship	Name of ship
Pline Time	Official Registration no. Registering Authority
Official Registration no. Registering Authority  KA324Q Quo Transpart	Cincia registration registering Authority
Length (metres) Beam (metres) Year built	Length (metres) Beam (metres) Year built
9 3-2 1981	
No. of passengers No. of crew	No. of passengers No. of crew Page 1 of 4 DAFM Post 1 of 4 DAFM Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on board Post 1 on boar
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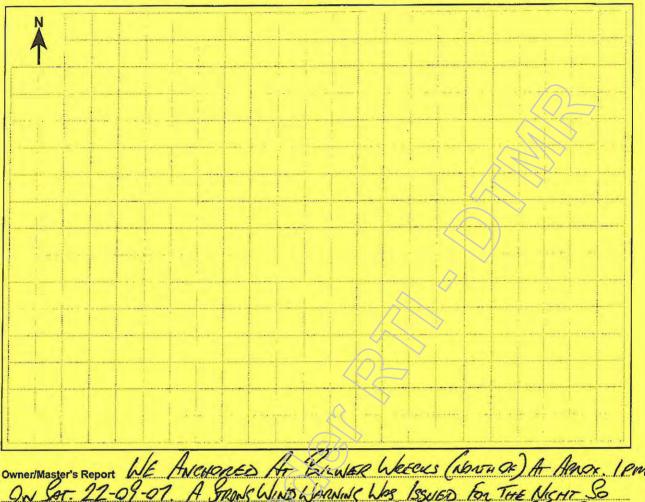
next page . . .

Persons involved - continued	
Own ship	Other ship
Masters details	Masters details
Master's name  Part Refuse Sch.4 Part 4 s.6 PI	Master's name
Gender Date of birth	Gender Date of birth
Male Female	Male Female / /
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Licence no. Issuing Authority	Licence no. Issuing Authority
<u></u>	
Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
Address	Address
Address	Address
<u></u>	
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Watchkeeper / Person at the helm	Watchkeeper / Person at the helm
Role	Role
Master Crewmember Passenger	Master Crewmember Passenger
Name	Name
Gender Date of birth	Gender Date of birth
Male Female / /	Maia Female / /
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Licence no. Issuing Authority	Licence no. Issuing Authority
Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
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Privacy Disclaimer
Maritire Safety Queersland provides this form under the Transport Operations (Marine Safety) Act 1994 to assist in the management and limitation of adverse occurrences in Queersland waters. Some of the information may be released to other Queensland government agencies and marine authorities. Authorised departmental staff have access to this information and will not disclose your details to any other third party without your consent or unless 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.)



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And RADIO / 1	MICIDENT CONTACT BEA	MINSON WITH BRISBANE	CORSTSPAND
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Assistance rendered/receive	ed at incident DUSBANG (OAS)	SAUND MANAJED TO TO WY IT TO MANNY HARSO	
THE VASSEC,	-cicomi Ir, inspira		
Signature (Owner/Master)	Part Refuse Sch.4 Part 4 s.6 PI	Date 24/08/07	
Name (please print)			Page 4 of 4
Name and Status of person assisted in completion of for	who orm (if applicable)		Form F3071 ES Aug 2004





## Memorandum

Our ref 230/01194 Your ref PEP41156 10/09/2015 Date

To Area Manager (Brisbane)

Subject PBP41156

I enclose a copy of the following marine incident (Category 4) investigation file:

Incident type Unintentional Grounding / Capsizing

Participant ship/s 6 meter motor vessel FE496Q

Location Comboyoro Point, Moreton Bay

Date 26/07/2015

I have carefully considered the following:

- the marine incident is a one-off event
- no injuries were suffered by any person
- there appears to be no criminal negligence by any party
- the event is not one of a series of events forming a course of conduct

Consequently, I have decided to close the investigation file at area level by way of closure letter.

You may review the investigation file and update the CaseMan record to show the Head Office container ID. V suggest that no further compliance action is required by your section.

Please contact me if you have any queries about the file.

Thomas Parsons - Marine Officer (Brisbane)

Department of Transport and Main Roads Transport Safety Branch Maritime Safety Queensland

Brisbane Region

Enquiries

Thomas Parsons Telephone +61 7 3632 7500

E-mail

Facsimile +61 7 3632 7540



# Incident Running Log: Caseman Incident No:

DMS No: Shipping Inspector: Thomas Parsons

Date	Time	Details				
26/07/2015		Marine Incident report received at MSQ Pinkenba.				
27/07/2015		Assigned to Officer PARSONS to investigate.				
27/07/2015	15:57	Officer PARSONS called but there was no answer				
02/09/2015	15:46	Officer PARSONS called and left a message.				
02/09/2015	15:55	called Officer PARSONS and informed him that he was travelling two nautical miles north of Comboyoro Point and was about 400 meters from the shore line when he ran aground. After running aground a large wave came over the stern and swamped the vessel.  Refuse Sch.4 Part 4 s.6 PI  Was trying to motor of the bank at this time then several				
		more waves came over the side of the vessel and the vessel started to listed.  was unable to get the vessel off the sandbank. The vessel list started to worsen and he decided to abandon ship.  and his passengers had lifejackets on when they abandon ship and they swam ashore. The boat was then salvaged.  informed Officer PARSONS that next time he would slow down when travelling through areas where the sand shifts and maintain				
02/00/0015	0.15	a constant watch on the depth of water.				
03/09/2015	N. S.	Officer PARSONS called RACQ to obtain copy of the assessors report.				
08/09/2015	9:22	Officer PARSONS received an email from RACQ with a copy of the assessors report				
10/09/2015	12:05	Investigation concluded				
	(b) (b)					







## Memorandum

Our ref PBP38323 Your ref 230/00303 Date 18 August 2011

To

Adrian Hawes, Area Manager, Pinkenba

Subject	Marine Incident PBP38323 - 5.5m vessel beached Moreton Island
-	
I refer to a	marine incident which occurred at 1000 hrs on 9 July 2011 at Comboyuro Point, Moreton
Island when	a 5.5m vessel (TJ634Q), owned by was intentionally beached with two
persons on	board. No persons were injured during the incident, however, the vessel sustained
sufficient da	amage to render it unseaworthy.
The inciden	//)
The MI repo	ort states the vessel was returning to Bribie Island on 9/07/2011 after the occupants had
been fishing	g east of Moreton Island. The weather forecast predicted winds between 20 and 25 knots
	00 and 1400 hrs and decided to return to Bribie Island. The vessel was north
	Island when the wind picked up and a wave rolled in smashing two windows which
	then decided to turn east and run for
the beach, b	out soon after the vessel lost all power. It is presumed that the vessel entered water
sufficiently	shallow for the occupants to come safely ashore on Moreton Island. The water police
were then in	nformed of the situation.
It annears th	not the word man and AN- to City and Ity
Inadequates	at the vessel was not able to withstand the prevailing sea-state and weather conditions.
madequate p	planning and poor navigating skills in heavy seas contributed to this accident.
It is recomm	he called (a) to "about any " a last in DMDI state and
	be asked (a) to "show cause" why his RMDL should not be OR (b) be cautioned regards his safety obligation under s43 of TOMSA 1994
suspended, (	on (b) be causined regards his safety obligation under \$43 of TOMSA 1994
Note: It an	pears that this vessel was unregistered at the time of the incident. MSQ
should inv	estigate this situation with a view of prosecuting for Part Refuse Sch.4 Part 4 s.6 Pl
contraveni	ng s57.(1) TOMSA 1994
D Mainwari	ng
Shipping In	spector T028
	Andrew Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court Court

Department of Transport and Main Roads

Enquiries 3120 7165 Telephone +61 7 Facsimile +61 7

## Marine Incident Report

PBP38323.



This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

Position of incident		
Latitude Longitude Body of water/Landmark		Bearing Distance
° 's Comboyura	Point Morton Ba	
Location		Date Time
Inland waters Smooth waters Partially smooth	oth waters Offshore	917 20 10.00
Type of incident		
Collision Grounding	Loss of ship	Onboard incident
between ships unintentiona	Structural failure	atalls within ship
with a fixed object intentional with floating object	Coss of stability	crushing or plnching
with an animal	Fire	other onboard injury
with overhead obstruction swamping		Other personal injury  hit by propeller or ship
with submerged object I swartping with wharf	Explosion	water ski incident
with what	Person	parasailing incident
Incident Severity Rating	DVEIDUATO	diving incident
No. of ships involved   Note - It more than 2 ships were	e involved attach	other personal injury caused by operation of shi
details on a separate sheet		
	Ship lost	Damage to property only
No. of persons No. of persons	Ship damaged	No damage
Environmental Conditions		
Veather	Vie	Ibility
Clear Hazy Cloudy Rain Floo	4///	Good Fair Poor
Nater conditions		e of day
Calm Choppy Rough Very Rough	(-(-))	Day Night Twilight
VInd speed		d direction
	Value of the same	d coming from West
	bove / more than 33 knots)	d doming nom VOEST
	bove / more than 33 knots)	
Ships involved		
Own ship		
Own ship	Other ship	
hip owner's details	Ship owner's details	
hip owner's details wner's name		
hip owner's details wher's name Part Refuse Sch.4 Part 4 s.6 PI	Ship owner's details Owner's name	Telephone (after hours)
hip owner's details owner's name Part Refuse Sch.4 Part 4 s.6 Pl	Ship owner's details	Telephone (after hours)
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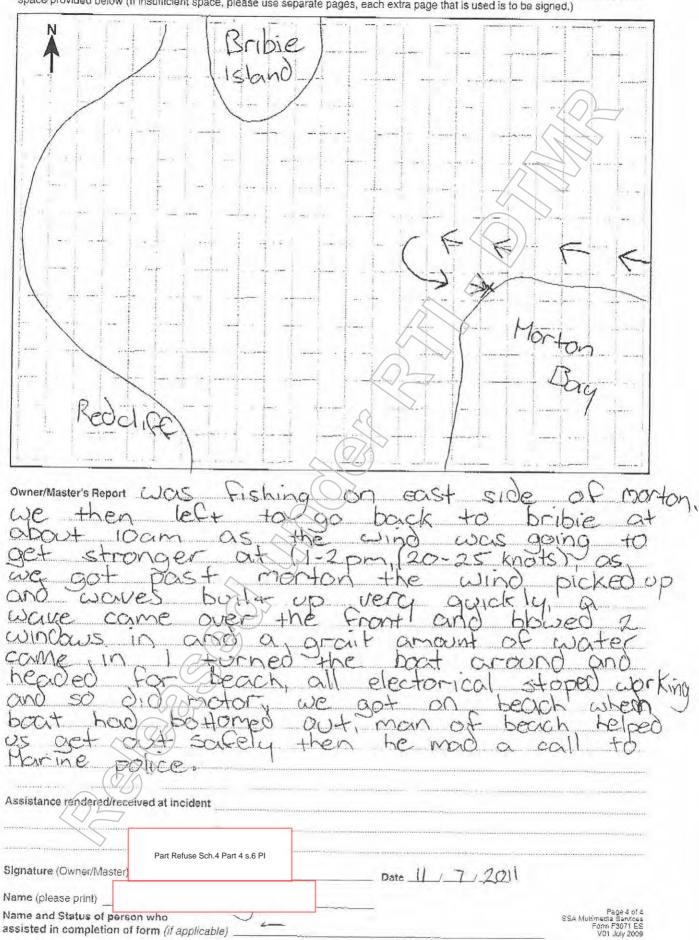
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Page 3 of 4 SSA Multimedia Services Form F3071 ES V01 July 2009

### 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.)





## Memorandum

Maritime Safety Queensland

Queensland Transport

Our ref 720/01901

Your ref

Date 2 November 2009

To

Mr Geoffrey SMITH

Manager Marine Safety Pinkenba

Subject

Loss of ship 'Nautilus' at Flinders Reef

Reporting Officer Elias John MORAN Marine Safety Officer PBP 36352

At 2000 on the 27 December 2008 a charter dive boat 'Nautilus' struck Flinders Reef north of Moreton Island and subsequently sunk. The incident resulted from a fixed mooring line getting caught around the starboard propeller and rudder and the ship drifted onto Flinders Reef. There were no injuries to any of the charter one of the crew bumped her head requiring first aid and no hospitalization.

Ship Name

Nautilus

Rego No

9668QC Class 1 C

Master

Part Refuse Sch.4 Part 4 s.6 PI

Owner

Reef Triper Charters Pty Ltd 58 High Street Toowong

Description

14.9 m GRP Dive charter vessel with twin 375 KW Volvo diesels. This ship

is licensed to operate up to 50 nautical miles to sea and carry a maximum of

40 persons.

Weather conditions

Cloudy, fair visibility, choppy seas, moderate winds North and night time.

Incident

The master stated that on the 27 December 2008 he was the master/owner of the charter vessel 'Nautilus' and he had departed Newport Marina at 1100 for a routine dive charter at Flinders Reef with a return time of 2000 on that same date.

He stated that he had 15 paying guests onboard both experienced and students and 6 crew in compliance with the industry standard. He stated that the crew were made up of two dive masters, one dive master trainee and two Nautilus Scuba Centre dive instructors.

Enquiries Elias John MORAN Telephone +61 7 38603564 Facsimile +61 7 38603540 He stated that they arrived at Flinders Reef at 1230 and anchored the ship on the eastern side of the reef in preparation for the first dive. He stated that briefing was given to the divers by the dive masters prior to each dive and all equipment was checked prior to entering the water. He stated that after the first dive the ship remained on anchor for a couple of hours.

He stated that at 1530 the anchor was raised and the ship was moved to the western side of the reef and secured to a fix mooring facility. He stated that the second dive was then undertaken without incident and the ship remained on the mooring sight to allow the divers a third and evening dive. He stated that when the third dive was completed at 2000 and a roll call verified all persons onboard preparations were then made to stow the gear and let go of the mooring line to return to Newport Marina.

He stated that at this stage he had all the electronics on the ship operating and the required navigation lights were also turned on.

He stated that he had both engines running and warmed up and when the mooring line was let go by the crew he drove the ship astern to give him ample of room to turn the ship away from the mooring line when he went into forward gear.

He stated that as he went to put the gearboxes from astern to forward the ship drifted back onto another mooring line which had been positioned some distance astern of his mooring. He stated that he then put both engines into neutral and kept them idling. He stated that he went to the stern of the ship to check out the situation and saw that there was a mooring line around the starboard propeller. He stated that he realised that he was stuck fast to the stern mooring and shut both engines down to carry out a more detailed assessment.

He sated that he then asked one of Nautilus Scuba Centre dive instructor to check out the issue of the mooring line and the starboard propeller. He stated that a short time later he was informed that the mooring line was caught around the starboard propeller and rudder. He stated that he then handed the diver a knife and requested him to cut the rope free from the ship.

He stated that a short time later he realised that the ship was drifting towards the reef and immediately recalled the diver. He stated that when the diver was back onboard he ran to the wheelhouse to start the port engine and on his way back he heard scrapping sounds on the hull and then a big bang. He stated that he then realised that the ship had collided with the reef.

He stated that he then started the port engine and attempted to drive the ship off the reef, however by then the choppy seas had pushed the ship further up onto the reef. He stated that he then gave out a May Day and the Redcliffe VMR and Brisbane Water Police responded to his call.

He stated that at this stage the ship was no taking excessive water and the bilge pumps were handling the ingress. He stated that at 2230 three rescue vessels and a helicopter arrived and the guests and two of the crew were ferried off the ship and onto the rescue vessels.

He stated that he remained onboard with the two dive masters to prepare the ship to be salvaged at first light. He stated that as the tide dropped and the ship began to bounce on the reef it became apparent that the ship was going to break up and sink.

He stated that he then informed VMR of the change in the situation and then lit a flare to call other ships to his rescue. He stated that at 0630 the water police arrived and he and the two crew left the 'Nautilus' and went onboard the water police vessel and were driven back to Scarborough.

#### Salvage of equipment from Nautilus

The master stated that over the next couple of days he chartered the ship 'Ocean Cat' and returned to Flinders Reef and commenced recovering dive equipment and his guest's personal effects. He stated that he also charted the ship 'Real Easy' to assist in the collection of equipment from the incident scene. He stated that all recovered equipment was photographed and logged and the GPS/Plotter was handed to the water police.

He stated that the fuel tanks were carrying approx 600 litres of diesel fuel and minimal engine and steering oils.

#### Salvage of ship Nautilus

The wrecked ship was distributed over the western side of Flinders Reef and this wreckage was collected by commercial divers at the owner's expense. The wreckage area was repeatedly inspected by EPA who monitored the clean up process.

The main parts of the ship such as fuel tanks, main engines, generator and hull and superstructure were retrieved by Part Refuse Sch.4 Part 4 s.6 PI from the Gold Coast and transported to Scarborough where it was inspected by MSQ and conveyed to a refuse facility.

#### Conclusion

The master has been in the charter industry for many years and is a very experienced master with a incident free record. The incident occurred in choppy seas and entering into the hours of darkness which would have made it difficult to see the mooring line astern of their ship.

The actions taken by the master when the starboard propeller picked up the mooring line appeared to be appropriate given the circumstance at the time.

The dive instructor stated that the master appeared to clam throughout the incident and appeared to have the situation in control.

I am of the opinion that the likelihood of successful prosecution in relation to this matter is remote given the versions of the witnesses.

Could the frie be forwarded to the Manager Compliance Unit Mineral House for his information and consideration.

Marine Safety Officer

## PBP36352



# 3305 1708



Marine Incident Report

This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Parcel Office.

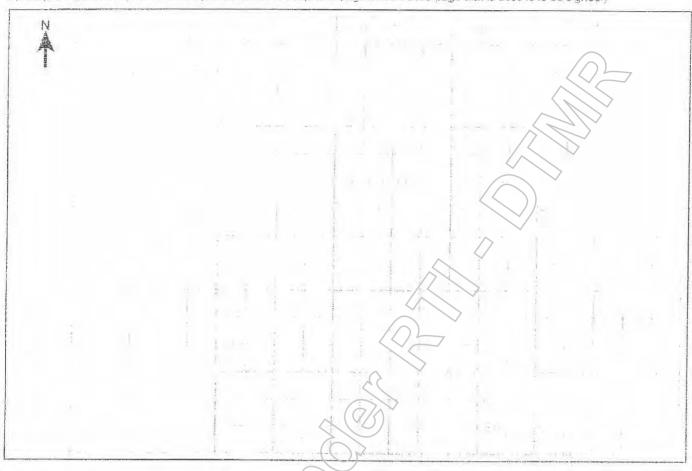
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icial Registration no. Registering Authority	Official Registration no. Registering Authority
BRISBANG	
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of passengers No. of crew	No of passengers No. of crew Four Four Four Four Four Four Four Four
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Ships involved - continued	
Own ship	Other ship
Type	Туре
X passenger PWC (Jetski) sailing boat	passenger PWC (jetsxi) sailing boat
non passenger motorboat houseboat	non passengermotorboathouseboat
fishing speedboat rowing boat	fishing speedboat owing boat (planing hull)
hire & drive (planing hull) catamaran	hire 8 drive (planing huil) Catamaran
Other (describe)	Other (describe)
Commercial USI Class Recreational	Commercial USL Class
Constitution of Contract	Fishing
Fishing	Engine
Engine	Outboard Inboard Outboard
Outboard Inboard/Outboard	Inboard Petrol None
Inboard Petrol   None	Inboard Diesel Other (please specify)
inboard Diesel Other (olease specify)	i inboard Dieser
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No of engines Engine power  2 375 HP KW	HP
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Hull material	Steel Ferro-cement
Steel Ferro-cement	Fisceplass/G3P Timber
Fibreglass/GRP Timber	
Marine alloy	Marine alloy Other (describe)
Other (describe)	Tomer (Beschue)
Damage to ship	Darnage to ship
X Lost Moderate damage	Lost Moderate damage (damaged but ship remains seaworthy)
(damaged but ship remains seaworthy)	Major damage No damage
Major damage No damage (ship unseaworthy)	(ship unseaworthy)
Persons involved	
	Other ship
Own ship 3	
Deceased or injured persons	Deceased or injured persons  Name of deceased or injured person
Name of deceased or injured person	Name of deceased of injured person
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Gender Date of birth Male   Female   /	Male: Female / /
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Activity of injured or deceased	Ferson in charge (Master) Jet-skier
Person in charge (Naster) Jet-skier	
Person at helm Surf ski/surf board rider	
lacet	Person at helm Suri ski/surf board rider
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Persons involved - continued	
Own ship	Other ship
Masters details Master's name	Masters details Master's name
Male Part Refuse Sch.4 Part 4 s.6 Pl	Gender Date of britin
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Licence no. Issuing Authority	Licence no. Issuing Authority
Issue date Exciry date (if applicable)	Issue date Exply date (if applicable)
Address	Address
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Watchkeeper / Person at the helm Role	Watchkeeper/Person at the helm
X Master Crewmember Passenger	Master Crewmember Passenger
Name	. Name
As Ahove	
Gencer Date of birth	Gender Date of birth
X Male Female	Male Female / /
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
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occurrences in Queensland waters. Some of the information may be released to of staff have access to this information and will not use ose your details to any other	(Marine Saloty) Act 1994 to assist in the management and irritation of adverso the Oueensland government agencies and marine authorities. Authorised decartment or third party without your consent or unless required by raw.

Page 3 of 4 D8FM Falm F3071 ES

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/Master's Report

Picked up mooning inside of Flundows Reof-vessel aground flost. Detailed versort following

Assistance rendered

Part Refuse Sch.4 Part 4 s.6 PI

Signature (Owner/Ma

Name (please print)

Name and Status of person wno

assisted in completion of form (if applicable)

Date 30, 12, 08

Usor 4 of 4 D&TM Form = 30 1 F.5



# MINOR INCIDENT COVERING REPORT

Maritime Safety Queensland

Queensland Transport

Our ref 720/01880

Your ref

Date 20 November 2008

To

Mr Rick BERTRAM

Manager Marine Safety Pinkenba

Subject

Unintentional grounding at Moreton Island

Investigating Officer Elias John MORAN Marine Safety Officer

Caseman Number: PBP36259

Date & Time:

22/10/08 @ 0234

Location:

Tailor bight Moreton Island

Ship/s involved:

8.8 m GRP sailing catamaran Rego No GQ826Q

Owner/s:

Part Refuse Sch.4 Part 4 s.6 PI

Master

Weather/Tide conditions: Rain, poor visibility, rough seas, night time and moderate winds from north

Circumstances:

The master stated that he accidentally grounded his ship on the northern beaches of Moreton Island whilst returning to Brisbane in poor visibility. He stated that his GPS had not worked since he left Airlie Beach and did not realise he was in shallow waters until it was too late and had lost his steering when the rudder got stuck in the sand. He stated that he had made very good time coming down the coast and had miscalculated his position which caused him to run aground. He stated that there were no injuries as a result of the incident and the damage to his ship was moderate and covered by insurance.

This report has been attached to Caseman.

Enquiries Elias John MORAN Telephone +61 7 38603564 Facsimile +61 7 38603540 **Recommendations:** That a letter is written to the master outlining his responsibilities under section 43 of the TOMSA and rule 5 of the Col Regs.



## Marine Incident Report



This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

Position of incident		
atitude Longitude Body of water/Landmark		Bearing Distance
O 'S O 'E MORETON ISLAN	D TAYLOR BIGHT	1960
ocation		ate Time
Inland waters Smooth waters Partially smoo	oth waters Offshore	12/10/03 2100 G
Type of incident		
Collision Grounding	Loss of ship	Onboard incident
between ships unintentiona	Structural failure	ialls within ship
with a fixed object intentional with floating object Capacizing	Loss of stability	crushing or pinching other onboard injury
with floating object Capsizing with an animal sinking	Fire	Other personal injury
with overhead obstruction swamping	Explosion	hit by propeller or ship
☐ with submerged object ☐ flooding		water ski incident
	Person overboard	parasailing incident diving incident
Incident Severity Rating		other personal injury
o. of ships involved Note - if more than 2 ships were details on a separate sheet	e involved attach	caused by operation of ship
Fatality Injury	Ship lost	Damage to property only
No. of persons No. of persons	Ship damaged	No damage
F : 410 !!!		
Environmental Conditions	~(7/s)~	
/eather	Visib	
Clear Hazy Cloudy Rain Floo		lood Fair Poor
later conditions	Time	of dov.
		of day
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Ships involved - continued	
Own ship	Other ship
Туре	Туре
passenger PWC (jetski) sailing boat	passenger PWC (jetski) sailing boat
non passenger motorboat houseboat	non passenger motorboat houseboat
fishing speedboat rowing boat	fishing speedboat rowing boat
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Steel Ferro-cement	Steel Ferro-cement
Fibreglass/GRP Timber	Fibreglass/GRP Timber
Marine alloy	Marine alloy
Other (describe)	Other (describe)
Damage to ship	Damage to ship
Major damage (ship unseaworthy)  Persons involved	Major damage (ship unseaworthy) No damage
Own ship	Other ship
Deceased or injured persons	Deceased or injured persons
Name of deceased or injured person	Name of deceased or injured person
Gender Date of birth	Gender Date of birth
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Fatality Missing person	Fatality Missing person
Serious injury Minor injury (not requiring hospital treatment)	Serious injury Minor injury (not requiring hospital treatment)
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Person in charge (Master) Jet-skier	Person in charge (Master) Jet-skier
Person at helm Surf ski/surf board rider	Person at helm Surf ski/surf board rider
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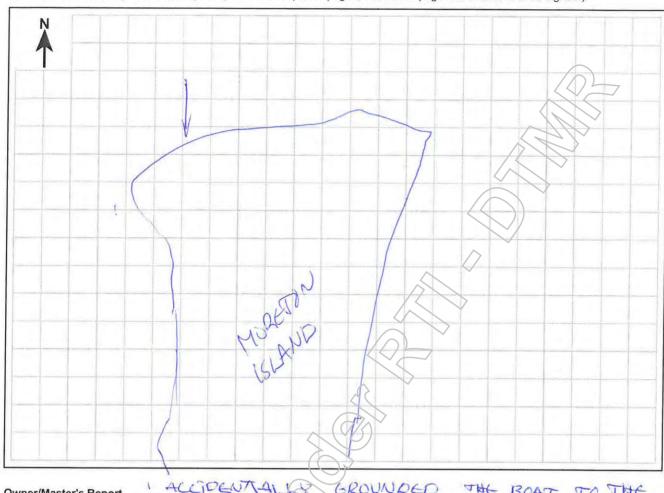
Page 3 of 4 D&FM Form F3071 ES Aug 2004

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable)

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/Master's Report	ACCIDENTALLY GROW	UNDED THE BOAT TO THE
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THE BEACH	(the NORTHERL	Y WIND AND WAVES
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***************************************	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	IER ON THE SAME TRIP
FROM AIRL	TE BEACH TO B	RISBANE
	,	
Assistance rendered/received	at incident SES OFFICER	: LAME TO PICK ME UP.
MY LOCATION	WAS ALSO ESTABLISH	THE HELP OF
BRISBANE'S	WATER POLICE	
Signature (Owner/Master)	Part Refuse Sch.4 Part 4 s.6 PI	Date 24, 10, 08



Maritime Safety

# MARINE INCIDENT

188	<b>Queensland</b> Government
Oliv	

Queensland **COVERING REPORT** Queensland Transport Our ref 720/01772 Your ref Date 23 June 2008 To Mr David ADAMS Manager Marine Safety Pinkenba Subject Capsizing of ship at Flinders Reef Investigating Officer Elias John MORAN Marine Safety Officer Caseman Number: PBP35814 Date & Time: 24/3/08 @ 1300 Location: North of Flinders Reef Ship/s involved: 5.2 m fibreglass runabout rego No OM977Q with a 115 HP outboard Owner/s: MANN). Part Refuse Sch.4 Part 4 s.6 PI Master **Injured Person** Weather/Tide conditions: cloudy, visibility good, rough seas and moderate winds SE Circumstances: The owner stated that the ship was approx 200 north of Flinders Reef on a spear fishing expedition and three persons were in the water and remained on the ship. that the next thing he saw was a large wave had suddenly popped up and crashed over the ship causing the ship to over turn. stated that he had sustained injuries during the overturning process and he then hung onto the stern of the ship. stated that he returned to the ship and anchored the ship to prevent it from drifting. He stated that he then activated the EPIRB and released an orange flare.

> Enquiries Elias John MORAN Telephone +61 7 38603564 Facsimile +61 7 38603540

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			en an orange flare erfield Airfield an		at three of the was taken
	to the P.A.H		erneid Airneid an	u.	was taken
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	Andrew HOV	WIE of the B	risbane Water Poli	ice and he stat	
Recommendations:		eef was too	ositioning of the sl close given the rou		
			nary letter is issue ons in relation to t		outlining f the ship.
	relation to his	s safety oblig	a cautionary letter ations as the owne ned to Caseman.	the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	in
Effas John MORAN Marine Safety Officer					

# **Marine Incident Report**



This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) or Queensland Boating and Fisher Patrol Office.

Incident description	The second second		
Position of incident			
Legacia	ly of water/Landmark		
0 10 0			Bearing Dista
Location	MONES MERF	NORTH OF CAP	A MAKATONY
☐ Inland waters ☐ Smooth water	rs Partially smoot	<b>S</b>	Date Time
Type of incident	T artially smoot	h waters Offshore	2413 108 1.00
Collision			
between ships	Grounding	Loss of ship	Caboard Incident
with a fixed object	unintentional	Structural failure	☐ falls within ship
with floating object with an animal	Capsizing	Loss of stability	crushing or pinching
with overhead obstruction	sinking	Fire	Other onboard injury Other personal injury
☐ with submerged object	swamping	Explosion /	hit by propeller or ship
with wharf	☐ flooding	Person	water ski incident
Incident Severity Rating	The state of the state of	overboard	☐ parasailing incident☐ diving incident
lo, of ships involved / Note:	if more than 2 ships were in		Other personal injuny
Estalit. detail.	on a separate sneet	volved attach	caused by operation of s
No. of persons		Ship lost	Damage to property only
	No. of persons	Ship damage	
Environmental Conditions			
eather		( <u>}</u>	Visibility
Clear Hazy Cloudy	Rain Flood	Other	Visibility  X Good Fair Poor
ater conditions	$\sim$ ( $\circ$ )	3)T	X Good Fair Poor
Calm Choppy X Rough	Very Rough	Strong current	NO.
		Journal Content	LAIDRY Alignet Table
Ind speed	(())	I owning current	
None Light (up to force 2 / 1-7	$(\bigcirc)$		Wind direction
None Light (up to force 2 / 1-7 Strong (force 5-7 / 17-33 knots)	knots) X Moderate	(force 3-4 / 8-16 knots)	
None Light (up to force 2 / 1-7 Strong (force 5-7 / 17-33 knots)	$(\bigcirc)$	(force 3-4 / 8-16 knots)	Wind direction
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None Light (up to force 2 / 1-7 Strong (force 5-7 / 17-33 knots)  Ships involved  Win ship  powner's details ner's name  Phone (business hours)  Feleohar  ress  Part Refuse Sch.4 Part 4 s.6  details e of ship  al Registration no. Registering A  2 7 7 Q QCD TA  th (metres) Beam (metres) Year built  2 M 2 03 M 197- f passengers No. of crew	Re (after hours)	(force 3-4 / 8-16 knots)  a / more than 33 knots)  Other ship Ship owner's details Owner's name  Telephone (business hour  Address  Ship details Name of ship  Official Registration no.  ength (metres) Beam (metres) Ido. of passengers No. of	Wind coming from SE  S) Telephone (after hours)  Registering Authority  etres) Year built  forew Page 1 of Aug 200  Page 1 of Aug 200  Continued

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Ships involved - continued	
Own ship	Other ship
Туре	Туре
passenger PWC (jetski) sailing boat	П
non passenger motorboat houseboat	non passenger — sailing doal
fishing speedboat (planing huli) rowing boat	
catamaran	hire & drive (planing hull) catamaran
Other (describe)	Other (describe)
Commercial USL Class Recreat	tional Commercial USL Class Recreati
Fishing	Fishing
Man . E	Engine
Inboard Inboard/Outboard	Outboard Inboard/Outboard
Inboard Diesel Other (please specify)	Inboard Petrol None
Cuter (prease specify)	Inboard Diesel Other (please specify)
No. of engines Engine power	No. of engines Engine power
1 115 HP HP	
Hull material	Huil material
Steel Ferro-cement	
X Fibreglass/GRP Timber	F - Controller
Marine alloy	Fibregiass/GRP   Timber   Marine alloy
Other (describe)	Other (describe)
Damage to ship	Damage to ship
Lost Moderate damage	Lost Moderate damage
(damaged but ship remains seaworthy)  Major damage	(damaged but ship remains seaworthy)
(ship unseaworthy) No damage	Major damage No damage
Persons involved	(one unseasonity)
Own ship	
Deceased or injured persons	Other ship
Name of deceased or injured person	Deceased or injured persons  Name of deceased or injured person
Part Refuse Sch.4 Part 4 s.6 PI	or deceased or injured person
Gender Date of birth	ender Date of birth
Address	Male Female / /
	dress
elephone (business hours) Telephone (after hours)	
(document (and (notify))	Telephone (business hours)  Telephone (after hours)
njury status	
Fatality Missing person	Injury status
Serious injury Minor injury (not requiring hospital	Fatality Missing person
(Teatment)	Serious injury Minor injury (not requiring hospital treatment)
Person in charge (Master)	Activity of injured or deceased
Person at hole	Person in charge (Master) Jet-skier
Person at helm Surf ski/surf board rider	Person at helm Surf ski/surf board rider
Crew	II Crew
Passenger on vessel Diver	Swimmer Passenger on vessel
Water-skier Other	Water-skier Form F3071 ES
Para-flier	Para-flier Continued
e val	next page
. Just L.	
. 10	

Persons involved - continued	
Own ship	Other ship
Masters details	Masters details
Master's name	Master's name
Part Refuse Sch.4 Part 4 s.6 Pl	
Male Female Date of birth	Gender Date of birth Male Female
Licence type and grade (e.g. Master 5)	
	Licence type and grade (e.g. Master 5)
Licence no. Issuing Authority	
-	Licence no. Issuing Authority
Issue date Expiry date (if applicable)	
(iii applicable)	Issue date Expiry date (# applicable)
Address	
	Address
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
	Telephone (after hours)
Watchkeeper / Person at the helm	Watchkeeper / Person at the helm
Role	Role Role
Master Crewmember Rassenger	Master Crewmember Passenger
Name	Name
Gender Data of high	
X Male Female	Gender Date of birth
	Male Female / /
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Licence no. Issuing Authority	
Issuing Authority	Licence no. Issuing Authority
ssue date Expiry date (if applicable)	
1 1 1 1	Issue date
Address	
	Address
elephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
	lelephone (business hours)  Telephone (after hours)
(2)	

Continued over page . . .

Privacy Discrimer

Mantime Safety Queensland provides this form under the Transport Operations (Marine Safety) Act 1994 to assist in the management and limitation of adverse occurrences in Queensland waters. Some of the information may be released to other Queensland government agencies and marine authorities. Authorised departmental have access to this information and will not disclose your details to any other third party without your consent or unless required by law.

Page 3 of 4 D8FM Form F3071 ES Aug 2004

#### DATE: 24-3-08

### TIME: approx 1.00 pm

Boat was a 5.2m Haines Hunter V17R single hull pow	ared by a	1161	es com
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	~ [	Man + + + +	
a 1.5m easterly swell. We were on the northern side of three people were in the system and	a 15 knot i	se wind blog	wing an
three people were in the water, and one remained in the	r unders r	eet spearlish	iing,
reported a large wave proposed and	e boat. The	driver of th	e boat,
reported a large wave propped and cra so overturned the boat.  was injured by the boat	ished over	the boat and	in doin
his lower back. Some moments later, I	and has a	cracked vert	abrae in
overturned boat with clinging to the back of the	owner of	the boat) sav	v the
Sing to the oder of the	boat. I im	mediatey sw	am to
Condition where he info		114	
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Enquiries Elias John MORAN Telephone +61 7 38603564 Facsimile +61 7 38603540

anchorage was safe if the weather became rough.

thought he was far enough away from the Venus Banks that his

He stated that the seas became choppy and an unexpected wave hit the side of his boat and rolled the boat over. He stated that when the wave hit the boat he was crouched over attending to some fishing equipment in the bottom of the boat and did not see the wave.

He stated that both he and his mate put their life jacket on and was rescued by another fishing boat and subsequently transported to Bribie Island VMR. He stated that the VMR then retrieved his boat and towed it back to their base.

The boat has since been taken to Scarborough Marina to be sold in an as is condition.

stated that neither he or his mater were injured during the incident.

Recommendations:

It would appear the has limited boating experience given the size of the boat and the location he was fishing in.

I submit that has a better understanding of using a boat which is appropriate for its conditions and I recommend that no further action is taken in relation to this incident and the matter is filed.

This report has been attached to Caseman

Elias John MORAN Marine Safety Officer



# Marine Incident Report

06/067 PBP 3459



This is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the nearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

Incident description	production of the contraction of	
Position of incident		
Latitude Longitude Body of water/Landmark	2 1 JUN 20 Ro POLAT AND CAPE MORE MARKTUME SAFE Offshöre KENBE	DaleD Time
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Incident Severity Rating		<ul><li>diving incident</li><li>other personal injury</li></ul>
No. of ships involved    Note - if more than 2 ships were details on a separate sheet	Ship lost  Ship damaged	caused by operation of ship  Damage to property only  No damage
Weather  Clear Hazy Cloudy Rain Floor  Water conditions  Calm Choppy Rough Very Rough  Wind speed	d Other Tin	Geod _{E No} Fair Poor 10 03  Day Fight Action Note File
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Ship owner's details Owner's name  Part Refuse Sch.4 Part 4 s.6 PI	Ship owner's details Owner's name	AMAC
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Other (describe)		Other (describe)
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Marine alloy		Marine alloy
Other (describe)		Other (describe)
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# 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.) COMBOTORO POINT Owner/Master's Report WHILE ANCHORED AND FISHING ABOUT 400 METRES FROM LAND, THE BOAT WAS HAT BY A FREAK WAVE AND CAPSIZED. WE THEN WAITED WITH THE BOAT FOR ASSISTANCE.

Assistance rendered/received at incident WE WERE PICKED UP BY ANOTHER FILLING BOAT IN THE AREA AMOTHER TRANSFERRED TO BRIBE VMR WHICH Signature (Owner/Master) Part Refuse Sch.4 Part 4 s.6 PI

Name (please print)

Name and Status of person who

Name and Status of person mile assisted in completion of form (if applicable)

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#### Memorandum

Maritime Safety Queensland

Queensland Transport

Our ref Your ref

Date 27 February 2007

To

Mr David ADAMS

Manager Marine Safety Pinkenba

Subject

Injury marine incident (X 2) at the North East channel on the 11 May 2005.

Investigating Officer Elias John MORAN Marine Safety Officer PBP34978 & PBP34979

#### Summary

Maritime Safety Queensland (MSQ) has responsibility for the navigational aid system in the state of Queensland and part of that responsibility is the maintenance to that system to ensure it is operating correctly at all times. To assist in completing this task MSQ out source many activities to commercial registered companies within the marine industry.

On the 11 May 2005 two marine incidents occurred whilst under taking buoy maintenance operations in the North East channel. The two injured staff members were employees of MSQ marine operations base Pinkenba and both sustained injuries requiring medical attention and absence from duty. Neither of these incidents were report as required under section 125 of the TOMSA.

A detailed examination of MSQ records via Caseman revealed that a marine incident report had not been submitted for the two marine incidents which occurred in the north east channel on the 11 May 2005.

#### Recommendations

- That management at Marine Operations Base at Pinkenba receive training in relation to their legislative requirements under section 125 of the TOMSA.
- That all Marine Operations Officers at Pinkenba involved in ships operations either directly or indirectly also under take training in relation to section 125 of the TOMSA.
- That a member of the Marine Operations Base is appointed as a Departmental Marine Incident Liaison Officer to ensure the correct procedure and guidelines are followed in compliance with current legislation.

Enquiries Elias John MORAN Telephone +61 7 38603564 Facsimile +61 7 38603540

- That a full and thorough briefing is carried out with all employees of MSQ prior to commencing work in a dangerous environment and adoption of this briefing is acknowledged.
- That prior to any out sourcing work that the ships are inspected and all dangers identified and marked appropriately to ensure the dangers are highly visible.
- That prior to out sourcing work to be carried out on commercial ships a check of departmental records is to be carried out to ensure that the ship has been monitored within the previous 12 months.
- That serious consideration is given to acquiring a larger more stable waterborne platform to enable operational staff to attend to maintenance of navigational aids in partially smooth waters. This configuration would allow navigational buoys to be lifted onto a working platform and removing the need for MOO'S to jump from the ship to the buoy.

#### Proposed operation for the North East channel on the 11 May 2005

The departmental ship 'George Kerr' was tasked to transport Marine Operations Officers (MOO) to the North East channel at the northern end of Moreton Bay and transfer three of those officers (Geoffrey PRENDERGAST, Raymond MEIKLE and Alian BROWN) to the Bowen Tug and Barge ship LB1 to change over buoys namely NE1, NE2, NE4, NE6, and NE8. The replacement buoys had been placed on the LB1 on the previous day.

#### Ship and crew details for incident No 1 - PBP34979

Ship Name LB1

Rego No

2936QD (Rego cancelled on 3/8/05 due to sale of ship)

Master

Crew

MSO staff

J. PREDDEGAST, R. MEIKLE and A.BROWN

Owner

Bowen Tug and Barge 323 Paringa Road Murarrie

Description

40.96 m steel dumb barge, class 2D, Ship Taralga is the pusher ship for LB1

#### Weather and tidal condition in the North East Channel.

Weather clear, Visibility good, seas calm, winds force 2 Low tide 0.62 m @ 0217 and high tide 1.97 m @ 0759 (pile light)

#### Injured officer

Alian BROWN

Part Refuse Sch.4 Part 4 s.6 PI

Part	Refuse	Sch 4	Part 4	s 6	Р

#### Incident No 1

On the 10 May 2005 Bowen Tug and Barge had anchored the barge LB1 near the N/E i buoy with the five exchange buoys onboard to the operation of the 11 May 2005. At approx 0415 on the 11 May 2005 the ship "George Kerr' which is a 48 ft twin diesel power work boat departed Marine Operations Base Pinkenba and transported MEIKLE, PRENDERGAST and BROWN to the LB1. The trip to LB1 was completed without incident.

On arrival at the north east char	nnel where the LB1 was anchored the three MOO'S were transferred to
	changing of the buoys in the N/E channel. As noted in the attached
	briefing was given to all personal onboard the LB1 prior to
commencing the operation.	states that particular attention was given to the wire cabling used
in connection with the anchorin	g of the barge and all personal to be careful when there was a need to
cross the cable.	
In the statement supplied by PR	ENDERGAST he states that the wire cable was dark brown to black
	t to see and was running fore and aft and was approx 40mm in
diameter and approx 100mm ab	
	ROWN was going about his duties on the deck of LB1 he came into cable and fell to the deck of the LB1 resulting in a
contact with the wife anchoring	
	The fall to the deck further resulted

immediately rendered first aid to BROWN'S injury and placed a bandage

PRENDERGAST then inquired with BROWN if he was too injured to continue to work and BROWN informed PRENDERGAST that he was fine to return to his duties.

BROWN then got up from the deck and appeared to be walking around the deck in a normal manner.

BROWN continued to assist in the operation for approx one hour after the incident until his

At this stage BROWN was experience difficulty in walking about the deck and subsequently sat on a drum until he was transferred to the 'Bellara' and transported back to Marine Operations Base at Pinkenba at approx 1745.

BROWN then entered the passenger front of his car and MEIKLE then drove BROWN off the base and to his residential address.

#### Conclusions of Incident No 1

At a meeting on the 10 May 2005 at Pinkenba addressed by Manage Marine Operation Mr Geoffrey SMITH and attended by BROWN the crewing arrangements and safety procedures were detailed for the operation on the 11 May 2005. Although SMITH directed that the crews were to operate in a safe manner at all times it is unclear if BROWN had an understanding of that direction.

In the 'Workplace Incident Report' dated the 7 September 2005 Co-Ordinator Operations Mr Rick BERTRAM stated in his findings "Officer was not aware of surroundings and possible damages". This indicates that BROWN did not have a detailed understanding of the safety issues that SMITH was addressing at the meeting.

A more desirable outcome at the conclusion of the safety meeting is for the crews to acknowledge their understanding through adoption of the issues.

With regards to a safe working environment on the main deck area of the LB1 records reveal that the LB1 was last monitored on 12 September 2001 and although two letters were sent by Marine Safety Pinkenba to Bowen Tug and Barge on the 24 March 2003 and 30 August 2004 for additional monitoring no reply has been received.

It was noted in the statement supplied by PRENDERGAST that the anchoring wire cable which ran fore and aft on the main deck was dark brown to black in colour, making it very difficult to see as a person was attending to his duties. In the normal course of a monitoring this issue would have been address and a direction to high light the cable area with highly visible paint would have been issued.

In the statement su	ipplied by PRENDERGAST he sates that approx	one hour after BROWN sustained
the injuries		OWN was then allowed to
continue working a	and remained in the deck of the LB1 until approx	1700 when the 'Bellara'
transported the cre-	w back to Pinkenba. This is clearly not acceptable	le and BROWN should have been
	l immediate plans put in place to medivac him bac	
With regards to the	e failure by to submit a marine incident i	report he stated that as BROWN
was not a member of would submit the re	of his ships crew and assumed that the senior men	mber from MSQ onboard the LB1
125 of the TOMSA	and subsequently submitted a marine incident re	
	nd this report was dated the 19 January 2007.	
BROWN has not be	een contacted with regards to an interview given	the current circumstances
surrounding the inc		
	707	
Ship and Crew det	talls for incident No 2 PBP 34978	

Ship Name George Kerr Rego No 4493QC Master

Owner Qld Transport P.O.Box 2595 Brisbane

Crew MOO Philip BARRALET, MOO Mark NEILL and MOTO Paul JAGER (not crew) Description 13.8 m fibreglass twin diesel purpose built for nav. Aids maintenance work boat

#### Weather and tidal condition in the North East Channel

Weather cloudy, Visibility good, seas choppy, winds force 4 Low tide 0.62 m @ 0217 and high tide 1.97 m @ 0759 (pile light)

Injured Officer	
Mark Leigh NEILL	
	Part Refuse Sch.4 Part 4 s.6 PI
NEILL had sustained injury	
Incident No 2	
The master of the 'George Kerr' transport three MSQ employees fro anchored near N/E 1 at Comboyuro	stated that on the 11 May 2005 he was rostered to m Marine Operations Base Pinkenba to the barge LB1 which was a Point Moreton Island.
Philip BARRALET and Maritime (	his rostered crew was Maritime Operations Officers Mark NEILL, Operations Technical Officer Paul JAGER who was not part of the maintenance on the buoys in the north east channel.
	I the transfer of MSQ personal from the stern open deck of the ark N/E 2 in the north east channel to attend to navigational light
arrival at N/E 2 and plan was develor safety method possible. He stated the to ensure all crew members had a the	en under taken on numerous occasions without incident and on oped between the crew and himself to execute the procedure in the hat the seas condition were favourable and after a safety briefing brough under standing of their duties and the methods they were ced to bring the stern of the 'George Kerr' towards N/E 2. This and approx 2 metres in height.

He stated that the buoy is fitted with a safety grab rail around the top section of the buoy and the standing platform is at an angle of approx 15 degrees. He stated from his helmsman position he had a clear and uninterrupted view of the operation and was in a position to take immediate action in the event there was an incident. He stated that N/E 2 buoy had recently been repainted and with the waves were splashing over the sides of the buoy.

He stated that NEILL had readied himself to transfer to the N/E 2 buoy and JAGER and BARRALET were standing either side of NEILL at the extreme stern of the ship. He stated that when the stern of the ship was approx half to one metre from the buoy NEILL stepped from the stern of the ship and onto the buoy. He stated that he saw JAGER and BARRALET with their arms in the ready position in the event there was an incident. He stated that when both of NEILL'S feet were on the buoy he saw NEILL fall backwards towards the stern of the ship and his tail bone come into contact with the transom of the ship. He stated that he then saw BARRALET and JAGER lean forward and grab NEILL and bring him back onto the deck of the ship. He stated that he again positioned the stern of the 'George Kerr' near the buoy and he then saw NEILL successfully and safely transfer from the ship to the buoy. He stated that JAGER also transferred to the buoy and at the completion of the tasks both men transferred to the ship. NEILL was then checked as to his state of health and he stated that he was fine and able to continue with the maintenance procedure. At the completion of the prescribed task navigated the 'George Kerr' back to Pinkenba and NEILL sat in the saloon. During the return trip to Pinkenba NEILL informed BARRALET and JAGER that his lower back was sore. On arrival at Pinkenba NEILL assisted in the unloading of the ship and at the completion of his shift departed the base. Part Refuse Sch.4 Part 4 s.6 PI On the 12 May 2005 stated that he informed both BURTON and BERTRAM of the incident involving NEILL and they did not request a marine incident report. The incident was again mention at the debriefing and again no instruction were given in relation to the submission of a marine incident report completed a marine incident report in relation to the incident on the 11 May 2005 and is attached. NEILL was contacted in February 2007 and requested to attend MSQ Pinkenba to obtain a statement but did not attend on the arranged date. Conclusion

Maritime Safety Queensland

The method of transfer from the stern of the ship to a buoy for maintenance in favourable weather

conditions is one which has been repeated on numerous occasions without incident.

On this occasion the upper section of the buoy was wet from waves splashing over the side and the fact that the buoy had recently been repainted made the surface of the buoy very slippery. Supervisor Marine Operations Mr Leslie BURTON stated that since the incident on the 11 May 2005 the upper section of the buoys are now applied with a heavy coating of deck tread to give better traction when transferring from the ship to the buoy. BURTON further stated that since this change in procedure there has not been another incident.

I am of the opinion that the function of stepping from the stern of the ship to the buey when preparing to under take buoy maintenance is in its self a very dangerous exercise and consideration should be given to removing this procedure.

Elias John MORAN

Marine Safety Officer

# Marine Incident Report





This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

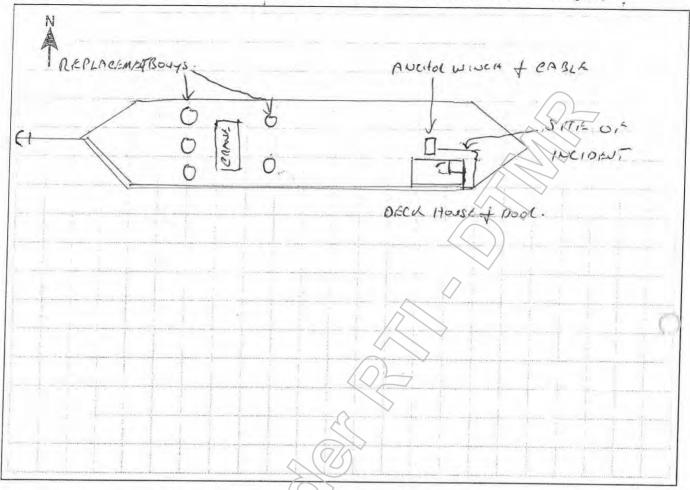
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10.66 1972.	Page 1 of 4
of passengers No. of crew on board	No. of passengers No. of crew
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	4
Ships involved - continued	
Own ship	Other ship
Type	Type
passenger PWC (jetski) sailing boat	
non passenger motorboat houseboat	passenger PWC (jetski) sailing boat non passenger motorboat houseboat
fishing speedboat rowing boat	fishing speedboat rowing boat
hire & drive (planing hull) catamaran	hire & drive (planing hull) catamaran
▼ Other (describe)	Other (describe)
DUMIS FLAT TOP BARGE.	
Commercial USL Class Recreation	al Commercial USL Class Recreational
Fishing 2D	Fishing
Engine	Engine
Outboard Inboard/Outboard	Outboard Inboard/Outboard
☐ Inboard Petrol ☐ None	Inboard Petrol None
Inboard Diesel Other (please specify)	Inboard Diesel Other (please specify)
No. / Section 5	
No. of engines Engine power  HP KW	No. of engines Engine power
	AP KW
Hull material	Hull material
Steel Ferro-cement Fibreglass/GRP Timber	Steel Ferro-cement Fibreglass/GRP Timber
Marine alloy	Marine alloy
Other (describe)	Other (describe)
Damage to ship	Damage to ship
Lost Moderate damage	Lost Moderate damage
(damaged but ship remains seaworthy)	(damaged but ship remains seaworthy)
Major damage No damage (ship unseaworthy)	Major damage No damage (ship unseaworthy)
Persons involved	
Own ship	Other ship
Deceased or injured persons  Name of deceased or injured person	Deceased or injured persons  Name of deceased or injured person
ALLIEN BROWN OF	Traine of decepted of injured person
Gender Date of birth	Gender Date of birth
Male Female / (VI)	Male Female / /
Address	Address
7	\
(70)	
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Injury status	Injury status
Fatality Missing person	Fatality Missing parson
Serious injury Minor injury (not requiring hospital treatment)	Serious injury Mino injury (not requiring hospital treatment)
Activity of injured or deceased	Activity of injured or deceased
Person in charge (Master) Jet-skier	Person in charge (Master) Jet-skier
Person at helm Surf ski/surf board rider	Person at helm Surf ski/surf board rider
Crew Swimmer	Crew Swimmer
Passenger on vessel Diver	Page 2 of 4
	Form F3071 ES Aug 2004
Water-skier Nother Para-flier FITTEA.	Para-flier
	next page

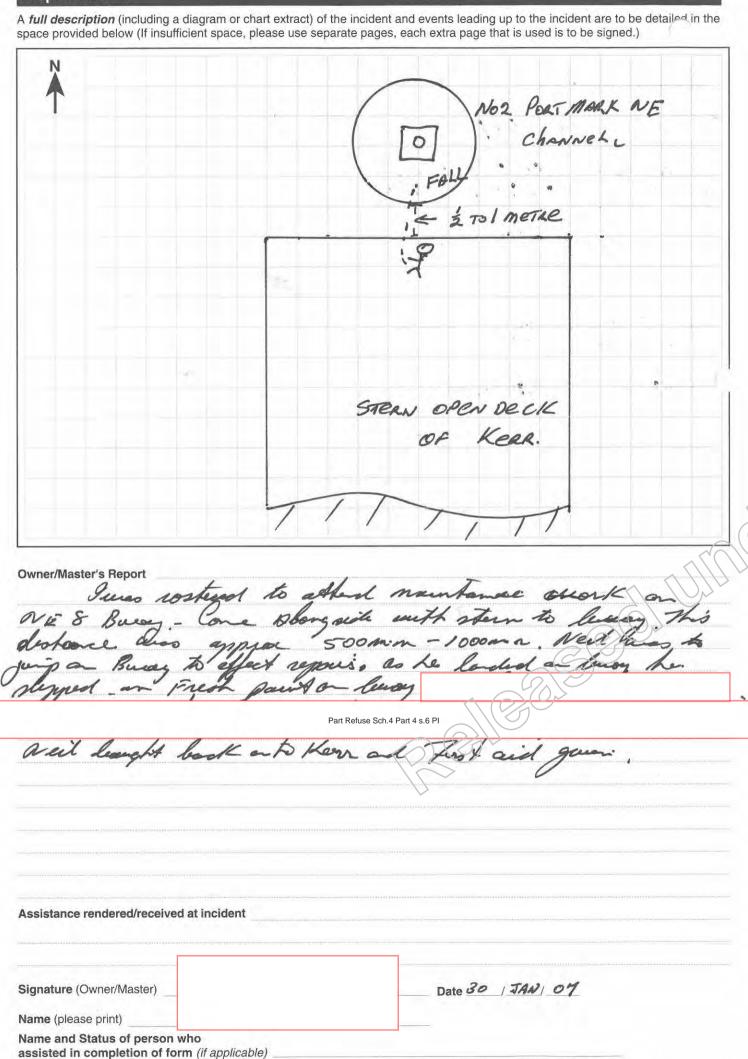
Persons involved - continued	
Own ship	Other ship
sters details .	Masters details
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Male Female / /	Mele Female
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Maritime Safety Queensland provides this form under the Transport Operations (Marine Safety) Act 1994 to assist in the management and limitation of adverse occurrences in Queensland waters. Some of the information may be released to other Queensland government agencies and marine authorities. Authorised departmental staff have access to this information and will not disclose your details to any other third party without your consent or unless required by law.

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



Owner/Master's Report 6	N WEDNESDAY IT	H MAY 2005 AT 0615	THN THE DUMD
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		NSFEARED TO DATE	
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CASLA WHICH HX	MAD BEEN CAUTION	160 ABOUT AT THIS J	MAKETY MEETING.
(())	***************************************	***************************************	,
Assistance rendered/received at	incident HA SUSTAIN	ED WSPECIFIED IN	JURIES AND WAS
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Signature (Owner/Master)	Part Refuse Sch.4 Part 4 s.6 PI	Date 19/01/07.	TO HIS ABILITY.
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Name and Status of person who assisted in completion of form (i	f applicable)	·	Page 4 of 4 D&FM Form F3071 ES Aug 2004



# **Marine Incident Report**





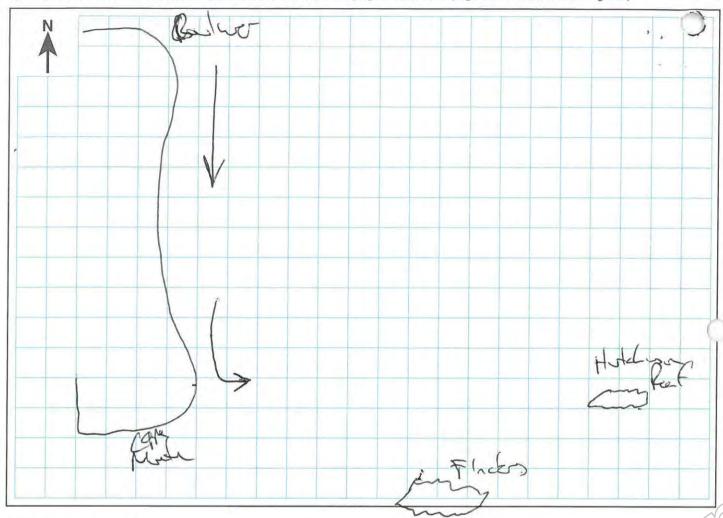
This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the nearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office

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	Incident description		
	Position of incident		
	Latitude Longitude Body of water/Landmark		Bearing Distance
	o 's o 'E N/E channel	NO2. MORETON	boy
	Location		Date Time
	Inland waters Smooth waters Partially smooth	oth waters Offshore	11 / 5 105 0745 an
	Type of incident		
	Collision Grounding	Loss of ship	Onboard incident
	<ul><li>□ between ships</li><li>□ with a fixed object</li><li>□ unintentiona</li><li>□ intentiona</li></ul>	Structural failure	☐ falls within ship☐ crushing or pinching
	with floating object Capsizing	Loss of stability	other onboard injury
+	with an animal	Fire	Other personal injury
	with overhead obstruction swamping with submerged object	Explosion	hit by propeller or ship
	with wharf	Person	<ul><li>water ski incident</li><li>parasailing incident</li></ul>
Time	Incident Severity Rating	overboard	diving incident
	Alata if want than Cabina way	e involved attach	other personal injury caused by operation of ship
	details on a separate sheet		_
	Fatality No of persons No. of persons	Ship lost	Damage to property only
		Ship damaged	No damage
	Environmental Conditions		
2/(	Weather		Visibility
	Clear Hazy Cloudy Rain Floo	od Other	Good Fair Poor
	Clear Hazy Cloudy Rain Floo	od Other	Good Fair Poor
	Clear Hazy Cloudy Rain Floo Water conditions Calm Choppy Rough Very Rough	Other  Strong current	Good Fair Poor Time of day Day Night Twilight
	Clear Hazy Cloudy Rain Floor Water conditions Calm Choppy Rough Very Rough Wind speed	Other  Strong current	Good Fair Poor Time of day Day Night Twilight Wind direction
Lá C	Clear Hazy Cloudy Rain Floor Water conditions Calm Choppy Rough Very Rough Wind speed None Light (up to force 2 / 1-7 knots) Mode	Other  Strong current  rate (force 3-4 / 8-16 knots)	Good Fair Poor Time of day Day Night Twilight
Co	Clear Hazy Cloudy Rain Floor Water conditions Calm Choppy Rough Very Rough Wind speed None Light (up to force 2 / 1-7 knots) Mode Strong (force 5-7 / 17-33 knots) Gale (force 8 and a	Other  Strong current	Good Fair Poor Time of day Day Night Twilight Wind direction
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Ships involved - continued		Persons involved - continued	
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passenger PWC (jetski) sailing boat	passenger PWC (jetski) sailing boat	Master's name	Master's name
non passenger motorboat houseboat	non passenger motorboat houseboat		
fishing speedboat rowing boat hire & drive speedboat (planing hull) catamaran	fishing speedboat rowing boat planing hull) catamaran	Gender Date of birth  Male Female	Gender Date of birth  Male Female / /
Other (describe)	Other (describe)	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Commercial USL Class Recreational	Commercial USL Class Recreational		
OSE GIAGO	962 61836		Licence no. Issuing Authority
Engine	Engine		
Outboard Inboard/Outboard	Outboard Inboard/Outboard	Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
Inboard Petrol None	☐ Inboard Petrol ☐ None		
Inboard Diesel Other (please specify)	Inboard Diesel Other (please specify)	Address	Address
		Address	Address
No. of engines Engine power	No. of engines Engine power	Part Refuse Sch.4 Part 4 s.6 Pl	
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Fibreglass/GRP Timber	Fibreglass/GRP Timber	Watchkeeper / Person at the helm Role	Watchkeeper / Person at the helm Role
Marine alloy	Marine alloy	Master Crewmember Passenger	Master Crewmember Passenger
Other (describe)	Other (describe)	Name	Name
		Carre	Hame
Damage to ship	Damage to ship	Gender Date of birth	Gender Date of birth
Lost Moderate damage (damaged but ship remains seaworthy)	Lost Moderate damage (damaged but ship remains seaworthy)	Male Female / /	Male Female , ,
Major damage (ship unseaworthy)	Major damage	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Persons involved			
			*
Own ship	Other ship	Licence no. Suing Authority	Licence no. Issuing Authority
Deceased or injured persons  Name of deceased or injured person	Deceased or injured persons  Name of deceased or injured person		
MARK Neik	Teame of deceased of injured person	Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
Gender Date of birth	Gender Date of birth		
∠ Mále Female // /	Male Female / /	*Address	Address
Address	Address		
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		Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)		
Injury status	Injury status	Continue	d over page
Fatality Missing person	Fatality Missing person		
Serious injury Minor injury (not requiring hospital treatment)	Serious injury Minor injury (not requiring hospital treatment)		
Activity of injured or deceased	Activity of injured or deceased		
Person in charge (Master) Jet-skier	Person in charge (Master) Jet-skier		
Person at helm Surf ski/surf board rider	Person at helm Surf ski/surf board rider	· ·	
Crew Swimmer	Crew Swimmer	Pelipany Disalakan	
		Privacy Disclaimer  Maritime Safety Queensland provides this form under the Transport Operations occurrences in Queensland waters. Some of the information may be released to o	(Marine Safety) Act 1994 to assist in the management and limitation of adverse ther Queensland government agencies and marine authorities. Authorised departmental
		staff have access to this information and will not disclose your details to any other	er third party without your consent or unless required by law.
Continued	Water-skier Other Para-flier Continued		7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Para-flier next page	next page 135-06037.pdf - Page N	Number: 104 of 164	

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Martine alloy				Watchkeeper / Person at the helm
Other (describe)				
Damage to ship   Lost   Moderate damage   Lost   Lost   Moderate damage   Lost   Lost   Moderate damage   Lost   Lost   Moderate damage   Lost   Los			Master Crewmember Passenger	Master Crewmember Passenger
Lost   Moderate darrage   Lost   Moderate darrage   Lost   Moderate darrage   Lost   Moderate darrage   Lost   Moderate darrage   Lost   Moderate darrage   Male   Female   7   Loence type and grade (e.g. Master 5)   Loence type and grade (e.g.				Name
Lost   Moderante damage   Lost   Moderante damage   Lost   Moderante damage   Lost   Moderante damage   Male of brith   Male   Female   / /   Male   Female   / /     Male of brith   Male   Female   / /   / / /       Male of brith   Male of brit	Damage to ship	Damage to ship	AS ABOUF.	
Major damage   Molamage   Molam			7 1 7 7	Gender Date of birth
Cantinued over page	(damaged but ship remains seaworthy)	(damaged but ship remains seaworthy)	Male Female / /	Male Female / /
Comparity   Continued over page	Major damage No damage	Major damage No damage	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Other ship  Decased or injured persons Name of deceased or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Marke of person or injured person  Sendor or injured person  Marke of person or injured or injured person  Sendor or injured person  Telephone (business hours)  Telephone (after hours)  Telephone (after hours)  Telephone (after hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (business hours)  Telephone (bu				
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Gender Date of birth   Surf ski/surf board rider   Person at helm   Surf ski/surf board rider   Person in charge (Master)   Diver   Water-skier   Diver   Diver   Water-skier   Para-flier   Pa	Deceased or injured persons	Deceased or injured persons	Issuing Authority	Licence no. Issuing Authority
Gender Date of birth	Name of deceased or injured person	Name of deceased or injured person	Soundate Expire date (if applicable)	locus data Evain, data (if applicable)
Male   Female   / / Address   Address   Address   Address   Address   Address   Female   / / Address   Female   / / Address   Address   Address   Address   Female   / / Address   Female   / / Address   Female   / / Address   Female   / / Address   Female   / / Address   Female   / / / Address   Female   / / / / / Address   Female   / / / / / / / / / / / / / / / / / /		62	Sue date Expiry date (ii applicable)	issue date Expiry date (ii applicable)
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Injury status   Fatality   Missing person   Serious injury   Minor injury (not requiring hospital treatment)   Minor injury (not requiring hospital treatment)   Activity of injured or deceased   Person in charge (Master)   Jet-skier   Person at helm   Surf ski/surf board rider   Person at helm   S	Talanhana (husinasa haura) Talanhana (aftar haura)	Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer  Passenger on vessel Diver  Water-skier  Water-skier  Para-flier  Fatality Missing person  Serious injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer  Passenger on vessel Diver  Water-skier  Para-flier  Continued next page	letepriorie (business nours)	lelephone (business flours)		
Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer  Passenger on vessel Diver  Water-skier  Water-skier  Para-flier  Fatality Missing person  Serious injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer  Passenger on vessel Diver  Water-skier  Para-flier  Continued next page				AL CONTRACTOR OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY
Serious injury   Minor injury (not requiring hospital treatment)  Activity of injured or deceased   Person in charge (Master)   Jet-skier   Person at helm   Surf ski/surf board rider   Person at helm   Swimmer   Crew   Swimmer   Crew   Swimmer   Passenger on vessel   Diver   Passenger on vessel   Diver   Passenger on vessel   Other   Continued next page   Para-flier   Para-fl			Continued	over page
treatment)  Activity of injured or deceased  Person in charge (Master)				
Activity of injured or deceased  Person in charge (Master) Person at helm Crew Passenger on vessel Diver  Water-skier Para-flier  Activity of injured or deceased Person in charge (Master) Derson at helm Surf ski/surf board rider Crew Swimmer  Passenger on vessel Diver Water-skier Other Continued next page  Para-flier  Continued next page		Serious injury   Minor injury (not requiring nospital treatment)		
Person at helm Surf ski/surf board rider Crew Swimmer Swimmer  Passenger on vessel Diver Passenger on vessel Diver  Water-skier Other Continued next page  Para-flier Continued next page	. D. G., H. (1976), L. (1976), P.			
Person at helm Surf ski/surf board rider Crew Swimmer Swimmer Swimmer  Passenger on vessel Diver Passenger on vessel Diver  Water-skier Other Continued next page  Para-flier Continued next page	Person in charge (Master) Jet-skier	Person in charge (Master) Jet-skier		
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Lagrangay and a control of the	next page	next page	Page Number: 105 of 164	

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/Master's	Report
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Signature (Owner/Maste

Name and Status of person who

assisted in completion of form (if applicable)

Name (please print)

Left Scarbory (Newport) apprex 3: 15 am made for people channel, up people channel, to Bulues along paral'el will bead as yellow paral took courses for Hotchison rect on had held a.P.S. Continue on that course saw white wat on left side tried to very off, hit rect became struck. Called May and an 27 May Radio, waited for Assistance rendered/received at incident ansistance.

Date 28, 63, 05.

BILL STANLEY BRIS. WATER POLICE,

Part Refuse Sch.4 Part 4 s.6 PI

## Marine Incident Report



This is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the normal Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

*	Incident description		
	Position of incident		
	Latitude Longitude Body of water/Landmark		Bearing Distance
	26°5808 153°2908 FLINDERS RE	EF	
	Location		Date Time
	Inland waters Smooth waters Partially smooth	h waters Offshore	28103105 5.05
	Type of incident		
	Collision Grounding	Loss of ship	Onboard incident
	☐ between ships ☐ unintentional	Structural failure	falls within ship
	☐ with a fixed object ☐ intentional ☐ with floating object ☐ carsiving	Loss of stability	<ul><li>crushing or pinching</li><li>other onboard injury</li></ul>
	with an animal	Fire	Other personal injury
	with overnead obstruction swamping	Explosion	hit by propeller or ship
	with submerged object flooding		water ski incident
		Person overboard	<ul><li>parasailing incident</li><li>diving incident</li></ul>
7	Incident Severity Rating		other personal injury
	No. of ships involved ONE Note - if more than 2 ships were in details on a separate sheet	nvolved attach	caused by operation of sh
	Fatality Injury	Ship lost	Damage to property only
	No. of persons No. of persons	Ship damaged	No damage
	Environmental Conditions		
	Weather	· ·	1 a 1 b 11 b .
	Clear Hazy Cloudy Rain Flood	Other	isibility
		Cinei	Good Fair Poor
	Water conditions	Ti	me of day
	Water conditions  Calm Choppy Rough Very Rough		me of day
	Calm Choppy Rough Very Rough	Strong current	
	Calm Choppy Rough Very Rough Wind speed	Strong current	
	Calm Choppy Rough Very Rough  Wind speed  None Light (up to force 2 / 1-7 knots) Moderate	Strong current te (force 3-4 / 8-16 knots)	
	Calm Choppy Rough Very Rough  Wind speed  None Light (up to force 2 / 1-7 knots) Moderate  Strong (force 5-7 / 17-33 knots) Gale (force 8 and abo	Strong current	
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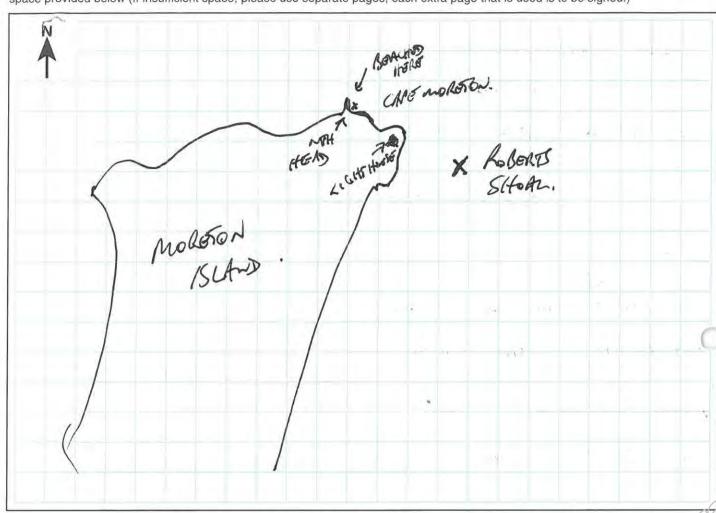
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it was placed on a trailer and towed back to Northside Marine Sandgate Rd Boondall.			
		5)	E VOIL 09/04/03/04/15/00/

On the 10 February I contacted Sgt A. BARTLETT of the Brisbane Water Police who stated that the water police have completed their involvement into the matter and no caused can be located for the initial intake of water.

Enquiries Elias John MORAN Telephone +61 7 38603564 Facsimile +61 7 38603540

On the 10 February I attended Northside Marine and took several photos of the damage to the vessel and retain those photos on my data base. Whilst at Northside Marine I interviewed the company mechanic Part Refuse Sch.4 Part 4 s.6 PI re his observation on how the vessel initially took on water and he stated that after a detailed inspection he could not give a logical reason how the water entered the vessel. He further stated that he does not recall if the sea cock was open or closed when he inspected the vessel. An inspection of the vessel revealed that the vessel appears to be a write-off as extensive damage has been caused to the exterior of the hull and the stern drive has broken off at the transom and has not been recovered. The engine of the vessel and all the electrical are also a write-off. From my investigations into the incident it appear that the sea cock may have been left open or has vibrated open whilst the vessel was travelling allowing water to enter the and subsequently flooding all buoyancy compartments whilst the vessel was at rest. This opinion can not be verified as the sea cock was closed when the vessel was inspected at Northside Marine. It is my opinion that actions when he drove the vessel to Hutchinson Reef and then to North Point beach did not contributed to the sinking of his vessel. I recommend that no further action is taken in relation to this matter and the matter is filed. Ebas John MORAN Marine Safety Officer

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/Master's Report	ALKIVED AS	ROBERTS	SHOAL	ABOUT 0	600, MSM	9///
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Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date 4/2/05.

Name (please print)

Name and Status of person who assisted in completion of form (if applicable)

### **Marine Incident Report**



This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents to the nearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

	Position of incident		22714
	Latitude Longitude Body of water/Landmark	P	Bearing Distance
	2) ° 0/ 'S 153 ° 29 'E OFF MORETON 1.	S LIGHTHOUSE	280°M 2.001
	Location		Date Time
	☐ Inland waters ☐ Smooth waters ☐ Partially smooth	th waters  Moffshore	412 105 7.30
	Type of incident		
	Collision Grounding	Loss of ship	Onboard incident
	☐ between ships ☐ unintentional	Structural failure	falls within ship
	with a fixed object intentional	Loss of stability	crushing or pinching
1 1	with floating object Capsizing with an animal		other onboard injury
	with overhead obstruction Sinking	Fire	Other personal injury  hit by propeller or ship
	with overhead obstruction swamping with submerged object flooding	Explosion	water ski incident
0	with wharf	Person	parasailing incident
	Incident Severity Rating	overboard	diving incident
		invalued attails	<ul> <li>other personal injury caused by operation of sh</li> </ul>
	No. of ships involved Note - if more than 2 ships were details on a separate sheet	involved attach	caused by operation or si
	Fatality Injury	Ship lost	Damage to property only
	No. of persons No. of persons	Ship damaged	No damage
	Environmental Conditions		
	Weather		Visibility
	Cloudy Rain Flood		Good Fair Poor
	Cloudy Rain Floor Water conditions		Good Fair Poor
			Time of day
307	Water conditions	Strong current	Time of day
3	Water conditions	Strong current	Time of day  Night Twilight
307	Water conditions  X Calm Choppy Rough Very Rough  Wind speed  None Light (up to force 2 / 1-7 knots)   Modera	Strong current ate (force 3-4 / 8-16 knots)	Time of day  Day Night Twilight  Wind direction
	Water conditions  Calm Choppy Rough Very Rough  Wind speed  None Light (up to force 2 / 1-7 knots)   Strong (force 5-7 / 17-33 knots) Gale (force 8 and about 19 conditions)	Strong current	Time of day  Cay Night Twilight  Wind direction
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Ships involved - continued		Persons involved - continued	
Own ship	Other ship	Own ship	Other ship
Туре	Туре	Masters details	Masters details
passenger PWC (jetski) saillir		Master's name	Master's name
	seboat non passenger motorboat houseboat	Part Refuse Sch.4 Part 4 s.6 PI  Gender Date of birth	Gender Date of birth
fishing speedboat planing hull catal	ng boat speedboat rowing boat speedboat planing hull catamaran	Male Female	Male Female / /
Other (describe)	Other (describe)	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
p., b., - P. 3.	Company and the second		
Commercial USL Class	Recreational USL Class Recreational		
c ?'	· ·	Licence no. Issuing Authority	Licence no. Issuing Authority
Engine	Engine		
Outboard Inboard/Outboard	Outboard Inboard/Outboard	Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
Inboard Petrol None  Other (please specify)	☐ Inboard Petrol ☐ None ☐ Inboard Diesel ☐ Other (please specify)		
Inboard Diesel Other (please specify)	Inboard Diesel Other (please specify)	Address	Address
No. of engines Engine power	No. of engines Engine power		100000000000000000000000000000000000000
1 260 HP	HP		
Hull material	Hull material	Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Steel Ferro-cement	Steel Ferro-cement		
Fibreglass/GRP Timber	Fibreglass/GRP Timber	Watchkeeper / Person at the helm Role	Watchkeeper / Person at the helm
Marine alloy	Marine alloy	Master Crewmember Passenger	Role Master Crewmember Passenger
Other (describe)	Other (describe)	Name	
		AS ABOVE DETAILS	Name
Damage to ship	Damage to ship	Gender Date of birth	Gender Date of birth
Lost Moderate damage (damaged but ship remains seawo	rthy) Lost Moderate damage (damaged but ship remains seaworthy)	Male Female / /	Male Female / /
Major damage No damage (ship unseaworthy)	Major damage No damage	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
	(ship unseaworthy)	Lies is to type and grade (e.g. master of	Liebtide type and grade (e.g. master by
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Person at helm Surf ski/surf bo		1 Y 00 H Y	L. C.
Crew Swimmer	Crew Swimmer	Privacy Disclaimer Maritime Safety Queensland provides this form under the Transport Operation	s (Marine Safety) Act 1004 to assist in the management and limitation of advance
Passenger on vessel Diver	Passenger on vessel Diver	occurrences in Queensland waters. Some of the information may be released to staff have access to this information and will not disclose your details to any ot	s (Marine Safety) Act 1994 to assist in the management and limitation of adverse other Queensland government agencies and marine authorities. Authorised departmental her third party without your consent or unless required by law.
Water-skier Other	Mater-skier Other		
		odf - Page Number: 110 of 164	



#### Memorandum

Maritime Safety Queensland

Queensland Transport

Our rei PBP32910

Your ref

Date 14 January 2004

To

Kumar Fernando

Manager Marine Safety

Subject

Marine Incident: PBP32910 Combie Trader II

INCIDENT:

Combie Trader - Loss of bow door

LOCATION:

Bulwer Wrecks - Moreton Island

DATE:

01 October 2003

#### SUMMARY OF INCIDENT

SHIP 1

Name:

Combie Trader II

**Registration No:** 

4349QC

Class:

2C-1E-1D

Type:

Vehicle Ferry

Port:

Scarborough

Length:

34.9m

Owner:

Stradbroke Ferries PTY LTD

Master:

License:

Licence No:

Part Refuse Sch.4 Part 4 s.6 PI

- 1. At approximately 1530 on the 01 October 2003 the Combie Trader II departed the beach at Bulwer Wrecks latitude 27 04S longitude 153 21E. The wrecks are located on the northwestern shore of Moreton Island.
- The Combie Trader II lost its bow door, as attached Marine Incident Report submitted by the master.

**Operations Base** Maritime Safety

Enquiries John Kircher Telephone +61 7 (07)3860 3558 Facsimile +617

- The master after consideration to the safety of the vessel and passengers and the situation headed back to Scarborough.
- 4. Master contacted port control while in transit to Scarborough Harbour.
- Port control contacted Maritime Safety Queensland and from a direction from the Regional Harbour Master, Maritime Safety Officer's David Adams and John Kircher went to investigate the incident.
- 6. Maritime Safety Officers inspected the ship on the day of the incident and spoke to the master and checked the ships log books.
- 7. It is the opinion of the Marine Safety Officers in attendance that at no time was the ship or passengers put in any danger as procedures were put into place for the safety of all and there was minimum damage to the hull and no water ingress into the ship.
- 8. Attached to the report photos of the winch and the damage of the ship.
  - (1) Showing winch and the locking pin that failed
  - (2) The pin that failed
  - (3) Bow of the ship showing failed welds and fatigued bracket.
  - (4) Bow of the ship showing the only damage to the ship.
- 9. No person received injures because of the incident.
- 10. A written direction 001601 was given to the master of the ship and accepted, direction was entered into CIRMS.
- 11. The bow door of the ship was recovered and replaced.
- 12. Attached to this report is the Accredited Marine Surveyors report for the replacement of the bow door.
- 13. The written direction for the Combie Trader was lifted on the 08 October 2003 and entered into CIRMS

#### CONCLUSION

The loss of the bow door was a result of a number of factors which include but not limited too.

- Failed and fatigued brackets of the bow door
  - · Winch wire failing
  - Locking pin for winch failing

The master of the Combie Trader II acted responsibility in getting all passengers home with out incident.

#### RECOMMENDATIONS

I recommend the following:

- 1. No action is taken against the master.
- 2. The owner/s of Stradbroke Ferries conduct more stringent maintenance program in regards to the operation/condition of the bow door and associated equipment.
- 3. A review of the locking procedures for the bow door and a new design be considered.

A/Marine Safety Officer

John Kircher

Capt Richard C Johnson

Regional Harbour Master (Brisbane)

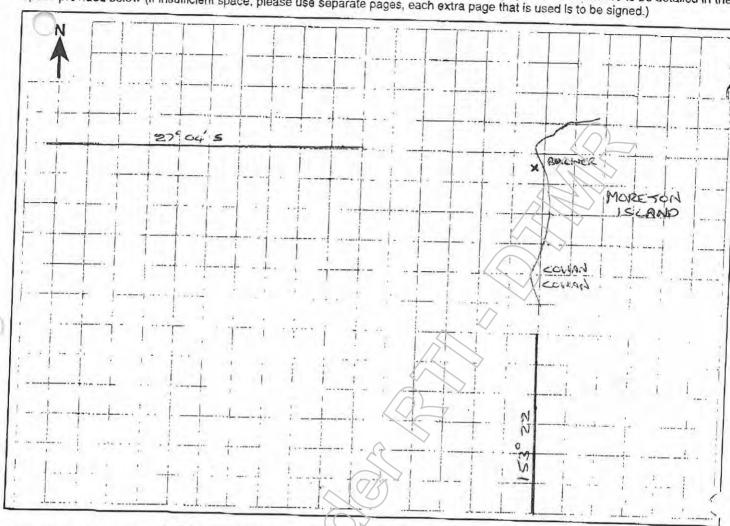
1, OCT. 2003;17:21 . . . BRIS PORT CONTROL 07 38951311 Marine Incident Report Tr form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the pearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office. Incident description THE SHELY OLD Position of incident PINKENBA Latitude Longitude Body of water/Landmark Bearing Distance 27 º 04 'S 153 021E BULLER WRECKS MORETON ISLAND 030 100/150m Location Date Time Inland waters Smooth waters Partially smooth waters Offshore 01/10/03 1532 Type of incident Collision Grounding Loss of ship Onboard incident between ships unintentional Structural failure falls within ship with a fixed object ☐ intentional crushing or pinching with floating object Loss of stability Capsizing other onboard injury with an animal slnking Fire with overhead obstruction Other personal injury swamping with submerged object hit by propeller or ship Explosion 1 flooding with wharf water skl incident Person parasailing incident overtoard Incident Severity Rating diving incident other personal injury Note - if more than 2 ships were involved attach. No. of ships involved caused by operation of ship details on a separate sheet Fatality Injury Ship lost Damage to property only No. of persons No. of persons Ship damaged No damage **Environmental Conditions Veather** Visibility Clear V Hazy Cloudy Rain Flood Other Good ✓ Fair Poor Water conditions Time of day Calm Choppy Rough Very Rough Strong current ✓ Day Twilight Night Wind speed None Light (up to force 2 / 1-7 knots) Moderate (force 3-4 / 8-16 knots) Strong (force 5-7 / 17-33 knots) Gale (force 8 and above / more than 33 knots) Ships involved Own ship Other ship Ship owner's details Ship owner's details Owner's name Owner's name STRADBROKE FERRIES Telephone (business hours) Telephone (after hours) Telephone (business hours) Telephone (after hours) 3286 2666 Not Relevant Address Address CLEVELAND Ship details Ship details Name of ship Name of ship COMBIE TRADER II fficial Registration no: Registering Authority Official Registration no. Registering Authority 4349 QC MARITIME SAFETY CLD. Length (metres) Beam (metres) Year built 1 84 ... Length (metres) Beam (metres) Year built 34 90 9 . 20 1988 No. of passengers No. of crew No. of passengers No. of crew on board on board on board on board Continued 70 Continued 3 over page . . . over page .

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Other (describe)	catamaran	hire & drive (planing hull) catamaran
	PASSENCIER FERRY	Other (describe)
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Own ship  Masters detalls	Other ship Masters details
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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.)



DEPARTED BULLIER Owner/Master's Report .... HRECKS 1530 AND BACKED OFF BEACH WASHING SAIND OFF DOOR AND SHUNG TO STO. WHILST PAISING DOOR. AS DEER REACHED LIMIT AND CONTACTED THE BOW THE PORT WINCH DRIVE PIN FAILED TO ENGAGE THE CABLE SPECK RESULTING IN THE DROPPING ON THE PORT THE RESULTING MOMENTUM AND LOAD CAUSED THE CABLE ON THE DOOR FELL AND WENT UNDER THE BUN AND THE LINES THE PIVET PINS PARTED FROM THE VESSEL. THE DOOR WENT TO THE 2704.4935 /153 21.768 E . AFTER ASSESSING THE HULL A TRUCK ON THE BOW WAS CHAINED DOWN, ROPE BARRIER PUT ALROSS VESSEL TO STOP AWY PERSONS GOING TO BOW AREA AND A DETAILED BRIEFING TO PASSENGERS PUT OVER P. A. SYSTEM AFTER CONSIDERATION OF CONDITIONS AND

SITUATION HEADED BACK TO SLARBORDINGH AND CENTALTED PORT CONTROL UNDER WAY ARRIVED SCARBORGUEN AT 1805 WITH NO INCIDENT CHOCADED VESSELC INSPECTED BY JOHN KIRCHER AND ACCEPTED WRITTEN DIRECTION

Assistance rendered/received at incident N	IA	3
--------------------------------------------	----	---

Signature (Owner/Ma

Part Refuse Sch.4 Part 4 s.6 PI

Date 02 / 10/

Name (please print)

Name and Status of person who assisted in completion of form (if applicable)

NIA

## Marine Incident Report PBP 3/924



is form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the nearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

incident description	
Position of incident	
Latitude Longitude Body of water/Landmark	Bearing Distance
26 °59 & IT3 ° 29 BETWEEN PAPE 1	MORETON & FLINDERS REEF ()-
Location	Date
Inland waters Smooth waters Partially smo	ooth waters Offshore 1811150 all
Type of incident	
Collision Grounding	Loss of ship Onboard incident
☐ between ships ☐ unintentions	Structural failure
with a fixed object intentional with floating object Capacizing	Loss of stability crushing or pinching other onboard injury
with an animal	Fire Other personal injury
with submarged object swamping	Explosion hit by propeller or ship
with wharf	water ski incident  Person parasailing incident
OVER DUE/LOST DIVERS X2	overboard   parasalling incident
Incident Severity Rating	other personal injury
No. of ships involved / Note - if more than 2 ships wer details on a separate sheet	
Fatality OUER DL	Ship lost Damage to property only
No. of persons No. of persons	Ship damaged No damage
Environmental Conditions	
Veather	Visibility
Clear Hazy Cloudy Rain Floo	( _ 0 )
Matau a a maliti a ma	
Vater conditions	Time of day
Vater conditions  ☐ Calm  ☐ Choppy ☐ Rough ☐ Very Rough	Time of day  Strong current  Day  Night  Twilight
Calm Choppy Rough Very Rough	Strong current
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)  Mode	
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)	Strong current
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)	Strong current Day Night Twilight  Pate (force 3-4 / 8-16 knots)
Calm Choppy Rough Very Rough  Wind speed  None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a	Strong current
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a	Strong current Day Night Twilight  Pate (force 3-4 / 8-16 knots)
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a Ships involved  Own ship  thip owner's details	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  above / more than 33 knots)  Other ship
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a Ships involved  Own ship  Chip owner's details  Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  Sabove / more than 33 knots)  Other ship  Ship owner's details  Owner's name
Calm Choppy Rough Very Rough Vind speed None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a Ships involved  Own ship hip owner's details wher's name  Part Refuse Sch.4 Part 4 s.6 Pl	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  above / more than 33 knots)  Other ship  Ship owner's details
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a Ships involved  Own ship Ship owner's details Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  elephone (business hours)  Telephone (after hours)	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  Sabove / more than 33 knots)  Other ship  Ship owner's details  Owner's name  Telephone (business hours)  Telephone (after hours)
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a Ships involved  Own ship Ship owner's details Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  Sabove / more than 33 knots)  Other ship  Ship owner's details  Owner's name
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a Ships involved  Own ship Ship owner's details Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  elephone (business hours)  Telephone (after hours)	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  Sabove / more than 33 knots)  Other ship  Ship owner's details  Owner's name  Telephone (business hours)  Telephone (after hours)
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots)  Strong (force 5-7 / 17-33 knots)  Gale (force 8 and a Ships involved  Own ship Ship owner's details Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  delephone (business hours)  Telephone (after hours)	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  above / more than 33 knots)  Other ship  Ship owner's details  Owner's name  Telephone (business hours)  Address  Address
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a Ships involved  Own ship Ship owner's details Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  elephone (business hours) Telephone (after hours)	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  Ship owner than 33 knots)  Other ship  Ship owner's details  Owner's name  Telephone (business hours)  Telephone (after hours)  Address  Ship details
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a Ships involved  Own ship  Chip owner's details  Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  Celephone (business hours) Telephone (after hours)  ddress	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  above / more than 33 knots)  Other ship  Ship owner's details  Owner's name  Telephone (business hours)  Address  Address
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a Ships involved  Own ship  Thip owner's details  Elephone (business hours) Telephone (after hours)  ddress  hip details  ame of ship  PRO DIVER	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  above / more than 33 knots)  Other ship  Ship owner's details  Owner's name  Telephone (business hours)  Address  Ship details  Name of ship
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a Ships involved  Own ship  Chip owner's details  Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  Elephone (business hours) Telephone (after hours)  ddress  hip details  ame of ship  PRO DUER  fficial Registration no. Registering Authority	Strong current  Day Night Twilight  Pate (force 3-4 / 8-16 knots)  above / more than 33 knots)  Other ship Ship owner's details Owner's name  Telephone (business hours)  Address  Ship details Name of ship  Official Registration no.  Registering Authority
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a Ships involved  Own ship  Chip owner's details  Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  Celephone (business hours) Telephone (after hours)  Address  hip details  ame of ship  PRO DIVER  fficial Registration no.  Registering Authority  AUCEUSCIPMO TRANSPORT	Strong current  Day  Night  Twilight  Twilight  Twilight  Tolor  Tolor  Tolor  Telephone (business hours)  Telephone (after hours)  Address  Ship details  Name of ship  Official Registration no.  Registering Authority
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a Ships involved  Own ship Ship owner's details Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  elephone (business hours) Telephone (after hours)  ddress  hip details ame of ship  PRO DUER  Official Registration no. Registering Authority	Strong current  Day  Night  Twilight  Pate (force 3-4 / 8-16 knots)  above / more than 33 knots)  Other ship  Ship owner's details  Owner's name  Telephone (business hours)  Address  Ship details  Name of ship  Official Registration no.  Registering Authority
Calm Choppy Rough Very Rough  Vind speed  None Light (up to force 2 / 1-7 knots) Mode  Strong (force 5-7 / 17-33 knots) Gale (force 8 and a Ships involved  Own ship  Chip owner's details  Owner's name  Part Refuse Sch.4 Part 4 s.6 Pl  Celephone (business hours) Telephone (after hours)  Address  Chip details  Chip details  Chip details  Chip details  Chip details  Chip details  Chip one (after hours)  Chip details  Chip	Strong current  Day  Night  Twilight  Twilight  Twilight  Tolor  Tolor  Tolor  Telephone (business hours)  Telephone (after hours)  Address  Ship details  Name of ship  Official Registration no.  Registering Authority

Own ship	Other ship
Туре	Туре
passenger PWC (jetski) sailing boat	passenger PWC (jetski) sailing boat
non passenger motorboat houseboat	non passenger motorboat houseboat
fishing speedboat rowing boat (planing hull)	fishing speedboat rowing boat (planing hull)
Other (describe)	Other (describe)
Commercial USL Class Recreation:	al Commercial USL Class Recreation
Engine	Engine
Outboard Inboard/Outboard	Outboard Inboard/Outboard
Inboard Petrol None	☐ Inboard Petrol ☐ None
Inboard Diesel Other (please specify)	Inboard Diesel Other (please specify)
No of operation of project in the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the co	No of engines Francisco
No. of engines Engine power	No. of engines Engine power
420	HP KW
Hull material	Hull material
Steel Ferro-cement	Steel Ferro-cement
Fibreglass/GRP Timber	Fibreglass/GRP Timber
Marine alloy	Marine alloy
Other (describe)	Other (describe)
Damage to ship	Damage to ship
Damage to ship  Lost	Damage to ship  Lost Moderate damage (damaged but ship remains seaworthy)  Major damage No damage (ship unseaworthy)
Lost Moderate damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship	Moderate damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Other ship
Lost Moderate damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons
Lost Moderate damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship	Moderate damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Other ship
(damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship  Persons  Part Refuse Sch.4 Part 4 s.6 Pl	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person
Lost Moderate damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship  Persons Part Refuse Sch.4 Part 4 s.6 Pl	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender  Date of birth
Lost	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender  Date of birth
Lost	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /
Lost	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /
Lost	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /
Lost	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address
Lost	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address
Lost	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours)  Telephone (after hours)
Lost   Moderate damage (damaged but ship remains seaworthy)   Major damage (ship unseaworthy)   No damage   No damage (ship unseaworthy)   Persons involved   Own ship   Part Refuse Sch.4 Part 4 s.6 Pl   Render   Date of birth   Male   Female   / / / / / / / / / / / / / / / / / /	Moderate damage (damaged but ship remains seaworthy)
Lost   Moderate damage (damaged but ship remains seaworthy)   Major damage (ship unseaworthy)   No damage   No damage (ship unseaworthy)   Persons involved   Own ship   Part Refuse Sch.4 Part 4 s.6 Pl   Sender   Date of birth   Male   Female   / / / / / / / / / / / / / / / / / /	Moderate damage (damaged but ship remains seaworthy)
Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship  Deceased or injured persons  Part Refuse Sch.4 Part 4 s.6 Pl  Gender Male Female /  Address  Date of birth  Male ddress  Persons hours)  Persons involved  Own ship  Date of birth  Male female /  Address  Persons injury status  Persons injury status  Fatality Missing person  Serious injury injury (not requiring hospital treatment)  Ctivity of injured or deceased	Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  No damage  No d
Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship  Part Refuse Sch.4 Part 4 s.6 Pl  Gender Male Female /  Male Female /  Male Female /  Missing person  Serious injury Missing person  Serious injury Missing person  Serious injury Missing person  Minor injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master) Jet-skier	Major damage (damaged but ship remains seaworthy)
Major damage (ship unseaworthy)  Persons involved  Own ship  Deceased or injured persons  Part Refuse Sch.4 Part 4 s.6 PI  Gender Date of birth  Male Female /  Address  Delephone (business hours)  Patality Missing person  Serious injury Missing person	Major damage (damaged but ship remains seaworthy)
Major damage (ship unseaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship  Deceased or injured persons  Part Refuse Sch.4 Part 4 s.6 PI  Gender Male Female / / /  Male Female / /  Patender Male Missing person  Selephone (business hours)  Patender / /  Male Male Missing person  Selephone (business hours)  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer	Major damage (damaged but ship remains seaworthy)
Lost   Moderate damage (damaged but ship remains seaworthy)   Major damage (ship unseaworthy)   No damage (ship unseaworthy)   No damage (ship unseaworthy)   Persons involved	Major damage (damaged but ship remains seaworthy)
Major damage (damaged but ship remains seaworthy)  Major damage (ship unseaworthy)  Persons involved  Own ship  Deceased or injured persons  Part Refuse Sch.4 Part 4 s.6 PI  Gender Male Female / / /  Male Female / /  Address  Pelephone (business hours) Telephone (after hours)  Injury status  Fatality Missing person  Serious injury Missing person  Serious Missing Person  Serious Missing Person  Serious Missing Person  Serious Missing Person  Serious Missing Person  Serious Missing Person  Serious Missing Person	Major damage (damaged but ship remains seaworthy)

Masters details  Master's name  Gender Date of birth  Male Female / /  Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Issue date Expiry date (it applicable)  Address  Telephone (business hours) Telephone (after hours)
Male Female / /  Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Issue date Expiry date (if applicable)  / / / / / / / / / / / / / / / / / / /
Male Female / /  Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Issue date Expiry date (if applicable)  / / / Address
Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Issue date Expiry date (if applicable)  Address
Licence no. Issuing Authority  Issue date Expiry date (if applicable)  Address
Licence no. Issuing Authority  Issue date Expiry date (if applicable)  Address
Issue date Expiry date (if applicable)  Address
Issue date Expiry date (if applicable)  Address
Issue date Expiry date (if applicable)  Address
Address
Address
Telephone (business hours) Telephone (after hours)
Telephone (business hours)  Telephone (after hours)
Telephone (business hours)  Telephone (after hours)
Watchkeeper Person at the helm
Master Crewmember Passenger Name
Gender Date of birth
Male Female / /
Licence type and grade (e.g. Master 5)
chorno typo and grade (e.g. Master 3)
Licence no. Issuing Authority
Issue date Expiry date (if applicable)
Address
Telephone (business hours) Telephone (after hours)
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er page

# 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.) T FIRST SEARCH 77- SECOND SEARCH. DIVERS MICKED UF 27 02.263'5 PLEASE TACHED SHEETS Owner/Master's Report Assistance rendered/received at incident REDCLIFFE COIFST 6-UIARD, RESCUE 500; 65 OLIVE BRISBANE WATER POCICE; VARIOUS OTHER COIFST GUARD VESSELS WERE DISPATCHED BUT DIVERS WERE LOCATED BY RESCUE 500 BEFORE THEIR ARRIVAL. Signature (Qwner/I Date 2/1/(/0/ Part Refuse Sch.4 Part 4 s.6 PI

Name and Status of person who assisted in completion of form (if applicable)

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Name (please print)

	Persons involved - continued
Other ship	Own ship
Туре	Masters details
passenger PWC (jetski) sailing bc	Mar s name
non passenger motorboat houseboat	Part Refuse Sch.4 Part 4 s.6 PI
fishing speedboat rowing boat	Gender Date of birth  Male Female
hire & drive (Planing Hair) Catamaran	Maio Tranale
Other (describe)	Licence type and grade (e.g. Master 5)
nal Commercial USL Class Recreational	
	Licence no. Issuing Authority
Engine	
Outboard Inboard/Outboard	Issue date Expiry date (if applicable)
Inboard Diesel Other (please specify)	Address
No of engines Engine power	
	lephone (business hours) Telephone (after hour
	Watchkeeper / Person at the helm
	Role
	Master Crewmember Passenger
	Name
Damage to ship	As Above.
	Gender Date of birth
(damaged but ship remains seaworthy)	Male Female / /
Major damage  (ship unseaworthy)  No damage	Licence type and grade (e.g. Master 5)
	Licence no. Issuing Authority
Tham of deceased of injured persons	sue date Expiry date (if applicable)
Gender Date of birth	
Male Female // /	Address
Address	
	Telephone (business hours) Telephone (after hours)
Telephone (business hours) Telephone (after hours)	
Injury status	C
Fatality Missing person	
Serious injury Mingr injury (not requiring hospital	
treatment)	
Activity of injured or deceased	
treatment)  Activity of injured or deceased  Person in charge (Master)  Jet-skier	
treatment)  Activity of injured or deceased  Person in charge (Master)  Person at helm  Surf ski/surf board rider	
treatment)  Activity of injured or deceased  Person in charge (Master)  Person at helm  Surf ski/surf board rider  Crew  Swimmer	
treatment)  Activity of injured or deceased  Person in charge (Master)  Person at helm  Surf ski/surf board rider  Crew  Swimmer  Passenger on vessel  Diver	
treatment)  Activity of injured or deceased  Person in charge (Master)  Person at helm  Surf ski/surf board rider  Crew  Swimmer	
	passenger   PWC (jetski)   sailing bc   non passenger   motorboat   houseboat   fishing   speedboat   gatamaran   Other (describe)   Other (describe)   Pate   Inboard Petrol   None   Inboard Petrol   None   Inboard Diesel   Other (please specify)   No. of engines   Engine   Dother (describe)   Perro-cement   Fibreglass/GRP   Timber   Marine alloy   Other (describe)   Damage to ship   Lost   Moderate damage (ship unseaworthy)   Major damage (ship unseaworthy)   No damage   Other ship   Deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Telephone (business hours)   Telephone (after hours)   Injury status   Injury status

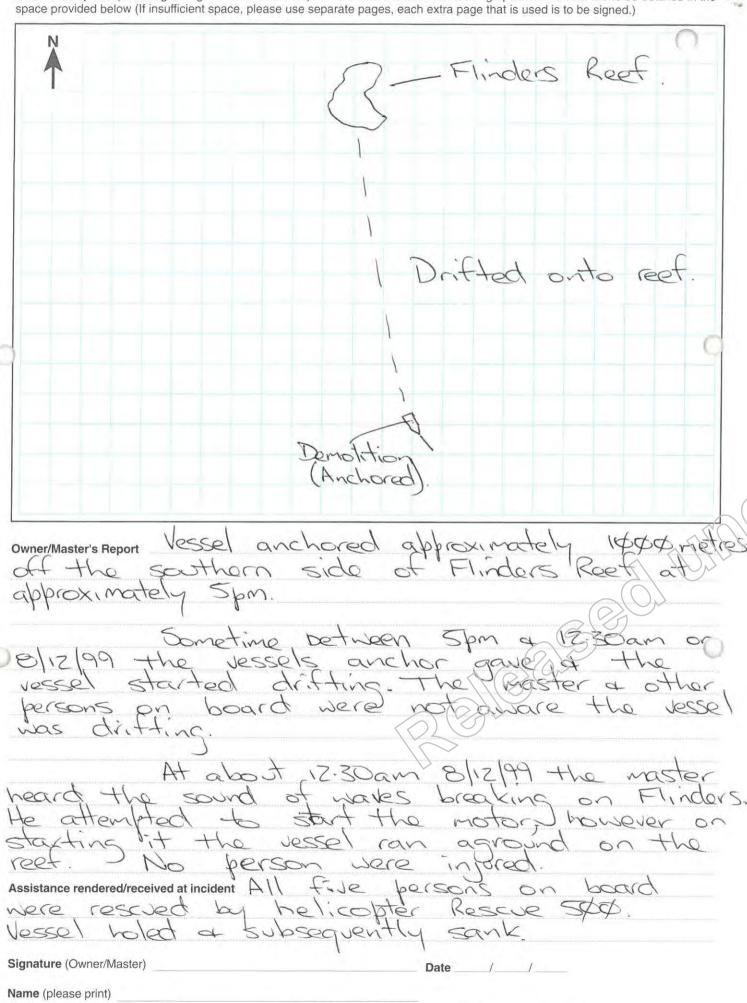
Own ship	Other ship
Maters details Maters name	Masters details Master's name
Part Refuse Sch.4 Part 4 s.6 Pl	That is that it
Gender Date of birth	Gender Date of birth
Male Female	Male Female
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Licence no. Issuing Authority	Licence no. Issuing Authority
Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
Address	Address
Jack and Couring and Lawrence	
lephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Watchkeeper / Person at the helm	Watchkeeper / Person at the helm
Role	Role
Master Crewmember Passenger	Master Crewmember Passenger
Vame	Name
As Above.	
Gender Date of birth	Gender Date of birth
Male Female / /	Male Female / /
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
71, 600 00 00 00 00 00 00 00 00 00 00 00 00	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
Tanan American	
Licence no. Issuing Authority	Licence no. Issuing Authority
	ice and individual in the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the seco
sue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
1 1 1 1	
Address	Address
74/30 5/15	7,3333
	(2417 4417 4417 4417

Continued over page . . .

Name and Status of person who

assisted in completion of form (if applicable)

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





## **Marine Incident Report**



This is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to

	the r. , est Hegional Harbour Master or Queensland Police S	Service (Water Police) or Queensland	Boating and Fisheries Patrol Office.
	Incident description		
	Position of incident		
	Latitude Longitude Body of water/Landmark		Bearing Distance
	Z6 3888 153 ° Z9 'E FLINDERS F	KEEF	
	Location		ate Time
	Inland waters Smooth waters Partially smo	oth waters	3/17/99 12.3¢ am
	Type of incident		
	Collision	Loss of ship	Onboard incident
of	<ul><li>□ between ships</li><li>□ with a fixed object</li><li>□ unintentional</li></ul>	1 Juliuctural failure	falls within ship crushing or pinching
21.	with floating object Capsizing	Loss of stability	other onboard injury
	with overhead obstruction sinking	Fire	Other personal injury
	with submerged object \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Explosion	hit by propeller or ship water ski incident
9	with wharf	Person	parasailing incident
	Incident Severity Rating	•	diving incident other personal injury
	No. of ships involved Note - if more than 2 ships wer details on a separate sheet	re involved attach	caused by operation of ship
	Fatality Injury	Ship lost	Damage to property only
	No. of persons No. of persons	Ship damaged	No damage
	Environmental Conditions		
	Weather	Visib	ility
	Clear Hazy Cloudy Rain Floor	od Other G	ood Fair Poor
Donato C	Water conditions		of day
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Calm Choppy Rough Very Rough	Strong current D	ay Night Twilight
	Wind speed	water (favor 0 4 / 0 10 limits)	
<b>&gt;</b>		rate (force 3-4 / 8-16 knots)	
000		above / more than 33 knots)	
00	Ships involved		
Hoose	Own ship	Other ship	
102291	Ship owner's details Owner's name	Ship owner's details	
vest 1	Owners name	Owner's name	
	Telephone (business hours)  Telephone (after hours)	Telephone (business hours)	Telephone (after hours)
ster			
Lindovs	Address	Address	
7.100.3	Part Refuse Sch.4 Part 4 s.6 PI		
H_0			
100	Ship details	Ship details	
	Name of ship	Name of ship	
	Official Registration as Presistation Authority	Official Residentials	Secretaria de la companya della companya della companya de la companya della comp
	Official Registration no.  Registering Authority  HL Ø8ØØ Qld Transpor	Official Registration no.	Registering Authority
	Length (metres) Beam (metres) Year built	Length (metres) Beam (metres	s) Year built
	7 m	Lengur (metres) beam (metres	1 real built
	No. of passengers No. of crew	No. of passengers No. of cre	
	on board on board Continued	on board on board	
35-06037.pdf - Page	Number: 123 of 164 over page		over page Sep 98



## **Marine Incident Report**

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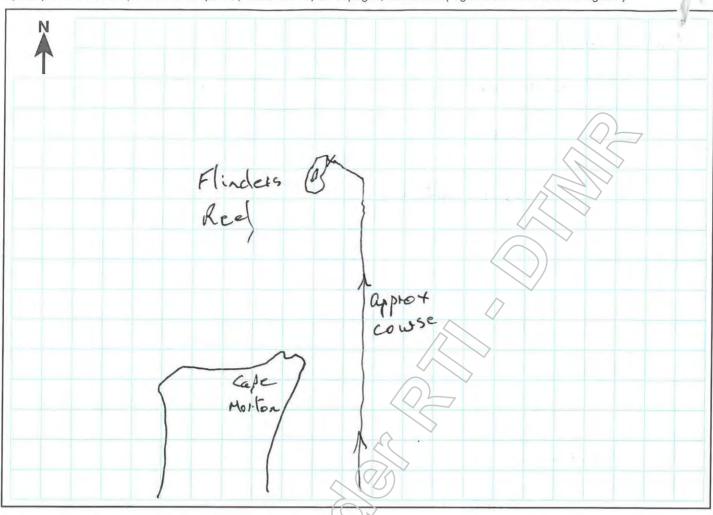
This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the nearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

Incident description	
Position of incident	
Latitude Longitude Body of water/Landmark	Bearing Distance
26°568 153°29 E [LINDERS RE	Er later
Location	Date
☐ Inland waters ☐ Smooth waters ☐ Partially smoo	
Type of incident	applex
Collision Grounding	Loss of ship Onboard incident
between ships unintentional	
with a fixed object intentional	Crushing or pinching
with floating object Capsizing	Loss of stability Other onboard injury
☐ with an animal ☐ sinking ☐ sinking	Fire Other personal injury
with submerged object swamping flooding	Explosion hit by propeller or ship water ski incident
with wharf	Person parasailing incident
Incident Coverity Detine	overboard diving incident
Incident Severity Rating	other personal injury caused by operation of ship
No. of ships involved Note - if more than 2 ships were details on a separate sheet	involved attach
Fatality Injury	Ship iost Damage to property only
No. of persons No. of persons	Ship damaged No damage
Environmental Conditions	
Weather	Visibility
Clear Hazy Cloudy Rain Floor	
Water conditions	Time of day
Calm Choppy Rough Very Rough	Strong current Day Night Twilight
Wind speed	
None Light (up to force 2 / 1-7 knots)	ate (force 3-4 / 8-16 knots)
Strong (force 5-7 / 17-33 knots) Gale (force 8 and ab	pove / more than 33 knots)
Ships involved	
Own ship	Other ship
Ship owner's details	Ship owner's details
Owner's name	Owner's name
Part Refuse Sch.4 Part 4 s.6 Pt	
Telephone (business hours) Telephone (after hours)	Telephone (business hours)  Telephone (after hours)
Address	Address
Ship details	Ship details
Name of ship	Name of ship
WIGGY	
Official Registration no. Registering Authority	Official Registration no. Registering Authority
5.5.R. UK	
Length (metres) Beam (metres) Year built	
Longar (metres) Deam (metres) rear built	Length (metres) Beam (metres) Year built
	Length (metres) Beam (metres) Year built
9.5 2.5 1964	
9.5 2.5 1964	

Ships involved - continued	
Own ship	Other ship
Туре	Туре
passenger PWC (jetski) sailing boat	passenger PWC (jetski) sailing boat
non passenger motorboat houseboat	non passenger motorboat houseboat
fishing speedboat rowing boat (planing hull)	fishing speedboat rowing boat (planing hull)
catamaran	Catamaran
Other (describe)	Other (describe)
Commercial USL Class Recreation	nal Commercial USL Class Recreation
Engine	Engine
Outboard Inboard/Outboard	Outboard Inboard/Outboard
Inboard Petrol None	Inboard Petrol None
Inboard Diesel Other (please specify)	Inboard Diesel Qtinei (please specify)
lo. of engines Engine power	No. of engines Engine power
ONE 13 HP	HP
ull material	Hull material
Steel Ferro-cement	Steel Ferro-cement
Fibreglass/GRP Timber	Fibreglass/GRP Timber
Marine alloy	Marine alloy
Other (describe)	Other (describe)
J. Carlot (Goddingo)	- Cities (goodinge)
amage to ship	Damage to ship
☐ Moderate damage (damaged but ship remains seaworthy)	Moderate damage (damaged but ship remains seaworthy)
Major damage (ship unseaworthy)  Persons involved	Major damage
Major damage (ship unseaworthy)  Persons involved	Major damage (ship unseaworthy) No damage
Major damage (ship unseaworthy)  Persons involved  Own ship eceased or injured persons	Major damage No damage (ship unseaworthy)  Other ship Deceased or injured persons
Major damage (ship unseaworthy)  Persons involved  Own ship eceased or injured persons	Major damage No damage (ship unseaworthy)  Other ship
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person
Major damage (ship unseaworthy)  Persons involved  Own ship eceased or injured persons ame of deceased or injured person  ender  Date of birth	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender  Male  Female  No damage  No damage	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender  Male  Female  No damage  No damage	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth
Major damage (ship unseaworthy)  Persons involved  Own ship eceased or injured persons ame of deceased or injured person  ender  Male  Female  No damage  No damage	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Female  ddress	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Female  ddress	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /
Major damage (ship unseaworthy)  Persons involved  Own ship eceased or injured persons ame of deceased or injured person  ender Male Female  Iddress	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Horress  Date of birth Alle Horress  ephone (business hours)  Telephone (after hours)	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Horress  Date of birth Alle Horress  ephone (business hours)  Telephone (after hours)	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours)  Telephone (after hours)
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Hale Hale Hale Hale Hale Hale Hale H	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours)  Telephone (after hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender  Male  Gdress  Date of birth  ddress  dephone (business hours)  Jelephone (after hours)  jury status  Fatality  Missing person  Serious injury  Minor injury (not requiring hospital treatment)	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours) Telephone (after hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Female  ddress  Jelephone (business hours)  Jelephone (after hours)  jury status Fatality Missing person Serious injury Minor injury (not requiring hospital treatment)  ctivity of injured or deceased	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Male Female  ddress  Date of birth  ddress  lephone (business hours)  Jetephone (after hours)  jury status Fatality Missing person Serious injury Minor injury (not requiring hospital treatment)  ctivity of injured or deceased  Person in charge (Master)  Jet-skier	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master)  Jet-skier
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Female  ddress  Jelephone (business hours)  Jelephone (after hours)  jury status Fatality Missing person Serious injury Minor injury (not requiring hospital treatment)  ctivity of injured or deceased	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Male Male Female  ddress  Jelephone (business hours)  Jelephone (after hours)  jury status Fatality Missing person Serious injury Minor injury (not requiring hospital treatment)  ctivity of injured or deceased  Person in charge (Master)  Jet-skier	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female  Address  Telephone (business hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master)  Jet-skier
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Date of birth Male Female / ddress  Date of birth Missing person  Serious injury Missing person  Serious injury Minor injury (not requiring hospital treatment)  ctivity of injured or deceased  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours) Telephone (after hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Date of birth Male Female / ddress  lephone (business hours)  Jury status Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  ctivity of injured or deceased  Person in charge (Master)  Person at helm  Crew  Passenger on vessel  No damage  No	Other ship  Deceased or injured persons Name of deceased or injured person  Gender Male Female Address  Telephone (business hours)  Injury status Fatality Missing person Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased Person in charge (Master) Person at helm Crew Swimmer Passenger on vessel Diver
Major damage (ship unseaworthy)  Persons involved  Own ship  eceased or injured persons ame of deceased or injured person  ender Date of birth Male Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / ddress  Date of birth Male I Female / Date of birth Male I Female / Date of birth Male I Female / Date of birth Male I Female / Date of birth Date of birth Date of birth Male I Female / Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth Date of birth	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons  Name of deceased or injured person  Gender Date of birth  Male Female / /  Address  Telephone (business hours) Telephone (after hours)  Injury status  Fatality Missing person  Serious injury Minor injury (not requiring hospital treatment)  Activity of injured or deceased  Person in charge (Master) Jet-skier  Person at helm Surf ski/surf board rider  Crew Swimmer

wn ship	Other ship
Ma ters details Master's name	Masters details Master's name
Part Refuse Sch.4 Part 4 s.6 PI	
Gender Date of birth  Male Female	Gender Date of birth Male Female / /
Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Licence no. Issuing Authority	Licence no. Issuing Authority
Issue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
	/ / / / / /
Address	Address
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Role	Watchkeeper / Person at the helm Role  Master Crewmember Passenger
Role  Master Crewmember Passenger  Name  Gender Date of birth  Male Female	
Role  Master Crewmember Passenger  Name  Gender Date of birth  Male Female  Licence type and grade (e.g. Master 5)	Role  Master Crewmember Passenger  Name  Gender Date of birth  Male Female / /
Gender Date of birth Male Female Licence type and grade (e.g. Master 5)	Role  Master Crewmember Passenger  Name  Cender Date of birth  Male Female / /  Licence type and grade (e.g. Master 5)
Role  Master Crewmember Passenger  Name  Gender Date of birth  Male Female  Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  ssue date Expiry date (if applicable)	Role  Master Crewmember Passenger  Name  Cender Date of birth  Male Female / /  Licence type and grade (e.g. Master 5)
Role  Master Crewmember Passenger  Name  Gender Date of birth  Male Female  Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Ssue date Expiry date (if applicable)	Role  Master Crewmember Passenger  Name  Cender Date of birth  Male Female / /  Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Issue date Expiry date (if applicable)
Role  Master Crewmember Passenger  Name  Gender Date of birth  Male Female  Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Ssue date Expiry date (if applicable)	Role  Master Crewmember Passenger  Name  Cender Date of birth  Male Female / Licence type and grade (e.g. Master 5)  Licence no. Issuing Authority  Issue date Expiry date (if applicable) ////

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.)



	altered course	too soon due to	
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	estor on having	ation. Hit reef.	
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(0/3			***************************************
	/		
ssistance rendered/received	d at incident		
gnature (Owner/Maste		Date 0 2 106 1 99	
A A	Part Refuse Sch.4 Part 4 s.6 PI	_ Date = _ / _ / _ / _ / _ / _ /	
ame (please print)			



## **Marine Incident Report**



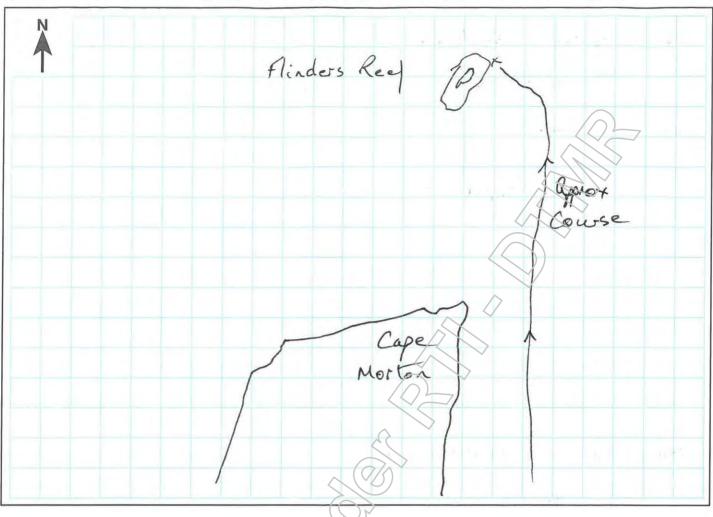
This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the nearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

Incident description	
Position of incident	
Latitude Longitude Body of water/Landmark	Bearing Distance
26°58'S 153°29 E Flinders Ree	
Location	Date Time
☐ Inland waters ☐ Smooth waters ☐ Partially smooth	h waters Offshore 01/06/99 0/30 am
Type of incident	approx
Collision Grounding	Loss of ship Onboard incident
☐ between ships ☐ unintentional	Structural failure falls within ship
with a fixed object intentional with floating object	crushing or pinching
with an animal	Loss of stability other onboard injury  Fire Other personal injury
with overhead obstruction sinking swamping	hit by propollor or chip
with submerged object flooding	water ski incident
	Person parasailing incident diving incident
Incident Severity Rating	other personal injury
No. of ships involved ONE Note - if more than 2 ships were in details on a separate sheet	nvolved attach caused by operation of ship
Fatality Injury	Ship lost Damage to property only
No. of persons No. of persons	Ship damaged No damage
Environmental Conditions	
Weather	Visibility
Clear Hazy Cloudy Rain Flood	
Water conditions	Time of day
Calm Choppy Rough Very Rough	Strong current Day Night Twilight
Wind speed	
None Light (up to force 2 / 1-7 knots) Moderat	re (force 3-4 / 8-16 knots)
Strong (force 5-7 / 17-33 knots) Gale (force 8 and about	ove / more than 33 knots)
Ships involved	
Own ship	Other ship
Ship owner's details	Ship owner's details
Owner's name	Owner's name
Part Refuse Sch.4 Part 4 s 6 21	
Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
L (NG)	
Address	Address
(%)	//
Chin dataile	Chin details
Ship details Name of ship	Ship details Name of ship
WIGGY	
Official Registration no. Registering Authority	Official Registration no. Registering Authority
RYA SSR	
Length (metres) Beam (metres) Year built	Length (metres) Beam (metres) Year built
9.5 2.5 1964	
No. of passengers No. of crew on board Continued	No. of passengers No. of crew on board Continued
	Continued Form F3071 over page Sep 98

Own ship		Other ship	
Туре		Туре	
passenger	WC (jetski) sailing boat	passenger PW	C (jetski) sailing boat
non passenger m	otorboat houseboat	non passenger mote	orboat houseboat
fishing sp	peedboat rowing boat	fishing spee	edboat rowing boat
hire & drive	laning hull) acatamaran	hire & drive	ning hull) catamaran
Other (describe)		Other (describe)	
Commercial USL Clas	Recreationa	Commercial USL Class	Recreation
Engine		Engine	
Outboard I	nboard/Outboard	Outboard Inb	oard/Outboard
☐ Inboard Petrol ☐ N	lone	☐ Inboard Petrol ☐ Ner	ne
Inboard Diesel	Other (please specify)	Inboard Diesel Ot	her (please specify)
No. of engines Engine pow		No. of engines Engine power	
ONE	3 HP		HP KW
Hull material		Hull material	
Steel	Ferro-cement	Steel	erro-cement
Fibreglass/GRP	Timber	Fibreglass/GRP T	imber
Marine alloy		Marine alloy	
Other (describe)		Other (describe)	
Domono to oblin		Damage to ship	
		Daniege to Ship	
Lost Moderate d	amage	Moderate dan	nage t ship remains seaworthy)
Lost Moderate d (damaged b	out ship remains seaworthy)	Moderate dan (damaged but	t ship remains seaworthy)
(damaged to Major damage (ship unseaworthy)	lamage but ship remains seaworthy)  No damage	Moderate dan	nage t ship remains seaworthy) No damage
Lost Moderate de (damaged by Major damage (ship unseaworthy)  Persons involved	out ship remains seaworthy)	Major damage (ship unseaworthy)	t ship remains seaworthy)
Lost Moderate d (damaged b  Major damage (ship unseaworthy)	out ship remains seaworthy)	Moderate dan (damaged but	t ship remains seaworthy)
Lost Moderate de (damaged be de (ship unseaworthy)  Persons involved  Own ship  Deceased or injured person	out ship remains seaworthy)  No damage	Major damage (ship unseaworthy)  Other ship Deceased or injured persons	t ship remains seaworthy) No damage
Lost Moderate de (damaged by the control of deceased or injured person deceased or injured person deceased or injured person deceased or injured person deceased or injured person deceased or injured person deceased or injured person deceased or injured person deceased or injured deceased or injured deceased or injured deceased or injured deceased or injured deceased or injured deceased or injured deceased or injured deceased or injured deceased dece	out ship remains seaworthy)  No damage	Major damage (ship unseaworthy)  Other ship	t ship remains seaworthy) No damage
Major damage (ship unseaworthy)  Persons involved  Own ship  Deceased or injured person Name of deceased or injured  NONE	No damage  No person	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons Name of deceased or injured persons	t ship remains seaworthy)  No damage  erson
Major damage (ship unseaworthy)  Persons involved  Own ship  Deceased or injured person Name of deceased or injured  NONE  Gender  Date	out ship remains seaworthy)  No damage	Major damage (ship unseaworthy)  Other ship  Deceased or injured persons Name of deceased or injured persons Gender  Date	t ship remains seaworthy) No damage
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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.)



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## Investigation into a Marine Incident involving the Contact of Pro Diver, registration number 12819QC, and Abyss, registration number 3423QC,

in waters of the South Pacific Ocean near Flinders Reef on 23 February 2002

#### SUMMARY

At about 1000 hours on Saturday, 23 February 2002, dive vessel *Pro Diver*, which was attempting to anchor over the wreck of *Crusader II* near Flinders Reef, came into contact with the dive vessel *Abyss*, which was already at anchor over the same wreck. The contact resulted in minor damage to the bow rail of *Abyss*, but negligible or no damage to *Pro Diver*. The subsequent investigation, conducted by a Shipping Inspector of the Queensland Boating and Fisheries Patrol, revealed that insufficient evidence existed to substantiate any offence pursuant the *Transport Operations* (*Marine Safety*) *Act*.

#### PARTICIPANT VESSELS

The Abyss is a Queensland registered dive vessel, USL Class 1D and 2C, registration number 3423QC, owned and operated by

The vessel has a registered length of 7.80 metres, a beam of 3.00 metres, and a draught of 0.78 metres. She has a white fibreglass hull and a white fibreglass superstructure. Main propulsion is provided by two 149.2 kW Yamaha outboard engines which drive single propellers.

The master of Abyss is the holder of the appropriate licence as required by the Transport Operations (Marine Safety) Act.

The *Pro Diver* is a Queensland registered dive vessel, USL Class 1C, registration number 12819QC, owned and operated by Kooltana P/L of Milton. The vessel has a registered length of 12.09 metres, a beam of 4.87 metres, and a draught of 1.39 metres. She has a white fibreglass hull and a predominantly white fibreglass superstructure. Main propulsion is provided by two 298.5 kW Cummins Diesel engines which drive a single propellers.

The master of Pro Diver is the holder of the appropriate licence as required by the Transport Operations (Marine Safety) Act.

#### STATEMENT BY MASTER OF ABYSS

The master of *Abyss* stated that his vessel, on the date in question, was crewed by himself, a dive master and a dive instructor, and was carrying 7 passengers (divers). He stated that *Abyss* arrived at the wreck of *Crusader II* at about 0940 hours and let her anchor go. He stated that *Abyss* was subsequently brought up over the wreck and that all except two divers entered the water and commenced a dive. He stated

that Abyss was anchored in approximately 20 metres of water and that the scope of the anchor chain was approximately 40 metres.

The master of *Abyss* further stated that at about 1000 hours, *Pro Diver* arrived and appeared to search for suitable anchorage. He stated that *Pro Diver* let her anchor go when approximately 20 metres off the starboard bow of *Abyss*, and that she appeared to attempt to secure. He stated that the action of wind and current caused *Pro Diver* to drift in the direction of *Abyss*. He stated that *Pro Diver* let out more anchor chain (possibly in an attempt to drift past *Abyss*) but that the port side of *Pro Diver* came into contact with the starboard side of *Abyss*.

The master of *Abyss* stated that *Pro Diver* subsequently dropped her anchor chain and drifted away from *Abyss*. He stated that *Pro Diver* became clear of *Abyss* and eventually made her way to a mooring buoy at Flinders Reef. He stated that no person was injured during the incident but that contact resulted in minor damage to the bow rail of *Abyss*.

#### STATEMENT BY MASTER OF PRO DIVER

The master of *Pro Diver* stated that his vessel, on the date in question, was crewed by himself, a dive supervisor and three deckhands, and was carrying 20 passengers (divers). He stated that *Pro Diver* arrived at the wreck of *Crusader II* just before 1000 hours and he noted that the dive vessel *Abyss* was already anchored over the wreck. He stated that he manoeuvred *Pro Diver* over the area of the wreck in an attempt to find suitable anchorage. He also stated that he observed divers from *Abyss* entering the water and descending that vessel's anchor line.

The master of *Pro Diver* further stated that eventually he selected a location over the bow of *Crusader II* that he believed was suitable for anchorage. He stated that he signalled his crew to let the anchor go when *Pro Diver* was approximately 20 metres off the starboard side of Abyss.

The master of *Pro Diver* further stated that, after the anchor was let go, he noted that the combination of wind and current pushed his vessel in the direction of *Abyss*. He stated that he signalled his crew that he intended to abort the dive and manoeuvre *Pro Diver* clear of *Abyss*.

The master of *Pro Diver* further stated that his crew informed him that divers from *Abyss* were on the surface of the water just off the stern of his vessel. He stated that he was concerned for the safety of these divers, immediately placed both engines in neutral and ceased manoeuvring *Pro Diver*. He stated that the wind and current continued to act upon his vessel and eventually, that the port side of *Pro Diver* came into centact with the starboard side of *Abyss*.

The master of *Pro Diver* stated that his vessel failed to drift clear of *Abyss* and that he instructed his crew to drop *Pro Diver's* anchor chain. He stated that *Pro Diver* eventually drifted away from *Abyss* and that he subsequently made way to a mooring

buoy at Flinders Reef. He stated that no person was injured during the incident and that contact resulted in negligible or no damage to *Pro Diver*.

#### COMMENT

Although relatively minor in nature, the collision does come within the meaning of "marine incident" as provided by section 123 of the *Transport Operations (Marine Safety) Act*. It satisfied the provisions of section 123(1)(f) of the Act in that the event caused material damage to one of the participant vessels.

However, there seems to be no evidence by which a prosecution for an effence might be justified. The versions of the incident as provided by the masters of the participant vessels tend to corroborate one another and suggest that the action of wind and current, together with concern for divers in the water, was the solitary cause of this incident. It would seem that both masters have satisfied their obligations with respect to the *Transport Operation (Marine Safety) Act* and *Regulations* and the relevant *Collision Regulations*.

#### RECOMMENDATION

With respect to this marine incident, it is recommended that no further action be taken against either the master of *Pro Diver* or the master of *Abyss*. There appears to be insufficient evidence to warrant any further investigation.

Please find attached all previous correspondence, including the Marine Incident Reports furnished by the respective masters.

Furnished for your attention.

P.E. KLEINIG
SHIPPNG INSPECTOR

S.G. DUNN
DISTRICT MANAGER
QUEENSLAND BOATING AND FISHERIES PATROL (BRISBANE)

## **Marine Incident Investigation Report**



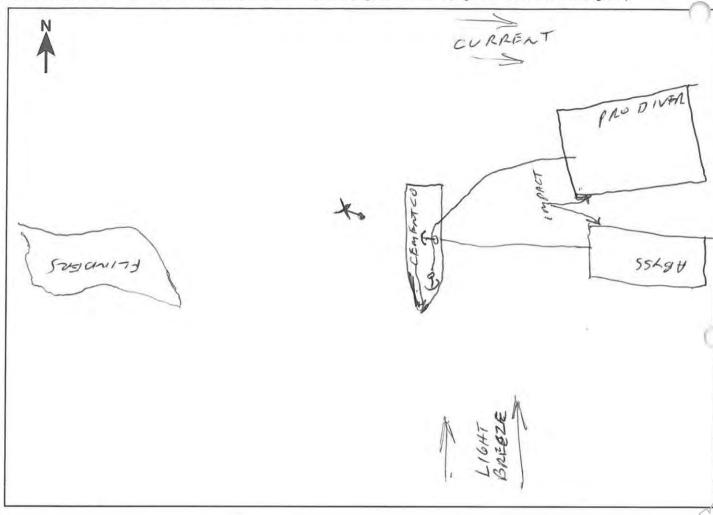
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4 Is any further action recommended?
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Cause of the incident is considered to be: - Toucens for ollier safety +
conditions of sea & weather Go to 6
5 Further action recommended?
(i) Prosecution pursuant to Section of
because
The prosecution brief will be prepared by
Cause of the incident is considered to be:-

(ii)	Caution pursual	nt to Section	of		*************************	
,,			Constitution and the Constitution of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the Sta		) 9 V 3 K. (1994 - 1986)   Tamba	
	Cause of the inc	cident is considered t	to be:			
(iii)	Suspension/Car	ncellation/Amendmer	nt to licence - name	of holder		
	because		one montantial canalis	A sing malificant to the grade in the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and th		
	Cause of the inc	sident is considered t	o be:-			
(iv)	Refer to Regiona	al Harbour Master, b	ecause			
	Cause of the inc	ident is considered t	o be:-			
(v) 🗌	Refer to Senior S	Shipping Inspector, b	ecause			
	Cause of the inc	ident is considered to	o be:-	***************************************		
Signati	ure		Date _	//		
Name	(Please print)		Title		******************	(******************
1	llowing document	ts accompany this re		KLEINIG		0
-	eport from investi arine Incident Rep	(Name of	officer) Chart Extract/s	CENTO		
Record	d/s of Interview:-	Owner	Operator	Master	Crew	
Intervie	ew/Statements:-	Owner Owner	Operator	Master	Crew	☐ Witness/s
Report	s:- Sur	veyor 🗆 Insp	ection			
Photog	graphs:	Identification List	Photograp	hs Nos. 1 to	5***10.0* 1.3 6 X 8	
Other r	elevant documer	nts:	***********************************	(Specify		*****************
А сору	of this report has	s been forwarded to:		(open)		
	nior ipping Inspector	ØDOT Prosecutions	Police Prosecutions	Regional Harbour M	Master BRIS	5BANE
Signatu	ure		Date Z	2 1 0 3 1 0 2	2	
Name	(Please print) P. E	E KLEINIG	Title	Shippin	7 Jusque	ector

7

Steel   Ferro-cement   Steel   Ferro-cement   Steel   Ferro-cement   Steel   Ferro-cement   Steel   Ferro-cement   Fibreglass/GRP   Timber   Fibreglass/GRP   Fibreglass/GRP   Timber	Ships involved - continued		Persons involved - continued *	
Seasonger   PVC (citish)   soling boot   household	Own ship	Other ship	Own ship	Other ship
Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secretary   Secr	Туре	Туре	Manters details	
Commercial   Usic Class   Date of claim   Da	passenger PWC (jetski) sailing boat	passenger PWC (jetski) sailing boat	N ler's name	Master's name
The A drive   Commercial   Co	non passenger motorboat houseboat	non passenger motorboat houseboat		
Commercial USL Class	(a) a single [a, 1])	fishing speedboat rowing boat planing hull) catamaran		
Continued Desire   Date of birth   Date of b	Other (describe)	Other (describe)	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Continued Desire   Date of birth   Date of b				
Engine   Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboard Coutboard   Inboa	Commercial USL Class Recreational	Commercial USL Class Recreational	License no legging Authority	
Couthoard   Inboard Cutboard   Inboard Cutboard   Inboard Cutboard   Inboard Petrol   None   Inboard Detrol   Inboard Detrol   None   Inboard Detrol   None   Inboard Detrol   None   Inboard Detrol   None   Inboard Detrol   Inboard Detrol   None   Inboard Detrol   Inboard Detrol   None   Inboard Detrol   Inboar	Engine	Engine	Licence no. Issuing Authority	Licence no. Issuing Authority
Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inboard Petrol   None   Inbo			(a) The second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second o	
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No. of engines Engine power    No. of engines Engine power				
Hull material   Steel   Ferro-cement   Fibreglass/GRP   Timber   Marine alloy   Ma		I modula 2.000.	Address	Address
Hull material   Steel   Ferro-cement   Steel   Ferro-cement   Fibroglass/GRP   Timber   Marine alloy   Other (describe)   O			Part Refuse Sch.4 Part 4 s.6 PI	
Steel   Ferro-cement   Steel   Ferro-cement   Fibreglass/GRP   Timber   Timber   Timber   Timb			Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Fibreglass/GRP   Timber   Fibreglass/GRP   Timber   Matcheaper / Person at the helm   Matcheaper / Person at the helm   Role   Role   Role   Matcheaper / Person at the helm   Role   Role   Role   Matcheaper / Person at the helm   Role				
Marine alloy   Marine alloy   Marine alloy   Other (describe)   Othe			Watchkeeper / Person at the helm	Watchkeeper / Person at the helm
Other (describe)  Other (describe)  Other (describe)  Damage to ship  Lost   Moderate damage (damaged but ship remains seaworthy)   Lost   Major damage (ship unseaworthy)   Licence type and grade (e.g. Master 5)   Licence ty			Role	
Damage to ship   Damage to ship   Lost   Moderate damage (damaged but ship remains seaworthy)   Major damage (e.g. Master 5)   Licence type and grade (e.g. Master 5)   Licence type and grade (e.g. Master 5)     Persons involved   Own-ship   Deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured persons   Name of deceased or injured			Master Crewmember Passenger	Master Crewmember Passenger
Lost   Moderate damage   Cdamaged but ship remains seaworthy)   Major damage			Name	Name
Lost   Moderate damage   Cdamaged but ship remains seaworthy)   Major damage	Damage to ship	Damage to ship		
Major damage				Gender Date of birth
Persons involved  Own ship  Deceased or injured persons Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person Name of deceased or injured pe	(damaged but ship remains seaworthy)	(damaged but ship remains seaworthy)	Male Female / /	Male Female / /
Persons involved  Own ship  Deceased or injured persons Name of deceased or injured person Name of deceased or injured person Name of deceased or injured person  Same of deceased or injured person  Male   Female   / /   / / / / / / / / / / / / / / /	Major damage  (ship unseaworthy)  No damage	Major damage (ship unseaworthy)  No damage	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
Own ship  Deceased or injured persons Name of deceased or injured person Name of deceased or injured person  Name of deceased or injured person  Name of deceased or injured person  Same of deceased or injured person  Male   Female   / /   / / /   / /    Address  Address  Injury status  Other ship  Licence no. Issuing Authority  Licence no.		1 1 1 1	AS ABOVE	
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Gender Date of birth   Male   Female   / /   Address	Name of deceased or injured person	Name of deceased or injured person	'ssue date Expiry date (if applicable)	Issue date Expiry date (if applicable)
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Para-flier  next page Para-flier  next page 135-06037.pdf - Page Number: 137 of 164	Para-liler	Para-filler next page	N 1 407 - 1404	

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/Master's Report	
	$\sim (O_{\rm A})$
Assistance rendered/received at incident	
Signature (Owner/M	Date 25, 2,02
	Date / / /
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Name and Status of person who assisted in completion of form (if applicable) AS ABOUE

**Marine Incident Report** 



2 5 FER 2002

The Drm is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to

	the nearest Regional Harbour Master or Queensland Police Servi	ice (Water Police) or Queens	and Boating and Fisheries Patrol C	Office
	Incident description			
	Position of incident			
IVER	Latitude Longitude Body of water/Landmark	74	Bearing Distance	e
		CLIMPERI REEF		
\	Location		Date Time	
	☐ Inland waters ☐ Smooth waters ☐ Partially smooth	waters Offshore	2312102 10.00	am
	Type of incident			
	Collision Grounding	Loss of ship	Onboard incident	
	between ships unintentional	Structural failure	falls within ship	
494	with a fixed object intentional with floating object	Loss of stability	<ul><li>crushing or pinching</li><li>other onboard injury</li></ul>	
	with an animal	Fire	Other personal injury	
N.	with submerged object	Explosion	hit by propeller or ship	
6	with wharf	Person	<ul><li>water ski incident</li><li>parasailing incident</li></ul>	
The second	Incident Severity Rating	overboard	diving incident	
		yolyod attach	<ul> <li>other personal injury caused by operation of sh</li> </ul>	hip
	details on a separate sheet			
	No. of persons No. of persons	Ship lost	Damage to property only	
		Ship damaged	No damage	
	Environmental Conditions			
	Weather		Visibility	
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	Ships involved			
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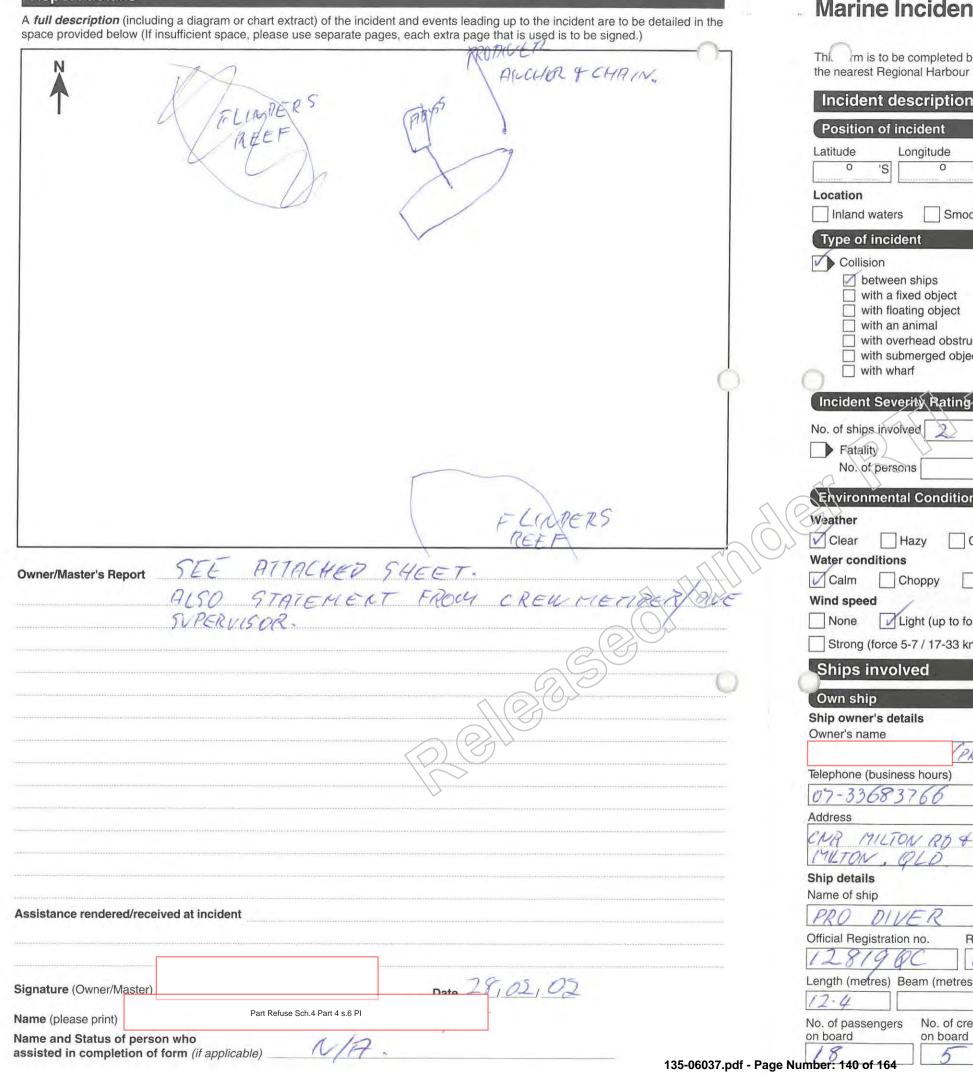
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10				Licence no.	Issuing Authority	Licence no.	Issuing Authority
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(ship unseaworthy)	No damage	(ship unseaworthy)	No damage	Licence type and grade (e.	g. Master 5)	Licence type and grade (e.g.	Master 5)
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Own ship		Other ship					
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Crew	Swimmer	Crew	Swimmer				
Passenger on vessel	Diver	Passenger on vessel	Diver				
Water-skier	Other	Water-skier	Other				
Para-flier	Continued next page	Para-flier	Continued next page				

Telephone (after hours)

Passenger

Telephone (after hours)

next page . . . 135-06037.pdf - Page Number: 139 of 164



### **Marine Incident Report**



This is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to the nearest Regional Harbour Master or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

Incident description	
Position of incident	
Latitude Longitude Body of water/Landmark  O 'S O 'E WRELL OF CRUS APE	R III RESPECTAT FLINDERS REEF Distance
Location	Date Time
Inland waters Smooth waters Partially smooth	h waters Offshore 23 / 02 / 02 am
Type of incident	
Collision    between ships	Loss of ship  Structural failure  Loss of stability  Fire  Explosion  Person  Onboard incident  falls within ship  crushing or pinching  other onboard injury  Other personal injury  hit by propeller or ship  water ski incident  parasailing incident
Incident Severity Rating	overboard diving incident
No. of ching in colvert Note - if more than 2 ships were in	other personal injury caused by operation of ship
Fatality details on a separate sheet	Ship lost Damage to property only
No. of persons No. of persons	Ship damaged No damage
Environmental Conditions	
Weather	Visibility
Clear Hazy Cloudy Rain Flood	Other Good Fair Poor
Water conditions	Time of day
Calm Choppy Rough Very Rough	Strong current Day Night Twilight
Wind speed	
None Light (up to force 2 / 1-7 knots) Moderat	te (force 3-4 / 8-16 knots)
Strong (force 5-7 / 17-33 knots) Gale (force 8 and about	ove / more than 33 knots)
Ships involved	
Own ship	Other ship
Ship owner's details	Ship owner's details
Owner's name	Owner's name
(PRO DIVE MILTON)	BLV ZONE SCUBA
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12-4 1997	
No. of passengers No. of crew on board Continued	No. of passengers No. of crew Corporate Form F307 on board On board Continued
18 5 Continued	Continued Sep 9

On Saturday 23rd February 2001, I was the master of the Dive Charter vessel "PRO DIVER".

The vessel departed Newport Marina at 0830, our destination was the wreck of the Crusader III which has a minimum depth of 16 metres of water on the top of the wreck and a maximum depth of 28 metres of water at the stern of the wreck, there was a diver on board "PRO DIVER" who was doing his advanced diver course and was booked to do a wreck dive as part of his course. Crusader III was the only option available to me and would have to be the first dive so as to avoid reverse profiling the dives for the day and stay within the guidelines set out by the Workplace Health and Safety Regulations that govern Recreational Scuba Diving...

Upon arrival at the site of the Crusader III I observed that the sea conditions were a slight wind of less than 5 Knots from the South East with an Easterly current running, I observed the Dive Charter Vessel "ABYSS" was already anchored on the wreck with their bow facing West into the current. This did not concern me as the wreck is quite large and two vessels often anchor on it at the same time for the purpose of scuba diving. I observed that the divers from the vessel "ABYSS" were entering the water and were descending their anchor line. I proceeded to circle the vessel "ABYSS" to determine where exactly the wreck lay in relation to the anchored vessel. It became apparent that the vessel "ABYSS" was anchored on the middle of the wreck, I decided to attempt to anchor on the Bow of the wreck.

I manoeuvred the vessel "PRO DIVER" over the bow of the wreck of the Crusader III, I observed that the last divers from the vessel "ABYSS" were beginning their descent, I signalled the crew to drop the anchor. The Anchor of the "PRO DIVER" consists of a 45 lb CQR with 80 metres of 10mm short link Chain. I observed that the divers from the vessel "ABYSS" were all underwater.

I observed that the current was very strong and that the combination of wind and current was pushing the "PRO DIVER" towards the vessel "ABYSS". I signalled the crew that I was aborting the dive and began to retrieve the anchor using the main engines to manoeuvre the vessel clear of the vessel "ABYSS", by this time the stern of the "PRO DIVER" was quite close to the bow of the Vessel "ABYSS" (about 15 metres). I had just begun to manoeuvre away from the Vessel "ABYSS" when I was informed by my crew that there were divers on the surface behind "PRO DIVER", I immediately ceased manoeuvring and placed both main engines in neutral. I had no way of Knowing how many divers were in the vicinity of the stern of "PRO DIVER", if they were aborting their dive because of the excessive current or whatever. I considered the risk to life and limb to be too great to continue to manoeuvre the "PRO DIVER with the engines"

Immediately after ceasing to manoeuvre, the Current pushed the "PRO DIVER" alongside the vessel "ABYSS". the port side of "PRO DIVER" was alongside the starboard side of "ABYSS". My crew instructed our passengers to stand clear to avoid injury and so as not to hamper them in their efforts to resolve the situation. I observed two divers on the surface gripping a rope on a float attached to the stern of "ABYSS", they were in close proximity to the stern of "PRO DIVER".

I observed the person whom I know to be the Master of the Vessel "ABYSS" on the starboard bow of Abyss attempting to fend the two yessels off, he was accompanied by another person who I assumed to

be the dive supervisor on board. They seemed totally unconcerned with the fact that they had two divers in imminent danger at the stern of the vessel and made no attempt to assist them on board their vessel, they seemed more concerned with their vessel than the possibility of injury to their divers. They gave me no advice as to whether there were more divers in the vicinity or whatever. At about this time the two vessels came together with the result of the bow rail of the "ABYSS" being bent in one section on the Starboard Quarier.

I instructed my crew to let out all the remaining anchor chain in the hope that it would be enough to allow the "PRO DIVER" to clear the vessel "ABYSS". This did not happen, the "PRO DIVER" came to a stop with the port bow against the starboard aft quarter of the vessel "ABYSS", I decided to drop the chain of "PRO DIVER" and come back and retrieve it at a later time and left the flybridge and proceeded to the fore deck to disconnect the chain in the anchor locker personally. At this time the Master of the Vessel "ABYSS" seemed very agitated and spoke for the first time and said in an agitated manner that he was going to drop his anchor line and drive off. I informed him that he couldn't go anywhere as he had divers on the surface behind his vessel and that I was in the process of dropping my anchor chain at that very time.

I disconnected the chain in the locker and proceeded back to the flybridge. By the time I was back on the Flybridge, the crew had successfully dumped the anchor chain. The "PRO DIVER" immediately drifted clear of the Vessel "ABYSS". I engaged the main engines and proceeded to a mooring on Flinders Reef where we launched our tender and set up and briefed and proceeded to put our divers in the water for their first dive.

After I launched the tender, with the assistance of a crewman I loaded a long line and a large float into the tender. I instructed two of my dive staff to proceed to the site of the Crusader III and for one of them to dive on the wreck and attach the line to the anchor chain about 5 metres from the end, I instructed them how to tie an appropriate knot that would not fail or slip. They proceeded to the site of the Crusader III and carried out my instructions.

On returning to "PRO DIVER" my dive staff confirmed with me that the vessel "ABYSS" was anchored on the middle of the wreck and that the ANCHOR of "PRO DIVER" had landed on the bow of the Crusader III but had dragged and was located about 10 metres to the east of the bow of the Crusader III.

After our divers had returned from their dive and been logged back on board, and after the vessel "ABYSS" had cleared the area, I proceeded to the site of the Crusader III with the "PRO DIVER" and retrieved our anchor, this necessitated putting a diver in the water as the chain became fouled on a rocky outcrop on the bottom. After the anchor was retrieved and our diver safely back on board I proceeded back to a different Mooring on Flinders Reef' and lunch was served to our passengers prior to their second dive for the day.

We returned to Newport Marina at 1630 Hours.

SIGNED

Part Refuse Sch.4 Part 4 s.6 Pl

Dated 28th February 2002.

Incident Report 23.02.2002 M.V. Prodiver Skipper: Trip Director Dive Boat Crew: Divemaster Incident: Collision between M.V. Prodiver & M.V. Abyss. On the Saturday in question the designated site for Prodiver was the Crusader II wreck which is located east of flinders reef. Upon arrival at the Crusader II, the Abyss was already anchored on the wreck. proceeded to examine where the wreck was in conjunction with the Abyss and where Prodiver could anchor. The Abyss had anchored in the middle of the wreck. decided to position Prodiver over the bow of the Crusader II and once we were in position. gave me a signal to drop the anchor held Prodiver in position. As the rest of the boat crew and I set the rest of our dive lines. noticed we had drifted sideways out of position and signalled us to retrieve the anchor. As we were doing this, noticed some divers surfacing behind us on the Abyss's ancher line. informed of this. immediately took the engines out of gear and very clearly told me to dump a lot of anchor chain hoping we would drift past them. After a couple of seconds of drifting, the anchor took up again and started to swing Prodiver's front rail into the Abyss's front Rail. I was rather shocked that the skipper of the Abyss was more concerned about the rubbing of the two boats rather than the safety of the divers in the water. was very concerned for the divers and then proceeded to drop all of our anchor line. Prodiver then safely drifted past the Abyss and once clear of all danger, took Prodiver into Flinders reefs moorings. While we were at Flinders I took the tender out to the Crusader II to dive down and put a float on the anchor chain for retrieval later by Prodiver once the Abyss had cleared the area. I am therefore able to confirm the position of both anchors and chains and the direction in which they were lying. Part Refuse Sch.4 Part 4 s.6 P

ON SAT 23-2-02 AT APPROX 10 AM WE ANCHORED ON THE CEMENT CO. WE PUT OUR DIVE FLAG UP AND OUR DIVERS GOT IN THE WATER, WE HAD SEVEN DIVERS ON THE BOTTOM AT THE WRECK, APPROX 10 MINS PIFTER THE 15T DIVERS WENT DOWN, THE LAST 2 DIVERS MADE THEIR WAY TO THE ANCHOR LING TO DECEND, THATS WHEN PRO DIVER IDLED BACK & FORWARD ACROSS OUR BOW LOOKING FOR THE WRECK THEN THEY PROPPED THEIR AncHOR THE WRELL & DIVERS A COMMENCED TO BACK UP FROM OUR FRONT PORT SIDE TO OUR FRONT STARBOARD SIDE DRAGGIN CHAIN & ANCHOR ACROSS THE WRECK YOUR DIVERS. I TOLD THE 2 DIVERS AT OUR ANCHOR LINE NOT TO GO DOWN YET BECAUSE I COULD TELL EXACTLY WHAT WAS GOING TO HAPPEN AS SOON AS THEY DROPPED THE ANCHOR AND THEY COULD GET HURT. BEFORE WE KNEW IT THE CURRENT PULLED THEM AROUND CRASHING INTO OLR STARBOARD SIDE. THE 2 PIVERS FORTUNATELY WENT AROUND, THE PORTSIDE & WENT TO THE BACK OF OUR BOAT & HURG ON THE MERMAID LINE APPROX 15 METRES OFF THE STERN OF OUR BOAT, OUT OF THE WAY. THE PIVE MASTER & I WERE YELLING, WHAT ARE YOU DOING, WE'VE GOT DIVERS IN THE WATER AND YOUR GOING TO HIT OUR BOAT. WE TRIED TO KEEP THE BOATS APPET WHILE THEY MESSED AROUND WITH THE AncHOR CHAIN. THEN THE SWELLS CRASHED THE BOATS TO GETHER BENDING OUR BOW RAIL AND ALMOST BREAKING BOTH GELOUR LEGS BETWEEN THE GUNWHALES IF WE HADN'T GOT OF THE WAY QUICK ENOUGH. AFTER HOLDING THEM OFF FOR 10 MINS, THEY DROPPED THEIR CHAIN + APPOHER + DRIFTED OFF. THE 2 DIVERS WERE QUITE STRESSED ABOUT THE WHOLE THING, PRO PIVER WENT BACK TO FLINDERS UNTIL WE FINISHE THE DIVE THEY SENT THEIR RUBBER DUCK BACK TO US SO THEY COULD RETRIEVE THEIR ANCHOR

Part Refuse Sch.4 Part 4 s.6 Pl



Queensland Transport

Memorandum

Our Ref:

720-2051

PBP31500

Your Ref:

Date:

5 April 2002

TO:

**Manager Marine Safety** 

Pinkenba

COPY TO:

SUBJECT: MADISON - unregistered operation - 21.05.2901

RECEIVED

-8 APR 2002

MARINE OPERATOR PINKERS

The file in relation to the above incident has been examined. The incident was investigated initially by Field Officer Graham SHIELD of the QB & FP, Pinkenba. His recommendation was for letters of caution to be forwarded to the master and the owners respectively regarding lapses under the Act and Regulation.

## **Summary of Incident:**

The Madison is an aluminum motor yacht powered by two engines producing 2000 kilowatts, with a length of 23.33 metres and a beam of 7.10 metres. It is owned by Lintac Investments Limited with a postal address of PO Box/3340 Road Town, Tortola, British Virgin Isles. It registered in the British Virgin Isles and carries a registration number of 730667.

Master of the yacht at the time of its grounding (7.30pm on 21.05.2001) in Freeman Channel near Moreton Island was

Including the master there was a crew of four on board with a

Part Refuse Sch.4 Part 4 s.6 PI

The ship experienced problems with the steering, which eventually failed, and the vessel grounded on the beach at Yellow Patch on Moreton Island.

Maritime Division

Maritime Safety Branch

**GPO Box 2595** 

Enquiries: K J White Telephone: 322 42617

Facsimile: 322 48718

41 George Street Brisbane Qld 4001 G:\MARITIME\SAFETY\Marine Incidents Unit\Misc Tasks SA(I)\Kevin White\Madison - Coyne (P).lwp

### Comment:

I offer the following brief comments:

Section 9 of the Transport Operations (Marine Safety) Act 1995 defines the meaning of owner".

- "(1) The owner of a ship is the person who owns the ship, whether or not the person is registered as the ship's owner
- (2) The owner of a ship includes a person who -
  - (a) exercises, or purports to exercise, powers of the owner; and
  - (b) operates the ship or causes or allows it to be operated by someone else."

Three examples are cited in the Act the first of which reads as follows -

"If a ship's owner lives outside of Queensland, and the owner appoints an agent in Queensland to exercise the owners powers and operate the ship, the agent is the owner of the ship."

Section 11 of the Act states that the Act applies to the following ships -

- (a) all ships connected with Queensland, wherever they may be;
- (b) all ships in a pilotage area or port;
- (c) all ships on Queensland intrastate voyages;
- (d) all ships on interstate voyages while they are in Queensland waters;
- (e) all ships on overseas voyages while they are in Queensland waters.

Section 6 of the Act sets out those ships which are connected with Queensland.

A ship is connected with Queensland if-

- (a) it is registered under the Shipping Registration Act 1981 (C'wlth) with a home port in Queensland; or
- (b) it is, or is required to be, registered or licensed under this or another Act; or
- (c) it is owned or chartered by -
  - (i) an individual whose place of residence, or principal place of residence, is in Queensland; or
  - (ii) a person whose place of business, or principal place of business, is in Queensland; or
- (d) it is ship declared by regulation to be a ship connected with Queensland.

Section 37 of the Transport Operations (Marine Safety) Regulation 1995 then details a variety of ships to which the requirement of registration under the Act is applied.

"37.(1) The following are ships to which part 5, division 2 of the Act applies -

- (a) all ships operating in Queensland waters owned or chartered by -
  - (i) an individual whose place of residence, or principal place of residence, is in Queensland; or
  - (ii) a person whose place of business, or principal place of business, is in Queensland; or
  - (iii) a person whose principal place of business for managing the ship's operations is in Queensland;
- (b) all ships not mentioned in paragraph (a) -
  - (i) on Queensland intrastate voyages; or
  - (ii) on interstate voyages while they are in Queensland waters.
- (2) However part 5, division 2 of the Act does not apply to the following ships -
  - (e) a recreational ship on a Queensland intrastate voyage if the ship -
    - (i) is registered under a law of another State about the registration of ships; and
    - (ii) the owner of the ship is not an individual or person mentioned in subsection (1)(a);
  - (j) a recreational ship from a foreign country, if -
    - (i) the ship is in Queensland waters for less than 1 year; and
    - (ii) the ship's owner is not an individual or person mentioned in subsection (1)(a)."

From the text of the interview with sch.4 Part 4 to Would appear that the *Madison* arrived in Australian waters (perhaps not Queensland waters) at 0100 hours on 28.08.2000. This incident occurred on 21.05.2001, only some 9 months after the ship arrived in Australian waters. The file also indicates that registration in the British Virgin Islands is current.

Taking into account the relevant details in the file and applying the legislation the following would seem to be the position -

- (1) The owner resides in the British Virgin Islands, or at least has his principal place of business there:
- (2) His Australian agent is a firm of solicitors in Melbourne;
- (3) COYNE was master of the ship but not an agent for the owner and took instructions from either the owner or the Melbourne solicitors;
- (4) The Madison was, at the time of the incident, currently registered in the British Virgin Islands;
- (5) The *Madison* is a recreational ship and had been in Australian waters less than 1 year.

Therefore as a recreational ship from a foreign country which has been in Queensland waters less than 1 year, with the owner not being a person connected with Queensland, there was no requirement for the ship to be registered in Queensland at the time of the incident. The *Madison* is exempt within the terms of Section 37(2)(j) of the *Transport Operations (Marine Safety) Regulation 1995*.

The investigation by QB & FP Officer Glen SHIELD was comprehensive and very well done. I note that you have previously thanked him for his efforts.

A file No. 02-07-7164 has been retrieved from archives and indicates that an application dated 10/06/1994 was made by a

for commercial registration of the vessel *Madison*. The application was signed by a as master. His address was shown as

Several West Australian documents relating to load line certificates, stability, and safety equipment were not acceptable in Queensland. The application was rejected on 22/07/1994 pending rectification of a number of issues to Queensland standards and the submission of certain stability details. The file indicates that these were never submitted and the application lapsed.

Under the circumstances no prosecution action is contemplated. You may wish to proceed with a cautionary letter to the owner or his agents. Mention is made that the *Madison* is now recreationally registered in Queensland but I have insufficient detail to arrange the appropriate check. More information may be needed from QB & FP to verify that statement. Reference is made in the file of contact by with the Melbourne solicitors who later confirmed by facsimile that Queensland registration had been paid but there is no copy of the facsimile nor mention of the name of the solicitor/s.

KJ White

ACTING SENIOR ADVISOR (INVESTIGATIONS)



Enquiries: G. SHIELD
Telephone: +61 7 3860 3590

Department of **Primary Industries** 

7 November 2001

Capt. R.C. Johnson Regional Harbour Master Queensland Transport Marine Operations Base MacArthur Avenue East PINKENBA QLD 4008

Dear Sir

Re: Marine Incident Report - 'Madison' grounding at Taylor's Bight 21.05.01

Please be advised that an investigation has been conducted into the Marine Incident involving the vessel 'Madison', grounding at Taylor's Bight on 21 May 2001.

It is my view that in this incident the cause may have been the result of other factors.

1. Steering Failure

This fault was reported to have occurred prior to the incident and possibly in darkness without the aid of a Rudder Indicator; the helmsman may not have observed any course alteration.

Correspondence from the Master, Part Refuse Sch.4 Part 4 s.6 P indicates significant modifications and repairs to the 'Madison' steering system.

An inspection to locate a fault was initially conducted by Rubin Marine on 28 May 2001. On 30 May 2001 Rubin Marine returned to the 'Madison' after a series of faults in the rudder feedback unit and number 2-solenoid set.

Due to the replacement of parts and orders ex Japan, a delay of up to 14 days minimum was expected. Further on 6 July 2001 Rubin Marine returned and fitted parts requiring replacements.

G. SHIELD - Field Officer Queensland Boating & Fisheries Patrol Marine Operations Base MacArthur Avenue East PINKENBA

Facsimile: Telephone: Website: Call Centre (07) 3860 3550 (07) 3860 3502 www.dpi.qld.gov.au 13 25 23 During this inspection it was also revealed the Linear Synchro motor was 180° out of phase, a combination of this fault and the rudder position being out of alignment.

I am confident these faults contributed to the incident

Another contributing factor may have been the failure to make proper use of the 'Madison's electronics onboard at the time.

From past experience as a vessel master using the Kianga Channel in darkness and in a moderate to rough conditions, the use of marine radar is a necessity in this area. This is due to the numerous breaking shoals set out to the north off Comboyuro Point and the Taylor's Bight area.

I do not believe that the 'Madison's radar was utilised to its best and possibly all persons onboard were inexperienced for conducting a night passage in this area.

I also believe that the Madison's sounder could have been set in a more suitable range for the waters where the incident occurred. I suspect that as the range was set at a wide depth it was too late for the master and helmsman to visually observe an appreciable difference in sounding heights. As stated in the investigation by the master, the first indication was the sound that the Madison had grounded.

3. It is also possible that along with points 1 & 2, vision inside the wheelhouse may have been poor as various dash lights and electronics were reflecting straight onto the steep sloping glass windows.

As you can see in the investigation, I have questioned in detail regarding the safe navigation of the ship and the maintenance of 'Madison'. At the conclusion of the interview with the master Refuse Sch.4 Part 4 sinformed me that he has now left the vessel and is presently working as a Relief Master and engineer on several reputable vessels in Brisbane.

During this investigation, I have found to be very professional as he went about the repairs on the slipway and at the interview. has not taken this incident lightly and I believe is certainly much wiser to many situations that may not have been consideration.

I have also spoken to the vessel owner's Solicitor in Melbourne on two occasions regarding Queensland Recreational Registration. I informed the Solicitor acting for the owner that the vessel was not in current registration in Queensland or in any other State in Queensland.

During my discussions, it became very clear that it was an oversight on the owner's behalf and the registration problem would be rectified immediately. The agent for the owner later advised me by facsimile that as of 31 October 2001, the appropriate fee had been paid along with the registration form.

Please find attached the report relating to the investigation. Also included are photographs, maintenance reports and diagrams.

It is recommended that the master of the 'Madison' be sent a formal letter reminding him of his obligations as a master, in particular proper lookout and safe speed.

I further recommend that the owner of the 'Madison' be also notified via a formal letter, regarding the owner's obligations to ensure maintenance standards are kept to a high level as required under the Marine Safety Act 1994.

Yours faithfully

G. Shield Field Officer

D. Garnett A/District Manager Q.B.F.P. - Pinkenba

Att.

# Marine Incident Investigation Report



1	The attached report referring to the ship "MADIS	SON	MIR	PBP. 315	00		
	and dated	hted and a	II relevant s	sections h	ave beer	completed and	checked.
	Signature (Please print)	Date _	6 /_	11_/_	01		
	Name GRAHAM SHIELD						
2	Is any action recommended?				1		
	Yes Go to 3					>	
	No No action is recommended because:-						
						***********************	***********
	Cause of the incident is considered to be:-				- 1001	T. WNOUT EDOD	
)	Cause of the incident is considered to be	SIEE					
				J			Go to 6
3	Further action recommended:-						
	Interviews/Statements Inspections/Reports						
	☐ Master/s/Operator/s ☐ Surveyor/s	23	<b>\</b>				
	☐ Crew ☐ Ship/Scene/Equipmen	24					
	Witnesses		Other			******************	ensterniji.
	Action completed as recommended.	)~					
	Signature (Please print)	Date	/	/			
	Name	Title			********		
4	Is any further action recommended?						
1	Yes Go to 5						
	No The incident has been further investigated and no fu	ırther actio	n is recom	mended h	ecanea.		
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	Cause of the incident is considered to be:		edstren marrien	mu comunis	(10)366119361		
				***************			Go to <b>6</b>
5	Further action recommended?						
	(i) Prosecution pursuant to Section	of		**********	***********		
	because	***********		**********			orienti da
				************		***********	s
	The prosecution brief will be prepared by	umman					
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	Continued overleaf 135-06037.pdf - Page	; ivuiliber:	132 01 104			<b>△</b>	orm F3072 Jan 95

assisted in completion of form (if applicable

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

SEE ATTACHED CHART UL DEMARTED SHAFSTON HOUSE TO GO TO SANCTUARY COVE. 1245/21ST. AT 7730 AT A POSN 10'SE CAPE MORETON WIL WAS NOTED AS STEERING BADRY, UNABLE TO CONTROL DIL. VIL GOING HARK PURT TO HARD STED. DECISION WADE TO RETURN TO PORT AT 1930 ON PASSAGE C. MURETON TO COMBOYUROPT VIL LOST STEERING WITH NO WARNING AND RAW AGROUND ON THE BEACH AT YELLOW PATCH. ATTEMPTS TO TOW VIL OUT BY TEMBER TO NO AVAIL. REPUBLICIO INCIDENT TO BRISBANE HBR. HRRANGES TUG ASSISTANCE FOR PM 22 ND. NO INJURIES, HULL OF YELL SOUND DIVER'S REPORT 2 DAMAGED PROPELLORS Assistance rendered/received at incident BRISBANE HARBOUR, QUP BTB "TARALGA" Date 23/05/2001 Signature (Owner/Ma Part Refuse Sch.4 Part 4 s.6 PI Name (please print) Name and Status of person who CAPT P. J. MARCHBANK

DHW

**Marine Incident Report** 

QUEENSLAND TRANSPORT

J	this form is to be completed by the ship Owner or Master at the the nearest Regional Harbour Master or Queensland Police Se	e time of the incident and returnite (Water Politie) or Ougen	rned, with all supporting documents, to island Boating and Fisheries Patrol Office
1	Incident description		
	Position of incident		£1
•	Latitude Longitude Body of water/ <del>Landmark</del>		(T)
	27 °02.18 153 °23.9E IVHER FREEMAN	1 CHAUGE	Bearing Distance
	Location N. MORETON	I ISLAND.	Date Time
-	Inland waters Smooth waters Partially smooth	th waters Offshore	Date Time 1930 an
0	Type of incident		175 pn
	Collision Grounding	Loss of ship	
	☐ between ships ☐ unintentional	Structural failure	Onboard incident falls within ship
1	with a fixed object intentional with floating object		crushing or pinching
MOTE	with an animal	Loss of stability	other onboard injury
MABLE	with overhead obstruction sinking swamping	Fire	Other personal injury
	☐ with submerged object ☐ swamping ☐ flooding	Explosion	<ul><li>hit by propeller or ship</li><li>water ski incident</li></ul>
PURT		Person overboard	parasailing incident
70	Incident Severity Rating		<ul><li>diving incident</li><li>other personal injury</li></ul>
	No. of ships involved Note - if more than 2 ships were in details on a separate sheet	nvolved attach	caused by operation of ship
	Fatality Injury	Ship lost	Damage to property only
	No. of persons No. of persons	Ship damaged	No damage
TO	Environmental Conditions	D omp damaged	No damage
	Weather		
m141	Clear Hazy Cloudy Rain Flood		Visibility
1	Water conditions		Good Fair Poor
market freeze	Calm Choppy Rough Very Rough	Strong current	7
+ TCLY.	Wind speed		DayNight Twilight
X-	None Light (up to force 2 / 1-7 knots) Moderate	e (force 3-4 / 8-16 knots)	141
oue.		ve / more than 33 knots)	
2-114	Ships involved		
HBR.	Own ship Ship owner's details	Other ship	
$\cap$	Owner's name	Ship owner's details Owner's name	
YM	LINTAC INVESTMENTS LTD.	Owners name	
	Telephone (business hours) Telephone (after hours)	Telephone (business hours)	Talanhana (aftar harras)
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***************************************	P.O. Box 3340, ROAD TOWN,		
NEX	TORTOLA, BRISTISH V.I.		
-UNS,	Ship details	Ship details	
(D	Name of ship	Name of ship	
24	MADISON.		
***************************************	Official Registration no. Registering Authority	Official Registration no.	Registering Authority
	- 730667 BRITISH VIRGIN ISTOS		J. Harrison L.
	Length (metres) Beam (metres) Year built	Length (metres) Beam (me	tres) Year built
	23.3 7.10 1986.		
	No. of passengers No. of crew	No. of passengers No. of	crew
080,	on board on board Continued	on board on boa	
135-06037.pdf - Page N	Number: 153 of 164 over page		F3071

Ships involved - continued		Persons involved - continued	
Own ship	Other ship	Own ship	Con
Туре	Туре	Ma rs details	Other ship
passenger PWC (jetski) sailing boat	passenger PWC (jetski) sailing boat	Master's name	Masters details Master's name
non passenger motorboat houseboat	non passenger motorboat houseboat		Muster's Harrie
fishing speedboat rowing boat	fishing speedboat rowing boat	Gender Date of birth	Condex
hire & drive (planing hull) catamaran	hire & drive (planing hull) catamaran	Male Female	Gender Date of birth Male Female
Other (describe)	Other (describe)	Lisassa kanana da sa la s	
MOTOR YARAT.	Other (describe)	Licence type and grade (e.g. Master 5)	Licence type and grade (e.g. Master 5)
		***************************************	
Commercial USL Class Recreational	Commercial USL Class Recreational		
		Licence no lequing Authority	Licence no. Issuing Authority
Engine	Engine		
Outboard Inboard/Outboard	U Outboard Inboard/Outboard	Issue date     Expiry date (if applicable)	Issue date Expiry date (if applicable)
Inboard Petrol None	Inboard Petrol None		>
Inboard Diesel Other (please specify)	Inboard Diesel Other (please specify)		
			Address
No. of engines Engine power	No. of engines Engine power		
2. 2000 H	L KW		
Hull material	Hull material	Telephone (business hours) Telephone (after hours)	Telephone (business hours) Telephone (after hours)
Steel Ferro-cement	Steel / Ferro-cement		
Fibreglass/GRP Timber	Fibreglass/GRP Timber	Watchkeeper / Ferson at the	Watchkeeper / Person at the helm
Marine alloy	Marine alloy	Role	Role
Other (describe)	Other (describe)	Master Crewmember Passenger	Master Crewmember Passenger
HLUMINIUM,		Name	Name /
Damage to ship	Damage to ship		
Lost Moderate damage	Lost Moderate damage	Gender Date of birth	Gender Date of birth
(damaged but ship remains seaworthy)	(damaged but ship remains seaworthy)	Male Female	Male Female /
Major damage No damage (ship unseaworthy)	Major damage	Licence type and grade (e.g. Master 5)	License type and grade (s. a. Martan 5)
	(Simp disseasorary)	), sand (right master of)	Licence type and grade (e.g. Master 5)
Persons involved		477-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	
Own ship	Other ship	- License se	
Deceased or injured persons	Deceased or injured persons		Licence no. / Issuing Authority
Name of deceased or injured person	Name of deceased or injured person		
			Issue date (if applicable)
Gender Date of birth	Gender Date of birth		
Male Female / /	Male Female // /	Address	Address
Address	Address		
		Part Refuse Sch.4 Part 4 s.6 PI	
		Telephone (business hours) Telephone (after hours)	Telephone (business hours)  Telephone (after hours)
Telephone (business hours)  Telephone (after hours)	Telephone (business hours)  Telephone (after hours)		Telephone (business hours) Telephone (after hours)
Injury status	Injury status	Continued	War naka
Fatality Missing person	Fatality Missing person	CHOTIECATE	SIGHTED 0900/23PD.
Serious injury Minor injury (not requiring hospital	Serious injury Mixor injury (not requiring hospital	E DELITICALE	310/4/160 000/58.p.
treatment)	treatment)		
Activity of injured or deceased	Activity of injured or deceased		
Person in charge (Master)	Person in charge (Master) Jet-skier		1
Person at helm Surf ski/surf board rider	Person at helm Surf ski/surf board rider		
☐ Crew ☐ Swimmer	Crew Swimmer		
assenger on vessel Diver	Passenger on vessel Diver		· ·
Water-skier Other	Water-skier Other		
Para-flier Continued	Para-flier Continued		
next page	next page 135-06037.pdf - Pa	ge Number: 154 of 164	

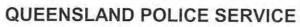
# **DIVE INCIDENT 18/11/2001** MASTER OF PRO DIVER 12819QC 19/11/2001-11-19 Marine Incident 11:50, 18/11/2001 On the 18th day of November 2001, I was the master of the charter vessel PRO DIVER, registered number 12819QC. I had anchored the vessel at 26 Degrees 59.6 Minutes Latitude South, 153 Degrees 28.5 Minutes Longitude East, for the purpose of recreational scuba diving. This is the site of the wreck of the ARRUS lying in 21 metres of water. Sea conditions at the time about 10 knots of breeze from the North North East with slight to moderate seas. After anchoring and an inspection of the dive site by crewman Part Refuse Sch. 4 Part 4 s.6 Pl a dive briefing was given to all passengers certified to dive this site. This briefing consisted of the usual dive site description, after which all persons were advised that there was about 1 KNOT of current running on the site. All passengers were given the option of sitting this dive out and having two dives in the Flinders Reef vicinity instead. All divers were asked if they were equipped with a safety sausage, those who were not were issued with a safety sausage by staff. All divers were told as part of the safety brief that they were to hold onto the anchor chain while descending to the bottom all the way to the anchor, to use the anchor as a reference point for the duration of the dive and to hold on to the anchor chain while ascending and for the duration of their safety stop before surfacing. All divers were advised that their dive time was 40 minutes which included ascent time and safety stop time. At 11:05 entered the water for their dive I was sitting on the flybridge of the vessel doing paper work the dive supervisor on board was carrying out the duties of surface watch At 11:50 advised me that were overdue. I immediately posted extra lookouts At 11:55 I instructed a staff dive instructor to enter the water and conduct a search of the dive site. At 12:05 the staff instructor surfaced and informed me that he had tried a free descent and had been unable to locate the wreck site At 12:07 Staff Instructor both entered the water to search the dive site. At 12:14 both surfaced and advised me that there was no sign of the divers on the dive site. later advised me that although there was 1 Knot of current on the surface, at a depth of 10 metres the current stopped and that there was no current at the bottom on the dive site.

At 12:15 I radioed Coast Guard Redcliffe requesting assistance, I asked for the Rescue Helicopter to assist. I advised Coast Guard of our Position in Latitude and Longitude. The inflatable tender was released to drift. I advised coast Guard that I was pulling anchor and Carrying out a search to the South East of our position. At this time the wind was rising and sea conditions were beginning to deteriorate.

After retrieving the anchor I posted lookouts on top and on both sides of the flybridge and steamed 2,2 nautical miles in a South Easterly direction, the divers were not sighted. I travelled this far because I thought it was best to approach the search on the assumption that the divers had released their hold on the anchor chain during their descent and been swept away by the current from that time. I then turned the boat and started moving in a zig – zag course back towards our point of origin.

Brisbane Water Police contacted me and I advised them of our actions and progress to date, they requested that I return to the point of origin and release a weighted lifejacket to simulate the drift of a diver on the surface, I continued my search back towards our point of origin I was contacted by Rescue 500 the Rescue Helicopter and advised that they were on their way. I advised Rescue 500 of our progress, Rescue 500 requested that I call them when I was back at our point of origin, I did this about 10 minutes after their arrival on the scene. Rescue 500 peleased a radio beacon. We released a weighted lifejacket as requested. I then turned and motored in a South South Easterly direction for a distance of approximately 3 nautical miles and then started to move off in an easterly direction . At a little after 1400 Rescue 500 advised that they had located the divers and launched a smoke flare. we were only about 200 metres away at the time. I immediately proceeded in the direction of the smoke flare I could see on the water. I did not see the divers in the water until I was only about 40 metres away from them, they were floating very low in the water and did not have any safety sausage's inflated. was thrown a line and pulled to the boat and on board, was picked up by the dive rescue tender operated by The location was 27 Degrees 02 263 Minutes South Latitude, 153 Degrees 30 274 Minutes East Longitude. At this time the wind had risen to about 20 knots from the North North East and sea conditions were moderate to rough. As soon as they were made comfortable on board, both were immediately checked out by Doctor advised me that they had both swallowed some salt water but were uninjured and were fine, they were not suffering from exposure. I travelled to Flinders reef where I went down to the deck and spoke with I decided to steam to the calm water inside Moreton Island and reassess the situation there After arriving of Bulwer inside Moreton Island where conditions were calm, I anchored the vessel and went down to the deck again and speak with they assured me that they were OK, they said they did not want to go back to port straight away and that though they did not want to dive again themselves, they were happy to sit on the boat while the rest of the passengers completed their second dive for the day. I asked our hostess to serve lunch. After everybody had eaten, the divers had a dive in 6 to 18 metres of water at a site called the Pines just south of Bulwer inside Moreton Island. I arrived back at Newport Marina at 18:45. Part Refuse Sch.4 Part 4 s.6 PI and Myself were interviewed by Brisbane Police at this time.







Specialist Services Branch Water Police PO Box 8103 WYNNUM NORTH Qld 4178

Telephone: (07) 3895 0333 Facsimile (07) 3895 0322

Howard Smith Drive, LYTTON, OLD, 4178

Our Ref: OSCR 05/11768

Your Ref:

23 December 2005

Captain R Johnson Regional Harbour Master Marine Operations Base MacArthur Avenue East PINKENBA QLD 4008

Dear Sir

Marine Incident at Flinders Reef 28/03/05. Moderate Damage -Re: nil injury.

Please find attached a marine incident report by Senior Constable William Stanley.

The officer has indicated in his report that the matter is finalized and a Marine Infringement Notice was issued.

Forwarded for your information.

W Goffrancis Acting Senior Sergeant 4356 Officer in Charge **BRISBANE WATER POLICE** 

ph. 3895 0310

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# QUEENSLAND POLICE SERVICE



### **OPERATIONS SUPPORT COMMAND**

Specialist Services Branch Water Police PO Box 8103 Wynnum North Qld 4178

Telephone: (07) 3895 0333 Facsimile (07) 3895 0322

Howard Smith Drive, Lytton Qld 4178

Our Ref: Your Ref: Officer in Charge, Brisbane Water Police TO: FROM: Senior Constable W G STANELY **Brisbane Water Police** SUBJECT: Marine Incident Investigation - Grounding of vessel at Flinders Reef, NNE of Cape Moreton I have to report that on Monday the 28th of March 2005, I 1. commenced investigations into a marine incident involving a 6.5 meter runabout which ran aground at Flinders Reef, North, North East of Cape Moreton. 2. The Master of the vessel in this instance was Once rescued by Energex Emergency Helicopter, ROSS was transported to Brisbane Water Police where I had an opportunity to conduct an interview in relation to the incident. 3. During the interview. stated that he had been travelling from Scarborough to Hutchinson Shoal via Bulwer. He was navigating in the hours of darkness using a hand held GPS and vessel mounted stated that he has travelled to Hutchinson Shoals before on this route, but never before in darkness. He further stated that as he was proceeding North he has observed breaking waves directly in front of him only a matter of five metres from his vessel. He further stated that as he backed off the throttle, he hit the reef with significant impact, the momentum pushing his vessel several metres onto the reef. During questioning was asked how fast he was travelling and he stated that he was travelling at approximately 20 knots. Part Refuse Sch.4 Part 4 s.6 PI stated that the visibility was poor and he was operating on his knowledge of the bearing required to navigate to Hutchinson's and also the effectiveness of his hand held GPS. 5. The GPS was tested at Brisbane Water Police for accuracy and found to be fully functional and set to the correct datum of WGS84.

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-2-Part Refuse Sch.4 Part 4 s.6 PI was very co-operative and willing to assist Police with the investigation. Due to the fact that has had no experience navigating safely through this area without the benefit of daylight, the speed nominated by of 20 knots is considered excessive for the conditions. A Marine Infringement Notice for operating in gazetted waters while endangering marine safety. 7. Attached to this file is the original copy of the Marine Incident Report As this matter is now finalised from an investigation perspective, perhaps the file could be forwarded to Marine Safety Queensland for any further attention necessary. W G STANLEY Senior Constable 8169 Brisbane Water Police



## QUEENSLAND POLICE SERVICE

OPERATIONS SUPPORT COMMAND
Specialist Services Branch
Water Police PO Box 8301
WYNNUM NORTH QId 4178

Telephone: (07) 3895 0333

Facsimile (07) 3895 0322

SPECIALIST SERVICES Howard Smith Drive, YTTON QLIBRANCH

18 APR 2000

Our Ref: OSCR 99/13733

W/P. REF.

17 April 2000

Captain R Johnson Regional Harbour Master (Brisbane) Marine Operations Base Queensland Transport MacArthur Avenue Pinkenba Qld 4008

Dear Captain Johnson,

Re: Marine Incident Report - Flinders Reef, 08 December 1999 - Vessel "Demolition"

I refer to the attached Marine Incident investigation file concerning the grounding and subsequent sinking of the vessel "Demolition" on 08 December 1999 on Flinders reef.

Senior Constable & Thiry has conducted an investigation into this incident and has recommended that no action be taken against the Master of the vessel. Part Refuse Sch.4 Part 4 s.6 Pl

I support his recommendation in this regard.

You may be pleased to take any action you consider necessary.

Yours Sincerely

R J OPPERMAN A/SENIOR SERGEANT 2718 OFFICER IN CHARGE BRISBANE WATER POLICE





## QUEENSLAND POLICE SERVICE



Telephone: (07) 3895 0333 Facsimile (07) 3895 0322 Howard Smith Drive, LYTTON QLD 4178

Our Ref: OSCR 99/13733

Your Ref:

13th April 2000

TO:

Officer in Charge,

BRISBANE WATER POLICE

FROM:

Senior Constable G.P. THIRY,

BRISBANE WATER POLICE

SUBJECT:

MARINE INCIDENT - DEMOLITION

I have completed my investigation into this matter and have the following to report.

At about 0030hrs on Wednesday the 8th of December 1999 a 2 Marine Incident occurred, when the vessel "Demolition" ran aground on Flinders Reet.

3 VESSEL INVOLVED

> 3.1 Vessel 1:

> > "Demolition" Registration HL 080 Q, 7 metre plate aluminium monohulled centre consul, with 135hp Volvo inboard/outboard diesel engine.

Master/Owner:

Part Refuse Sch.4 Part 4 s.6 PI

# INCIDENT DETAILS

- 4.1. The circumstance of the incident are as follows.
- At about 0035hrs of the 8/12/99 Water Police received information from Brisbane Radio, that three red hand held flares had been sighted in the vicinity of Flinders Reef by the fishing vessel "Elizabeth G' and that it would appear that a vessel had gone aground at this location.

QUEENSLAND POLICE SERVICE

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4.3 Queensland Government Helicopter Rescue 500 was immediately dispatched to Flinders Reef and subsequently winched five male persons from the vessel 'Demolition' which in fact was hard aground on Flinders Reef. All persons were safe and well and no persons were injured during the incident or the rescue.

# 5 INVESTIGATION At about 0200hrs Rescue 500 dropped the five persons at Brisbane Water Police Station where the details of the incident were obtained. 5.2 The Master of the vessel gave the following version of the incident to Police. stated at about 5.30pm on the 7th of December 1999 he anchored his vessel approximately 1000 metres on the southern side of Flinders Reef in about 45 metres of water. He stated that some time during the evening the vessel came adrift due to tide change and swell and as a result was pushed up onto Flinders Reef. He stated that he realised that the vessel was adrift when he heard the waves on Flinders Reef, he attempted to start his vessel however it was too late and the vessel was washed onto Flinders Reef. further stated that he made calls on his Marine Radio, activated his EPIRB and set off three red hand held flares in order to raise the alarm to his situation. 5.3 The other persons on board the vessel at the time of the incident are as follows.

Part Refuse Sch.4 Part 4 s.6 PI

5.4 The above witnesses were spoken to in relation to the incident and are unable to provide any further information useful to this investigation.

### 6 CONCLUSIONS

- 6.1 A Marine Incident took place sometime around 0030 hours on the 8th of December, 1999, at Flinders Reef.
- 6.2 The incident occured when Vessel 1, "Demolition", ran aground onto Flinders Reef.
- 6.3 From the investigation it would appear that Vessel 1 was anchored some distance off Flinders Reef on the southern side, at approximately 1730 hours on the 7/12/99.
- 6.4 That sometime during the course of the evening the anchor of Vessel 1 broke free and the vessel drifted with the wind, tide and wave motion onto Flinders Reef.
- 6.5 That the Master of Vessel 1 was unaware that his vessel was drifting until such time as he heard waves breaking on Flinders Reef. On attempting to start his motor the vessel was washed hard onto the reef.
- 6.6 As a result of Vessel 1 running aground the vessel was holed and subsequently sank in a large gutter at Flinders Reef. The vessel was left at Flinders Reef and over the days following property was stolen from the vessel including the vessels stern drive. Approximate cost of salvage and repairs \$30,000.

6.7

Part Refuse Sch.4 Part 4 s.6 PI

6.8 No persons were injured as a result of the incident or the subsequent rescue.

### 7 RECOMMENDATIONS

- Vessel 1 and that this incident be forwarded to the Brisbane Harbour Master for his information.
- 7.2 I make this recommendation taking into account the following points: -
  - The Master of Vessel 1 has suffered considerably given that his vessel sank and the cost of recovery and repair is in excess of \$30,000.
  - That prosecuting the Master of Vessel 1 would cause further hardship and stress on him.

- No person were injured as a result of the incident or the rescue.
- The conditions at the time of the incident were such that it would have been difficult to ascertain whether the vessel was drifting.
- That the possible offence/s committed by the Master of Vessel 1 are of a minor nature and it would not be in the public interest to prosecute him and cause him more hardship.
- There are no independent witnesses to the incident.

### 8 ATTACHMENTS

Marine Incident Report.

G.P. THIRY Senior Constable 7273 BRISBANE WATER POLICE